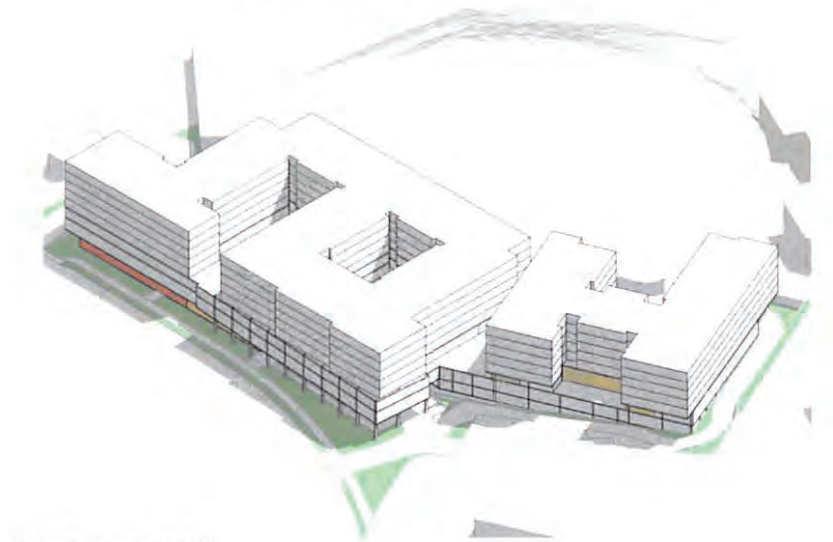
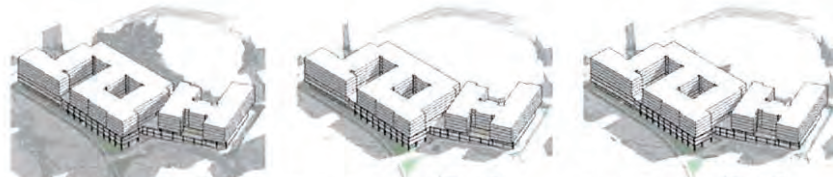


BUILDING MASS ANALYSIS
MASSING CONCEPTS - OVERVIEW

CONCEPT 02 (PREFERRED)



Shadow Progression: 07/01/22



Shadow Progression: 01/01/22

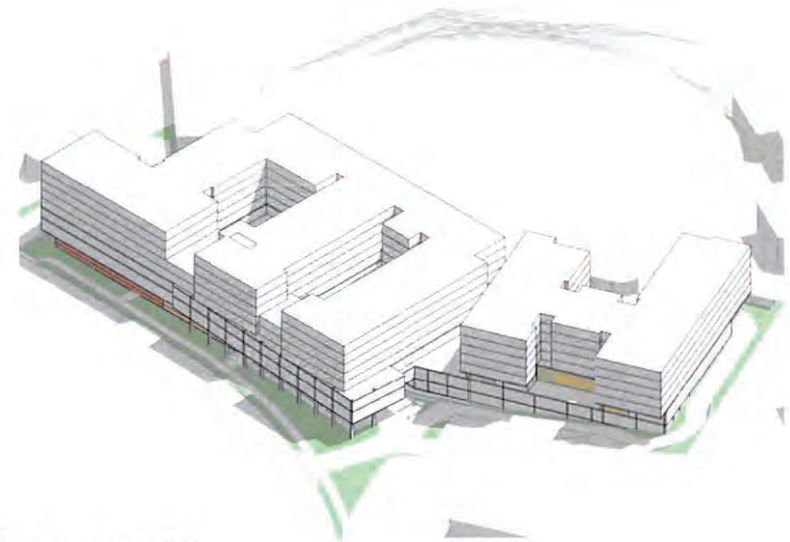
Shadow Progression: 04/01/22

Shadow Progression: 10/01/22

DEFINING CHARACTERISTICS

- Open "Single Donut" courtyard scheme on Tower A
- "H" scheme on Tower B
- 9-Story Building (Including the Concrete Podium Structure)
- (5) Resident Courtyards
- Cantilevered Residential Wings overlooking 120th Ave. NE at levels L2-L6
- 3-Story Massing element along street frontage
- (2) Distinct Massing elements along 120th Ave. NE at Tower A
- Structure over fire access lane

CONCEPT 03



Shadow Progression: 07/01/22



Shadow Progression: 01/01/22

Shadow Progression: 04/01/22

Shadow Progression: 10/01/22

DEFINING CHARACTERISTICS

- "3" scheme on Tower A
- "H" scheme on Tower B
- 9-Story Building (Including the Concrete Podium Structure)
- (5) Resident Courtyards
- Cantilevered Residential Wings overlooking 120th Ave. NE at levels L2-L6
- 3-Story Massing element along street frontage
- (3) Distinct Massing elements along 120th Ave. NE at Tower A
- Structure over fire access lane

BUILDING MASS ANALYSIS

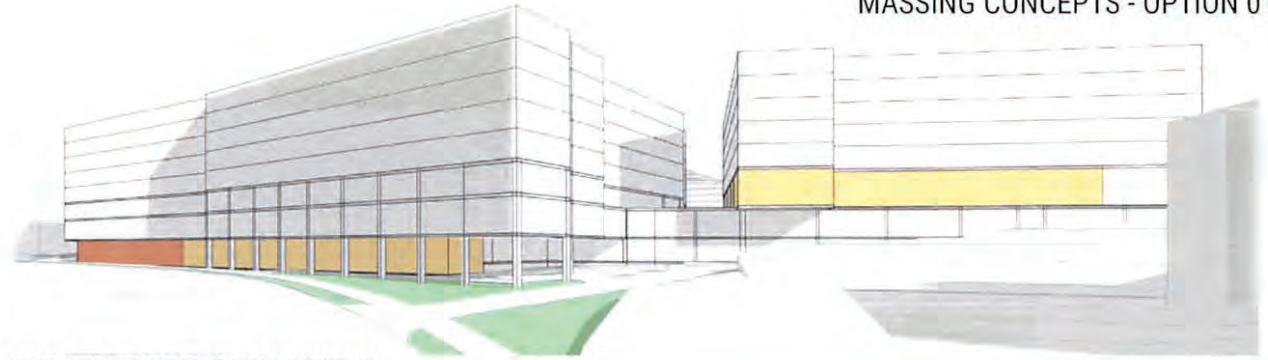
MASSING CONCEPTS - OPTION 01

OPPORTUNITIES

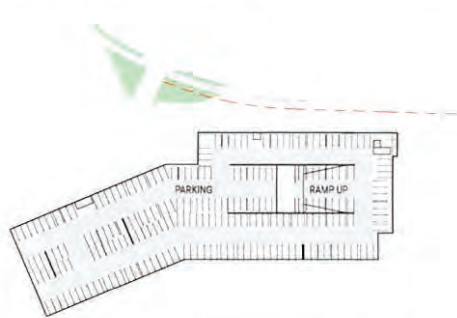
- Provide a simple and efficient building layout and use smaller facade modulation and articulation techniques to breakdown the scale of the building
- Provide a dramatic building mass that can be seen from Southbound I-405 helping to define the Totem Lake region
- The interior courtyards as well as the building fingers are arranged to provide strips of windows at multiple locations in which help to provide natural daylight into residential interior corridors
- The amenity spaces on Tower B are maximized and orientated along the exterior building facade facing the Northwest
- The South courtyard on Tower B is maximized and therefore creating the most continuous usable open space out of any of the massing concepts

