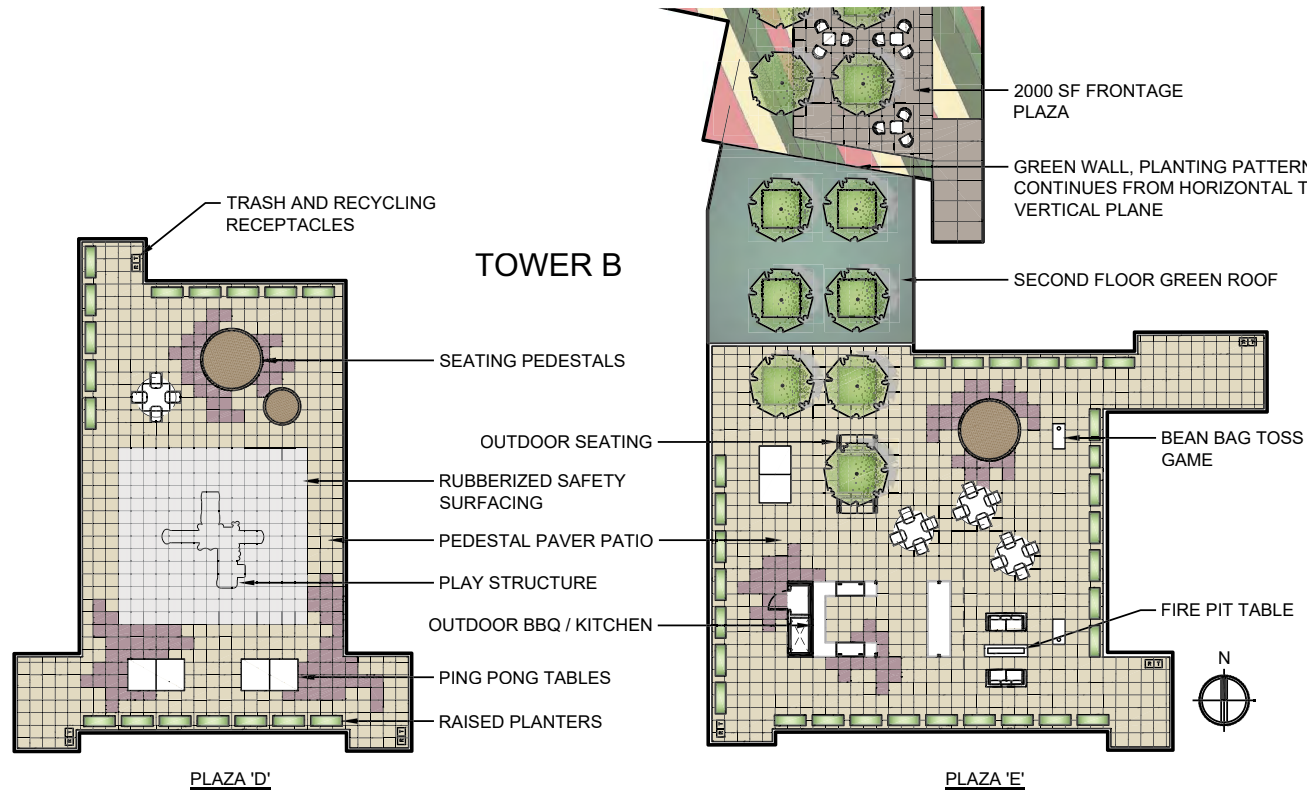


## ENLARGED LANDSCAPE PLANS



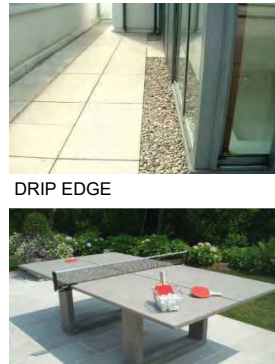
## POLARIS AT TOTEM LAKE- PLAZA 'D' & 'E'



DECORATIVE PLANTERS



LIGHTING



## EVERGREEN ACADEMY

### EVERGREEN ACADEMY / DEVELOPER MEETING SUMMARY:

The neighboring property owner directly to the North of the proposed project, the Evergreen Academy, expressed concerns with the following items during the Conceptual Design Conference process:

- 1.) Sight lines from the proposed project down and into the playground areas
- 2.) The scale and proximity of the proposed project to their building
- 3.) The retention of existing trees between the two properties which currently act as a screening wall
- 4.) The potential shadows the project will cast upon their project once completed.

