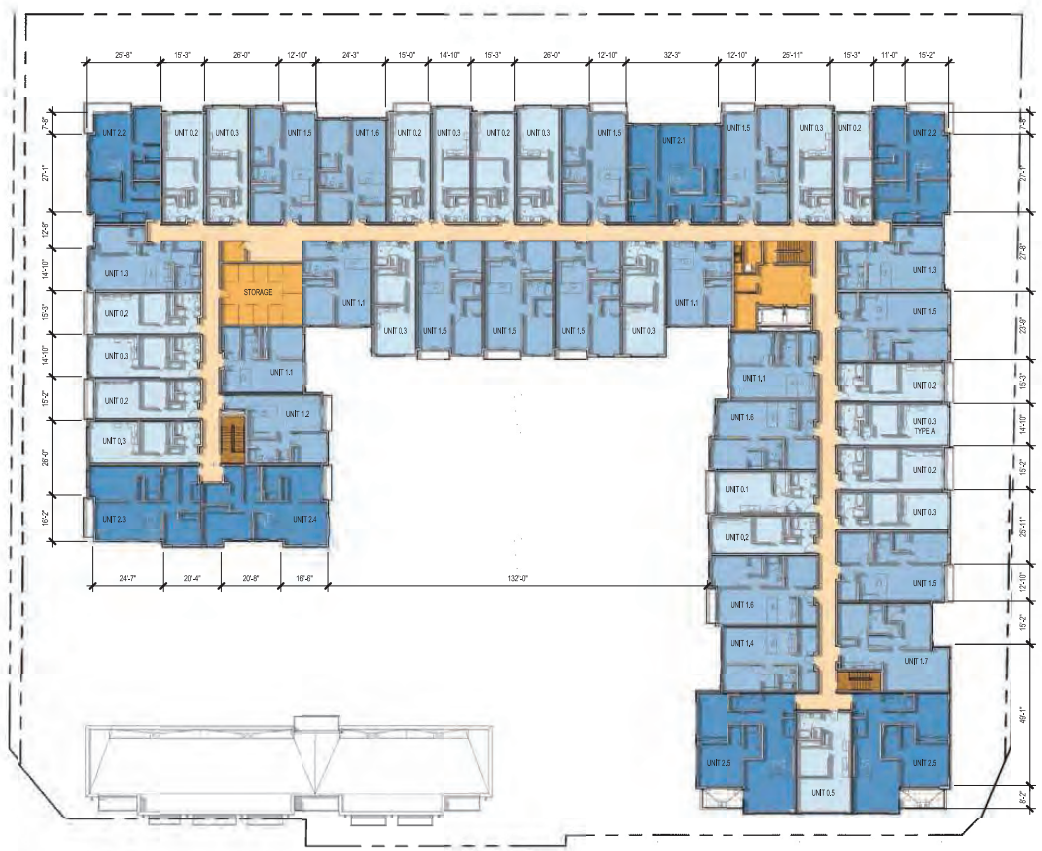
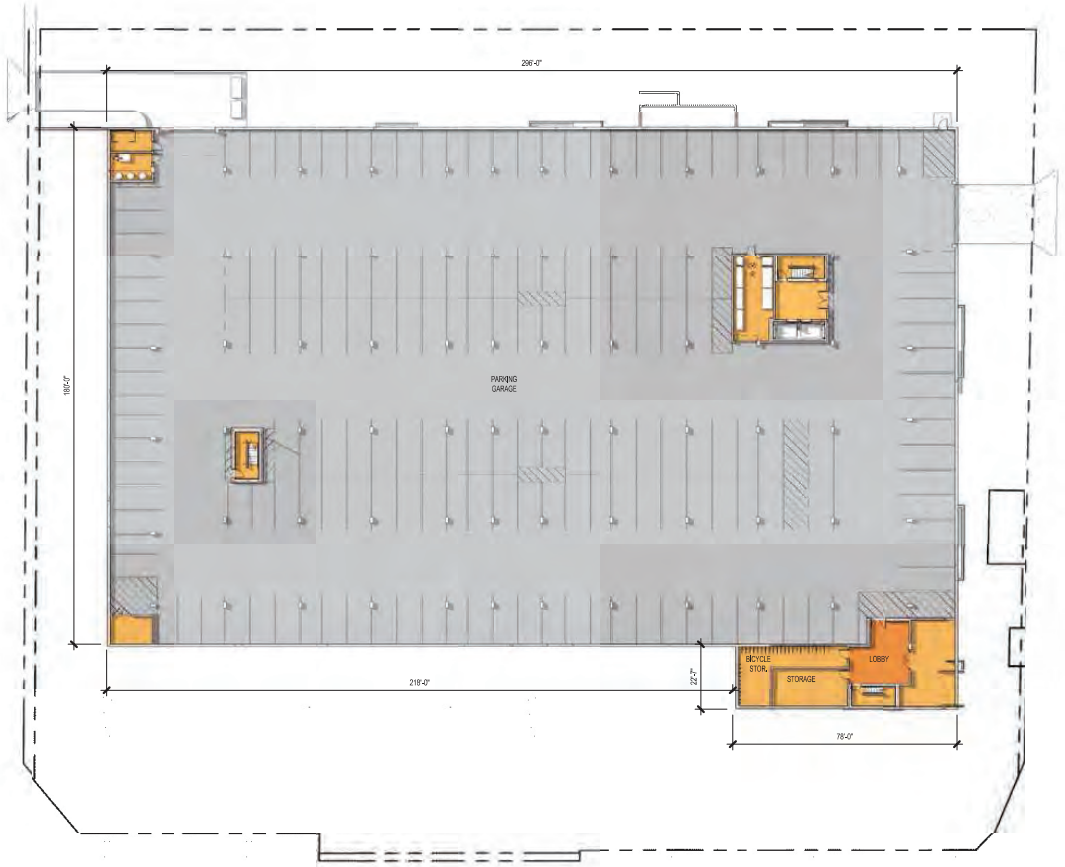
APPENDIX | LEVEL 3 FLOOR PLAN



OPEN 1 BEDROOM
1 BEDROOM
2 BEDROOM
BOH
RESIDENTIAL AMENITY SPACE

APPENDIX | PARKING / GROUND FLOOR PLAN



BOH

RESIDENTIAL AMENITY SPACE

PARKING

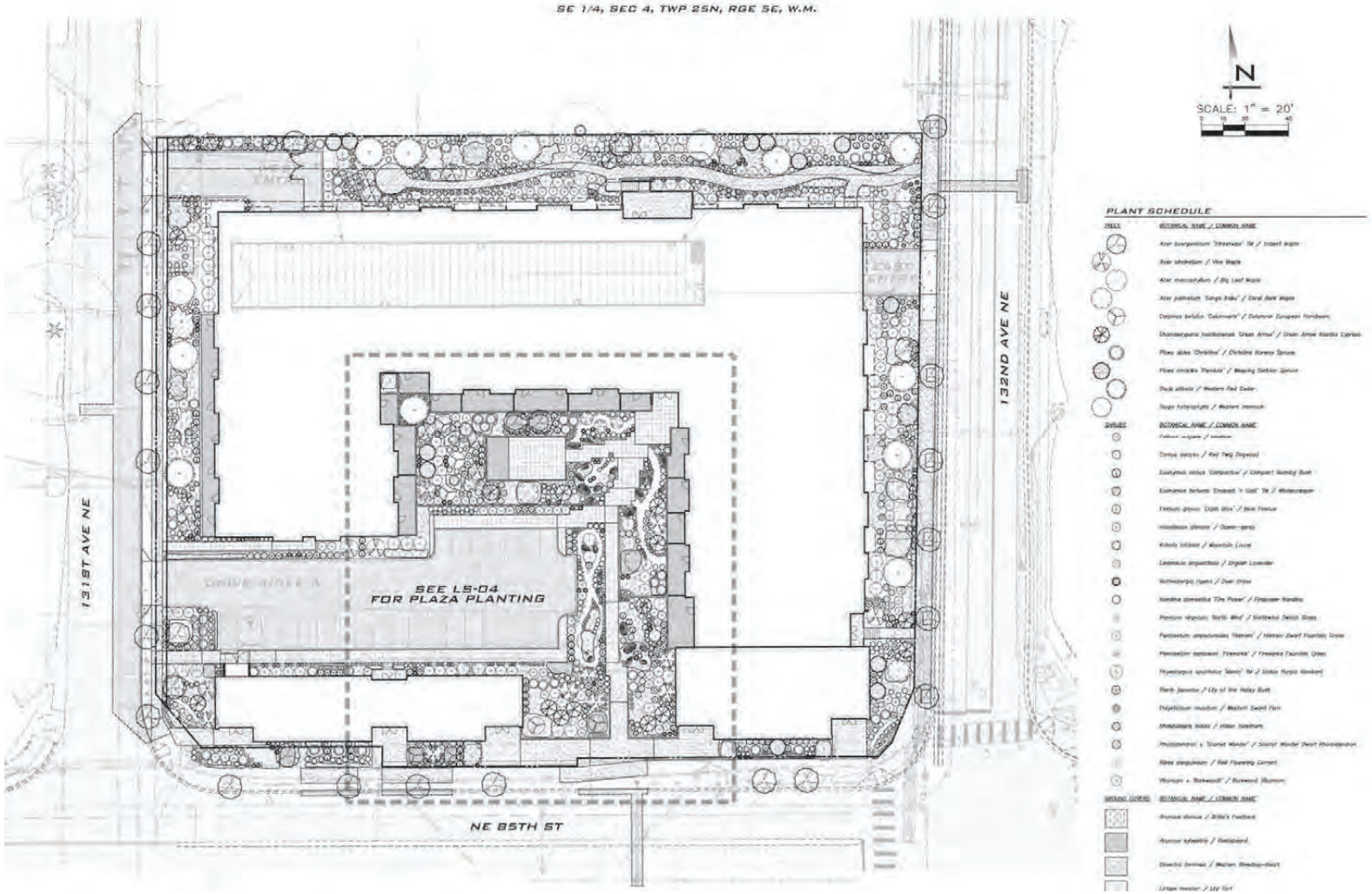
APPENDIX | BUILDING SECTIONS

^ BUILDING SECTION - LOOKING EAST

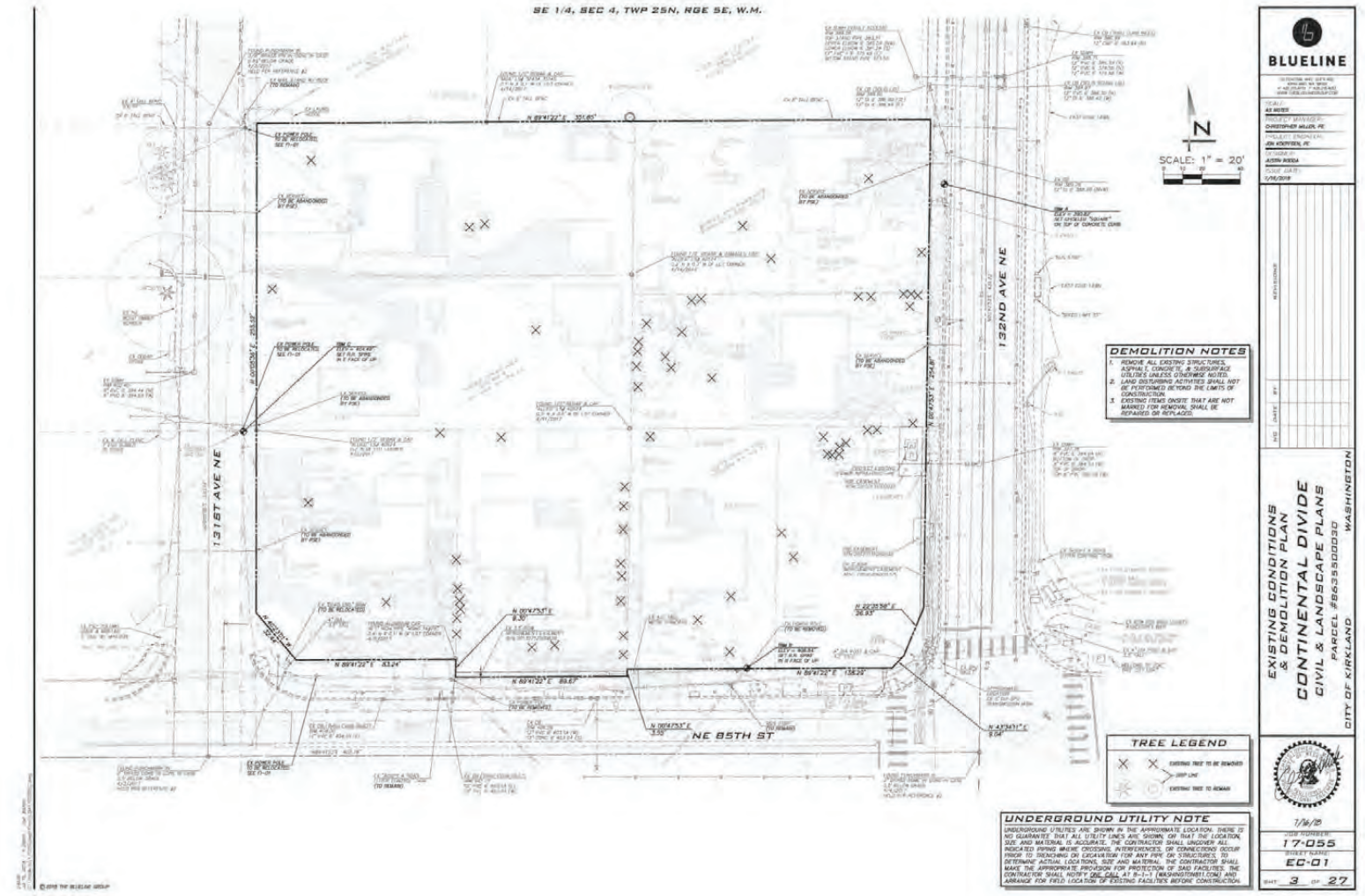
^ BUILDING SECTION - LOOKING NORTH

^ BUILDING SECTION - LOOKING WEST

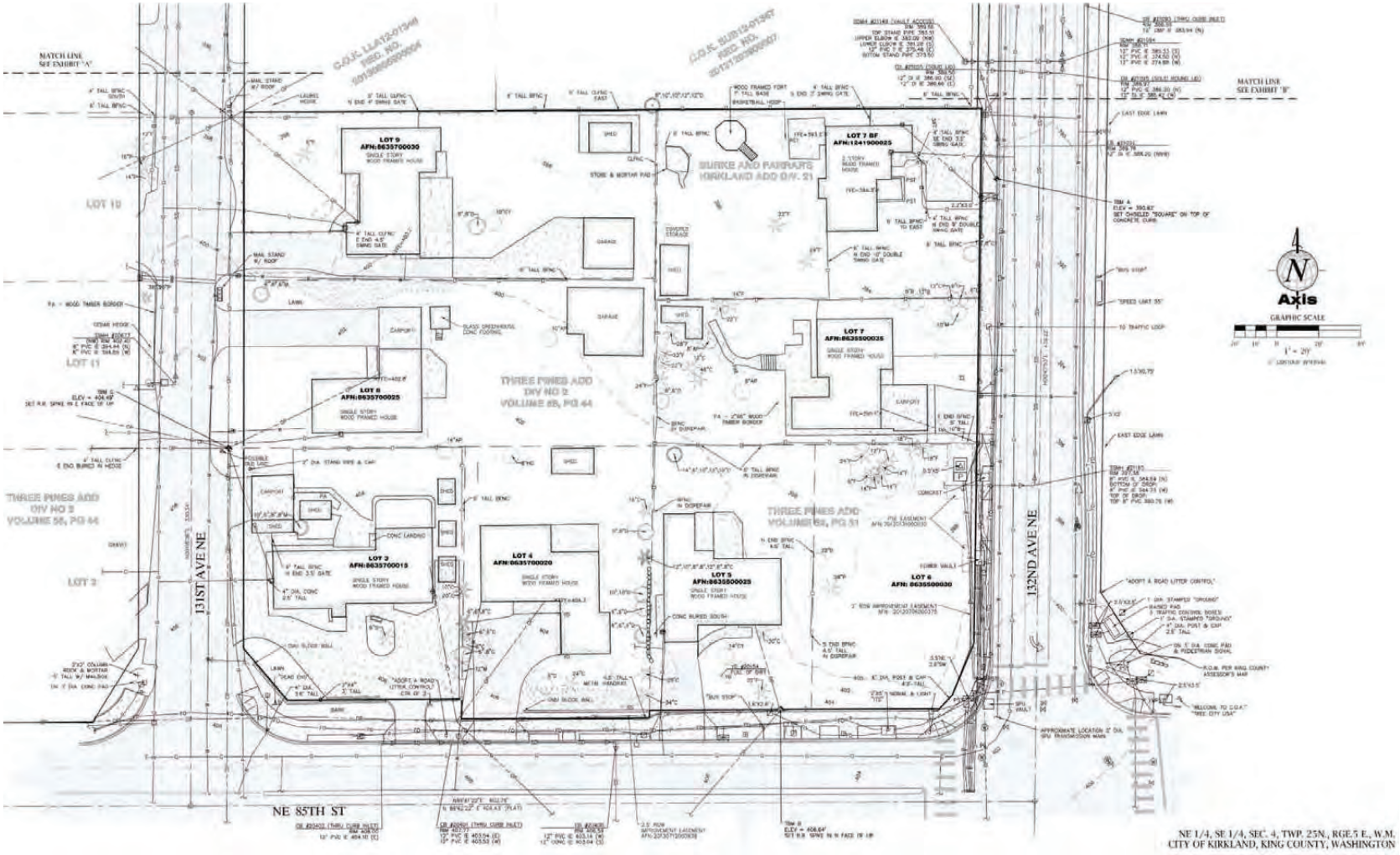
APPENDIX | PLANTING PLAN (PREVIOUS SUBMITTAL)