CONSTRAINTS

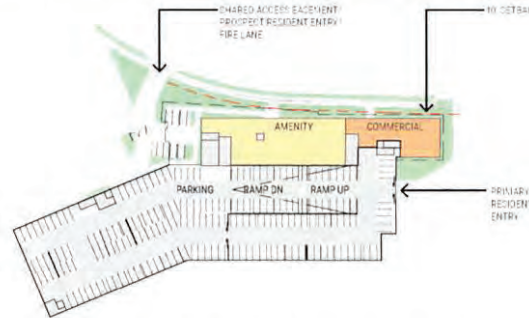
- The building massing will still be very monolithic in nature even after applying modulation and articulation techniques
- The amount of daylight into the enclosed "Double Donut" courtyards will be limited



MASSING PERSPECTIVE - LOOKING SOUTHEAST



LEVEL P3 FLOOR PLAN



LEVEL P2 FLOOR PLAN



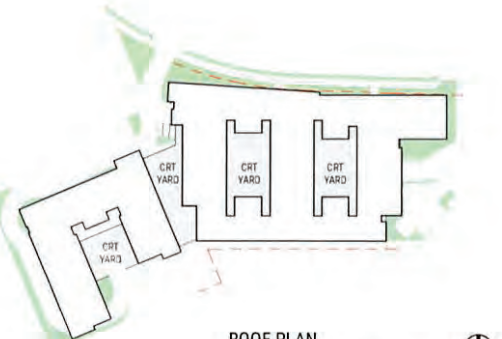
LEVEL P1 FLOOR PLAN



LEVEL L1 FLOOR PLAN



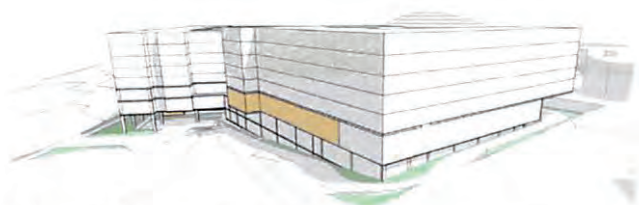
LEVEL L2-L6 FLOOR PLAN



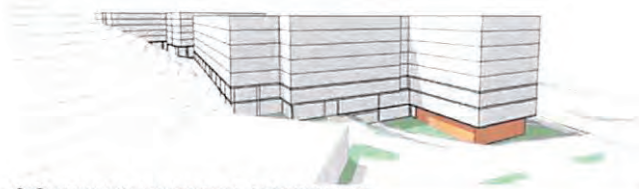
ROOF PLAN

BUILDING MASS ANALYSIS

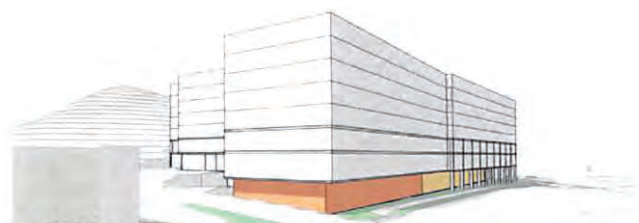
MASSING CONCEPTS - OPTION 01



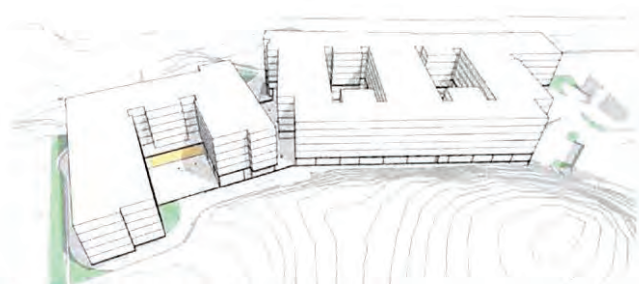
01 MASSING PERSPECTIVE - LOOKING EAST



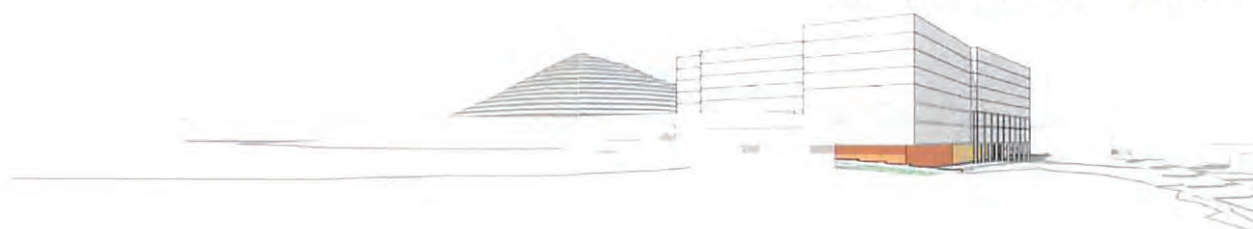
02 MASSING PERSPECTIVE - LOOKING WEST



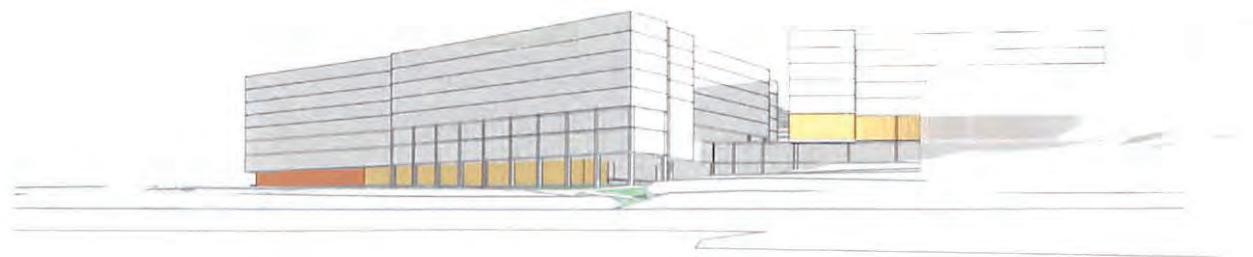
03 MASSING PERSPECTIVE - LOOKING SOUTHWEST