We had a constructive and positive meeting with the neighboring ownership group in which we provided the following exhibits to walk through their concerns.

### PROPOSED DESIGN IN RESPONSE TO CONCERNS:

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>(A) Tower B residential courtyard positioned in this location to help provide a visual buffer as well as reduce the scale of the building in proximity to the Evergreen Academy</li> <li>(B) Tower B resident access / planting strip</li> <li>(C) Fire Lane (Emergency Vehicle Access only)</li> <li>(D) Planting Strip/ Required Landscape Buffer which includes existing mature trees to remain (on our property)</li> </ul> | <ul style="list-style-type: none"> <li>(E) Existing site retaining wall</li> <li>(F) Evergreen Academy parking lot</li> <li>(G) Evergreen Academy sidewalk / site circulation</li> <li>(H) Evergreen Academy playground beyond</li> <li>(I) Intentional limitation of prime residential views in order to limit sight lines onto the adjacent property - Evergreen Academy</li> </ul> |
|--|---|

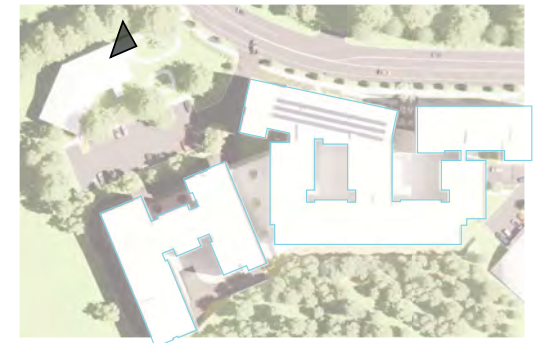




## EVERGREEN ACADEMY - SIGHT LINES

CURRENT PERSPECTIVE VIEW: PLAYGROUND → TOWER A

- (A) Tower A
- (B) Tower B
- (C) Playground A
- (D) Playground B
- (E) Existing tree(s) to remain
- (F) Tower A locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High
- (G) Tower B locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High

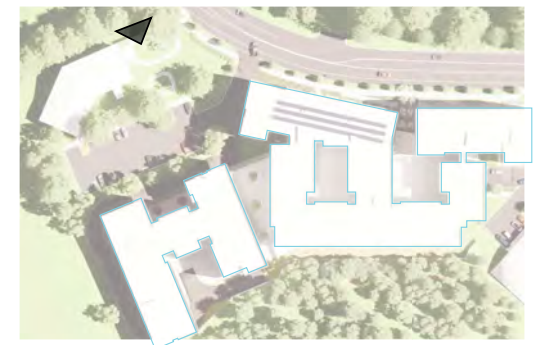




## EVERGREEN ACADEMY - SIGHT LINES

CURRENT PERSPECTIVE VIEW: PLAYGROUND → TOWER B

- (A) Tower A
- (B) Tower B
- (C) Playground A
- (D) Playground B
- (E) Existing tree(s) to remain
- (F) Tower A locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High
- (G) Tower B locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High
- (H) Intentional limitation of prime residential views in order to limit sight lines onto the adjacent property - Evergreen Academy

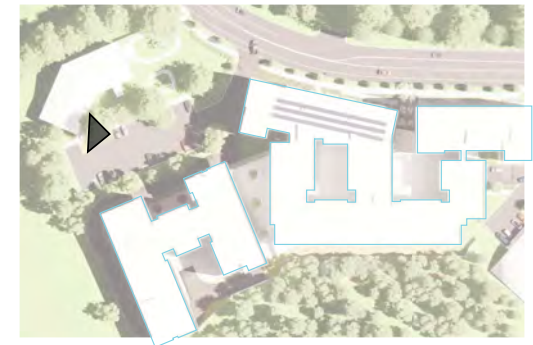




## EVERGREEN ACADEMY - SIGHT LINES

CURRENT PERSPECTIVE VIEW: SOUTHWEST ENTRANCE ---> TOWER A

- (A) Tower A
- (B) Tower B
- (C) Playground A
- (D) Playground B
- (E) Existing tree(s) to remain
- (F) Tower A locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High
- (G) Tower B locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High





## EVERGREEN ACADEMY - SIGHT LINES

CURRENT PERSPECTIVE VIEW: SOUTHWEST ENTRANCE ---> TOWER B

- (A) Tower A
- (B) Tower B
- (C) Playground A
- (D) Playground B
- (E) Existing tree(s) to remain
- (F) Tower A locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High
- (G) Tower B locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High
- (H) Intentional limitation of prime residential views in order to limit sight lines onto the adjacent property - Evergreen Academy

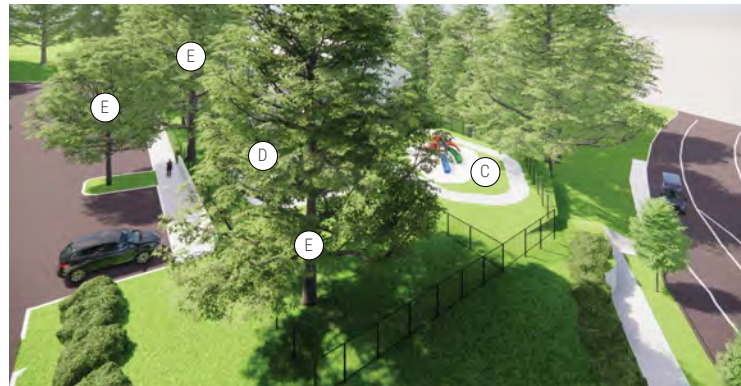




## EVERGREEN ACADEMY - SIGHT LINES

CURRENT PERSPECTIVE VIEW: TOWER A ---> PLAYGROUND

- (A) Tower A
- (B) Tower B
- (C) Playground A
- (D) Playground B
- (E) Existing tree(s) to remain
- (F) Tower A locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High
- (G) Tower B locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High





## EVERGREEN ACADEMY - SIGHT LINES

CURRENT PERSPECTIVE VIEW: TOWER B ---> PLAYGROUND

- (A) Tower A
- (B) Tower B
- (C) Playground A
- (D) Playground B
- (E) Existing tree(s) to remain
- (F) Tower A locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High
- (G) Tower B locations:
  - 1.) Low
  - 2.) Middle
  - 3.) High



\*\*\*IMAGES SHOWN WITHOUT EXISTING TREES ALONG PROPERTY LINE

\*\*\*IMAGES SHOWN WITH EXISTING TREES ALONG PROPERTY LINE







## DEVELOPMENT STANDARDS

### DRV22-00569

#### PUBLIC WORKS DEPARTMENT

##### PUBLIC WORKS CONDITIONS

Permit #: DRV22-00569

Project Name: 467 unit (GMC location)

Project Address: 12335 120th Ave NE

Date: 8/8/2022

##### Public Works Staff Contacts

Ryan Schauble, Senior Development Engineer

Phone: 425-587-3842 / E-mail: [rschauble@kirklandwa.gov](mailto:rschauble@kirklandwa.gov)

##### General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site.
2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The applicant should anticipate the following fees:
  - o Water and Surface Water Connection Fees \*
  - o Contact Northshore Utility District for Sewer Connection Fees
  - o Water Meter Fee \*
  - o Right-of-way Fee
  - o Review and Inspection Fee
  - o Building Permits associated with this proposed project will be subject to the traffic, park, and school impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s). Any existing buildings within this project which are demolished will receive a Traffic Impact Fee credit, Park Impact Fee Credit and School Impact Fee Credit. This credit will be applied to the first Building Permits that are applied for within the project. The credit amount for each demolished building will be equal to the most currently adopted Fee schedule.
- \* Fee to be paid with the issuance of a Building Permit.
3. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit, including the required LSM Checklist.
4. Review of Building Permits within a detached multi-family project: An Enhance Grading Permit (ELSM) is required if deemed appropriate by the Planning and Building Department. One Building Permit must be submitted prior to issuance of the ELSM. Multiple Building Permits may be reviewed concurrently with the LSM review.
5. Prior to submittal of a Building or Zoning Permit, the applicant must apply for a Concurrency Test Notice. Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information. A separate Concurrency Permit will be created.
6. After concurrency has passed, the project will receive a concurrency test notice that allows the applicant to proceed with all development permits. A "Certificate of Concurrency" is established with a development or building permit. It will read as follows: CERTIFICATE OF CONCURRENCY: This project has been reviewed and approved for water, sewer, and traffic concurrency. Any water and sewer mitigating conditions are listed within the conditions below. Any traffic mitigating conditions will be found in an attached memorandum from the Public Works Traffic Engineering Analyst to the Planning Department Project Planner. Upon issuance of this permit, this project shall have a valid Certificate of Concurrency and



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concurrency vesting until the permit expires. This condition shall constitute issuance of a Certificate of Concurrency pursuant to chapter 25.12 of the Kirkland Municipal Code.

7. The scope of the transportation impact analysis shall be determined after the project passes transportation concurrency. An analysis shall be required to determine the need to widen the roadway to extend the existing two-way left-turn lane along the rest of the project frontage.

8. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy G-7, Engineering Plan Requirements. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.

9. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.

10. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).

11. A completeness check meeting is required prior to submittal of any Building Permit applications.

12. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage, recycling and composting storage and pickup. The plan shall conform to Policy G-9 in the Public Works Pre-approved Plans and be approved by Waste Management and the City. Important feature is to provide enough storage area for recycling and composting; and being able to pick up containers without storing in the ROW overnight. Submit the plan with a cover letter to explain how Policy G-9 requirements will be met. Please contact John MacGillivray, 425.587.3804, if you have questions.

#### Sanitary Sewer Conditions:

1. Northshore Utility District (NUD) approval required for sanitary. A letter of sewer availability is required. Contact NUD at 425-398-4400.

#### Water System Conditions:

1. The existing water main in the right-of-way is adequate to serve the domestic needs of the Project. Improvements to the water system will be required as previously discussed, including looping around the building. Provide a 15' public water main easement.

2. See Fire Department conditions for fire flow requirements.

3. In mixed-use projects each use shall have a separate water meter, i.e., the retail use shall have a separate water meter from residential use. If the project requires irrigation a separate water service shall be provided.

4. The existing water service(s) shall be abandoned at the main, unless approved otherwise by Public Works. The property is currently served by the following:

- Existing 2" Domestic meter
- Existing 1 ½" Irrigation meter

#### Surface Water Conditions:

1. Provide temporary and permanent storm water control in accordance with the 2021 King County Surface Water Design Manual (KCSWDM) and the City of Kirkland Addendum (Policy D-10).

2. To determine the drainage review level required, the target impervious surface area is the maximum allowable lot coverage area for the project, plus any offsite improved impervious areas. See Policies D-2 and D-3 in the Public Works Pre-Approved Plans for drainage review information, or contact Kirkland Surface Water staff at (425) 587-3800 for assistance. The Kirkland Drainage Review Flow Chart is a helpful tool to determine a project's drainage review level. Drainage review levels are summarized below:

- Full Drainage Review
- o Any non-single-family residential project that creates more than 2,000 sf of new and/or replaced impervious surface, or



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greater than 7,000 sf of land disturbing activity will trigger a Full Drainage Review.

- o Single family residential projects that propose improvements greater than the Simplified thresholds explained above will be subject to a Full Drainage Review.

3. Attention to Civil Plan Designers: Kirkland Zoning Code Update and Surface Water Design Policy Update -- Public Works Policy D-10 (City's Addendum to the 2016 KC-SWDM) was updated in July 2019. Follow the new guidelines in D-10 regarding flow control analysis. Effective on July 12, 2019, the City updated KZC Chapter 115.90 – Calculating Lot Coverage.

Background: The regulation update allowed conventional (sand set) pavers to be counted as a "Partially Exempt Material", allowed to received 50 percent exemption for the area they cover, and up to 10 percent of the total lot size. Conventional pavers do not have to meet surface water mitigation specifications (e.g. not designed as LID BMP pervious pavers per Public Works Pre-Approved Plan CK-L-09). As a result, lots are allowed 10 percent more runoff generating surface area, and thus have to provide flow control accordingly.