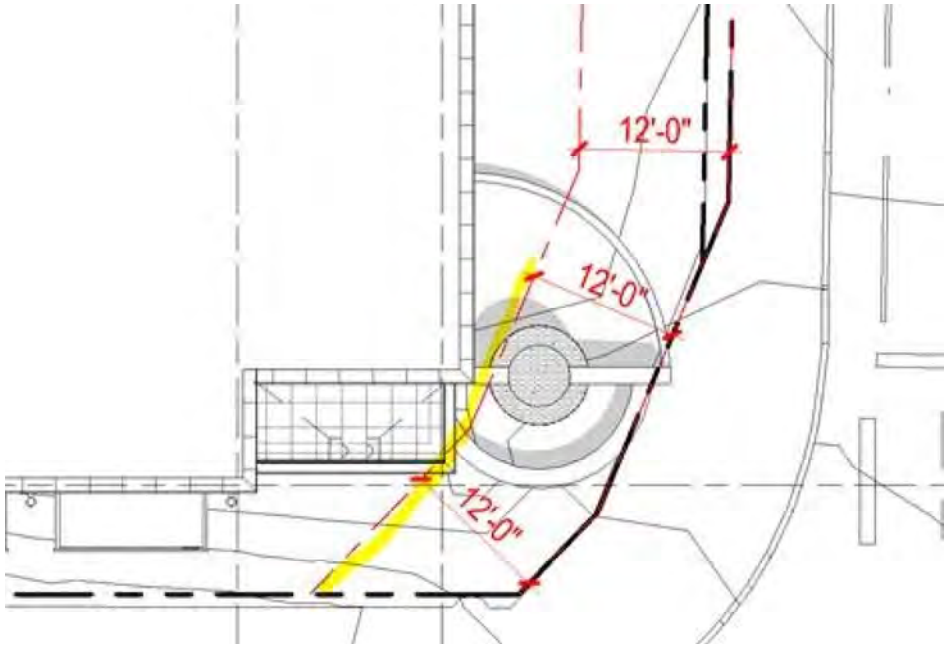


APPENDIX | TREE PLAN



APPENDIX | SURVEY




12'-0"
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The City of Kirkland

Design Guidelines

For Rose Hill Business District

Adopted by the City Council
pursuant to Kirkland Municipal Code
Section 3.30.040, Ordinance 4031 on
January 3, 2006

Jim Lauinger,
Mayor

Eric Shields,
Director,
Planning & Community
Development

Design Guidelines for Rose Hill Business District

Table of Contents

Introduction

This document sets forth Design Guidelines, adopted by Section 3.30.040 of the Kirkland Municipal Code that will be used by the City in the design review process for commercial and multifamily development in the Rose Hill Business District.

Other documents that should be referred to during design review are the NE 85th Street Subarea Plan goals and policies contained in the Comprehensive Plan and the RH Use Zone Charts found in the Kirkland Zoning Code.

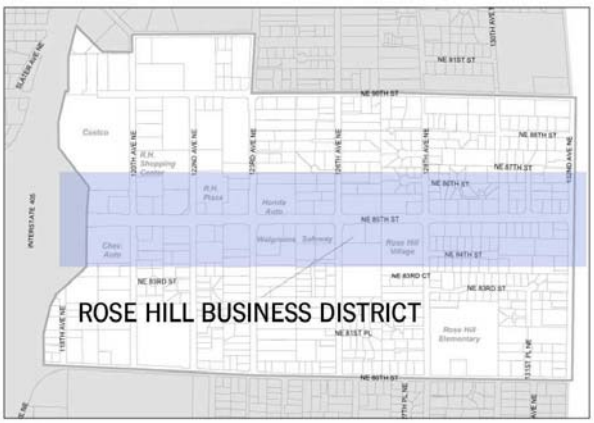


Figure 1. Rose Hill Business District location.

Purpose of the Design Guidelines

For projects required to be reviewed by the Design Review Board, the Board will use these guidelines in association with the Design Regulations of the Kirkland Zoning Code. To the extent that the standards of the Design Guidelines or Design Regulations address the same issue but are not generally consistent or contain different levels of specificity, the Design Review Board will determine which standard results in superior design. For Administrative Design Review (ADR), the Planning Official will use these guidelines when necessary to interpret the Design Regulations. They are also intended to assist project applicants and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

The Design Guidelines do not set a particular style of architecture or design theme. They are intended to establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic identity. These guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.

Urban Design Goals and Objectives

Urban design goals for the desired future development of the area were adopted in 2001 as part of the NE 85th Street Subarea Plan:

> ***Subarea Plan Design Goal NE 85-17****- Provide a coordinated streetscape improvements through the Subarea that enable pedestrians, drivers bicyclists, and other users to have safe and pleasant experience.*
>
> ***Subarea Plan Design Goals NE 85-18 and 18.19****- Establish mandatory building and site design standards that apply to all new expanded, or remodeled commercial and multi-family buildings in the Subarea, with the objectives of creating a more attractive commercial area, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial land uses and the established residential neighborhoods to the north and south.*

Design objectives promoted in the NE 85th Street Subarea Plan for the Rose Hill Business District are to:

- Create a more attractive and economically viable commercial area by working closely with business and property owners in the subarea to improve and upgrade the appearance of the corridor.
- Ensure that new development meets high standards for building and site design.
- Increase continuity and order by coordinating site orientation, building scale, and streetscape elements of new development to fit into the context of surrounding buildings.
- Improve pedestrian safety and pedestrian friendliness by providing new street improvements along NE 85th Street and connecting streets to enable pedestrians, drivers, bicyclists and other users to have a safe, pleasant experience.
- Create effective buffers and transitions between commercial and multi-family land uses and the established residential neighborhoods to the north and south.

Design Vision for Rose Hill Business District

The future of the Rose Hill Business District will be a vibrant mixed-use corridor combining regional and local uses in a unique setting that accommodates both vehicular and pedestrian traffic. The district will continue to be automobile-oriented, but its existing single-story development pattern will be transformed into a more viable pattern of mixed residential and commercial uses. The NE 85th Street Subarea Plan envisions an attractive, economically healthy commercial area where consumers and nearby residents have access to a mix of regional, community, and local shops and services. A goal of the district is to be pedestrian-friendly and have a sense of community and neighborhood identity.

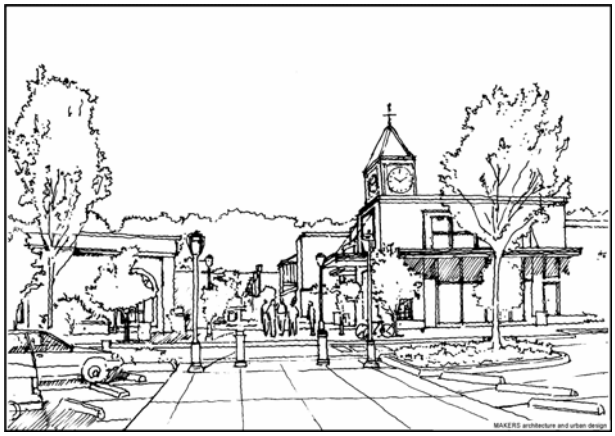


Figure 2. Corridor developments should accommodate both pedestrian and vehicular traffic

Whereas Kirkland's downtown and other commercial areas are separate districts, NE 85th Street is a regional transportation corridor running through the residential North and South Rose Hill Neighborhoods. This distinction has encouraged close participation by these neighborhoods in shaping the character of the Rose Hill Business District. Businesses, property owners, and neighborhood residents helped develop the NE 85th Street Subarea Plan, which sets forth goals and policies for future development.

The Rose Hill Business District is comprised of three distinct design districts, the **Regional Center** to the west towards Interstate 405, the centralized, more pedestrian-oriented **Neighborhood Center**, and the smaller scale **East End**.

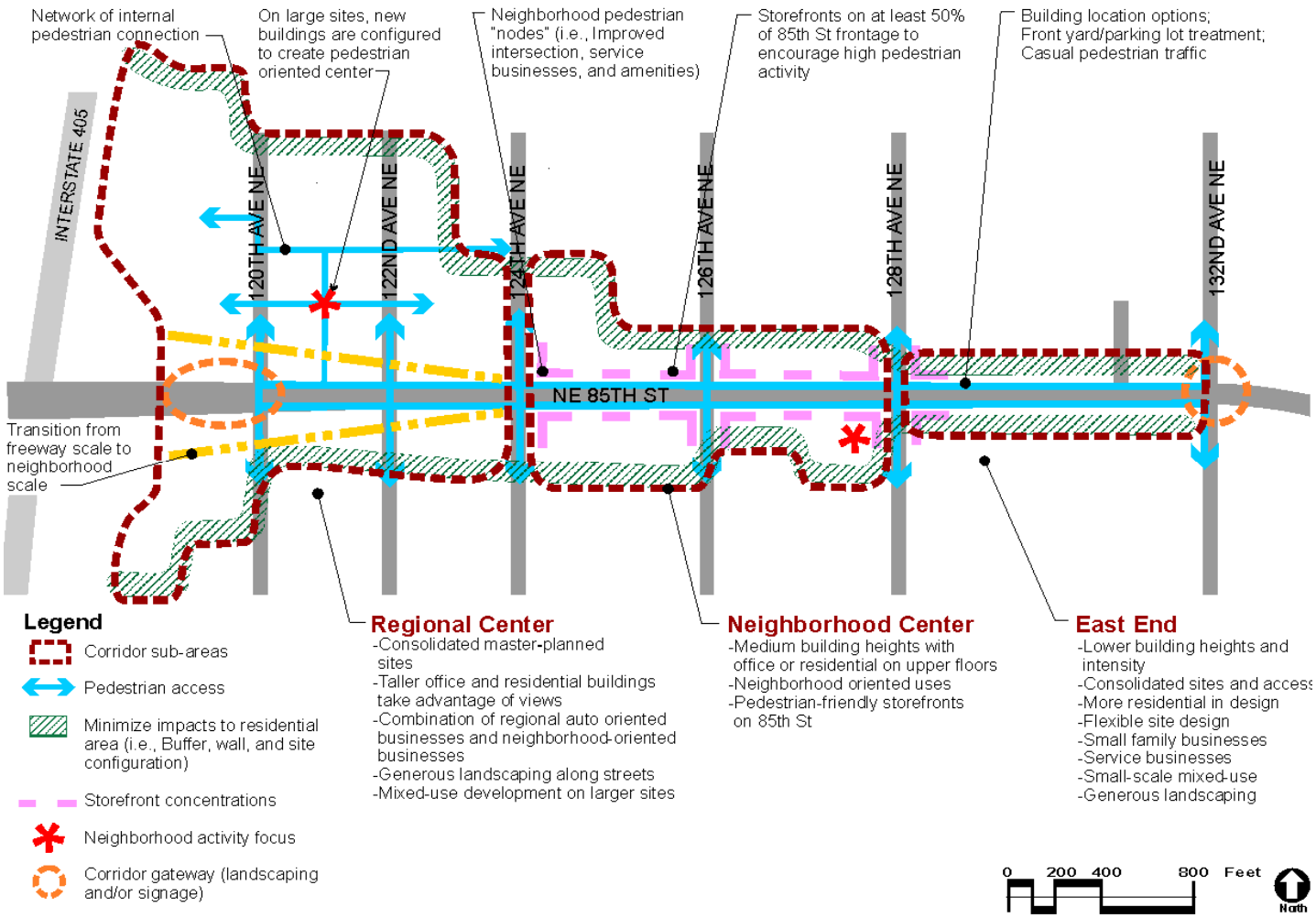


Figure 3. The planning concept for the Rose Hill Business District calls for three distinct design districts.

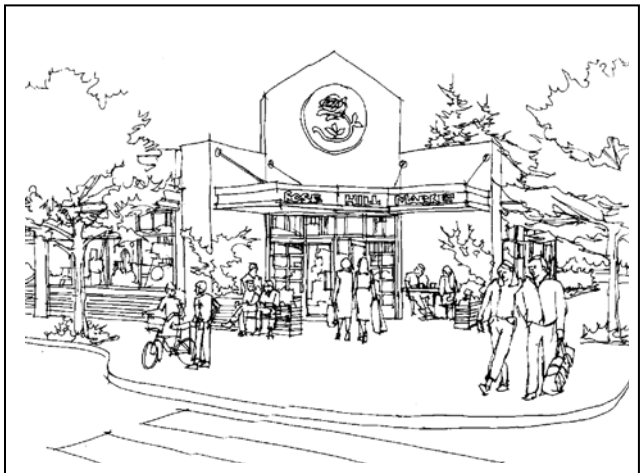


Figure 4. Enhance the pedestrian environment on street corners

Visibility from I-405 and easy freeway access allows for larger, regional-oriented uses to dominate the **Regional Center**, the area west of 124th Avenue NE. The **Neighborhood Center**, between 124th and 128th Avenue NE, serves as the focal point for the North and South Rose Hill Neighborhoods and will feature a combination of neighborhood-related uses, regional services, and mixed-uses in a pedestrian-friendly setting. The **East End**, between 128th Avenue NE and the eastern city limits at 132nd Avenue NE, will feature smaller scale businesses and mixed-uses in a setting compatible with surrounding residential uses. Common streetscape elements, including street lights, sidewalks, and landscaping, will tie all three subareas together to create a distinct visual image for the corridor. Where two design districts overlap at 124th Avenue NE and at 128th Avenue intersections, design treatments from both districts will need to be considered during the design review process to produce a superior design at the corners.

NE 85th Street will continue to serve as a primary link between Kirkland and Redmond. While the corridor will maintain heavy vehicular traffic volumes, new transit improvements, wide sidewalks, landscaping, lighting, consolidated driveways, medians, crosswalks, and storefronts should make the corridor more inviting to pedestrians. Steps should be taken to minimize cut-through traffic and other traffic impacts to adjacent neighborhoods. Improvements to sidewalks on streets connecting to NE 85th Street should be made to improve neighborhood access to corridor uses, which will result in increased pedestrian activity for local businesses.

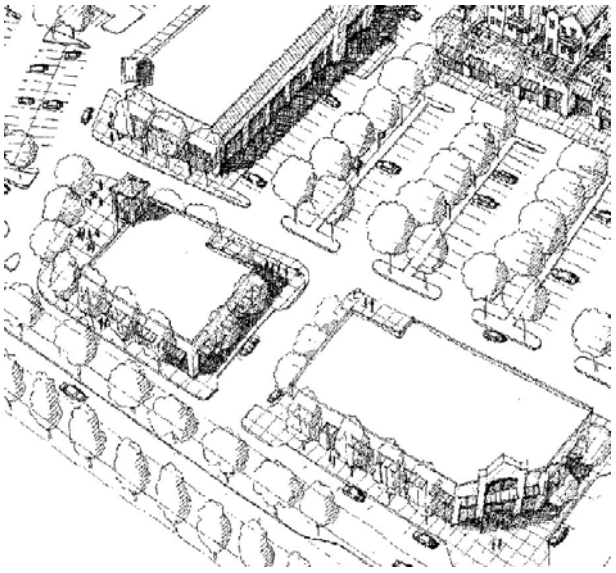


Figure 5. The quality of development will improve over time, enhancing the character of the business

The quality of private development will improve over time, particularly with the adoption of site planning, building, and landscape design standards. Especially within the **Neighborhood Center** district, the corridor should maintain pedestrian-friendly storefronts concentrated at key street corners. Uses that do not front on the street should feature a system of attractive walkways that connect uses to the street and adjacent sites. On larger sites within the corridor, developments should utilize interior roads that look and function more like public streets, with on-street parking, street trees, and wide sidewalks. Storefronts should feature a variety of building details to enhance the pedestrian setting along sidewalks and interior pathways.

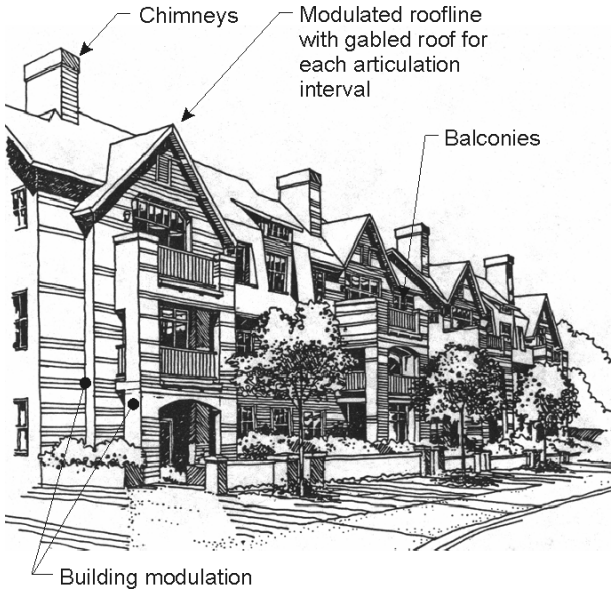


Figure 6. Multi family residential buildings feature a combination of modulation and articulation techniques to reduce their perceived scale and to add visual interest

Transitional design techniques will be important to the adjacent residential uses. Multifamily development will provide the preferred transitional use between commercial and low-density residential areas. In addition to complying with the adopted standards, commercial and multifamily developments will utilize a variety of techniques to both minimize impacts to adjacent residential developments and maximize property use. Such techniques may include building modulation and articulation, a mix of building materials, and colors coordinated with buildings massing, wide landscape buffers, and low building walls that function as buffers.