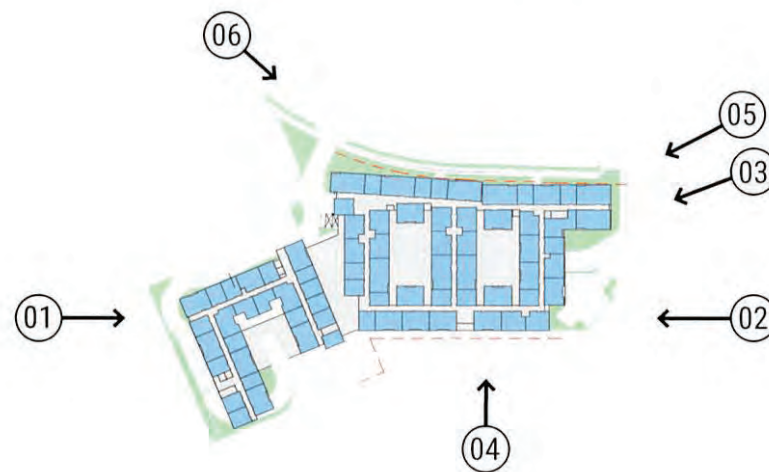
04 MASSING PERSPECTIVE - LOOKING NORTH



05 MASSING PERSPECTIVE - PEDESTRIAN PERSPECTIVE ALONG 120TH AVE. NE LOOKING SOUTHWEST



06 MASSING PERSPECTIVE - PEDESTRIAN PERSPECTIVE ALONG 120TH AVE. NE LOOKING SOUTHEAST



BUILDING MASS ANALYSIS

MASSING CONCEPTS - OPTION 02 (PREFERRED)

OPPORTUNITIES

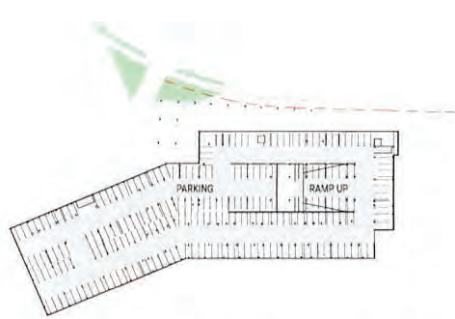
- Create 3-story massing along the street frontage to help breakdown the scale of the building
- Provide a building break along the street frontage to help establish (2) distinct building masses above the base and further breakdown the scale of the building
- Provide vertical modulation on the 5-story mass at Tower A
- The open courtyard allows for daylight to penetrate the interior realm of the project
- Provide cantilevered building masses above the podium structure on Tower B. This includes pushing the connecting corridor between the two building fingers away from the exterior building line helping to create modulation as well as an exterior courtyard adjacent to amenity uses

CONSTRAINTS

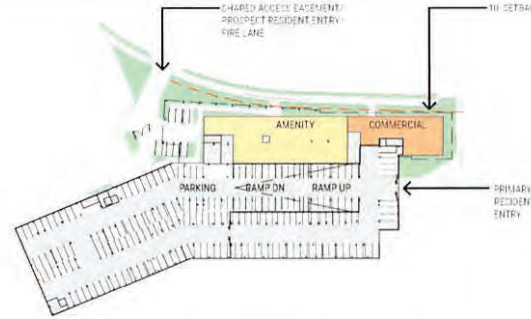
- The building masses are arranged to provide "closed" interior corridor ends and therefore not allowing the opportunity for more glazing and daylight the corridors
- Non-stacking units makes construction more difficult and more costly



MASSING PERSPECTIVE - LOOKING SOUTHEAST



LEVEL P3 FLOOR PLAN



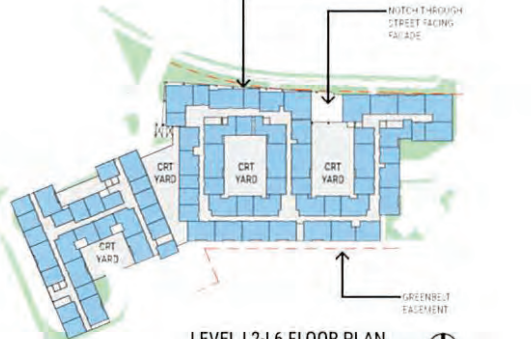
LEVEL P2 FLOOR PLAN



LEVEL P1 FLOOR PLAN



LEVEL L1 FLOOR PLAN

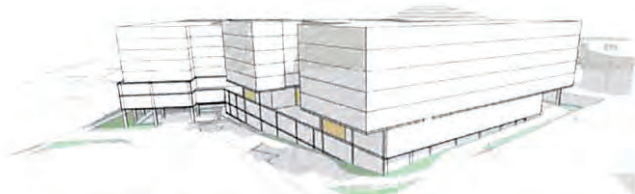


LEVEL L2-L6 FLOOR PLAN



ROOF PLAN

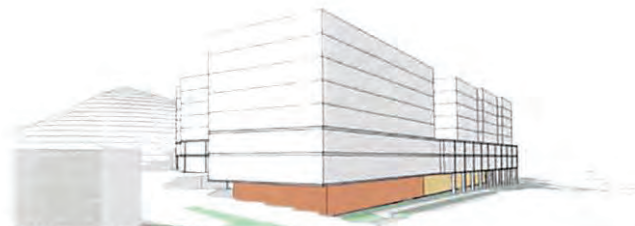
MASSING CONCEPTS - OPTION 02 (PREFERRED)