For calculating impervious coverage for proposed residential and commercial development must be estimated for each specific proposal. Impervious coverage for frontage layouts – streets, sidewalks, trails, etc – shall be taken from the layouts of the proposal. House/driveway or building coverage shall be as follows:

- For residential development, the assumed impervious coverage shall be the maximum impervious coverage permitting by the Kirkland Zoning Code (KZC) plus an additional 10%.
- For commercial or multi-family development, the impervious coverage shall either:
  - o Assume the maximum impervious coverage permitted by the KZC plus an additional 10% OR
  - o Estimate impervious coverage from layouts of the proposal. If estimated from the layouts of the proposal, the impervious coverage shall include calculations of all impervious surfaces, including eaves. This option may require a Reduced Impervious Surface Limit to be recorded on the property.

4. This project is in a Level 2 Flow Control Area and is required to comply with core drainage requirements in the KCSWDM. Historic (forested) conditions shall be used as the pre-developed modeling condition for design of the stormwater detention system.

5. The project may qualify for an exception to detention if the target surfaces will generate no more than a 0.15 cfs increase in the historic (forested) conditions 100-year peak flow. The 15-minute time step must be used to perform the flow control analysis. Do not use the 1-hour time step. Approved hydrologic modeling programs are MGS Flood and WWHM 2012.

6. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater Low Impact Development (LID) Best Management Practices (BMPs) per the KCSWDM. If feasible, stormwater LID BMPs are required to the maximum extent feasible. If LID BMPs are infeasible, pervious pavement cannot be used to reduce overall impervious lot coverage. The Private Maintenance Agreement will be recorded on all projects that construct a stormwater LID BMP or facility, per Policy D-7.

7. Soil information may be necessary for designing LID BMPs per the KCSWDM, and there are other reasons a soil report is necessary for a project (e.g., steep slopes, sensitive areas, etc.). Refer to Policy D-8 for details.

8. Special inspections may be required for LID BMPs on this project. Provide documentation of inspections by a licensed geotechnical professional that the BMP will function as designed.

9. If the project will create or replace more than 5,000 square feet of pollution generating impervious surface (PGIS), provide water quality treatment in accordance with the KCSWDM; the enhanced treatment level is required for this multi-family residential project.

10. Soil Amendment per Pre-Approved Plan E.12 is required for all landscaped areas.

11. If working within an existing ditch, the applicant is hereby given notice that the Army Corps of Engineers (COE) has asserted jurisdiction over upland ditches draining to streams. Either an existing Nationwide COE permit or an Individual COE permit may be necessary for work within ditches, depending on the project activities.

Applicants should obtain the applicable COE permit; information about COE permits can be found at: U.S. Army Corps of Engineers, Seattle District Regulatory Branch

<http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx>

Specific questions can be directed to: Seattle District, Corps of Engineers, Regulatory Branch, CENWS-OD-RG, Post Office Box



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3755, Seattle, WA 98124-3755, Phone: (206) 764-3495

12. Construction Stormwater Pollution Prevention Plan (CSWPPP):

- All proposed projects that will conduct construction activities onsite, or offsite must provide stormwater pollution prevention and spill controls to prevent, reduce, or eliminate the discharge of pollutants (including sediment) to onsite or adjacent stormwater systems or watercourses.
- Refer to Core Requirement No. 5 in the KCSWDM and Policy D-12.
- Provide an erosion control report and plan with the Building or Land Surface Modification Permit application. The plan shall be in accordance with the KCSWDM.
- Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.

13. If the project site is one acre or greater, the following conditions apply:

- The applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Department of Ecology. Provide the City with a copy of the Notice of Intent for the permit. Permit Information can be found at the following website: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>
  - o Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland PW Dept. pre-construction meeting with a completed SWPPP.
- Turbidity monitoring by the developer/contractor is required for any surface water leaving the site.
- A Stormwater Pollution Prevention and Spill (SWPPS) Plan must be kept on site during all phases of construction and shall address construction-related pollution generating activities. Follow the guidelines in the Ecology Pollution Prevention Manual for plan preparation.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts 120th Ave NE. This street is an Arterial type street. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street is part of the Totem Lake Business District Circulator with a designation for a Major Pedestrian Sidewalk (MPS) and shall be improved with the following:

- A. Dedicate sufficient right-of-way (ROW) abutting the property to install half-street improvements; a minimum of 5 ft of sidewalk must be in a dedicated as right-of-way with the remainder in a Public Pedestrian Easement.
- B. All tapers needed for the installation of the required improvements shall start outside of the property frontage.
- C. Maintain existing turn and drive lane widths and install an 8-ft wide buffered bike lane (3' buffer plus 5' bike).
- D. Install new Type-A concrete curb and gutter along the entire frontage.
- E. Install a 6 ft wide planter with street trees 30 ft on-center.
- F. Install an 8-ft wide sidewalk and pedestrian Lighting at 60 feet on-center.
- G. Coordinate additional improvements with Kirkland Planning Department for MPS design:
  - a. Pedestrian benches
  - b. Enhanced lighting around building entrances
  - c. Enhances lighting near transit stops
  - d. Public Art
- H. Install new street lights to accommodate new curb alignments, verify spacing with PSE to ensure street lighting standards are met.
- I. There are some existing surface mounted utilities that will need to be relocated.
- J. Coordinate improvements with planned Kirkland street projects, if any.

2. Onsite parking shall meet following conditions:

- No parking within 60 feet of the driveway throat measured from the face of curb.
- All commercial loading area must be provided onsite.
- Moving truck loading area must be provided onsite. The truck loading area must be shown on the site plan and be located convenient to both buildings else each building shall have its own truck loading area. Vehicles are not allowed to back out into the street; therefore, trucks must be able to turn around and head out of the project site.
- Parking for commercial must be accessible during business hours.

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- Parking for residential visitors must not be gated and available at all times.
- If shared parking is proposed, a parking management plan will be required.
- If less parking is provided than required, then a parking modification and a transportation demand management plan (TDM) will be required. The scope of the parking analysis for the parking modification shall be discussed and approved by the city transportation engineer. The parking modification can be requested through the planning department.

3. Meet the requirements of the Kirkland Driveway Policy R-4. Spacing Table from R-4, for reference:

4. The driveways and garage entrances/gates must be 24 feet wide at the minimum. The goal is to maintain a narrow driveway crossing the public crosswalk along 120th Avenue NE. All drive aisles into the parking area and within the parking garage must be 24 feet wide. Driveway variance must be requested separately with a variance application.

5. Meet the requirements of the Kirkland Intersection Sight Distance Policy R.13. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle.

6. Transportation impact fee shall be assessed for the development. Credit against the impact fee shall be given for the existing use (car dealership).

7. When three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline, the street shall be overlaid with new asphalt or the existing asphalt shall be removed and replaced per the City of Kirkland Street Asphalt Overlay Policy R-7.

- Existing streets with 4-inches or more of existing asphalt shall receive a 2-inch (minimum thickness) asphalt overlay. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
- Existing streets with 3-inches or less of existing asphalt shall have the existing asphalt removed and replaced with an asphalt thickness equal or greater than the existing asphalt provided however that no asphalt shall be less than 2-inches thick and the subgrade shall be compacted to 95% density.

8. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project, associated street, or utility improvements.

9. Underground all new and existing on-site utility lines and overhead transmission lines. Underground any new off-site transmission lines.

10. New LED street lights may be required per Puget Sound Energy (PSE) design and Public Works approval. Contact PSE to perform lighting analysis. If new lighting or upgrades are necessary, design plans must be submitted for review prior to issuance of an LSM or building permit. Contact:

Kayla Neckorcuk – Territory Engineer for King County, Intolight, PUGET SOUND ENERGY  
Tel 425-577-2392 | Fax 425-462-3149  
Email Kayla.Neckorcuk@pse.com | Website: www.intolight.com

11. A striping plan for the street must be submitted with the building or grading permit.



**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	<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	<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						
.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.	



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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><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></div>

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## 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						
.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



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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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.



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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.	<div>1. A six-foot high fence is required only along the property lines adjacent to the outside play areas.</div> <div>2. Hours of operation may be limited to reduce impacts on nearby residential uses.</div> <div>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.</div> <div>4. May include accessory living facilities for staff persons.</div> <div>5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.</div>
.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.	<div>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.</div> <div>2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.</div>
.140	Public Utility								A	B	See KZC 105.25.	1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.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.										