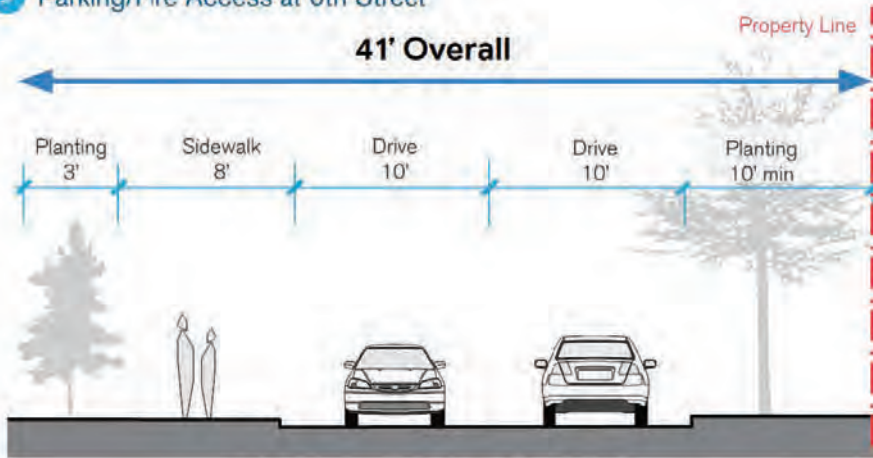
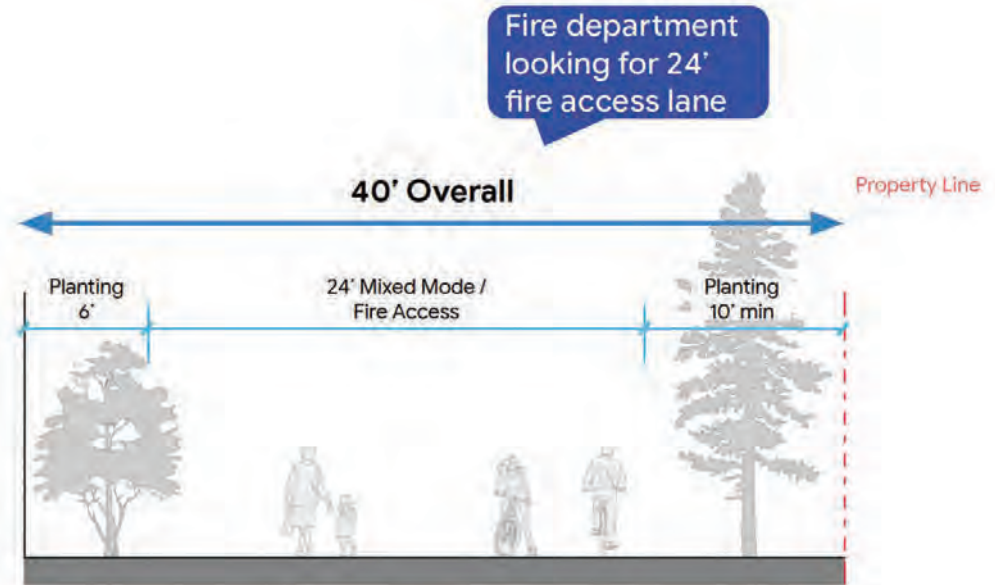


South Property Line (Masterplan)

9 Parking/Fire Access at 6th Street



Masterplan Street Section
Car Focused

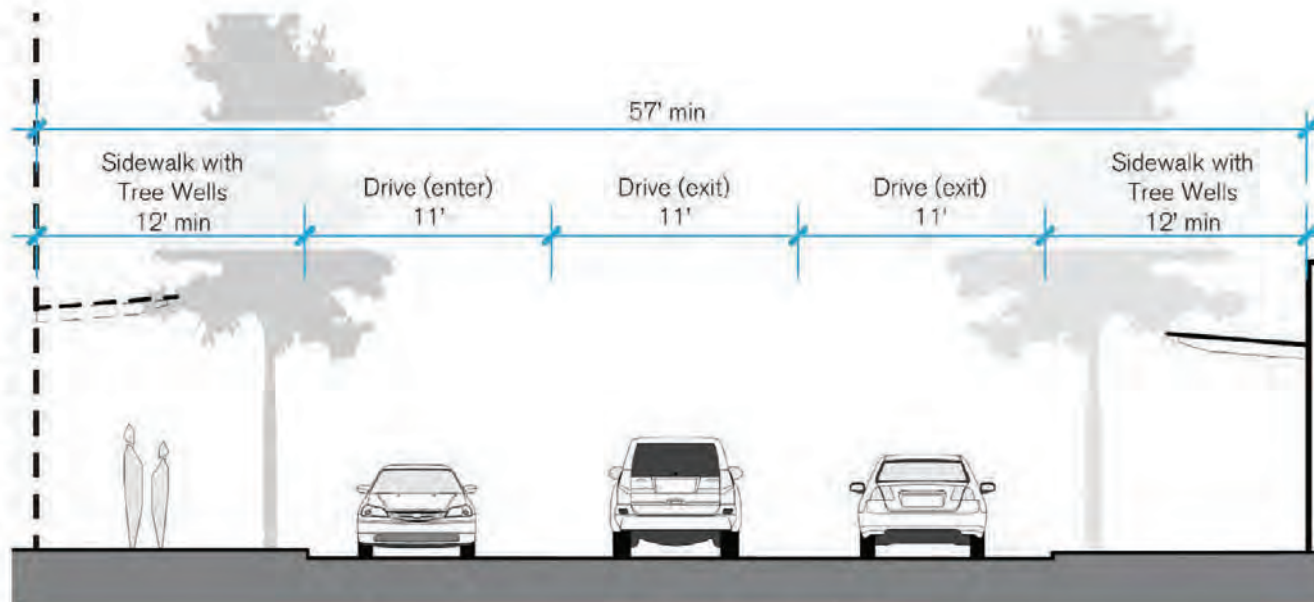


Proposed Street Section
Pedestrian Oriented

Bollards at 6th
Street, No
vehicle access
except fire



Access Street at 6th

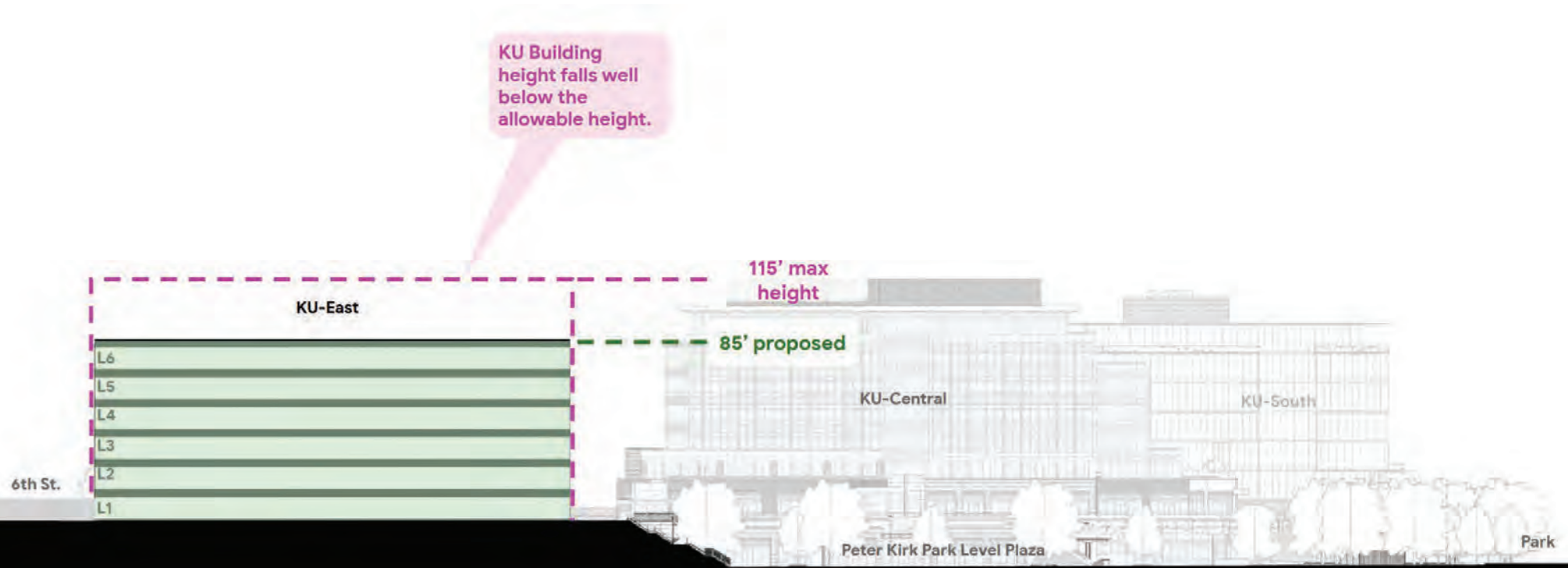


Masterplan Street Section



Zoning Envelope + Setbacks

Site Section: East to West



Full Site Development Concept

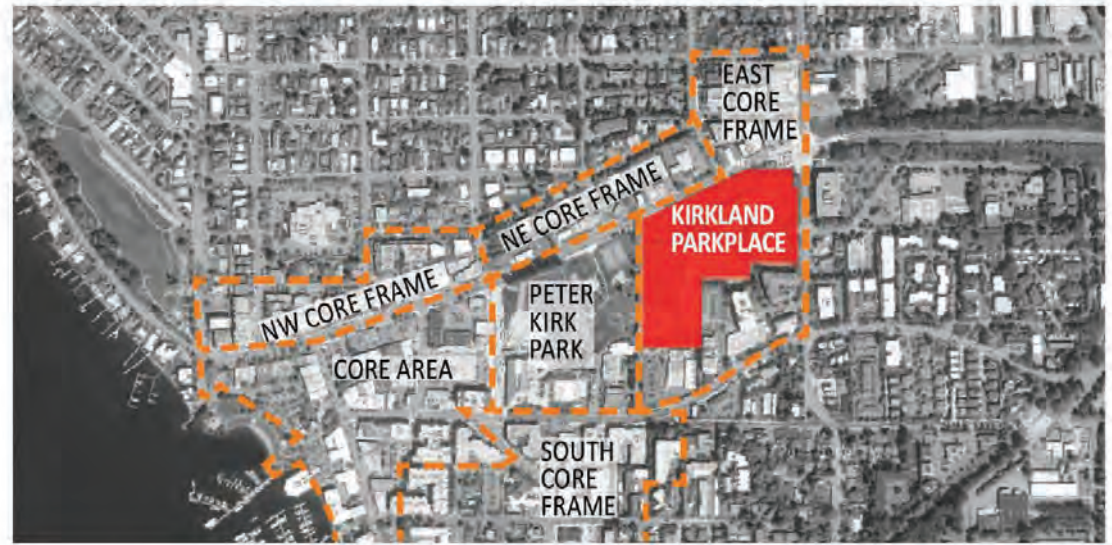
Masterplan Key Points

Major Design Drivers:

- Emotional ownership by the community; incorporate the project into the story of Kirkland.
- Create connections through site planning.
- Create community gathering spaces
- Enhance the pedestrian environment.
- Create a variety of building types, scales, and materials

Relevant Building Design Principles:

- Ground Level Retail Heights should be a minimum of 14 feet in height.
- Weather Protection: to provide pedestrians cover from weather, canopies or awnings should be:
 - A minimum of 5 feet in width
 - Placed along 75% of facades of retail frontages
- Buildings should distinguish a “base” using articulation and materials
- Break down the scale and massing of larger buildings into smaller and more varied volumes.
- Building modulation should be employed to break up long facades and create a visual interest unique to each building in the project.