Landscaping elements will be a common theme in the corridor and include the neighborhood's namesake roses. Developments will utilize a colorful variety of drought-tolerant and low-maintenance trees, shrubs, and groundcover to soften the appearance of the corridor and add seasonal interest.

Overview of Three Design Districts

Regional Center

The Regional Center includes the commercial and mixed-use zoning districts in the Rose Hill Business District between Interstate 405 and 124th Avenue NE. It is an important regional crossroads featuring a concentration of regional-oriented retail, auto dealerships, and office uses that draw customers from the Puget Sound, and local residential areas.

The larger sites within this subarea should coordinate the phasing and organization of major redevelopment around new internal vehicular and pedestrian circulation systems with buildings facing toward the internal circulation networks while also facing toward the adjacent streets. Large sites along NE 85th Street can provide a welcoming face towards NE 85th Street and convenient connections to other side streets, they are often large enough to provide their own pedestrian-oriented focal point. This may include a plaza area surrounded by shops or wide sidewalk areas along an interior access street.

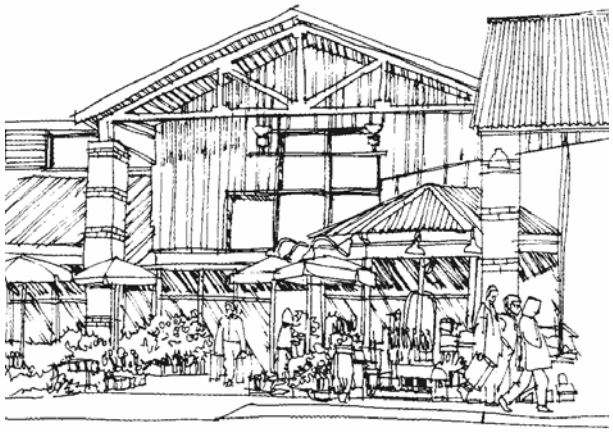


Figure 7. Development example for the Regional Center

Design Considerations for RH 3 Zone

The RH 3 zone should be master-planned to provide coordinated development. For example, Rose Hill Shopping Center could be redeveloped into vibrant mixed-use village, combining local and destination-oriented retail uses with office and residential uses. The Master Plan should be pedestrian oriented and incorporate design standards such as:

a. Buildings and retail storefronts oriented to internal pedestrian and vehicular routes and to surrounding streets with clearly identifiable building and pedestrian access points and entryways to adjacent streets and internal pedestrian pathways.

b. Isolated building pads should be minimized.

c. Design techniques to prevent the dominance of large single occupant structures, such as use of: smaller building footprints, multiple tenant spaces on each floor of a structure abutting a street, stepping back of upper stories along NE 85th Street and corner building treatments at 120th Avenue NE and 122nd Avenue intersections.

d. Incorporate useable public spaces, plazas or pocket parks, and public amenities, such as art, sculptures, fountains or benches.

e. Use landscaping to emphasize entries into buildings, pedestrian areas, and pedestrian routes to enhance public spaces, parking areas, and to screen blank walls and service areas.

f. Placement of loading and service areas shall be located away from NE 85th Street and pedestrian areas.

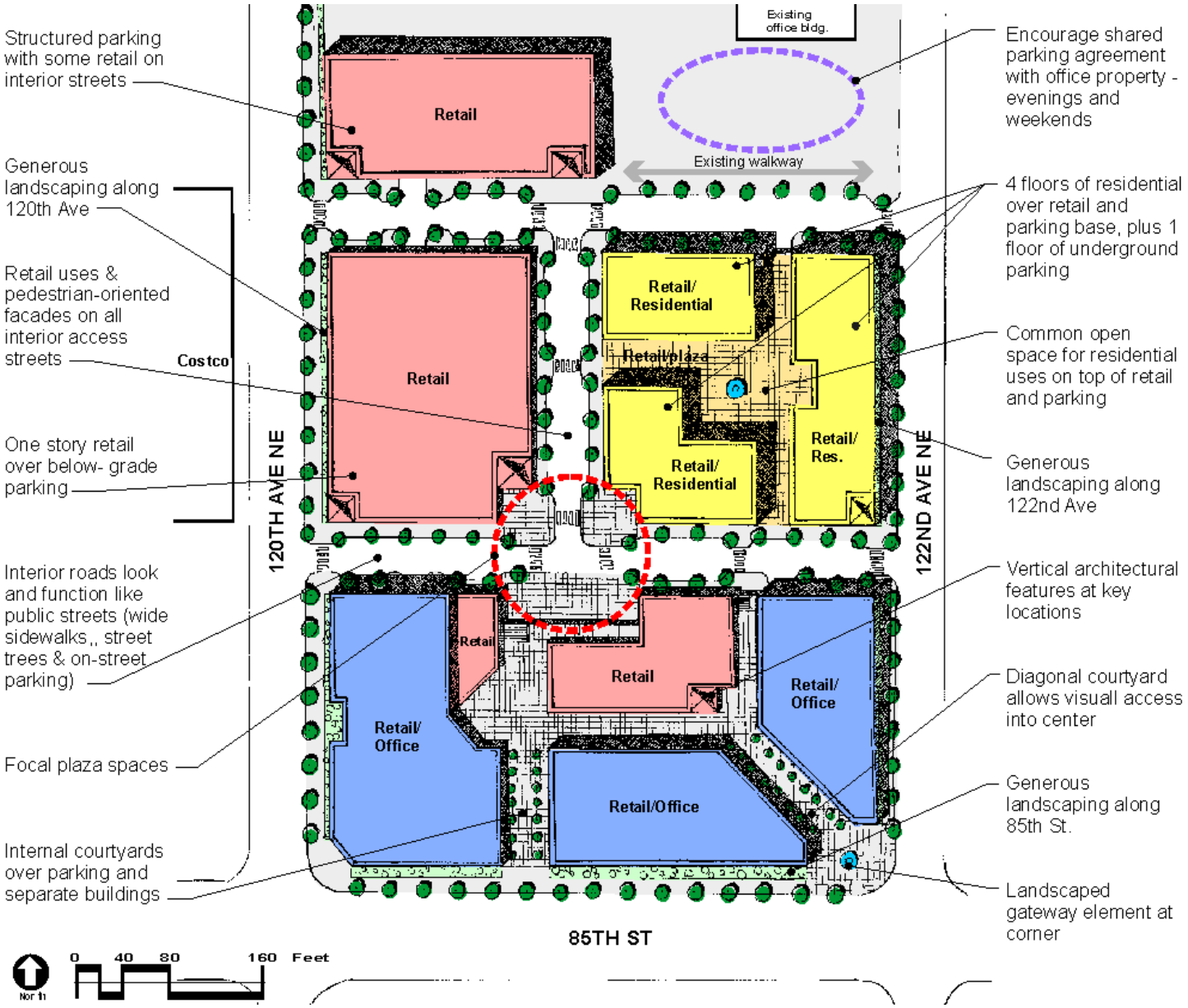


Figure 8. An example of redevelopment of the RH 3 zone consistent with the design guidelines.

Design Considerations for RH 2A-2C Zones

The following design techniques should be incorporated into new development in the RH 2A-2C zones to minimize the dominance of large single occupant structures:

a. smaller building footprints

b. multiple tenant spaces on the ground floor of a structure abutting pedestrian or vehicular routes,

c. stepping back of upper stories adjacent to residential uses,

d. providing openness by limiting the floor area on upper stories and modulating upper stories in height as development transitions from NE 85th Street to the south portion of the zone,

e. separating the buildings and providing ample building modulation,

f. providing corner building treatments at NE 85th Street and 120th Avenue NE intersections,

g. use of underground or structured parking is preferred over large ground level parking lots

As in the RH 3 zone, use landscaping to emphasize entries into buildings, pedestrian areas, and pedestrian routes, to enhance public spaces, parking areas, and to screen blank walls and service areas. Landscaping should also be provided in plazas, along pedestrian circulation routes, in parking areas and to buffer adjoining residential uses. Landscape buffers should not apply along property lines adjacent to I-405.

Neighborhood Center

The Neighborhood Center includes the commercial and mixed-use zoning districts between 124th and 128th Avenue NE. Land uses should include a mix of regional and local-oriented retail. The area also should include in some mixed use buildings office and multifamily uses on upper floors where not adjacent to NE 85th Street. A concentration of storefronts directly on NE 85th, distinguishes this area from the Regional Center and the East End. As a result, this is the most pedestrian-friendly stretch of the corridor.

East End

The East End includes the commercial and mixed-use zoned properties in the Rose Hill Business District east of 128th Avenue NE. The area features a mix of smaller scale uses oriented towards both the regional and local population. The style of development should be more residential in character including conversion of single family homes into commercial businesses. Nearly all buildings should feature pitched roofs and porches or smaller covered entries.

Over time, many smaller sites should be consolidated to maximize development opportunity and share vehicular access and parking. The design guidelines provide a number of street frontage options for businesses. In the future, the resulting development will be a mix of storefronts directly on the street, storefronts with small landscaped setbacks, businesses maintaining parking in front, and multi-story buildings with parking underneath.

Design Guidelines

The following design guidelines for the Rose Hill Business District (RHBD) are intended to help guide the future development of the business district toward the future vision statement found in the NE 85th Street Subarea Plan. These guidelines describe the urban design concept that will give the district its distinct design character. Specific design guidelines unique to each of the three design districts are included to address the characteristics of each location such as site planning, vehicular access, landscaping, parking lot location, building scale, building materials and color, building entries, service areas, roof treatments, degree of pedestrian oriented frontage and transition areas between commercial and residential uses. Improvements to streets, parks, and the development of new public facilities will create a dynamic setting for civic activity and private development.

1. Entry Gateway Features

The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts.

Objectives

- To enhance the character and identity of the Rose Hill Business District.

Guideline

Incorporate entry gateway features in new development on NE 85th Street at 120th and 132nd Avenues. Gateway features should incorporate some or all of the following:

Figure 9. A desirable entry gateway feature

a. Distinctive landscaping including an assortment of varieties of roses.

b. Artwork (e.g. vertical sculpture incorporating historical information about Rose Hill).

c. A gateway sign with the City logo.

d. Multicolored masonry forming a base for an entry sign.

e. Decorative lighting elements.

2. Street Trees

Objectives

- To enhance the pedestrian environment of the Rose Hill Business District.
- To utilize street trees to upgrade the character and identity of the Rose Hill Business District.
- To utilize trees that provide seasonal interest.

Discussion

The repetition of trees bordering streets, internal roadways, and pathways can unify a community's landscape. Trees can add color, texture, and form to the urban environment. A strong street tree planting scheme can establish community identity and provide a respite from the weather and the built environment.

Figure 10. Provide street trees along all streets and internal access roads

Guidelines

a. Incorporate street trees, along all streets, internal access roads, and pathways.

b. Encourage developments to utilize street trees as a unifying feature of the development.

c. Select and maintain tree species that will accommodate pedestrian and vehicular traffic, and maintain visibility into and through sites for safety purposes.

3. Street Corners

Objectives

- To enhance the appearance of highly visible locations.
- To upgrade the character and identity of the Rose Hill Business District and its individual subareas.
- To enhance pedestrian access and safety.

Figure 11. This building uses a cropped corner with entry and decorative roofline, building materials, and details to provide visual interest

Discussion

Street corners, especially along arterial corridors, provide special opportunities for visual punctuation and an enhanced pedestrian environment. Buildings on corner sites that incorporate architectural design elements create visual interest for the pedestrian and provide a sense of human proportion and scale. Street corners can be an excellent location for plazas, particularly where adjacent storefronts and building entries are provided.

Guidelines

a. Encourage design treatments that emphasize street corners through the use of building location and design, plaza spaces, landscaping, distinctive architectural features, and/or signage.

b. Incorporate storefronts directly at 124th, 126th, and 128th street corners to reinforce the desired pedestrian-oriented character of the Neighborhood Center.

c. Encourage special landscaping elements on all street corners in the Rose Hill Business District. Such landscaping elements should incorporate a variety of plant types and textures that add seasonal interest.

d. Encourage all buildings located at or near street corner to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale. This could include a raised roofline, turret, corner balconies, bay windows, special awning or canopy design, and/or distinctive use of building materials (see the following examples).

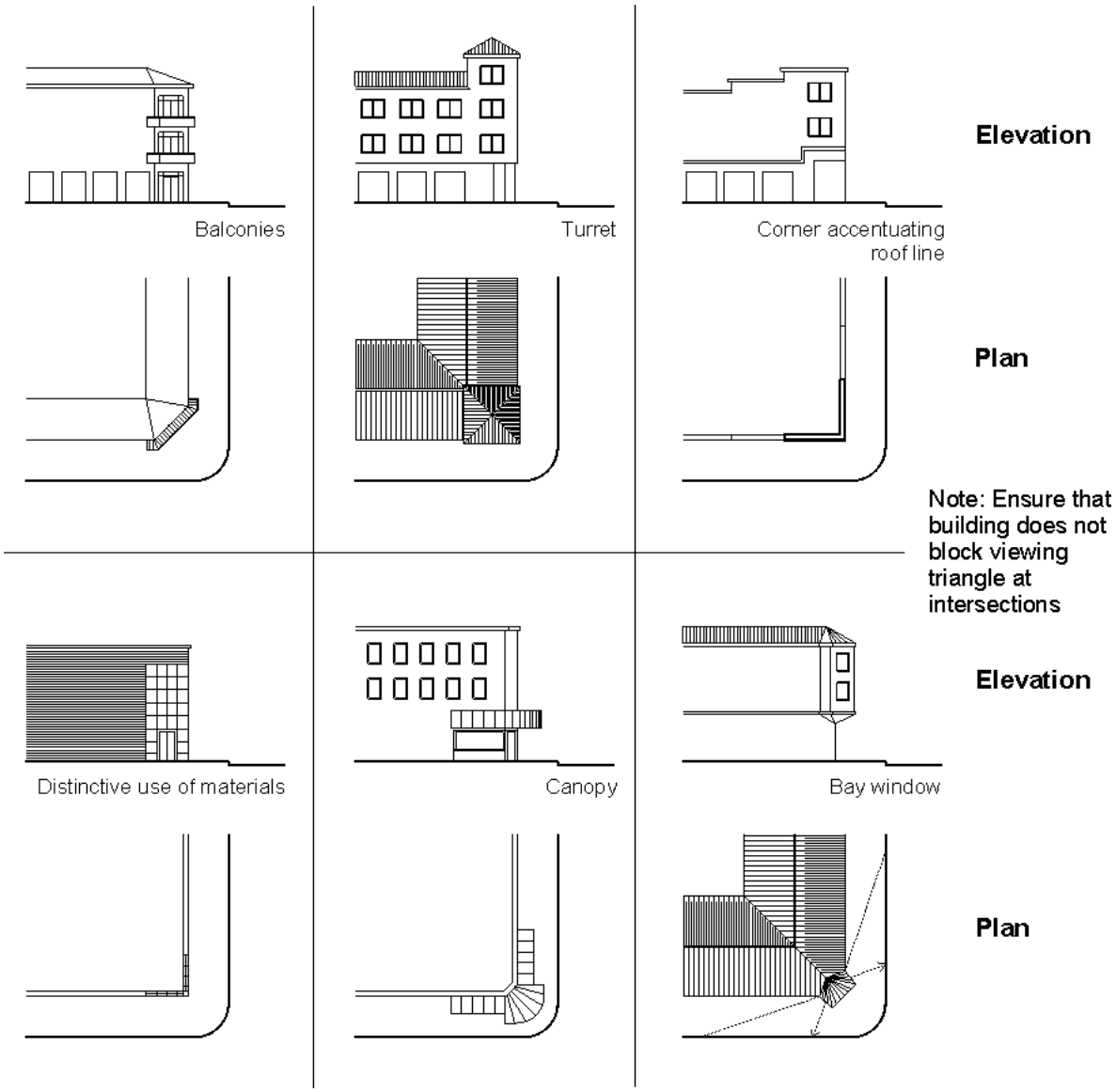


Figure 12. Desirable building elements for street corners.

4. Pedestrian-Friendly Building Fronts

Objectives

- To enhance the pedestrian environment within the Rose Hill Business District.
- To create safe and active sidewalks and pathways.

Guidelines

Incorporate transparent windows and doors and weather protection features along all non-residential facades adjacent to a sidewalk or internal pathway. Weather protection features could include awnings, canopies, marquees, or other permitted treatments.

Figure 13. An example of a pedestrian-friendly building façade

Alternative treatments may be considered if they meet the objectives. For example, reduced transparency and weather protection levels may be considered if an alternative configuration provides other amenities above and beyond what is required by KZC Chapter 92 and the Design Guidelines and, if building details or architectural treatments provide interest at close range and won't "deaden" the pedestrian environment or create a potential safety problem.

5. Building Location and Orientation

Objectives

- To enhance the character and identity of the Rose Hill Business District.
- To upgrade the appearance of streets within the Rose Hill Business District.
- To increase pedestrian circulation.
- To encourage landscaping elements between the sidewalk and buildings or parking areas in the Regional Center.
- To create focal points, particularly on large sites.
- To coordinate development with adjacent sites, where desirable.

Figure 14. Encourage developments to place parking lots to the side or rear, as accomplished here

- To encourage development configurations that minimize negative impacts to adjacent single family residential areas.