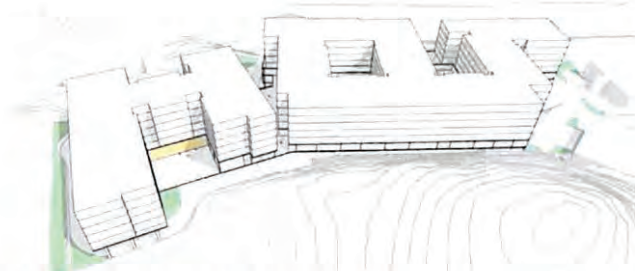
01 MASSING PERSPECTIVE - LOOKING EAST



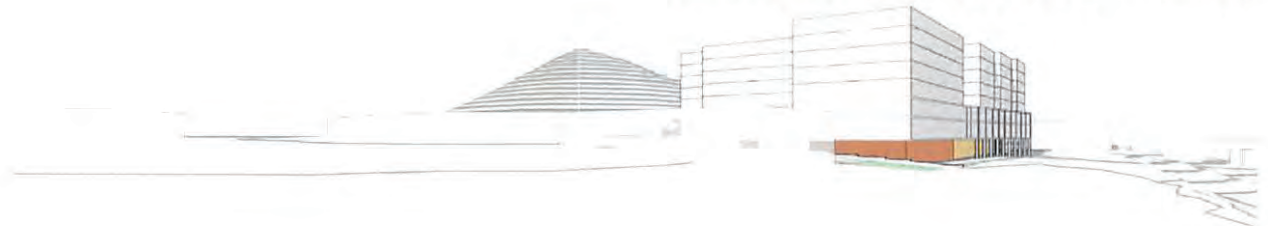
02 MASSING PERSPECTIVE - LOOKING WEST



03 MASSING PERSPECTIVE - LOOKING SOUTHWEST



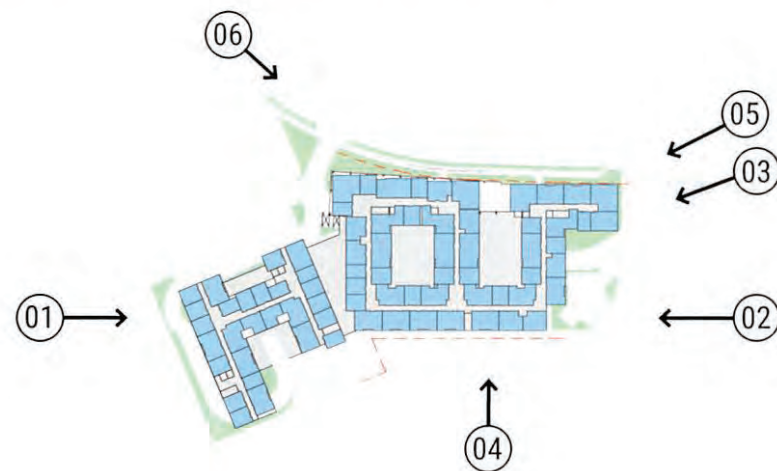
04 MASSING PERSPECTIVE - LOOKING NORTH



05 MASSING PERSPECTIVE - PEDESTRIAN PERSPECTIVE ALONG 120TH AVE. NE LOOKING SOUTHWEST



06 MASSING PERSPECTIVE - PEDESTRIAN PERSPECTIVE ALONG 120TH AVE. NE LOOKING SOUTHEAST



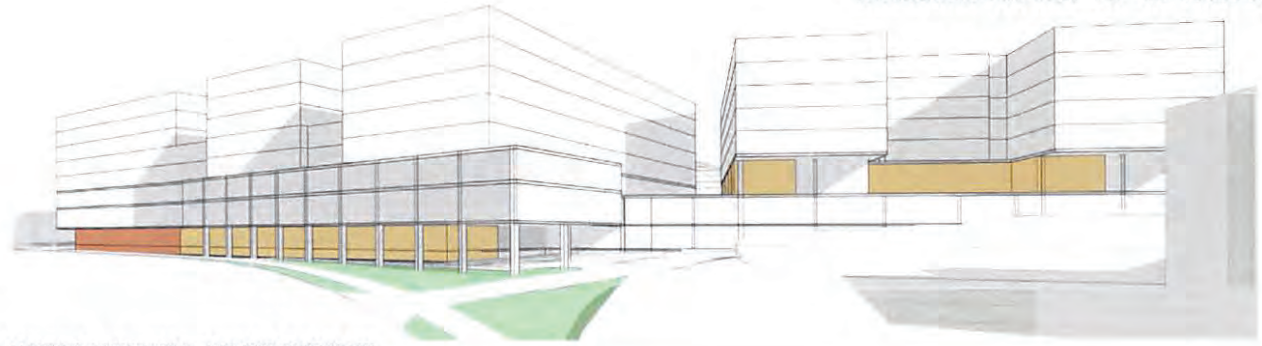
MASSING CONCEPTS - OPTION 03

OPPORTUNITIES

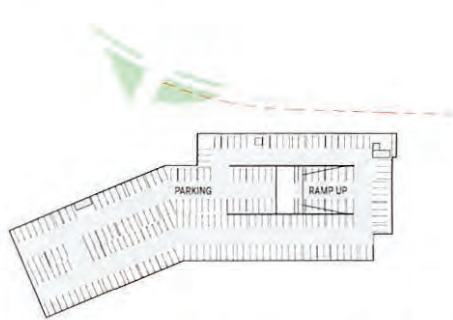
- Create 3-Story massing along the street frontage to help breakdown the scale of the building
- Provide multiple building breaks along the street frontage to help establish (3) distinct building masses above the base and further breakdown the scale of the building
- The open courtyards allow for daylight to penetrate the interior realm of the project
- Provide cantilevered building masses above the podium structure on Tower B. This includes pushing the connecting corridor between the two building fingers away from the exterior building line helping to create modulation as well as an exterior courtyard adjacent to amenity uses

CONSTRAINTS

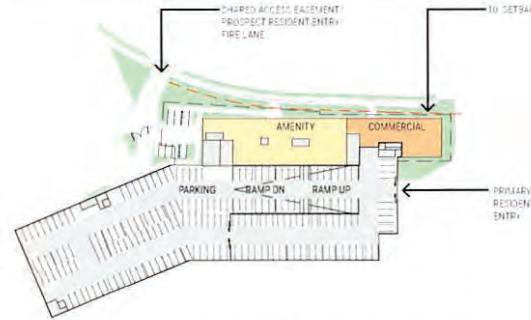
- The building masses are arranged to provide "closed" interior corridor ends and therefore not allowing the opportunity for more glazing and daylight the corridors
- Non-stacking units makes construction more difficult and more costly
- The exterior courtyard in between the two Towers is decreased