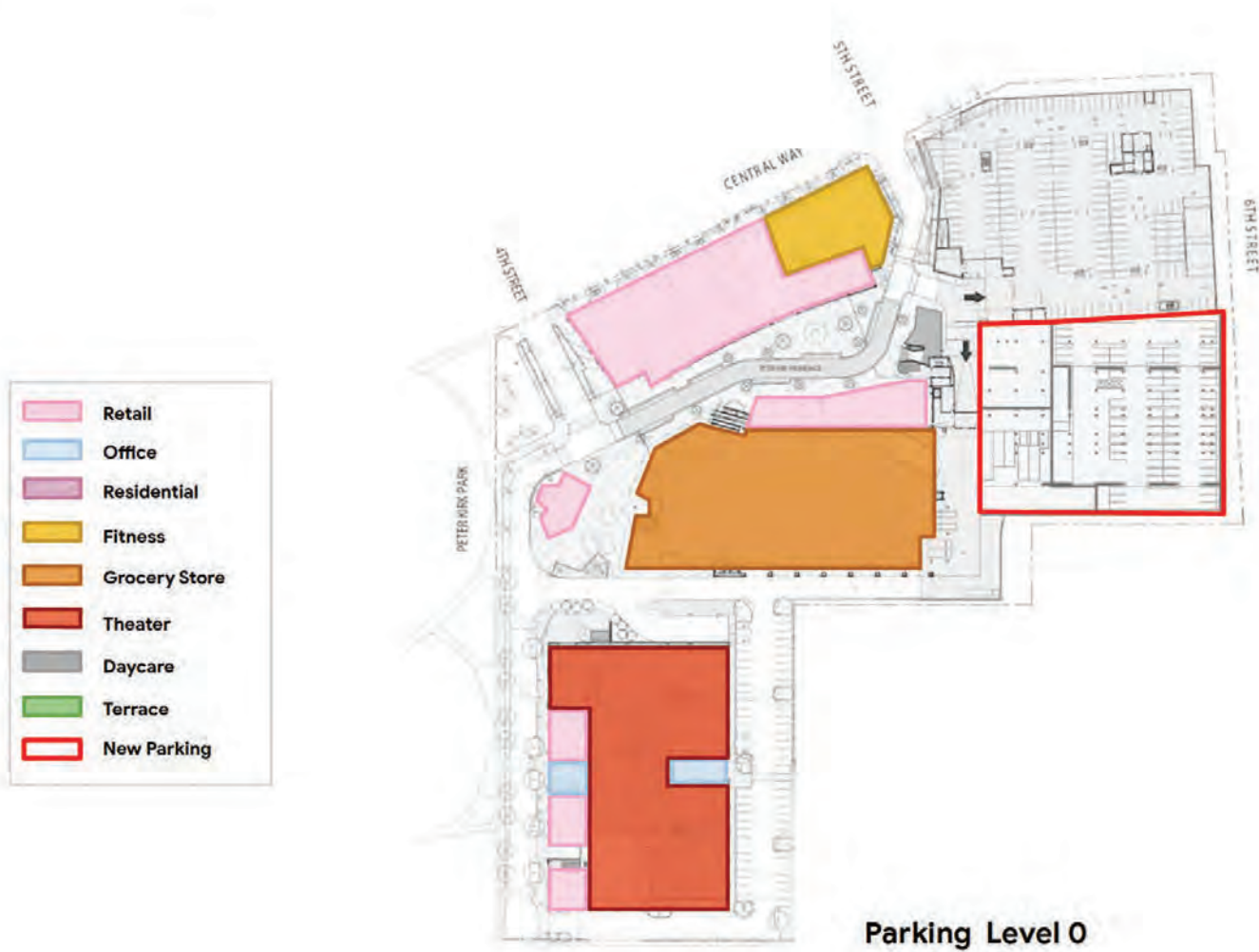


Kirkland Parkplace: Design District 5A, part of the East Core Frame in Kirkland's downtown area¹

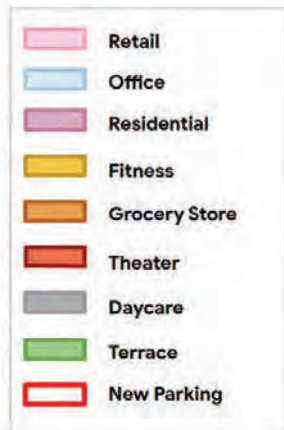
Site Plans



Site Plans

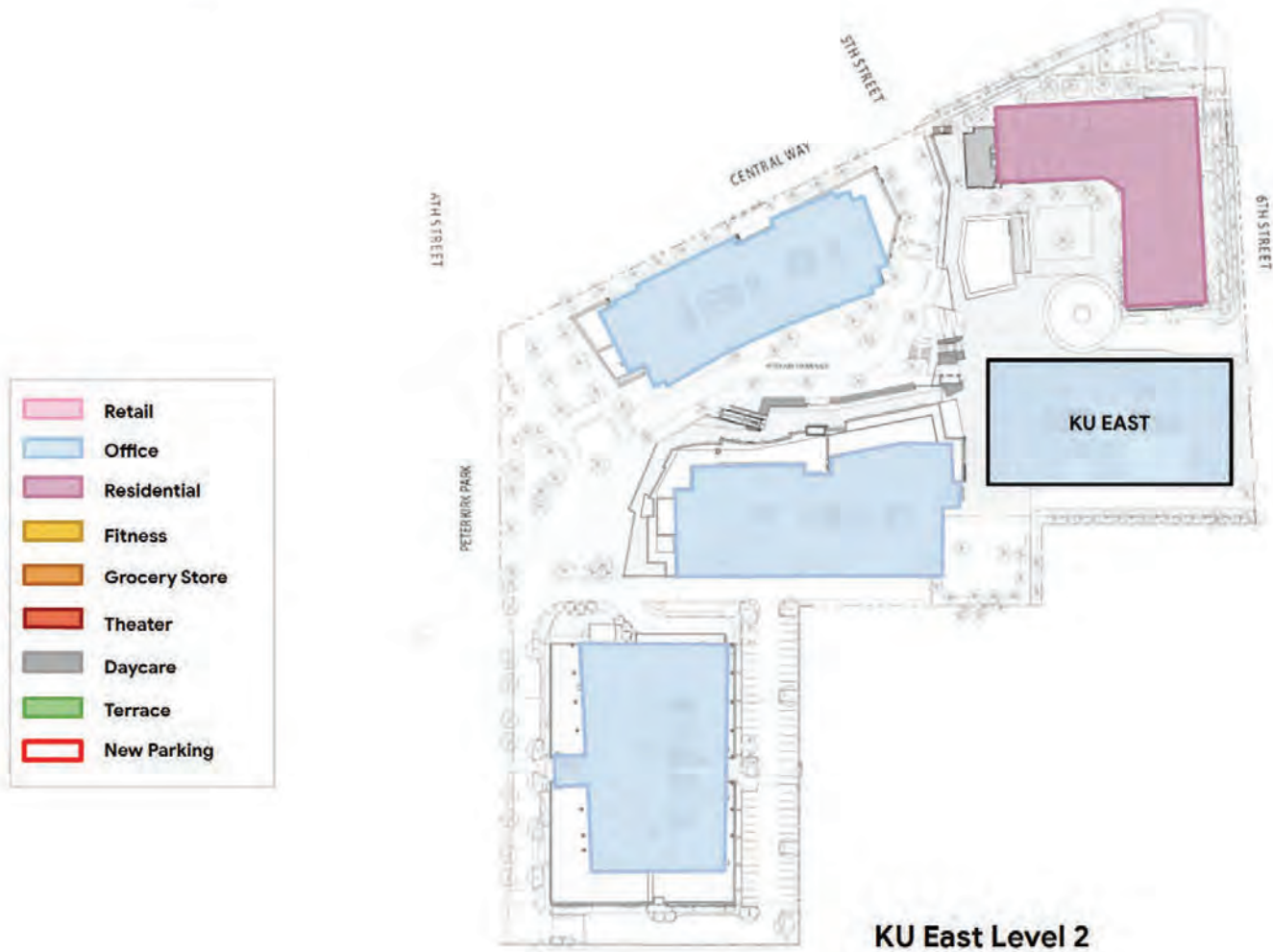


Site Plans



KU East Ground Floor - Plaza Level

Site Plans



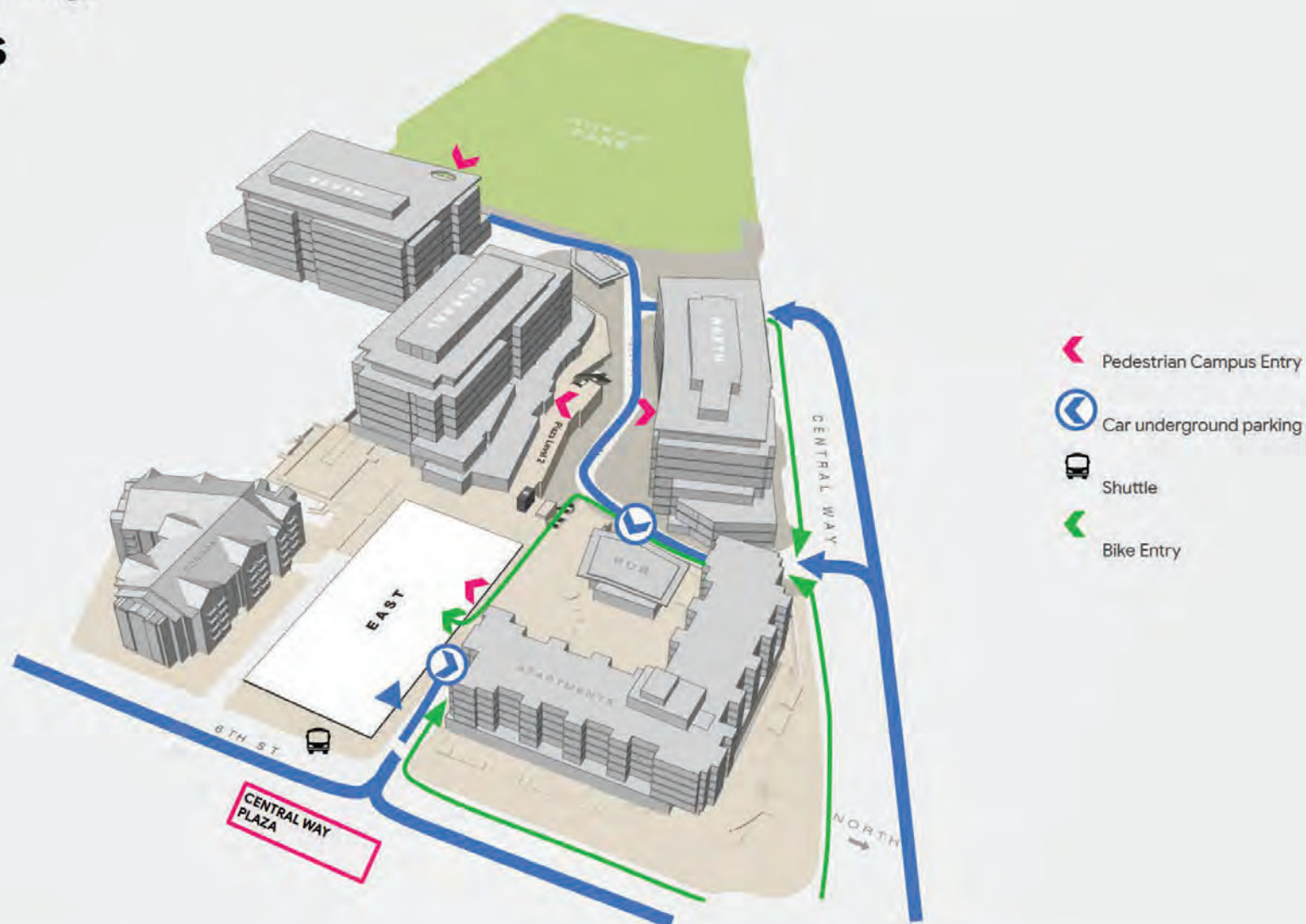
Site Plans



KU East Typical Upper Floor - Levels 3-6

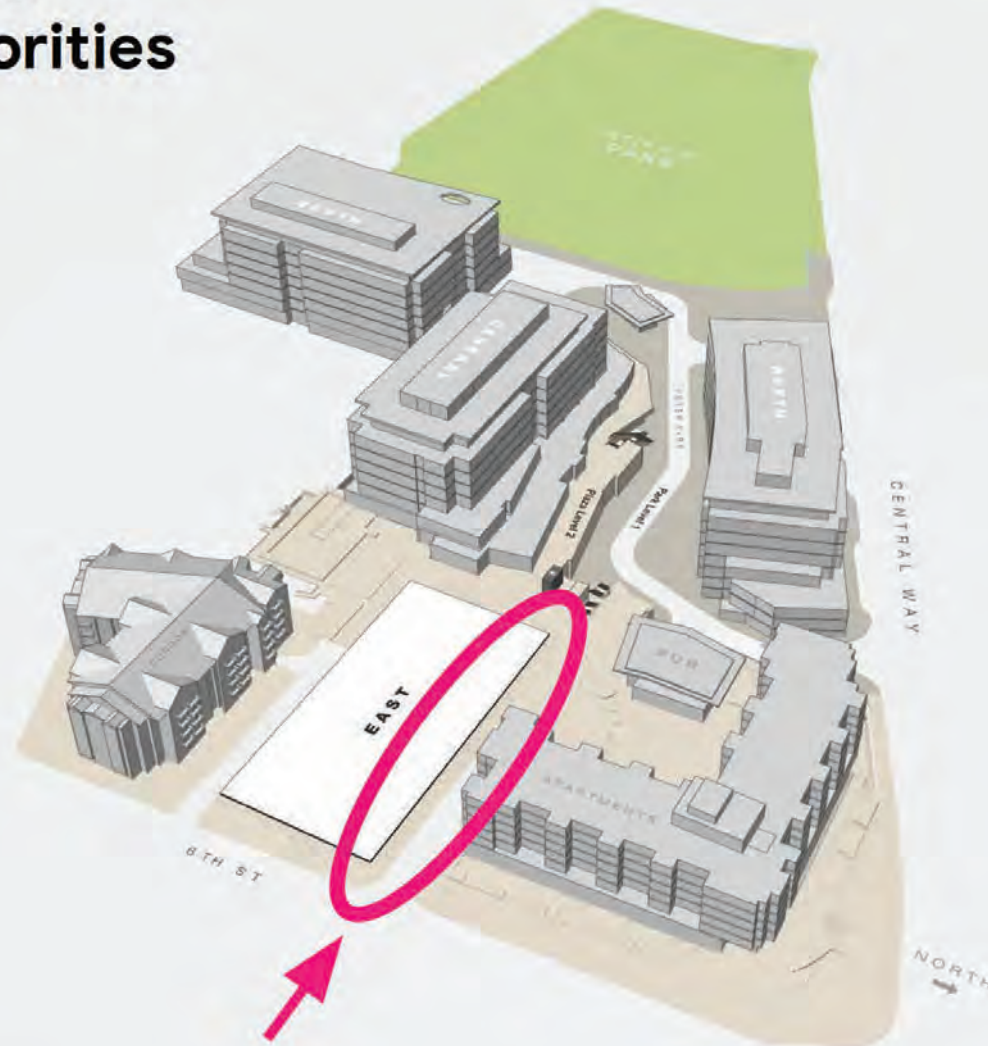
KU East Site Drivers:

KU East Building Entry Access



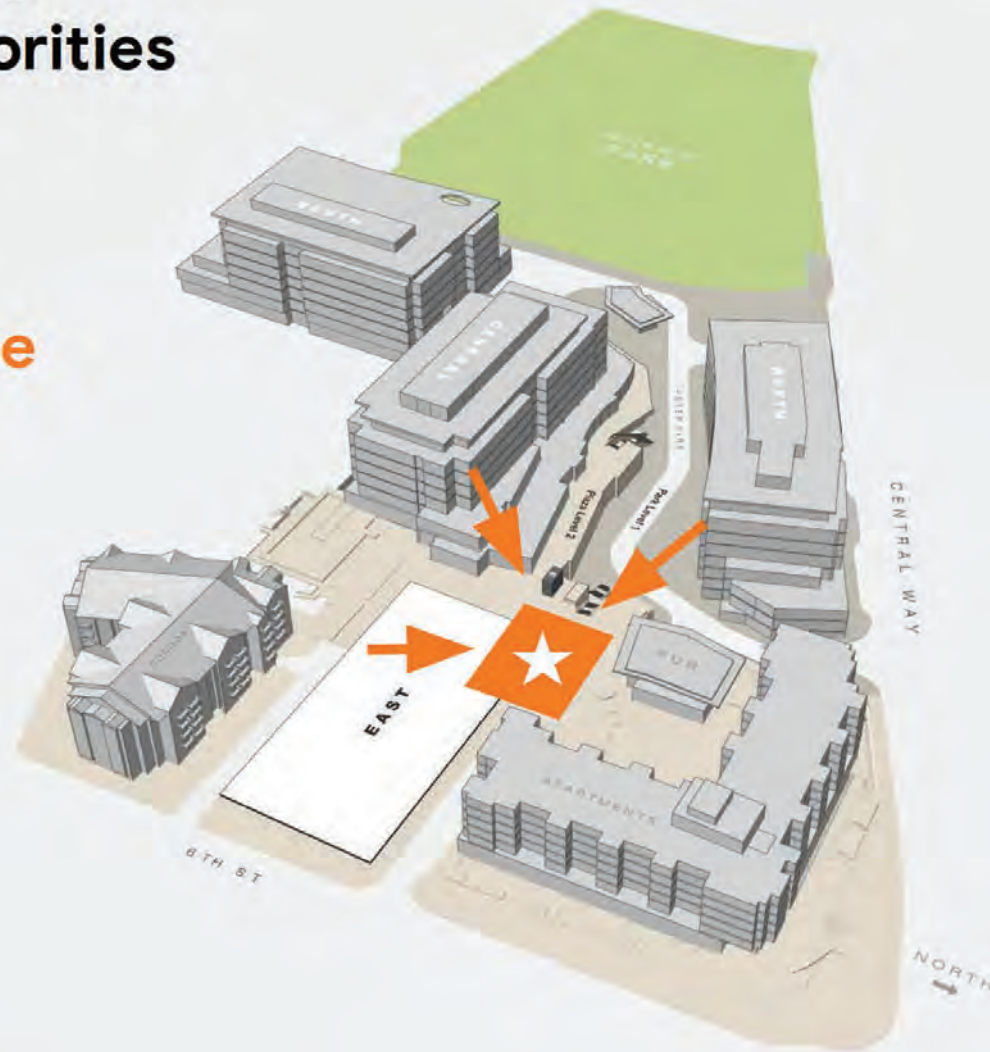
KU East Building Site Design Priorities

Campus
gateway,
pedestrian
focus



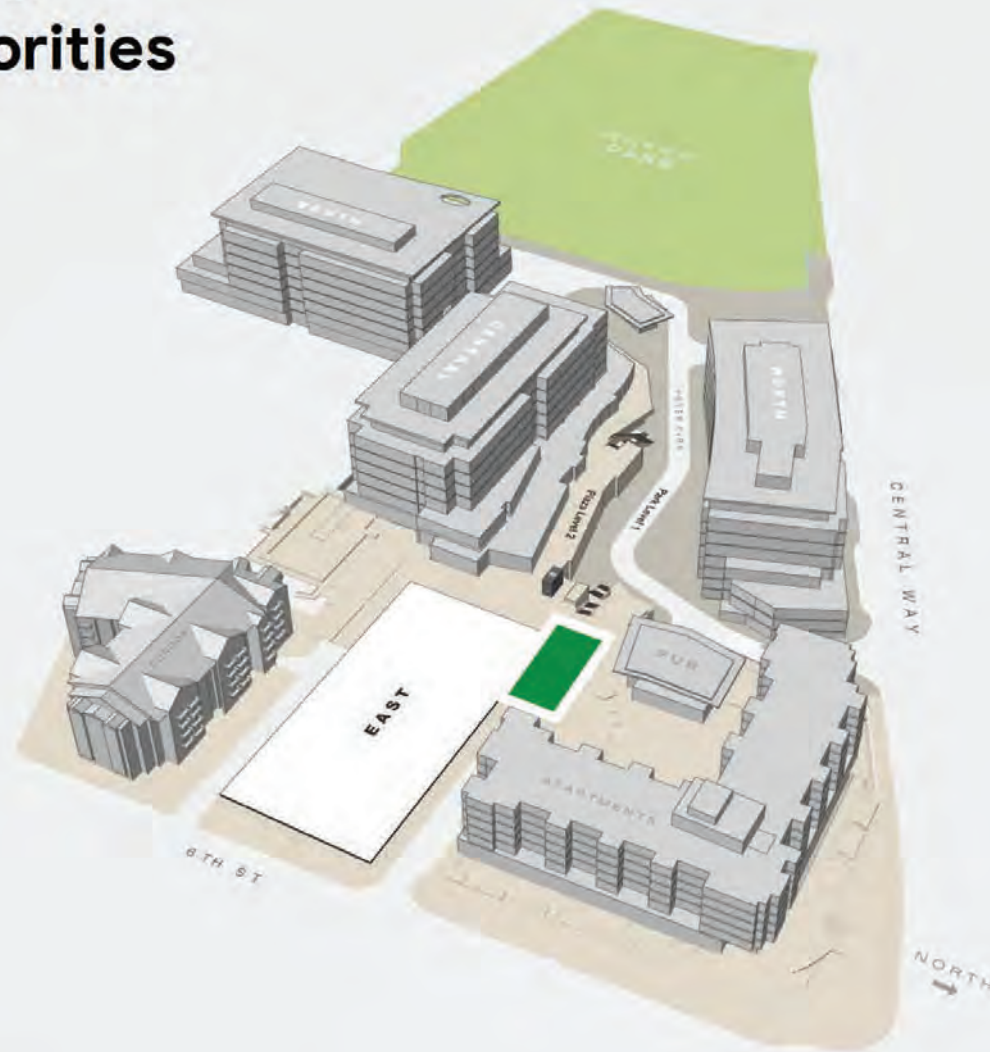
KU East Building Site Design Priorities

Outdoor
gathering space
with campus
connections



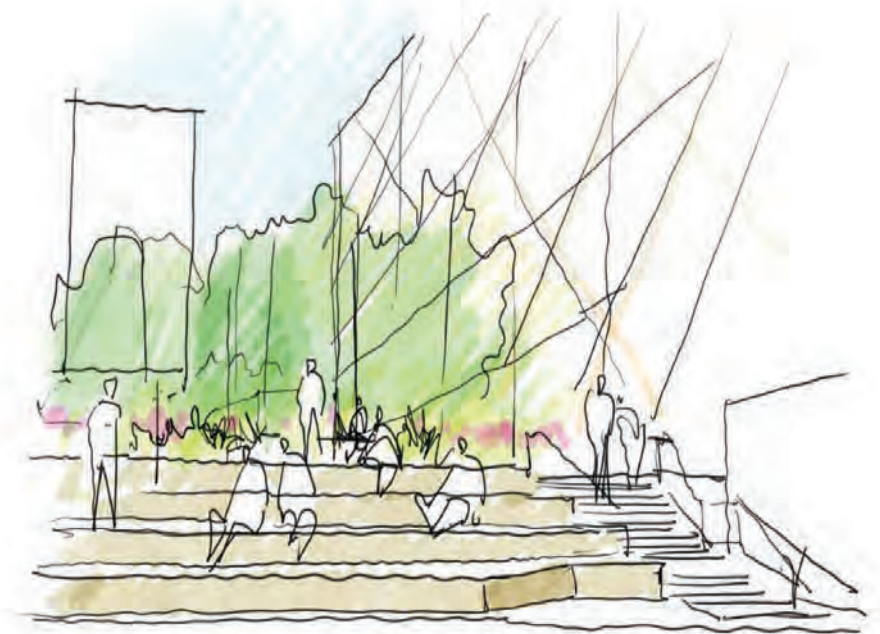
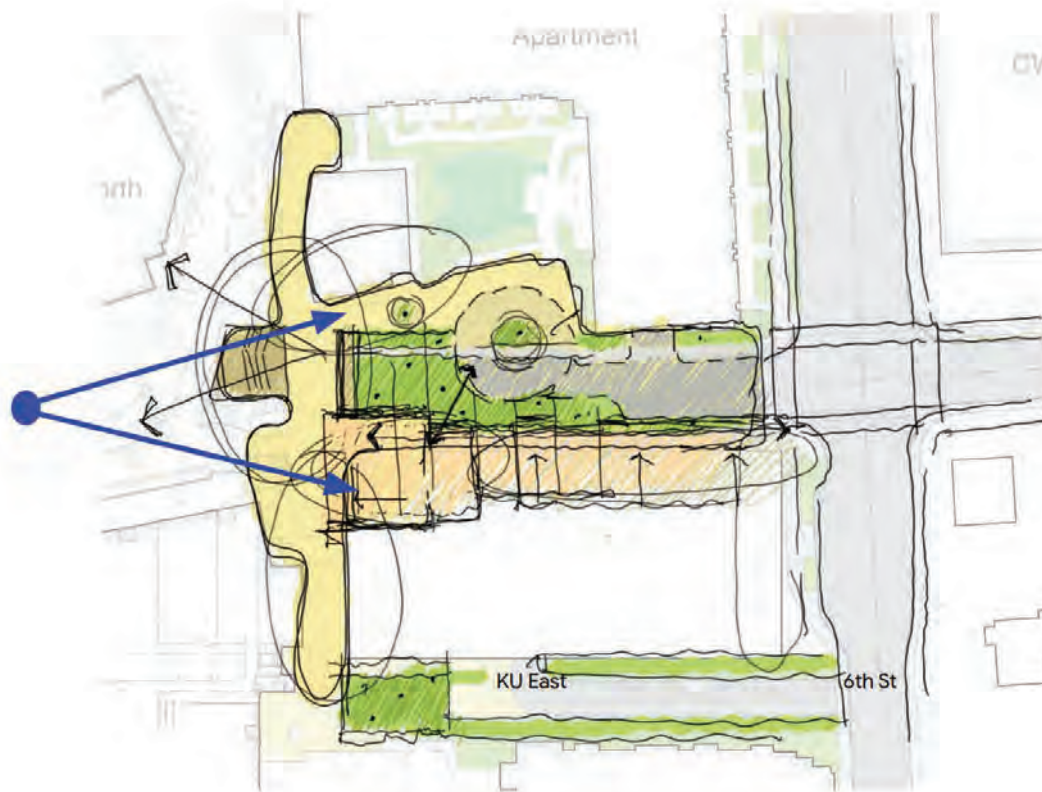
KU East Building Site Design Priorities

Landscape Focus

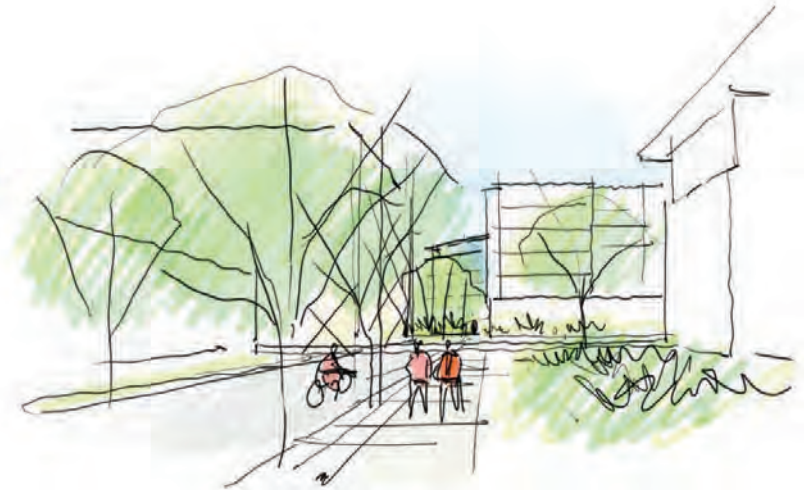
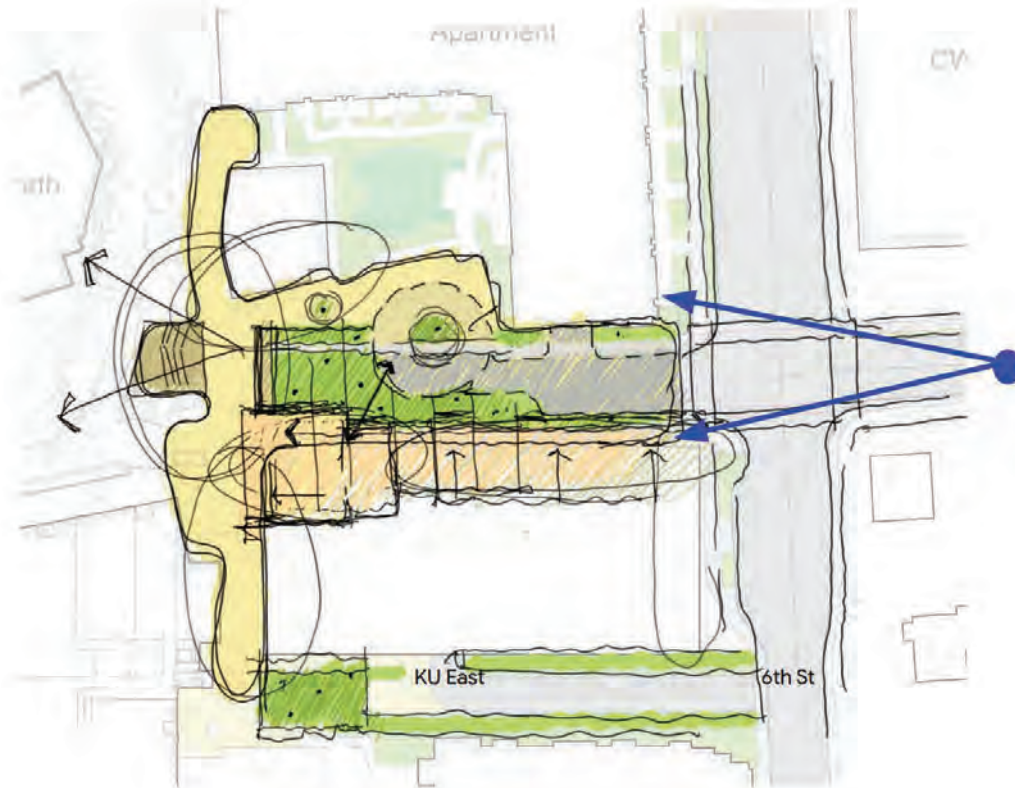