Guidelines

a. Locate and orient buildings towards streets, plazas or common open spaces, and major internal pathways.

b. Configure buildings to create focal points especially on larger sites.

c. Configure development to provide opportunities for coordinated pedestrian and vehicular access. Where there are no current opportunities for coordinated access, developments should provide the opportunity for future coordination, where desirable, should the adjacent site be redeveloped in the future.

d. Site and orient multi-story buildings to minimize impacts to adjacent single family residents. For example, if a multi-story building is located near a single family property, provide landscaping elements and/or minimize windows and openings to protect the privacy of adjacent homes. Another consideration is to increase upper level building setbacks.

e. Encourage vehicle or equipment sales uses to locate their showrooms towards NE 85th Street (parking to the side or rear) by offering the following incentives:

- Allow vehicle display areas between a portion of the property street frontage if the display is integrated creatively with landscaping. This could include cars on a rock outcropping or on a discreet structure that allows a display vehicle to "float" over the landscaping.
- Allow increased signage through coordinated master sign plans.
- Allow modifications in perimeter landscaping adjacent to a street. For example, on portions of the site where parking lots are adjacent to NE 85th Street or a clustering of the required trees may be permitted provided the perimeter landscaping treatment meets the objectives of the Building Location and Orientation Design Guidelines contained in this section.

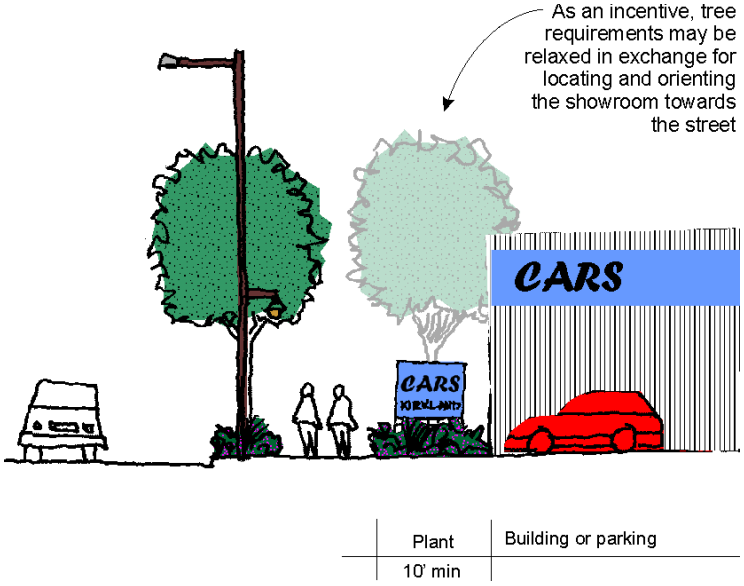


Figure 15. Encourage vehicle sales uses to locate their showrooms towards NE 85th Street (with parking to the side or rear)

Regional Center NE 85th Street Frontage

f. Provide landscaping between the sidewalk and building or parking lot to provide visual relief and enhance the pedestrian experience along the corridor. Such landscaping should include a combination of ground cover, shrubs, and trees and be trimmed to maintain visibility into the site and buildings. Specifically:

- Where surface parking lots are adjacent to the street, provide a row of trees and shrubs. Trim trees and shrubs to maintain visibility at eye level from street into parking area. Vehicles sales uses may cluster trees and use low level shrubs to improve visibility for vehicle display areas.
- Where buildings face the street, trees may not be appropriate. Otherwise, provide trees as necessary to add visual interest and screen blank walls.

Figure 16. The landscaping between the street and building provides a good model for development along NE 85th Street in the Regional Center

- A variety of landscaping materials is encouraged in addition to the use of grass lawn.
- As an alternative, developments may use some or all of this frontage area as a plaza space, provided landscaping elements and pedestrian amenities are included and it meets the intent of the Design Guidelines.

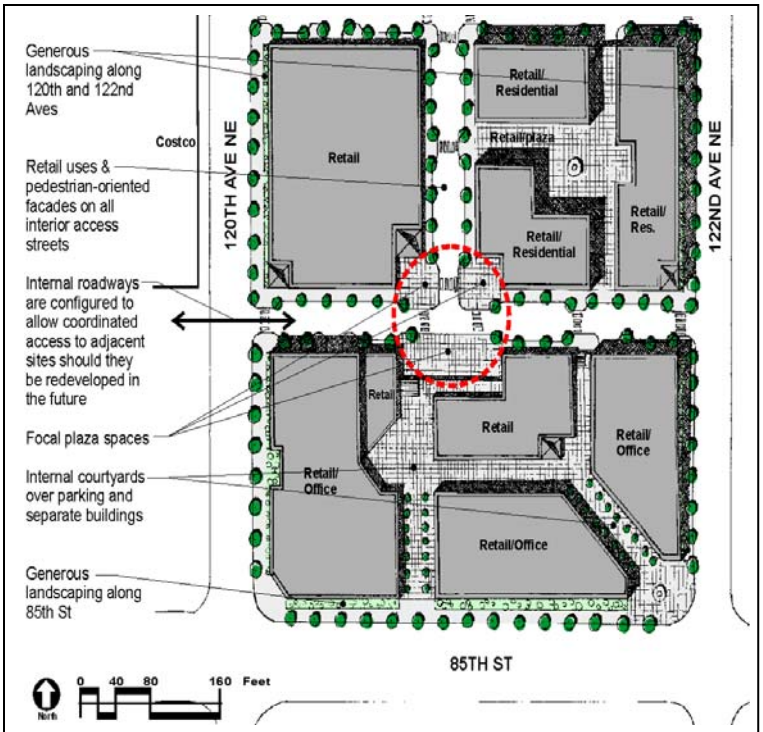


Figure 17. This design concept for RH 3 provides a good example of how development can be configured consistent with the guidelines

Neighborhood Center NE 85th Street Frontage

g. Encourage developments to locate storefronts directly on the sidewalk along NE 85th Street to reinforce this area as the pedestrian-oriented center of the Rose Hill Business District.

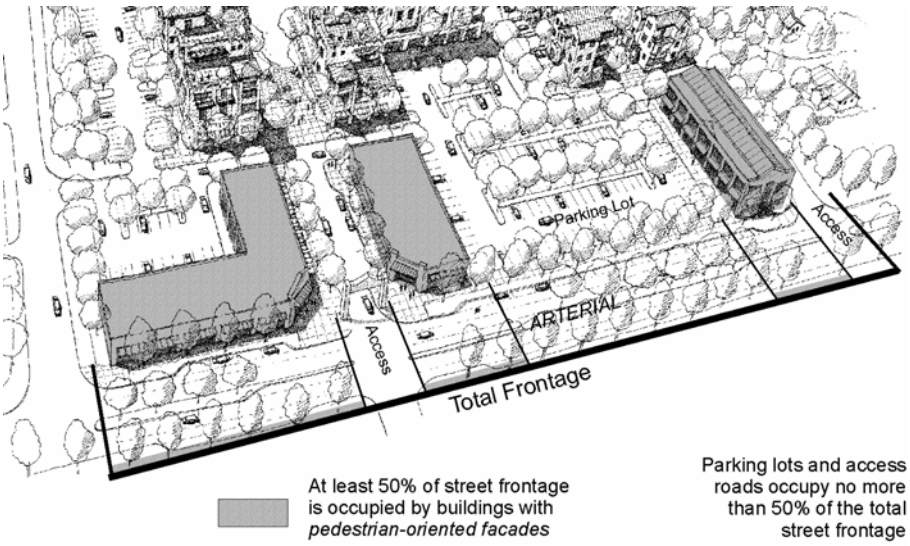


Figure 18. A desirable development configuration along NE 85th Street for the neighborhood center.

A minimum percentage (50%) of pedestrian-oriented facades fronting NE 85th Street strives to achieve this objective. Relaxation of this standard may be considered where alternative development configurations can better meet the intent of the Design Guidelines. For example, an alternative scenario with reduced storefront percentage may allow a larger and more inviting plaza space than would be possible under the 50% frontage requirement.

Alternatives that reduce the percentage of storefront buildings should include design features that define the street edge and enhance the pedestrian environment. Vertical landscaping and/or architectural elements are important in framing the street edge.

East End NE 85th Street Frontage

h. Encourage development to locate and orient buildings towards the street with parking to the side or the rear: At a minimum this should include:
   - Non-residential facades located directly adjacent to the sidewalk or buildings featuring a modest landscaped front yard area or plaza area between the sidewalk and the façade.
   - Primary building entries and windows facing the street.
   - Landscaping trimmed to maintain visibility between the sidewalk and the building.

Office and residential developments are encouraged to locate and orient buildings towards an interior open space or courtyard, where space allows. In this scenario, primary building entries may orient towards the open space provided there is direct visibility into the open space from the sidewalk. Windows should be provided on the street façade.

Buildings may be located towards the rear of the property provided they meet landscaping, parking, pathway, and façade standards along the front (see Figure 19).

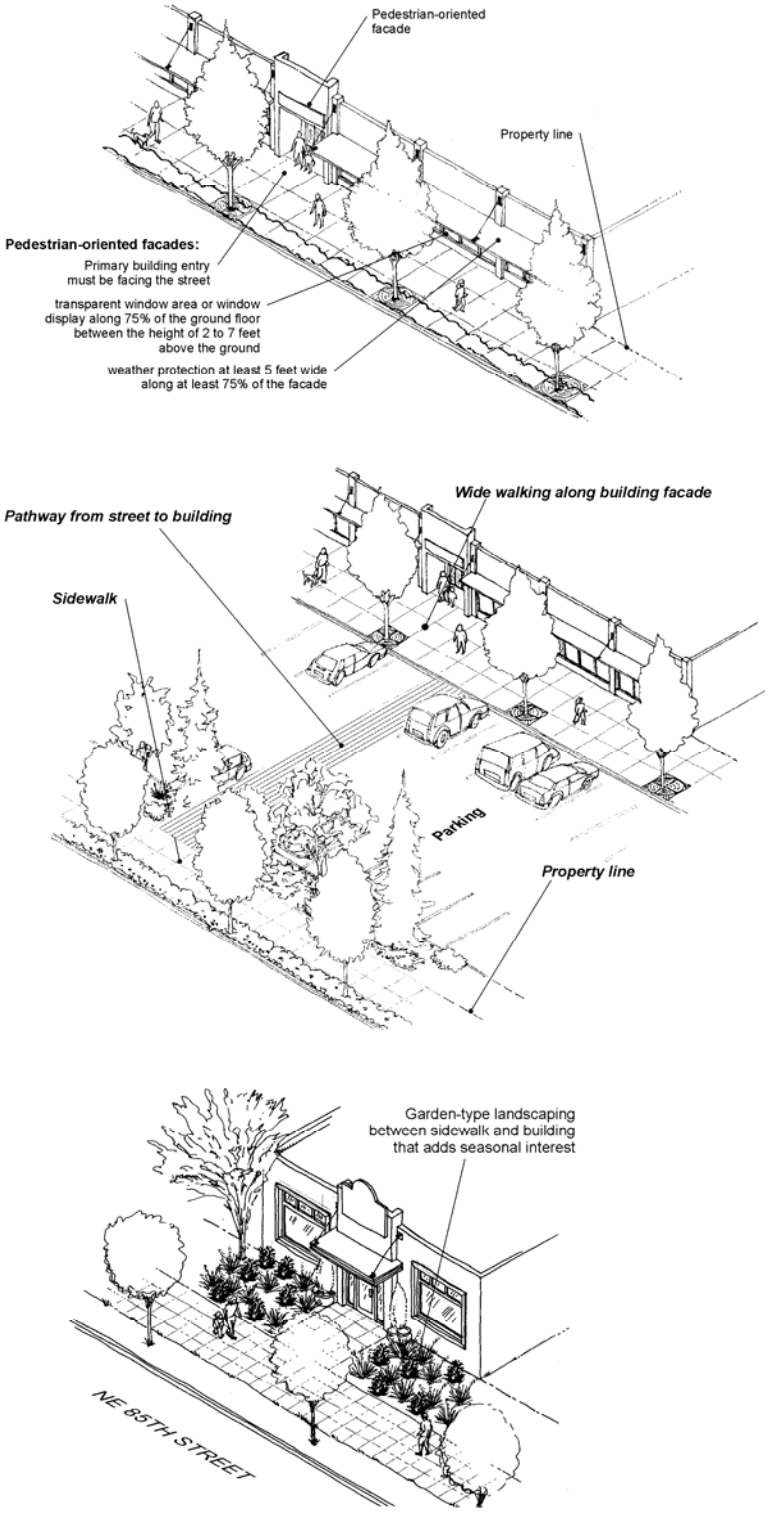


Figure 19. NE 85th Street frontage options for the East End properties. The option in the middle with the parking lot in front, is the least preferred option. Note the required pedestrian elements and landscaping features

6. Sidewalk and Pathway Widths

Objectives

- To provide wide sidewalks and pathways that promote an increase in pedestrian activity within the Rose Hill Business District.

Discussion

Sidewalks have three overlapping parts with different functions: the curb zone, the movement zone, and the storefront or activity zone. A well-sized and uncluttered movement zone allows pedestrians to move at a comfortable pace.

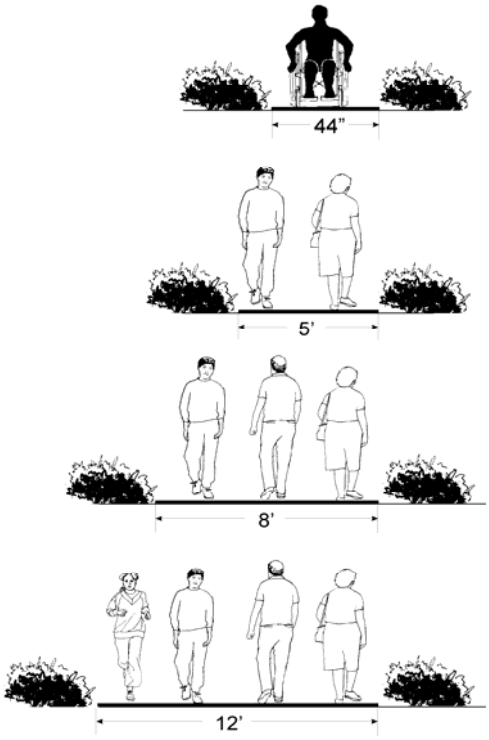


Figure 20. Pathway widths depend on level of activity and location.

Guidelines

a. Integrate a "curb zone" into the sidewalk or pathway width. This space can include street trees, newspaper stands, street signs, garbage cans, phone booths, mail boxes, etc. Subtle changes in paving patterns between the curb zone and the movement zone can be effective and should be considered.

b. Sidewalks or pathways adjacent to moving vehicular traffic need generous buffers to make them safer and more inviting. Landscaping elements are particularly important physical and visual buffers between walkways and streets or other vehicle access areas. As a general rule, the higher the travel speed, the greater the buffer should be between moving cars and pedestrians.

c. Design sidewalks and pathways to support a variety and concentration of activities and provide a separation for the pedestrian from the busy street. Specifically:

Considerations for the "movement zone" widths:

- Curb zones with parallel parking typically need 4'-6'; without parallel parking: 3'-4'.
- 12' accommodates 4 persons walking abreast.
- 8' accommodates 3 persons walking abreast.
- 5' accommodates 2 persons walking abreast.

Considerations for the "store front zone" width:

- Outdoor dining uses: 6' allows for one table.
- Outdoor displays typically need at least 4' (6' preferable).

Figure 21. High-traffic streets without on-street parking warrant wider planting strip buffers

7. Pedestrian Coverings

Objectives

- To provide shelter for pedestrians.
- To provide spatial enclosure and add design interest to retail or office streetscapes.

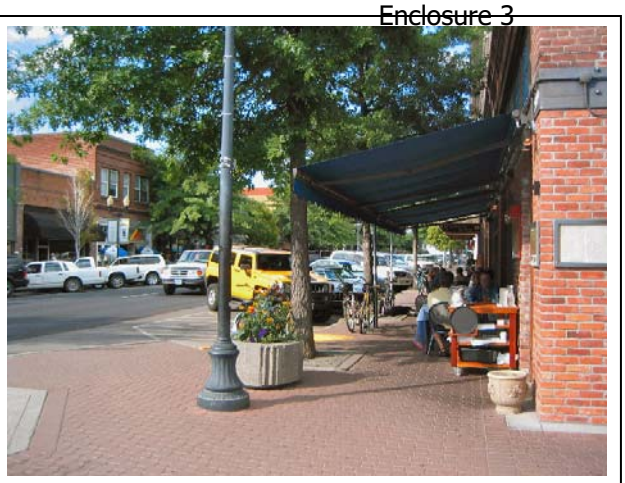


Figure 22. Wider pedestrian coverings allow for outdoor dining

Discussion

The design and width of pedestrian coverings should be determined by their function, the building's use and the type of street.

As a general rule, the more traffic an entry is expected to accommodate, the larger the covered area should be at the entry. Larger porches and covered entries also invite pedestrian activity. For example, a 5' x 5' covered area allows two adults to converse comfortably out of the rain. A 3' to 4' canopy will provide rain cover for window-shopping, a 5' or greater canopy will provide cover for a street sale, and a 7' to 8' canopy will provide room for a window shopper and a passing couple.

The width of the sidewalk also should be considered when sizing the pedestrian covering (wider sidewalks can accommodate wider pedestrian coverings). Canopies and awnings should be appropriately dimensioned to allow for tree growth, where applicable. The architecture of the building and the spacing of individual storefronts should help determine the appropriate placement and style of the canopy or awning. Continuous, uniform awnings or canopies, particularly for multi-tenant retail buildings, can create a monotonous visual environment and are discouraged.

Guidelines

a. Provide weather protection along the primary exterior entrance of all businesses, residential units, and other buildings.
b. Design weather protection features to provide adequate width and depth at building entries.
c. Pedestrian covering treatments may include: covered porches, overhangs, awnings, canopies, marquees, recessed entries or other similar features. A variety of styles and colors should be considered, where compatible with the architectural style of the building and the ground floor use.
d. Back lit, plastic awnings are not appropriate.

Figure 23. Note how these awnings have been integrated into the building's storefront spaces

8. Blank Walls

Objectives

- To minimize visible blank walls.
- To enhance public safety along sidewalks and pathways.
- To encourage design elements that enhance the character of buildings at all perceived distances.