MASSING PERSPECTIVE - LOOKING SOUTHEAST



LEVEL P3 FLOOR PLAN



LEVEL P2 FLOOR PLAN



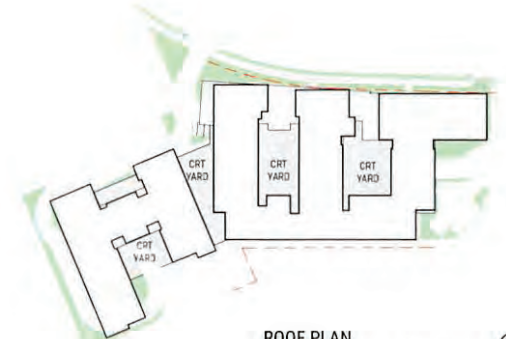
LEVEL P1 FLOOR PLAN



LEVEL L1 FLOOR PLAN



LEVEL L2-L6 FLOOR PLAN



ROOF PLAN

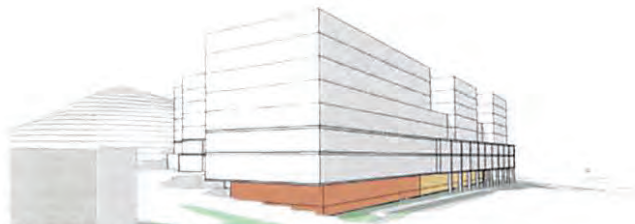
MASSING CONCEPTS - OPTION 03



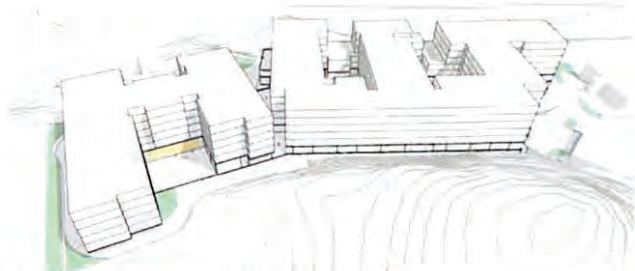
01 MASSING PERSPECTIVE - LOOKING EAST



02 MASSING PERSPECTIVE - LOOKING WEST



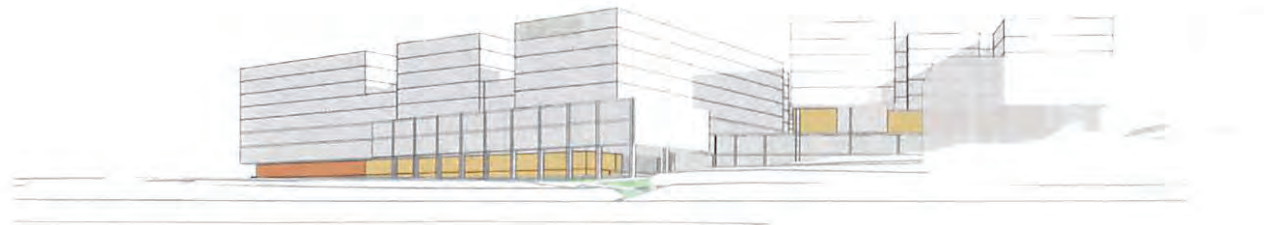
03 MASSING PERSPECTIVE - LOOKING SOUTHWEST