Landscape Concept:

Landscape Concept Plan

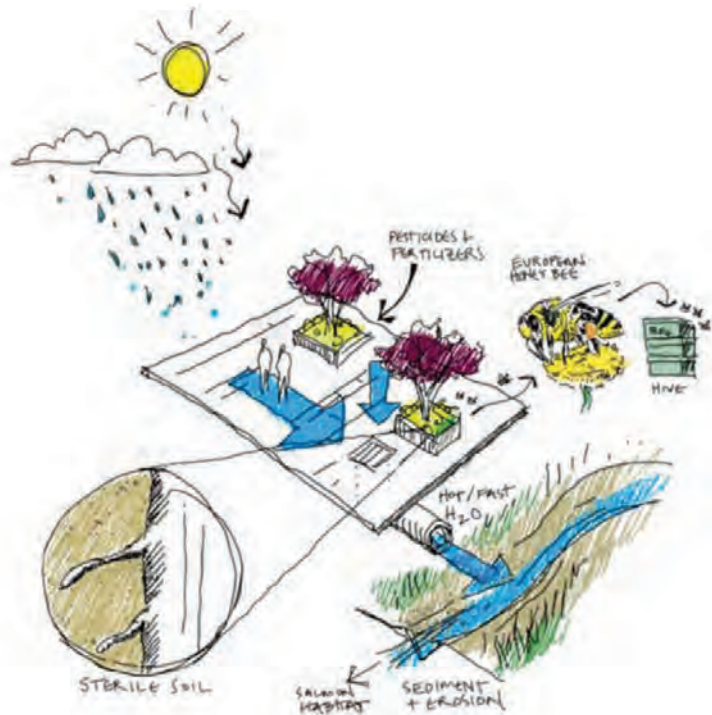


Landscape Concept Plan

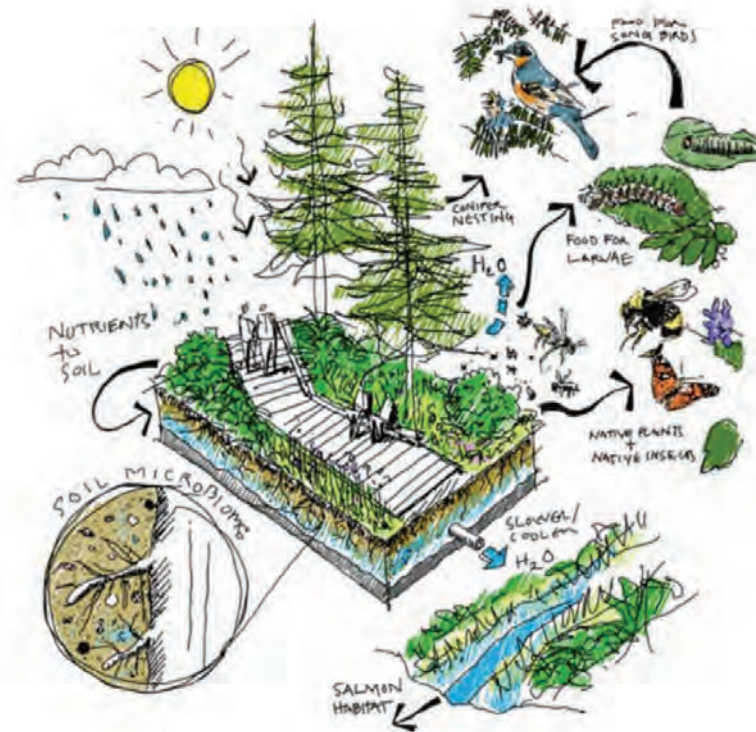


Water Collection and Re-Use

Connected to place

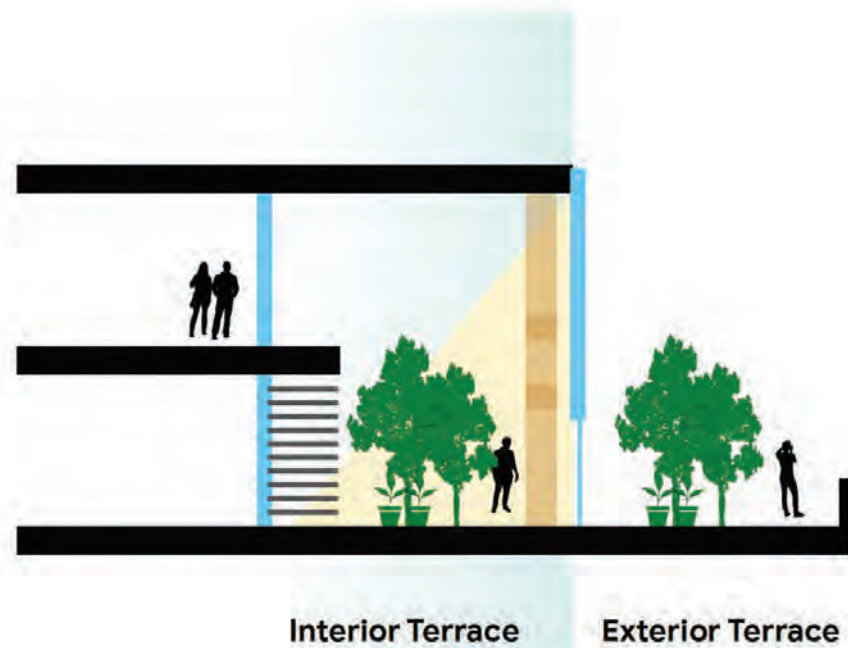
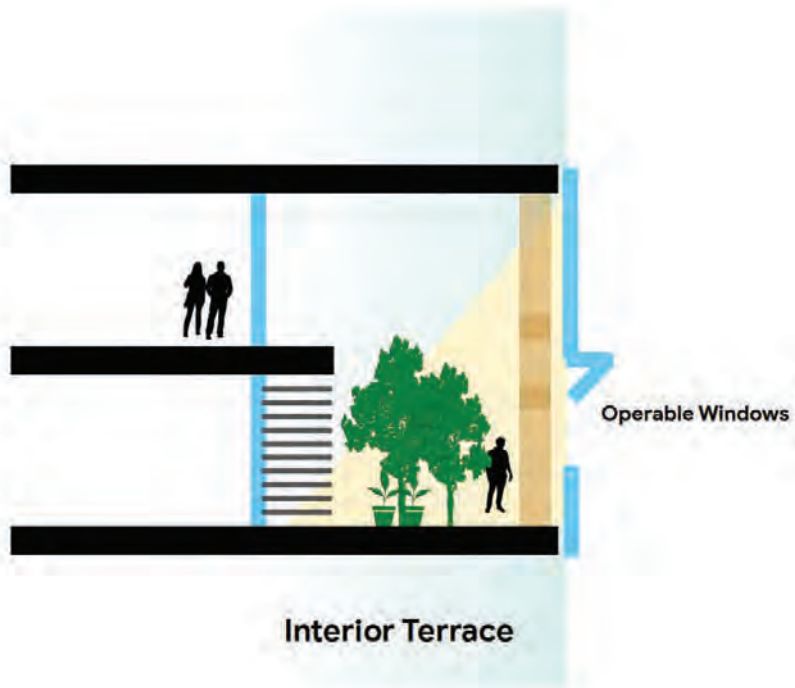


Traditional Plaza



Connected Place

Indoor / Outdoor Terraces



Kirkland Urban East: Massing Options

KU East Building Summary

Overview:

Kirkland Urban East is the final building in the Kirkland Urban Development, occupying the Eastern-most site on the elevated plaza level. It is approximately 210,000 sf - comprised of 195,000 sf of office program and 15,000 sf of retail at the plaza level. Parking will be distributed across 4 below grade levels and will include a logistics hub for the site.

Site Factors:

- KU East building will act as a campus gateway off of 6th street with a focus on pedestrian movement.
- KU East building is positioned to take advantage of views to Peter Kirk Park and Moss Bay
- There will be a focus on creating a gathering space with a rich landscape zone at the plaza level.

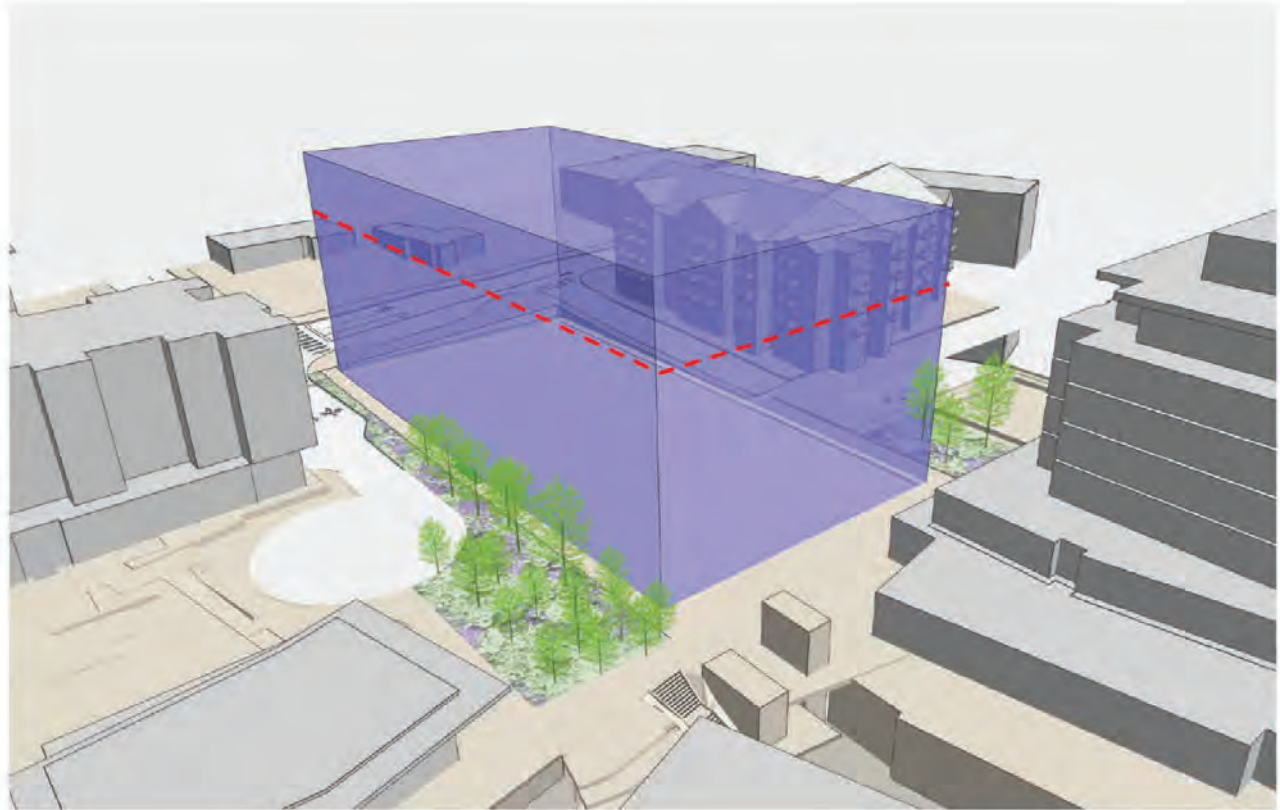
Building Type:

Building Type III-A which will limit the building height of KU East to 85'



Zoning Max Massing

This is the maximum allowable envelope for the KU East site. Our massing options are all two stories lower than the maximum height, in accordance with the construction type III-A. The proposed height for all following massing options is 85 feet tall.



Aerial View

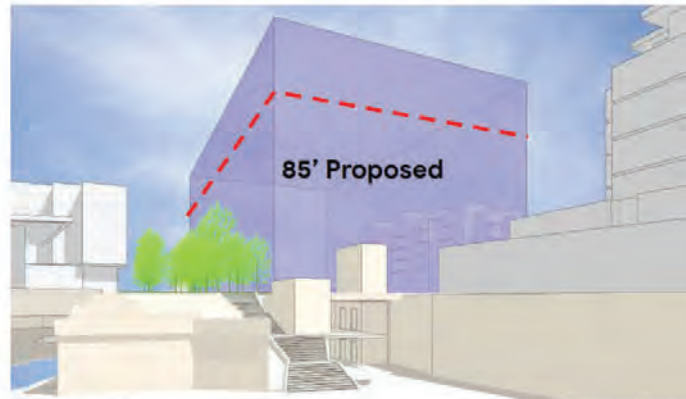
Zoning Max Massing

Pros:

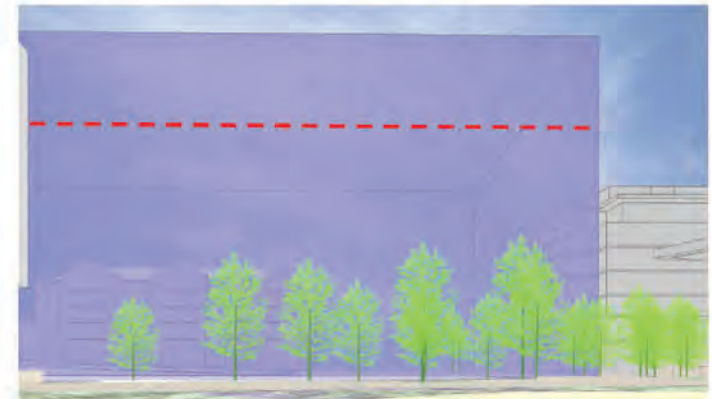
- More buildable area

Cons:

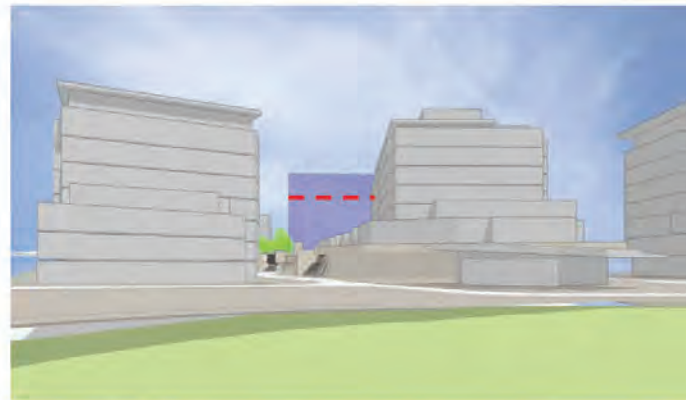
- Building type would limit the amount of exposed wood on the interior
- Less pedestrian friendly streetscape with building extents maxed out



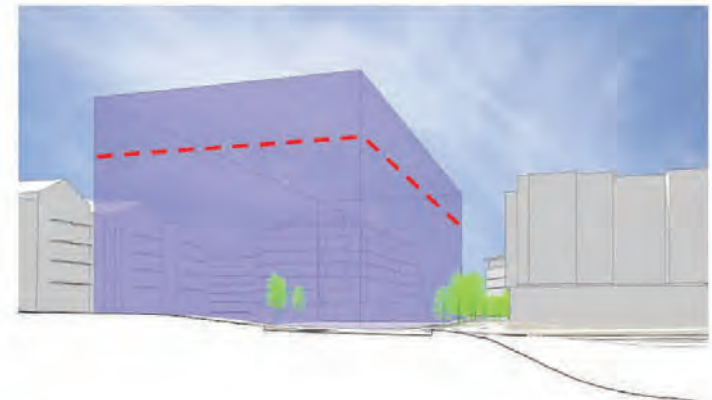
A) View from Lower Plaza



B) View from Upper Plaza



C) View from Peter Kirk Park



D) View from Across 6th Street

Massing Option 01

This option focuses on a pedestrian arcade fronted along the plaza to provide integrated access to the retail spaces and the building entry. Office desk space is focused on the North side of the building while the South side includes exterior terraces on the east and west sides of the building as well as planted interior double height spaces in the mid block to create a buffer with the adjacent residential building.



Aerial View

Massing Option 01

Pros:

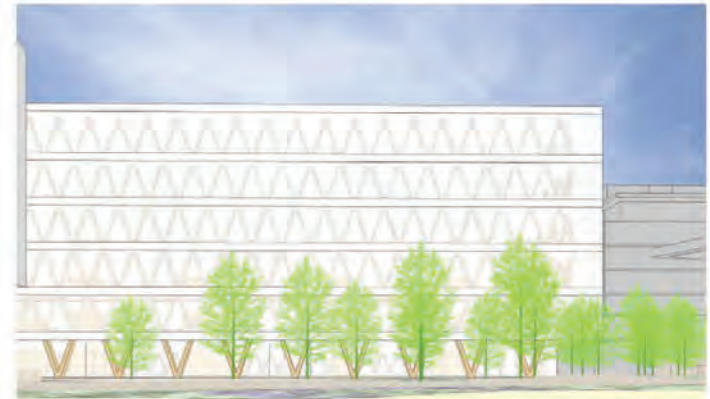
- Pedestrian arcade provides covered access to retail frontages
- South facing terraces create buffer with apartment building
- Workspace on the North

Cons:

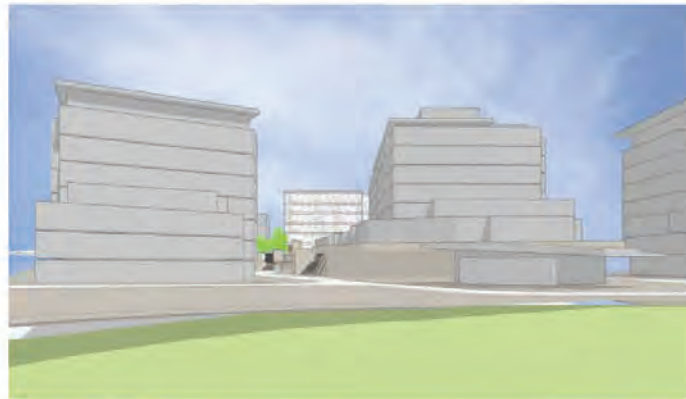
- North face of the massing is not easily broken down
- Terraces not at prime locations for best views to the bay



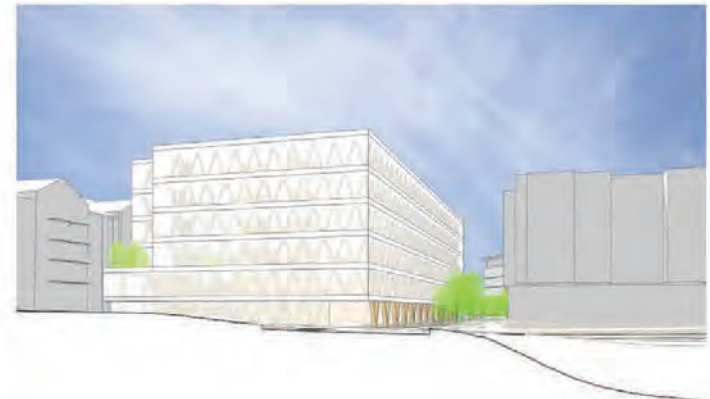
A) View from Lower Plaza



B) View from Upper Plaza



C) View from Peter Kirk Park



D) View from Across 6th Street

Massing Option 02

This option focuses on a pedestrian arcade fronted along the plaza to provide integrated access to the retail spaces and the building entry. Double height terrace spaces are then distributed around the building on each face at alternating floors to take advantage of differing views and orientations on the site as well as breaking down the massing on each orientation.



Aerial View

Massing Option 02

Pros:

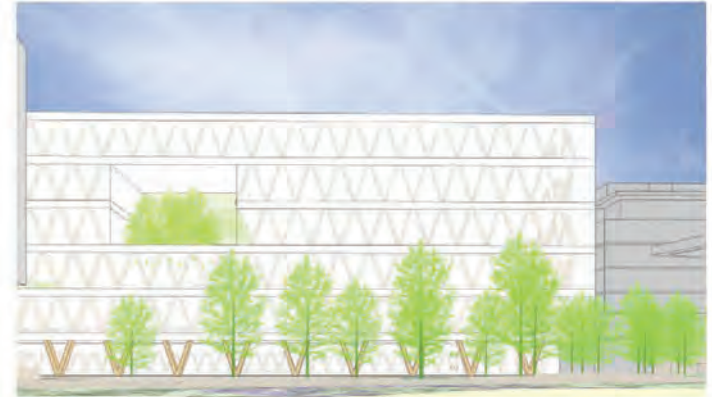
- Pedestrian arcade provides covered access to retail frontages
- Terraces on all sides of the building break down massing.

Cons:

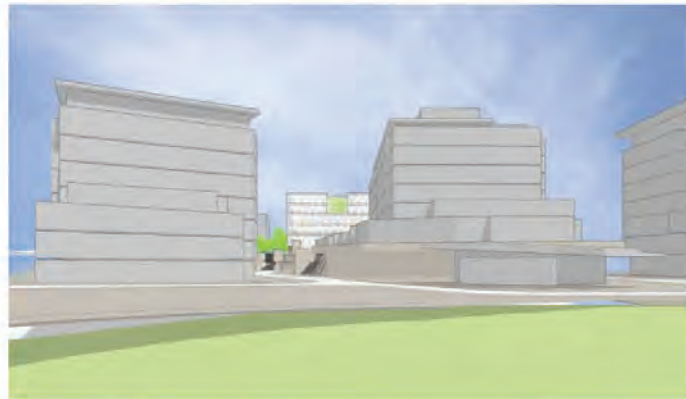
- Massing breaks limited to two story volumes in each face
- 6th Street facade not broken down



A) View from Lower Plaza



B) View from Upper Plaza



C) View from Peter Kirk Park



D) View from Across 6th Street

Massing Option 03 (Preferred)

This option focuses on a pedestrian arcade fronted along the plaza to provide integrated access to the retail spaces and the building entry. The building has 4 slots from levels 3 through 6 to break down the massing at each orientation and provides increased access to light and terrace spaces distributed around the building.



Aerial View

Massing Option 03 (Preferred)

Pros:

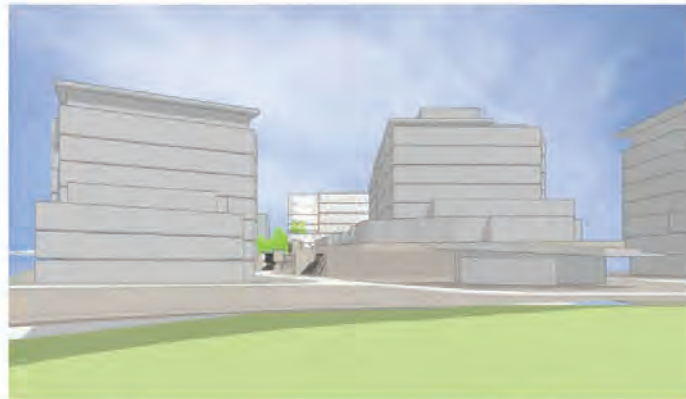
- Pedestrian arcade provides covered access to retail frontages
- Significant massing cuts on all sides of the building break down volume.
- Terraces help activate plaza
- Slots provide increased light access to upper plaza
- Intuitive internal wayfinding via central atrium and massing slots
- Northwest corner terrace breaks down perception of massing from the lower plaza



A) View from Lower Plaza



B) View from Upper Plaza



C) View from Peter Kirk Park

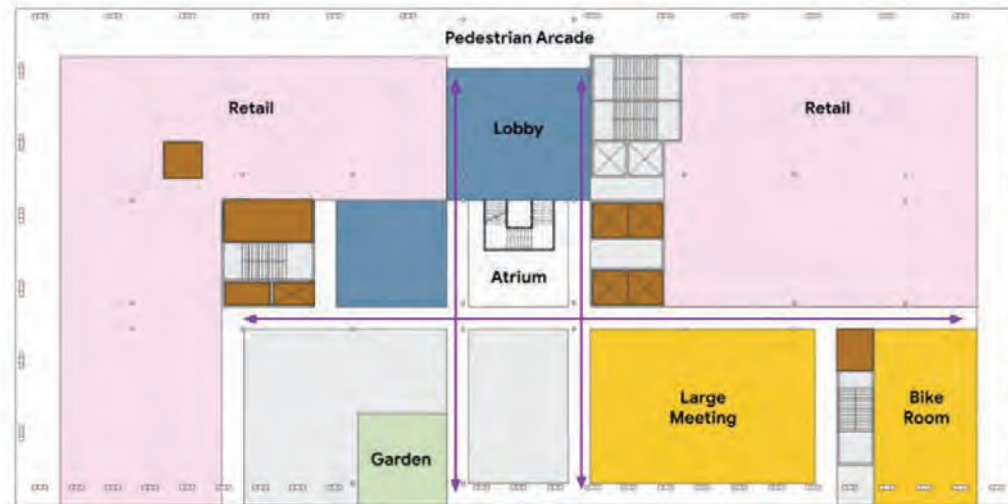
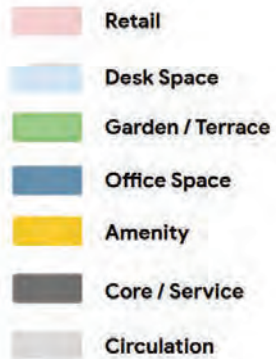


D) View from Across 6th Street

Massing Option 03 (Preferred)

Ground Floor Plan:

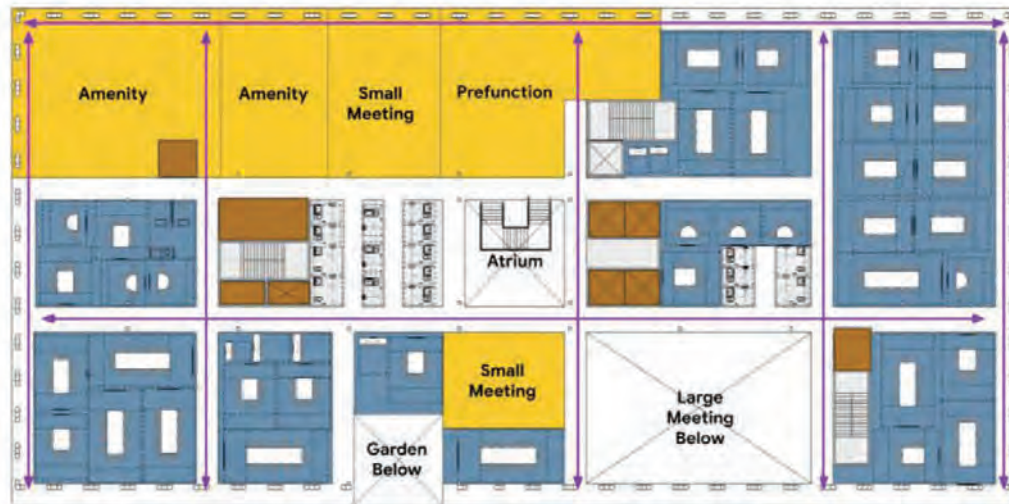
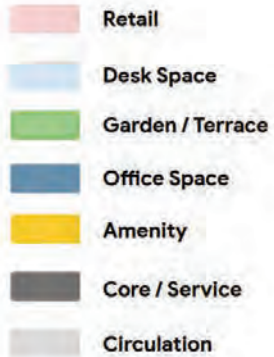
- Ground Level retail on NE and NW corners of the building with pedestrian arcade
- Centrally located lobby connects to 6-story atrium



Massing Option 03 (Preferred)

Second Floor Plan:

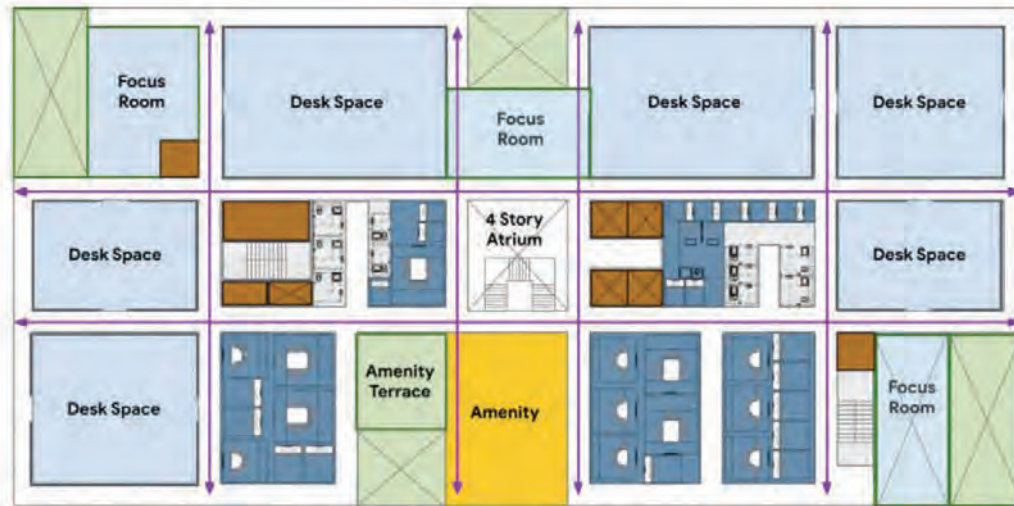
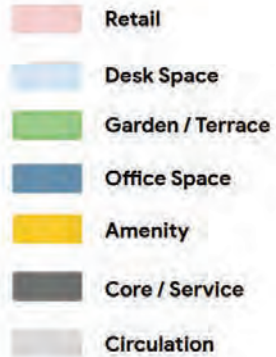
- Amenity spaces focused on the NW corner of the building.
- Conference rooms and semi-public spaces concentrated on this level.



Massing Option 03 (Preferred)

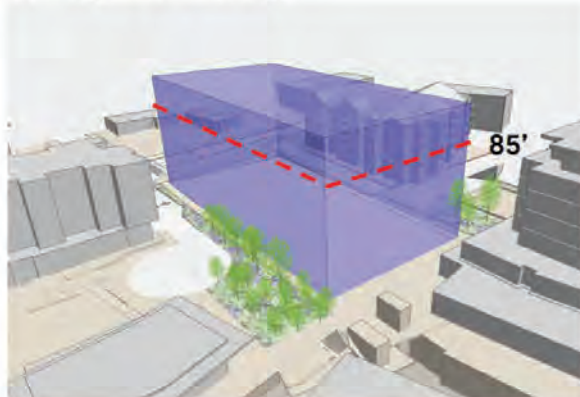
Typical Upper Floor Plan:

- Levels 3-6
- Desk space concentrated on these levels, with terraces breaking down the massing on each floor.



KU East Massing Options Summary:

Zoning Max Massing



For Reference:
This image depicts the maximum envelope for the KU East Site at 115 feet tall.

Massing Option 2



- Pedestrian arcade on North side of the building
- A double height terrace on each side of the building

Massing Option 1



- Pedestrian arcade on North side of the building
- South-facing terraces
- Maximizes the amount of office space on the North side of the building

Massing Option 3 (Preferred)

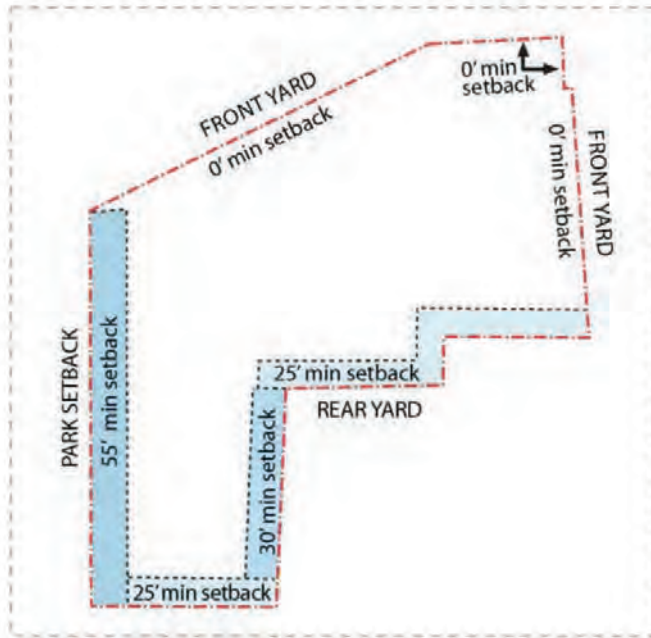


- Pedestrian arcade on North, East, and West sides of the building
- Full height terraces on all sides of the building
- NW Corner eroded to allow for greater view access to the bay.

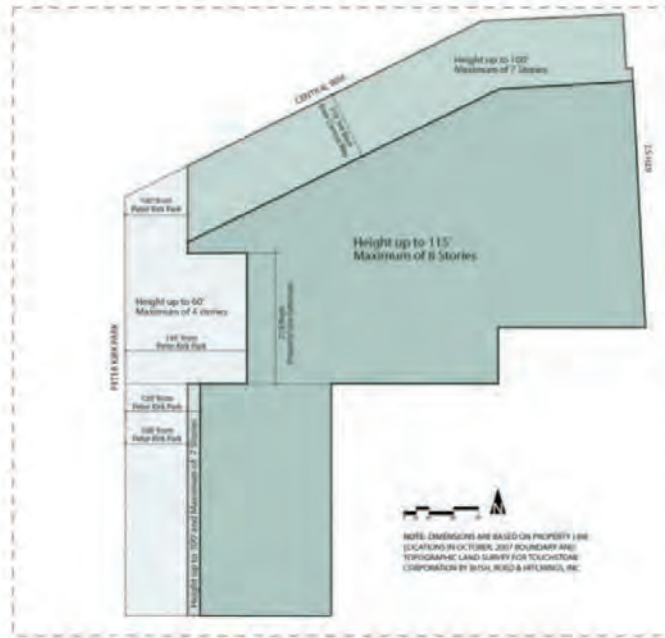
Thank you

Appendix

Zoning Diagrams (Continued)



Kirkland Zoning Code CH 180: Plate 5
CBD 5A Required Yards



Kirkland Zoning Code CH 180: Plate 6
CBD 5A Maximum Building Heights



Kirkland Zoning Code CH 180: Plate 7
CBD 5A Maximum Building Heights and Stories
Measurement Points

THE CITY OF KIRKLAND

Kirkland Parkplace Mixed-Use Development

Master Plan and Design Guidelines

Prepared by CollinsWoerman

Last Amended December 19, 2019

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Acknowledgment: Written content in this document has been excerpted and/or excerpted and edited from the previously approved *Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines* document updated December 16, 2008 as created by LMN Architects.

POLICY OVERVIEW

1. Introduction

Located along Central Way and 6th Street, Kirkland Parkplace has the potential to offer many great amenities to Kirkland's downtown. Parkplace is a 501,000 square-foot property defined as CBD-5A in Kirkland's Zoning code. The proposed mixed-use center includes approximately 1.315 million square feet of development consisting of retail, office, residential, and entertainment uses that are, in effect, an extension of the existing downtown.

PURPOSE

This document includes three major parts: (1) a Policy Overview that establishes a vision, procedure, and design intent; (2) a Master Plan comprised of Development Standards that establish basic programming and site planning requirements; and (3) Design Guidelines that establish detailed design standards for the site and buildings.

These Standards and Guidelines provide structure to help meet the goals outlined in the Comprehensive Plan. A discussion of relevant Comprehensive Plan directives and this document's associated responses can be found in Section 7: *Comprehensive Plan Design Direction*.

PROJECT NAMING

While this document references the site's current name of "Kirkland Parkplace", the property owner may choose to re-brand the development and re-name it to reflect its new brand identity.

2. Vision

The Kirkland Parkplace Master Plan envisions a transformation of the existing suburban style office park and retail area to a lively, integrated mixed-use center.

Parkplace creates a new destination in Kirkland featuring tree-lined streets, landscaped open spaces, offices and residences overlooking public plazas, and a wide variety of shopping, dining, entertainment, and recreation experiences. Parkplace's contemporary Northwest architecture evokes Kirkland and its environs with green design, appropriate massing, and orientation. Appropriate placement of trees, fountains, benches, street lamps, and decorative sidewalk treatments add a rich texture to Parkplace's plazas and streets.

The combination of pedestrian-oriented streets, distinctive architecture, unique urban character, sensitive integration and progressive sustainable design strategies will make Kirkland Parkplace an attractive and valued gathering place for Kirkland's citizens.

The compact design includes a diversity of spaces for gathering and bustling activity, while maintaining a human scale. This reflects and celebrates the evolution of Kirkland: balancing the need for growth and economic opportunity, but not losing touch with the comfortable, small-town roots of its past.

Kirkland Parkplace is both a home and a destination.



Kirkland Parkplace: Design District 5A, part of the East Core Frame in Kirkland's downtown area¹

3. Application

The Master Plan and Design Guidelines set forth in this document have been created to guide the development of Kirkland Parkplace to meet the intent of the vision for CBD-5A of the City of Kirkland. This Master Plan and Design Guidelines Document allows increased height and reduced setbacks in exchange for providing a mixed-use center and public amenities. These Standards and Guidelines are to be used in addition to the standard zoning regulations for CBD-5A. They are supplemental, not a substitution, to the City of Kirkland Municipal Code and supporting documents.

4. Review Process: Determining Compliance

This document establishes performance criteria and provides recommendations for achieving specific design objectives. Compliance with the Master Plan, including general standards; general public amenity, and access locations; organization of uses; and street dimensional requirements shall be determined by administrative review (planning official). Compliance and consistency with the Design Guidelines shall be determined by the Design Review Board in accordance with KMC 142.35.9. In the DRB's review of the project, the Board shall respect the requirements and commitments established in this Master Plan.

6. Phasing

Depending on market conditions, this development will be staged in three major phases (A, B, and C).

Each independent phase will be designed and built to ensure that, at completion, there are no unsafe or unsightly temporary conditions and that pedestrian connections to and through the site are maintained and/or restored; and functionality of vehicle access and circulation is maintained.

As a condition of design review approval for each phase, the applicant shall demonstrate how these conditions will be satisfied for that phase.

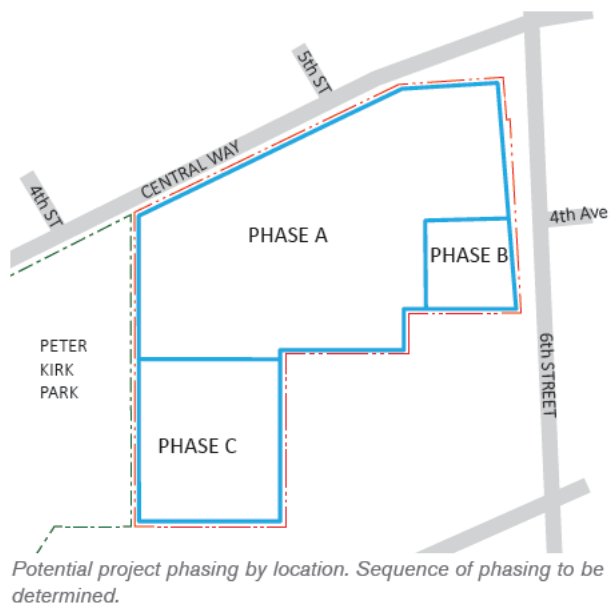
5. Modifications

A major modification to the Master Plan is any proposal that would result in a change that would substantially alter the Plan's proposed development such as: decrease in open space quantity, changes to locations of primary and secondary internal streets, or changes in allowed use. Major modifications to the Master Plan shall require a staff review for consistency with the Comprehensive Plan and City Council approval. (Refer to KMC 3.30.040.)

A minor modification to the Master Plan, reviewed by the Planning Director, is any proposal that would result in a change that would not substantially alter the Plan's proposed development such as: facade treatments, street design variation, character/design detail of public spaces, or minor variations in design of sidewalks, pathways, lighting, and landscaping.

The Design Review Board may grant a design departure or minor variation in the Design Guidelines only if it finds that both of the following requirements are met:

- The variation is consistent with the intent of the guideline and results in superior design.
- The departure will not result in any substantial detrimental effect on nearby properties or the neighborhood.



7. Comprehensive Plan Design Direction

The City of Kirkland's Comprehensive Plan, Section XV.D, includes several policies and guidelines directly related to the Parkplace site. Four relevant Comprehensive Plan directives and associated responses are included below:

A. CP Policy: *Heights of up to eight stories are appropriate as an incentive to create a network of public spaces around which is organized a dynamic retail destination (CP XV.D-13).*

Response: Parkplace is an urban, open-air retail, restaurant, entertainment, office, and residential complex. (See Section 10 for standards regarding networks of open space, retail frontage, and pedestrian connections.)

B. CP Policy: *Special attention to building design, size, and location should be provided at three key locations:*

- *at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway;*
- *along Central Way to respond to the context along the north side of street;*
- *and facing Peter Kirk Park to provide a transition in scale to downtown's central green space (CP XV.D-14).*

Pedestrian Connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood (CP XV.D-13).

Response: Specific design guidelines have been defined to encourage unique environments and experiences in each of these three locations. The development standards define pedestrian connection requirements.

C. CP Policy: *Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management (CP XV.D-14).*

Response: The compact development, pedestrian-friendly, mixed-use nature of the land use in CBD-5A is fundamentally sustainable. It provides a live-work balance in downtown Kirkland and provides access to goods and services people need in proximity to where they live. Combined with a commitment to sustainable strategies in the design of the development, Kirkland Parkplace will significantly contribute to lowering carbon emissions and energy use relative to a suburban model of development.

D. CP Policy: *Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park (CP XV.D-14).*

Response: The Development Standards provide for up to 30% of building floor area to be devoted to residential use. The proposed residential component will enhance Parkplace's public and retail experience and bring after-hours activity to the development. Residents will have access to a range of services and a direct connection to Peter Kirk Park - all within walking distance.

8. Design Intent

This Master Plan and Design Guidelines document was created using the identified nine Guiding Principles for the project which were derived from input from the City staff, Design Review Board, Planning Commission, various community groups, and the residents of Kirkland.

1. Emotional ownership by the community:
 - Incorporate the project into the story of Kirkland.
 - Enable meaningful community exchanges.
 - Inspire unique experiences and discoveries.
 - Promote the coalescence of Community, Culture, and Commerce.
 - Provide a 'transforming experience' vs. a 'transactional experience'.
 - Include neighborhood retail.
2. Site planning connections:
 - Include public spaces such as plazas.
 - Create clear vehicular access and parking.
 - Create strong emphasis on the streetscape.
 - Support active public spaces.
 - Provide clear and inviting public access.
 - Provide connections to Peter Kirk Park.
3. Create community gathering spaces:
 - Create easily accessible public spaces.
 - Develop spaces that vary in size and offer choices for all ages.
 - Provide safety and comfort.
 - Integrate into the social life of downtown Kirkland.
4. Enhance the pedestrian environment:
 - Promote walkability: network of internal and external pedestrian connections.
 - Create visual interest along the street.
 - Incorporate a rich variety of materials.
 - Provide and enhance pedestrian circulation and retail continuity.
5. Integrate motor vehicle access and parking
 - Minimize the visual presence of parked cars.
 - Allow parking to be utilized during nights/weekends for benefit of community and downtown.

6. A mix of uses = a mix of building types:
 - Create a variety of building types, scales, and materials.
 - Express a three-dimensional quality to the public spaces.
7. Appropriate massing and scale:
 - Create pedestrian spaces with access to sun.
 - Address surrounding edges.
 - Consider scale, massing, and detail of individual buildings.
 - Express human-scale, detailed street level building facades.
8. Sustainability:
 - Establish macro-scale/site sustainable strategies.
 - Pursue building-specific sustainable strategies.
 - Encourage tenant-specific sustainable strategies.
9. Mixed-use development:
 - Provide a residential component to the project that will support the viability of a 24-hour development and complement the other uses on the site.



Children's play area at Peter Kirk Park²

MASTER PLAN: DEVELOPMENT STANDARDS

9. Program Requirements

The following requirements and ratios are established to quantify use types at the completion of the project, and are not a requirement for any single phase.

A. PEDESTRIAN SPACE

The development will include a variety of public open spaces that vary in size and character. A minimum of 15%, or 75,000 square feet, of the site shall be activated pedestrian-oriented space, in the form of courtyards, plazas, etc. See diagram (Section 10.D) for approximate locations and dimensional requirements of specific spaces. Definition of appropriate design treatments are found in the district-specific design guidelines (Section 13).

B. ARTS COMMITMENT

In an effort to encourage integrated art into the project, Parkplace is working in collaboration with representatives from the cultural council and local art community and will identify and create opportunities to integrate art into the project.

C. GREEN BUILDING COMMITMENT

Section V. Natural Environment of the Comprehensive Plan outlines broad goals and policies related to environmental sustainability. Section XV.D of the Comprehensive Plan and Guiding Principle #8 (see Section 8 of this document) describe goals specific to the Parkplace site.

1. In response to these goals and policies, the following requirements will apply to the Kirkland Parkplace project:

- a. All new office buildings will be designed achieve a LEED CS Gold threshold. A USGBC Pre-Certification Application showing points meeting LEED CS Gold will be included with permit submittals to show which points will be pursued.
- b. The multi-family residential building(s) will be designed to a LEED for Homes Multifamily Mid-Rise Silver threshold; or to meet Built Green 4 Star certification.
- c. The applicant shall encourage all potential tenants for Kirkland Parkplace to pursue LEED-CI. To accomplish this, the applicant will create and distribute to tenants a set of Tenant Design Guidelines to show strategies tenants can use to achieve LEED-CI certification. These Tenant

Design Guidelines will be made available to the City of Kirkland to inform their ongoing sustainability programs.

- d. At the end of tenant build-outs of the office space, the applicant shall prepare an executive summary for the City of Kirkland, outlining what sustainability measures were incorporated in the tenant build-outs (unless otherwise restricted by tenant confidentiality).
 - e. In addition, the applicant shall strive to make design choices in its Core and Shell buildings that are conducive to the achievement of LEED-CI by tenants.
2. In the interest of promoting a holistic sustainability approach, the applicant shall strive to integrate site-specific strategies identified as focus areas, such as:
- a. Energy efficiency strategies, like centralized cooling options and heat recovery.
 - b. Low Impact Development (LID) strategies like stormwater planters, vegetated roofs, and bioswales.
 - c. Materials and resource strategies like recycled materials, regional materials, and FSC certified wood.

D. COMMUNITY-SERVING RETAIL AND SERVICES

Include neighborhood-serving retail and services. Possible examples include: grocery, childcare, bookstore, drugstore, dry cleaner, movie theater, barbershop, shoe repair, etc.

E. PARKING

To guide the transformation described in the Comprehensive Plan from “an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community” (CP XV.D-13), the majority of parking for the development shall be placed underground. Surface parking will be provided along selected internal streets and at other selected surface parking locations to support retail uses.

F. AFFORDABLE HOUSING

Under Ordinance 4677 the Master Plan authorized construction of 367 residential units, including up to 37 affordable housing units per the Zoning code requirement for 10 percent affordable units in residential development. With the reduction of the residential component to 185 residential units, the Master Plan will include only 19 affordable units. In lieu of the remaining anticipated 18.2 affordable housing units, the City will accept a payment of \$148,385.00 per unit, plus \$29,677 to offset the 0.2 units. The payment shall either be made within one year of adoption of Ordinance 4711, or the total amount shall adjusted according to Consumer Price Index (CPI) to account for inflation.

SITE AREA BREAKDOWN • TOTAL SITE AREA = 501,000 SF = 100%

Building Footprint 40 - 45%	Vehicle Areas 20 - 25%	Open Space 35 - 40%
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OPEN SPACE BREAKDOWN

Sidewalks 20 - 25% of Site	Pedestrian Space: Plazas/Courtyards/Gardens/Elevated Terrace 15 - 20% of site (75,000 sf minimum)	Private Roof Terrace 10,000 sf
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BUILDING USE BREAKDOWN • Approximate 1,315,000 GROSS SF TOTAL = 100%

Commercial Office 924,655 sf	Retail / Fitness / Entertainment 218,345 sf	Residential 185 units 172,000 sf
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10. Public Amenities, Access, and Organization of Uses

A. PEDESTRIAN CONNECTIONS

Intent: Create a network of identifiable linkages into and through the project site for pedestrians.

The diagram at right shows approximate pedestrian connections. Darker lines indicate primary connections designated by the Comprehensive Plan. Lighter lines show secondary connections linking existing proposed streets as well as Peter Kirk Park. These connections are for public use.

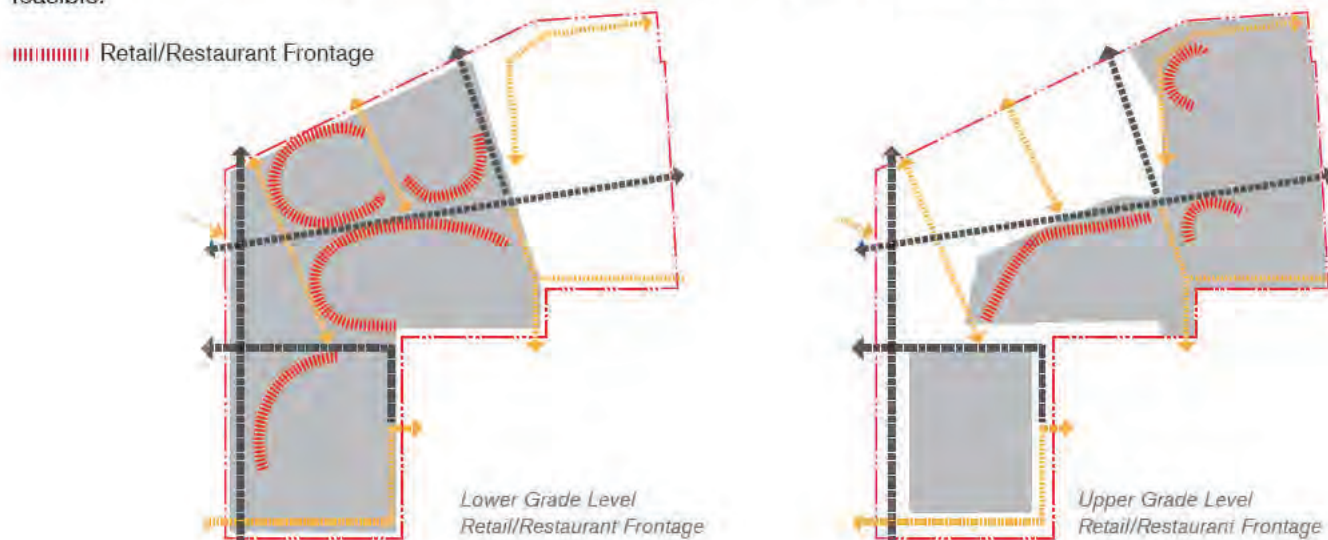
The applicant shall work with the City to define appropriate wayfinding strategies between the development and the Cross Kirkland Corridor.



B. RETAIL/RESTAURANT FRONTAGE

Intent: Encourage and contribute to the liveliness and activation of primary and secondary pedestrian paths by providing retail and activating uses at ground level.

Predominant retail and other pedestrian-encouraging uses, including shops, restaurants, grocery, health club, and a movie theater are required along pedestrian-oriented streets and public spaces in the approximate locations shown in diagrams below. Additional activating uses are encouraged on the grade level throughout the development where feasible.



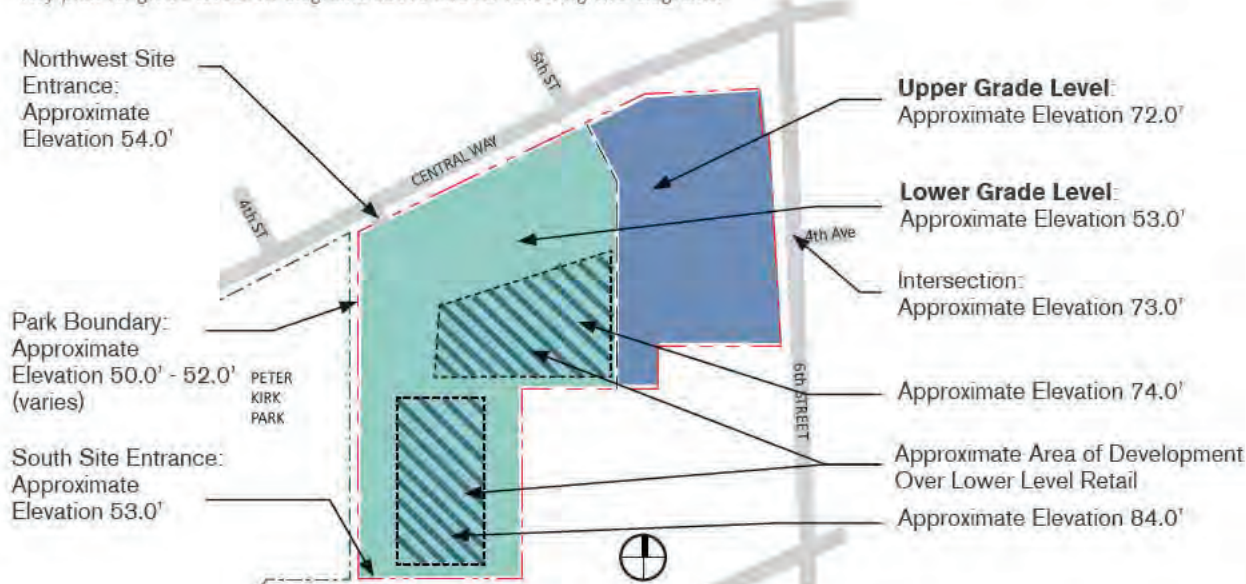
C. ORGANIZATION OF USES

Intent: Locate building and other uses to support the development goals of the project, including: ground floor retail, upper floor office space, residential space, and public gathering spaces between buildings.

The following diagrams describe the approximate locations of various building use types, pedestrian connections, parking, and public gathering spaces.

The key plan below illustrates the two grade levels for the site: *Upper Grade Level* and *Lower Grade Level*. The Upper Grade Level relates to the existing street grades at the intersection of 6th Street and 4th Avenue. The Lower Grade Level relates to Peter Kirk Park and the grades at the northwest site entrance on Central Way.

Key plan for grade levels on diagrams above and for following two diagrams.



C. ORGANIZATION OF USES: LOWER GRADE LEVEL

BUILDINGS

- A** Retail/fitness with entries primarily accessed from internal street; Office above
- B** Retail and Grocery with entries accessed from internal street and/or open space; Office Above
- C** Retail and/or Entertainment; Office above

SITE

- D** Below-Grade Parking
- E** Retail Surface Parking
- F** Pedestrian Space: Plaza/Courtyard/Garden
- G** Loading Dock
- H** Retail Pavilion

Vehicle and Pedestrian Circulation

Pedestrian-Only Circulation

Vehicle Site Access

Pedestrian Site Access; Locations to be Determined

Provide visibility into retail or other activating uses at these locations

Retail

Outdoor Amenity

Parking












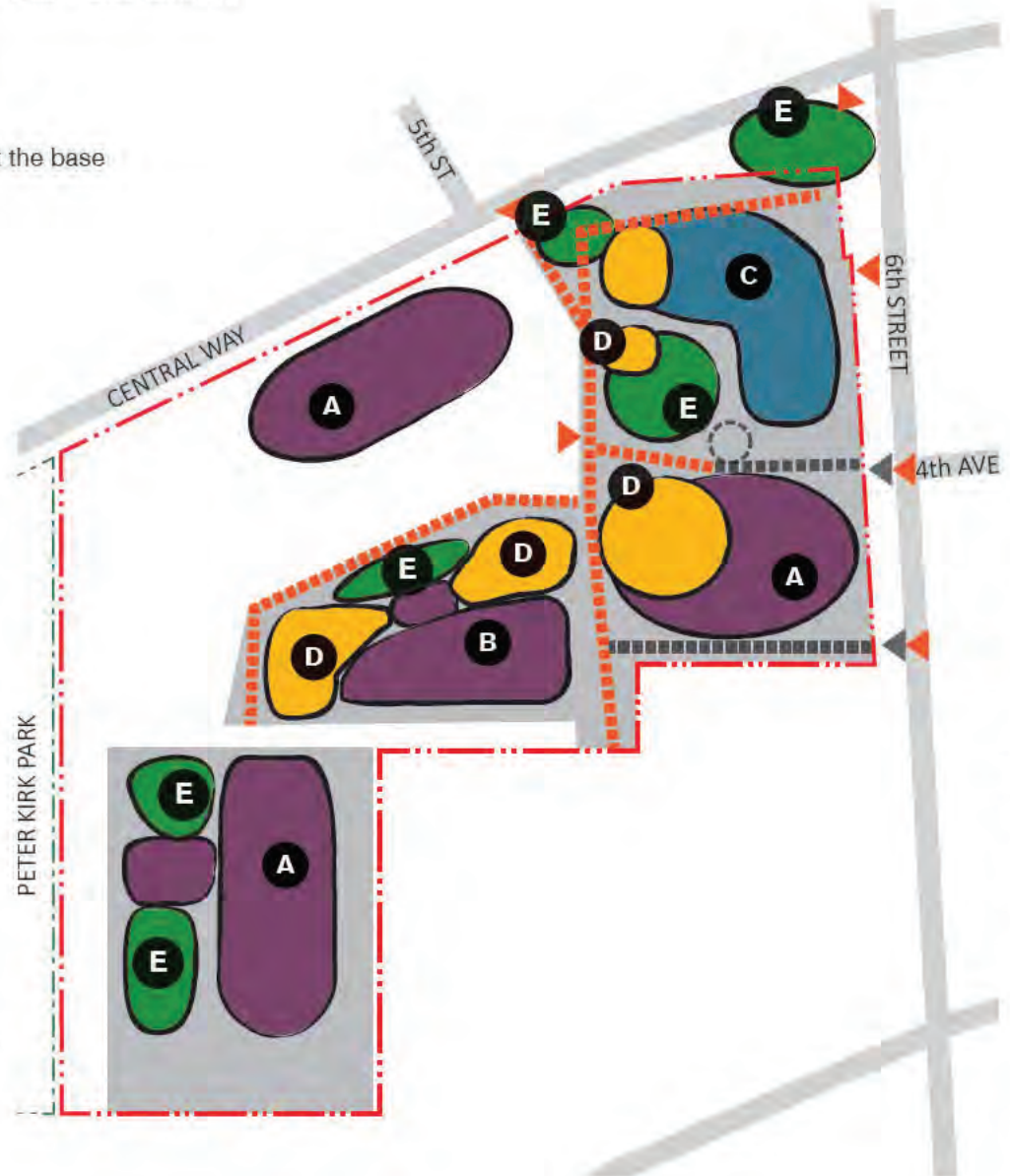
C. ORGANIZATION OF USES: UPPER GRADE LEVEL

BUILDINGS

- A** Office over Lower Level Retail / Entertainment
- B** Retail/office/daycare
- C** Residential with Retail at the base
- D** Retail

SITE

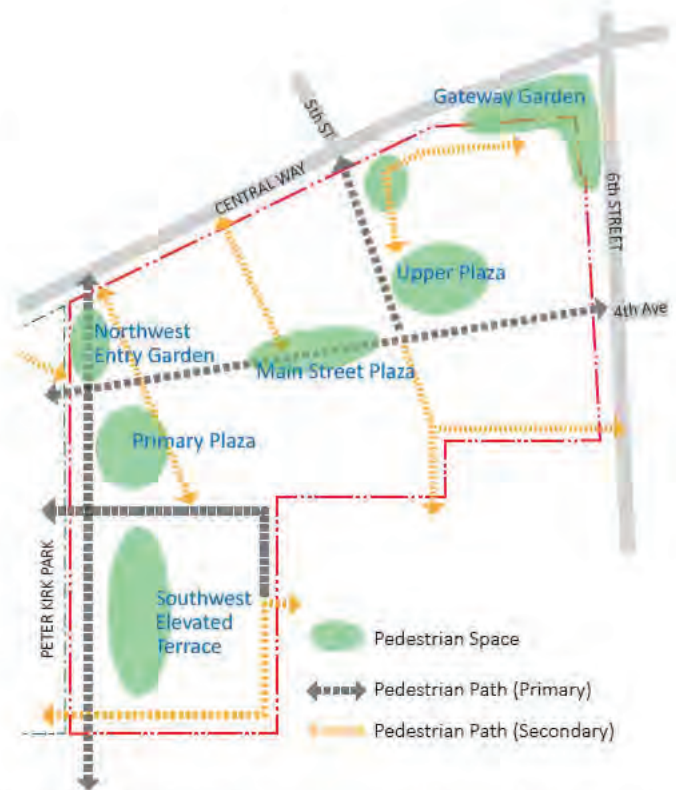
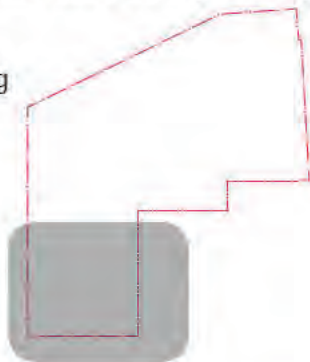
-  Pedestrian Space: Plaza/Courtyard/Garden/Elevated Terrace
-  Vehicular and Pedestrian Circulation
-  Pedestrian-Only Circulation
-  Vehicle Site Access
-  Pedestrian Site Access
-  Retail
-  Outdoor Amenity
-  Office
-  Residential



Intent: Provide a functional and diverse pedestrian environment by creating a variety of usable pedestrian open spaces.

- a. **Primary plaza:** shall have a minimum area of 10,000 square feet with a minimum average width of 60 feet.
- b. **Main Street plaza:** a linear sequence of pedestrian spaces along Main Street retail shall have locations with a minimum 35-foot plaza depth from building face to curbline. (This does not include roadway. See 11.4 for building face to building face dimensional requirements along Main Street.)
- c. **Upper Plaza:** shall include a combination of landscaping and hardscaping with a minimum area of 10,000 square feet.
- d. **Northwest Entry Garden:** shall be predominantly landscaped and an extension of Peter Kirk Park.
- e. **Smaller courtyard/plazas:** shall have a minimum area of 2,500 square feet each. (not illustrated in diagram at right)
- f. **Elevated terraces:** shall provide a minimum of 10,000 square feet total of publicly accessible pedestrian space at the Upper Grade Level. (See 10.C.)

Buildings located in the southern most portion of the site should provide generous and substantial setbacks, building step backs, and modulation in response to their proximity to neighboring buildings. Setback and height requirements are described in the diagram at right. Heights shown in diagram shall be measured per zoning code regulations.



The site plan illustrates the proposed Emerald Building, a large rectangular structure with a stepped profile on its western side. The building is situated on a lot bounded by a red dashed line labeled 'PROPERTY LINE'. To the east of the building is a narrow alleyway, and to the south is another property line. The plan includes the following dimensions and setbacks:

- Lot Dimensions:**
 - Lot 1 (L1) is 45' wide.
 - Lot 2 (L2) is 60' wide.
 - Lot 3 (L3) is 74' wide.
 - Lot 4 (L4) is 116' wide.
- Setbacks:**
 - A 'CURRENT 25' ZONING SETBACK' is indicated at the southern corner of the lot.
 - A 'CURRENT 30' ZONING SETBACK' is indicated along the eastern property line.
 - Horizontal setbacks from the eastern property line are marked as 60' (L1-2) and 70' (L3-7).
- Other Features:**
 - A north arrow is located in the bottom right corner.
 - The text 'EMERALD BUILDING' is written vertically along the eastern side of the main structure.
 - Vertical dimensions on the left side of the lot are 100', 92', 72', and 43'.

Special setbacks at southern portion of site.

11. Street Classification

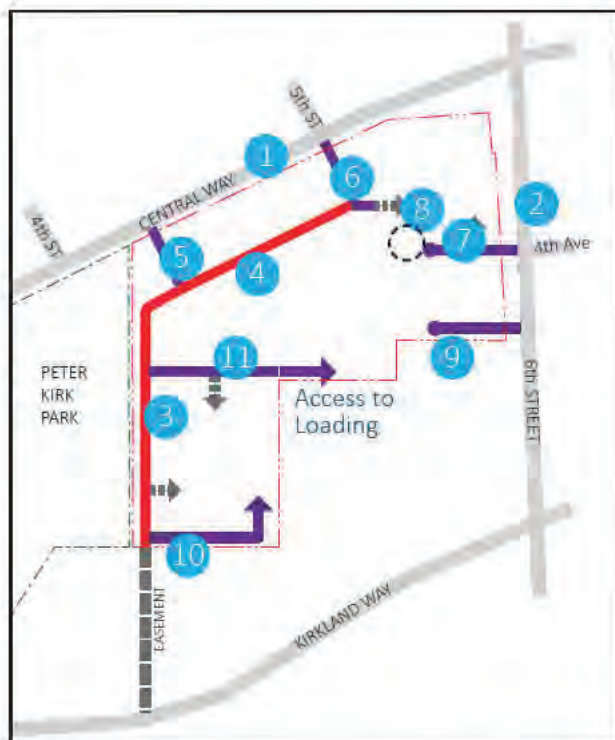
Intent: Create a street and sidewalk network that responds to the existing Kirkland grid pattern, creates a pedestrian-oriented environment, and allows for direct interaction with Peter Kirk Park.

The following street classifications and diagrams represent the various types of streets and approximate locations anticipated in the project. Final location and classification of streets may be adjusted in the final design to include such design techniques as: tight turning radii to calm traffic, curb bulb outs, textured crossings, etc. Access shall be in compliance with city codes and policies for public improvements and emergency access.

Street classifications are meant to be typical sections of the roadway. Slight variations may be necessary to accommodate driveways, street furniture, structural constraints, etc.

Planting adjacent to parking or drive lane may consist of tree wells level with sidewalk or planting strips which are flush with sidewalk or raised above sidewalk. Where tree wells occur, provide minimum 12'-0" total sidewalk width including tree wells, with minimum sidewalk width of 8'-0" and tree well width of 4'-0" (except as noted on street sections).

Where continuous planting strips are provided in lieu of street tree wells, provide minimum 10'-0" sidewalk and 4'-0" minimum planting strip (unless noted otherwise).



➡ Indicates Possible Access to Below-Grade Parking

ADJACENT PUBLIC STREET IMPROVEMENTS

- 1 Central Way
- 2 6th Street

PRIMARY INTERNAL STREETS

- 3 Park Promenade
- 4 Main Street

SECONDARY INTERNAL STREETS

- 5 Access Street at Central Way near 4th Street
- 6 Access at Central Way near 5th Street
- 7 Access at 6th Street
- 8 Upper Level turnaround
- 9 Possible Parking/Service Access at 6th Street
(Dependent upon traffic study, design of Upper Level, and access to below-grade parking)
- 10 Access Street at Southern Property Line
- 11 Parking/Service Access