Discussion

Blank walls on commercial street frontages deaden the pedestrian environment and can break the continuity of uses along a street or pathway. Blank walls can also create a safety problem, particularly where adjacent to pedestrian areas, as they don't allow for natural surveillance of those areas. (However, in some cases fire walls require the intrusion of a flat, unadorned surface). The adverse impact of a blank wall on the pedestrian streetscape can be mitigated through the methods listed in the Guidelines below.

Figure 24. For large walls, landscaping beds with trees and shrubs are encouraged

Figure 25 This building was a combination of alternating building materials, details, and landscaping elements to add visual interest at a close range

Guidelines

Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas. The following treatments mitigate the negative effects of blank walls (in order of preference):

a. Configure buildings and uses to minimize blank walls exposed to public view.

b. Provide a planting bed with plant material to screen most of the wall.

c. Install trellises with climbing vines or plant materials to cover the surface of the wall. For long walls, a trellis or trellises should be combined with other design treatments to avoid monotony.

d. Provide artwork on the wall surface.

e. Provide architectural techniques that add visual interest at a pedestrian scale. This could include a combination of horizontal building modulation, change in building materials and/or color, and use of decorative building materials.

f. Other treatments may be proposed that meet the intent of the guidelines.

9. Lighting

Objectives

- To enhance safety.
- To create inviting pedestrian areas.
- To provide adequate lighting without creating excessive glare or light levels.

Discussion

Overpowering and uniform illumination from commercial uses creates glare and destroys the quality of night light, especially for adjacent residential areas. Well placed light fixtures will form individual pools of light and maintain sufficient lighting levels for security and safety purposes.

Figure 26. Building-mounted lighting is encouraged to enhance the pedestrian environment

Guidelines

a. Provide adequate lighting levels in all areas used by pedestrians and automobiles, including building entries, walkways, parking areas, circulation areas, and open spaces. Recommended minimum light levels:
   - Building entries: 4 foot candles
   - Primary pedestrian walkway: 2 foot candles
   - Secondary pedestrian walkway: 1-2 foot candles
   - Parking lot: .60 -1 foot candle
   - Enclosed parking garages for common use: 3 foot candles

b. Lighting should be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas.

c. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building mounted lights, canopy- or awning-mounted lights, and display window lights. Encourage variety in the use of building-mounted light fixtures to give visual variety from one facade to the next.

d. Minimizing impacts of lighting on adjoining activities and uses should be considered in the design of lighting. This is particularly important adjacent to residential uses.

e. Parking lot light fixtures should be non-glare and mounted no more than 15'-20' above the ground. Lower level light fixtures are preferred to maintain a human scale. Ideally, all exterior fixtures should be fitted with a full cut-off shield to minimize light spill over onto adjoining properties.

10. Pedestrian Amenities

Objectives

- To provide amenities that enrich the pedestrian environment.
- To increase pedestrian activity in the Rose Hill Business District.

Discussion

Site features and pedestrian amenities, such as lighting, benches, paving, waste receptacles, and other site elements, are an important aspect of a business district's character. These elements reduce apparent walking lengths and unify the district's visual character.

Guidelines

Provide pedestrian amenities along all sidewalks, interior pathways, and within plazas and other open spaces. Desired amenities include:

a. Pedestrian-scaled lighting (placed between 12'-15' above the ground).

b. Seating space. This can include benches, steps, railings and planting ledges. Heights between 12" to 20" above the ground are acceptable, with 16" to 18" preferred. An appropriate seat width ranges from 6" to 24".

c. Pedestrian furniture such as trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains.

d. Planting beds and/or potted plants.

e. Unit paving such as stones, bricks, or tiles.

f. Decorative pavement patterns and tree grates.

g. Water features.

h. Informational kiosks.

i. Transit shelters.

j. Decorative clocks.

k. Artwork.

Figure 27. Consolidated newspaper racks

Figure 28. Bicycle racks

Figure 29. Potted plants

Figure 31. Decorative pavement patterns (top), benches and pedestrian-scale lighting (middle), and informational kiosk (bottom)

Figure 30. This example combines a sculptural water feature with landscaping

11. Interior Pedestrian Connections

Objectives

- To enhance pedestrian access to the street, adjacent uses, and adjacent sites, where desirable.
- To make it easier to walk between uses on the NE 85th Street corridor.
- To reduce vehicle trips within the corridor.
- To promote pedestrian activity.
- To enhance pedestrian access through parking lots and between the street and uses.

Guidelines

a. Provide convenient pedestrian access between the street, bus stops, buildings, parking areas, and open spaces. Internal pedestrian connections are particularly important on large sites where some uses may be placed away from a street.

b. Design all buildings abutting a public sidewalk or major internal pathways to provide direct pedestrian access to the sidewalk or pathway.

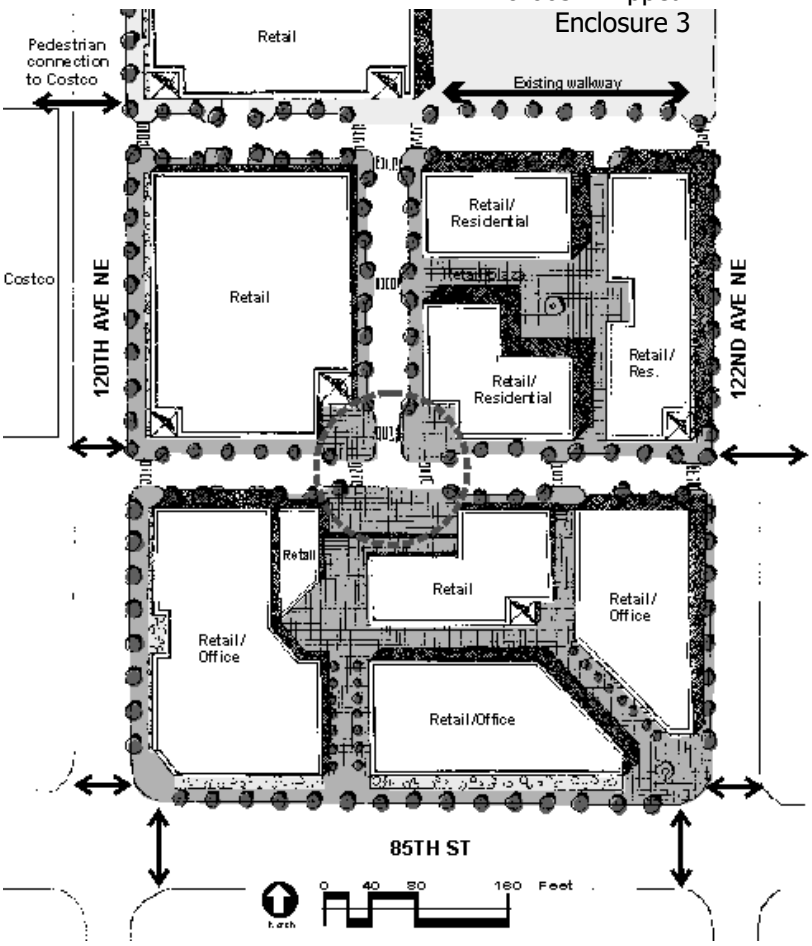


Figure 32. Example of good interior pedestrian connection in the RH 3 zone. (Note all shaded areas and arrows.)

c. Provide interior pedestrian connections to adjacent properties containing similar uses or complementary uses. This is most applicable to large lots and where storefronts or other uses are set back away from the street. Where an existing connection is not desirable or possible due to the nature of development on the adjacent site, the applicant should provide an opportunity for a future pedestrian connection where such a connection is desirable and future redevelopment of the adjacent site is possible.

d. Provide paved walkways through large parking lots. One walkway should be provided for every three parking aisles. Such access routes through parking areas should be separated from vehicular parking and travel lanes by use of contrasting paving material which may be raised above the vehicular pavement and by landscaping.

Figure 33. Provide landscaped pathways through large parking lots

12. Pedestrian Plazas

Objectives

- To provide a variety of pedestrian-oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.
- To create gathering spaces for the community.
- To configure buildings and uses to encourage pedestrian activity and pedestrian focal points.

Guidelines

a. Provide pedestrian plazas in conjunction with non-residential uses.

b. Position plazas in visible locations on major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks. For large sites, development should be configured to create a focal plaza or plazas. Plazas should be no more than 3' above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.

c. Incorporate plenty of benches, steps, and ledges for seating. A combination of permanent and moveable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, or people watching.

d. Provide storefronts, street vendors, or other pedestrian-oriented uses, to the extent possible, around the perimeter of the plaza

e. Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants.

f. Incorporate pedestrian amenities, as described in Section 10.

g. Consider the solar orientation and wind patterns in the design of the open space and choice of landscaping.

h. Provide transitional zones along building edges to allow for outdoor eating areas and a planted buffer.

Figure 34. Good examples of pedestrian plazas. Notice the decorative pavements, landscaping components, adjacent building facades, and other amenities and design details

Figure 35. An example of an attractive small plaza space between a sidewalk and a storefront

13. Residential Open Space

Objectives

- To create useable space that is suitable for leisure or recreational activities for residents.
- To create open space that contributes to the residential setting.

Guidelines

a. Incorporate common open space into multi-family residential uses. Special recommendations for common open space:

- Consider open space as a focal point of the residential development.
- Open space should be large enough to provide functional leisure or recreational activity. For example, long narrow spaces rarely, if ever, can function as usable common space.
- Open space should provide for a range of activities and age groups. Children's play areas in particular should be visible from dwelling units and positioned near pedestrian activity.
- Residential units adjacent to the open space should have individual entrances to the space. Preferably, these units should include a small area of semi-private open space enclosed by low level landscaping or hedges (no taller than 42").
- Open space should feature paths, seating, lighting, and other pedestrian amenities to make the area more functional and enjoyable. It should be oriented to receive sunlight, (preferably south).
- Separate common space from ground floor windows, streets, service areas, and parking lots with landscaping and/or low-level fencing. However, care should be used to maintain visibility from dwelling units towards open space for safety.

b. Provide private open space for multi-family residential units. For townhouses and other ground-based housing units, provide patios, decks, and/or landscaped front or rear yards adjacent to the units. For all other units, provide balconies large enough to allow for human activity.

Figure 36. Good examples of common open space, including street-level courtyards (left), a children's play area (top right), and a pedestrian corridor (lower right)

14. Parking Lots and Vehicular Circulation

Objectives

- To minimize the impact of parking facilities on the fronting street, pedestrian environment, and neighboring properties.
- To enhance pedestrian and vehicular safety.
- To maintain desired traffic flow on NE 85th Street.
- To promote shared parking
- To provide attractive and connected vehicular circulation routes.

Discussion

Parking lots can detract from the pedestrian and visual character of a commercial area. The adverse impacts of parking lots can be mitigated through sensitive design, location, and configuration. Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked. The NE 85th Street Subarea Plan encourages shared parking between properties to reduce curb cuts reduce congestion of cars turning in and out of parking lots and consolidating consumer trips between businesses.

Where not specifically prohibited, drive-through facilities for some uses such as fast food restaurants, pharmacies, or auto oriented uses may be appropriate if designed to minimize vehicle queuing along rights of way, blocking driveways or parking aisles, or impeding pedestrian movement. Aesthetically, drive-throughs should be located away from street frontages or screened as viewed from the right of way.

Guidelines

Driveways And Vehicular Circulation

a. Minimize the number of curb cuts into a development, particularly off of NE 85th Street. To the extent possible, adjacent developments should share driveways.

b. Develop an efficient internal vehicular access system that minimizes conflicts with pedestrians and NE 85th Street traffic flow.

c. Configure internal access roads to look and function like public streets. This is most applicable larger sites, such as those in the Regional Center, where an internal vehicular circulation system is critical to access interior portions of the sites. The most desirable configuration would include on-street parking, street trees, and sidewalks on both sides of the roadway. Figure 7, in the Overview of Three Design Districts section, provides a good example of how a redevelopment scenario for the RH 3 zone could accommodate an internal roadway network that looks and functions like public streets.

d. Configure development to provide interior vehicular connections to adjacent uses, where desirable. Where current connections to adjacent uses are not feasible, but desirable in the future, configure development to provide the opportunity for a future connection, should the adjacent site be redeveloped.

e. Avoid parking lot configurations with dead-end lanes

Parking Lot Location and Design

f. Locate vehicular parking areas to the side or rear of buildings, to the extent possible. This is most important on street corners and in the Neighborhood Center, where a concentration of storefronts along the street is desired.

g. Avoid parking layouts that visually dominate a development. Break up large parking lots into smaller ones.

h. Take advantage of topography to hide parking underneath buildings.

i. Provide a clear and well organized parking lot design. Space should be provided for pedestrians to walk safely in all parking lots.

Parking Lot Landscaping

j. Integrate landscaping into parking lots to reduce their visual impact. Provide planting beds with a variety of trees, shrubs, and ground cover to provide visual relief, summer shade, and seasonal interest.

Parking Lot Screening

k. Provide low level screening and perimeter landscaping where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter. While vertical elements such as trees, are encouraged to define the street edge, all screening methods should maintain visibility at eye level between the street and parking area. For instance, hedges or walls should not be taller than 3 feet and trees should be trimmed to allow visibility between 3 and 8 feet above the ground.

l. Provide extensive screening and landscaping between parking lots and residential uses and open spaces. A combination of a screen wall with a landscape buffer is preferred.

Drive-Through Facilities

m. Design drive- through windows should to be oriented away from the street frontage and preferably not located between a building and the street. Where drive- through lanes face a street, avoid large featureless walls and provide sufficient landscaping to soften the visual impact of vehicle stacking areas for drive through windows. Locate driving curb cuts and lanes so as not to interfere with pedestrian or vehicular circulation.

15. Parking Garages

Objectives

- To mitigate the visual impacts of parking garages in the urban environment.

Guidelines

a. Mitigate the intrusive qualities of parking garages. Along streets, pedestrian pathways, and in pedestrian areas, ground-level commercial uses should be incorporated into parking structures. Extensive landscaping should be used to screen the parking garage near residential areas and in high visibility locations.

Figure 37. This parking garage includes streetfront retail space and landscaped trellises to mitigate visual impacts on the streetscape

b. Design and site parking garage entries to complement, not subordinate the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.

c. Utilize similar architectural forms, materials, and/or details to integrate the garage with the development.

d. Locate parking structure service and storage functions away from the street edge and generally not visible from the street or sidewalks.

16. Architectural Style

Objectives

- To improve the architectural design of commercial buildings in the business district.
- To provide architecture that fits into the context of the adjacent uses surrounding the business district.

Discussion

As there is no single predominate architectural style in the Rose Hill Business District, the guidelines provide flexibility on the chosen styles (provided the architectural scale, human scale, building details, and building materials and color standards in KZC Chapter 92 and these guidelines are met).

Figure 38. Encourage buildings in the East End to utilize gabled roofs, front porch or covered entries, and fenestration patterns that relate to single family homes of adjacent neighborhoods

Guidelines

a. Discourage architecture that is defined predominately by corporate identity features and may be difficult to adapt to future uses. For example, some fast food franchises have very specific architectural features that reinforce their identity as a generic national chain and are not adaptable to other uses when a franchise relocates.

b. Encourage buildings in the East End to utilize architectural styles common to neighboring residential areas. This includes gabled roofs, front porches or covered entries, and fenestration patterns that relate to adjacent single family homes.

17. Architectural Scale

Objectives

- To encourage an architectural scale of development that is compatible with the vision for the three design districts within the Rose Hill Business District.
- To add visual interest to buildings.

Discussion

"Architectural scale" means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are "in scale." As both the vision and development regulations for the Rose Hill Business District provide for much larger buildings than currently exist, special care must be taken to design buildings so they do not overpower the others. The exception to this rule is an important civic or cultural building that has a prominent role in the community.

Figure 39. This residential building uses a combination of techniques to reduce architectural scale

Guidelines

A combination of techniques is desirable to reduce the architectural scale of buildings. Specifically, these techniques are encouraged at intervals (30 feet in the East end, 50 feet in the Neighborhood Center, and 70 feet in the Regional Center). Residential uses throughout the Rose Hill Business District warrant such techniques at 30-foot intervals. Office buildings are provided greater flexibility (see office design guidelines section). Alternatives will be considered provided they meet the intent of the guidelines.

Figure 40. Fenestration and vertical modulation techniques help to reduce the architectural scale of this office building

a. Incorporate fenestration techniques that indicate the scale of the building. For example, the size, location, and number of windows in an urban setting create a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns. This is particularly important on upper floors, where windows should be divided into units no larger than 35 square feet, with each window unit separated by a visible mullion or other element. "Ribbon windows" (continuous horizontal bands of glass) or "window walls" (glass over the entire surface) do little to indicate the scale of the building and are thus discouraged, except in special circumstances where they serve as an accent element.

b. Encourage vertical modulation on multi-story buildings to add variety and to make large buildings appear to be an aggregation of smaller buildings. Vertical modulation may be particularly effective for tall buildings adjacent to a street, plaza, or residential area to provide compatible architectural scale and to minimize shade and shadow impacts. Vertical modulation is well-suited for residential development and sites with steep topography.