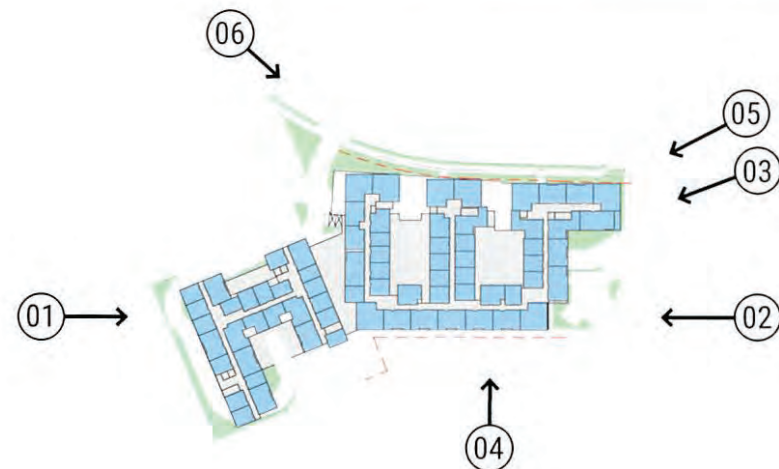
04 MASSING PERSPECTIVE - LOOKING NORTH



05 MASSING PERSPECTIVE - PEDESTRIAN PERSPECTIVE ALONG 120TH AVE. NE LOOKING SOUTHWEST



06 MASSING PERSPECTIVE - PEDESTRIAN PERSPECTIVE ALONG 120TH AVE. NE LOOKING SOUTHEAST



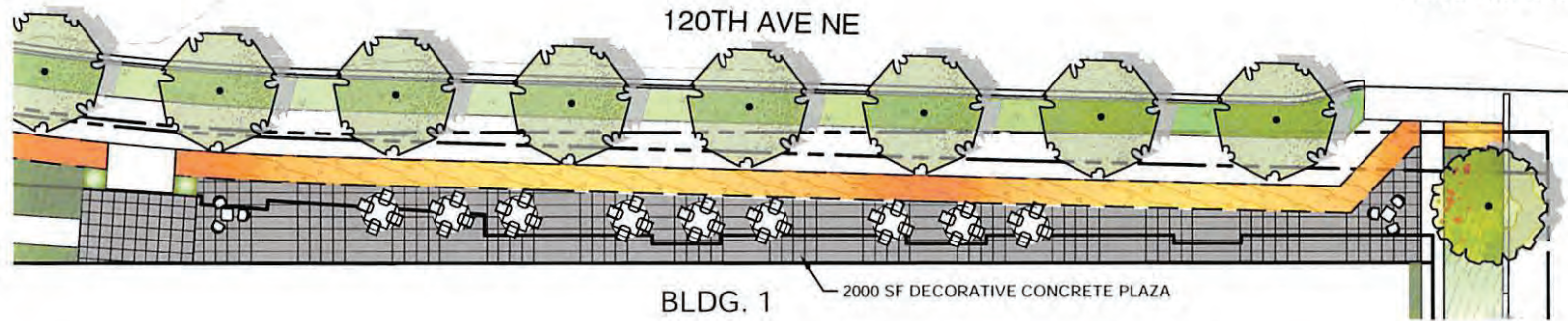
CONCEPTUAL LANDSCAPE ANALYSIS
OVERALL CONCEPTUAL LANDSCAPE PLAN



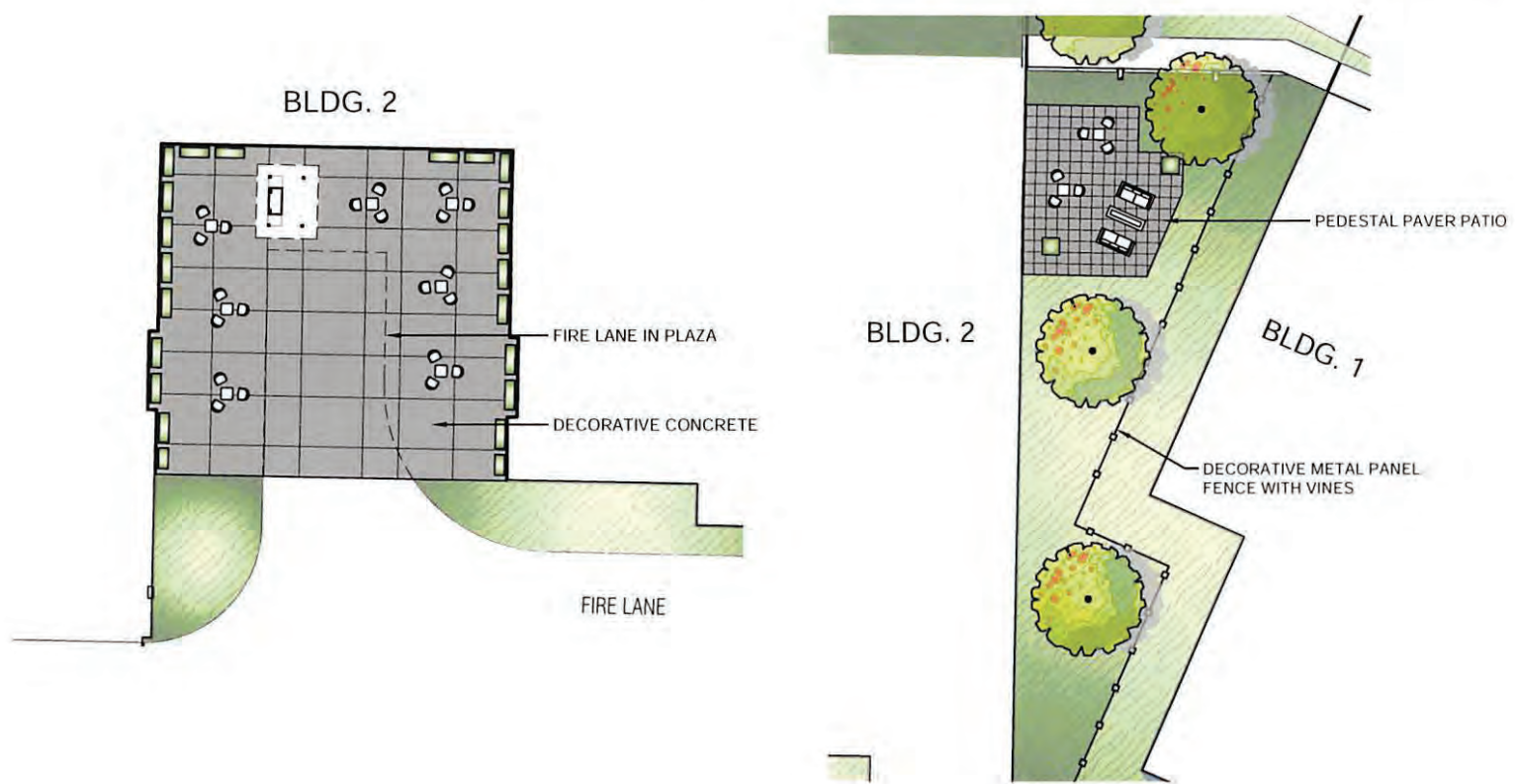
CONCEPT PLANT SCHEDULE

	<u>STREET TREES</u> STREET TREES @ 30' O.C. PER KZC 110.40
	<u>SITE TREES</u>
	<u>STREET BUFFER</u> 4.5' WIDE LANDSCAPE STRIP PER KZC 110.40
	<u>DRIVE AISLE BUFFER</u> DRIVE ISLE AND PARKING LANDSCAPE PER KZC 95.44
	<u>SUPPLEMENTAL PLANTING</u> SITE OPEN SPACE LANDSCAPE PER KZC 95.41
	<u>LOW GROUND COVER</u> LOW GROUND COVER IN AREA REQUIRING FIRE DEPARTMENT ACCESS

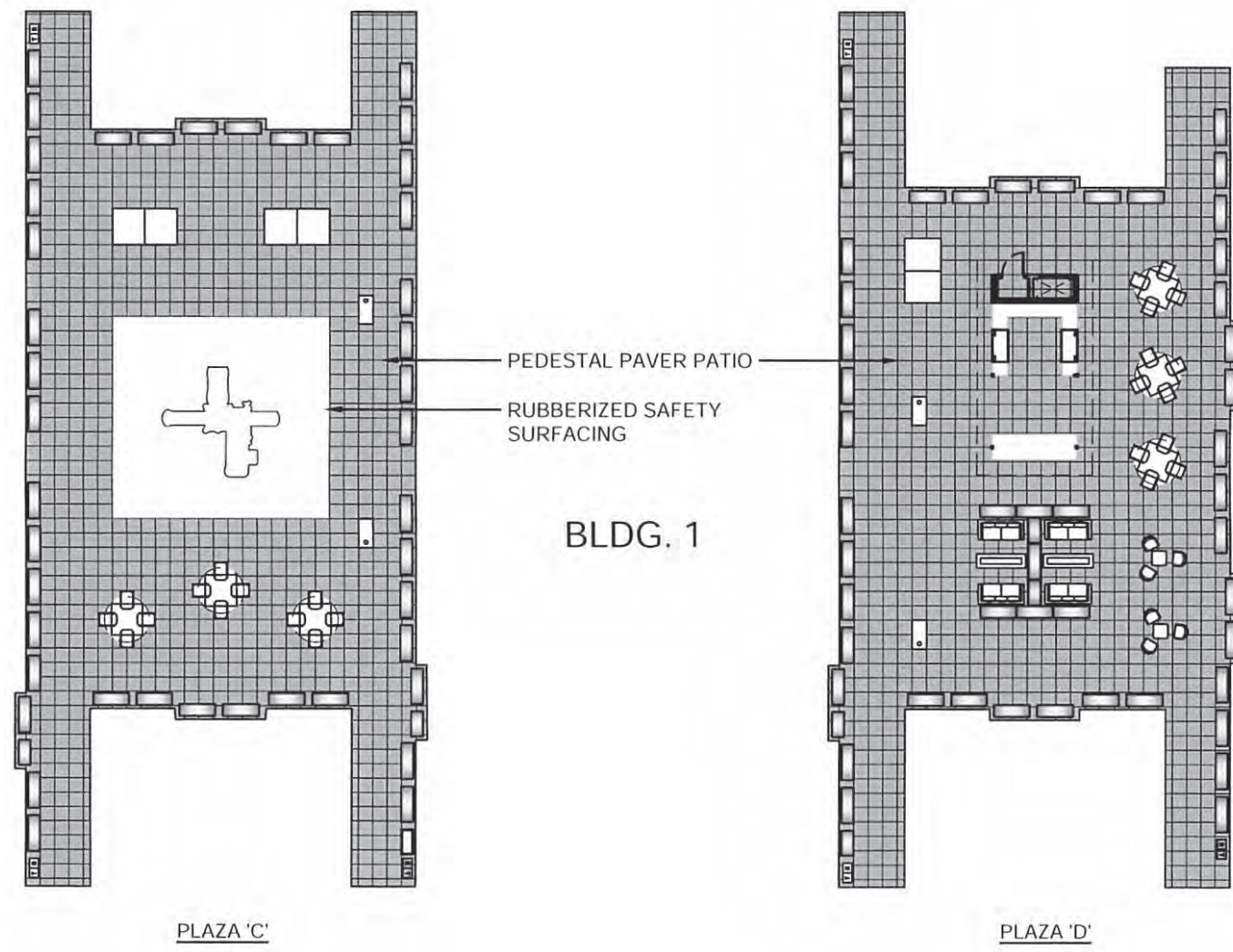
CONCEPTUAL LANDSCAPE ANALYSIS
ENLARGED CONCEPTUAL LANDSCAPE PLANS



SYMBOL	DESCRIPTION
	PATIO DINING TABLE AND CHAIRS
	OUTDOOR CHAIR
	OUTDOOR END TABLE
	LANDSCAPE PLANTER, RECTANGULAR
	OUTDOOR END TABLE



CONCEPTUAL LANDSCAPE ANALYSIS
ENLARGED CONCEPTUAL LANDSCAPE PLANS



PLAZA FURNISHINGS SCHEDULE

SYMBOL	DESCRIPTION
	PATIO DINING TABLE AND CHAIRS
	OUTDOOR SOFA
	FIRE TABLE
	OUTDOOR CHAIR
	OUTDOOR END TABLE
	LANDSCAPE PLANTER, RECTANGULAR
	CONCRETE BEAN BAG TOSS GAME
	TRASH AND RECYCLING RECEPTACLE
	CONCRETE PING PONG TABLE
	PLAY AREA
	OUTDOOR KITCHEN

CONCEPTUAL LANDSCAPE ANALYSIS

CONCEPTUAL LANDSCAPE FURNISHING IDEATION



BEAN BAG TOSS GAME



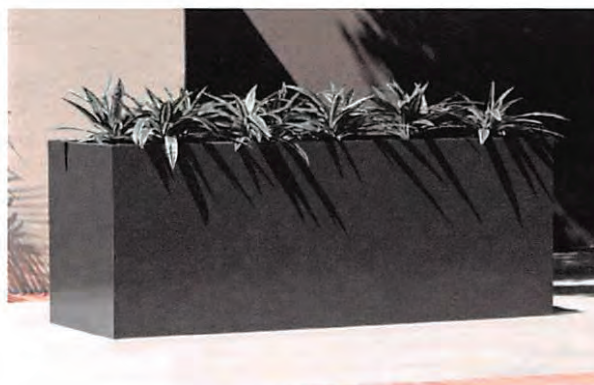
OUTDOOR CHAIRS, TABLE, AND SOFA



GAS FIRE PIT



PING-PONG TABLE

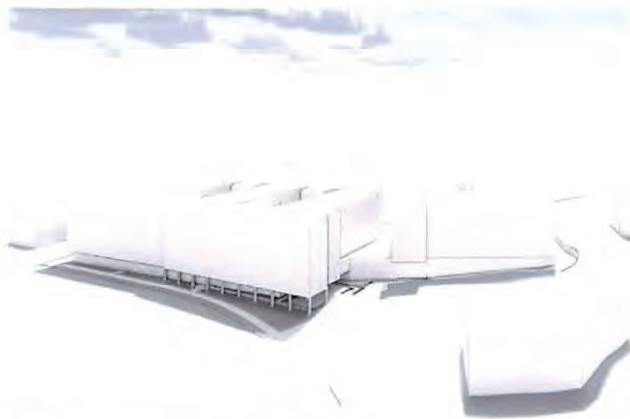


ABOVE GRADE PLANTER

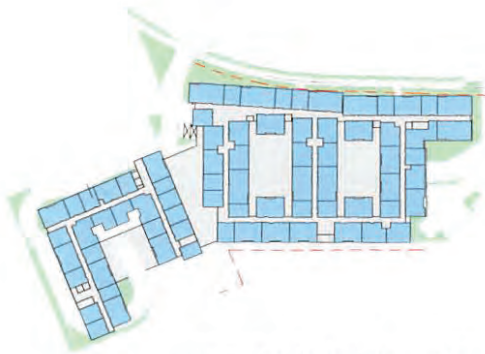


TRASH AND RECYCLING RECEPTACLE

CONCEPT 01

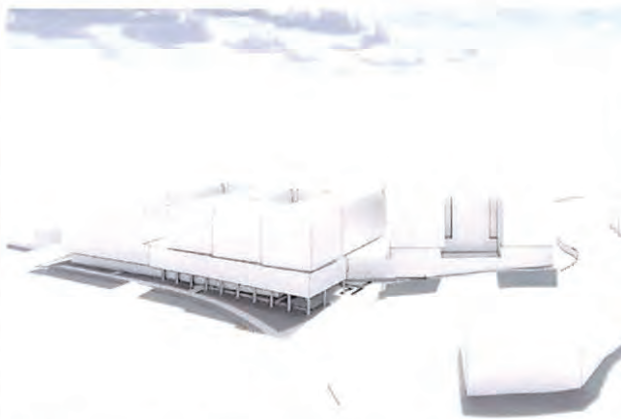


MASSING PERSPECTIVE - LOOKING SOUTHEAST

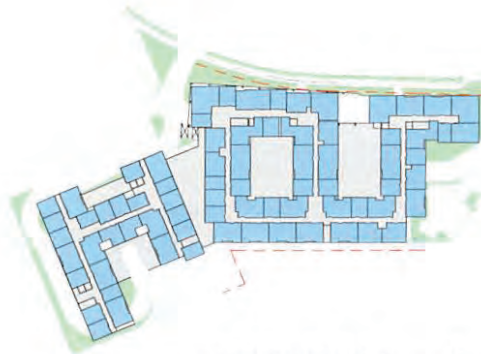


LEVEL L2-L6 FLOOR PLAN

CONCEPT 02 (PREFERRED)

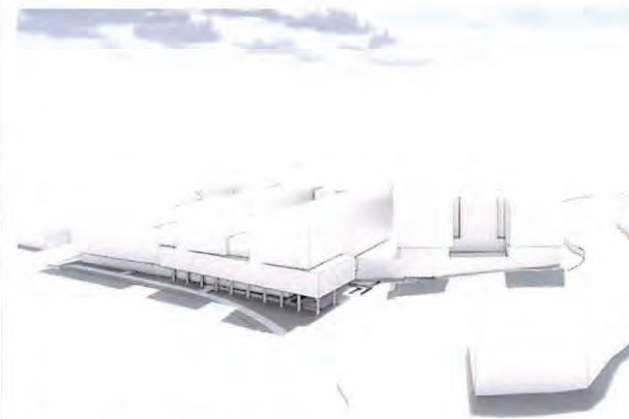


MASSING PERSPECTIVE - LOOKING SOUTHEAST



LEVEL L2-L6 FLOOR PLAN

CONCEPT 03



MASSING PERSPECTIVE - LOOKING SOUTHEAST



LEVEL L2-L6 FLOOR PLAN

55.29 User Guide - TL 4A, TL 4B and TL 4C zones.

The charts in KZC 55.33 contain the basic zoning regulations that apply in the TL 4A, TL 4B and TL 4C zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

**Section
55.31****Section 55.31 – GENERAL REGULATIONS**

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provision of this code may apply to the subject property.
2. The ground floor of all structures with frontage on a paved pedestrian or vehicular circulation route, or adjacent to a pedestrian-oriented space, shall be a minimum of 13 feet in height (see Plate 34C, Chapter 180 KZC). Where necessary for the ground floor of the building to be at the elevation of an abutting street, the building may exceed the permitted maximum height of structure by up to five feet. This requirement does not apply to:
 - a. The following uses: vehicle service stations, private lodges or clubs, stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community facilities;
 - b. Parking garages; or
 - c. Additions to existing nonconforming development where the Planning Official determines it is not feasible.
3. In addition to the height exceptions established by KZC 115.60, the following exceptions to height regulations in TL zones are established:
 - a. Decorative parapets may exceed the height limit by a maximum of four feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two feet.
 - b. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.
4. In TL 4B, development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area or fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500 to 2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval.
5. Access for drive-through facilities must be approved by the Public Works Official. See

Chapter 105 KZC for requirements.

6. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.

7. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.

[link to Section 55.33 table](#)

Section 55.33

Zone
TL 4A, 4B,
4C

USE ZONE CHART



ATTACHMENT 3
DRV22-00228

Section 55.33	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Vehicle Service Station	D.R., Chapter 142 KZC	22,500 sq. ft.	40'	15' on each side	15'	80%	30' average building elevation.	A	E	See KZC 105.25.	1. May not be more than two vehicle service stations at any intersection. 2. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
.030	A Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair. See Spec. Reg. 2.			See Spec. Reg. 2.				65' above average building elevation. See Gen. Reg. 2.				1. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations. 2. Vehicle and boat rental and used vehicles or boat sales are allowed as part of this use.
.040	Restaurant or Tavern		None	10'	0'	0'			C		1 per each 100 sq. ft. of gross floor area.	1. For restaurants with drive-in or drive-through facilities: a. One outdoor waste receptacle shall be provided for every eight parking stalls. b. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. c. Access for drive-through facilities shall not be located between the building and the Cross Kirkland Corridor.
.050	Any Retail Establishment, other than those specifically listed in this zone, selling goods, or providing services including banking and related financial services										1 per each 300 sq. ft. of gross floor area.	1. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 2. Retail establishments providing storage services are not permitted in this zone unless accessory to another permitted use.

Section 55.33

Zone
TL 4A, 4B,
4C

USE ZONE CHART

Section 55.33	USE  REGULATIONS 	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.060	Office Use	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation. See Gen. Reg. 2.	C	D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. d. A veterinary office is not permitted in any development containing dwelling units. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.070	Hotel or Motel									E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.
.080	Entertainment, Cultural and/or Recreational Facility										See KZC 105.25.	
.090	Private Lodge or Club									B	1 per each 300 sq. ft. of gross floor area.	

Section 55.33

Zone
TL 4A, 4B,
4C

USE ZONE CHART

Section 55.33	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.100	Attached or Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	75' above average building elevation. See Gen. Reg. 2. and Spec. Reg. 4.	D	E	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	<div>1. At least 20 percent of the total gross floor area located on the street level floor of the building shall include commercial use. The commercial use shall be oriented toward fronting streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street). In TL4A, parcel 282605-9043 is exempt from this special regulation, due to the limited visibility and access to this parcel. The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for this use are allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.</div> <div>2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</div> <div>3. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</div> <div>4. The equivalent of the additional gross floor area constructed above 35 feet over ABE must be dedicated to residential use. Residential use may be located anywhere in the building above the ground floor.</div> <div>5. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:<div>a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use.</div><div>b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.</div></div>

Section 55.33

Zone
TL 4A, 4B,
4C

USE ZONE CHART

Section 55.33	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARD (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.105	Residential Suites See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	75' above average building elevation. See Gen. Reg. 2.	D	E	For TL 4A: See Spec. Regs. 3 and 4. For TL 4B: 1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	<div>1. This use is permitted only in the TL 4A and TL 4B subareas.</div> <div>2. At least 20 percent of the total gross floor area located on the street level floor of the building shall include commercial use. The commercial use shall be oriented toward fronting streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street). In TL4A, parcel 282605-9043 is exempt from this special regulation, due to the limited visibility and access to this parcel. The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for this use are allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.</div> <div>3. In TL 4A, parking shall be provided at a rate of one stall per living unit plus one per on-site employee, and modifications to decrease the parking requirement are prohibited. However, if parking is managed pursuant to Special Regulation 4, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee.</div> <div>4. In TL 4A, the required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:<div><div>a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for private parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars.</div><div>b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum the TMP shall include the following requirements:<div>1) Charge for on-site parking, unbundled from the rent, for tenants who have cars.</div></div></div></div>
REGULATIONS CONTINUED ON NEXT PAGE												

REGULATIONS CONTINUED ON NEXT PAGE

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Zone
TL 4A, 4B,
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USE ZONE CHART

Section 55.33	USE ↓ REGULATIONS ↓	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.105	Residential Suites (continued)										REGULATIONS CONTINUED FROM PREVIOUS PAGE 2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars. 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City. 6) At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City. 7) Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP. 8) Acknowledgment by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements. c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City Transportation Engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation Engineer. REGULATIONS CONTINUED ON NEXT PAGE	

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Zone
TL 4A, 4B,
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USE ZONE CHART

Section 55.33	USE ↓ REGULATIONS ↓	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.105	Residential Suites (continued)										REGULATIONS CONTINUED FROM PREVIOUS PAGE 5. KZC 105.103(3)(c) provides a process to grant a decrease in the required number of parking spaces. 6. In TL 4B, the Planning Official may approve a parking reduction if a parking demand and utilization study has been approved by the City for this use within five years of the submittal of an application for development. The scope of the prior study must have included the zone in which the proposed development is located. The Planning Official may require an update to the prior study if warranted, or grant an extension to the original five-year effective term of the study. The required parking rate shall be as established in the study, when the parking is managed as set forth in Special Regulation 4 above. 7. All residential suites and all required parking within a project shall be under common ownership and management. 8. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 Star certified, LEED Gold certified, or Living Building Challenge certified. 9. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.	
.110	Church	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See also Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use.

Section 55.33

Zone
TL 4A, 4B,
4C

USE ZONE CHART

ATTACHMENT 3
DRV22-00228

Section 55.33	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.120	School, Day-Care Center, Mini-School or Mini-Day-Care Center	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation.	D	B	See KZC 105.25.	1. A six-foot high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 4. May include accessory living facilities for staff persons. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
.130	Assisted Living Facility Convalescent Center Nursing Home See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation.	D	A	Assisted Living: 1.7 per independent unit. 1 per assisted living unit. Convalescent Center or Nursing Home: 1 per bed.	1. Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.
.140	Public Utility								A	B	See KZC 105.25.	
.150	Government Facility or Community Facility								C See Spec. Reg. 1.			
.160	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										