Figure 41. A variety of techniques should be used for multi-tenant retail buildings to emphasize individual storefronts

c. Encourage a variety of horizontal building modulation techniques to reduce the architectural scale of the building and add visual interest. Horizontal building modulation is the horizontal articulation or division of an imposing building façade through setbacks, awnings, balconies, roof decks, eaves, and banding of contrasting materials. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Specifically:

- For single purpose retail buildings, utilize horizontal building modulation with roofline modulation and a change in building materials, as necessary to meet the objectives of the guidelines from all perceived distances. This is particularly important for large scale retail buildings (over 40,000 square feet) or multi-tenant retail buildings placed adjacent to a parking lot where they can be viewed from relatively great distances.
- For residential uses, provide horizontal building modulation based on individual unit size. Horizontal modulation is most effective when combined with roofline modulation and changes in color and/or building materials. The depth and width of the modulation should be sufficient to meet the objectives of the guidelines. Avoid repetitive modulation techniques, since they may not be effective when viewed from a distance. Larger residential buildings will require greater horizontal modulation techniques to provide appropriate architectural scale.

d. Office buildings. Utilize design techniques to break up long continuous walls. A combination of horizontal building modulation, change in fenestration, and/or change in building materials should be used to accomplish this.

e. Encourage a variety of roofline modulation techniques. This can include hipped or gabled rooflines and modulated flat rooflines. Hipped and gabled rooflines are preferred for multi-family buildings and buildings in the East End. As a general rule, the larger the building or unbroken roofline, the bigger the modulation should be. In determining the appropriate roof type and amount of modulation, consider at what distance the building can be viewed. For example, a large commercial building adjacent to a parking lot is capable of being viewed from a relatively large distance. Consequently the roofline modulation techniques must be sufficient to provide an appropriate architectural scale that provides visual interest.

18. Human Scale

Objectives

- To encourage the use of building components that relate to the size of the human body
- To add visual interest to buildings.

Guidelines

a. Encourage a combination of architectural building elements that lend the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards. Window fenestration techniques described in Section 17 can also be effective in giving humans clues as the size of the building. Consider the distances from which buildings can be viewed (from the sidewalk, street, parking lot, open space, etc.).

Figure 42. Bay windows and balconies help lend this building a human scale

19. Building Details and Materials

Objectives

- To utilize details that add visual interest to buildings and sites at a pedestrian scale.
- To utilize a variety of quality building materials such as brick, stone, glass, timber, and metal, which are appropriate to the Pacific Northwest climate, and complementary to the desired visual character of the district.

Figure 43. Consider changes in building materials with modulation techniques

Guidelines

a. Encourage the integration of ornament and applied art with the structures and the site environment. For example, significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-crafted details should be considered in special areas. Ornament and applied art can be used to emphasize the edges and transition between public and private space, and between walls to ground, roof to sky, and architectural features to adjacent elements. Ornament may consist of raised surfaces, painted surfaces, ornamental or textured banding, changing of materials, or lighting. The use of overly ornate details, however, can degrade the integrity of the district, and thus is discouraged.

b. Utilize a variety of quality building materials such as brick, stone, timber, and metal, to add visual interest to the buildings and reduce their perceived scale. Masonry or other durable materials should be used near the ground level (first 2 feet above sidewalk or ground level).

c. Limit the use of concrete block, metal siding, and stucco or similar materials including Exterior Insulation and Finish System (EIFS) on all visible building facades from the street and pedestrian routes and near primary entrances. Such materials should be trimmed properly and used in conjunction with other preferred materials. EIFS should be sheltered from extreme weather by roof overhangs or other methods.

Figure 44. A combination of materials is preferred

20. Signs

Objectives

- To encourage the use of creative, well-crafted signs that contribute to the character of the district.

Discussion

Kirkland's Zoning Code regulates signs throughout the city in order to create a high-quality urban environment. Automobile-oriented signs typically found on commercial strips can be overpowering and obtrusive. Pedestrian signs are smaller and closer to viewers; thus, creative, well-crafted signs are more cost effective than large signs mounted high on poles. A balance between the needs of a high traffic corridor and pedestrians should be considered in the design of signs. Signs should be an integral part of a building's façade or act as a center identification for the passing motorist to a commercial center. The location, architectural style, and mounting of signs should conform to a building's architecture and not cover up or conflict with its prominent architectural features.

Guidelines

a. Provide pedestrian oriented signs on all commercial facades where adjacent to a sidewalk or walkway. This includes signs located within 15' of the ground plane, such as "blade" signs which hang below canopies. Small signs located on canopies or awnings are also effective along building facades at the street. Signs with quality graphics and a high level of craftsmanship are important in attracting customers. Sculpted signs and signs that incorporate artwork add interest.

b. External lighting is preferred. If internal lit cabinet signs are used, darker background with lighter lettering is more aesthetically pleasing. Neon signs are appropriate when integrated with the building's architecture.

c. Ground-mounted signs should feature a substantial base and be integrated with the landscaping and other site features.

d. Mounting supports should reflect the materials and design character of the building or site elements or both.

e. Master-planned, larger commercial centers are encouraged to combine signage for the whole complex that complements the architectural design of the center and is oriented to automobile traffic.

21. Service Areas

Objectives

- To provide essential service areas without adversely impacting the quality of development.
- To locate and design service and storage areas to promote ease of use, safety, and visual cohesion.

Guidelines

a. Locate and design service and storage areas to minimize impacts on the pedestrian environment and adjacent uses. Service elements should generally be concentrated and located where they are accessible to service vehicles and convenient for tenant use.

b. The design of service enclosures should be compatible with the design of adjacent buildings. This may be accomplished by the use of similar building materials, details, and architectural styles. Such enclosures should be made of masonry, ornamental metal, heavy wood timber, or other durable materials.

c. Roof-mounted mechanical equipment should be located so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties. Screening features should blend with the architectural character of the building. Screening of equipment and their location should be included in the early design of the building.

22. Visual Quality of Landscapes

Objectives

- To enhance the visual quality of the urban environment.

Discussion

The relationship between landscaping and architecture is symbiotic; plant materials add to a building's richness, while the building points to the architectural qualities of the landscaping. Foliage can soften the hard edges and improve the visual quality of the urban environment. Landscaping treatment in the urban environment can be categorized as a pedestrian/auto, pedestrian, or building landscape.

The pedestrian/auto oriented landscape applies to where the pedestrian and auto are in close proximity. Raised planting strips can be used to protect the pedestrian from high-speed and high-volume traffic. Street trees help create a hospitable environment for both the pedestrian and the driver by reducing scale, providing shade and seasonal variety, and mitigating noise impacts.

Pedestrian landscape offers variety at the ground level through the use of shrubs, ground cover, and trees. Pedestrian circulation, complete with entry and resting points, should be emphasized. If used effectively, plant materials can give the pedestrian visual cues for moving through the urban environment. Plant materials that provide variety in texture, color, fragrance, and shape are especially desirable.

The building landscape refers to landscaping around urban buildings, particularly buildings with blank walls. Landscaping around buildings can reduce scale and add diversity through pattern, color, and form.

Guidelines

a. Consider the purpose and context of the proposed landscaping. The pedestrian/auto oriented landscape requires strong plantings of a structural nature to act as buffers or screens. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults while not blocking views of the business or signage.

   Other considerations:

   - Encourage a colorful mix of drought tolerant and low maintenance trees, shrubs, perennials. Except in special circumstances ivy and grass lawn should be avoided.
   - Encourage the use of rose bushes in highly visible locations together with other plants to reinforce the identity of "Rose Hill" (low maintenance and drought tolerant varieties).
   - Take advantage of on-site topography to hide parking and enhance views.
   - Utilize wooded slopes as a natural site amenity and to screen unwanted views, where applicable.

23. Territorial Views to the West and North

Objectives

- To maintain and enhance mountain views from NE 85th Street.
- To encourage development to take advantage of views, while minimizing public view impacts.

Discussion

Views of the Olympic Mountains give the Rose Hill Business District its sense of place within the regional context. Maintaining public views and enhancing natural land forms is an important value to the design character of Kirkland. The scale relationships of built forms to their terrain should minimize visual barriers to views and lessen the impact on surrounding neighborhoods This is especially relevant to zones in the Regional Center, terracing, the stepping down of horizontal elements, are effective ways to develop hillsides and maintain views.

The visual character of a landscape should be reflected in the buildings. Buildings that do not conform to steep inclines detract from the natural features of the site and should be avoided. In contrast, buildings that use the terrain as an opportunity for variation in the built form easily fit into their setting without disruption. Terracing a building to roughly parallel the slope of a site will create a building envelope that follows the contour of its property. Terraced roof decks, modulated roofs, and sloped roofs can carry out this objective.

Guideline

a. Encourage rooflines to roughly follow the slope of the existing terrain. Parking garages should be terraced into slopes to minimize building bulk. Existing public views should be maintained. This can be accomplished by widening setbacks as development approaches toward I-405. Buildings should step down hillsides. Buildings and rooftop appurtenances should be sited to maximize public views.

THE CITY OF KIRKLAND

Design Guidelines for Residential Development

Adopted by the City Council
Pursuant to Kirkland Municipal Code
Section 3.30.040, Ordinance 3606 on
December 18, 1997
Revised by Ordinance 4496 on
December 8, 2015

Attest:

Amy Walen,
Mayor

Eric Shields,
Director,
Planning and Building

(December 2015 Revision)

TABLE OF CONTENTS

Acknowledgment: The illustrations throughout this appendix were drawn by Jon Regala.

INTRODUCTION

This document sets forth a series of general design guidelines for **both single-family and multifamily** residential development adopted by Section 3.30 of the Kirkland Municipal Code that will be used by the City in the design review process for attached or stacked dwelling units within the NE 85th Street Subarea, the PLA 5C Zone, and the Market Street Corridor. For projects required to be reviewed by the Design Review Board, the Board will use these guidelines in association with the Design Regulations of the Kirkland Zoning Code. To the extent that the standards of the Design Guidelines or Design Regulations address the same issue but are not entirely consistent or contain different levels of specificity, the Design Review Board will determine which standard results in superior design. For Administrative Design Review (ADR), the Planning Official will use these guidelines when necessary to interpret the Design Regulations.

The design guidelines are also intended to assist project applicants and their architiects by providing graphic examples of the intent of the City's guidelines and regulations for attached or stacked dwelling units. Not all of these guidelines will result in design regulations. Zoning Code regulations relating to single-family residential development will be limited in order to provide for freedom of design.

The purpose of these design guidelines is to encourage residential development that creates livable residential communities and reinforces the positive qualities of the City's existing neighborhoods.

SITE PLANNING AND RELATIONSHIP TO THE STREET

Introduction

Good site design creates developments that respond in a positive way to both the conditions of the site and the context of the surrounding neighborhood. The location of structures and their relationship to the street, incorporation of open space within the development, landscaping, preservation of existing vegetation, and the layout of the parking areas are all part of what makes a development successful. These elements also determine if the development will be a positive addition to the neighborhood.

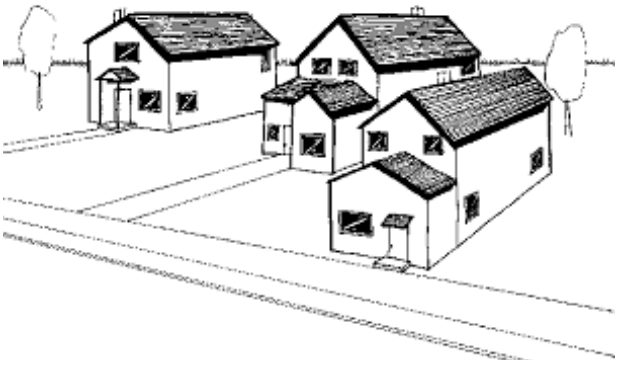
Building Setbacks

Issue

Building setbacks establish a pattern along the street and provide a semi-private space for residents.

Discussion

The setbacks of residences along the street create a rhythm, which adds to the atmosphere of the street-scape. If the setback area between the right-of-way and the residence is designed properly, it will provide a buffer zone for the residents while still allowing social interaction with passersby. If a building is set too close to the right-of-way, it can disrupt this buffer zone.



▲*Buffer zone disrupted by house too close to the street.*

Guideline

New buildings should be set back from the right-of-way to provide semi-private areas for residents and open space along the street.

Entries

Issue

Distinct entryways provide a transition between the street and the inside of the residence.

Discussion

The front yard and entryway act as a visual and physical transition leading to the private area of the residence. This semi-private space provides a welcoming spot for guests, a secure area for those who live there, a visible connection between the neighborhood and the residence, and fosters community interaction.

The entrance to a residence, or some indication of it, should be visible from the street and should not have to compete with the driveway or garage to be noticed. Since the entry area is as much a part of the semi-private space of the yard as of the private area of the house, it should be allowed to intrude into a portion of the front setback yard

Guidelines

Entrances should be located on the front facades of residences and should be clearly visible from the street.

Covered entries and porches should be allowed to project into a portion of front setback yards.

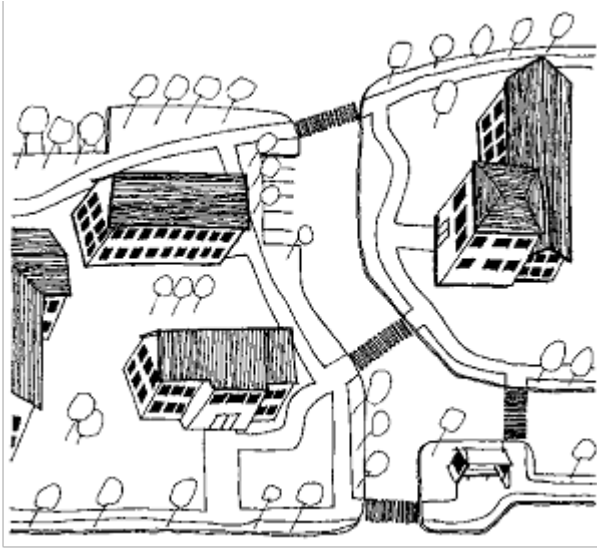
Pedestrian Connections

Issue

Well-defined, direct pedestrian connections from the building to the street are necessary for multifamily residential developments.

Discussion

The ability to walk into a multifamily residential development from the public sidewalk or a bus stop is essential to both pedestrian and vehicular safety. Direct pedestrian connections that are defined by the use of paving and landscaping provide an important link between the building and the street.



Guideline

Multifamily developments should have well defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.

Blank Walls

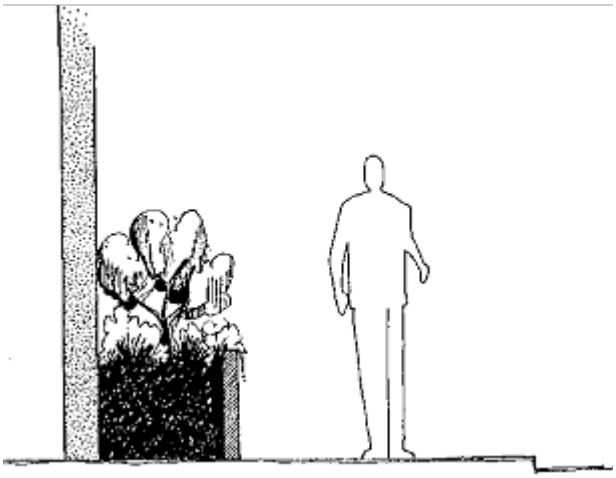
Issue

Blank walls detract from the visual character of buildings.

Discussion

Blank walls detract from their surroundings when they occur on the street front elevations of buildings and pedestrian areas. In situations where a blank wall is a development necessity, the adverse impact on streets, parks, and pedestrian areas can be mitigated through landscaping, seating, or architectural treatment.

Examples of such treatment include installing trellises for plants, providing landscaped planting beds to screen the wall, and incorporating decorative tile or masonry into the wall design.



▲*Blank wall treatment*

Guideline

Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be enhanced with landscaping or architectural treatments.

Infill

Issue

Infill development can be designed to protect neighbors' privacy.

Discussion

Infill development can have adverse effects upon neighboring properties if the location and nature of existing development on adjacent lots is not taken into account. Window location, driveway screening, and siting of new buildings are important design issues when trying to protect the privacy of the users of both outdoor and indoor space on adjacent lots.

Guidelines

Infill development should be designed to minimize the disruption of privacy for indoor and outdoor activities on adjacent properties.

Rear lot driveways should be screened with a fence or landscaping unless the driveway is shared by the affected development.

Accessory Structures

Issue

The design and location of accessory structures can impact the character of the site and the neighborhood.

Discussion

Accessory structures can be designed in a way that will be in character with the primary residential structure on the site. The size and location of an accessory structure such as an accessory dwelling unit, detached garage or storage shed, and the location of the entrance to an accessory dwelling unit determine the extent the structure will impact the neighborhood. An accessory dwelling unit in a single-family zone should be designed to maintain the single-family look of the primary house on the lot.

Guideline

The size and design of accessory structures should make them unobtrusive and consistent with the character of the primary structure and the neighborhood.

PARKING LOCATION AND DESIGN

Introduction

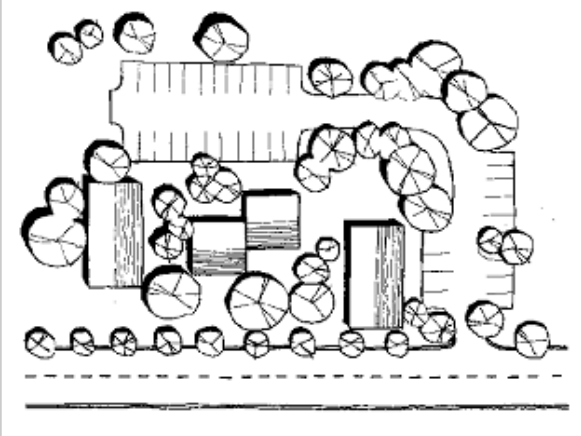
Parking is an important part of a residential development. Parking lot location, entrances and circulation, pedestrian safety, landscaping, and parking garage design are all considerations when developing a residential project. Improperly located and poorly designed parking areas can overwhelm the positive aspects of a residential project and make it a detriment to the neighborhood where it is located.

Parking Locations, Entrances, and Landscaping

Issue

Parking lots can have negative impacts on the visual character and pedestrian orientation of residential developments.

Discussion



Parking lots are typically unsightly and require vast quantities of space, but the adverse impacts of parking lots can be mitigated through sensitive design. It is best to locate lots to the back or side of buildings. Large parking lots can be broken up into smaller lots to serve residents more conveniently and allow for natural surveillance. When this is not possible, landscaping can be used to break up and screen the parking areas as long as clear lines of sight are maintained to increase safety.

Parking lot entrances disrupt pedestrian movement and through-traffic on the adjoining street. Potential conflict is reduced and land is used more efficiently if parking lots are accessed by a limited number of entrances.

Perimeter landscaping that forms a screen can separate parking lots from adjacent uses or the public rights-of-way. Trees along the edges of and within parking lots can effectively soften an otherwise barren space.

Interior plantings can be consolidated to provide islands of greenery or be planted at regular intervals. Use of drought-tolerant plants can improve the likelihood that the landscaping will survive and remain attractive.

Guidelines

Locate parking areas to the side, to the rear, or within structures whenever possible. Multiple, scattered, small parking areas that are away from the street are also desirable. When large paved areas are necessary, existing vegetation, topography, or new landscaping should be used to break them up internally and screen them from adjacent properties.

Locate parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there and for occupants of nearby buildings within the development.

Minimize the number of driveways and encourage combined parking lot entrances.

Integrate parking lots into the surrounding community and the site by creatively using landscaping to reduce their visual impact. Require less landscaping if existing vegetation is preserved or if the lot is hidden from view.

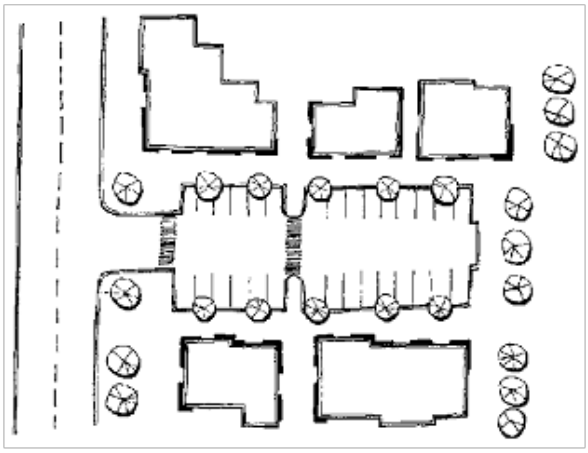
Pedestrian Circulation Within Parking Areas

Issue

Safe circulation patterns within parking areas are necessary for pedestrians.

Discussion

Good pedestrian circulation is a critical element of parking lot design. All parking lots need a clear path from the sidewalk to the building entrance. Large lots also require circulation routes from stalls to building entrances. A separate pedestrian area in front of the main building entrance provides a safe stopping point before entering the building. Where appropriate, pedestrian access to adjacent properties can also be made available.



Guideline

Parking lot design should provide clear and well organized routes for pedestrians.

Garages and Carports

Issue

Garages and carports are often unsightly and do not blend with residential development.

Discussion

Single-family garages and carports often dominate the streetscape and detract from the pedestrian orientation of the neighborhood. This can also be true of poorly designed parking garages and carports for multifamily developments.

If alleys are used for access, street character is improved by eliminating driveways and street facing garages. The neighborhood becomes more comfortable for pedestrians when sidewalks are uninterrupted by driveways and front yards are free of driveways, garages, and parked cars.

Architectural elements and landscaping can help screen carports and the bulk of multifamily parking garages. They can also help provide the appearance of a solid base if an open air garage is on the first floor of the building. If garage entrances are minimized, they will not dominate the street frontage of a building.

Guidelines

Attached garages should not dominate the building front.

The roof forms and materials used for carports should match the residential structures that they are associated with.

Garages should derive access from alleys, where possible.

Architectural elements and landscaping should be used to break up the bulk of parking garages; to visually connect multifamily parking garages to the ground; and to screen multifamily carports.

SCALE

Introduction

The scale of a building is the perceived size of that building relative to a person or the building's surroundings. The term "human scale" is used to indicate a building's perceived size relative to a person, and the term "architectural scale" refers to the size of the building relative to the buildings or elements around it.

Although the actual size of a building makes a difference, the building's perceived size is also important. There are a variety of design techniques that can be used to give a building a human scale, meaning that the size of the building will be perceived as being of a proportion to which individuals can relate.

When the buildings in a neighborhood are all about the same size and proportion, they are said to be in scale with the neighborhood (i.e., architectural scale). Larger buildings can more effectively fit with smaller ones if their form is composed of smaller elements which relate to the surrounding buildings.

The following principles illustrate design techniques that help new development blend into existing neighborhoods. For a more detailed description of building scale, see Design Guidelines for Pedestrian-Oriented Business Districts, adopted by reference in the Kirkland Municipal Code.

Size Relationship of House to Lot

Issue

Large houses on small lots look out of proportion.

Discussion

Kirkland has an established pattern of house size to lot size. When large residences cover more lot area than is normally seen in this established pattern, they appear incompatible with their neighbors and disrupt the streetscape. In some situations, this can be mitigated by preserving adjacent open space.

Guideline

The size of new residences should maintain a reasonable proportion of building to lot size that fits the established pattern of development in Kirkland.

Building Modulation

Issue

Building modulation can be used to improve human and architectural scale.

Discussion

Vertical building modulation is the vertical division of a building facade through architectural features, terracing, or differing rooflines. By altering an elevation vertically, a larger building will appear to be more of an aggregation of smaller buildings.

Horizontal building modulation is the horizontal division of a building facade through the use of methods such as setbacks, balconies, eaves, and banding of contrasting materials. Elevations that are modulated appear less massive than those with sheer flat surfaces.

Guideline

Building modulation should be used to reduce the perceived mass and height of buildings.

Roof Forms

Issue

Sloped roofs and flat roofs with parapets or cornice treatments are on many of Kirkland's historic homes and are representative of the City's residential character.

Discussion

Rooflines are a critical element in the image of a structure since they create the visual edge or top of the building. The type of roof style used can affect the building's individuality, interest, and human scale. Sloped roofs can be a desirable element since they convey a residential image and represent historic Kirkland residences to many people. Flat roofs, with detailing such as cornice or parapet treatments, can also add interest and vertical articulation.

These roof forms can help newer buildings to fit into existing Kirkland neighborhoods.

Principle

Moderate to steeply pitched roofs should be encouraged. When flat roofs are used, they should include parapets or cornice treatments.

Architectural Elements

Issue

Architectural elements such as balconies and bay windows can help an individual relate to a building by giving it a human scale.

Discussion

Elements in a building facade can create a distinct character, for example, bay windows suggest housing. These special elements can be used to give a building a human scale and enhance its surroundings. Requirements for specific architectural features may be overly regulatory, but some features that can be reasonably incorporated into residential buildings include balconies, bay windows, roof decks, trellises, cornices, and prominent chimneys.

Upper-story architectural elements such as balconies, roof decks, and bay windows also improve the relationship between the upper-story living areas and the street or open space below. This relationship provides a people-oriented quality and adds additional security at night.

Guideline

The use of architectural building elements such as balconies, roof decks, bay windows, trellises, cornices, and prominent chimneys should be encouraged.

Window Patterns

Issue

Large windows detract from the human scale of a building.

Discussion

The size, location, and number of windows creates interest and can help provide a human scale to large buildings. We look to windows for visual clues as to the size and function of the building. If window areas are divided into units that we can associate with small-scale residences, then we will be better able to judge the building's size relative to our own bodies. Breaking window areas into units of about 35 square feet or less with each window unit separated by a visible mullion or other element at least six inches wide would accomplish this goal. Another successful approach is multiple-paned windows with visible mullions separating several smaller panes of glass.

Guideline

Large walls of windows should be discouraged and architectural detailing at window jambs, sills, and heads should be emphasized.

BUILDING MATERIAL, COLOR, AND DETAIL

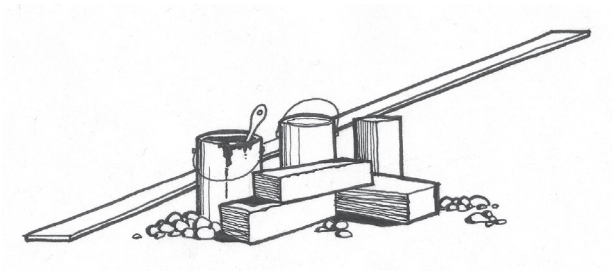
Introduction

From a distance, the most noticeable building qualities are the overall form and color of a building. Details, such as texture of materials, quality of finishes, and small decorative elements, become more apparent close-up. Kirkland features a variety of materials and colors, which provide a stimulating streetscape. The following design principles are intended to support this variety.

Building Materials and Color

Issue

Materials and color can add to or detract from a building's exterior appearance, the streetscape, and the community's identity.



Discussion

There are a variety of materials and colors used in Kirkland, which help to bolster a sense of place and community identity. The selection and use of these exterior colors and materials are key ingredients in determining how a building will look. Some materials such as stone, brick, stained or painted wood, and tile can give a sense of permanence or provide texture and scale that will help a new building fit better in its surroundings. Other materials such as mirrored glass and cinder blocks can have negative impacts.

Guidelines

Construct building exteriors from high quality and durable materials that are attractive when viewed from a distance or up close. Materials that suggest permanence, or have texture and pattern, are encouraged.

Natural colors of brick, stone, and tile, and stained or painted wood are desirable.

The materials and colors chosen for new buildings should be compatible with those of existing neighboring buildings.

Lighting

Issue

Attractive lighting can be designed to provide security without producing glare on neighboring properties.

Discussion

All building entries and parking areas require lighting for security and to provide an inviting space. However, security lights on building facades or in outdoor areas can be overpowering to neighboring properties unless they are properly located and designed. Well-placed lights with light sources that are hidden by fixtures maintain sufficient lighting levels for security and safety purposes, but do not produce glare.

Guidelines

Lighting should be adequate to provide security for building entries, parking lots, pedestrian areas and walkways. Light sources should be hidden by fixtures and not produce glare on neighboring properties.

Screening of Dumpsters, Utilities, and Mechanical Equipment

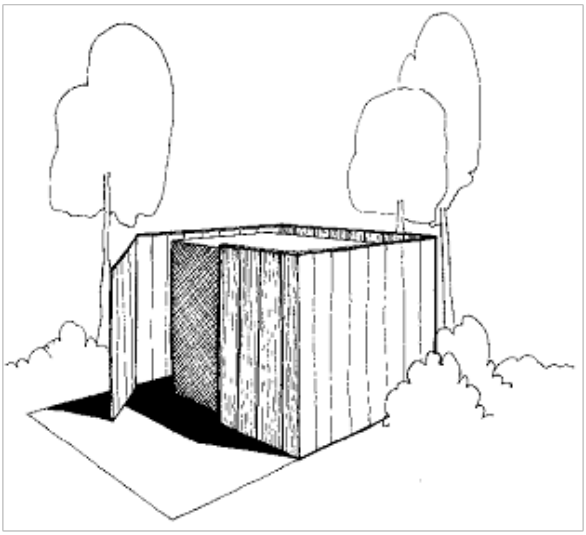
Issue

Service elements can be screened or located so that they are not visible from the street and adjacent properties.

Discussion

Unsightly service elements, such as dumpsters, utility meters, and rooftop mechanical equipment can detract from the appearance of residential projects and create hazards for pedestrians, bicyclists, and automobiles.

These service elements are best located away from the street front and adjacent properties when possible. When such elements cannot be located away from the street front, they can be situated away from pedestrian paths and screened from view.



Guideline

Locate service elements for multifamily residential development so that they are not visible from the street, pedestrian paths, or adjacent properties when possible, or screen them from view.

LANDSCAPE DESIGN AND SITE ELEMENTS

Introduction

An important aspect of any building is its physical setting. The natural features of a place are key to residents' and visitors' perception. This section lays out principles that serve to merge the design of structures and places with the natural environment. It discusses the concepts behind new landscaping as well as the maintenance and protection of existing natural features.

Visual Quality of Landscapes

Issue

There is an important relationship between landscaping, site design, and architecture.

Discussion

A well-designed site has a strong relationship between natural vegetation, new landscaping, and architecture. The plant materials add to a building's richness, while the building points to the architectural qualities of the landscaping. Foliage can soften the hard edges and improve the visual quality of the built environment. It can also be used to screen elements on- or off-site that are not visual assets. Drought-tolerant plants can help to ensure a natural, long lasting and low maintenance landscape design.

Guidelines

The placement and amount of landscaping for new and existing developments should complement the architecture on the site. Large, mature plantings should be used to mitigate the scale of large structures.

When possible, significant natural vegetation should be preserved and incorporated into the site design, and drought-tolerant plants should be used when new landscaping is required.

Open Space

Issue

Residential projects can be designed to maximize open space.

Discussion

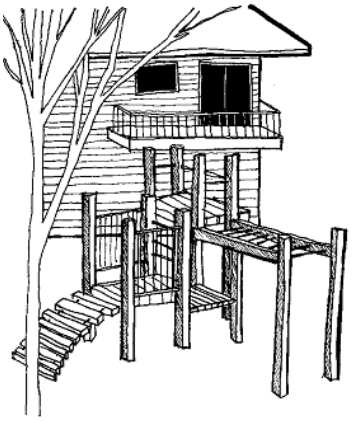
Well organized outdoor spaces are created by the grouping and orientation of buildings and building elements. These outdoor spaces can provide buffering, preservation of natural areas, and active and passive recreation space. They can also provide for important hydrologic functions, and preserve or enhance views.

Guidelines

Site residential projects to maximize opportunities for creating usable, attractive, well-integrated open space.

Site recreational areas to allow for natural observation by the residents of the development.

Retaining Walls



Issue

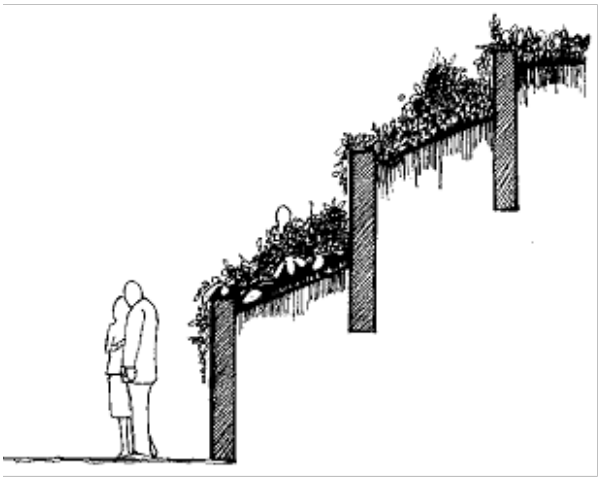
Retaining walls can have a negative impact on adjacent properties.

Discussion

Retaining walls are often necessary when developing a residential site.

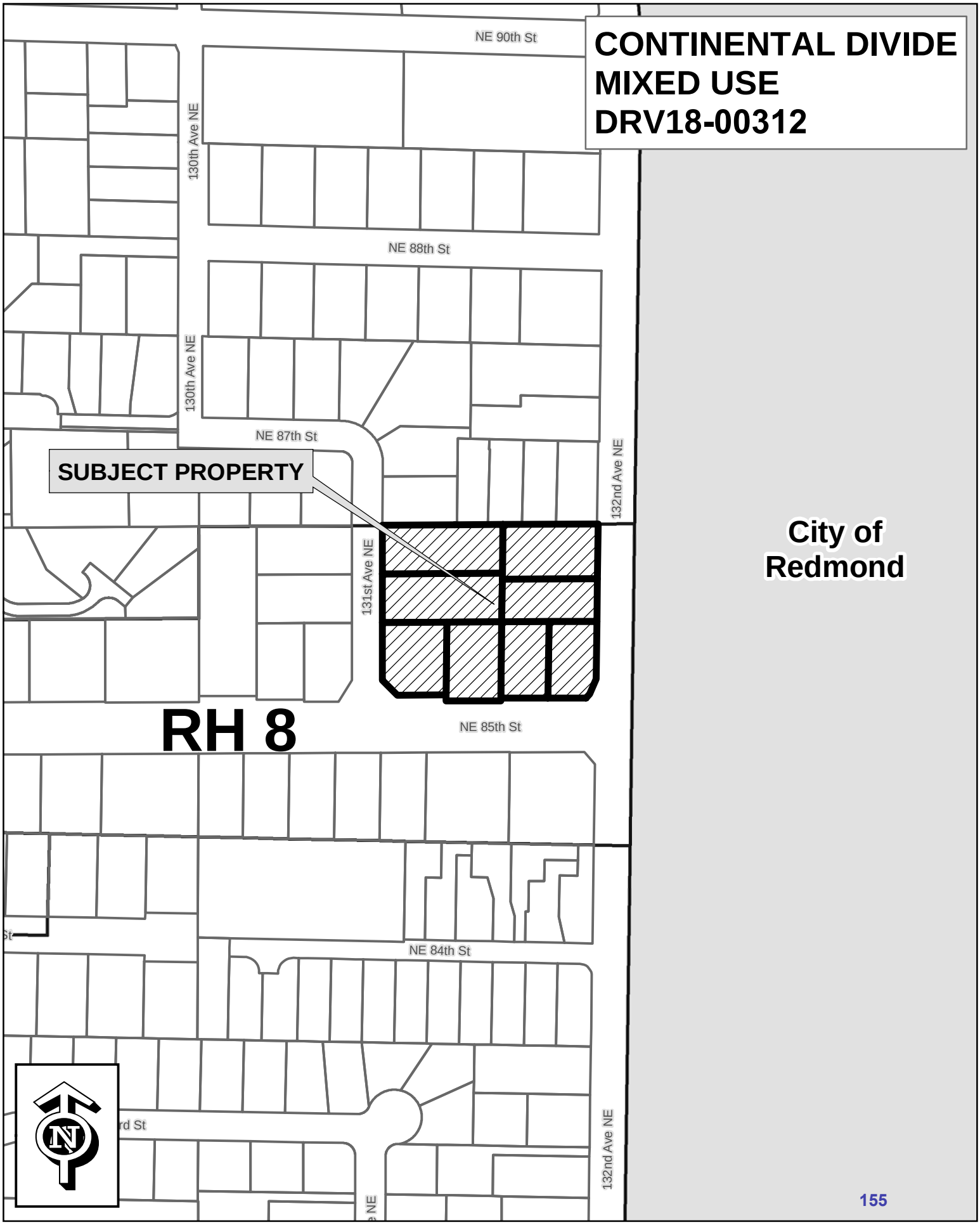
The following are examples of techniques that can help reduce the impact of retaining walls on adjacent properties:

- Terracing and landscaping the retaining wall;
- Substituting a stone wall, rockery, modular masonry, or other special material in place of a concrete retaining wall;
- Locating hanging plant materials above and climbing plant material below the retaining wall;
- Installing trellises for vines;
- Putting in a landscaped planting bed that screens at least half of the wall.



Guidelines

Avoid retaining walls that extend higher than eye level (about five feet) when possible. Where high retaining walls are unavoidable, terrace the wall so that no single run is higher than eye level, and design them to reduce the impact on pedestrians and neighboring properties.


CONTINENTAL DIVIDE
MIXED USE
DRV18-00312
NE 90th St
130th Ave NE
NE 88th St
130th Ave NE
NE 87th St
SUBJECT PROPERTY
132nd Ave NE
131st Ave NE
City of
Redmond
RH 8
NE 85th St
NE 84th St
132nd Ave NE

53.80 User Guide – RH 8 zone.

The charts in KZC 53.84 contain the basic zoning regulations that apply in the RH 8 zone 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 53.82

Section 53.82 – 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 provisions of this code may apply to the subject property.

2. Development creating four or more new dwelling units that includes lots or portions of lots adjoining 131st Avenue NE or 132nd Avenue NE that are located more than 120 feet north of NE 85th Street shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing incentives and requirements.

3. For structures located within 30 feet of a parcel in a low density zone (or a low density use in PLA 17), KZC 115.136 establishes additional limitations on structure size.

4. On lots that are not abutting NE 85th Street or are not consolidated with at least one lot abutting NE 85th Street, development shall be subject to the permitted uses and regulations in the RSX zone, except that isolated parcels may be developed independently with office use.

5. If the lot area of the subject property is equal to or greater than 18,000 square feet, maximum building height is 35 feet above average building elevation, except maximum building height is 30 feet within 30 feet of an RSX zone, on lots located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and parcels abutting 131st Avenue NE.

6. The street level floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:
   a. The following uses: vehicle service stations, automotive service centers, 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.
   c. Additions to existing nonconforming development where the Planning Official determines it is not feasible.

7. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure.

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

9. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-Approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works Official may:
   a. Require access from side streets; and/or
   b. Encourage properties to share driveways, circulation and parking areas; and/or
   c. Restrict access to right turn in and out; or
   d. Prohibit access altogether along NE 85th Street.

(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

(GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)

10. Drive-through and drive-in facilities are not permitted in this zone.

11. See Chapters 100 and 162 KZC for information about nonconforming signs. KZC 162.35 describes when nonconforming signs must be brought into conformance or removed.

12. For lighting requirements associated with development see KZC 115.85(2).

13. Prior to any of the following uses occupying a structure on a property adjoining a residential zone, the applicant shall submit a noise study prepared by a qualified acoustical consultant for approval by the Planning Official:
   - Establishments expected to operate past 9:00 p.m.
   - Retail establishment providing entertainment, recreational or cultural activities.
   - Veterinary offices.
   - Any establishment where animals are kept on site.
   - Establishments involving a large truck loading dock for deliveries.

   The study shall verify that the noise expected to emanate from the site adjoining any residential-zoned property complies with the standards specified in KZC 115.95(1) and (2) and WAC 173-60-040(1) for a Class B source property and a Class A receiving property.

14. A City entryway feature shall be provided on the parcel located at the northwest corner of the intersection of NE 85th Street and 132nd Avenue, or adjacent parcel under common ownership with such parcel. Entryway features shall include such elements as: a sign, art, landscaping and lighting. See Chapter 92 KZC, Design Regulations.

link to Section 53.84 table

Section 53.84 Zone RH 8 USE ZONE CHART

Section 53.84 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 YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.010	Office Use	D.R., Chapter 142 KZC	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	70%	30' above average building elevation. See Gen. Regs. 3 and 5.	A	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. 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.
.020	Restaurant									E	1 per each 100 sq. ft. of gross floor area.	1. May not be located above the street level floor of a structure. 2. Must be oriented toward NE 85th Street. 3. Gross floor area for each individual use may not exceed 4,000 sq. ft.
.030	Entertainment, Cultural and/or Recreational Facility										See KZC 105.25.	1. Gross floor area for each individual use may not exceed 4,000 sq. ft.
.040	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services.									D	1 per each 300 sq. ft. of gross floor area.	1. The following uses are not permitted in this zone: a. Vehicle service stations. b. Automotive service centers. c. Uses with drive-in facilities or drive-through facilities. d. Retail establishments providing storage services unless accessory to another permitted use. e. A retail establishment involving the sale, service or rental of motor vehicles, sailboats, motor boats, recreation trailers, heavy equipment and similar vehicles; provided, that motorcycle sales, service or rental is permitted if conducted indoors. f. Storage and operation of heavy equipment, except delivery vehicles associated with retail uses. g. Storage of parts unless conducted entirely within an enclosed structure. REGULATIONS CONTINUED ON NEXT PAGE

Section 53.84 Zone RH 8 **USE ZONE CHART**

Section 53.84	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 YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.040	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services. (continued)											REGULATIONS CONTINUED FROM PREVIOUS PAGE 2. This use must be oriented toward NE 85th Street and may not be located above the street level floor of a structure except for personal service establishments that provide services involving the care of a person, or of a person's apparel, such as laundry and dry cleaning services, beauty shops, barber shops, shoe repair shops and tailors may be located above the street level floor; provided, that the use of exterior areas adjoining residential uses is prohibited. 3. Gross floor area for each individual use may not exceed 4,000 sq. ft. 4. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if: a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded. 5. Retail establishments selling marijuana or products containing marijuana are not permitted on properties abutting the school walk routes shown on Plate 46.

Section 53.84 Zone RH 8 **USE ZONE CHART**

Section 53.84	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 YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.050	Stacked Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	70%	30' above average building elevation. See Gen. Regs. 3 and 5.	A	A	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.	1. At least 60% of the linear frontage of the property along NE 85th Street shall only include commercial use. The commercial use shall be at the street level floor and oriented toward NE 85th Street. Commercial uses shall 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). Stacked Dwelling Units are not permitted on the street level floor within 30 feet of the property line along NE 85th Street. The Planning Director or 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 the design of the retail frontage will maximize visual interest. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.060	Assisted Living Facility, Convalescent Center or Nursing Home See Spec. Reg. 1.										Independent unit: 1.7 per unit. Assisted living facility: 1 per unit. Convalescent Center or Nursing Home: 1 per each bed.	1. At least 60% of the linear frontage of the property along NE 85th Street shall only include commercial use. The commercial use shall be at the street level floor and oriented toward NE 85th Street. Commercial uses shall 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). Assisted Living, Convalescent Center or Nursing Home is not permitted on the street level floor within 30 feet of the property line along NE 85th Street. The Planning Director or 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 the design of the retail frontage will maximize visual interest. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.070	Church										1 per every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 1.	1. No parking is required for day-care or school ancillary to the use.

Section 53.84 Zone RH 8 USE ZONE CHART

Section 53.84 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 YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.080	School, Day-Care Center, Mini-School or Mini-Day-Care Center	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	70%	30' above average building elevation. See Gen. Regs. 3 and 5.	A	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. 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. 3. May include accessory living facilities for staff persons. 4. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated. 5. For school use, structure height may be increased, up to 35 feet, if: a. The school can accommodate 200 or more students; and b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan. d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements.
.090	Public Utility											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.
.100	Government Facility Community Facility								C See Spec. Reg. 1.			
.110	Public Park	Development standards will be determined on a case-by-case basis. See KZC 45.50 for required review process.										

DRV18-00312 Appeal
Enclosure 7

Chapter 142 – DESIGN REVIEW

Sections:

142.05 User Guide

Various places in this code indicate that certain developments, activities, or uses are required to be reviewed through design review or D.R. Design review may either be administrative design review (A.D.R.) or design board review (D.B.R.). This chapter describes these design review processes.

(Ord. 4177 § 2, 2009; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006)

142.15 Development Activities Requiring D.R. Approval

1. Design Board Review (D.B.R.)

a. The following development activities shall be reviewed by the Design Review Board pursuant to KZC 142.35:

1) New buildings greater than one (1) story in height or greater than 10,000 square feet of gross floor area, or in the Market Street Corridor Historic District (MSC 3 Zone).

2) Additions to existing buildings where:

a) The new gross floor area is greater than 10 percent of the existing building's gross floor area; and

b) The addition is greater than 2,000 square feet of gross floor area; and

c) Either:

1) The existing building and addition total more than 10,000 square feet of gross floor area; or

2) The addition adds another story; or

3) Is in the Market Street Corridor Historic District (MSC 3 zone).

3) Renovations to existing facades, where the building is identified by the City as an historic structure or is in the Market Street Corridor Historic District (MSC 3 zone).

b. Exemptions from D.B.R. – The following development activities shall be reviewed through the administrative design review process in KZC 142.25:

1) Any development where administrative design review is indicated in the applicable Use Zone Chart.

2) Any development in the following zones within the Rose Hill Business District (RHBD): RH 8 except development that includes lots or portions of lots located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and properties abutting 131st Avenue NE, PR 3.6, RM, PLA 17A.

3) Any development in the MSC 1 and MSC 4 zones located within the Market Street Corridor.

2. Administrative Design Review (A.D.R.) – All other development activities not requiring D.B.R. review under subsection (1) of this section shall be reviewed through the A.D.R. process pursuant to KZC 142.25.

3. Exemptions from Design Review – The following development activities shall be exempt from either A.D.R. or D.B.R. and compliance with the design regulations of Chapter 92 KZC:

a. Any activity which does not require a building permit; or

b. Interior work that does not alter the exterior of the structure; or

c. Normal building maintenance including the repair or maintenance of structural members; or

d. Any development listed as exempt in the applicable Use Zone Chart.

(Ord. 4683 § 2, 2019; Ord. 4498 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4177 § 2, 2009; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3833 § 1, 2002)

142.25 Administrative Design Review (A.D.R.) Process

1. Authority – The Planning Official shall conduct A.D.R. in conjunction with a related development permit pursuant to this section.

The Planning Official shall review the A.D.R. application for compliance with the design regulations contained in Chapter 92 KZC, or in zones where so specified, with the applicable design guidelines adopted by KMC 3.30.040. In addition, the following guidelines and policies shall be used to interpret how the regulations apply to the subject property:

a. Design guidelines for pedestrian-oriented business districts, as adopted in KMC 3.30.040.

b. Design guidelines for the Rose Hill Business District (RHBD), the Totem Lake Business District (TLBD) and Yarrow Bay Business District (YBD) as adopted in KMC 3.30.040.

c. For review of attached or stacked dwelling units within the Rose Hill Business District (RHBD), the PLA 5C zone, the Houghton/Everest Neighborhood Center, and the Market Street Corridor, Design Guidelines for Residential Development as adopted in KMC 3.30.040.

2. Application – As part of any application for a development permit requiring A.D.R., the applicant shall show compliance with the design regulations in Chapter 92 KZC, or where applicable, the design guidelines adopted by KMC 3.30.040, by submitting an A.D.R. application on a form provided by the Planning and Building Department. The application shall include all documents and exhibits listed on the application form, as well as application materials required as a result of a pre-design conference.

3. Pre-Design Conference – Before applying for A.D.R. approval, the applicant may schedule a pre-design meeting with the Planning Official. The meeting will be scheduled by the Planning Official upon written request by the applicant. The purpose of this meeting is to provide an opportunity for an applicant to discuss the project concept with the Planning Official and for the Planning Official to designate which design regulations, or design guidelines, apply to the proposed development based primarily on the location and nature of the proposed development.

4. A.D.R. Approval

a. The Planning Official may grant, deny, or conditionally approve the A.D.R. application. The A.D.R. approval or conditional approval will become conditions of approval for any related development permit, and no development permit will be issued unless it is consistent with the A.D.R. approval or conditional approval.

b. Additions or Modifications to Existing Buildings

1) Applications involving additions or modifications to existing buildings shall comply with the design regulations of Chapter 92 KZC, or where applicable, the design guidelines adopted by KMC 3.30.040 to the extent feasible depending on the scope of the project. The Planning Official may waive compliance with a particular design regulation if the applicant demonstrates that it is not feasible given the existing development and scope of the project.

2) The Planning Official may waive the A.D.R. process for applications involving additions or modifications to existing buildings if the design regulations are not applicable to the proposed development activity.

5. Lapse of Approval – The lapse of approval for the A.D.R. decision shall be tied to the development permit and all conditions of the A.D.R. approval shall be included in the conditions of approval granted for that development permit.

6. Design departure and minor variations may be requested pursuant to KZC 142.37.

(Ord. 4683 § 2, 2019; Ord. 4637 § 3, 2018; Ord. 4496 § 2, 2015; Ord. 4495 § 2, 2015; Ord. 4491 § 3, 2015; Ord. 4392 § 1, 2012; Ord. 4357 § 1, 2012; Ord. 4333 § 1, 2011; Ord. 4177 § 2, 2009; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3956 § 1, 2004)

142.35 Design Board Review (D.B.R.) Process

1. Timing of D.B.R. – For any development activity that requires D.B.R. approval, the applicant must comply with the provisions of this chapter before a building permit can be approved; provided, that an applicant may submit a building permit application at any time during the design review process. An applicant may request early design review, but such review shall not be considered a development permit or to in any way authorize a use or development activity. An application for D.R. approval may be considered withdrawn for all purposes if the applicant has not submitted information requested by the City within 60 calendar days after the request and the applicant does not demonstrate reasonable progress toward submitting the requested information.

2. Public Meetings – All meetings of the Design Review Board shall be public meetings and open to the public.

3. Authority – The Design Review Board shall review projects for consistency with the following:

a. Design guidelines for pedestrian-oriented business districts, as adopted in Chapter 3.30 KMC.

b. Design Guidelines for the Rose Hill Business District (RHBD) and the Totem Lake Business District (TLBD) as adopted in Chapter 3.30 KMC.

c. The Design Guidelines for Residential Development, as adopted in KMC 3.30.040, for review of attached and stacked dwelling units located within the Rose Hill Business District (RHBD), the PLA 5C zone, the Houghton/Everest Neighborhood Center, and the Market Street Corridor.

d. The Parkplace Master Plan and Design Guidelines for CBD 5A as adopted in Chapter 3.30 KMC.

4. The Design Review Board is authorized to approve minor variations in development standards within certain Design Districts described in KZC 142.37, provided the variation complies with the criteria of KZC 142.37.

5. Pre-Design Conference – Before applying for D.B.R. approval, the applicant shall attend a pre-design conference with the Planning Official. The conference will be scheduled by the Planning Official upon written request by the applicant. The purpose of this conference is for the Planning Official to discuss how the design regulations, design guidelines, and other applicable provisions of this code and the Comprehensive Plan relate to the proposed development and to assist the applicant in preparing for the conceptual design conference. A pre-design conference may be combined with a pre-submittal meeting.

6. Conceptual Design Conference – Before applying for design review approval, the applicant shall attend a conceptual design conference (CDC) with the Design Review Board. The conference will be scheduled by the Planning Official to occur within 30 days of written request by the applicant. The applicant shall submit a complete application for Design Review within six (6) months following the CDC, or the results of the CDC will be null and void and a new CDC will be required prior to application for design review approval. The purpose of this conference is to provide an opportunity for the applicant to discuss the project concept with the Design Review Board and:

a. To discuss how the design regulations, design guidelines and other applicable provisions of the Comprehensive Plan affect or pertain to the proposed development;

b. For the Design Review Board to designate which design regulations, design guidelines and other applicable provisions of the Comprehensive Plan apply to the proposed development based primarily on the location and nature of the proposed development; and

c. For the Design Review Board to determine what models, drawings, perspectives, 3-D CAD models, or other application materials the applicant will need to submit with the design review application.

7. Application – Following the conceptual design conference, the applicant shall submit the design review application on a form provided by the Planning and Building Department. The application shall include all documents and exhibits listed on the application, as well as all application materials required as a result of the conceptual design conference.

8. Public Notice

a. Contents – On receipt of a complete design review application, the Planning Official shall schedule a design response conference with the Design Review Board to occur within 60 calendar days of receiving the complete application. The Planning Official shall provide public notice of the design response conference. Public notice shall contain the name of the applicant and project, the location of the subject property, a description of the proposed project, time and place of the first design response conference, and a statement of the availability of the application file.

b. Distribution – The Planning Official shall distribute this notice at least 14 calendar days before the first design response conference as follows:

1) By distributing the notice or a summary thereof to owners of all property within 300 feet of any boundary of the subject property.

2) By publishing once in the official newspaper of the City.

3) By requiring the applicant to erect a public notice sign(s) conspicuously on or near the subject property as follows: