ORDINANCE O-4636

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, TO INCLUDE CHAPTER X.V.P FINN HILL NEIGHBORHOOD PLAN, AMENDING THE LAND USE MAP, AMENDING THE KIRKLAND ZONING CODE ORDINANCE 3719, AS AMENDED, INCLUDING CHAPTERS 5, 10, 35, 92, 95, 105, 110, 112, 142, 180, AMENDING THE ZONING MAP ORDINANCE 3710, AS AMENDED TO INCLUDE LEGISLATIVE REZONES, AND AMENDING THE KIRKLAND MUNICIPAL CODE 3.30.040 DESIGN GUIDELINES FOR PEDESTRIAN ORIENTED DESIGN DISTRICTS AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM15-01754.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan, for the City, Ordinance 3481, as amended, Zoning Code, Ordinance 3719, as amended, Zoning Map Ordinance 3710 as amended, and Kirkland Municipal Code all as set forth in the report and recommendation of the Planning Commission dated December 14, 2017, and bearing Kirkland Planning and Building Department File No. CAM15-01754; and

WHEREAS, prior to making the recommendation the Planning Commission, following notice as required by RCW 35A.63.070, held on October 26, 2017, a public hearing on the amendment proposals and considered the comments received at the hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to the *City of Kirkland 2015 Comprehensive Plan Update Draft and Final Environmental Impact Statement (EIS)* issued on October 25, 2017 by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-625; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission; and

WHEREAS, RCW 36.70A.130, requires the City to review all amendments to the Comprehensive Plan concurrently and no more frequently than once every year and RCW 36.70A.130 (2)(a)-(i) allows the initial adoption of a subarea plan such as the Finn Hill Neighborhood Plan to be adopted separately.

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Comprehensive Plan Text, and Figures amended: The Comprehensive Plan, Ordinance 3481, as amended, is amended as

set forth in the following Exhibits 1 and 2.a-i. attached to this Ordinance and incorporated by reference:

Exhibit 1: Chapter X.V.P, Finn Hill Neighborhood Plan
Exhibit 2 a. – i.: Land Use Map, Figure LU-1 to include nine changes to the Land Use Map (rezone areas)

a. LDR 8 to LDR 6
b. LDR 8 to LDR 4
c. LDR 8 to LDR 4
d. LDR 8 to LDR 4
e. LDR 6 to LDR 4
f. LDR 6 to LDR 4
g. LDR 6 to LDR 4
h. Commercial C-24 units per acre (BNA) to Commercial -Finn Hill Neighborhood Center (FHNC)
i. LDR 4 to LDR 6

Section 2. Official Zoning Map Changes: The Director of the Planning and Building Department is directed to amend the official City of Kirkland Zoning Map as set forth in the following Exhibits 3 a.-j. attached to this Ordinance and incorporated by reference indicating thereon the date of this ordinance passage:

Exhibit 3: Zoning Map changes to include ten rezones:

a. RSA 8 to RSA 6
b. RSA 8 to RSA 4
c. RSA 8 to RSA 4
d. RSA 8 to RSA 4
e. RSA 6 to RSA 4
f. RSA 6 to RSA 4
g. RSA 6 to RSA 4
h. RSA 6 to RSA 8
i. BNA to Finn Hill Neighborhood Center (FHNC)
j. RSA 4 to RSA 6

Section 3. Zoning Code Text and Plates amended: The Zoning Code, Ordinance 3719 as amended, is amended as set forth in the following Exhibits 4.-12 attached to this Ordinance and incorporated by reference:

Exhibit 4: Sections 5.10.145 Commercial Zones and 10.25 Zoning Categories to add Finn Hill Neighborhood Center (FHNC)
Exhibit 5: Section 35.10.050 to add new Finn Hill Neighborhood Center (FHNC) regulations
Exhibit 6: Chapter 92, Design Regulations to add FHNC
Exhibit 7: Chapter 95, Tree Management and Required Landscaping to add FHNC
Exhibit 8: Section 105.18, Parking Areas, Vehicle and Pedestrian Access and Related Improvements to add FHNC
Exhibit 9: Section 110.52, Sidewalks and Other Public Improvements in the Design Districts to add FHNC
Exhibit 10: Section 112.15, Affordable Housing Requirements to add FHNC

Exhibit 11: Section 142.37, Design Review to add FHNC
Exhibit 12: Section 180, Plate 34N to add pedestrian circulation in FHNC

Section 4. Municipal Code Text: KMC 3.30.040 is amended as set forth in Exhibit 13 attached to this Ordinance and incorporated by reference:

Exhibit 13: 3.30.040 Design Guidelines for Pedestrian Oriented Districts to add FHNC design guidelines.

Section 5. If any section, subsection, sentence, clause, phrase, part or portion of this Ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 6. This Ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this Ordinance and by this reference approved by the City Council.

Section 7. A complete copy of this Ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this 16th day of January, 2018.

Signed in authentication thereof this 16th day of January, 2018.

Amy Walen, Mayor

Attest:

Publication Date: January 22, 2018

Kathi Anderson, City Clerk

Approved as to Form:

Stephanie E. Croll, Senior Assistant City Attorney

Finn Hill Neighborhood Plan

Overview

In collaboration with the City of Kirkland, the U.W. Green Futures Lab (GFL) worked with Finn Hill residents and the Finn Hill Neighborhood Alliance (FHNA) to develop a neighborhood plan. This is the first neighborhood plan for Finn Hill following annexation to Kirkland in 2011.

Preparation of the Finn Hill Neighborhood Plan involved a comprehensive, two year-long process that included public events, online surveys, and development of alternatives by residents, and feedback on priorities, goals and policies from the neighborhood. The public outreach activities and involvement of City commissions, have guided development of this Plan.

1. Vision Statement

The following statement reflects how residents envision the Finn Hill neighborhood and written based on an extensive public outreach process held in February and March 2016.

Finn Hill is a predominantly residential, heavily treed and picturesque neighborhood overlooking Lake Washington. Rising to a height of 535 feet above sea level, with ravines and steep slopes on its flanks, Finn Hill is bounded by Lake Washington to the south and west, NE 145th Street to the north, and the Juanita neighborhood to the east. Access to the neighborhood is limited to three main entry points: Juanita Drive provides access to the southern and western portions of the hill, and Simonds Road/NE 145th streets and NE 132nd/90th streets provide the north east/west access to Finn Hill.

Two mixed use neighborhood commercial centers located on Juanita Drive, Finn Hill Neighborhood Center and Holmes Point Residential Market (Inglewood and Holmes Point), provide retail amenities and multi-family housing in the neighborhood.

Finn Hill residents feel very strongly about the unique setting of their neighborhood. Parks and natural areas are the stars of Finn Hill and considered high value resources that provide important wildlife and recreation connections. There is a deep affinity with, and a desire to care for, the natural environment, parks, open space, tree canopy, and Lake Washington. Residents take pride in their history of participating in fundraising campaigns, work parties, and planning activities focused on protecting the neighborhood's woodlands, streams and parks. Preserving or improving natural open space connectivity wherever possible is a major goal for Finn Hill residents, and received overwhelming support through the public outreach process. Finn Hill is encompassed by

many steep slopes that residents recognize must be protected or developed carefully to prevent landslides and erosion.

In keeping with the desire to preserve natural areas, Finn Hill residents seek to keep density low in single family residential areas. Although Finn Hill residents understand the need to accommodate newcomers to the neighborhood, they are especially concerned about the consequences from additional density such as undesirable changes to the character of established neighborhoods, loss of tree canopy, and increased traffic congestion.

Multi-family development should be located adjacent to neighborhood commercial zones in order to avoid conflicts with low-density areas and concentrate residential densities in areas that will support public transit. The improvement or redevelopment of existing commercial centers, rather than expanding commercial areas makes more sense in the context of Finn Hill. The Finn Hill Neighborhood Center (Inglewood commercial area) in particular has strong potential for redevelopment and residents expressed a desire to see the amenities here updated and diversified. The Inglewood shopping center could support the inclusion of more multifamily or diverse housing in and adjacent to the center, particularly if doing so would justify additional transit services for the neighborhood.

Transportation around and through Finn Hill is currently car centric. The existing trails and bike networks are much enjoyed and need further improvement. There is also a need for better connectivity up/down hills and towards key facilities such as schools, parks, and shopping centers. Forming a safe network of sidewalks and trails where walking is facilitated and comfortable is a major goal for Finn Hill. There are also concerns about traffic congestion during commute hours on key roads in Finn Hill, particularly Juanita Drive which is the main north- south thoroughfare through the neighborhood. Finn Hill residents support exploring alternative public transit solutions to reduce the need for residents to use their personal cars, especially during heavy commute periods.

Overall, residents want to preserve the existing character of the neighborhood while planning for the future.

2. Guiding Neighborhood Values

Finn Hill residents' vision for their neighborhood's future seeks to balance the preservation and enhancement of its natural environment with the challenges of accommodating regional growth. Ideas and values about parks and the natural environment are closely related to issues concerning land use and transportation. Since the Finn Hill Neighborhood Plan must be implemented through a series of goals and policies, this section is meant to lay out the guiding values and ideas that connect the goals and policies between and within chapters and provide a basis for the rest of the neighborhood plan.

Value 1: Promote human and wildlife connectivity through multifunction, interconnected green spaces.

Neighborhood parks and green spaces should be connected into a continuous loop of woodland and trails. Key functions for these spaces include providing wildlife habitat, preserving forest canopy, protecting critical areas (including steep slopes), providing hiking and walking opportunities, and providing opportunities for biking that do not conflict with pedestrians. Ideally, the woodlands and trails would create a pervasive sense of connection with the natural environment. Additionally, they would support a broad, neighborhood-wide network of pedestrian sidewalks and paths, and bikeways, that would knit Finn Hill's two commercial areas more closely with the neighborhood.

Value 2: Provide a consistent land use pattern that supports the neighborhood's desire to retain its low density character.

A range of low density single family zoning exists from four to eight dwelling units per acre or equivalent RSA 4 to RSA 8 zoning. A patchwork of zoning districts exist where lower density surrounds smaller, islands of higher single family density zones. The neighborhood's residential zoning should minimize small pockets of zoning that allow residential development at densities and in forms that are inconsistent with surrounding homes. As part of the neighborhood planning process and depending on the topography, environmentally critical areas, existing street network and surrounding development, changes in land use to lower or higher density may be appropriate to provide a more consistent land use pattern. (See Land Use Section 6 for additional discussion).

Value 3: Protect critical areas and preserve tree canopy cover and wildlife habitat to maintain the natural environment.

For critical areas including landslide hazard areas, the neighborhood should examine regulatory options for increased protection of these areas and connecting them to the broader green space network city wide (see NV1, above). These include:

a. Regulating development on geological hazard areas and streams and wetlands;
b. Zoning approaches such as encouraging clustering of lots or structures to reduce impacts on slopes and retain more trees;
c. Requiring protective covenants or open space easements to protect critical areas; and
d. Purchasing property containing critical areas.

See Natural Environment Section 4 for more discussion.

Value 4: Develop the neighborhood commercial districts into pedestrian oriented villages that are human in scale, provide needed services, gathering places, within walking distance of residential, support transit options, developed with sensitivity to the neighborhood's environmental and traffic concerns and maintain the neighborhood's character.

This value complements Neighborhood Value 2 above and is based on the principles of the "10 minute walkable neighborhoods" concept discussed in the Land Use Element of the Comprehensive Plan. This concept emphasizes accessibility and walkable destinations, and it has already been implemented in other neighborhoods of Kirkland. Finn Hill residents have expressed an openness to considering denser multifamily residential development near existing commercial districts, in order to diversify residential housing choices (including affordable housing and housing for seniors), enhance shopping amenities, and improve transit options.

Value 5: New development in the neighborhood should be in keeping with the neighborhood's vision of preserving and enhancing Finn Hill's natural environment.

Land use changes and development review decisions should reflect the vision statement and the goals and policies of the neighborhood plan.

Residential and commercial development applications should be evaluated carefully with regard to their impact on transportation in and out of the neighborhood. They should particularly be evaluated in regard to commute congestion, their impact on the neighborhood's tree canopy, and their impact on surface water quality and flow management.

Denny Fest Summer Event

3. Historical Context

Prior to European settlement, Douglas fir, Western Hemlock and Western Red Cedar forests dominated Kirkland and Finn Hill. Fire was the major disturbance in the ecosystem, after which both understory shrubs and canopy trees would regenerate[1].

Just south of Finn Hill at the mouth of Juanita Creek was a settlement of the Duwamish tribe called *TUHB-tuh-byook'w*. It was occupied by members of the Duwamish tribe and was part of a larger group of settlements on the eastern shore of Lake Washington in what is now Kirkland[2]. These settlements were abandoned in the mid- to late-19th century after the Duwamish ceded 54,000 acres of land under the 1855 Treaty of Point Elliott[3].

Early European settlers of Finn Hill were predominantly of Finnish descent. The first families settled in 1896; some of the 55 families in the area include the Reineckainen (later changed to Raine), Norman, Mielonen, Petonen, Lindquist, Jarvi, Salmonson, and Haapa families[4]. The Finnish language was spoken. Families would share Finnish style bath houses heated with wood. At one time there were three halls for community dances, plays, and other programs.

As elsewhere in Kirkland, these early settlers first logged the area, then burned and pulled out the massive stumps left behind to prepare the land for agriculture. The Woodins Logging Co. had a tramway to take the logs from the top of the hill to Juanita Bay. Fruit, dairy, and vegetables were among the crops grown.

The Inglewood neighborhood—now part of Finn Hill and the area of Finn Hill's largest commercial development was first platted and named by L.A. Wold in 1888[5]. In the 1970's Paul Kirk designed a unique subdivision into 21 circular one acre lots surrounded by common open space in the southeast area of Finn Hill.

O.O. Denny Park is named for Orion Denny, son of Seattle founder Arthur Denny. The property was Orion's country estate and his widow willed it to the City of Seattle. The property was later used as a summer camp for kids before becoming open to the public as a park.

As Seattle was preparing for the 1962 World's Fair, and the 10 million people who'd be coming to experience it, the Evergreen Point floating bridge was completed to connect Kirkland to Seattle.

---

[1] Halpern, C. B., & Spies, T. A. (1995). Plant species diversity in natural and managed forests of the Pacific Northwest. *Ecological Applications*, 5(4), 913-934.
[2] Coast Salish Villages of Puget Sound. Located at: http://coastsalishmap.org/new_page_6.htm
[3] Viltos-Rowe, Irene. Waste Not, Want Not—The Native American Way.
[4] Kirkland Heritage Society records; Radford, Barbara. What's in a Name located at: http://finnhillalliance.org/2013/12/whats-in-a-name-2/
[5] Majors, H. M. (1975). *Exploring Washington*. Van Winkle Publishing Company.

This led to a sharp increase in the population of communities on the eastside, including Kirkland and Finn Hill

Today, single family residential has replaced farms and agriculture. Finn Hill was annexed into Kirkland in 2011.

The Benjamin Reinikainen family, circa 1908, the first family to build on Finn Hill (east of Lake Washington).

Photo from the Barrie and Raine/Snow Collections.

4. Natural Environment

The goals and policies herein build on the citywide Comprehensive Plan Environment Element policies. What is unique about the Finn Hill neighborhood is the amount of forested hills, natural stream corridors and shoreline areas concentrated within the City of Kirkland, which is reflected in the neighborhood's vision statement on protecting the local natural environment.

During the development of the Finn Hill Neighborhood Plan, the following priorities were emphasized through community outreach exercises:

- Conserve the natural environment, including tree canopy, wildlife habitat, streams, and wetlands.
- Restrict and enforce development standards to protect critical areas including streams, wetlands, and steep slopes susceptible to erosion and landslide hazards.
- Provide wildlife corridors and recreational connectivity.
- Ensure development standards protect the natural environment and forested neighborhood character.

Goal FH-1: Protect and enhance Finn Hill Neighborhood's natural environment.

Protect and enhance the natural environment by retaining native topography, tree canopy, and stream and wildlife corridors, which are key to stabilizing steep slopes, controlling storm water, and preserving neighborhood character.

Goal FH-2: Require new development to preserve and protect ecosystem functions.

Compliance with the Zoning Code regulations regarding tree retention, critical areas, and geologic hazardous areas are necessary to ensure new development, redevelopment and land surface modification meet neighborhood expectations and relevant goals and policies.

Trees and Forest Ecosystems

Goal FH-3: Maintain a healthy, sustainable urban forest through the protection and restoration of native trees, vegetation, and soil.

To protect Finn Hill's neighborhood character and natural environment, concern for existing and future urban tree canopy coverage (UTC) emerged as a neighborhood priority. The benefits associated with protecting Finn Hill's tree canopy include:

- High tree canopy coverage contributes to lower storm water runoff volumes, lower peak stream flows and fewer flooding incidents.

- Protecting native vegetation reduces soil erosion, preventing sediment and other pollutants from entering streams and Lake Washington.
- Preserving continuous tree canopy is important for maintaining wildlife habitat and providing wildlife corridors.
- Protecting native trees and vegetation helps to protect soil ecosystems. In return, soils and the communities of microorganisms that they support are important in supporting healthy native trees and vegetation.

Policy FH 3.1: Preserve and restore tree canopy throughout the neighborhood.

Maintaining tree canopy is a priority for the entire Finn Hill Neighborhood. See section below regarding the Holmes Point Overlay area (HPO) where a tree canopy goal for the area is established to help preserve steep slopes, soil, vegetation and trees through designated Protected Natural Areas. Other Zoning Code regulations require open space covenants and easements be recorded on property to protect critical areas and slopes, in conjunction with strong development standards described in Policy FH 3.2, FH 4.6 and FH 4.9.

Preserving forest canopy and ecosystem function is also achieved through public purchase of land. Implementation of many of the strategies in the Kirkland Urban Forestry Strategic Management Plan also work towards achieving this policy.

Policy FH 3.2: Establish regulations to protect trees during development, particularly large native trees and groves, and require restoration of trees, vegetation and soil impacted by development.

Strengthening tree retention regulations is a major concern of Finn Hill residents. The majority of residents support more stringent limits on tree removal including the need for enforcement of adopted regulations. Residents want protection of existing trees, retention of tree canopy and restoration of impacted areas.

Protecting mature trees is important for the aforementioned reasons, as larger trees substantially improve air quality, mitigate storm water, reduce heat island temperatures, sequester more carbon, offer diverse wildlife habitat opportunities and contribute to neighborhood character.

Emphasis should be on retaining and replanting native tree species such as Douglas Fir, Vine Maple and Madrone trees.

The City should improve and enforce regulations which may result in amending KZC Chapter 70, Holmes Point Overlay and Chapter 95, Tree Management and Required Landscaping regulations.

Policy FH 3.3: Protect soil quality during development.

Protecting and enhancing soil quality focuses not just on characteristics such as nutrient availability, but also focuses on soil biological activity, organic matter content, water infiltration, and soil structure. Therefore native soils should be kept intact as much as possible, preventing soil compaction, erosion and removal during construction activities. Soil quality can be protected by 1) reducing the allowable clearing and grading areas; 2) limiting disturbance to native soils during construction; 3) applying protective layers of mulch blankets over soils where heavy equipment access is required; 4) complying with erosion control requirements; and 5) salvaging and storing native top soil for reapplication to the site. Low impact development techniques and soil requirements for planting new native trees and vegetation in the Zoning Code are encouraged to implement this policy.

In addition to these policies that address tree protection, the policies in the Holmes Point Overlay section (below) are also relevant.

Streams, Wetlands, and Shorelines

Finn Hill contains many streams, particularly along the western edge of Lake Washington's shoreline, and a number of wetlands (See Figure 4.1). The residents of Finn Hill feel strongly that streams, wetlands and the Lake Washington shoreline habitat should be protected and restored. These values are consistent with adopted policies in the Environment and Shoreline Area Chapters of the Comprehensive plan, regulations in KZC Chapter 90, Critical Areas Wetlands, Streams, Chapter 83, Shoreline regulations and City sponsored volunteer restoration programs.

Goal FH-4: Preserve and restore streams, wetlands and shorelines and protect their biological integrity, including in stream and adjacent riparian habitat.

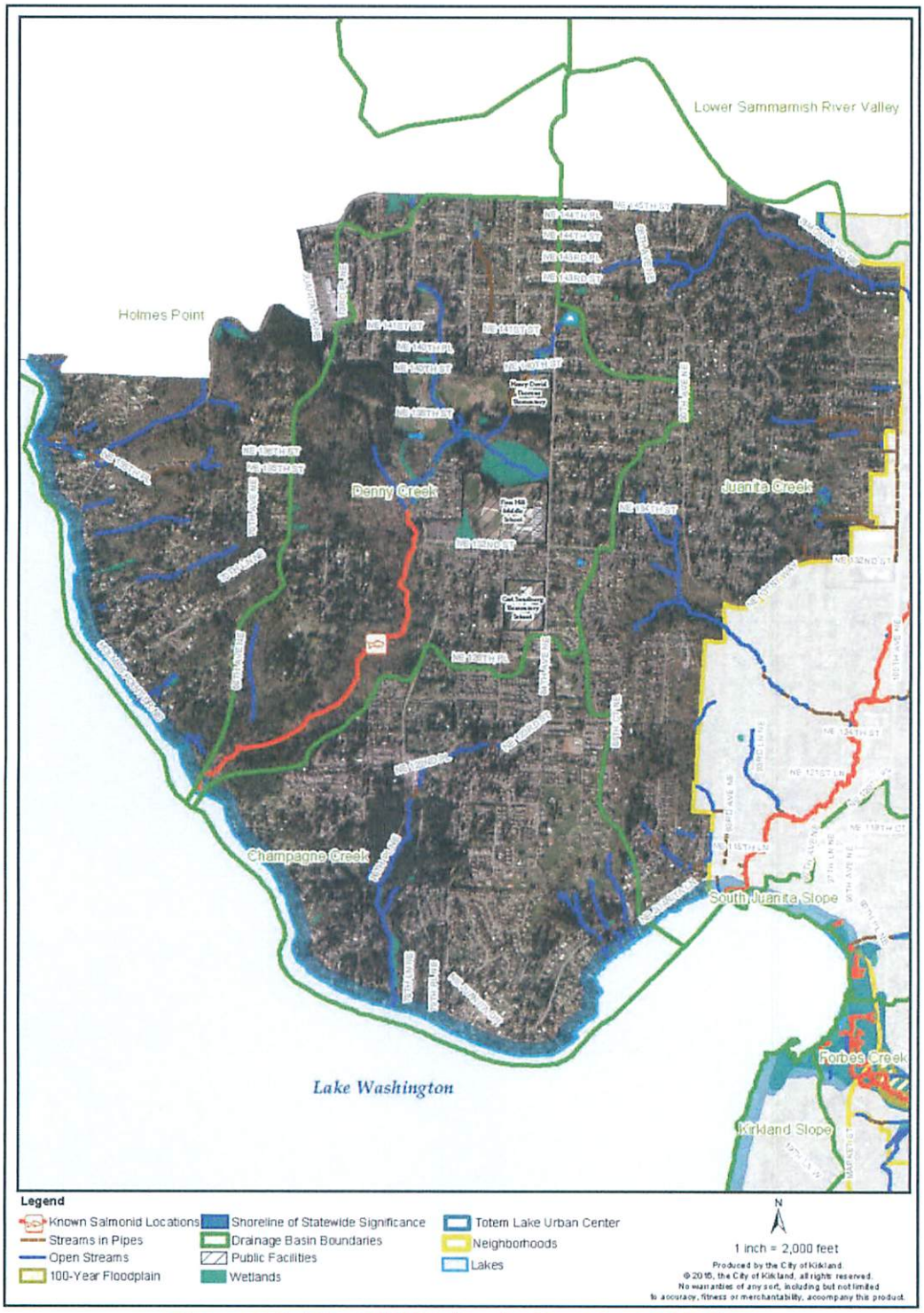


Figure 4.1: Finn Hill Wetlands, Stream, and Lakes

Policy FH-4.1: Encourage public and private property owners to protect and enhance streams, wetlands, and buffers for wildlife habitat and corridors.

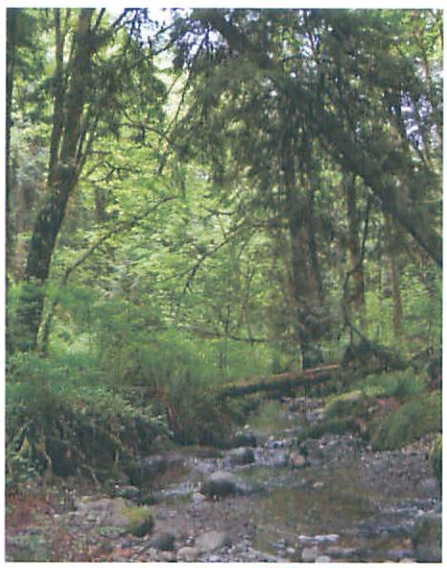
The 2014 Surface Water Master Plan includes an inventory conducted for Finn Hill prior to annexation which describes techniques property owners and the community can do to improve streams and wetlands including:

- Removing trash debris from streams and wetlands
- Removing structures or barriers to improve fish passage
- Restoring stream channels and buffers to improve habitat
- Monitoring streams and wetlands for invasive species
- Adding woody debris to streams
- Removing invasive species from buffers and planting with native vegetation
- Educating residents about stream bacterial loads caused by pet waste

The neighborhood, in cooperation with the City's Green Kirkland Partnership program can help restore streams, wetland and forested areas. The Finn Hill Neighborhood Alliance in cooperation with the City can disseminate information encouraging property maintenance that will preserve and enhance the quality of neighborhood streams and wetlands.

Policy FH-4.2: Work with public and private property owners on education and compliance with shoreline regulations and to enhance shoreline habitat along Lake Washington.

Development located within the jurisdiction of the Shoreline Management Act must comply with the state and local shoreline regulations in KZC Chapter 83. Kirkland is a Green Shores™ for Homes (GSH) pilot city. GSH is a voluntary incentive based program designed specifically for shoreline properties. Other shoreline habitat policies for Kirkland are contained in the Shoreline Area Chapter of the Comprehensive Plan and the Parks, Recreation and Open Space (PROS) plan.



Surface Water

Unmanaged surface water contributes to environmental degradation through reduction in water quality, erosion of ravines and streams, and flash flooding and of ravines and streams. Preventing and minimizing these adverse impacts is important to the Finn Hill neighborhood. Implementing Low Impact Development (LID), which encourages infiltrating surface water on site, and other techniques to reduce surface water volume and pollution, is the main approach for addressing surface water. LID techniques improve water quality by filtering surface water before entering Lake Washington.

City policy and regulatory documents that address these issues are the Surface Water Master Plan (SWMP), Kirkland Municipal Code Chapter 15.52 and Zoning Code Chapters 90, Critical Areas, Wetlands, Streams regulations. The SWMP includes an inventory of surface water issues in Finn Hill that should be implemented as resources are available. Policy 4.1 above lists several techniques that property owners can do to improve stream corridors.

Policy FH-4.3: Use natural storm water solutions to protect fish and other aquatic organisms (e.g. Low Impact Development reducing runoff from impervious surface area).

Residents support use of Low Impact Development (LID) techniques such as rain gardens, pervious paving, cisterns, land conservation, green roofs, bio-swales, infiltration systems such as trenches and drywells, and other forms of bio-retention, curb extensions, cascades, and porous gutters.

Policy FH -4.4: Educate property owners and residents to prevent point and nonpoint source pollution to improve water quality in local streams and Lake Washington.

The City together with the Finn Hill Neighborhood Alliance should provide educational awareness and the enforcement programs to help prevent point and nonpoint source pollution.

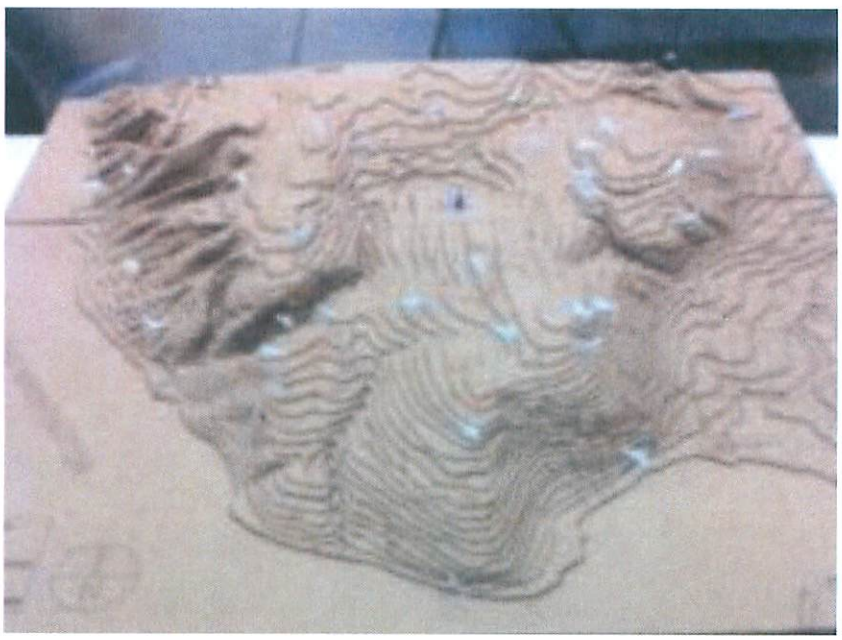
Policy FH- 4.5: Conduct retrofit planning for existing conditions with the goal of improving hydrology and water quality consistent with the Surface Water Master Plan.

Retrofit planning is the development of storm water flow control and water quality treatment facilities to serve existing development that does not currently have such facilities, or that has facilities designed to old or out-of-date standards. Facilities can be either de-centralized small ones that serve individual streets or buildings, or regional large facilities that serve multiple buildings and streets.

Slopes and Geologic Hazardous Areas

Finn Hill's topography includes many steep slopes and stream corridor ravines, particularly on the east, south, and west edges of the neighborhood (See Figure 4.2: Geologically Hazardous Areas). These geologically hazardous areas and ravines are susceptible to erosion and landslides, particularly if disturbed and existing vegetation is removed. Soils susceptible to seismic hazards (including liquefaction) are generally located in areas containing wetlands.

Zoning Code Chapter 85, Critical Areas: Geologically Hazardous Areas, establishes the regulations applied to development on property containing geologically hazardous areas. In Seismic and Landslide Hazard Areas, development activity is subject to increased scrutiny and must comply with regulations to control erosion contained in KMC Title 15, along with the Zoning Code Holmes Point Overlay Chapter KZC 70, Tree Management and Landscaping Chapter KZC 95, and Critical Area regulations for wetland and streams in KZC 90.



3-Dimensional Model of Finn Hill Topography

Source: U.W. Green Futures Lab

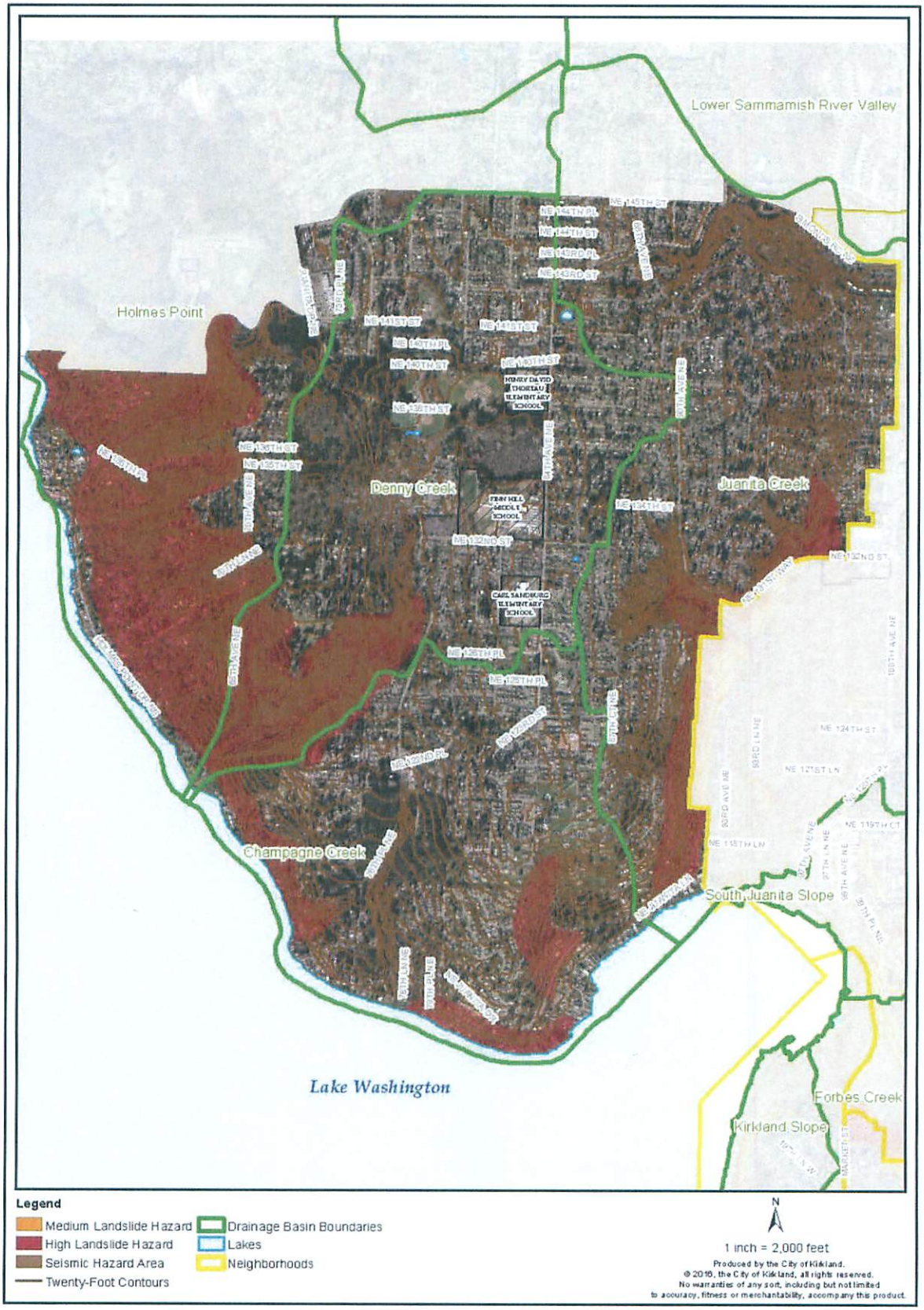


Figure 4.2: Finn Hill Geologically Hazardous Areas

Policy FH- 4.6. Protect moderate and high landslide areas by limiting development and maintaining existing vegetation.

Controlling erosion and preventing landslides is a desired goal expressed by Finn Hill residents.

Consistent with the regulations for property containing geologically hazardous soils are regulated in the City's codes, standards for limiting development on steep slopes should include:

- Conduct slope stability and structural analysis to minimize damage to life and property.
- Retain steep slopes in a natural condition through the creation of greenbelt easements.
- Locate development away from steep slope areas and drainage courses to preserve significant groupings of native trees and vegetation. Flexibility in lot size, clustering of housing units and placement of proposed improvements may be necessary to achieve this.
- Restrict lot coverage to retain vegetation and consider policies controlling setbacks.
- Control surface water runoff at pre-development levels.
- Retain watercourses and wetlands in a natural state.
- Retain native trees and vegetation to the maximum extent.

Holmes Point Overlay

The Holmes Point Overlay (HPO) area is generally located west of Juanita Drive (see Figure 4.3). The HPO is dominated by the largest area of sensitive environmental features in the City, including stream corridors, steep slopes greater than 40%, and slopes susceptible to moderate and high landslide and erosion hazards.

The Holmes Point Overlay zone is a regulatory overlay with the purpose of providing increased environmental and tree protection in the Holmes Point area. The HPO regulations have existed in King County since 1999 and were carried over to the KZC Chapter 70 with the 2011 annexation.

The intent of the HPO overlay is to limit the amount of site disturbance on lots in order to protect vegetation, tree cover and wildlife, retain natural topography, protect potential geohazardous slopes, reduce visual impacts of development, and maintain community character. The HPO regulations limit maximum lot coverage and greater tree retention requirements beyond what is allowed outside the HPO and require a portion of the lot to be designated for tree and vegetation retention in perpetuity as a Protected Natural Area (PNA).

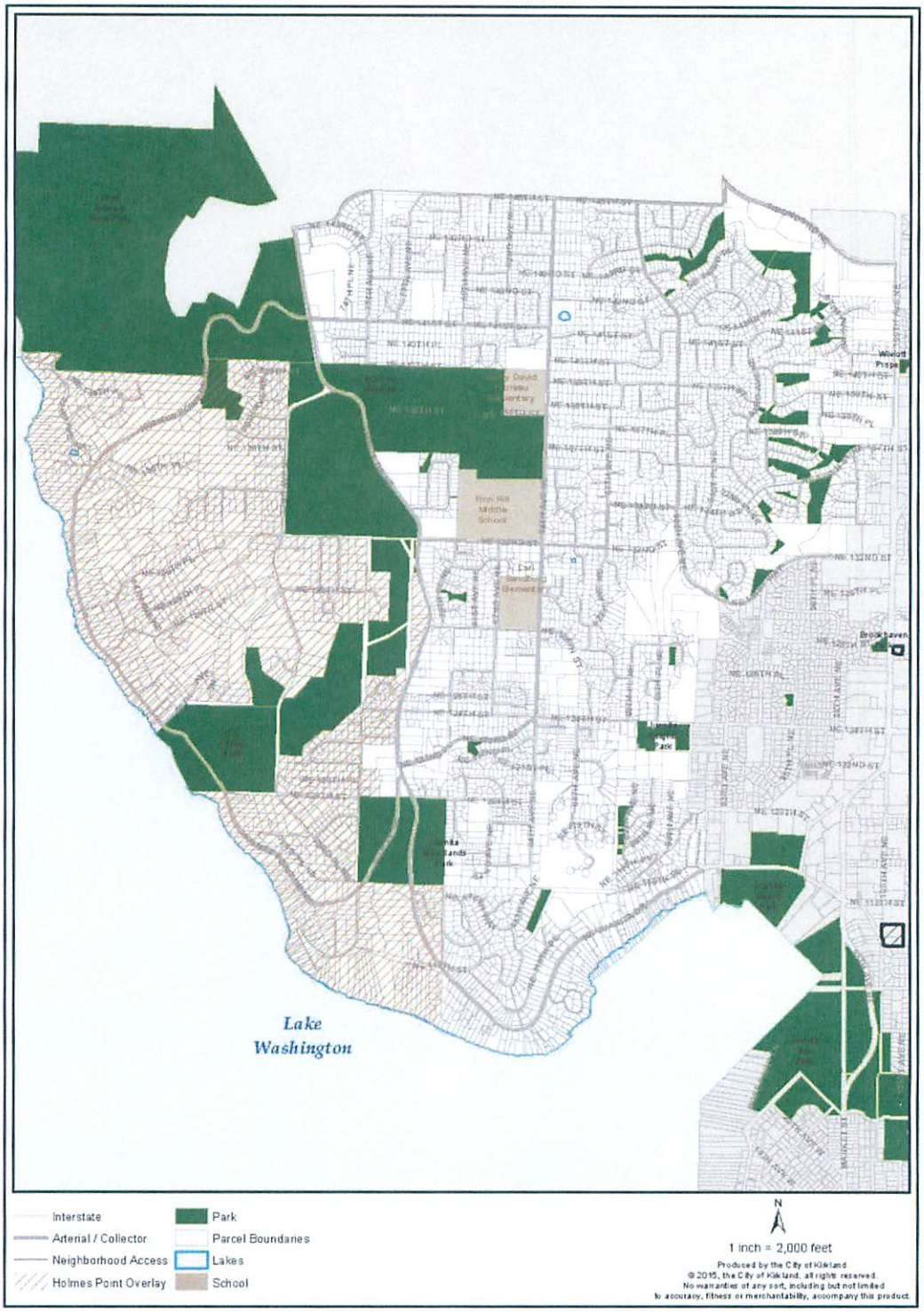


Figure 4.3: Holmes Point Overlay

Policy FH-4.7: Protect, enhance and restore trees in the HPO with a tree canopy goal of 60%.

Tree and canopy protection is a significant concern of Finn Hill residents. The environmental conditions in the HPO area mentioned above, justify a higher level of tree retention in order to help maintain a tree canopy of 60% within the Holmes Point Overlay zone compared to the tree canopy goal for the rest of the City at 40% (see Environment Chapter of the Comprehensive Plan).

Policy FH-4.8: Strengthen the regulations and enforcement of the Holmes Point Overlay (HPO).

To meet the canopy goal, the neighborhood supports clarifying and strengthening the HPO regulations. Concerns are that during the development review process a greater number of trees are removed than the intent of the HPO regulations allow. Because of environmental, topography or constraints of development such as location of vehicular access or utilities, the number of lots or residential density allowed by zoning may not be achievable in all cases. Balancing the intent of the HPO policies and regulations for greater retention of trees and natural areas with property rights and the underlying zoning density will be necessary in order to meet the neighborhood goals and policies.

Policy FH-4.9: Limit site disturbance and retain trees and native vegetation on slopes to avoid or minimize damage to life and property.

Because of the natural constraints of the HPO area discussed above, development in the HPO area should be subject to the following development standards and as contained in KZC Holmes Point Overlay Zone Chapter 70, KZC Critical Areas: Geologically Hazardous Areas, Chapter 85 and KZC Critical Areas for Wetlands and Streams, Chapter 90.

- Limit the amount of site disturbance
- Limit the amount of impervious service or lot coverage
- Retain a percentage of lot in open space
- Retain trees and natural vegetation and soils to a greater extent than outside the HPO
- Preserve and protect natural areas in perpetuity within an easement recorded on the property
- Provide supplemental replanting of native vegetation, evergreen trees and soil enhancement
- Cluster lots, limit site disturbance and locate vehicular access away from the steepest slopes
- Prepare geotechnical report and slope stability analysis
- Retain and enhance watercourses

- Review and approve short plats and subdivisions with integrated development plans so that the amount of site disturbance for locating structures, utilities, access and tree retention/removal is determined prior to beginning construction.

Policy FH-4.10: Encourage clustering development away from slopes susceptible to moderate and high landslide potential to retain natural topography, vegetation and avoid damage to life and property.

Clustering of development away from slopes should be a priority during development review to retain topography, trees, vegetation and minimize disturbance to moderate and high landslide hazard slopes. A qualified geotechnical engineer or engineering geologist may make other recommendations to be implemented during the permit review and construction phases of development.

Policy FH-4.11: Conduct a neighborhood education program on the importance of tree retention, planting of native vegetation and HPO regulations.

Educational programs for property owners, developers, and tree removal companies on topics such as tree maintenance and HPO code requirements would encourage stewardship of the urban forest and citizen awareness of violations to help achieve the goals of the HPO. Property owners could also be encouraged to increase planting native vegetation and trees. The City and neighborhood should partner together to conduct educational programs to support the intent of the HPO regulations.

Wildlife Habitat

Finn Hill residents greatly value the fish, plants, and wildlife that live in the neighborhood and strongly support protecting and restoring wildlife habitat. Wildlife habitat areas provide food, protective cover, nesting and breeding areas, and corridors for movement for native plants, fish, or wildlife including but not limited to threatened, endangered, migratory and priority species. There are several known eagles nests located on the west side of Finn Hill above Lake Washington as well as heron, owls, pileated woodpecker, and coyotes in the neighborhood.

Historically, Finn Hill was blanketed with a dense conifer forest, including Douglas fir, Western Red Cedar, and Western Hemlock. Forest fires were frequent occurrences resulting in a patchwork of conifer forest and burned areas dominated by native shrub species including Vine Maple, Huckleberry, Salal, and Oregon Grape. While it is impossible to return to these conditions, an ideal urban forest provides wildlife habitat and corridors that reflect the habitat requirements of key species.

Previous sections Slopes, Geologic Hazardous Areas, Trees and Forests and Streams, Wetlands, and Shorelines build on the policies below. The funding policy identified in 3.1 will be instrumental

in setting aside land for wildlife habitat. In addition, the Green Loop discussed in Section 5 (Parks and Open Spaces) provides an opportunity to improve, connect, and protect wildlife corridors.

Finn Hill already contains a number of protected open space and natural areas (See Figure 4.3). These are managed by multiple governmental bodies, including City of Kirkland, City of Seattle, and King County. The continued preservation of these protected areas will require cooperation between Finn Hill residents and these entities.

Policy FH-4.12: Promote and educate the public about wildlife and backyard habitat, in conjunction with Kirkland's designation as a certified Community Wildlife Habitat by The National Wildlife Federation.

Additional opportunities for improving wildlife habitat that could be explored include encouraging safe snag tree retention on private property, shadier riparian areas, and pollinator corridors.

5. Parks and Open Space

Finn Hill includes 389 acres of parks and open space (38% of the city's park land). Finn Hill contains parks owned by several different public agencies (Figure 5.1). These include a portion of St. Edward State Park, Big Finn Hill Park, and O.O. Denny Park. Other neighborhood recreational facilities that are not always publically accessible include school facilities with outdoor sports fields and indoor gymnasiums.

Finn Hill residents place a high value on parks and preserving natural areas (discussed in the Natural Environment Section 4). Priorities discussed in this chapter are open space conservation, desired improvements to existing parks, expansion of park land, creating a Green Loop Corridor, pedestrian and bike trails, and improved access to Lake Washington.

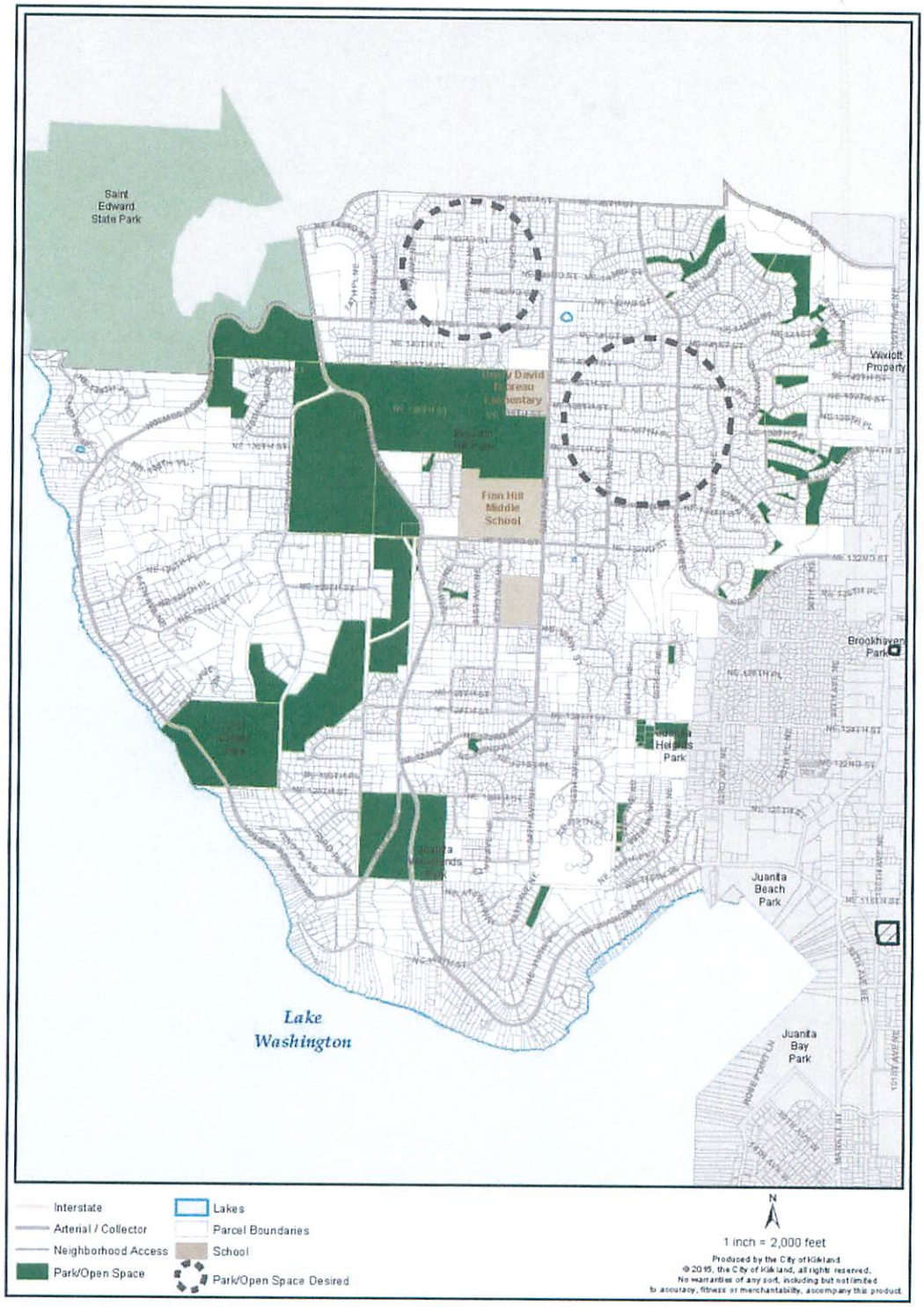


Figure 5.1: Finn Hill Parks and Open Space

Green Loop Corridor

Goal FH-5: Establish a Green Loop Corridor that circles the neighborhood connecting parks, open spaces, pedestrian trails, wildlife corridors and natural areas, as shown in Figure 5.1.

The neighborhood desires a Green Loop Corridor that could link current parks, open spaces, forested areas, natural areas, pedestrian trail and street systems, to promote active recreation and environmental preservation in Finn Hill. Figure 5.2 shows the location for the priority segments of the Corridor that should be established first.

The Green Loop Corridor concept promotes policies in the Kirkland Parks, Recreation and Open Space Plan (PROS Plan) of creating a Finn Hill Connection greenway and connections to the Lakes to Locks Water Trail.

Policy FH-5.1: Develop a Master Plan for the Green Loop Corridor using a public review process under the direction of the Park Board that:

- ***Includes the location, design and functions for the different segments***
- ***Promotes uses that meet the diverse needs of people for recreation, including walking, hiking, wildlife viewing, dog walking, and other forms of recreation***
- ***Prioritizes the segment of the loop connecting the Lake Washington shoreline to the top of Finn Hill, Juanita Beach Park to Juanita Heights, Juanita Woodlands and Big Finn Hill Park (see Figure 5.2 for priority locations)***
- ***Maintains and promotes retention of native vegetation and trees in natural areas, wildlife protection, stream and fish protection***
- ***Encourages public and private restoration efforts to remove invasive plant species and plant native herbaceous plants, shrubs, and trees.***

Policy FH-5.2: Through the development review process, secure public easements or greenbelt easements to provide public access and preserve natural areas within the Corridor.

It will be necessary to obtain public access easements over private property to connect the Corridor together with public parks, open space and public rights of way. One way to do this would be to obtain public access easements as part of the development review and approval process of a short plat or subdivision application in order to link pedestrian connections within the Corridor.

Funding mechanisms could also be explored for acquisition of land, trails or easements needed to create improvements within the Green Loop Corridor such as through the Capital Improvement

Program, grants or donations from non-profit organizations. For example, development impact fees could be set aside for the acquisition of green space needed to create the Green Loop Corridor.

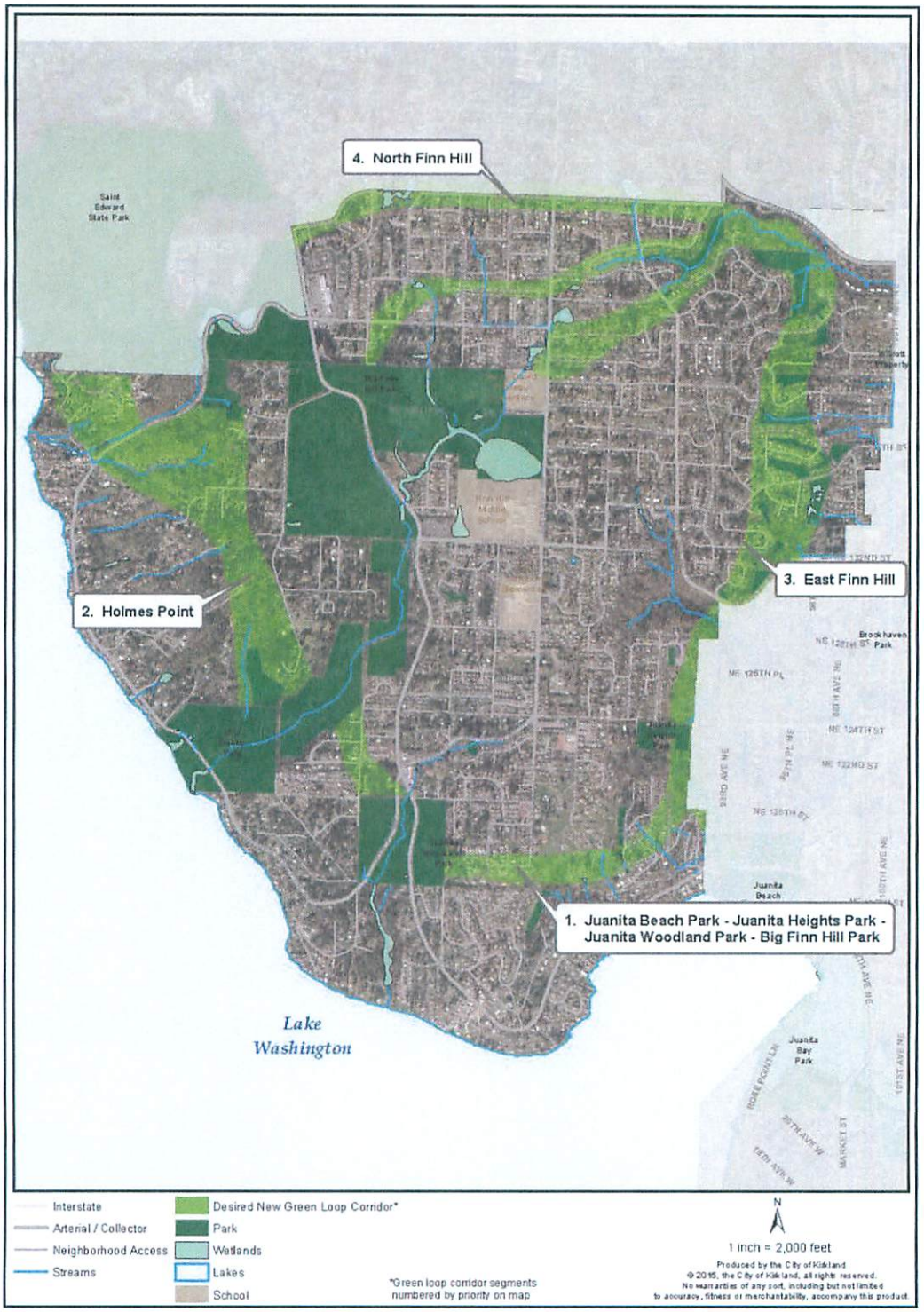


Figure 5.2 Green Loop Corridor and Development Priorities

Parks

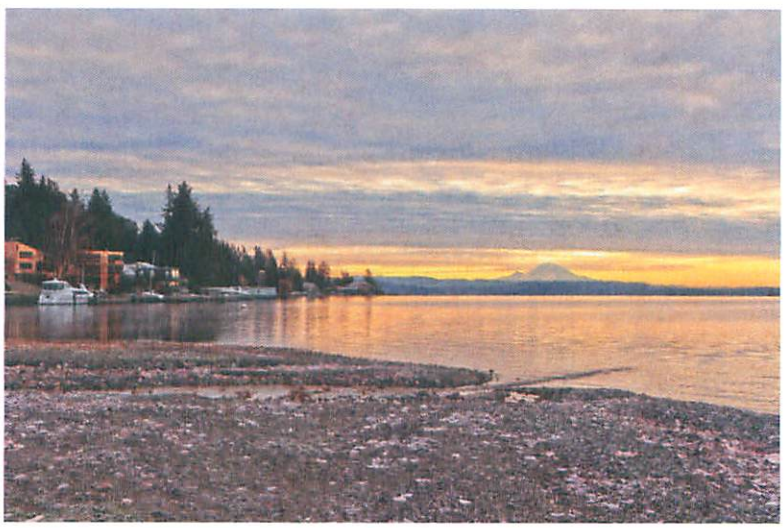
Residents of Finn Hill desire improvements to the existing parks, acquisition of land for parks, new or improved signage, new activities, maintenance and preservation. The Parks, Recreation, and Open Space (PROS) plan identifies some of the same desired improvements requested during the public outreach for this neighborhood plan. As not all parks in Finn Hill are owned by the City of Kirkland, the City and the neighborhood should engage King County and the State in a public planning process for the development and improvement of all the parks in Finn Hill.

Goal FH-6: Improve existing parks and open spaces, strengthen local connections with nature and promote neighborhood parks.

Policy FH-6.1: Consider and implement facility improvements to existing City owned parks and help facilitate improvements to non-City owned parks in coordination with other agencies.

The neighborhood has identified desired improvements to the following parks:

- At Big Finn Hill Park: community gardens or P-patches, dog parks, and addressing conflicts between biking and walking user groups
- At Juanita Heights Park: provide improved signage and wayfinding for public access, and move the park entrance to NE 124th St.
- At O.O. Denny Park: new picnic and BBQ facilities, swimming facilities, and improved connectivity to Big Finn Hill Park. Shoreline and forest restoration plan, pest management strategy.
- At Juanita Triangle Park and Juanita Woodlands Park: improved signage and wayfinding.
- Finn Hill Middle School: Potential City-School Wetland Partnership (PROS Plan)



Policy FH-6.2: Preserve significant natural areas for recreation, for residents to connect with nature, and for habitat protection at all parks including:

- At Juanita Heights Park: Explore potential expansion to preserve and protect existing forest and provide trail connectivity, explore land acquisition and/or public easements to ensure connectivity to Juanita Beach, and explore purchase of vacant lots on steep slopes (see Figure 5.3).
- At O.O. Denny Park: Enhance shoreline natural areas by removing hard shoreline structures and creating soft vegetated shorelines to improve ecological functions.
- Explore options for preservation at other parks.

Policy FH-6.3: Promote a variety of uses in parks, including walking trails, children's playgrounds, social gathering areas, off leash dog areas and natural preservation.

As master plans are developed for the various parks and open spaces within Finn Hill the activities and improvements listed above should be considered.

Policy FH-6.4: Pursue acquisition of land and improvements for parks and open space as opportunities become available.

As property becomes available, the City and other organizations should look for new park opportunities and expansion of existing parks and open space. Areas acquired for public parks and open space preservation could also support the Finn Hill neighborhood's desire to protect native tree canopy (see Natural Environment policies 4.2, streams and wetlands, 4.3 wildlife preservation, 4.5 for hiking trails.

Policy FH-6.5: Create smaller active neighborhood parks in the northeastern quadrant of Finn Hill.

The Kirkland PROS Plan indicates a level of service guideline of a park within a quarter mile of each household. Finn Hill residents desire new neighborhood parks in the northeast part of Finn Hill, where small parks within walkable distance are missing (see Figure 5.1).

Trails for Bikes and Pedestrians

Pedestrian and bicycle pathways provide an important transportation function within the parks and open space system. While there is an extensive pedestrian trail system in Finn Hill, it is generally limited to parks. As reflected in the vision statement, Transportation and Mobility Section and Green Corridor Section above, Finn Hill residents would like to create and/or enhance trail connections within the neighborhood:

Goal FH-7: Expand the walking, hiking, and cycling trail system and connect detached parts of the neighborhood and parks.

Figure 5.3 below shows the existing trail system and desired extensions that could be developed for recreational use in addition to non-motorized pedestrian and bike system.

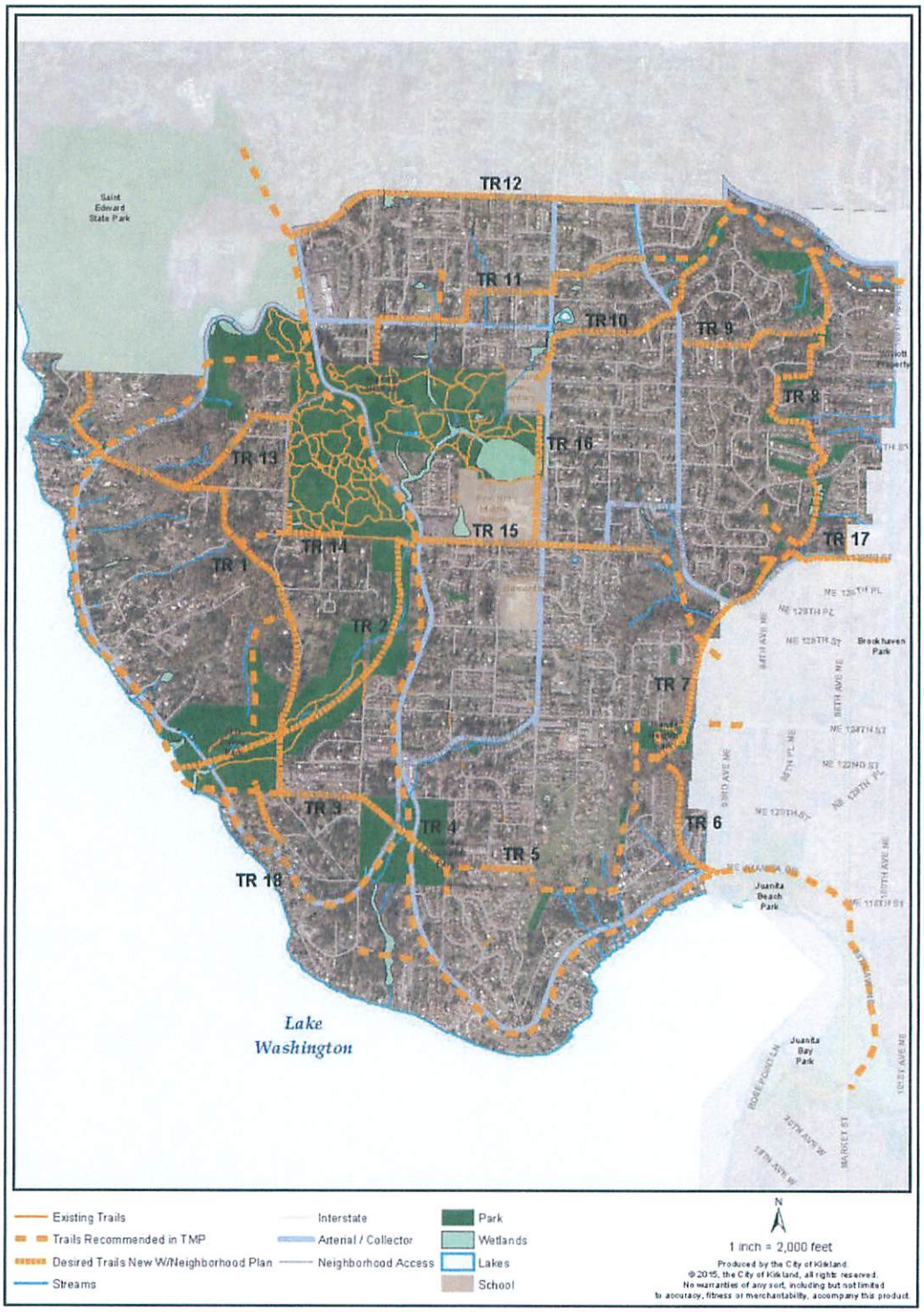


Figure 5.3 Finn Hill Trail System

Policy FH-7.1: Create and enhance pedestrian trail connections:

- ***Between Juanita Beach, Juanita Heights Park, O.O. Denny and Big Finn Hill Parks and Saint Edward State Park.***
- ***Between areas of the neighborhood that are isolated or disconnected, including Hermosa Vista and Goat Hill***
- ***Connect with trail systems outside of the neighborhood***

Policy FH-7.2: Partner with local utilities, public agencies, and private landowners to secure trail easements and access for trail connections.

As discussed in Section 1 above public access easements will need to be acquired for both the Green Corridor Loop system and for trail connections.

Lake Washington Shoreline Access

There is a strong community desire for more publicly accessible waterfront areas, including for small non-motorized watercraft. Existing public shoreline access is limited to O.O. Denny Park. Street ends with potential for public access could be improved.

Policy FH-7.3: Improve public street ends to provide lake viewing and public access to Lake Washington in compliance with Shoreline Master Plan.

Consistent with other shoreline areas of the city, public right of way street ends in Finn Hill should be improved to allow public pedestrian and non-motorized access to Lake Washington.

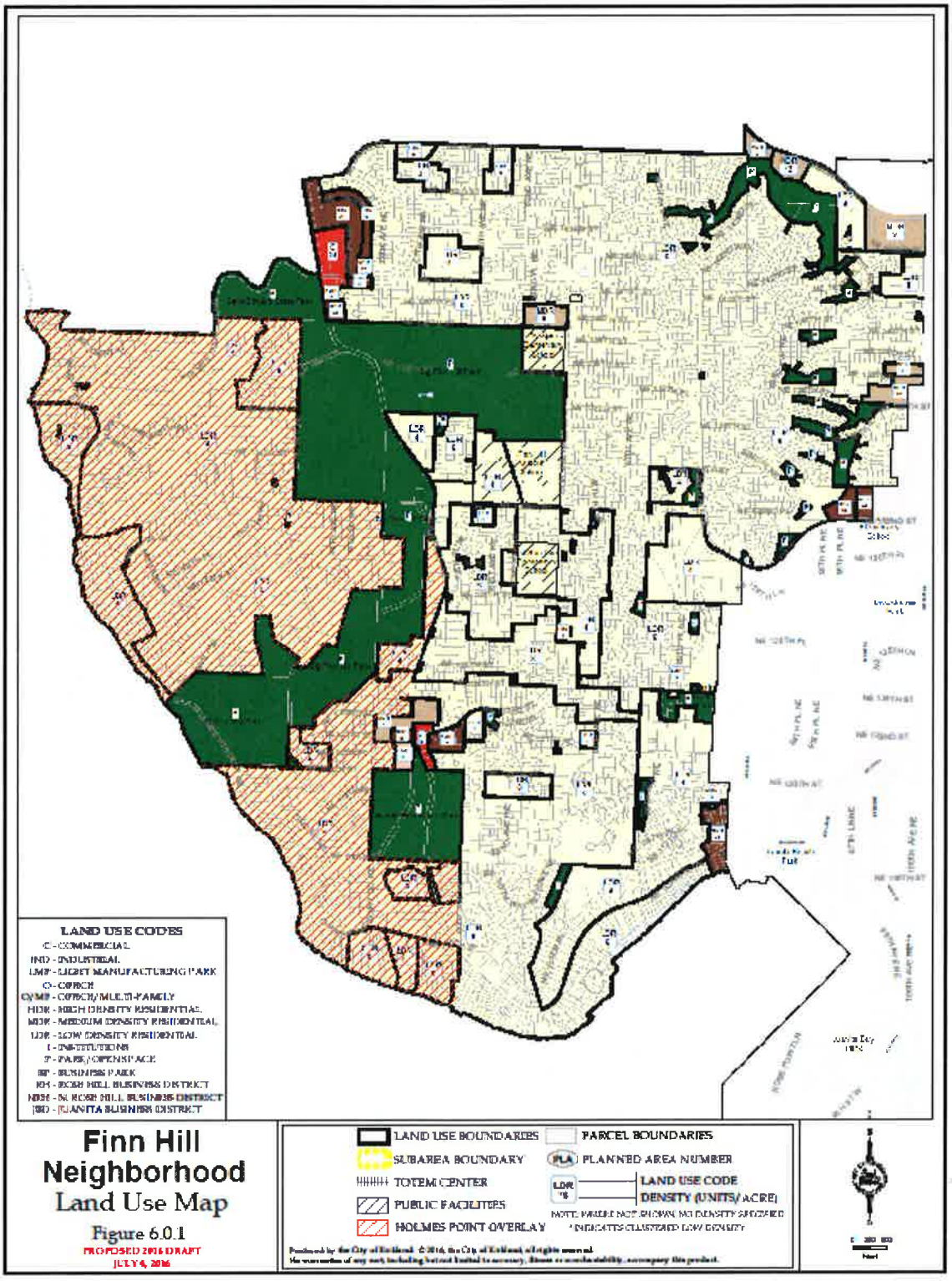
Policy FH-7.4: Restore public shorelines on Lake Washington to improve habitat, hydrology, and recreational opportunities.

Public parks and open space located along the shoreline should be restored with soft armoring techniques and native plants consistent with the policies contained in the Shoreline Chapter of the Comprehensive Plan.

6. Land Use

Prior to the annexation of Finn Hill into the City of Kirkland in 2011, King County zoning allowed a broad range of residential densities, resulting in a patchwork of land use districts and islands of higher single family density surrounded by lower density development patterns in some areas constrained by critical areas such as steep slopes, stream corridors and ravines. Figure 6.1 shows the land use districts map for Finn Hill. Approximately three percent of the land is zoned for multi-family and eighty percent zoned low density residential.

The neighborhood plan process provided an opportunity to evaluate the land use patterns, zoning district boundaries and residential density to be consistent with the Land Use Element and other policies in the Comprehensive Plan. In some areas a lower density or higher density is more appropriate. Land use and zoning changes were based on a variety of factors including the existing density of development within each zone, surrounding development pattern, accessibility and street network, topography and proximity to commercial services. The neighborhood is supportive of the "10 minute walkable neighborhood" concept. This concept emphasizes that areas considered for an increase in density should be near walkable destinations such as retail, services, schools and parks.
(Note: This map will need to be revised).


LAND USE CODES
C - COMMERCIAL
IND - INDUSTRIAL
LMP - LIGHT MANUFACTURING PARK
O - OFFICE
O/MF - OFFICE/MULTI-FAMILY
HDR - HIGH DENSITY RESIDENTIAL
MDR - MEDIUM DENSITY RESIDENTIAL
LDR - LOW DENSITY RESIDENTIAL
I - INSTITUTIONS
P - PARK/OPEN SPACE
BP - BUSINESS PARK
BDS - BOSH HILL BUSINESS DISTRICT
NBDS - NE BOSH HILL BUSINESS DISTRICT
JBD - JUANITA BUSINESS DISTRICT
Finn Hill Neighborhood
Land Use Map
Figure 6.0.1
PROPOSED 2016 DRAFT
JULY 6, 2016
LAND USE BOUNDARIES
SUBAREA BOUNDARY
TOTEM CENTER
PUBLIC FACILITIES
HOLMES POINT OVERLAY
PARCEL BOUNDARIES
PLA PLANNED AREA NUMBER
LDR/6 LAND USE CODE
DENSITY (UNITS/ ACRE)
NOTE: PARCELS NOT SHOWN NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY

Low Density Single Family Residential

Finn Hill Neighborhood contains a range of single-family housing densities. The land use pattern is generally the same as designated by King County prior to annexation. As new and infill development occurs, streets, sidewalks and utilities are being brought up to City standards.

The Finn Hill community emphasized maintaining the low density residential character and natural environment of the neighborhood as a priority. Those neighborhood values for Finn Hill residents are noted in the vision statement and are reflected in the following goal.

Goal FH-8: Retain the residential character of the neighborhood, natural environment and tree canopy while accommodating new development.

Policy FH-8.1: Limit development in environmentally sensitive or geologically hazardous areas, and minimize loss of native vegetation and tree canopy coverage.

The Finn Hill community supports limiting development in environmentally critical areas, in order to mitigate disruption to wildlife, retain tree canopy as much as possible, and conserve land for open space and parks. Development policies and standards are also discussed in the Natural Environment section. Regulations may restrict or reduce allowed residential density especially in environmentally critical areas, steep slopes or the Holmes Point Overlay zone. Mechanisms to encourage preservation (e.g. greenbelt easements) are also discussed in the Natural Environment and Parks and Open Space sections.

Policy FH-8.2: Establish a logical development pattern with zoning district boundaries that take into account existing and planned land uses, vehicular access, property lines, topographic conditions, and natural features.

This policy seeks to address the patchwork of zoning in Finn Hill and to minimize islands of zoning districts surrounded by lower density areas. In general, for most of Finn Hill's relatively flat land with a connected street network, the appropriate zoning is low density residential with a range of six to eight dwelling units per acre (LDR 6-8; equivalent RSA 6 and RSA 8 zones). Some islands of low density RSA 8 zoning are surrounded by lower density zoning. For many areas located on steep slopes containing streams, wetlands, geologically hazardous areas, and large forested areas the density is lower in order to provide added environmental protection (LDR 4 or equivalent RSA 4 zone).

The Holmes Point Overlay area requires a higher level of environmental protection (discussed in Section 4: Natural Environment) and therefore, there was neighborhood support to reduce residential density from what was in place at time of annexation.

Policy FH-8.3: Allow alternative housing options that are compatible with surrounding development.

A variety of housing styles provides housing choices for people in various stages of life and family living situations. Consistent with City wide policies in the Land Use and Housing Elements, clustered housing, accessory dwelling units, cottage, carriage, and two/three unit homes should be encouraged in low density zones.

Multi-family Residential

A range of medium (MDR) and high-density (HDR) multi-family zones (five to 24 dwelling units per acre exist (comparable zoning RMA 5.0, RMA 3.6, RMA 1.8, RMA 2.4) along major streets and surrounding the two commercial areas. Medium density is appropriate on the perimeter of low density residential areas with access to major streets. High density residential is appropriate within and adjacent to the two mixed use commercial areas where residential units have access to major streets and potential for increased transit service.

Goal FH-9: Medium and high density residential development is appropriate adjacent to the two commercial areas.

Residents of Finn Hill support focusing medium and high density residential zoning/development around commercial areas consistent with the City of Kirkland's Land Use Element, "10 minute walkable neighborhood concept" and to enhance commercial amenities and transit options.

Policy FH-9.1: Encourage development of affordable housing in multi-family and mixed-use commercial areas.

Affordable housing is best located when mixed with market rate multifamily housing units and in areas with good access to transit, employment and shopping. As redevelopment occurs in the mixed use commercial centers, affordable housing is encouraged consistent with citywide policies and regulations. In addition, opportunities for affordable housing should also be considered and encouraged in single family areas.

Commercial Areas

Goal FH-10: Encourage neighborhood commercial areas to be mixed use, pedestrian oriented gathering places, and support the commercial needs of the neighborhood.

Finn Hill currently has two Neighborhood Business commercial areas designated by the Land Use Element (See Figure 6.3).

The larger commercial area in north Finn Hill is designated as the Finn Hill Neighborhood Center (known as the Inglewood shopping area). Appropriate uses for the Finn Hill Neighborhood Center are a mix of commercial uses including office, retail, restaurants, hotels, and business services serving neighborhood and sub-regional markets, along with multifamily/multi-use housing. Grocery stores should remain a high priority for this location. Architectural and site design should be pedestrian oriented, in scale with the surrounding residential neighborhood, and provide effective transition techniques between commercial uses and surrounding residential neighborhoods.

The southern commercial area is designated as the Holmes Point Residential Market in the Land Use Element. This area is appropriate for commercial uses to serve the local neighborhood and residential units above or behind commercial and office uses. Like the Finn Hill Neighborhood Center discussed above, new development should be pedestrian oriented and in scale with the surrounding residential area.

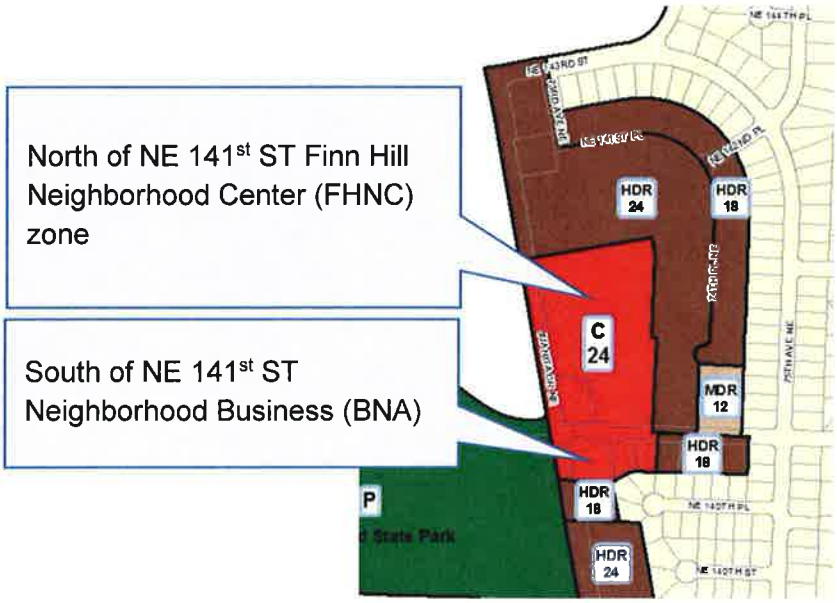
The intent of neighborhood business centers is to provide gathering places or central focal points with goods and services for residents within a 10 minute walking radius. Design review is required to ensure attractive site and building design that is compatible in scale and character with the surrounding neighborhood.

In multiple community workshops and surveys, Finn Hill residents identified that they would like better access to local commercial areas and amenities, as currently they need to travel outside Finn Hill for basic amenities. Additionally, there are insufficient connections (pedestrian, bike, car, and transit) between commercial areas and the surrounding neighborhood. Targeting new development to the two existing commercial areas was preferred to creating additional commercial zones.

The community identified restaurants, cafes, pubs, and locally-owned retail stores as desired types of businesses. The community also expressed that future development should accommodate expanded transit services, alternative modes of transportation, in order to mitigate for increased traffic congestion, increased housing density, and environmental degradation (see Transportation section). Policies for each of the commercial areas and general urban design goals were developed based on these values.

Finn Hill Neighborhood Commercial Center

The Finn Hill Neighborhood Center is currently a one story strip mall style commercial development surrounded by two story townhomes and offices to the south. Current uses include a grocery store, restaurants, a gas station, and a coffee stand along with one-story office buildings. Finn Hill residents believe that the Finn Hill Neighborhood Center is an underutilized resource that is poorly connected to the surrounding neighborhood (no public transit and poor pedestrian and bike access via trails and sidewalks). Additionally, traffic congestion in and around the area is a major concern.



Policy FH-10.1: Encourage the Finn Hill Neighborhood Center to be a mixed-use pedestrian oriented neighborhood commercial area with improved public amenities, public transit, access for bicyclists, trail and sidewalk connections. Allow mixed use up to five stories if properties are consolidated, project includes a grocery store, public plazas, affordable housing, green building and sustainable site standards.

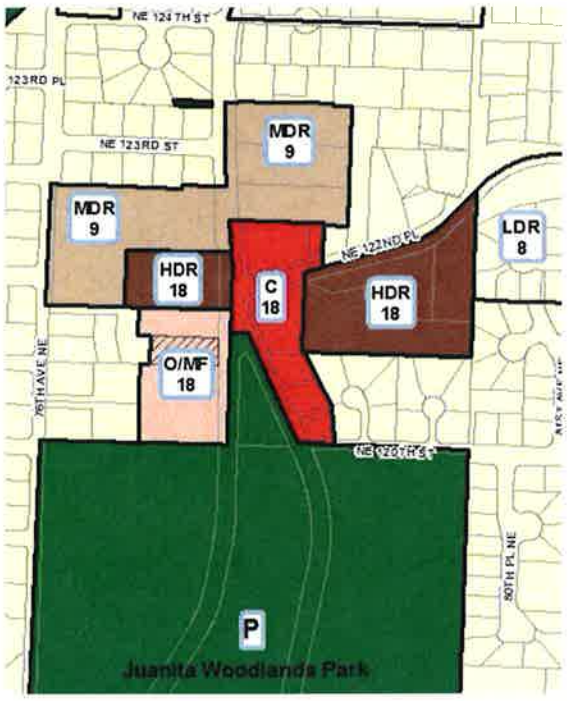
Should redevelopment occur north of NE 141st Street, the Finn Hill Neighborhood Center (FHNC) is envisioned as a pedestrian oriented mixed use development consisting of residential and commercial buildings open space plazas, grocery store, small neighborhood retail stores, wine

bars or pubs and improved transit service. Building heights of three to five stories are appropriate. To encourage redevelopment, five stories should be allowed if properties are consolidated, uses include a grocery store, the project includes public plazas, affordable housing, green building and sustainable site standards. Design Guidelines for Pedestrian Oriented Districts should be used with attention to architectural scale, massing and upper story step backs, and pedestrian connections.

South of NE 141st Street, are several small parcels containing general and medical office uses. These parcels shall remain as Neighborhood Business.

Holmes Point Residential Market Commercial Area

The Holmes Point Residential Market area is currently a one story strip mall style commercial development surrounded by multifamily and single family housing. Current amenities include a restaurant and gas stations. An office use is across the street to the west. Finn Hill residents feel that it is an underutilized resource that lacks public transit access, connections for bicyclists, and connections for pedestrians with trails and sidewalks. Traffic congestion in and around the area is a major concern, particularly on Juanita Drive and NE 122nd Place.



Holmes Point Residential Market is shown in red

Policy FH-10.2: Encourage the Holmes Point Residential Market area to be a neighborhood commercial area with improved amenities, public transit, bike connections, and trail/sidewalk connections.

Although smaller in scale to the Finn Hill Neighborhood Center, the Holmes Point Residential Market area is envisioned as a more energetic commercial development with small scale neighborhood services, restaurants supported by the surrounding multi-family and low density residential neighborhood. Appropriate building height is up to three stories subject to the Design Guidelines for Pedestrian Oriented Development.

Urban Design Principles:

Figure 6.2 shows the urban design assets in the neighborhood. These include views of Lake Washington and the Olympic and Cascade Mountains and the approximate locations for gateway features and activity nodes.

Goal FH-11: Enhance the urban design of Finn Hill commercial areas to strengthen neighborhood identity and create places for people to gather.

> ***Policy FH-11.1: Promote the use of pedestrian-oriented design techniques as described in the Design Guidelines for Pedestrian Oriented Business Districts, and the Design Regulations in Chapter 92 of the Kirkland Zoning Code.***

The following design principles for the two commercial areas are based on community input and feedback from multiple community outreach events.

Structures:

- Commercial areas should include mixed-use buildings with housing or office over retail.
- Building scale should be sensitive to the surrounding neighborhood context, reflecting the neighborhood identity.

- Promote high quality site design and streetscape improvements that identify Finn Hill as unique to other commercial districts such as the use of decorative pedestrian street lighting.
- Create effective transitions between commercial areas and surrounding residential areas.
- Buildings that are pedestrian oriented in design should be located such that sidewalks may be activated with activities.

Streets and Connectivity:

- Commercial area streets should be multi-modal and include on-street parking and underground parking.
- Encourage pedestrian connections between uses on a site and adjacent properties.
- Minimize the obtrusive visual nature of parking lots by orienting them to the back or side of buildings or within parking structures and perimeter landscaping.

Amenities:

- Public spaces include gathering places or plazas with seating options.
- Develop gateway features to strengthen the identity of the neighborhood (such as gateway signs, landscaping or art feature; See Figure 6.2)
- Provide bicycle and pedestrian amenities including directional signage.

Sustainability:

- Green building techniques such as green walls, green roofs, native plants, storm water cells, tree retention, permeable paving should be installed
- Renewable energy should be employed in the commercial areas, particularly solar.

Public Art:

- Public art such as sculptures, environmental art, architectural art, community engagement should be used where possible to add character to the commercial areas.

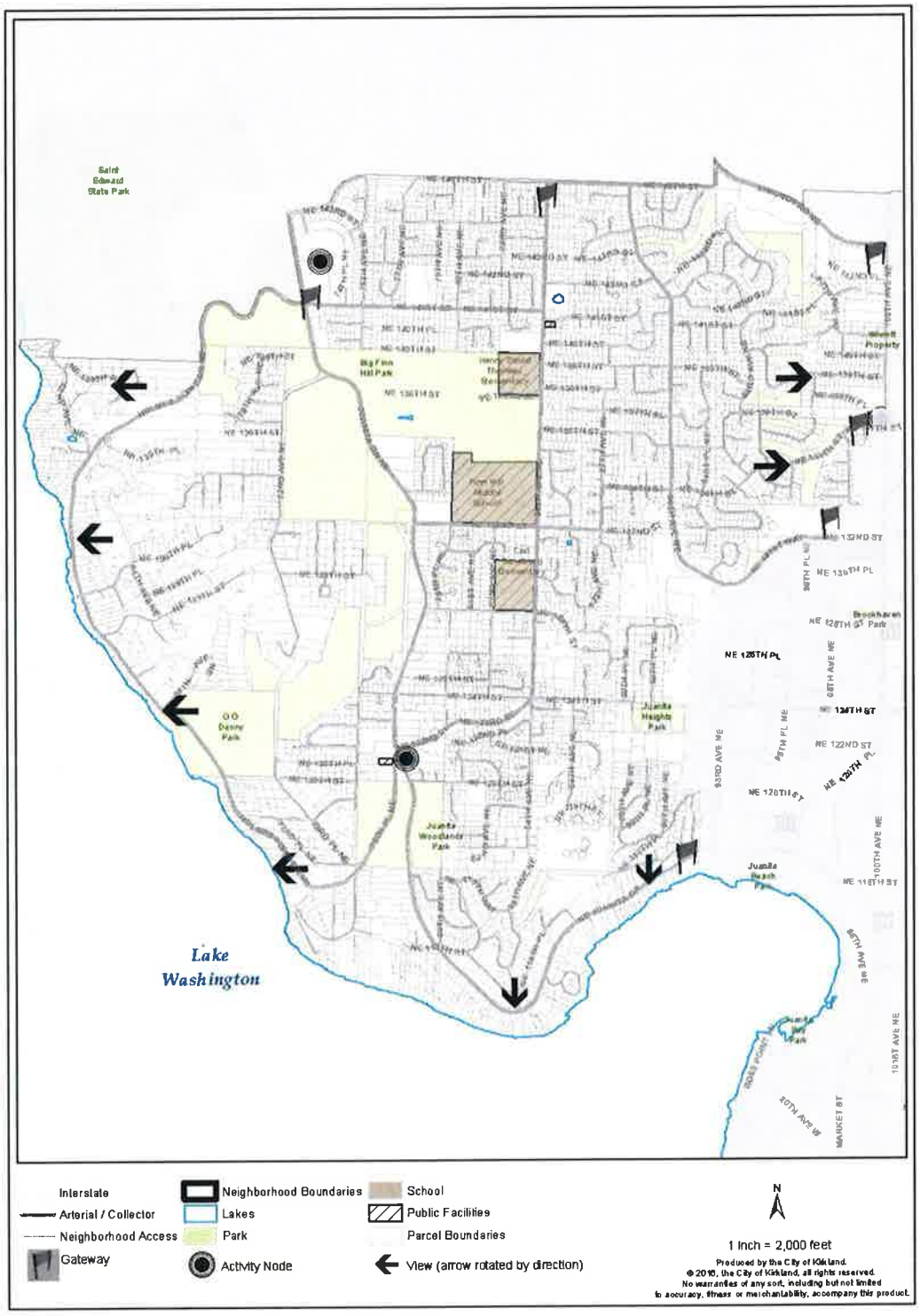


Figure 6.2: Urban Design Features

7. Transportation and Mobility

The vision for the Finn Hill Neighborhood transportation system is to provide safe, comfortable, and efficient circulation for people who walk, ride bicycles, drive cars and ride transit, within the neighborhood. During the neighborhood plan public participation process, residents emphasized the importance of improving the existing trails and bike network, particularly the connectivity to key destinations (schools, shopping center, etc). Other comments expressed are covered in the City wide Transportation Element such as implement Complete Streets, low impact development techniques along streets to handle surface water, coordinate land use with transportation and transit policies, and prioritize sidewalks on school walk routes.

The transportation and mobility goals in this chapter are intended to make public transit, walking and or riding a bicycle an attractive option for most residents in the neighborhood. Investments in the neighborhood should also be prioritized in order to support these options. The City's Transportation Element will guide the implementation of these goals as well as the Capital Improvement Plan (CIP). References to transportation policies in the Transportation Element are included throughout this chapter.

This chapter addresses primarily circulation in the public right-of-way. Recreational trails, the Green Corridor Loop, are discussed in the Parks and Open Spaces section.

Sidewalks, Intersections, and Pedestrian Mobility throughout the Finn Hill Neighborhood

Throughout the neighborhood plan public outreach process, Finn Hill residents expressed concerns regarding the lack of safe sidewalk connections to important neighborhood assets, including: schools, parks, transit stops, and other public destinations. The 2016 status of sidewalk completion in Finn Hill is shown in Figure 7.1.

As the neighborhood grows over time, sidewalks should be brought up to City standards and connections to neighborhood assets should be prioritized. Residents identified a network of sidewalks and intersections that they felt are a high priority for improvement in the neighborhood (Figure 7.2).

Goal FH-12: Form a safe multi-modal network of sidewalks, trails, bikeways and crosswalks where walking and cycling are the first choice for many trips.

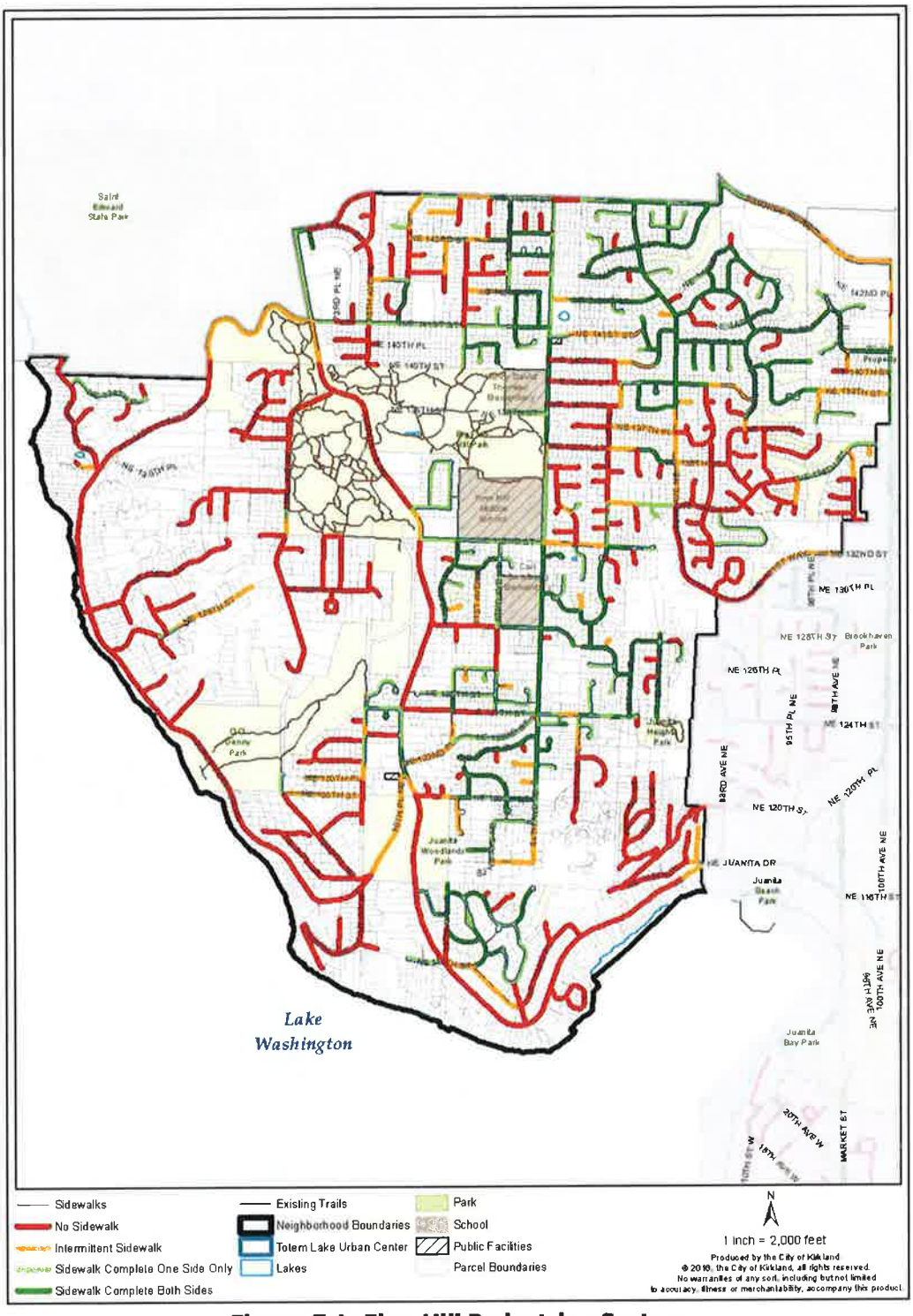


Figure 7.1: Finn Hill Pedestrian System

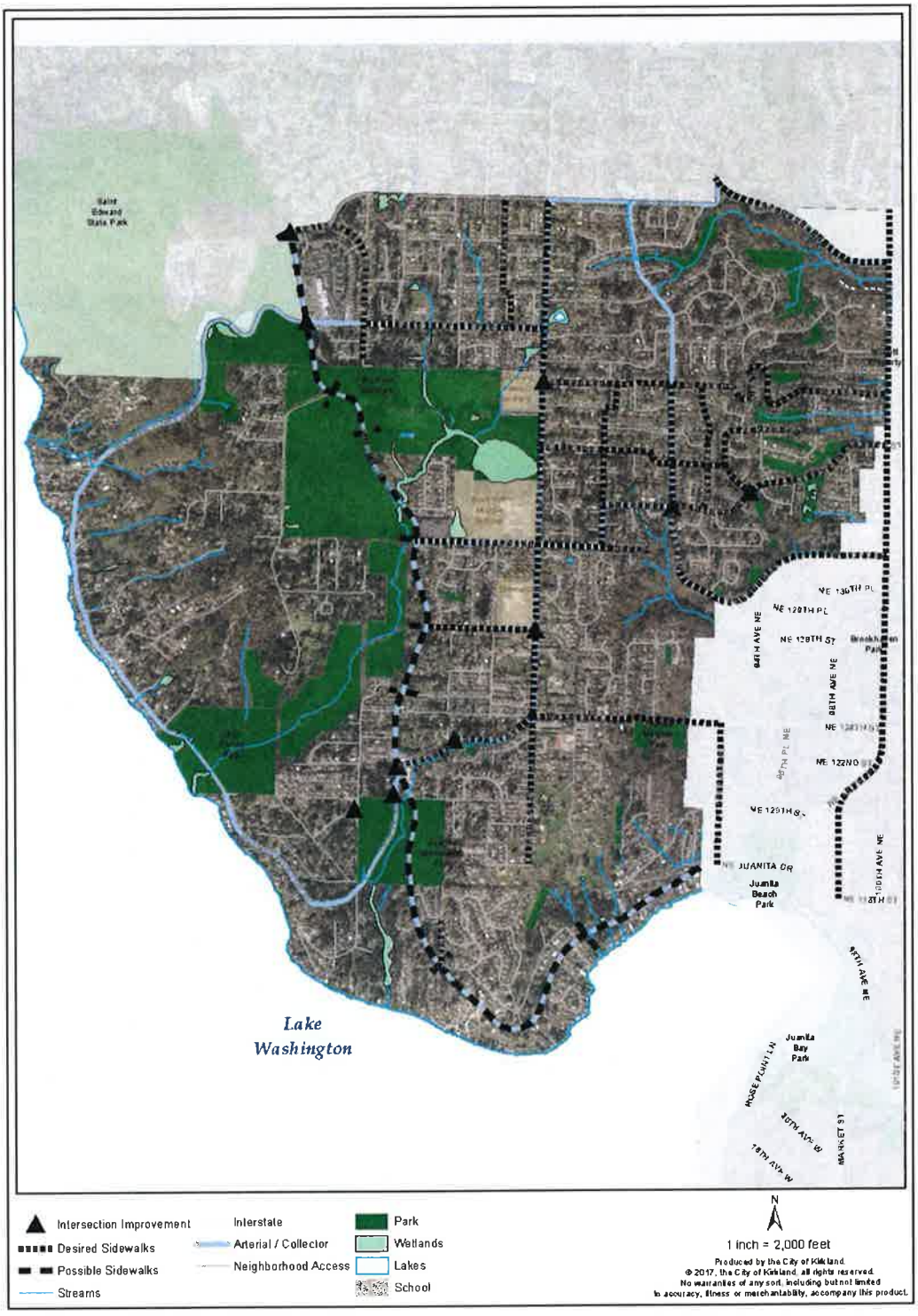


Figure 7.2 Finn Hill Priority Sidewalks and Intersection Improvements

Goal FH-13: Create and improve sidewalk connections to schools and destinations throughout the neighborhood.

Policy FH-13.1: Establish safe and comfortable pedestrian crossings on major arterials.

Finn Hill residents are concerned about the safety of new and existing pedestrian facilities throughout the neighborhood. Residents support installing crosswalks, signage, safety refuge islands, signals, flashing lights and flags at intersections; improved lighting; sidewalks along major arterials, separation travel modes (e.g. raised curbs) where other forms of non-motorized and motorized transportation may cause safety concerns for pedestrians and addressing sight distance issues.

Policy FH-13.2: Prioritize designated School Walk Routes for pedestrian improvements.

City wide priorities encourage children to walk to school and to complete a sidewalk network on all school walk routes. Consistent with this city wide policy, completing a network of sidewalk systems and other public improvements on school walk routes within the neighborhood is desired.

Policy FH-13.3: Prioritize pedestrian pathways to neighborhood destinations (parks, public transit, and commercial areas) to improve and encourage pedestrian connections to amenities.

Finn Hill residents identified a number of critical neighborhood pedestrian connections such as connections between 84th Avenue and the Hermosa Vista development and Goat Hill area and improving pedestrian access to parks, public transit, commercial areas and the shoreline (See Figure 7.2). Removing barriers to pedestrian pathways by providing connections through cul de sacs and dead end streets is also desired.

Policy FH-13.4: Along streets, provide pedestrian amenities such as crosswalks, sidewalks, street trees, lighting and street furniture to encourage walking, provide informal gathering places and enhance the pedestrian experience.

Providing the pedestrian amenities suggested in this policy make walking more enjoyable and safe, especially around destinations such as commercial areas, parks and schools.

Vehicular Circulation

Figure 7.3 shows the major vehicular circulation routes throughout the Finn Hill neighborhood and street classifications. As part of the neighborhood plan outreach process, Finn Hill residents are concerned about traffic congestion in their neighborhood, particularly as there are a limited number of arterials and entry points into the neighborhood. Two key concerns regarding vehicular traffic emerged from community outreach: congestion and safety. At the same time there are areas of Finn Hill with underdeveloped streets. Improvements to these are necessary to enhance vehicular circulation and emergency access.

Commuter traffic on Juanita Drive is a major concern as it is the main north-south route through the neighborhood and a key entry point to the neighborhood. Ongoing development in Finn Hill and surrounding areas is intensifying commute congestion issues. To address these issues, residents would like to focus policies toward encouraging neighborhood trips with more efficient alternative modes of transportation. Through the Neighborhood Traffic Control program techniques can be implemented to minimize commuter cut thru traffic on internal neighborhood streets.

Goal FH-14: Implement a more efficient, safe and sustainable transportation system.

Policy FH-14.1: Prioritize improvements which encourage transit use, car-pools, bicycle-use and more sustainable forms of transportation which minimize our impact on the environment.

This policy reflects resident's priorities to provide a multi modal transportation system over time in Finn Hill.

Policy FH-14.2: Develop a map where potential street connections could be made.

In some areas of Finn Hill the street system is underdeveloped, with dead ends, missing street connections, and with pavement and sidewalks that are not to city standards (Figures 7.1, 2, 3 show the existing street classifications, status of sidewalks, pathways and trails). It is important to plan for a street network that allows access for emergency vehicles, general vehicles, pedestrians and bicycles. While circulation through the neighborhood is important, the connections should also minimize impact to neighborhoods when possible. Connections that are required as a result of redevelopment are reviewed for final alignment, location and street improvement standards when the development is submitted to the City for review. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued. Creating a map where the potential street connections provides direction for property owners, developers, and City staff.

Note: Figure 7.4 street connections map to be inserted at a future time.

Policy FH-14.3: Conduct studies to determine the design standards for the following streets:

- ***Residential streets within the Holmes Point Overlay area***
- ***Holmes Point Drive corridor***
- ***NE 131st Way/90th Avenue NE corridor***

Finn Hill residents would like the character of the neighborhood to influence the design of pedestrian and street facilities that are built. For example some residents feel sidewalks may not

be appropriate for all areas and that "walking lanes" may be more appropriate for areas of the neighborhood with a more rural character. Developing the design standards for the streets should be created through a public involvement process. The standards should consider alternative designs for streets consistent with the City's Complete Streets Ordinance, such as the type of sidewalks, whether on-street parking is allowed, lighting, vegetation, pedestrian amenities, topographic or critical area constraints, tree retention, neighborhood character, all while providing emergency vehicular access. The presence of physical constraints such as steep topography, critical areas or to retain trees in a particular location may also require modification to city standards for right of way improvements.

Policy FH-14.4: Minimize direct access to Juanita Drive to enhance safety and efficiency of circulation.

Because of topographic constraints and speed of vehicular traffic, access to Juanita Drive should be limited. If driveways to Juanita Drive must be provided, they should be separated by at least 300 feet wherever possible. New driveways should be located so that future development can meet this standards and/or use a shared driveway. Access easements to allow for shared access to Juanita Drive and/or interior connections to side streets should be provided. As access to side streets becomes available driveways to Juanita Drive should be closed where possible.

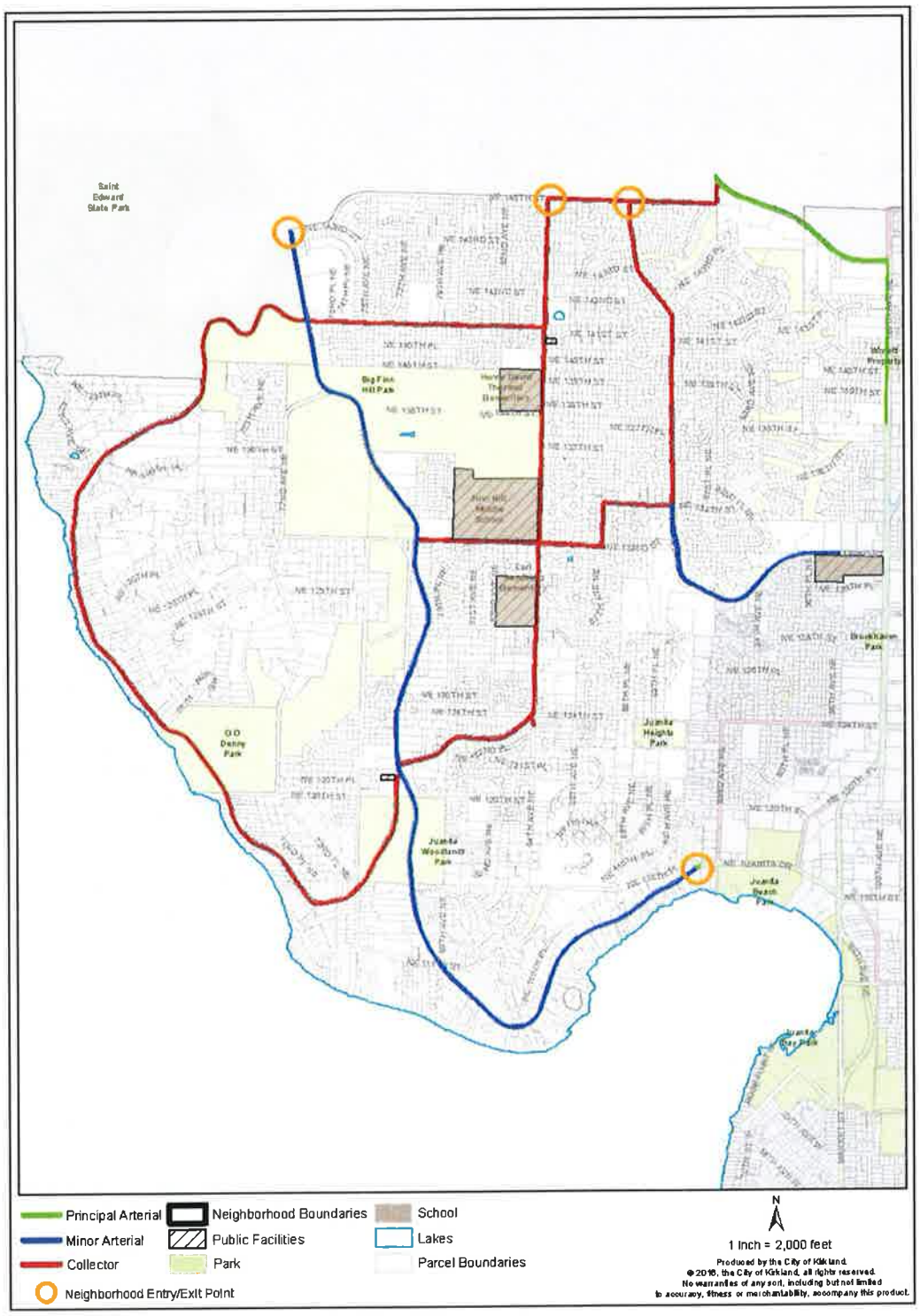


Figure 7.3: Finn Hill Street Classifications

Policy FH-14.5: Discourage regional and bypass traffic in residential neighborhoods.

Residents' safety concerns focused on problems with speeding and ensuring that neighborhood streets are safe for multiple forms of transportation. Traffic calming strategies could be developed to discourage regional traffic from using residential neighborhood streets.

Policy FH-14.6: Minimize cut-through traffic and reduce speeding through residential neighborhoods in coordination with City's Neighborhood Traffic Control program.

Evaluate traffic patterns and volumes in the neighborhood to minimize cut-through traffic and speeding, in order to support the existing Neighborhood Traffic Control Program.

Bicycle Facilities

Bicycle supportive facilities provide recreational opportunities and alternative transportation options. Desired improvements for bicyclists include providing protected bike facilities on arterials and collector, as well as providing safe crossings on Juanita Drive. Finn Hill residents are interested in bicycle routes that connect to parks and other key destinations within the neighborhood and region (See Figure 7.5).

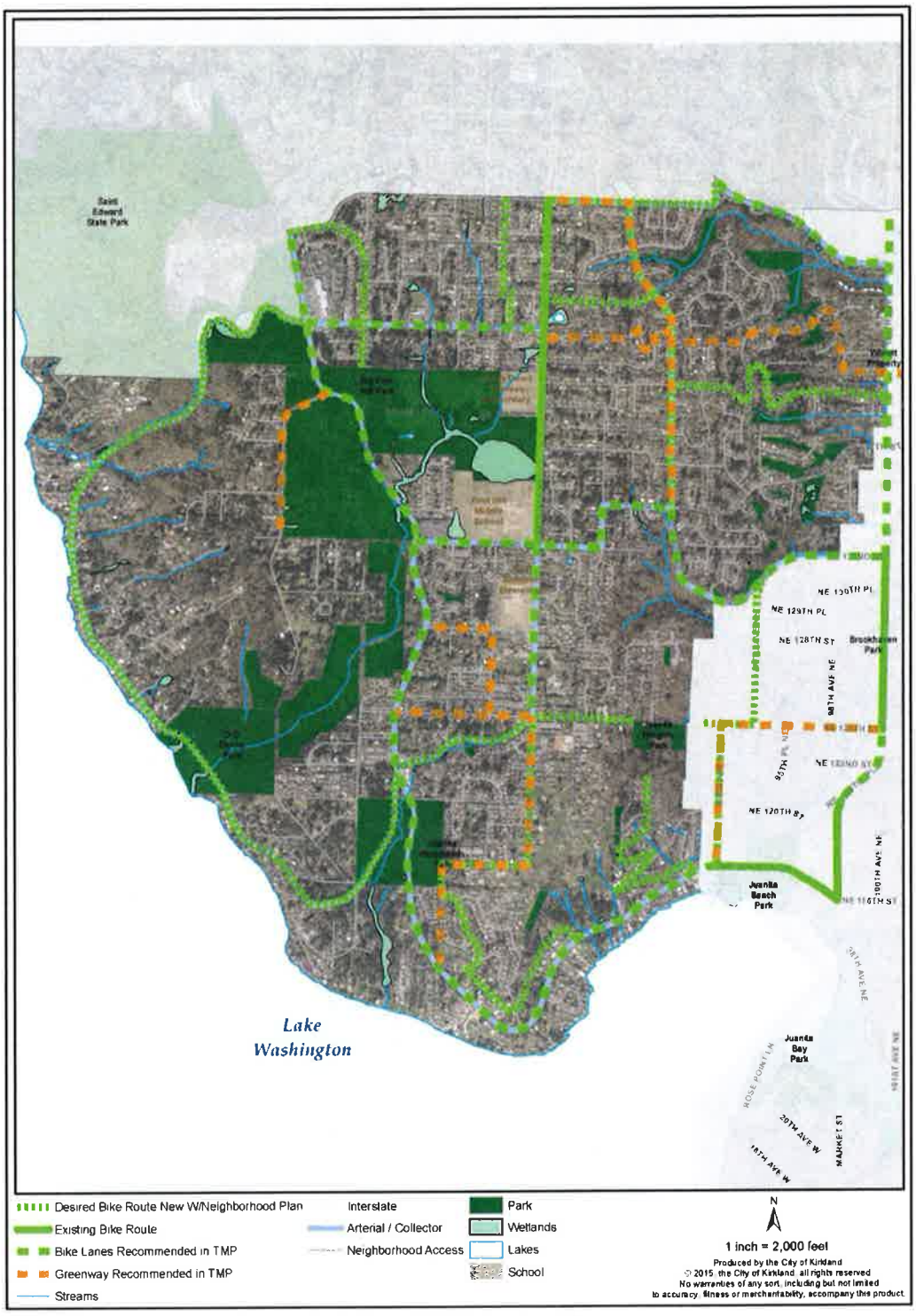


Figure 7.5 Finn Hill Priority Bike Routes

Goal FH-15: Expand safe and comfortable bicycle connections throughout the neighborhood and to surrounding areas.

Safety, user friendliness, and connectivity are key concerns that residents have regarding Finn Hill's bicycle routes and facilities. Safe bicycle access within and through the neighborhood is a high priority. Approaches to address safety include creating separated bicycle lanes (including painted buffers and physical separation) and implementing Neighborhood Greenways on residential streets that are connected to bicycle facilities on major arterials. The implementation of these policies can be monitored under the performance measures and action items related to in the Transportation Element of the Comprehensive Plan.

Policy FH-15.1: Improve bicycle connections to destinations within the neighborhood (parks, transit facilities, schools, and shopping areas) and to trail systems outside of Finn Hill.

Similar to providing pedestrian trails and sidewalks discussed above, a priority for the neighborhood is to provide a bicycle system to be able to travel throughout the neighborhood to key destinations. Providing safe bicycle and intersection facilities to allow children and parents to travel to and from school reduces vehicle traffic around schools and neighborhood is a high priority.

Policy FH-15.2: Establish neighborhood greenways throughout the neighborhood.

Neighborhood Greenways are designated residential streets, generally off main arterials, with low volumes of vehicular traffic and low speeds where people who walk and bike are given priority.

Policy FH-15.3: Determine the needs of commuter and recreational bike rider groups.

The Finn Hill residents have identified two different types of bicycle routes and facilities: commuter and recreational bicycle facilities. These facilities may require specific bicycle amenities (e.g. repair stations, directional signs) along existing and proposed routes to support ridership.

Residents would like to improve the connectivity of Finn Hill's bicycle routes within the neighborhood and to the broader trail network. Bicycle facilities should connect to parks and amenities within Finn Hill. Bike facilities should also connect to other regional trail systems outside of Finn Hill (Lake Washington Loop Trail, Burke Gilman, Cross Kirkland Corridor, and Sammamish River Trail). Incorporating the pedestrian and bicycle connections and facility needs for Finn Hill in the Active Transportation Plan is a priority. The City should explore ways to expedite improvements.

Policy FH-15.4: Explore public pedestrian and bicycle easements across properties to complete the trail system.

During the development review process, there may be opportunities to acquire public access easements across private property to provide pedestrian and bike trail connections to pedestrian and bicycle networks.

Transit Service

The Finn Hill neighborhood is served by public transit in the northwest corner via King County Metro bus route 234. Finn Hill residents expressed interest in a more extensive neighborhood transit system (See Figure 7.4). Additional transit options may benefit the community by assisting the aging population, increasing connectivity to transit hubs, and providing alternative transit services for commuters.

The current low density land use and development pattern in the Finn Hill neighborhood makes it difficult to sustain additional fixed-route transit service because the ridership is lower than many other transit routes operated by King County Metro Transit. The City of Kirkland will continue to advocate for better transit solutions for the neighborhood. This includes new approaches to transit that do not rely on fixed bus routes, such as King County Metro's Neighborhood Connections program which provides small-scale flexible transit programs.

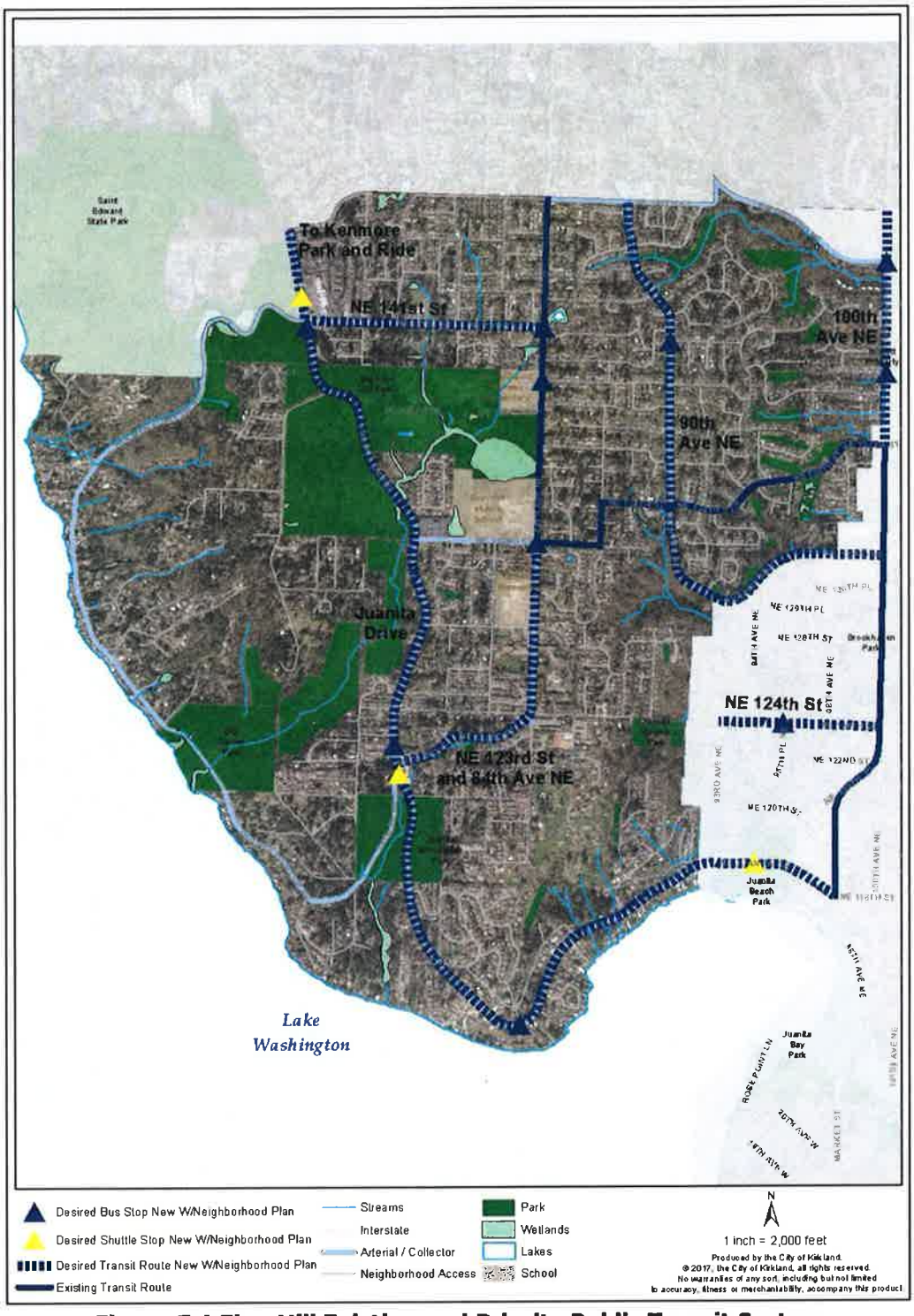


Figure 7.4 Finn Hill Existing and Priority Public Transit System

Goal FH-16: Prioritize investments in the neighborhood toward increasing Public Transit options.

Considering the low density land use pattern, the City should support alternative transit options. Pedestrian and bicycle networks linked to neighborhood destinations such as commercial areas, parks and schools support transit use. Providing transit amenities such as frequent service, inviting bus shelters, bus stops in key safe neighborhood activity areas with easy pedestrian access encourage more transit use.

Policy FH-16.1 Work with transit agencies and other providers to connect transit within Finn Hill's two commercial areas to surrounding transit centers outside the neighborhood.

The City and King County Metro should prioritize and coordinate infrastructure and needed density to support increased transit service to the two commercial areas in Finn Hill. The commercial areas serve as focal points for the neighborhood providing goods and services, are surrounded by higher density residential housing and nearby parks and located along a major north/south corridor.

Policy FH-16.2: Explore alternative modes of transportation or research transit service options suitable for lower-density areas of the neighborhood (e.g. shuttles, car shares, vanpools).

In lower density areas not sufficient to support transit service, alternative modes of transit service, ride shares, or shuttles should be explored to link people together with commercial areas, schools, and parks.

8. Public Services and Utilities

Water, sewer, and storm drainage services and facilities are adequate for existing and foreseeable future developments in the Finn Hill Neighborhood. There are segments of the street network system that are not open, paved or not up to City standards. If not included in the Capital Improvement Program, new development is required to install and upgrade water, sewer service and streets as a condition of development and to meet storm water requirements. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan and Northshore Utility District Comprehensive Plans provide the general framework for these services and facilities.

Goal FH-17: Provide public and private utility services for the neighborhood.

Policy FH-17.1: Provide emergency services (fire and police) to the Finn Hill neighborhood at levels enhanced beyond those provided prior to annexation in 2011.

The City provides emergency services to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue and paramedic services.

The City conducted a Standard of Coverage and Deployment Plan and Fire Strategic Plan to evaluate response services for fire suppression, emergency medical services and specialty situations. The study identified the need for a new dual fire station number 24 to serve the northern areas of the City including Finn Hill neighborhood. The new station 24 will be located in the north part of the City and is due to be completed by 2019.

Policy FH-17.2: Provide potable water, sanitary sewer and surface water management facilities to new and existing development in accordance with the Northshore Utility District Water and Sanitary Sewer Comprehensive Plans, the Kirkland Surface Water Master Plan, Kirkland Municipal Code, and adopted Kirkland Surface Water Design Manual requirements.

The Northshore Utility District provides water services to the Finn Hill Neighborhood. As a member of the Cascade Water Alliance, both the City of Kirkland and Northshore Utility District purchase their water supply from Seattle Public Utilities who gets it from the Tolt River Watershed, with occasional supply from the Cedar River Watershed.

The Northshore Utility District provides sewer service to residents in Finn Hill.
See Natural Environment, Section 4. Surface Water for more information on storm water management policies and protection of stream corridors and Lake Washington.

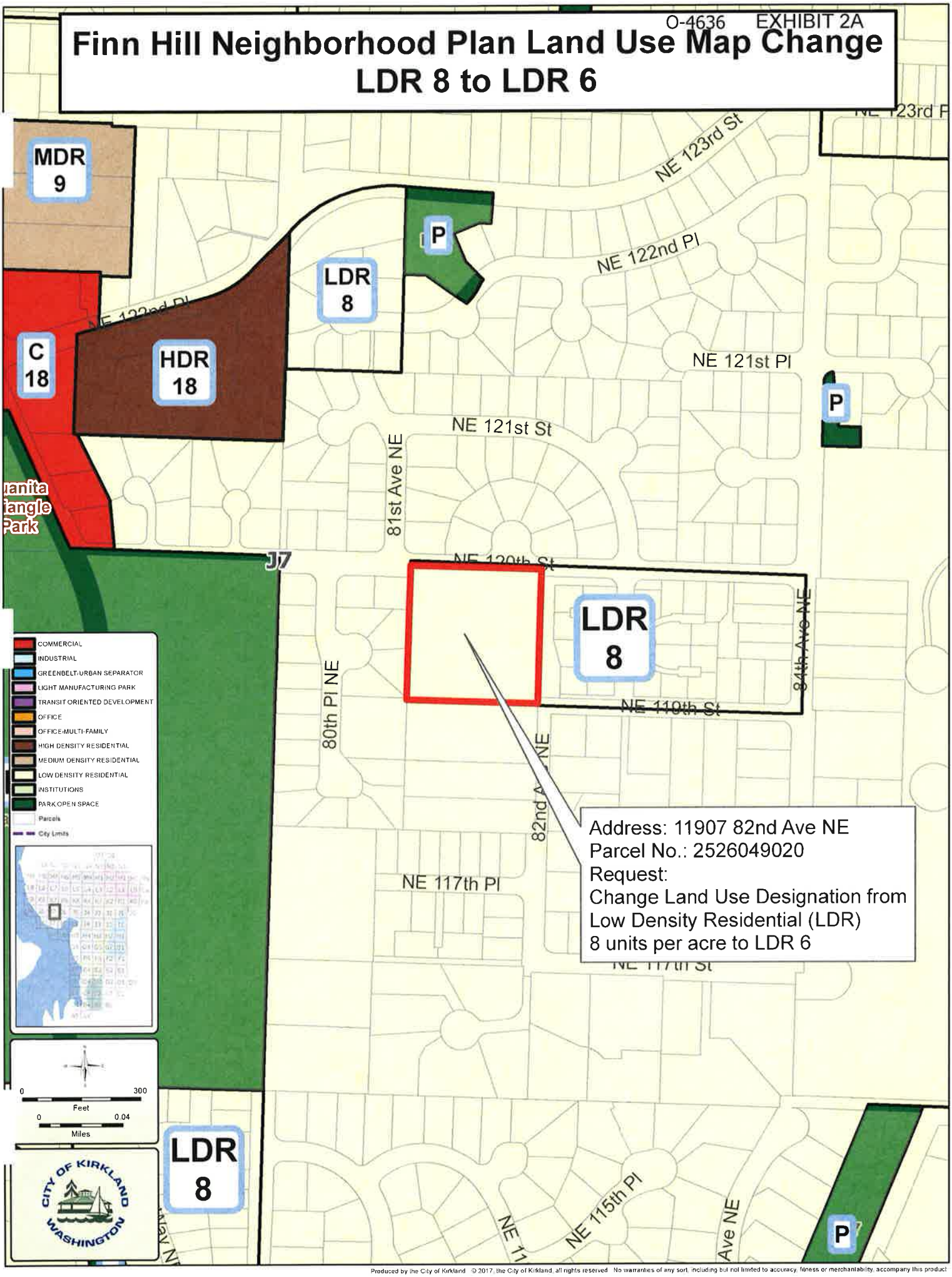
Puget Sound Energy (PSE) provides the Kirkland area with electricity and natural gas.

Policy FH-17.3: Encourage undergrounding of overhead utilities

Undergrounding overhead utilities is encouraged to improve views and aesthetics of an area by removing visual clutter.

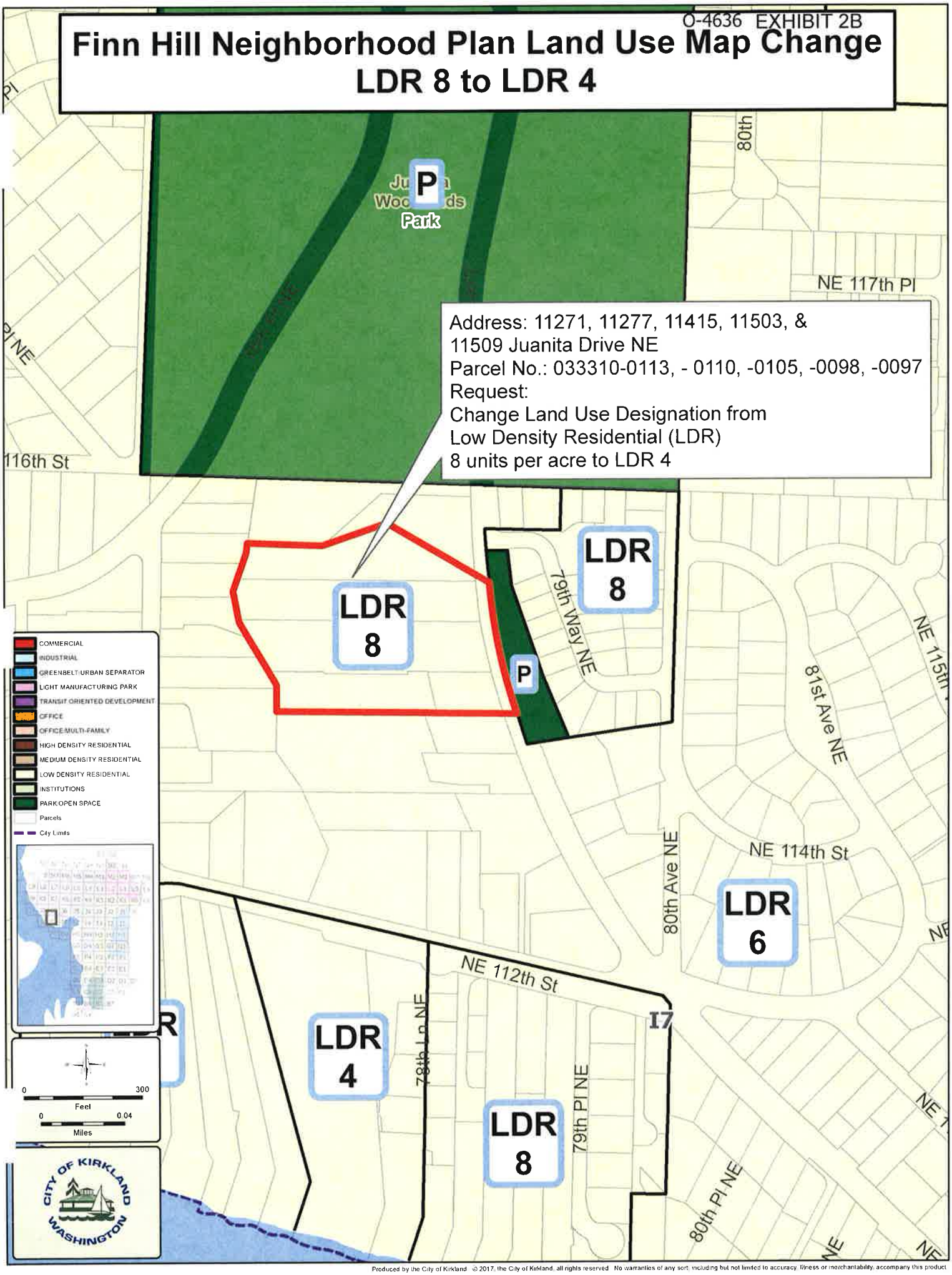
O-4636 EXHIBIT 2A

Finn Hill Neighborhood Plan Land Use Map Change
LDR 8 to LDR 6



O-4636 EXHIBIT 2B

Finn Hill Neighborhood Plan Land Use Map Change
LDR 8 to LDR 4



O-4636 EXHIBIT 2C

Finn Hill Neighborhood Plan Land Use Map Change
LDR 8 to LDR 4

Exhibit 2c Property Tax ID Numbers for rezone from RSA 8 to RSA 4

0333100280

0333100285

0333100290

0333100295

0333100300

0333100301

0333100302

0333100303

3761100355

3761100360

3761100370

O-4636 EXHIBIT 2D

Finn Hill Neighborhood Plan Land Use Map Change
LDR 8 to LDR 4

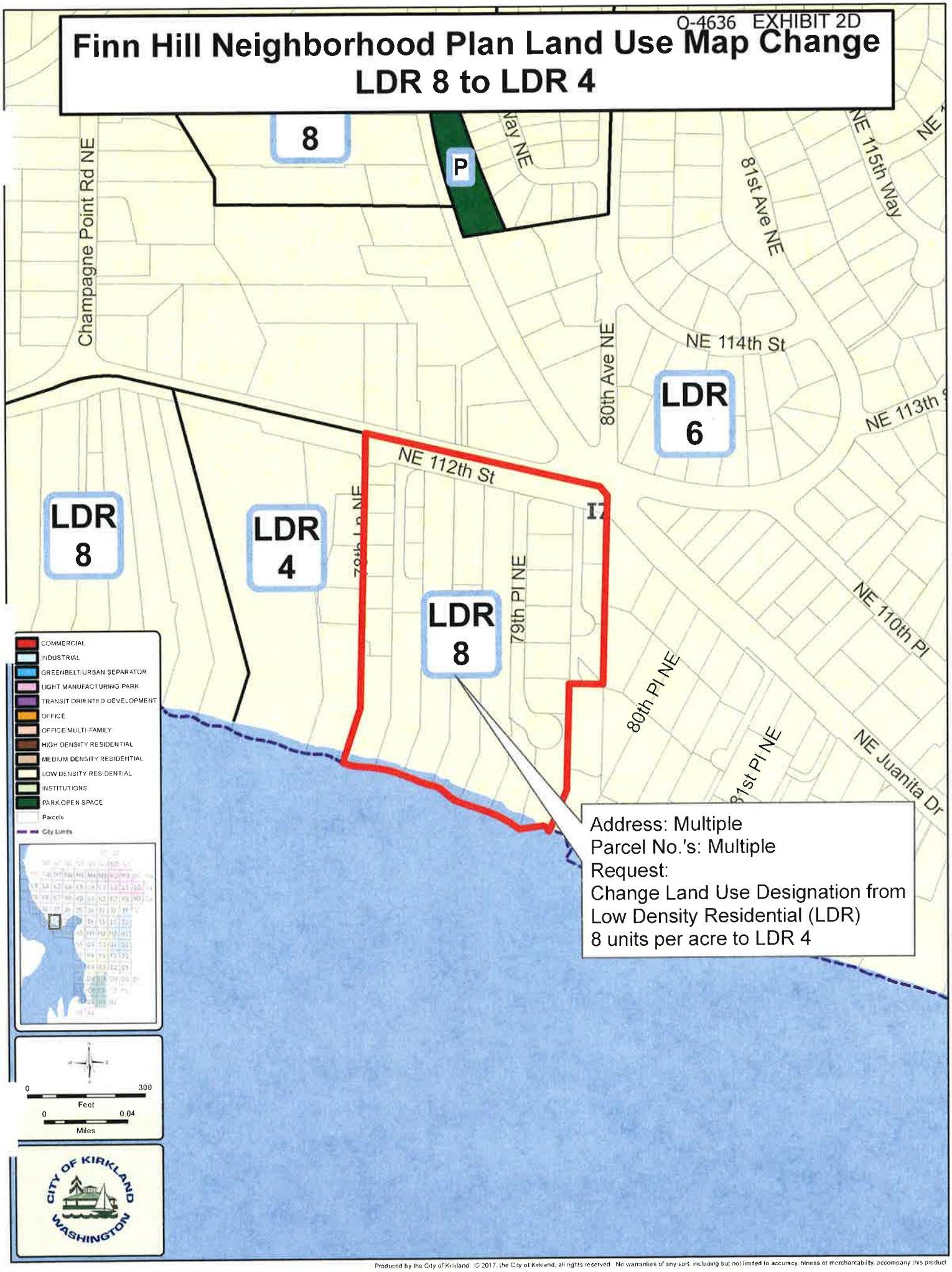


Exhibit 2d Property Tax ID Numbers for rezone from RSA 8 to RSA 4

0333100223

0333100227

0333100229

0333100230

0333100231

0333100232

0333100233

0333100235

0333100236

0333100237

0333100238

0333100240

0333100245

0333100247

0333100250

0333100251

0333100252

0333100253

0333100255

0333100257

0333100258

0333100259

0333100260

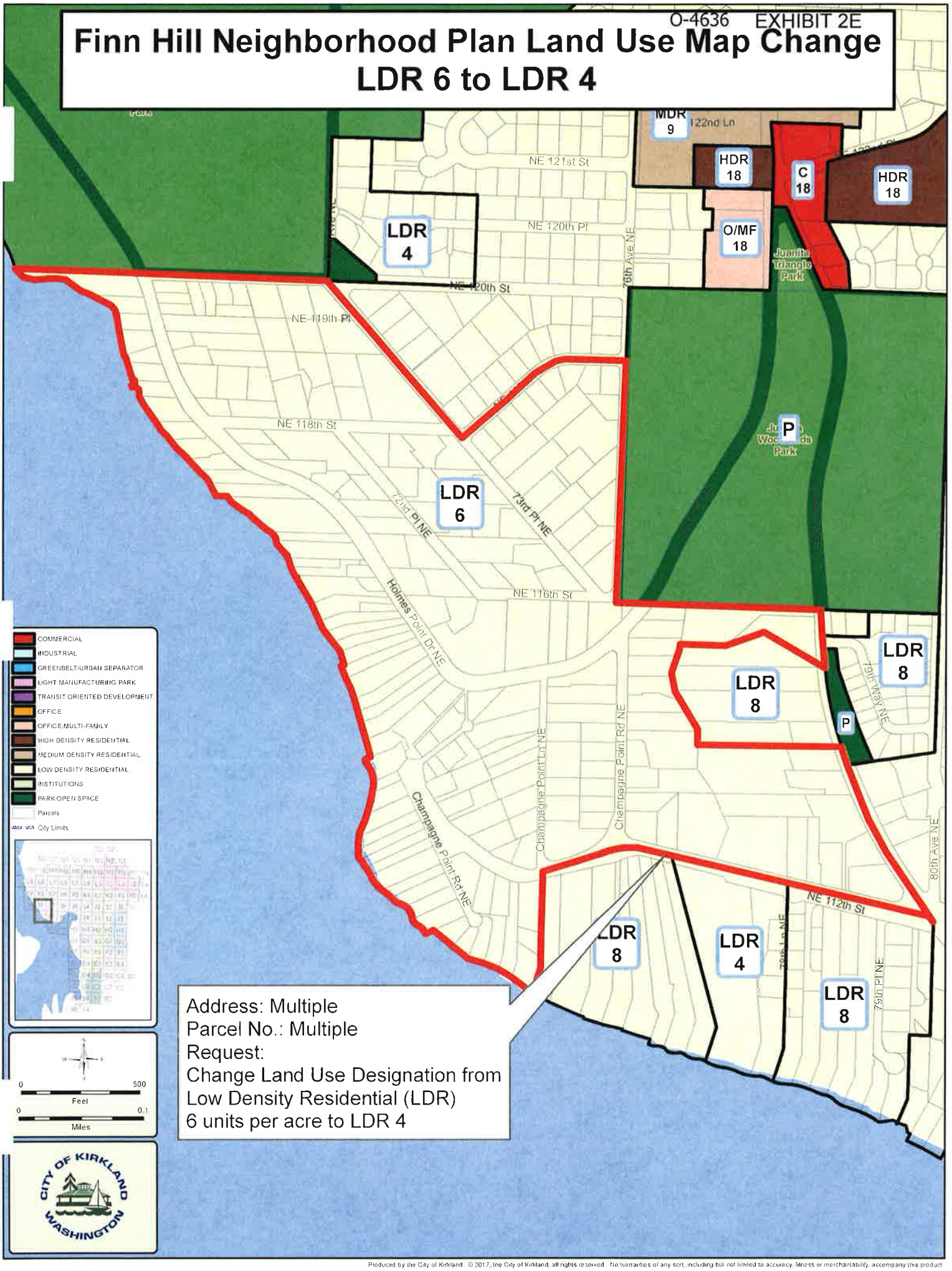
0333100261

0333100262

0333100263

O-4636 EXHIBIT 2E

Finn Hill Neighborhood Plan Land Use Map Change
LDR 6 to LDR 4



Address: Multiple
Parcel No.: Multiple
Request:
Change Land Use Designation from Low Density Residential (LDR) 6 units per acre to LDR 4

CITY OF KIRKLAND WASHINGTON

Exhibit 2e Property Tax ID Numbers for rezones from RSA 6 to RSA 4

0333100095
0333100096
0333100115
0333100118
0333100119
0333100120
0333100135
0333100136
0333100137
0333100138
0333100140
0333100145
0333100146
0333100150
0333100152
0333100156
0333100160
0333100165
0333100166
0333100190
0333100195
0333100200
0333100208
0333100209
0333100210
0333100216
0333100217
0333100218
0333100305
1974400010
1974400020
1974400030
1974400040
1974400050
1974400060
1974400070
1974400080
1974400090
2796700010
2796700014
2796700024
2796700030
2796700040
2796700045
2796700055
2796700056
2796700070
2796700076
2796700077
2796700078
2796700079
2796700080
2796700081
2796700086
2796700087
2796700095
2796700100
2796700105
2796700107
2796700109
2796700110
2796700115
2796700116
2796700120
2796700130
2796700131
2796700132
2796700133
2796700135
2796700136
2796700137
2796700138
2796700155
2796700156
2796700157
2796700158
2796700160
2796700165
2796700170
2796700176
2796700180
3761100005
3761100015

3761100025	3761100212	3761100292
3761100035	3761100213	3761100293
3761100045	3761100214	3761100294
3761100050	3761100215	3761100320
3761100055	3761100216	3761100322
3761100065	3761100217	3761100325
3761100070	3761100220	3761100330
3761100075	3761100221	3761100340
3761100080	3761100225	3761100341
3761100085	3761100226	3761100342
3761100096	3761100230	3761100350
3761100110	3761100240	3762300005
3761100120	3761100245	3762300010
3761100125	3761100246	3762300015
3761100127	3761100247	3762300025
3761100135	3761100250	3762300040
3761100145	3761100252	3762300045
3761100150	3761100255	3762300055
3761100155	3761100257	3762300060
3761100160	3761100258	3762300085
3761100175	3761100259	3762300100
3761100180	3761100260	3762300105
3761100185	3761100270	4055701000
3761100190	3761100275	4055701001
3761100195	3761100276	4055701002
3761100196	3761100280	4055701004
3761100205	3761100285	4055701010
3761100210	3761100288	4055701011
3761100211	3761100290	4055701012

4055701013
4055701015
4055701016
4055701017
4055701018
4055701035
4055701038
4055701039
4055701040
4055701041
4055701042
4055701043
4055701044
4055701045
4055701050
4055701055
4055701056
4055701060
4055701061
4055701065
4055701066
4055701067
4055701075
4055701080
4055701085
4055701087
4055701090
4055701092
4055701095
4055701097
4055701100
4055701105
4055701106
4055701110
4055701111
4055701112
4055701113
4055701440
4055701445
4055701450
4055701455
4055701457
4055701470
4055701476
4055701485

O-4636 EXHIBIT 2F

Finn Hill Neighborhood Plan Land Use Map Change
LDR 6 to LDR 4

Exhibit 2f Property Tax ID numbers for rezones RSA 6 to RSA 4

4055700090	4055700181	4055701255
4055700095	4055700185	4055701260
4055700103	4055700186	4055701268
4055700104	4055700215	4055701272
4055700105	4055700216	4055701275
4055700106	4055700220	4055701280
4055700107	4055700225	4055701285
4055700110	4055700226	4055701287
4055700112	4055700265	4055701305
4055700120	4055700266	4055701310
4055700126	4055700267	4055701315
4055700131	4055700285	4055701325
4055700135	4055700286	4055701335
4055700136	4055700290	4055701345
4055700140	4055700295	4055701355
4055700141	4055700296	4055701360
4055700145	4055700300	4055701365
4055700151	4055700301	4055701370
4055700155	4055700302	4055701375
4055700160	4055701185	4055701380
4055700161	4055701186	4055701385
4055700162	4055701195	4055701394
4055700163	4055701200	4055701405
4055700164	4055701205	4055701408
4055700166	4055701210	4055701420
4055700167	4055701220	4055701425
4055700175	4055701225	
4055700176	4055701230	
4055700180	4055701240	

O-4636 Exhibit 2G

Finn Hill Neighborhood Plan Land Use Map Change
LDR 6 to LDR 4

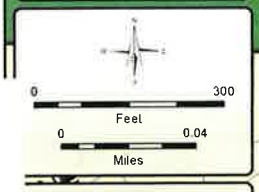
Exhibit 2g Property Tax ID numbers for rezones RSA 6 to RSA 4

3761700005	3761700087	4055701150
3761700010	3761700088	
3761700020	3761700093	
3761700030	3761700095	
3761700040	3761700096	
3761700045	3761700100	
3761700050	3761700105	
3761700053	3761700110	
3761700054	3761700111	
3761700055	3761700112	
3761700058	3761700115	
3761700059	3761700116	
3761700060	3761700117	
3761700061	3761700248	
3761700065	3761700249	
3761700067	3761700250	
3761700068	3761700251	
3761700069	3761700252	
3761700071	3761700253	
3761700072	4055700035	
3761700073	4055700045	
3761700075	4055700150	
3761700077	4055701120	
3761700080	4055701125	
3761700081	4055701127	
3761700082	4055701130	
3761700083	4055701140	
3761700085	4055701145	

O-4636 EXHIBIT 2H

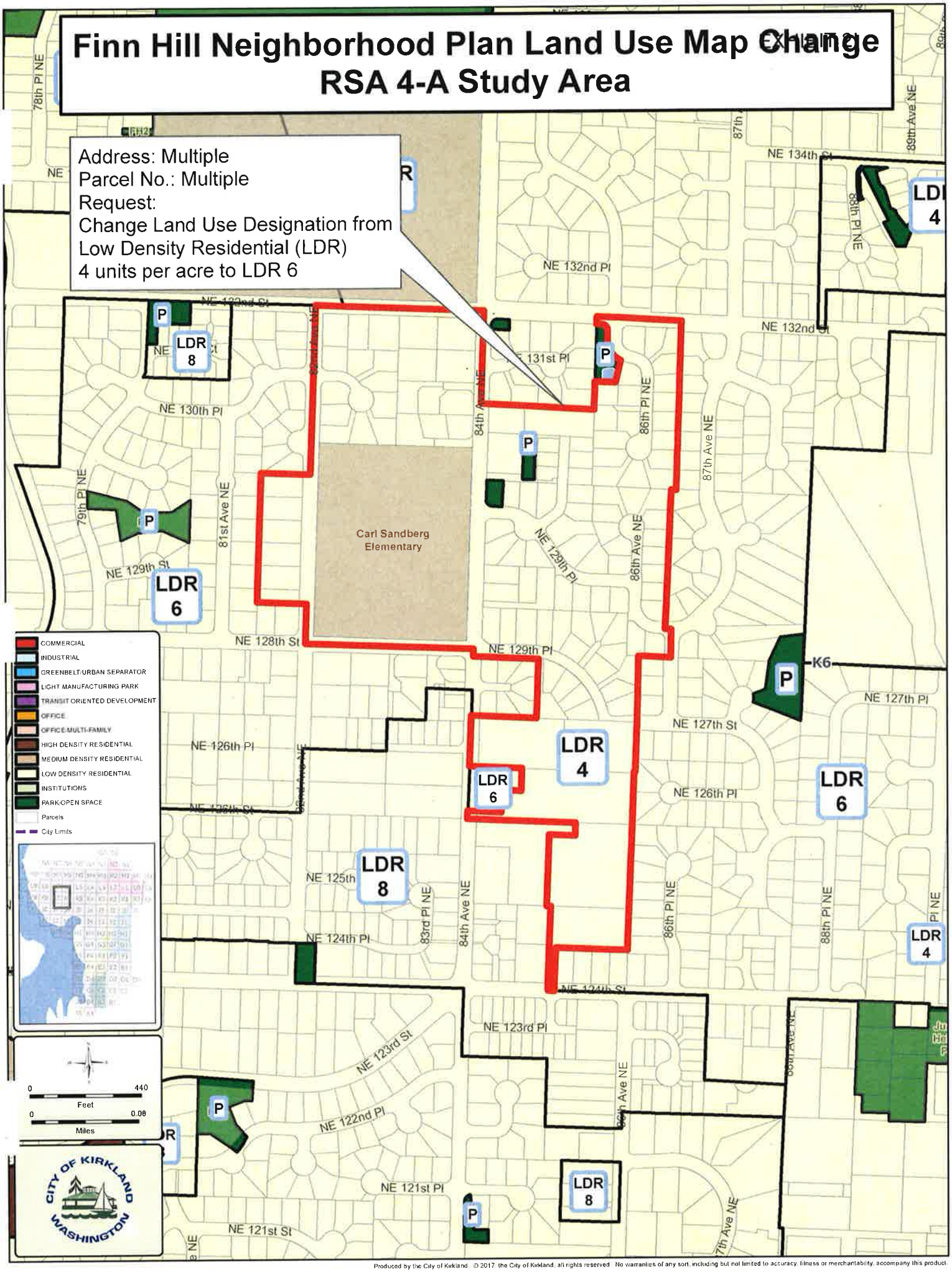
Finn Hill Neighborhood Plan Land Use Map Change
Commercial 24 to Commercial (FHNC)

Address: Multiple
Parcel No.: 357980-0553, 357980-0555
Request:
Change Land Use Designation from
Commercial 24 units per Acre (C24) to
Commercial (Finn Hill Neighborhood Center)



Finn Hill Neighborhood Plan Land Use Map Change
RSA 4-A Study Area

Address: Multiple
Parcel No.: Multiple
Request:
Change Land Use Designation from
Low Density Residential (LDR)
4 units per acre to LDR 6

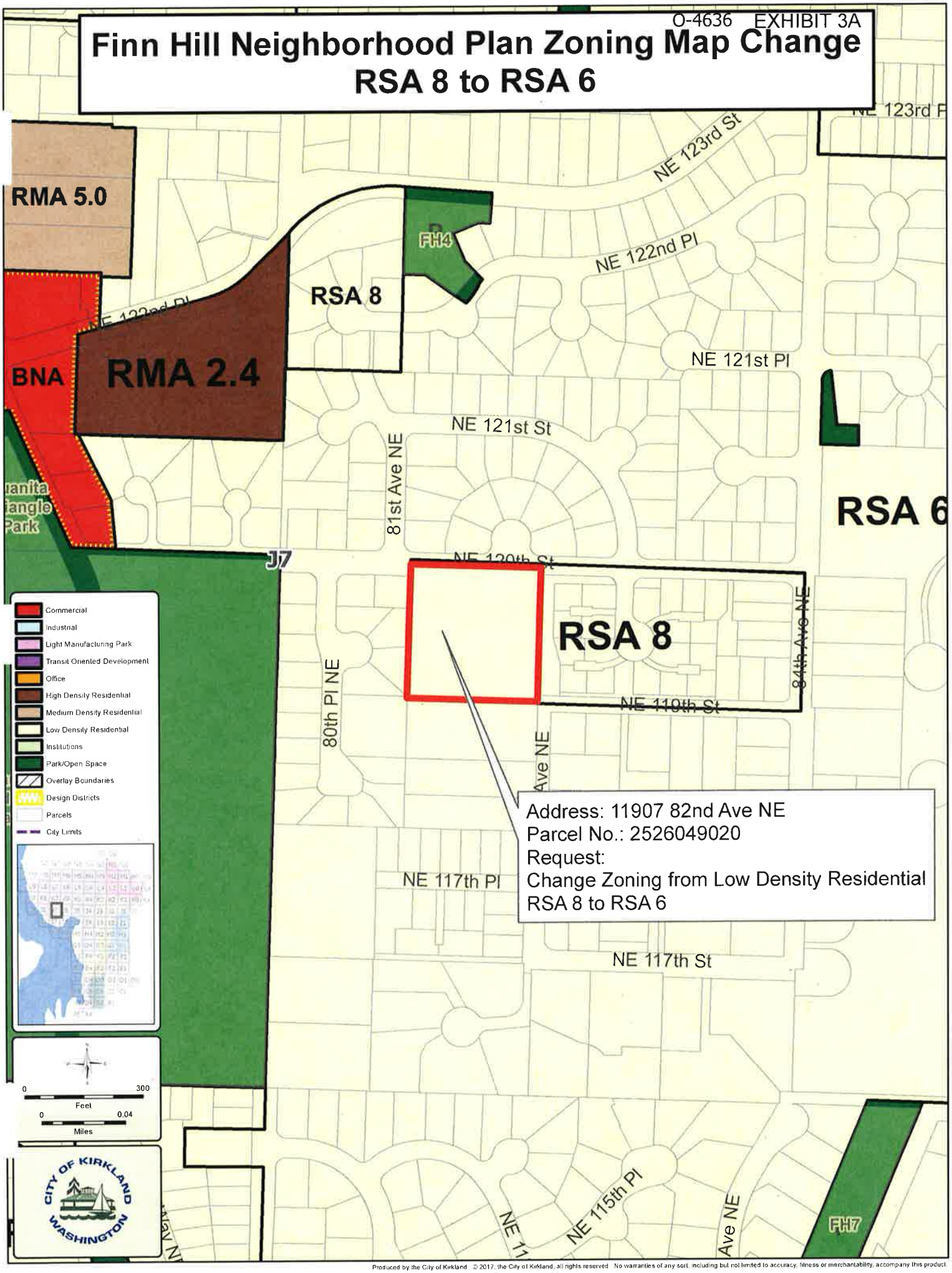


Property ID Numbers Land Use Map change from LDR 4 to LDR 6 (area RSA 4-A)

1828300010	1828300020	1828300030	1828300040
1828300050	1828300060	1828300070	1828300080
1828300090	1828300100	1828300110	1828300120
1828300130	1828300140	1828300150	1828300160
1828300170	1828300180	1828300190	3026059060
3026059081	3026059130	3026059152	3026059189
3026059205	3026059206	3026059237	3026059241
3026059255	3026059283	3026059349	3026059350
3762800020	3840700002	3840700003	3840700004
3840700005	3840700006	3840700007	3840700009
3840700010	3840700015	3840700017	3840700053
3840700056	3840700130	3840700131	3840700135
3840700140	3840700141	3840700145	5054000010
5054000020	5054000030	5054000040	5054000050
5054000060	5054000070	5054000080	5054000090
5054000100	5054000110	6301800010	6301800020
6301800030	6301800040	6301800050	6301800060
6301800070	6301800080	6301800090	6301800100
6301800110	6301800120	6301800130	6301800140
6301800150	6301800160	6301800170	6301800180
6301800190	6301800200	6301800210	6301800220
6301800230	6301800240	6301800250	6301800255
6301800260	6301800270	6301800280	6301800290
6301800300	9379000010	9379000020	9379000030
9379000040	9379000050	9379000060	9379000080
9429000010	9429000020	9429000030	9429000040
9429000050	9429000060	9429000070	9429000080
9429000090	9429000100	9429000110	9429000120
9429000130	9429000140	9429000150	9429000160
9429000170	9429000180	9429000190	3762800014
3762800016	3762800018	3762800022	

O-4636 EXHIBIT 3A

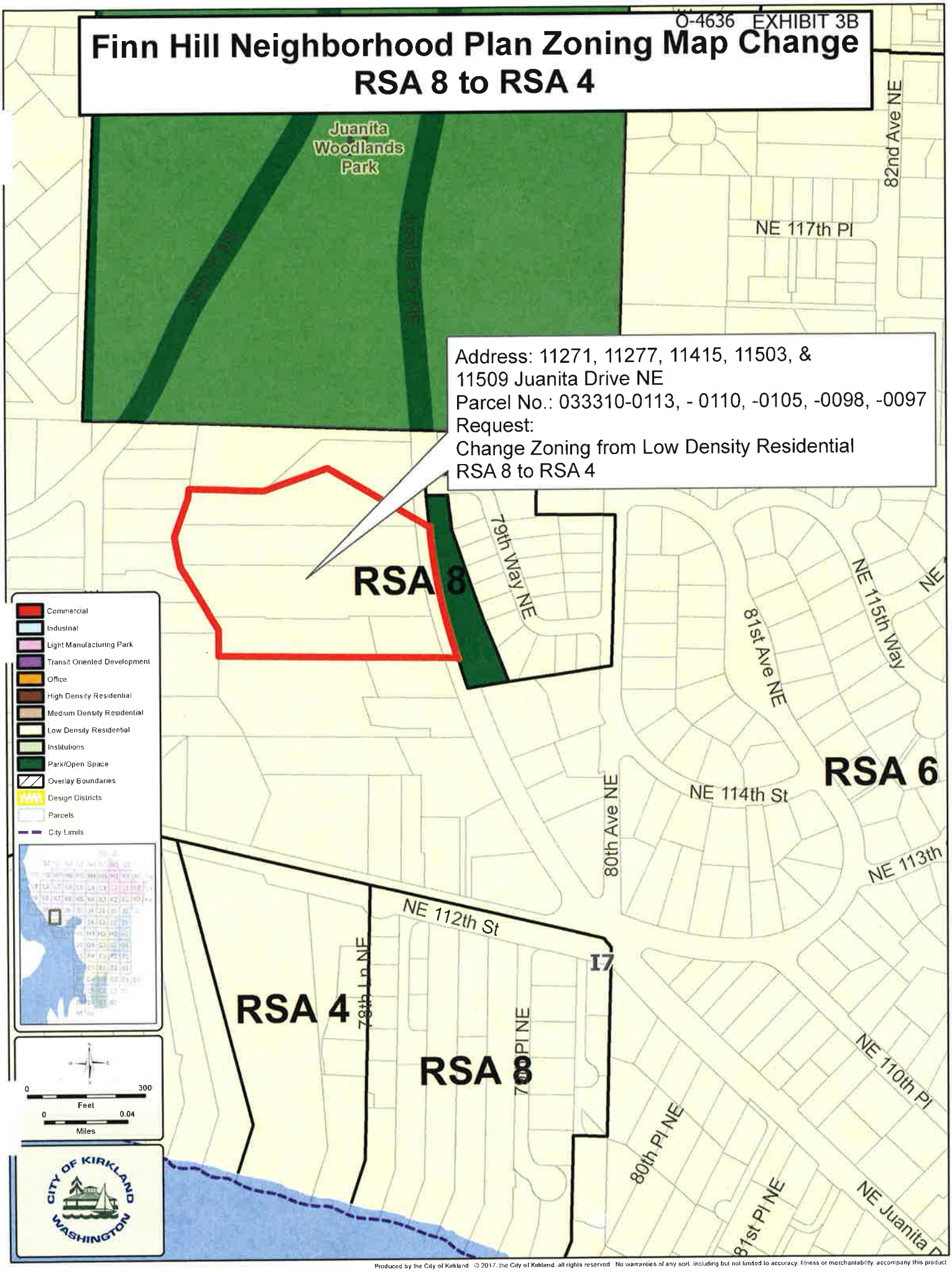
Finn Hill Neighborhood Plan Zoning Map Change
RSA 8 to RSA 6



Address: 11907 82nd Ave NE
Parcel No.: 2526049020
Request:
Change Zoning from Low Density Residential
RSA 8 to RSA 6

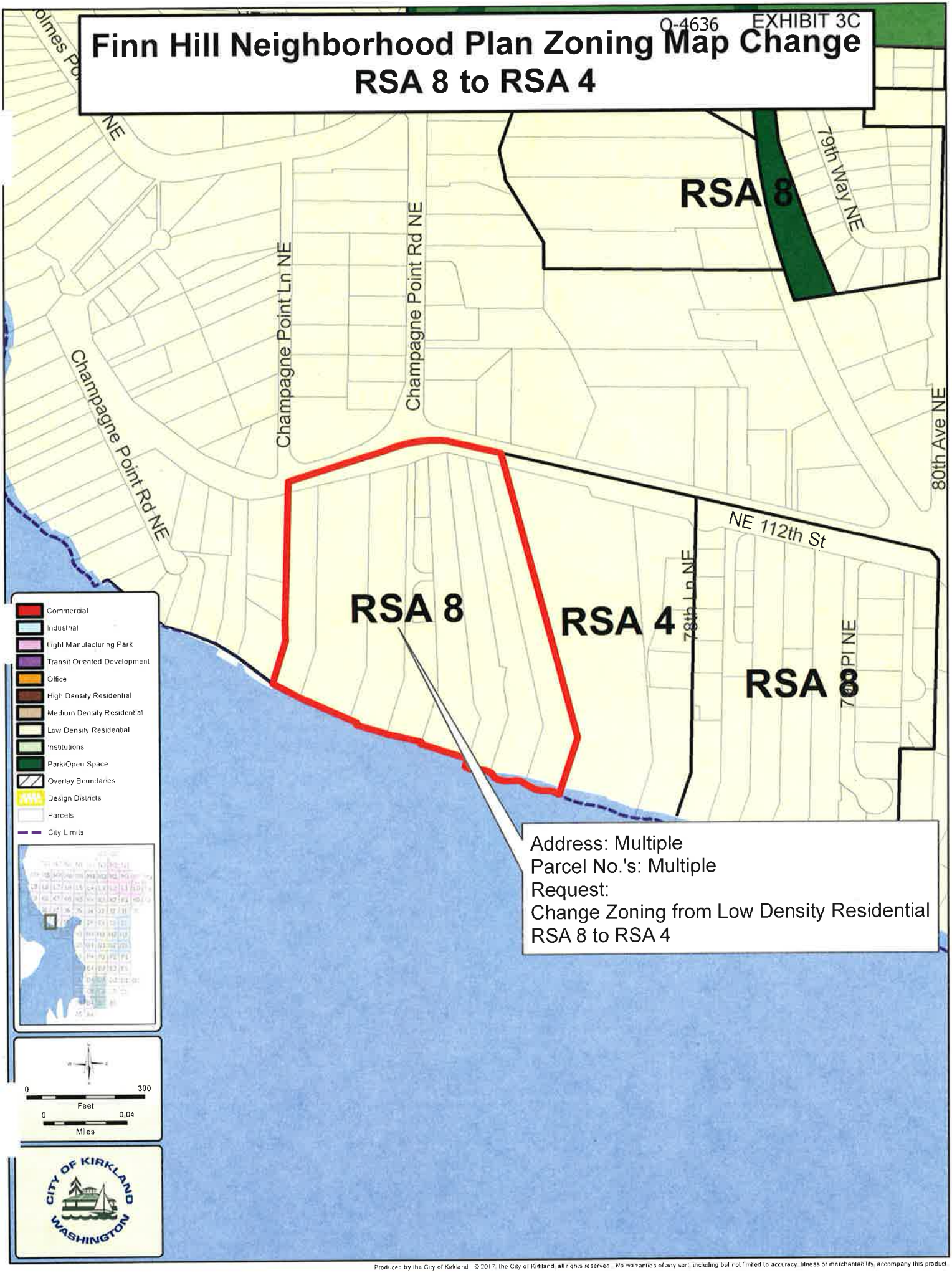
O-4636 EXHIBIT 3B

Finn Hill Neighborhood Plan Zoning Map Change
RSA 8 to RSA 4



Finn Hill Neighborhood Plan Zoning Map Change
RSA 8 to RSA 4

O-4636 EXHIBIT 3C



Address: Multiple
Parcel No.'s: Multiple
Request:
Change Zoning from Low Density Residential
RSA 8 to RSA 4

Exhibit 3c Property Tax ID Numbers for rezone from RSA 8 to RSA 4

0333100280

0333100285

0333100290

0333100295

0333100300

0333100301

0333100302

0333100303

3761100355

3761100360

3761100370

O-4636 EXHIBIT 3D

Finn Hill Neighborhood Plan Zoning Map Change
RSA 8 to RSA 4

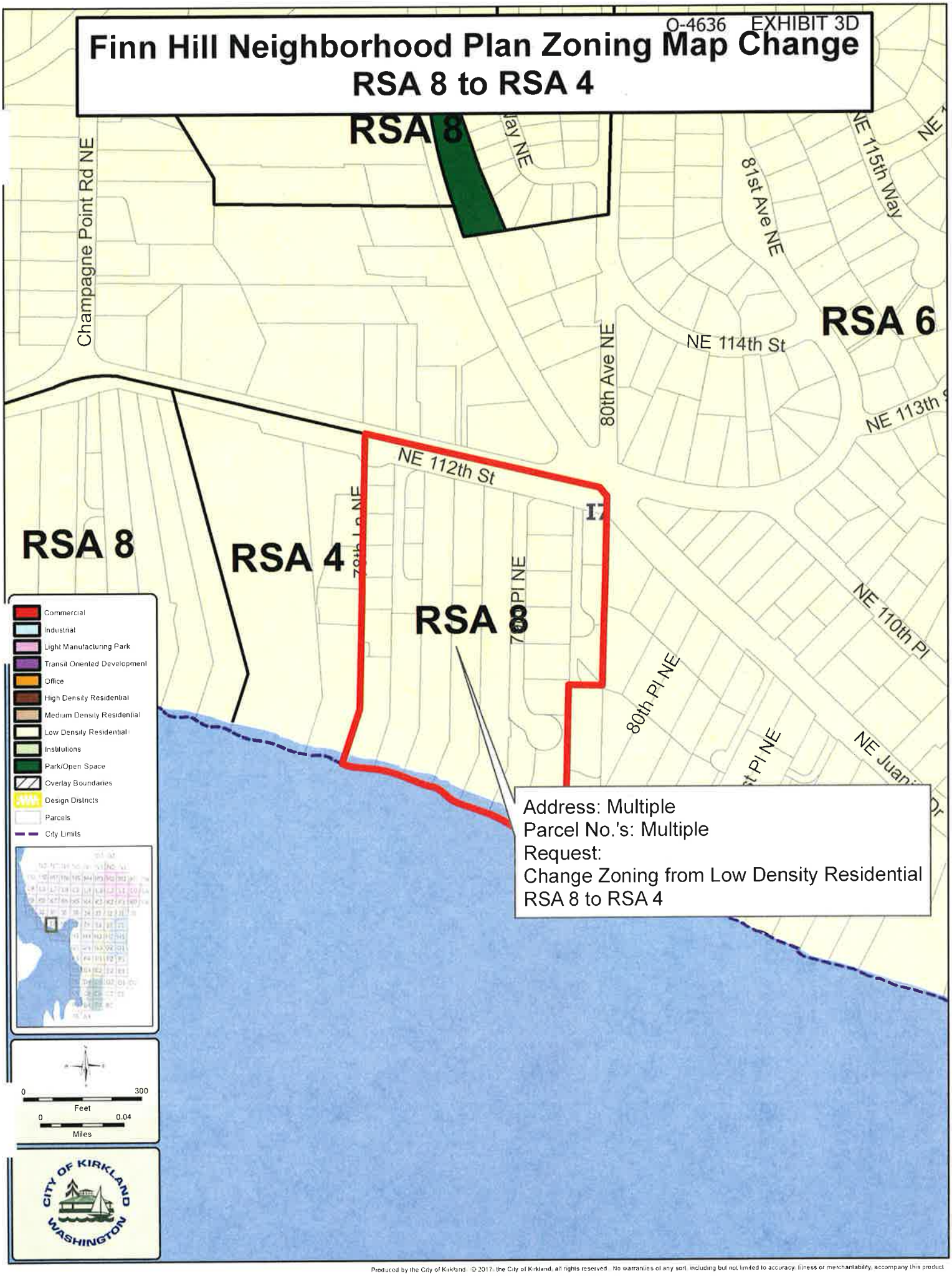


Exhibit 3d Property Tax ID Numbers for rezone from RSA 8 to RSA 4

0333100223

0333100227

0333100229

0333100230

0333100231

0333100232

0333100233

0333100235

0333100236

0333100237

0333100238

0333100240

0333100245

0333100247

0333100250

0333100251

0333100252

0333100253

0333100255

0333100257

0333100258

0333100259

0333100260

0333100261

0333100262

0333100263

O-4636 EXHIBIT 3E

Finn Hill Neighborhood Plan Zoning Map Change
RSA 6 to RSA 4

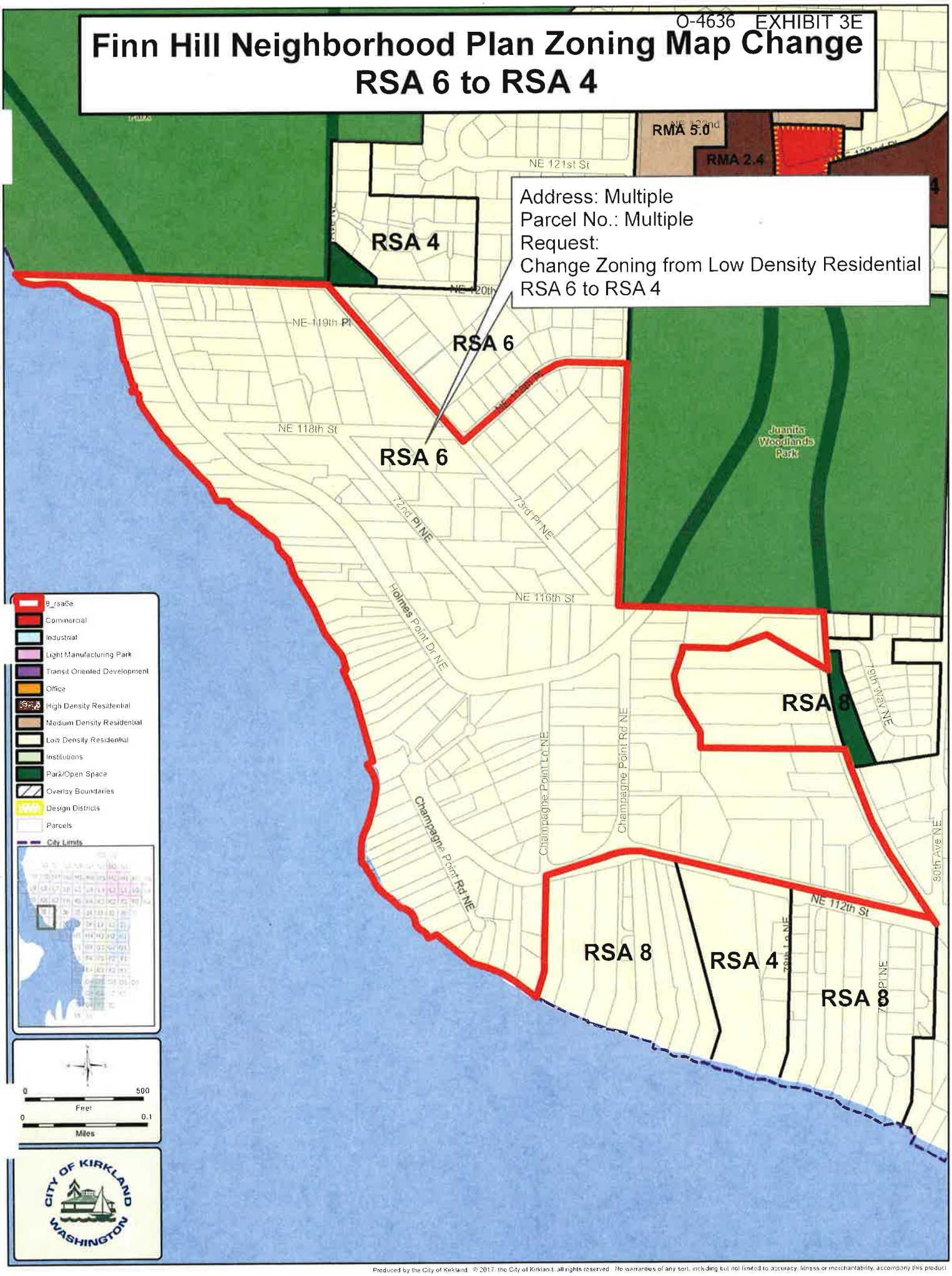


Exhibit 3e Property Tax ID Numbers for rezones from RSA 6 to RSA 4

0333100095
0333100096
0333100115
0333100118
0333100119
0333100120
0333100135
0333100136
0333100137
0333100138
0333100140
0333100145
0333100146
0333100150
0333100152
0333100156
0333100160
0333100165
0333100166
0333100190
0333100195
0333100200
0333100208
0333100209
0333100210
0333100216
0333100217
0333100218
0333100305
1974400010
1974400020
1974400030
1974400040
1974400050
1974400060
1974400070
1974400080
1974400090
2796700010
2796700014
2796700024
2796700030
2796700040
2796700045
2796700055
2796700056
2796700070
2796700076
2796700077
2796700078
2796700079
2796700080
2796700081
2796700086
2796700087
2796700095
2796700100
2796700105
2796700107
2796700109
2796700110
2796700115
2796700116
2796700120
2796700130
2796700131
2796700132
2796700133
2796700135
2796700136
2796700137
2796700138
2796700155
2796700156
2796700157
2796700158
2796700160
2796700165
2796700170
2796700176
2796700180
3761100005
3761100015

3761100025	3761100212	3761100292
3761100035	3761100213	3761100293
3761100045	3761100214	3761100294
3761100050	3761100215	3761100320
3761100055	3761100216	3761100322
3761100065	3761100217	3761100325
3761100070	3761100220	3761100330
3761100075	3761100221	3761100340
3761100080	3761100225	3761100341
3761100085	3761100226	3761100342
3761100096	3761100230	3761100350
3761100110	3761100240	3762300005
3761100120	3761100245	3762300010
3761100125	3761100246	3762300015
3761100127	3761100247	3762300025
3761100135	3761100250	3762300040
3761100145	3761100252	3762300045
3761100150	3761100255	3762300055
3761100155	3761100257	3762300060
3761100160	3761100258	3762300085
3761100175	3761100259	3762300100
3761100180	3761100260	3762300105
3761100185	3761100270	4055701000
3761100190	3761100275	4055701001
3761100195	3761100276	4055701002
3761100196	3761100280	4055701004
3761100205	3761100285	4055701010
3761100210	3761100288	4055701011
3761100211	3761100290	4055701012

4055701013
4055701015
4055701016
4055701017
4055701018
4055701035
4055701038
4055701039
4055701040
4055701041
4055701042
4055701043
4055701044
4055701045
4055701050
4055701055
4055701056
4055701060
4055701061
4055701065
4055701066
4055701067
4055701075
4055701080
4055701085
4055701087
4055701090
4055701092
4055701095
4055701097
4055701100
4055701105
4055701106
4055701110
4055701111
4055701112
4055701113
4055701440
4055701445
4055701450
4055701455
4055701457
4055701470
4055701476
4055701485

O-4636 EXHIBIT 3F

Finn Hill Neighborhood Plan Zoning Map Change
RSA 6 to RSA 4

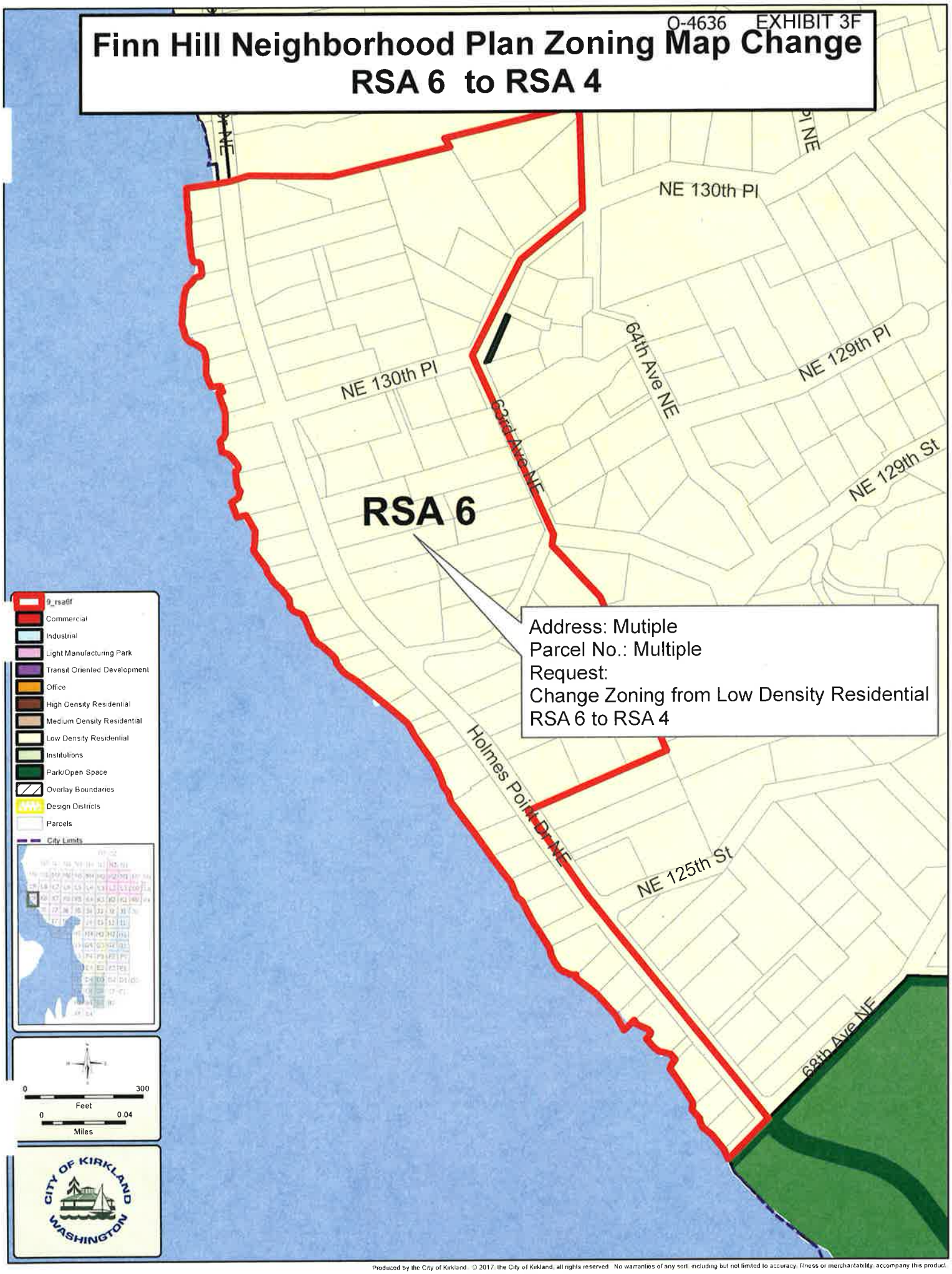


Exhibit 3f Property Tax ID numbers for rezones RSA 6 to RSA 4

4055700090	4055700181	4055701255
4055700095	4055700185	4055701260
4055700103	4055700186	4055701268
4055700104	4055700215	4055701272
4055700105	4055700216	4055701275
4055700106	4055700220	4055701280
4055700107	4055700225	4055701285
4055700110	4055700226	4055701287
4055700112	4055700265	4055701305
4055700120	4055700266	4055701310
4055700126	4055700267	4055701315
4055700131	4055700285	4055701325
4055700135	4055700286	4055701335
4055700136	4055700290	4055701345
4055700140	4055700295	4055701355
4055700141	4055700296	4055701360
4055700145	4055700300	4055701365
4055700151	4055700301	4055701370
4055700155	4055700302	4055701375
4055700160	4055701185	4055701380
4055700161	4055701186	4055701385
4055700162	4055701195	4055701394
4055700163	4055701200	4055701405
4055700164	4055701205	4055701408
4055700166	4055701210	4055701420
4055700167	4055701220	4055701425
4055700175	4055701225	
4055700176	4055701230	
4055700180	4055701240	

O-4636 EXHIBIT 3G

Finn Hill Neighborhood Plan Zoning Map Change
RSA 6 to RSA 4

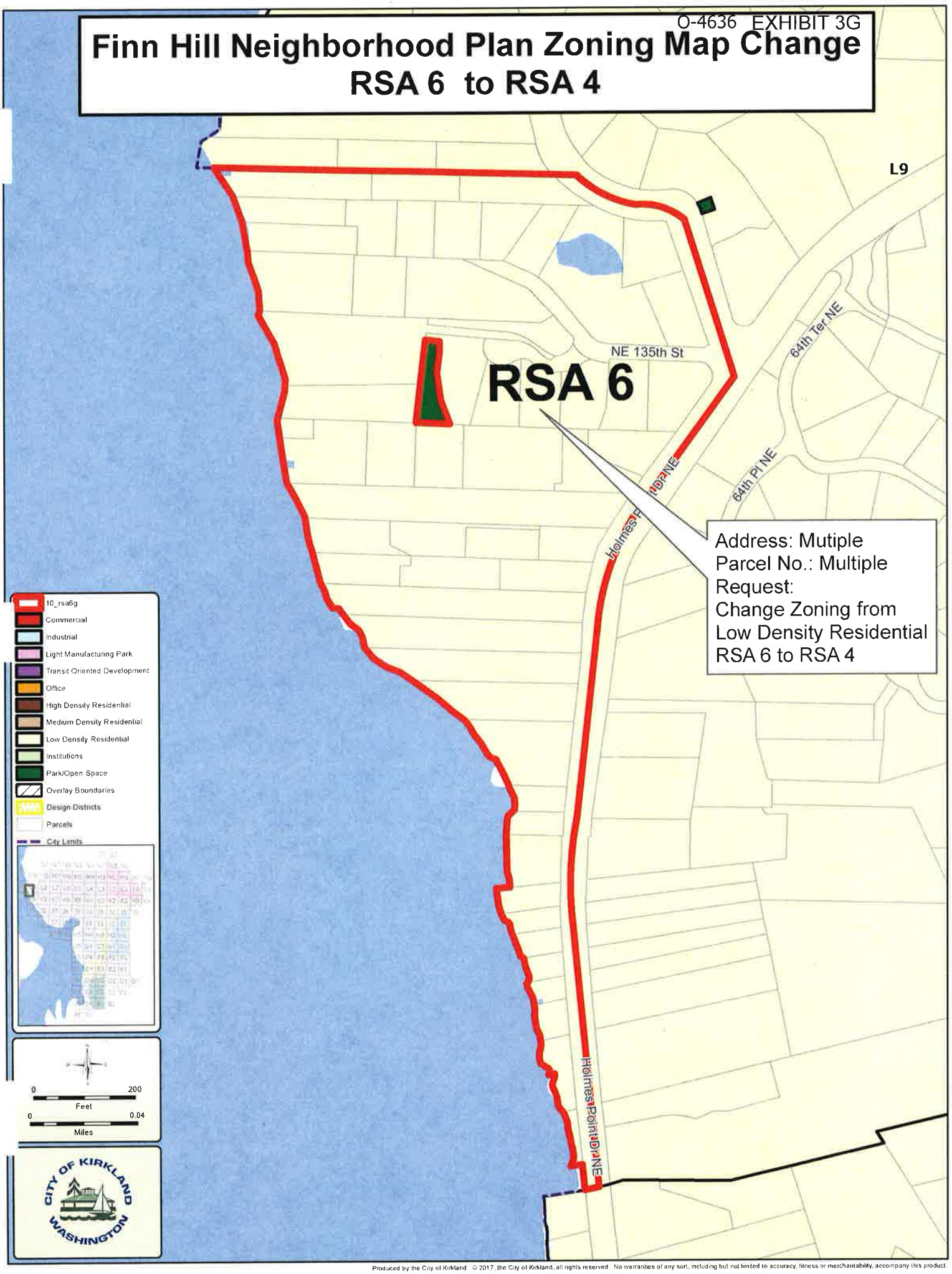
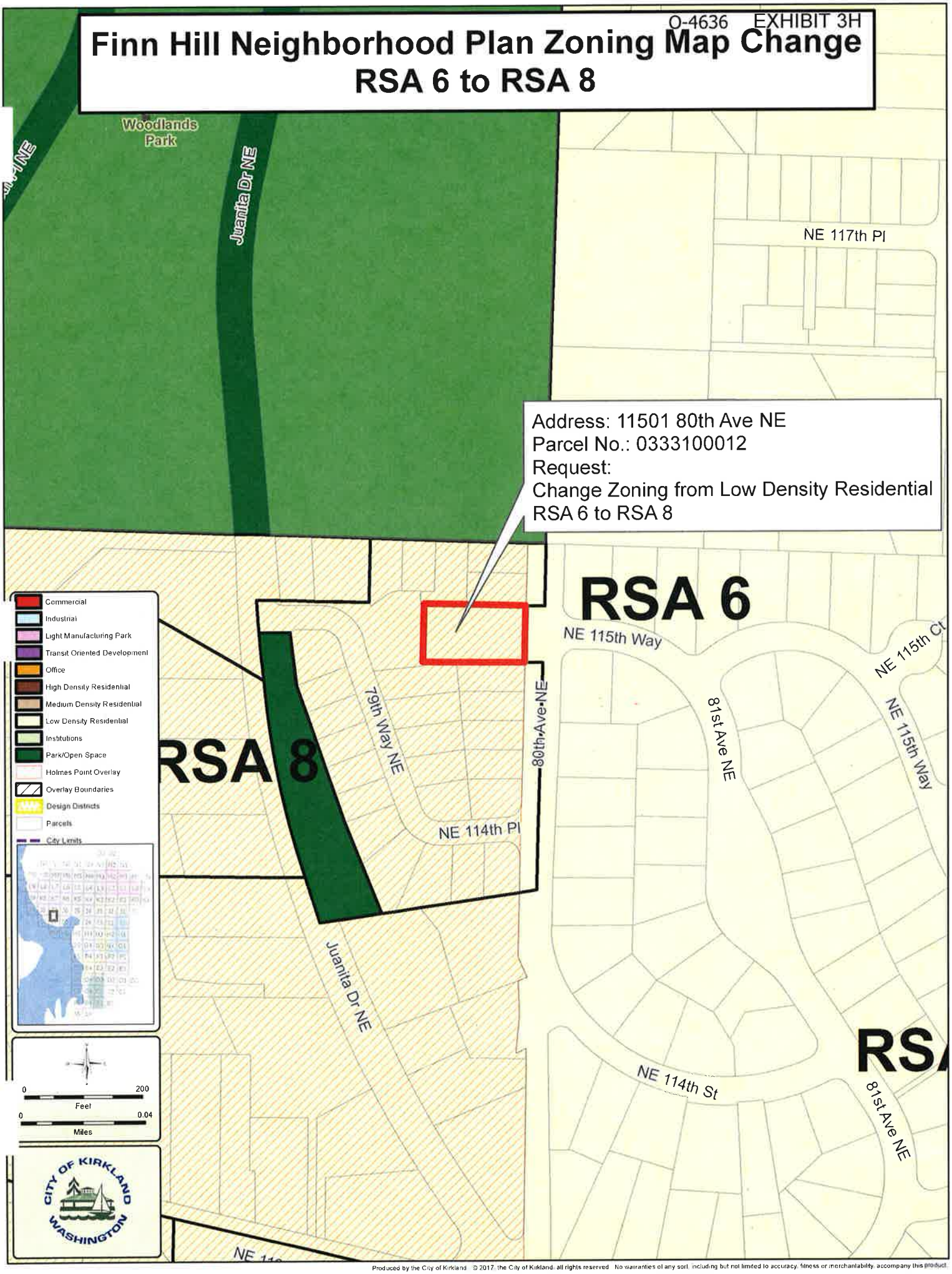


Exhibit 3g Property Tax ID numbers for rezones RSA 6 to RSA 4

3761700005	3761700087	4055701150
3761700010	3761700088	
3761700020	3761700093	
3761700030	3761700095	
3761700040	3761700096	
3761700045	3761700100	
3761700050	3761700105	
3761700053	3761700110	
3761700054	3761700111	
3761700055	3761700112	
3761700058	3761700115	
3761700059	3761700116	
3761700060	3761700117	
3761700061	3761700248	
3761700065	3761700249	
3761700067	3761700250	
3761700068	3761700251	
3761700069	3761700252	
3761700071	3761700253	
3761700072	4055700035	
3761700073	4055700045	
3761700075	4055700150	
3761700077	4055701120	
3761700080	4055701125	
3761700081	4055701127	
3761700082	4055701130	
3761700083	4055701140	
3761700085	4055701145	

O-4636 EXHIBIT 3H

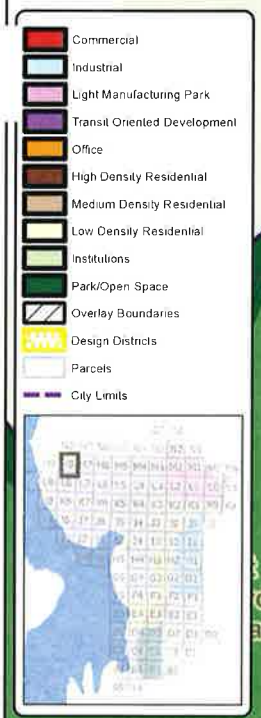
Finn Hill Neighborhood Plan Zoning Map Change
RSA 6 to RSA 8



O-4636 EXHIBIT 3I

Finn Hill Neighborhood Plan Zoning Map Change
BNA to FHNC

Address: Multiple
Parcel No.: 357980-0553, 357980-0555
Request:
Change Zoning from Neighborhood Business (BNA) to Finn Hill Neighborhood Center



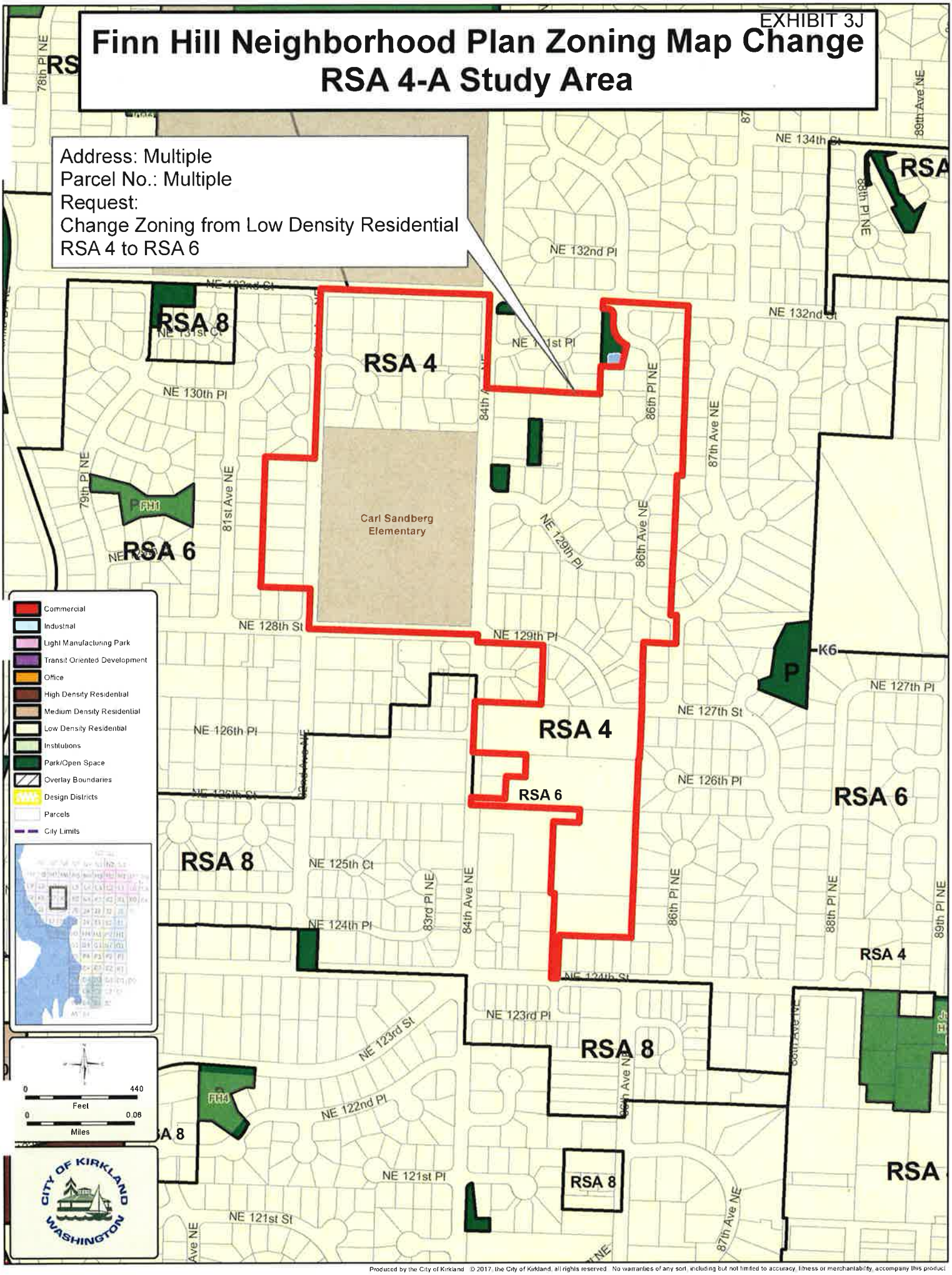
0 300
Feet
0 0.04
Miles

CITY OF KIRKLAND
WASHINGTON

EXHIBIT 3J

Finn Hill Neighborhood Plan Zoning Map Change
RSA 4-A Study Area

Address: Multiple
Parcel No.: Multiple
Request:
Change Zoning from Low Density Residential RSA 4 to RSA 6



Property ID Numbers Rezoned from RSA 4 to RSA 6 (area RSA 4-A)

1828300010	1828300020	1828300030	1828300040
1828300050	1828300060	1828300070	1828300080
1828300090	1828300100	1828300110	1828300120
1828300130	1828300140	1828300150	1828300160
1828300170	1828300180	1828300190	3026059060
3026059081	3026059130	3026059152	3026059189
3026059205	3026059206	3026059237	3026059241
3026059255	3026059283	3026059349	3026059350
3762800020	3840700002	3840700003	3840700004
3840700005	3840700006	3840700007	3840700009
3840700010	3840700015	3840700017	3840700053
3840700056	3840700130	3840700131	3840700135
3840700140	3840700141	3840700145	5054000010
5054000020	5054000030	5054000040	5054000050
5054000060	5054000070	5054000080	5054000090
5054000100	5054000110	6301800010	6301800020
6301800030	6301800040	6301800050	6301800060
6301800070	6301800080	6301800090	6301800100
6301800110	6301800120	6301800130	6301800140
6301800150	6301800160	6301800170	6301800180
6301800190	6301800200	6301800210	6301800220
6301800230	6301800240	6301800250	6301800255
6301800260	6301800270	6301800280	6301800290
6301800300	9379000010	9379000020	9379000030
9379000040	9379000050	9379000060	9379000080
9429000010	9429000020	9429000030	9429000040
9429000050	9429000060	9429000070	9429000080
9429000090	9429000100	9429000110	9429000120
9429000130	9429000140	9429000150	9429000160
9429000170	9429000180	9429000190	3762800014
3762800016	3762800018	3762800022	

Zoning Code amendments to Sections 5.10.145 and 10.25

KZC 5.10. 145 Commercial Zones

The following zones: BN; BNA; BC; BC 1; BC 2; BCX; CBD; FHNC, JBD 1; JBD 2; JBD 4; JBD 5; JBD 6; MSC 2; MSC 3; NRH 1A; NRH 1B; NRH 4; RH 1A; RH 1B; RH 2A; RH 2B; RH 2C; RH 3; RH 5A; RH 5B; RH 5C; RH 7; TL 2; TL 4A; TL 4B; TL 4C; TL 5; TL 6A; TL 6B; TL 8; YBD 2; YBD 3.

10.25 Zoning Categories Adopted

The City is divided into the following zoning categories:

Zoning Category	Symbol
1. Single-Family Residential Zones	RS, RSA and RSX (followed by a designation indicating minimum lot size per dwelling unit or units per acre)
2. Multifamily Residential Zones	RM and RMA (followed by a designation indicating minimum lot size per dwelling unit)
3. Professional Office/Residential Zones	PR and PRA (followed by a designation indicating minimum lot size per dwelling unit)
4. Professional Office Zones	PO
5. Waterfront Districts	WD (followed by a designation indicating which Waterfront District)
6. Yarrow Bay Business District	YBD (followed by a designation indicating which sub-zone within the Yarrow Bay Business District)
7. Neighborhood Business	BN and BNA
8. Community Business	BC, BC 1, BC 2 and BCX
9. Central Business District	CBD (followed by a designation indicating which sub-zone within the Central Business District)
10. Juanita Business District	JBD (followed by a designation indicating which sub-zone within the Juanita Business District)
11. Market Street Corridor	MSC (followed by a designation indicating which sub-zone within the Market Street Corridor)

Zoning Category	Symbol
12. North Rose Hill Business District	NRH (followed by a designation indicating which sub-zone within the North Rose Hill Business District)
13. Rose Hill Business District	RH (followed by a designation indicating which sub-zone within the Rose Hill Business District)
14. Business District Core (BDC) and Totem Lake Business District (TLBD)	TL (followed by a designation indicating which sub-zone within Business District Core (BDC) or the Totem Lake Business District)
15. Light Industrial Zones	LIT, TL 7B
Planned Areas	PLA (followed by a designation indicating which Planned Area, and in some cases, which sub-zone within a Planned Area)
16.	
17. Park/Public Use Zones	P
Finn Hill Neighborhood Center	FHNC

CHAPTER 35 – COMMERCIAL ZONES (BN, BNA, FHNC, BC, BC 1, BC 2, BCX)

Sections:

.05 User Guide

Step 1. Check that the zone of interest is included in KZC 35.05.010, Applicable Zones. If not, select the chapter where it is located.
Step 2. Refer to KZC 35.05.020, Common Code References, for relevant information found elsewhere in the code.
Step 3. Refer to the General Regulations in KZC 35.10 that apply to the zones as noted.
Step 4. Find the Use of interest in the Permitted Uses Table in KZC 35.20 and read across to the column pertaining to the zone of interest. If a Use is not listed in the table, it is not allowed. A listed use is permitted unless "NP" (Not Permitted) is noted for the table. Note the Required Review Process and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (PU-1, PU-2, PU-3, etc.).
Step 5. Find the Use of interest in the Density/Dimensions Table in KZC 35.30 and read across the columns. Note the standards (Minimum Lot Size, Required Yards, Maximum Lot Coverage, and Maximum Height of Structure) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DD-1, DD-2, DD-3, etc.).
Step 6. Find the Use of interest in the Development Standards Table in KZC 35.40 and read across the columns. Note the standards (Landscape Category, Sign Category, and Required Parking Spaces) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DS-1, DS-2, DS-3, etc.).
Note: Not all uses listed in the Density/Dimensions and Development Standards Tables are permitted in each zone addressed in this chapter. Permitted uses are determined only by the Permitted Uses Table.

35.05.010 Applicable Zones

This chapter contains the regulations for uses in the commercial zones (BN, BNA, BC, BC 1, BC 2, BCX, FHNC) of the City.

35.05.020 Common Code References

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Public park development standards will be determined on a case-by-case basis. See KZC 45.50.
3. Review processes, density/dimensions and development standards for shoreline uses can be found in Chapter 83 KZC, Shoreline Management.
4. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
5. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with Assisted Living Facility, Attached or Stacked Dwelling Units, and Stacked Dwelling Unit uses.

6. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.
7. Structures located within 30 feet of a parcel in a low density zone or a low density use in PLA 17 shall comply with additional limitations on structure size established by KZC 115.136.

(Ord. 4476 § 2, 2015)

.10 General Regulations

35.10.010 All Commercial Zones

The following regulations apply to all uses in these zones unless otherwise noted:

1. Surface parking areas shall not be located between the street and building unless no feasible alternative exists. Parking areas located to the side of the building are allowed; provided, that the parking area and vehicular access occupies less than 30 percent of the property frontage and design techniques adequately minimize the visibility of the parking.

35.10.020 BN, BNA Zones

1. The following commercial frontage requirements shall apply to all development that includes dwelling units or assisted living uses:

   a. The street level floor of all buildings shall be limited to one or more of the following uses, except as allowed in subsection c. below: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office. These uses shall be oriented toward fronting arterial and collector streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street).

   The Design Review Board (or Planning Director if not subject to DR) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. The Design Review Board (or Planning Director if not subject to DR) may modify the frontage requirement where the property abuts residential zones in order to create a more effective transition between uses.

   b. The commercial floor shall be a minimum of 13 feet in height. In the BN zone, the height of the structure may exceed the maximum height of structure by three feet for a three-story building with the required 13-foot commercial floor.

   c. Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

2. Where Landscape Category B is specified, the width of the required landscape strip shall be 10 feet for properties within the Moss Bay neighborhood and 20 feet for properties within the South Rose Hill neighborhood. All other provisions of Chapter 95 KZC shall apply.

3. In the BNA zone, developments may elect to provide affordable housing units as defined in Chapter 5 KZC subject to the voluntary use provisions of Chapter 112 KZC.

35.10.030 BC, BC 1, BC 2 Zones

1. In the BC zone, at least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.

2. In the BC 1 and BC 2 zones, the following requirements shall apply to all development that includes residential or assisted living uses:

a. The development must include commercial use(s) with gross floor area on the ground floor equal to or greater than 25 percent of the parcel size for the subject property. Commercial floor area shall be one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office.

b. The commercial floor shall be a minimum of 13 feet in height.

c. Commercial uses shall be oriented to adjoining arterials.

d. Residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall be a minimum of 20 feet in depth. The Planning Director may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

3. In BC 1 and BC 2 zones, developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. See Chapter 112 KZC for additional affordable housing incentives and requirements.

4. In the BC 1 and BC 2 zones, side and rear yards abutting a residential zone shall be 20 feet.

5. In the BC 1 and BC 2 zones, all required yards for any portion of a structure must be increased one foot for each foot that any portion of the structure exceeds 35 feet above average building elevation (does not apply to Public Park uses).

6. Maximum height of structure is as follows:

a. In the BC zone, if adjoining a low density zone other than RSX, then 25 feet above average building elevation. Otherwise, 30 feet above average building elevation.

b. In the BC 1 zone, 35 feet above average building elevation.

c. In the BC 2 zone, 35 feet above average building elevation. Structure height may be increased to 60 feet in height if:

1) At least 50 percent of the floor area is residential;

2) Parking is located away from the street by placing it behind buildings, to the side of buildings, or in a parking structure;

3) The ground floor is a minimum 15 feet in height for all retail, restaurant, or office uses (except parking garages); and

4) The required yards of any portion of the structure are increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).

35.10.040 BCX Zones

1. The required yard of any portion of the structure must be increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).

2. The following requirements shall apply to all development that includes residential or assisted living uses:

a. The development must include commercial use(s) with gross floor area on the ground floor equal to or greater than 25 percent of the parcel size for the subject property. Commercial floor area shall be one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office.

b. The commercial floor shall be a minimum of 13 feet in height. The height of the structure may exceed the maximum height of structure by three feet.

c. Commercial uses shall be oriented to adjoining arterials.

d. Residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall be a minimum of 20 feet in depth. The Planning Director may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

35.10.050 FHNC Zone

1. The following commercial frontage requirements shall apply to all development that includes dwelling units or assisted living uses:

a. The street level floor of all buildings shall be limited to one or more of the following uses, except as allowed in subsection c. below: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office. These uses shall be oriented toward fronting streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street).

The Design Review Board (or Planning Director if not subject to DR) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest.

b. The commercial floor shall be a minimum of 15 feet in height.

c. Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. Lobbies for residential or assisted living uses ~~may be~~ are allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

2. Maximum height of structure is as follows:

a. 35 feet above average building elevation.

b. 55 feet above the midpoint of the subject property on the abutting right-of way, if:

1) The subject property contains a minimum of five acres and any development includes a grocery store with a minimum 20,000 square feet of floor area.

2) Office uses are only allowed on the ground floor and second floor of any structure.

3) For all building facades facing and within 100 feet of Juanita Drive or NE 141st Street, all portions of a structure greater than two stories in height shall be stepped back from the second story building façade by an average of 20 feet. The required upper story stepbacks for all floors above the second story shall be calculated as Total Upper Story Stepback Area as follows: Total Upper Story Stepback Area = (Linear feet of front property line(s), not

including portions of the site without buildings that are set aside for vehicular areas) x (Required average stepback) x (Number of stories proposed above the second story). The Design Review Board is authorized to allow rooftop garden structures within the stepback area.

4) The proposal includes public gathering places, community plazas, and public art. At least one public plaza shall contain a minimum of 2,500 square feet in one continuous piece with a minimum width of 30 feet. The space shall be designed to be consistent with the design guidelines for public open space.

5) Developments creating four or more new dwelling units 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.

6) Development shall be designed, built and certified to achieve or exceed one or more of the following green building certification standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.

7) Signs for a development approved under this provision must be proposed within a Master Sign Plan application (KZC 100) for all signs within the project.

8) Drive in and drive through facilities are prohibited.

c. In addition to the height exceptions established by KZC 115.60, the following exceptions to height regulations zone are established:

1) Decorative parapets may exceed the height limit by a maximum of four feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two feet.

2) For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.

.20 Permitted Uses

Permitted Uses Table – Commercial Zones (BN, BNA, FHNC, BC, BC 1, BC 2, BCX)

(See also KZC 35.30, Density/Dimensions Table, and KZC 35.40, Development Standards Table)

Use		**Required Review Process:** I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC DR = Design Review, Chapter 142 KZC None = No Required Review Process NP = Use Not Permitted # = Applicable Special Regulations (listed after the table) **BN, BNA, FHNC**	**BC, BC 1, BC 2**	**BCX**
35.20.010	Assisted Living Facility	DR 1, 2, 3	None 1, 2, 4	None 1, 2, 5
35.20.020	Attached or Stacked Dwelling Units*	DR 3	None 4	None 5
35.20.030*	Reserved			
35.20.040	Church	DR 10	None 10	None 10
35.20.050	Community Facility	DR	None	None
35.20.060	Convalescent Center	DR	None 2	None
35.20.070	Entertainment, Cultural and/or Recreational Facility	DR 11, 12, 13, 14	None	None
35.20.080	Government Facility	DR	None	None
35.20.090	Hotel or Motel	NP in BN and BNA, DR in FHNC 15	None 15	None 15
35.20.100	Mini-School or Mini-Day-Care Center	DR 10, 16, 17	None 10, 16, 17	None 10, 16, 17
35.20.110	Nursing Home	DR	None 2	None
35.20.120	Office Use	DR 18, 19, ~~20,~~ 21	None 18, 19	None 18, 19
35.20.130	Private Lodge or Club	DR	None	None

Use		**Required Review Process:** I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC DR = Design Review, Chapter 142 KZC None = No Required Review Process NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)		
		BN, BNA, FHNC	**BC, BC 1, BC 2**	**BCX**
35.20.140	Public Park	See KZC 45.50 for required review process.		
35.20.150	Public Utility	IIA	None	None
35.20.160	Restaurant or Tavern	DR 11, 12, 13	None 11, 13	None 11, 13
35.20.170*	Retail Establishment other than those specifically listed in this zone, selling goods, or providing services	NP in BN and BNA, DR in FHNC 12, 23	None 11, 12, 23, 30	None 11, 12, 23
35.20.180*	Retail Establishment providing banking and related financial services	DR 11	None 11	None 11
35.20.190*	Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services	DR 11, 12, 13	None 11, 12	None 11, 12
35.20.200	Retail Establishment providing storage services	NP	None 25, 26	None 25
35.20.210*	Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair	NP	None 27	None 6, 7, 8, 9
35.20.220*	Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art	DR 11, 23, 30	None 11, 12, 23, 30	None 11, 12, 23
35.20.230*	Retail Establishment selling groceries and related items	DR 11, 23	None 11, 12, 23, 30	None 11, 12, 23
35.20.240*	Retail Variety or Department Store	DR 11, 23	None 11, 12, 23, 30	None 11, 12, 23
35.20.250	School or Day-Care Center	DR 10, 16, 17	None 10, 16, 17	None 10, 16, 17
35.20.260*	Reserved			
35.20.270	Vehicle Service Station	DR 17, 28, 29	I 28	I 28

Permitted Uses (PU) Special Regulations:

PU-1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.

PU-2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.

PU-3. This use is only allowed on the street level floor subject to the provisions of KZC 35.10.020 or 35.10.050~~(1)~~.

PU-4*. Attached Dwelling Units are not allowed in the BC, BC 1 and BC 2 zones. In the BC zone, this use, with the exception of a lobby, may not be located on the ground floor of a structure. In the BC 1 and BC 2 zones, this use is only allowed subject to the provisions of KZC 35.10.030(2).

PU-5*. Attached Dwelling Units are not allowed in the BCX zone. This use is only allowed subject to the provisions of KZC 35.10.040(2).

PU-6*. This use specifically excludes new or used vehicle or boat sales or rentals, except motorcycle sales, service, or rental is permitted if conducted indoors.

PU-7. No openings (i.e., doors, windows which open, etc.) shall be permitted in any facade of the building adjoining to any residentially zoned property. Windows are permitted if they are triple-paned and unable to be opened.

PU-8. Storage of used parts and tires must be conducted entirely within an enclosed structure. Outdoor vehicle parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations.

PU-9. Prior to occupancy of the structure, documentation must be provided and stamped by a licensed professional verifying that the expected noise to be emanating from the site adjoining to any residential zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.

PU-10. May include accessory living facilities for staff persons.

PU-11. Uses with drive-in and drive-through facilities are prohibited in the BN zone. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.

PU-12. Ancillary assembly and manufactured goods on the premises of this use are permitted only if:

a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises.
b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.

PU-13. For restaurants with drive-in or drive-through facilities, one outdoor waste receptacle shall be provided for every eight parking stalls.

PU-14. Entertainment, cultural and/or recreational facilities are only allowed in BNA and FHNC zones.

PU-15. May include ancillary meeting and convention facilities.

PU-16. A six-foot-high fence is required along the property lines adjacent to the outside play areas.

PU-17. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.

PU-18. The following regulations apply to veterinary offices only:

a. May only treat small animals on the subject property.
b. Outside runs and other outside facilities for the animals are not permitted.
c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application.

PU-19. 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.

~~PU-20. At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.~~

PU-21. For properties located within the Moss Bay neighborhood, this use not allowed above the street level floor of any structure.

PU-22*. Reserved.

PU-23. 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.

PU-24*. Reserved.

PU-25. May include accessory living facilities for resident security manager.

PU-26. This use not permitted in BC 1 and BC 2 zones or if any portion of the property is located within 150 feet of the Cross Kirkland Corridor.

PU-27. Vehicle and boat rental are allowed as part of this use.

PU-28. May not be more than two vehicle service stations at any intersection.

PU-29. This use is not allowed in the BN zone.

PU-30. Retail establishments selling marijuana or products containing marijuana are not permitted on properties abutting the school walk routes shown on Plate 46.

.30 Density/Dimensions

Density/Dimensions Table – Commercial Zones (BN, BNA, FHNC, BC, BC 1, BC 2, BCX)

(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.40, Development Standards Table)

USE		Minimum Lot Size	REQUIRED YARDS (See Chapter 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
			Front	Side	Rear		
35.30.010	Assisted Living Facility	**BN:** None[3] **BNA:** None[2, 3] **FHNC:** None[2] **BC, BC 1, BC 2:** None[1] **BCX:** None	**BN, BNA:** [4] **FHNC:** [4, X1] **BC, BC 1, BC 2:** [4, 5] **BCX:** [4, 6]				
35.30.020*	Attached or Stacked Dwelling Units	**BN, BNA:** None[2, 7] **FHNC:** None[2] **BC, BCX:** None **BC, BC 1, BC 2:** None[16]	[4, 5, X1, 6]				
35.30.030*	Reserved						
35.30.040	Church	None	**BN, BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE[9, 10] **BNA:** 35' above ABE[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE
35.30.050	Community Facility	None	**BN, BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE[9, 10] **BNA:** 35' above ABE[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE
35.30.060	Convalescent Center	None	**BN, BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BNA:** 35' above ABE[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE
35.30.070	Entertainment, Cultural and/or Recreational Facility	None **BN, BNA:** None[12]	**BNA, FHNC:** 10' **BC:** 20' **BC 1, BC 2:** 10' **BCX:** 20'	**BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE[9, 10] **BNA:** 35' above ABE[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE
35.30.080	Government Facility	None	**BN, BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE[9, 10] **BNA:** 35' above ABE[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE
35.30.090	Hotel or Motel	None	**BC, BCX:** 20' **BC 1, BC 2:** 10' **FHNC:** 10'	**BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE

				FHNC: 10'	FHNC: 10'		
35.30.100	Mini-School or Mini-Day-Care Center	None	**BN:** 0' **BNA, FHNC, BC 1, BC 2:** 10' **BC, BCX:** 20'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] FHNC: [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.110	Nursing Home	None	**BN, BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] FHNC: [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.120	Office Use	None	**BN:** 0' **BNA, FHNC, BC 1, BC 2:** 10' **BC, BCX:** 20'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] FHNC: [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.130	Private Lodge or Club	None	**BN, BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] FHNC: [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.140	Public Park	Development standards will be determined on a case-by-case basis.					
35.30.150	Public Utility	None	**BN, BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 20' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 20' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] FHNC: [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.160	Restaurant or Tavern	None **BN, BNA**[12]	**BN:** 0' **BNA, FHNC, BC 1, BC 2:** 10' **BC, BCX:** 20'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] FHNC: [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.170*	Retail Establishment other than those specifically listed in this zone, selling goods, or providing services	None	**BC, BCX:** 20' **BC 1, BC 2:** 10' FHNC: 10'	**BC, BC 1, BC 2:** 0'[8] **BCX:** 0' FHNC: 10'	**BC, BC 1, BC 2:** 0'[8] **BCX:** 0' FHNC: 10'	80%	FHNC: [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.180*	Retail Establishment providing banking and related financial services	None **BN, BNA**[12]	**BN:** 0' **BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] FHNC: [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.

35.30.190*	Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services	None **BN, BNA**[12]	**BN:** 0' **BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.200	Retail Establishment providing storage services	None	**BC, BCX:** 20'	**BC:** 0'[8] **BCX:** 0'	**BC:** 0'[8] **BCX:** 0'	80%	**BC:** [11] **BCX:** 30' above ABE.
35.30.210*	Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair	None	**BC, BCX:** 20' **BC 1, BC 2:** 10'	**BC, BCX, BC 1, BC 2:** 0'[8]	**BC, BCX, BC 1, BC 2:** 0'[8]	80%	**BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.220*	Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art	None **BN, BNA**[14]	**BN:** 0' **BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.230*	Retail Establishment selling groceries and related items	None **BN, BNA**[14]	**BN:** 0' **BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.240*	Retail Variety or Department Store	None **BN, BNA**[14]	**BN:** 0' **BC, BCX:** 20' **BNA, FHNC, BC 1, BC 2:** 10'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10] **BNA:** 35' above ABE.[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.250	School or Day-Care Center	None	**BN:** 0' **BNA, FHNC, BC 1, BC 2:** 10' **BC, BCX:** 20'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	**BN, BNA, FHNC:** 10' **BC, BC 1, BC 2:** 0'[8] **BCX:** 0'	80%	**BN:** 30' above ABE.[9, 10, 15] **BNA:** 35' above ABE.[9, 10, 15] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.
35.30.260*	Reserved						
35.30.270	Vehicle Service Station	22,500 sq. ft.	40'	15'	15'	80%	**BNA:** 35' above ABE.[9, 10] **FHNC:** [X2] **BC, BC 1, BC 2:** [11] **BCX:** 30' above ABE.

[17]

Density/Dimensions (DD) Special Regulations:

DD-1. In BC 1 and BC 2, subject to density limits listed for attached and stacked dwelling units. For density purposes, two assisted living units constitute one dwelling unit.

DD-2. In the BNA ~~zone~~ and in the FHNC zone for properties containing less than 5 acres, the gross floor area of this use shall not exceed 50 percent of the total gross floor area on the subject property.

DD-3. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of stacked dwelling units allowed on the subject property.

DD-4. Same as the regulations for the ground floor use.

DD-X. See KZC 35.10.050(2).

DD-5. See KZC 35.10.030(2).

DD-6. See KZC 35.10.040(2).

DD-7. The minimum amount of lot area per dwelling unit is as follows:

a. In the BN zone, 900 square feet.
b. In the BNA zone:
   i. North of NE 140th Street, 1,800 square feet.
   ii. South of NE 124th Street, 2,400 square feet.

DD-8. See KZC 35.10.030(4) and (5).

DD-9. If adjoining a low density zone other than RSX or RSA, then 25 feet above ABE.

DD-X2. See KZC 35.10.050.

DD-10. See KZC 35.10.020(1)(b).

DD-11. See KZC 35.10.030(5) and (6).

DD-12. Gross floor area for this use may not exceed 10,000 square feet, except in the BN zone the limit shall be 4,000 square feet.

DD-14. The gross floor area for this use may not exceed 10,000 square feet. Exceptions:

a. Retail establishments selling groceries and related items in the BNA zone are not subject to this limit.
b. In the BN zone, the limit shall be 4,000 square feet.

DD-15. 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.

This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.

DD-16. Nine hundred square feet per unit in BC 1 and BC 2.

DD-17. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.

(Ord. 4476 § 2, 2015)

**Code reviser's note: This section of the code has been modified from what was shown in Ord. 4476 to simplify the code and reflect the intent of the City.*

.40 Development Standards

Development Standards Table – Commercial Zones (BN, BNA, FHNC, BC, BC 1, BC 2, BCX)

(Refer to KZC 35.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 35.30, Density/Dimensions Table)

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
35.40.010	Assisted Living Facility	[1]	A	1.7 per independent unit. 1 per assisted living unit.
35.40.020	Attached or Stacked Dwelling Units	[1]	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.
35.40.030*	Reserved			
35.40.040	Church	C	B	1 for every four people based on maximum occupancy load of any area of worship.[3]
35.40.050	Community Facility	C[4]	B **BN, BNA:** B[5]	See KZC 105.25.
35.40.060	Convalescent Center	C **BN, BNA:** B[6]	B	1 for each bed.
35.40.070	Entertainment, Cultural and/or Recreational Facility	B **BNA:** B[6]	E **BNA:** D	See KZC 105.25.
35.40.080	Government Facility	C[4]	B **BN, BNA:** B[5]	See KZC 105.25.
35.40.090	Hotel or Motel	B	E	1 per each room.[7]
35.40.100	Mini-School or Mini-Day-Care Center	D **BN, BNA:** B[6]	B	See KZC 105.25.[8, 9]
35.40.110	Nursing Home	C **BN, BNA:** B[6]	B	1 for each bed.
35.40.120	Office Use	**BN, BNA:** B[6] **BC, BC 1, BC 2:** C **BCX, FHNC:** B	D	1 per each 300 sq. ft. of gross floor area.[13]
35.40.130	Private Lodge or Club	C **BN, BNA:** B[6]	B	1 per each 300 sq. ft. of gross floor area.
35.40.140	Public Park	Development standards will be determined on a case-by-case basis.		
35.40.150	Public Utility	A[4]	B **BN, BNA:** B[5]	See KZC 105.25.

Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
35.40.160	Restaurant or Tavern	**BN, BNA:** B[6] **FHNC, BC, BC 1, BC 2, BCX:** B[10]	E **BN, BNA:** D	1 per each 100 sq. ft. of gross floor area.
35.40.170*	Retail Establishment other than those specifically listed in this zone, selling goods, or providing services	B	E	1 per each 300 sq. ft. of gross floor area.
35.40.180*	Retail Establishment providing banking and related financial services	B[6]	**BN, BNA:** D **FHNC, BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.
35.40.190*	Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services	B[6]	**BN, BNA:** D **FHNC, BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.
35.40.200	Retail Establishment providing storage services	A	E	See KZC 105.25.
35.40.210*	Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair	A	E	**BC, BC 1, BC 2:** See KZC 105.25.[11] **BCX:** 1 per each 250 sq. ft. of gross floor area.[2]
35.40.220*	Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art	B[6]	**BN, BNA:** D **FHNC, BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.
35.40.230*	Retail Establishment selling groceries and related items	B[6]	**BN, BNA:** D **FHNC, BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.
35.40.240*	Retail Variety or Department Store	B[6]	**BN, BNA:** D **FHNC, BC, BC 1, BC 2, BCX:** E	1 per each 300 sq. ft. of gross floor area.
35.40.250	School or Day-Care Center	D **BN, BNA:** B[6]	B	See KZC 105.25.[9, 12]
35.40.260*	Reserved			
35.40.270	Vehicle Service Station	A	E **BNA:** D	See KZC 105.25.

Development Standards (DS) Special Regulations:

DS-1. Same as the regulations for the ground floor use.
DS-2. Ten percent of the required parking spaces on site must have a minimum dimension of 10 feet wide by 30 feet long for motor home/travel trailer use.
DS-3. No parking is required for day-care or school ancillary to this use.
DS-4. 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.
DS-5. One pedestal sign with a readerboard having electronic programming is allowed at a fire station only if:
  a. It is a pedestal sign (see Plate 12) having a maximum of 40 square feet of sign area per sign face;
  b. The electronic readerboard is no more than 50 percent of the sign area;
  c. Moving graphics and text or video are not part of the sign;
  d. The electronic readerboard does not change text and/or images at a rate less than one every seven seconds and shall be readily legible given the text size and the speed limit of the adjacent right-of-way;
  e. The electronic readerboard displays messages regarding public service announcements or City events only;
  f. The intensity of the display shall not produce glare that extends to adjacent properties and the signs shall be equipped with a device which automatically dims the intensity of the lights during hours of darkness;
  g. The electronic readerboard is turned off between 10:00 p.m. and 6:00 a.m. except during emergencies;
  h. It is located to have the least impact on surrounding residential properties.
  If it is determined that the electronic readerboard constitutes a traffic hazard for any reason, the Planning Director may impose additional conditions.

DS-6. See KZC 35.10.020(2).
DS-7. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.
DS-8. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.
DS-9. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
DS-10. For restaurants with drive-in or drive-through facilities Landscape Category A shall apply.
DS-11. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
DS-12. 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.
DS-13. If a medical, dental or veterinary office, then one per each 200 square feet of gross floor area.

**Code reviser's note: This section of the code has been modified from what was shown in Ord. 4476 to simplify the code and reflect the intent of the City.*

KZC Chapter 92 – DESIGN REGULATIONS

3. Metal Siding – All Zones

4. Concrete Block – All Zones

5. Awnings – All Zones

6. Covering of Existing Facades – All Zones

7. Building Cornerstone or Plaque – All Zones

8. Required On-Site Improvements – All Zones

92.05 Introduction

1. General – This chapter establishes the design regulations that apply to development in Design Districts including the Central Business District (CBD), Finn Hill Neighborhood Center (FHNC), Market Street Corridor (MSC), Neighborhood Business Districts (BN, BNA), Juanita Business District (JBD), Rose Hill Business District (RHBD), Totem Lake Business District (TLBD), North Rose Hill Business District (NRHBD), Business District Core (BDC), Yarrow Bay Business District (YBD) and in PLA 5C.

Special provisions that apply to a particular Design District are noted in the section headings of the chapter.

2. Applicability – The provisions of this chapter apply to all new development, with the exception of development in the TL 7 zone. The provisions of Chapters 142 and 162 KZC regarding Design Review and nonconformance establish which of the regulations of this chapter apply to developed sites. Where provisions of this chapter conflict with provisions in any other section of the code, this chapter prevails. For more information on each Design District refer to the Design Guidelines applicable to that Design District adopted by reference in Chapter 3.30 KMC.

3. Design Review Procedures – The City will use Chapter 142 KZC to apply the regulations of this chapter to development activities that require Design Review approval.

4. Relationship to Other Regulations – Refer to the following chapters of the Zoning Code for additional requirements related to new development on or adjacent to the subject property.

a. Landscaping – Chapter 95 KZC describes the installation and maintenance of landscaping requirements on the subject property.

b. Installation of Sidewalks, Public Pedestrian Pathways and Public Improvements – Chapter 110 KZC describes the regulations for the installation of public sidewalks, major pedestrian sidewalks, pedestrian-oriented sidewalks, or other public improvements on or adjacent to the subject property in zones subject to Design Review. Plate 34 in Chapter 180 KZC provides the location and designation of the sidewalk, pedestrian walkways, pathways or other required public improvements within each Design District.

c. Pedestrian Access to Buildings, Installation of Pedestrian Pathways, Pedestrian Weather Protection – Chapter 105 KZC describes the requirements for pedestrian access to buildings and between properties, through parking areas and requirements for pedestrian weather protection. See also Plate 34 in Chapter 180 KZC.

d. Parking Area Location and Design, Pedestrian and Vehicular Access – Chapter 105 KZC describes the requirements for parking lot design, number of driveways, or pedestrian and vehicular access through parking areas.

e. Screening of Loading Areas, Outdoor Storage Areas and Garbage Receptacles – Chapter 95 KZC describes the location and screening requirements of outdoor storage. Chapter 115 KZC describes the screening of loading areas, waste storage and garbage disposal facilities.

5. Dedication – The City may require the applicant to dedicate development rights, air space, or an easement to the City to ensure compliance with any of the requirements of this chapter.

6. Design Districts in Rose Hill Business District – Various places in this chapter refer to the three (3) Design Districts in the Rose Hill Business District: Regional Center, Neighborhood Center and East End. Figure 92.05.A below describes where these are located. For a more detailed description of each area, see the Design Guidelines for the Rose Hill Business District adopted by reference in Chapter 3.30 KMC.

Design Districts within the Rose Hill Business District

FIGURE 92.05.A

7. Design Districts in the Totem Lake Business District – Various places in this chapter refer to either the Business District Core (BDC) Design District or the larger Totem Lake Business District (TLBD). Figure 92.05.B below describes where the Business District Core Design District is located within the larger Totem Lake Business District. For more information on the design guidelines for each area see the Totem Lake Business District Design Guidelines and the Guidelines for Pedestrian-Oriented Business Districts that apply in the Business District Core adopted by reference in Chapter 3.30 KMC.

Business District Core within the Totem Lake Business District

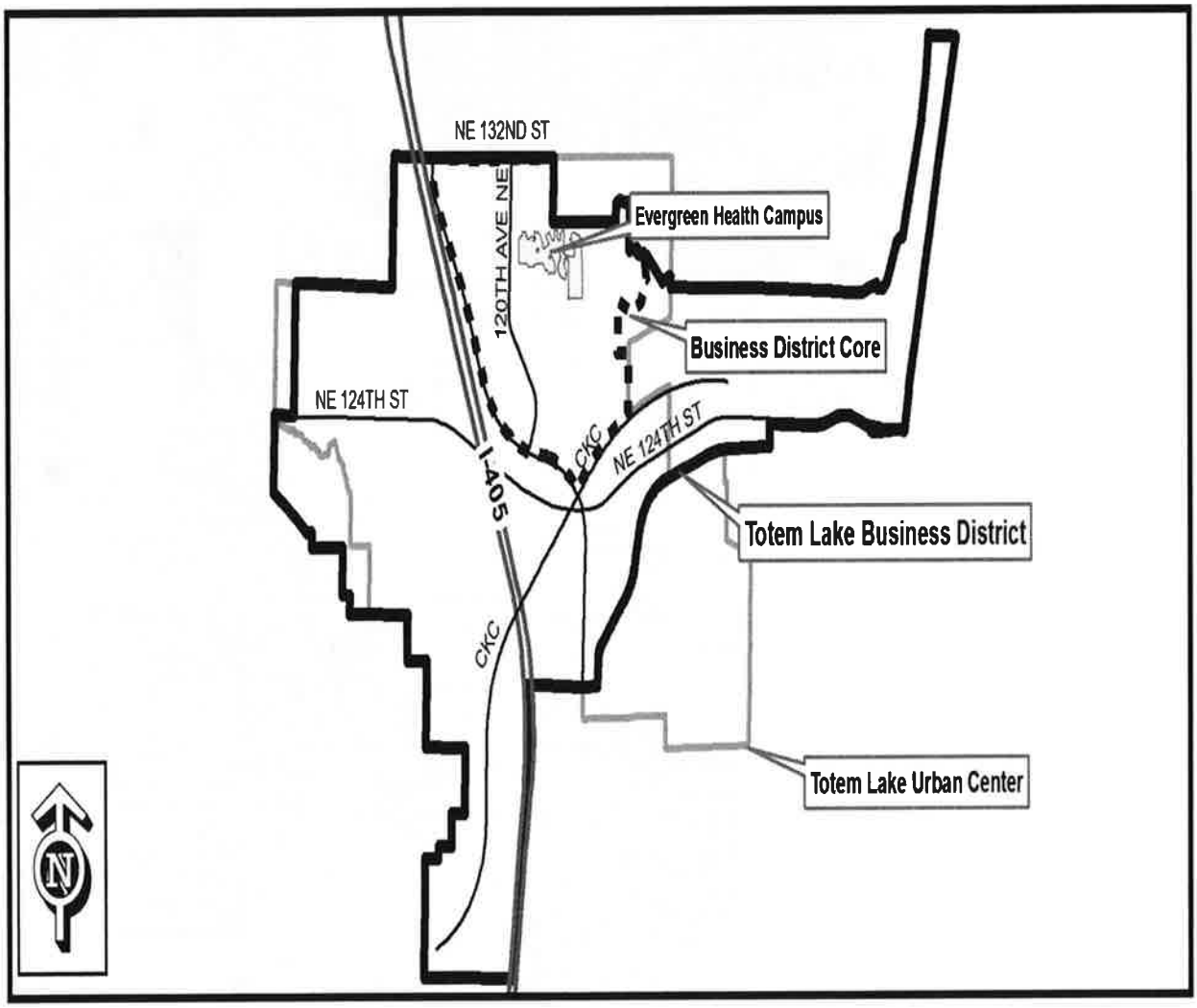


FIGURE 92.05.B

(Ord. 4495 § 2, 2015; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4357 § 1, 2012; Ord. 4333 § 1, 2011; Ord. 4174 § 1, 2009; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3972 § 1, 2004; Ord. 3889 § 2, 2003; Ord. 3833 § 1, 2002)

92.10 Site Design, Building Placement and Pedestrian-Oriented Facades

This section contains regulations which establish the location of a building on the site in relationship to the adjacent sidewalk, pedestrian pathway or pedestrian-oriented elements on or adjacent to the subject property.

1. Building Placement in JBD – All buildings must front on a right-of-way or through-block pathway (see Plate 34).

2. Pedestrian-Oriented Facades Defined for RHBD and TLBD – To meet the definition of a pedestrian-oriented facade (see Figure 92.10.A):

a. The building's primary entrance must be located on this facade and facing the street. For purposes of this chapter, "primary entrance" shall be defined as the primary or principal pedestrian entrance of all buildings along that street. The primary entrance is the entrance designed for access by pedestrians from the sidewalk. This is the principal architectural entrance even though customers or residents may use a secondary entrance associated with a garage, parking area, driveway or other vehicular use area more frequently.

b. Transparent windows and/or doors must occupy at least 75 percent of the facade area between two (2) and seven (7) feet above the sidewalk.

c. Weather protection feature(s) at least five (5) feet wide must be provided over at least 75 percent of the facade. This could include awnings, canopies, marquees, or other permitted treatments that provide functional weather protection.

3. Building Placement in RHBD, TLBD and YBD

a. Building Location Featuring Pedestrian-Oriented Facades in RHBD, TLBD and YBD Zones – Buildings may be located adjacent to the sidewalk of any street (except west of 124th Avenue NE in the TLBD) and in YBD (except for Lake Washington Boulevard and Northup Way), if they contain a pedestrian-oriented facade along that street frontage pursuant to the standards in subsection (2) of this section. As part of the Design Review process, required yards, setbacks or other development standards may be modified along the street frontage. Buildings not featuring a pedestrian-oriented facade along a street must provide a building setback of at least 10 feet from any public street (except areas used for pedestrian or vehicular access) landscaped with a combination of trees, shrubs, and groundcover per the requirements of supplemental landscape standards of KZC 95.41(2).

Pedestrian-Oriented Facade

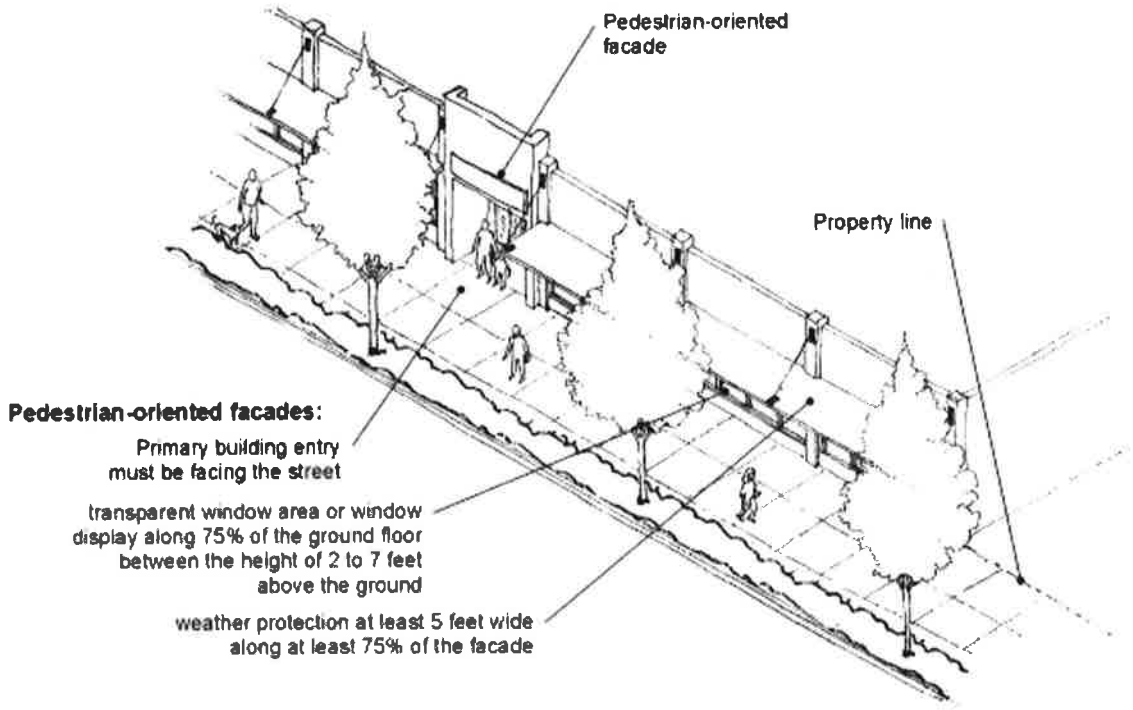


FIGURE 92.10.A

b. For All Other Building Facades in RHBD and TLBD Zones (Non-Pedestrian-Oriented Facade) – Building facades not featuring a pedestrian-oriented facade described in subsection (2) of this section must

provide at least three (3) feet of landscaping between any vehicular access area or walkway and the building. (See Figure 92.10.B.)

Exceptions:

1) Alleys and other areas generally not visible to the public, as determined by the City;

2) Other design options may be considered through the Design Review process, provided they meet the intent of the guidelines.

Interior Pedestrian Pathway Shall Be Separated from Non-Pedestrian-Oriented Facades by Landscaping

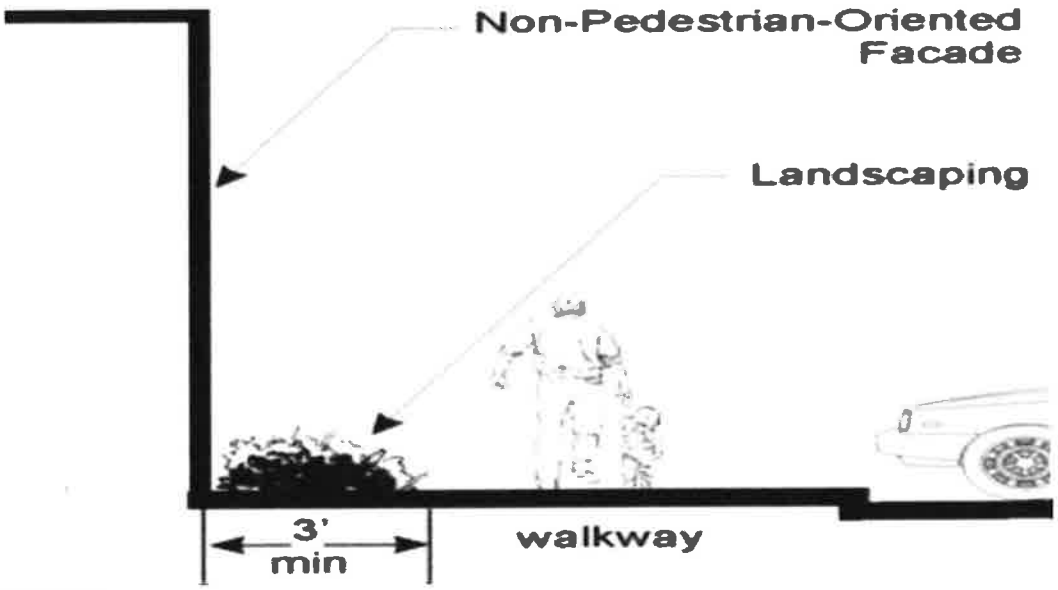


FIGURE 92.10.B

c. Neighborhood Center Frontage – At least 50 percent of the NE 85th Street property frontage must contain pedestrian-oriented facades located directly on the sidewalk. Vehicle sales uses are exempt as long as their showroom faces the street and is sited within 10 feet of the sidewalk.

d. Vehicle Sales Showrooms in RHBD and TLBD Zones – Vehicle sales uses are encouraged to locate their showrooms toward the street (and toward NE 85th Street in RHBD) with parking to the side or rear.

e. RHBD East End – NE 85th Street Building Frontage Options and Preferences

1) Preferred Option: Buildings may be located adjacent to the sidewalk on NE 85th Street if they contain a pedestrian-oriented facade (see Figure 92.10.A);

2) Second Option: Locate and orient building towards the sidewalk on NE 85th Street. In this option, the development features a 10-foot minimum landscaped front yard, a clear pathway between the sidewalk and the building, and a building entry and windows facing the street.

3) Least Preferred Option: Locate the building at the rear of the property with parking between NE 85th Street and the building as long as the following standards are applied:

a) Provide a perimeter parking landscape buffer between the sidewalk and parking area per Chapter 95 KZC.

b) Provide clear pedestrian access from the sidewalk to the building entry.

c) Provide a walkway along the building facade meeting through-block pathway standards as described in KZC 105.19.

f. RHBD East End – Rear Yard Building Placement – Pursuant to KZC 95.40 through 95.45, in most cases, commercial uses shall install a required landscaped buffer adjacent to single-family properties. By requesting a modification to these provisions, the property owners may negotiate an agreement to reduce the landscape buffer/setback in a way that can benefit both parties.

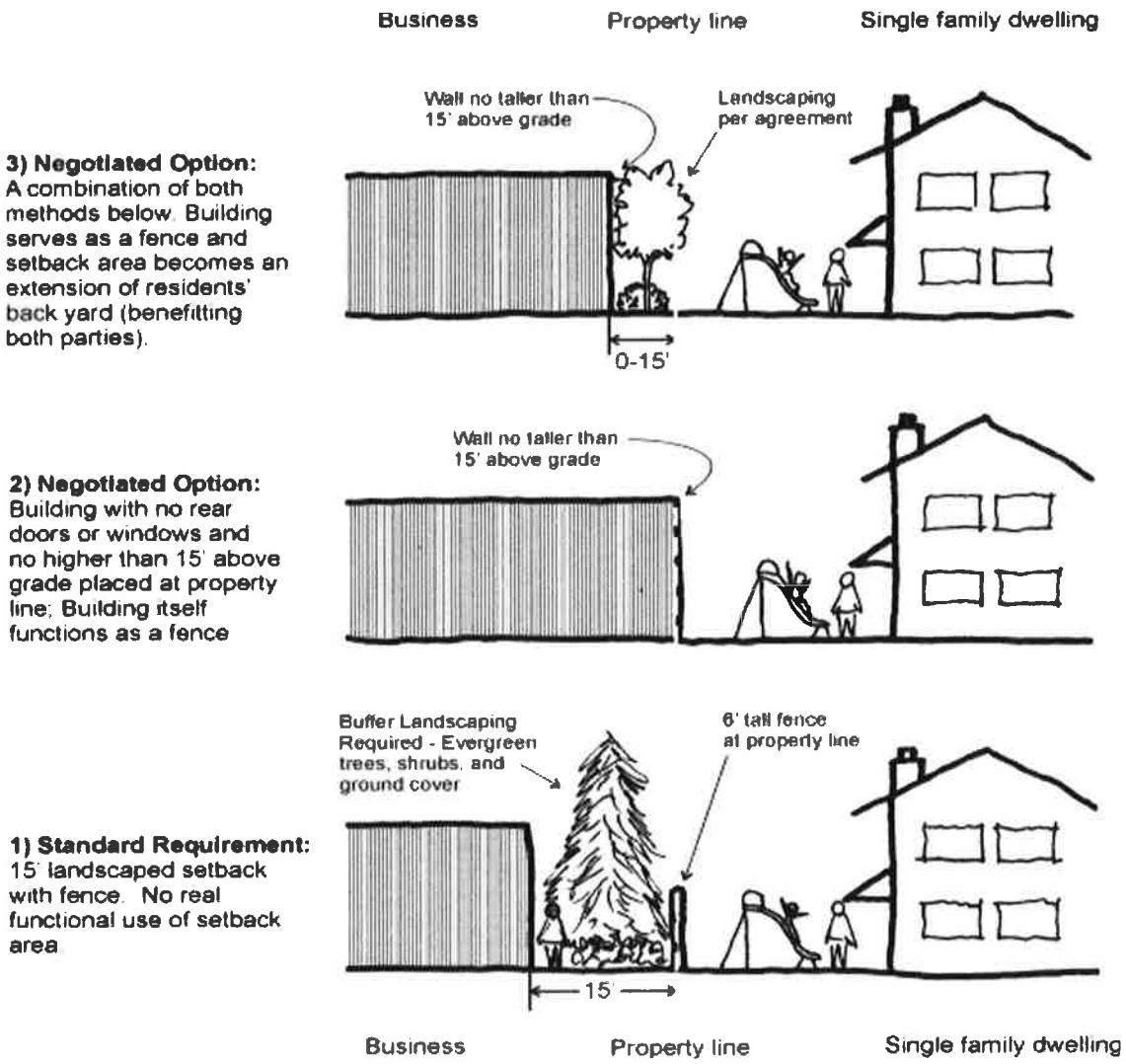
Where buildings are sited towards the rear of the property, the applicant must utilize one (1) of the following standards to minimize impacts to adjacent residential areas (see Figure 92.10.C and options below):

1) Meet the required landscape buffer pursuant to KZC 95.42.

2) Provide a blank wall no taller than 15 feet in height with no openings placed at the rear property line (building itself serves as a wall, uses are inside the building, shielded from adjacent residential uses). To qualify for this method, the treatment must be agreed to by the adjoining property owners per the modifications section of Chapter 95 KZC.

3) Provide a combination of both methods above. For example, provide a blank wall no taller than 15 feet in height between zero and 15 feet from the property line and landscape the applicable area between the building and the property line. In addition, an unfenced design option would effectively enlarge the adjacent homeowners' rear yard (a mutually beneficial arrangement). To qualify for these methods, the treatment must be agreed to by the adjoining property owners per the landscape buffer modifications section of Chapter 95 KZC.

Rear Yard Building Placement Options in the RHBD



3) Negotiated Option: A combination of both methods below. Building serves as a fence and setback area becomes an extension of residents' back yard (benefitting both parties).

2) Negotiated Option: Building with no rear doors or windows and no higher than 15' above grade placed at property line; Building itself functions as a fence

1) Standard Requirement: 15' landscaped setback with fence. No real functional use of setback area

FIGURE 92.10.C

4. Multi-Story Buildings on Sites Adjacent to a Low Density Zone in RHBD and TLBD – Multi-story buildings on sites adjacent to a low density zone in RHBD and TLBD shall be configured and designed to minimize privacy impacts on adjacent low density uses. For example, a development may meet this requirement by orienting upper floors towards the street and/or towards interior courtyards.

5. Multifamily Buildings Located in TLBD – Multifamily buildings located in TLBD adjacent to NE 120th Street must be oriented toward this street. To meet this requirement, common and/or individual unit entries must face the street. The building must include windows that face the street. Parking areas between the building and the street are prohibited. Alternative configurations may be considered in the Design Review process.

6. Building Location at Street Corners in the RHBD and TLBD Zones

a. General Standards – For development at street corner sites, the applicant must incorporate one (1) or more of the following site treatments:

1) Locate and orient the building towards the street corner (within 10 feet of corner property line). To qualify for this option, the building must have direct pedestrian access from the street corner. Exception: Properties in the RHBD Regional Center must provide a 10-foot minimum setback between NE 85th Street and any building.

2) Provide an architectural feature that adds identity or demarcation of the area. Such an architectural element may have a sign incorporated into it (as long as such sign does not identify an individual business or businesses) (see Figure 92.10.D).

3) Provide a "pedestrian-oriented space" at the corner leading directly to a building entry or entries (see KZC 92.15 and Figure 92.10.D).

4) Install substantial landscaping (at least 30-foot by 30-foot or 900 square feet of ground surface area with trees, shrubs, and/or ground cover).

b. RHBD Properties Located at the 124th, 126th, and 128th Avenue NE Intersections – Buildings must be located at the street corner and provide pedestrian-oriented facades along both streets. Exceptions:

1) Setbacks will be allowed only where the space between the sidewalk and the building meets the definition of a pedestrian-oriented space. An example is shown in Figure 92.10.D.

2) Vehicle sales and properties on the west side of the 124th Avenue NE are exempt from this standard because of transmission line easement limitations.

Building located directly on a street corner with direct pedestrian access and pedestrian-oriented facades.

FIGURE 92.10.D

7. Building Location at Street Corners in CBD

a. Building Corners in the CBD – If the subject property is adjacent to the intersection of two (2) streets, at least one (1) of which is a pedestrian-oriented street, the applicant shall use one (1) or more of the following elements or treatments in the design and construction of the corner of the building facing the intersection of the streets which includes the pedestrian-oriented street. As an alternative, the applicant may propose other techniques, elements or treatments in the design of the corner which are consistent with the design guidelines and the provisions of the Comprehensive Plan.

1) Provide at least 100 square feet of sidewalk area or pedestrian-oriented open space in addition to the area required to produce a 10-foot-wide sidewalk as required under KZC 110.52, pedestrian-oriented street (see Figure 92.10.E).

2) Provide an entranceway to a store, building atrium or lobby, exterior courtyard or pedestrian-oriented open space (see Figure 92.10.F).

3) Provide a pedestrian pathway, at least eight (8) feet in width, that connects to another street, public feature or building (see Figure 92.10.F).

4) Provide one (1) or more of the elements listed below on both sides of an axis running diagonally through the corner of the building and bisecting the angle formed by the two (2) building facades (see Figure 92.10.G):

a) A bay window or turret.

b) A roof deck.

c) Balconies above the ground floor.

d) A building corner setback notch or curved facade surface.

e) Sculpture or artwork, either bas-relief or figurative.

f) Distinctive use of facade materials.

5) Provide special or unique treatment, other than the use of fabric or vinyl awnings, for pedestrian weather protection at the corner of the building.

Options for Corner Setback Configurations

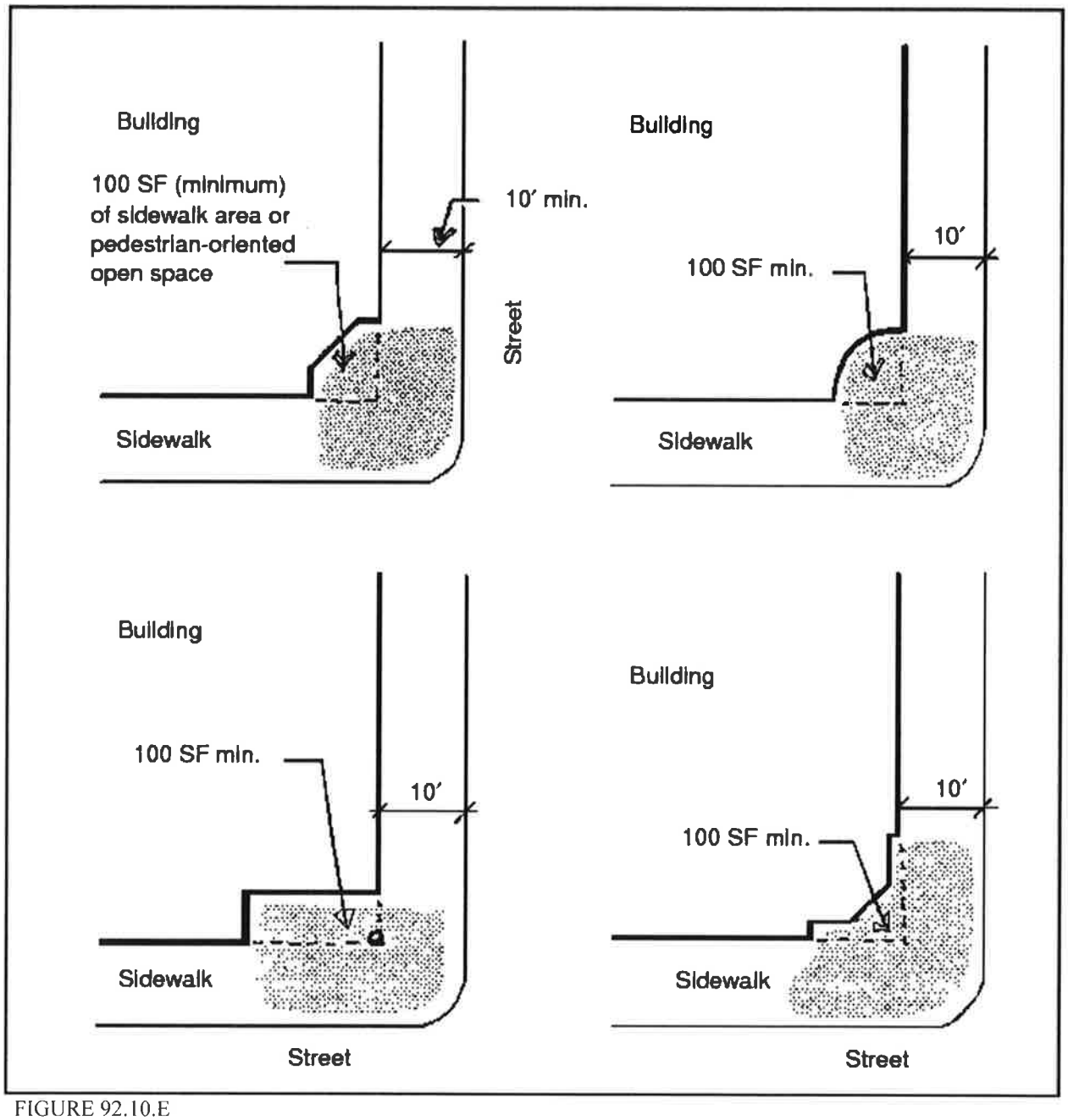


FIGURE 92.10.E

Options for Corner Entry Elements

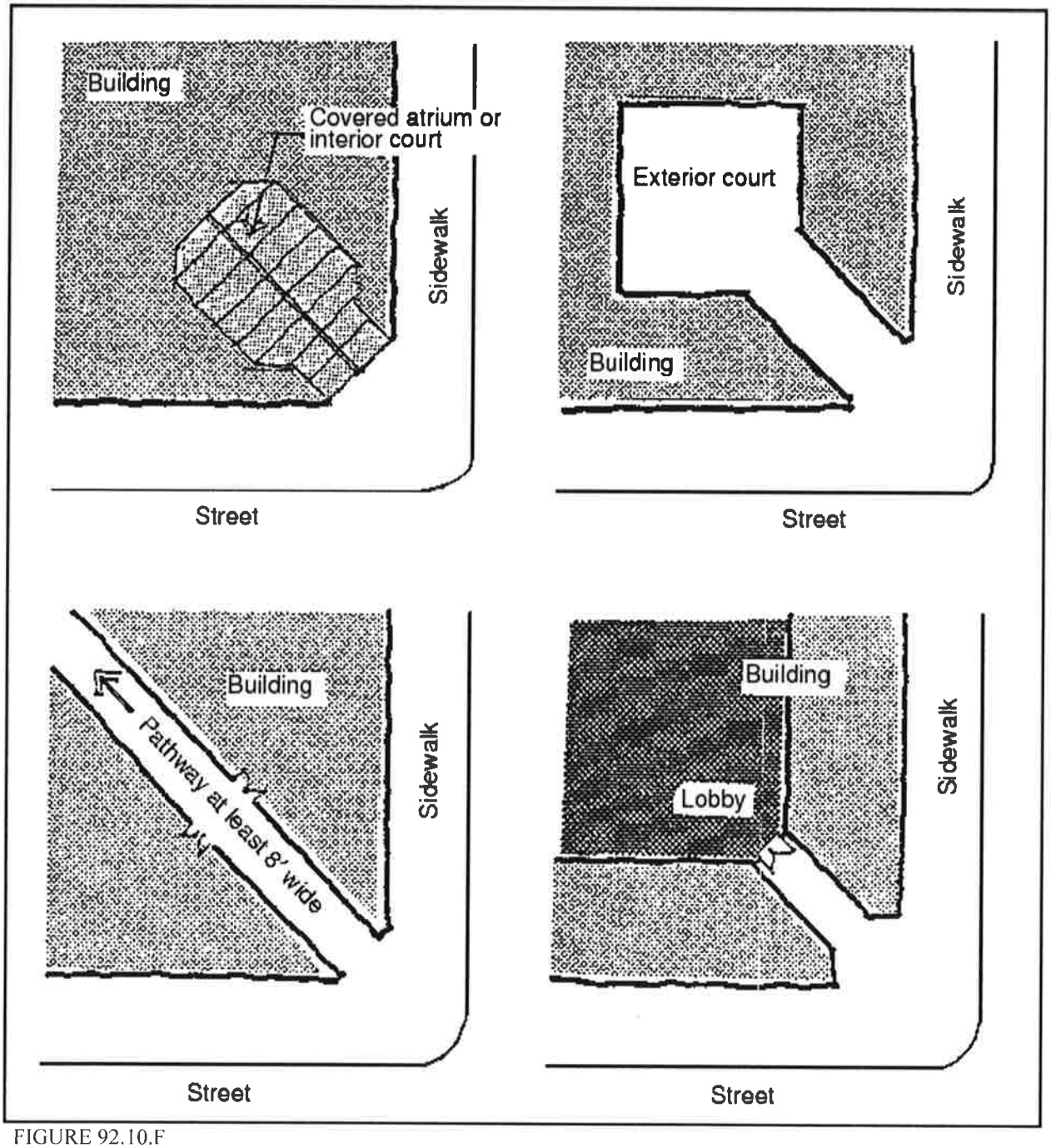


FIGURE 92.10.F

Architectural Elements for Corners

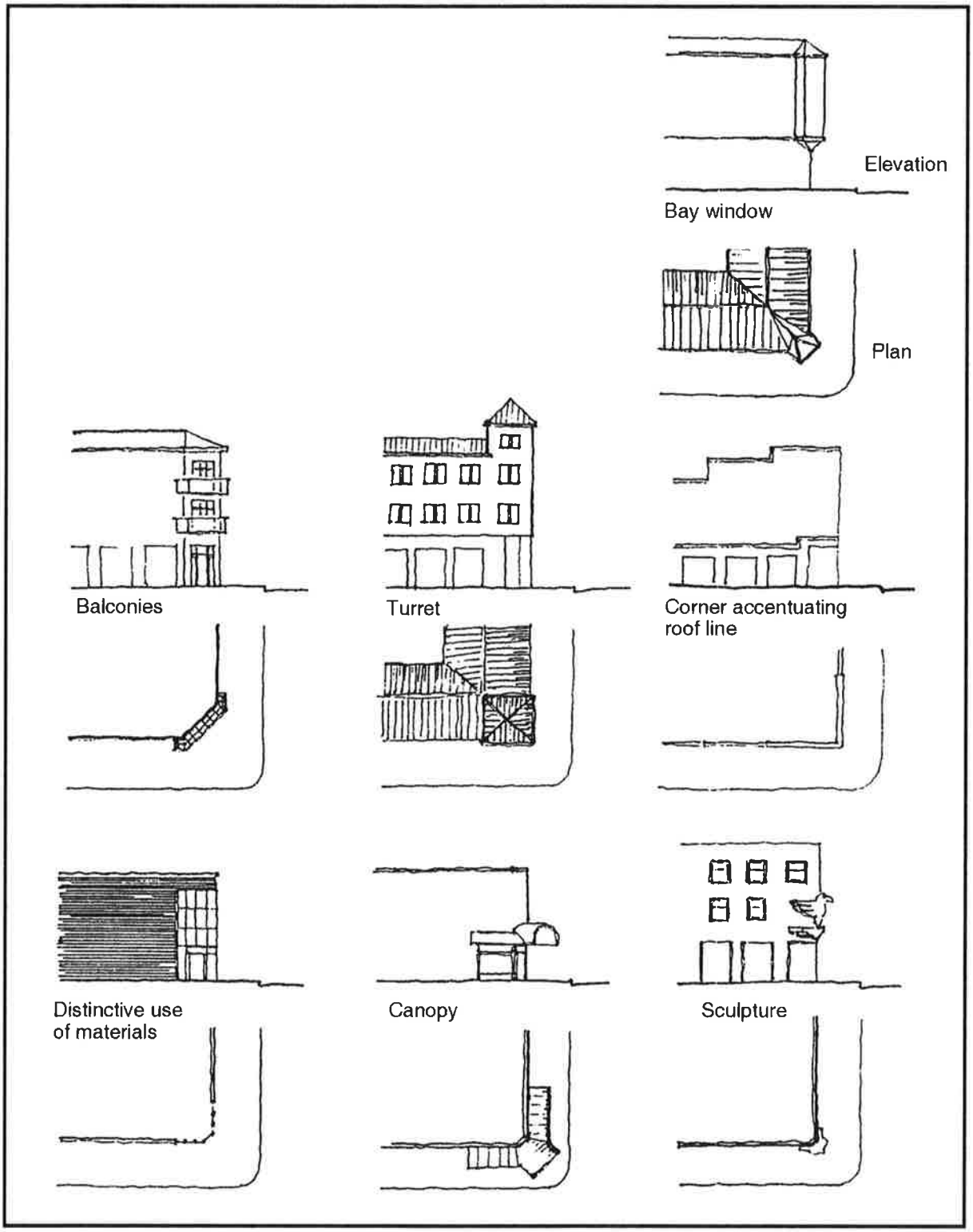


FIGURE 92.10.G

(Ord. 4495 § 2, 2015; Ord. 4333 § 1, 2011; Ord. 4238 § 2, 2010; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3972 § 1, 2004; Ord. 3889 § 2, 2003; Ord. 3833 § 1, 2002)

92.15 Pedestrian-Oriented Improvements on or Adjacent to the Subject Property

1. All Zones – Pedestrian-Oriented Space and Plazas in Parking Areas – The applicant must provide at least 175 square feet of pedestrian-oriented space at the main building entrance in a central location, or adjacent to a parking area. This area must be raised at least six (6) inches above the parking lot surface and must be paved with concrete or unit pavers.

2. Pedestrian-Oriented Space and Plazas in BDC, CBD, BN, BNA, MSC 2, NRHBD, RHBD, FHNC and TLBD Zones

a. In the CBD, BN, BNA, MSC 2, FHNC or in BDC – If the subject property abuts a pedestrian-oriented street (see Plate 34 in Chapter 180 KZC) or public park, the space, if any, between the sidewalk and the building must be developed consistent with the following criteria:

1) Enhance visual and pedestrian access, including handicapped access, onto the subject property from the sidewalk.

2) Contain paved walking surface of either concrete or approved unit pavers.

3) Contain on-site or building-mounted lighting which provides adequate illumination.

4) Contain two (2) linear feet of seating area or one (1) individual seat per 65 square feet of area between the sidewalk and the building.

5) Contain landscaping such as trees, shrubs, trellises, or potted plants.

6) It may not include asphalt or gravel pavement or be adjacent to an unscreened parking area, a chain link fence or a blank wall which does not comply with the requirements of subsection (3) of this section, Blank Wall Treatment.

7) An alternative solution for the pedestrian-oriented space may be established through a Conceptual Master Plan in TL 2.

b. In the NRHBD Zones – If the subject property abuts a major pedestrian sidewalk on the southwest corner of NE 116th Street and 124th Avenue NE (see Plate 34 in Chapter 180 KZC), the space, if any, between the sidewalk and the building must be developed consistent with the following criteria:

1) Enhance visual and pedestrian access, including handicapped access, onto the subject property from the sidewalk.

2) Contain paved walking surface of either concrete or approved unit pavers.

3) Contain on-site or building-mounted lighting which provides adequate illumination.

4) Contain two (2) linear feet of seating area or one (1) individual seat per 65 square feet of area between the sidewalk and the building.

5) Contain landscaping, such as trees, shrubs, trellises, or potted plants.

6) In the alternative, the pedestrian-oriented space can be integrated with a pedestrian connection linking Slater Avenue NE and NE 116th Street, anywhere on the subject property, consistent with the criteria in subsections (2)(b)(1) through (5) of this section.

c. In the RHBD and TLBD Zones – All nonresidential uses must provide pedestrian-oriented space in conjunction with new development according to the formula below. For the purposes of this section, required pathways shall not count as pedestrian-oriented space. However, as part of the Design Review, the City may allow those portions of pathways widened beyond minimum requirements to count towards the required pedestrian-oriented space as long as such space meets the definition of pedestrian-oriented space.

1) Size: One (1) percent of the applicable lot area plus one (1) percent of the nonresidential building gross floor area. (See Figure 92.15.A).

a) The City may exempt uses that are likely to generate very little customer/pedestrian activity and have few or no employees. These may include warehouse, storage, industrial, and other similar uses.

Pedestrian-Oriented Space Requirement for Large Nonresidential Buildings Served by Surface Parking

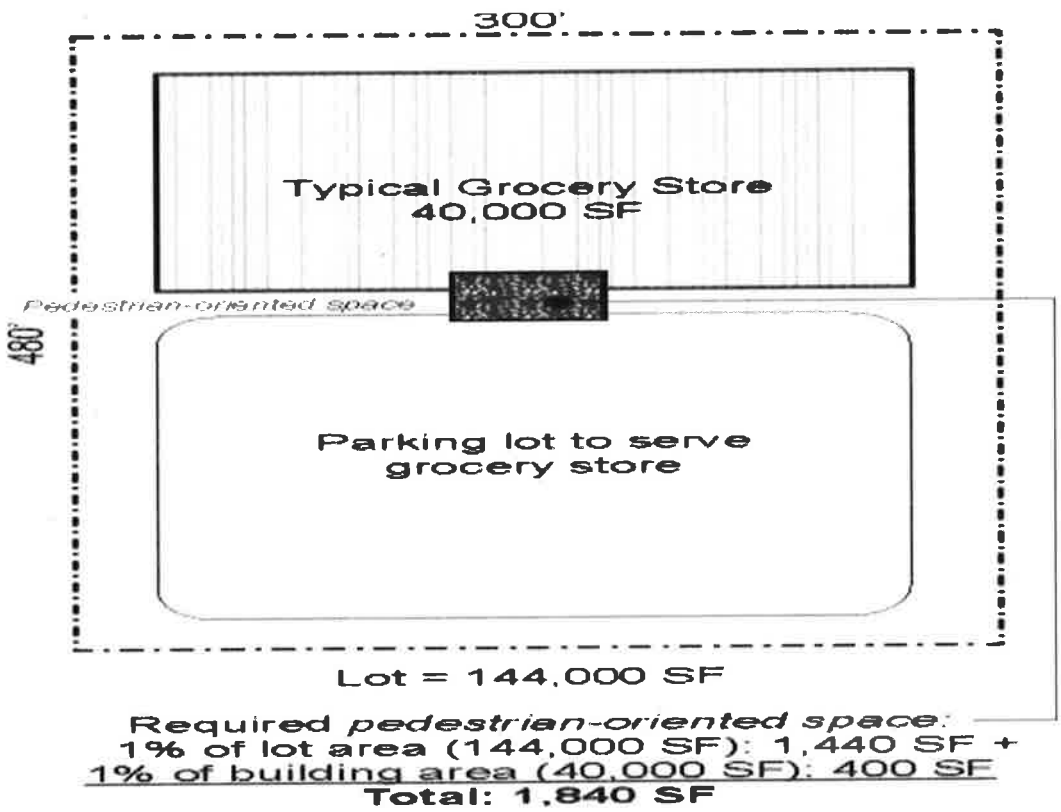


FIGURE 92.15.A

2) Design: To qualify as a pedestrian-oriented space, an area must have all of the following (see Figure 92.15.B):

a) Pedestrian access to the abutting structures from the street, private drive, or a nonvehicular courtyard.

b) Paved walking surfaces of either concrete or approved unit paving.

c) Pedestrian-scaled lighting (no more than 15 feet in height) at a level averaging at least two (2) foot-candles throughout the space. Lighting may be ground- or building-mounted lighting.

d) Contain two (2) linear feet of seating area or one (1) individual seat per 65 square feet of area between the sidewalk and the building.

e) Spaces must be positioned in areas with significant pedestrian traffic to provide interest and security – such as adjacent to a building entry.

f) Landscaping covering at least 20 percent of the space (some of this may include potted plants). Such landscaping components must add seasonal interest to the space.

3) The following features are encouraged in a pedestrian-oriented space and may be required by the City:

a) Pedestrian amenities such as a water feature, a drinking fountain, tables, and/or distinctive paving or artwork.

b) Provide pedestrian-oriented facades on some or all buildings facing the space.

c) Consideration of the sun angle and the wind pattern in the design of the open space.

d) Transitional zones along building edges to allow for outdoor eating areas and a planted buffer.

e) Movable seating.

4) The following features are prohibited within pedestrian-oriented space:

a) Asphalt or gravel pavement.

b) Adjacent unscreened parking lots.

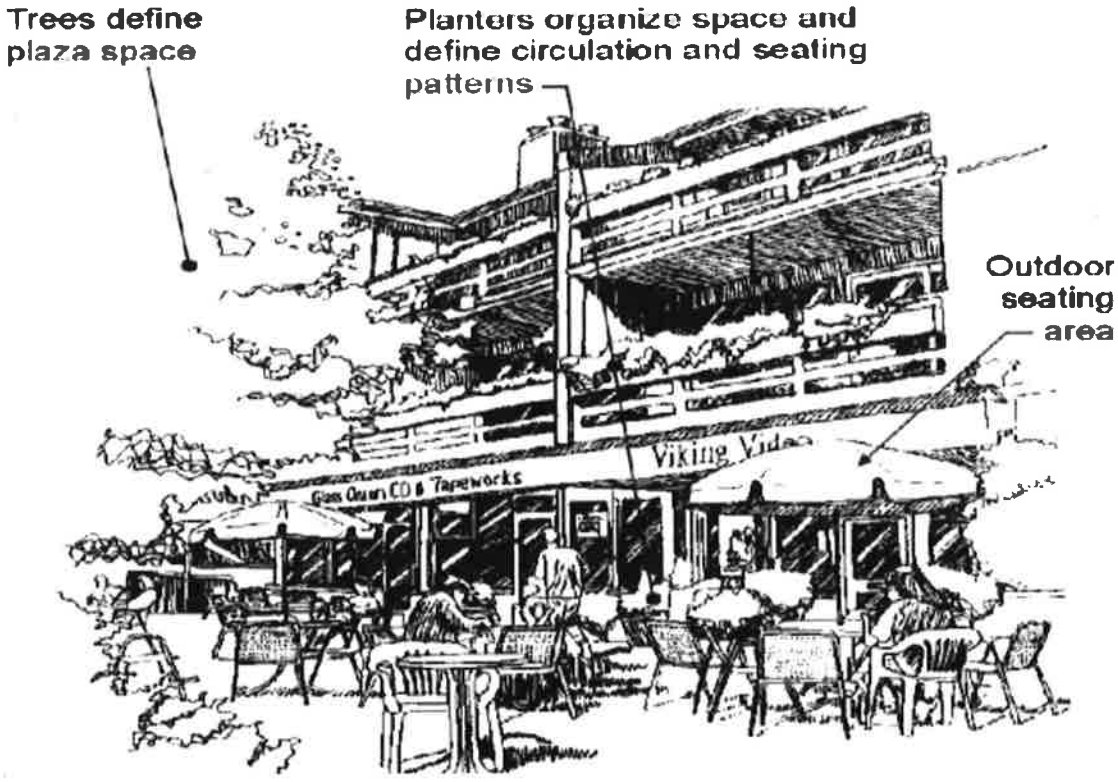
c) Adjacent chain link fences.

d) Adjacent "blank walls."

e) Adjacent dumpsters or service areas.

f) Outdoor storage or retail sales that do not contribute to the pedestrian environment.

An Example of a Pedestrian-Oriented Space



5FIGURE 92.15.B

3. Blank Wall Treatment

a. Blank Wall Defined – All Zones – A blank wall is any wall or portion of a wall that meets either of the following criteria (see Figure 92.15.C):

1) A wall or portion of a wall with a surface area of at least 400 square feet having both a length and a width of at least 10 feet without a window, door, building modulation at least one (1) foot in depth or other architectural feature.

2) Any wall or portion of a wall between four (4) feet and 13 feet above ground level with a horizontal dimension longer than 15 feet without a window, door, building modulation at least one (1) foot in depth or other architectural feature.

b. Blank Wall Treatments – All Zones – Each blank wall that is visible from any right-of-way, internal access road, pedestrian-oriented space, or through-block pathway must be screened or treated in at least one (1) of the ways listed in subsection (3)(c) of this section if it meets the criteria for a blank wall under subsection (3)(a) of this section. Internal roadways used primarily for service access and not visible from a street, pedestrian-oriented space or through-block pathways are exempt from this requirement.

Designating Blank Walls

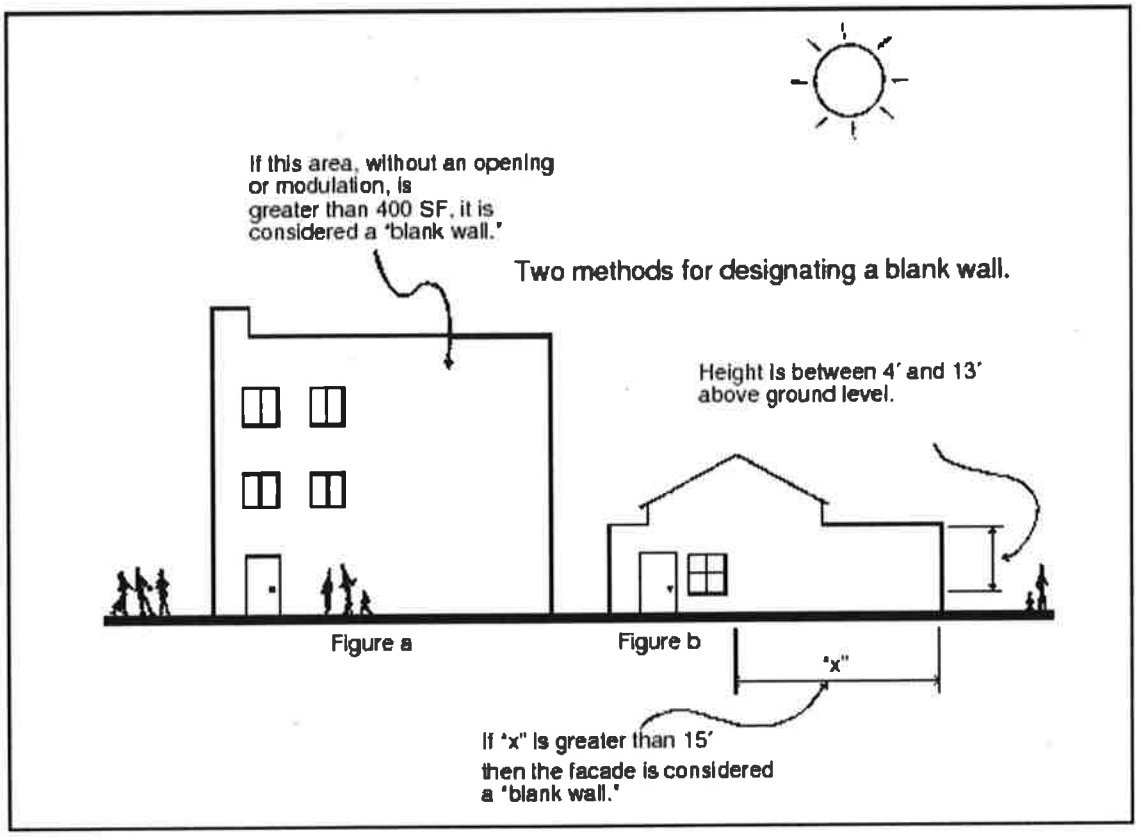


FIGURE 92.15.C

c. Blank Wall Treatment Standards in All Zones – At least one (1) of the following techniques must be used to treat or screen blank walls:

1) By the installation of a vertical trellis with climbing vines or plant material in front of the blank wall.

2) By providing a landscaped planting bed at least five (5) feet wide or a raised planter bed at least two (2) feet high and three (3) feet wide in front of the blank wall and planted with plant materials that will obscure or screen at least 50 percent of the blank wall within two (2) years.

3) By providing artwork, such as mosaics, murals, sculptures or bas-relief on the blank wall.

4) By proposing alternative techniques as part of the Design Review process.

d. All Zones – Modifications – The provisions of this subsection (3) may be modified or eliminated as part of the Design Review decision if they conflict with the International Building Code.

Pedestrian-Friendly Building Facade Requirements

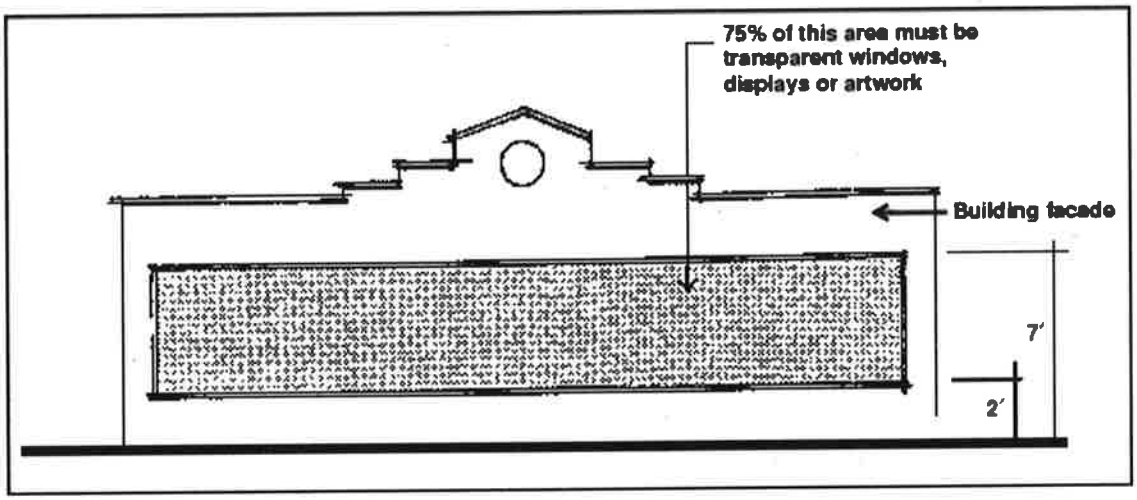


FIGURE 92.15.D

e. Treatment of Building Facades in CBD – In the CBD, each facade of a building facing a pedestrian-oriented street or public park must contain or be treated with at least one (1) of the following elements:

1) It must contain transparent windows or window displays comprising at least 75 percent of the area of the facade between two (2) feet and seven (7) feet above ground level (see Figure 92.15.D).

2) It must contain sculptural, mosaic or bas-relief artwork comprising at least 75 percent of the area of the facade between two (2) feet and seven (7) feet above ground level (see Figure 92.15.D).

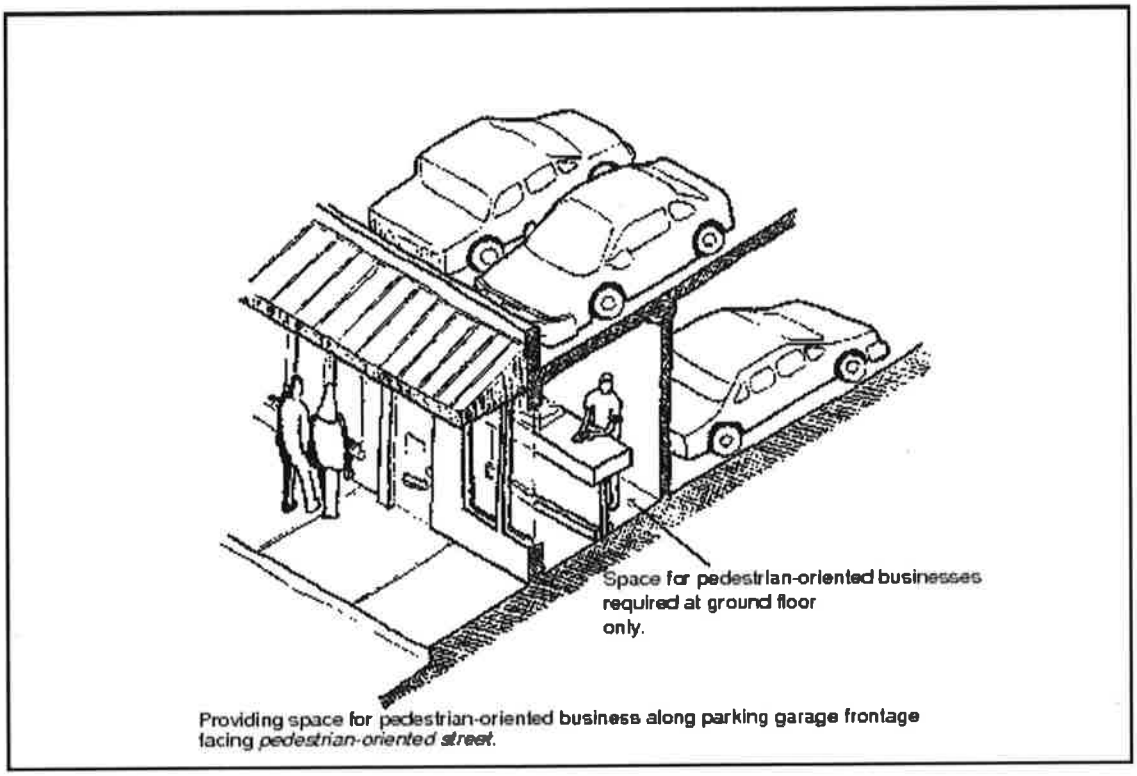
3) The area next to the facade must be developed such that for every 10 linear feet of the facade, at least 20 square feet of this area must be developed with landscaping consistent with subsection (3)(c)(1) or (2) of this section, depending on the location, dimensions, and size of the area.

4. Parking Garages

a. All Zones – Each facade of a garage or a building containing ground floor parking must either:

1) Provide and maintain a ground floor area of the garage or building extending along the entire facade of the garage or building (excluding vehicle access points) which is developed as and made available for pedestrian-oriented businesses (see Figure 92.15.E); or

Providing Space for Pedestrian-Oriented Business



Providing space for pedestrian-oriented business along parking garage frontage facing *pedestrian-oriented street*.

FIGURE 92.15.E

2) Provide and maintain a pedestrian-oriented space, at least 10 feet in depth and extending along the entire facade of the garage or building (excluding vehicle access points); or

3) Treat the facade consistent with subsection (3)(e)(1), (2) or (3) of this section, treatment of building facades; or

4) A combination of methods described above.

b. All Zones – There must be architectural screening or other treatment of openings above the ground level for the facades of parking garages along the Market Street Corridor, pedestrian-oriented streets, through-block pathways and major pedestrian sidewalks.

c. RHBD and TLBD Zones – Structures containing parking on the ground floor:

1) Parking structures on designated pedestrian-oriented streets shall provide space for ground-floor commercial uses along street frontages at a minimum of 75 percent of the frontage width. The entire facade facing a pedestrian-oriented street must feature a pedestrian-oriented facade.

2) Parking structures adjacent to non-pedestrian-oriented streets may be located adjacent to a sidewalk where they provide space for ground-floor commercial uses along street frontages at a minimum of 75 percent of the frontage width and include a pedestrian-oriented facade along the applicable frontage.

3) Parking structures adjacent to non-pedestrian-oriented streets and not featuring a pedestrian-oriented facade shall be set back at least 10 feet from the sidewalk and feature substantial landscaping between the sidewalk and the structure. This includes a combination of evergreen and deciduous trees (one (1) per 20

lineal feet), shrubs (one (1) per 20 square feet), and ground cover (sufficient to cover 90 percent of the area within three (3) years). Other treatments will be considered in the Design Review process.

4) Parking garage entries shall be designed and sited 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.

5) The design of structured parking at finished grade under a building shall minimize the apparent width of garage entries.

6) Parking within the building shall be enclosed or screened through any combination of walls, decorative grilles, or trellis work with landscaping.

7) Parking garages shall be designed to be complementary with adjacent buildings. Use similar forms, materials, and/or details to enhance garages.

8) Parking structure service and storage functions shall be located away from the street edge and generally not be visible from the street or sidewalks.

(Ord. 4495 § 2, 2015; Ord. 4390 § 1, 2012; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3972 § 1, 2004; Ord. 3833 § 1, 2002)

92.30 Architectural and Human Scale

1. Techniques To Moderate Bulk and Mass in the CBD

a. General – This section establishes required techniques to be used in the design and construction of building facades in specific areas of the CBD. The applicant shall comply with the techniques listed below in order to reduce the perceived bulk and mass of large structures by dividing the building mass into smaller-scale components. As an alternative, the City may approve other techniques, elements, or methods if consistent with the following criteria:

1) The alternative is generally consistent with the downtown plan provisions of the Comprehensive Plan and the design guidelines.

2) The alternative clearly provides superior moderation of the architectural bulk and mass than would result from strict application of the required techniques.

b. Vertical Definition – The applicant shall comply with the following requirements to moderate the horizontal scale of buildings:

1) All CBD Zones – The maximum length of any facade facing a street is 70 feet without vertical definition. Vertical definition may be in the form of changes in color and materials, modulations of sufficient width and depth to define the vertical element, or some combination of these techniques. This vertical element should carry through all floors of the building.

2) CBD 4, CBD 6, CBD 8 – Along First Street, Second Street South, First Avenue South, and Fifth Street, the maximum length of a facade is 120 feet. Any facade that exceeds 120 feet along the right-of-way shall comply with the following requirements (see Figure 92.30.A):

a) Shall be divided by a 30-foot-wide modulation of the exterior wall so the maximum length of the facade is 120 feet without this modulation.

b) The modulation shall be 20 feet in depth and shall start at finished grade and extend through all floors.

c) Decks and roof overhangs may encroach up to three (3) feet (per side) into the modulation.

Vertical Definition: CBD 4, 6, and 8

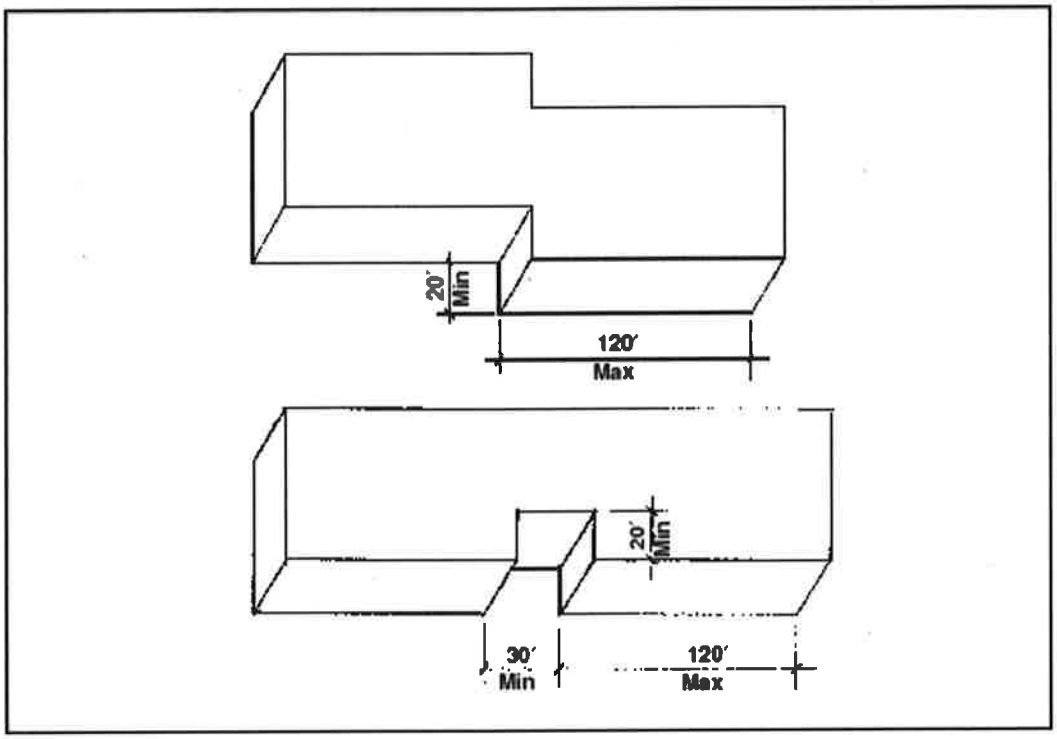


FIGURE 92.30.A

3) CBD 6, CBD 8: Along the axes of all buildings which are predominantly east-west and/or most closely parallel to Central Way, Third Avenue, Fourth Avenue, or Sixth Avenue, the maximum length of a building is 120 feet. The following exceptions apply (see Figure 92.30.B):

a) Portions of buildings which are below the elevation of Third Avenue, Fourth Avenue, or Sixth Avenue, as measured at the midpoint of the frontage of the subject property on the applicable right-of-way, may exceed the 120-foot limitation.

b) Portions of the building above Third Avenue, Fourth Avenue, or Sixth Avenue shall be divided into two (2) or more distinct building masses with a maximum length of 120 feet separated by at least 20 feet in width.

c) Decks, bay windows, roof overhangs, and chimneys may encroach up to three (3) feet (per side) into the separation.

Vertical Definition: CBD 6 and 8

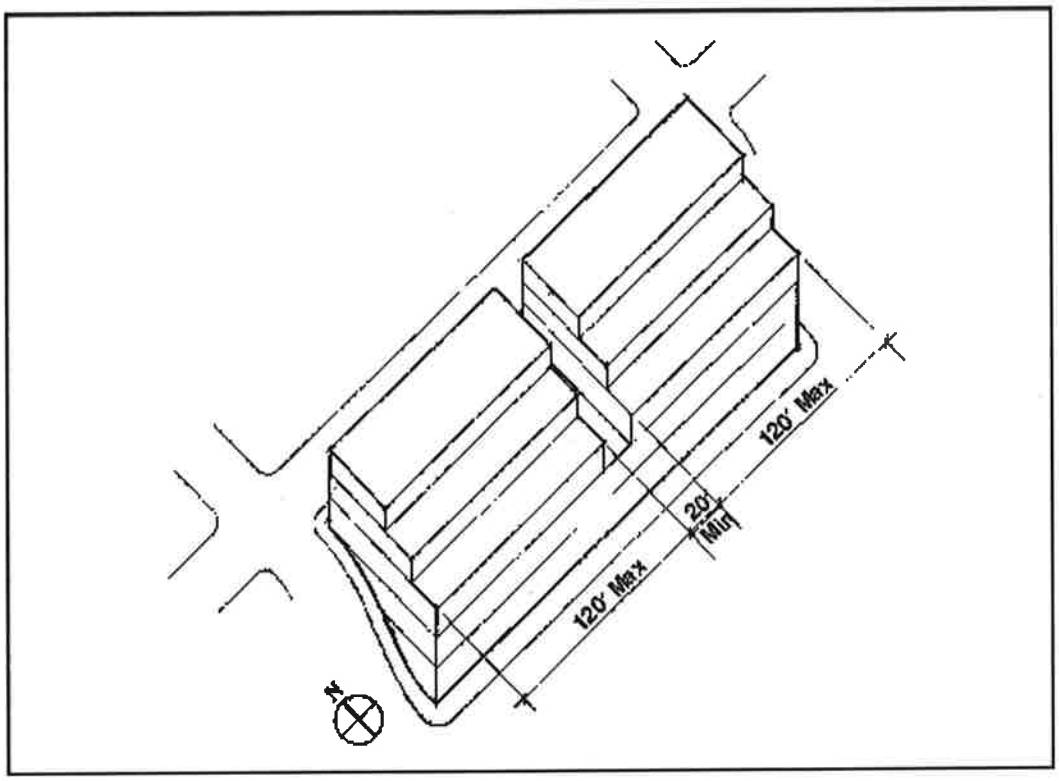


FIGURE 92.30.B

2. Horizontal Definition in All Zones – The applicant shall comply with the following requirements to moderate the vertical scale of buildings. All buildings shall include design techniques which clearly define the building's top, middle, and bottom (see Figure 92.30.C). The following techniques are suggested methods of achieving vertical articulation:

a. Top: Sloped roofs, strong eave lines, cornice treatments, horizontal trellises, or sunshades, etc.

b. Middle: Windows, balconies, material changes, railings, and similar treatments that unify the building design.

c. Bottom: Pedestrian-oriented storefronts, pedestrian-scale building details, awnings, arcades, "earth" materials such as concrete stone, stucco, etc.

Where appropriate, the applicant should coordinate the horizontal elements (i.e., cornices, window lines, arcades, etc.) in a pattern and height to reflect similar elements on neighboring buildings.

Horizontal Definition: Articulation of Buildings' Top, Middle and Bottom

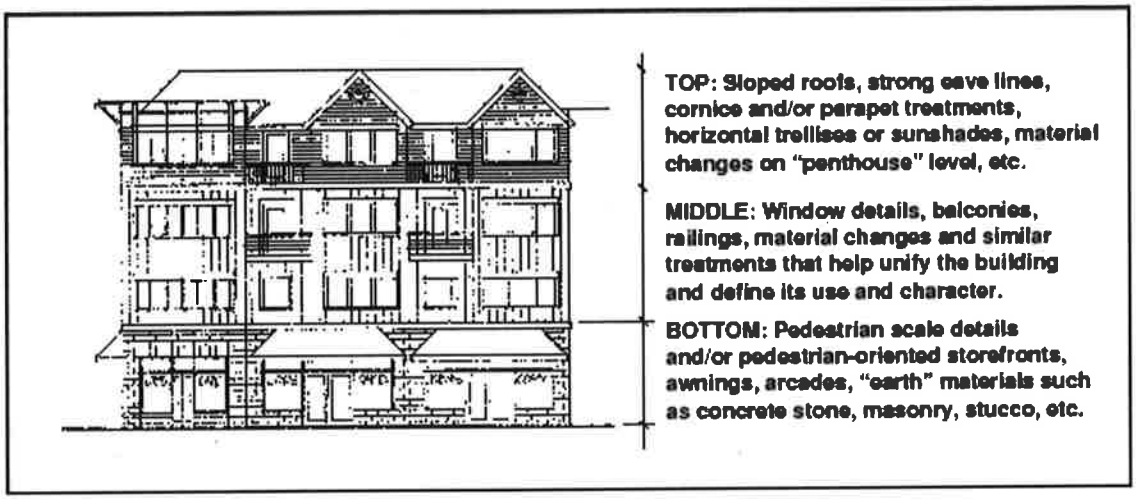


FIGURE 92.30.C

3. Techniques To Moderate Bulk and Mass in the RHBD and TLBD Zones

a. Along all streets, through-block pathways, and public open spaces, the maximum length of a facade is 120 feet. Any facade that exceeds 120 feet along the right-of-way shall comply with the following requirements (see Figure 92.30.A):

1) Shall be divided by a 30-foot-wide modulation of the exterior wall so the maximum length of the facade is 120 feet without this modulation.

2) The modulation shall be 20 feet in depth and shall start at finished grade and extend through all floors.

3) Decks and roof overhangs may encroach up to three (3) feet (per side) into the modulation.

4. Techniques To Achieve Architectural Scale in All Zones – The applicant shall use at least two (2) of the following elements and features in the design and construction of all buildings that are three (3) or more stories or have a building footprint of more than 10,000 square feet. As an alternative, the applicant may propose slight variations from the required dimensions noted in the following techniques, or other methods to comply with the requirements of this subsection. The City may approve the proposal if it is consistent with the design guidelines and the Comprehensive Plan.

a. All stories above the second story must be set back at least 10 feet from the ground floor facade along at least two (2) facades of the building.

b. Horizontal Building Modulation – On all building facades visible from a street or public park, provide horizontal modulation consistent with all of the following standards:

1) The maximum allowable horizontal dimension of the facade between modulations is 70 feet;

2) The minimum depth of each modulation, except balconies, is 10 feet; and

3) The minimum width of each modulation, except balconies, is 15 feet.

c. On all building facades visible from a street or public park, provide balconies which are consistent with the following standards:

1) Balconies must be placed on at least every other floor above the ground floor;

2) The maximum distance between balconies, measured horizontally, is 100 feet; and

3) The minimum amount of floor area for each balcony is 100 square feet.

d. Change in Roofline – Provide vertical modulation of the roof line of all facades of the building adjoining a street or public park. For buildings with flat, gabled, hipped or similar roofs, the maximum length of any continuous roof line, with a slope of less than three (3) feet vertical to 12 feet horizontal, is 50 feet without being modulated. If modulation is necessary, at least one (1) of the following methods must be used (see Figure 92.30.D):

1) The height of the visible roof line must change at least eight (8) feet if the adjacent roof segments are less than 50 feet in length.

2) The height of the visible roof line must change at least 12 feet if the adjacent roof segments are greater than 50 feet in length.

Flat Roof Modulation Options

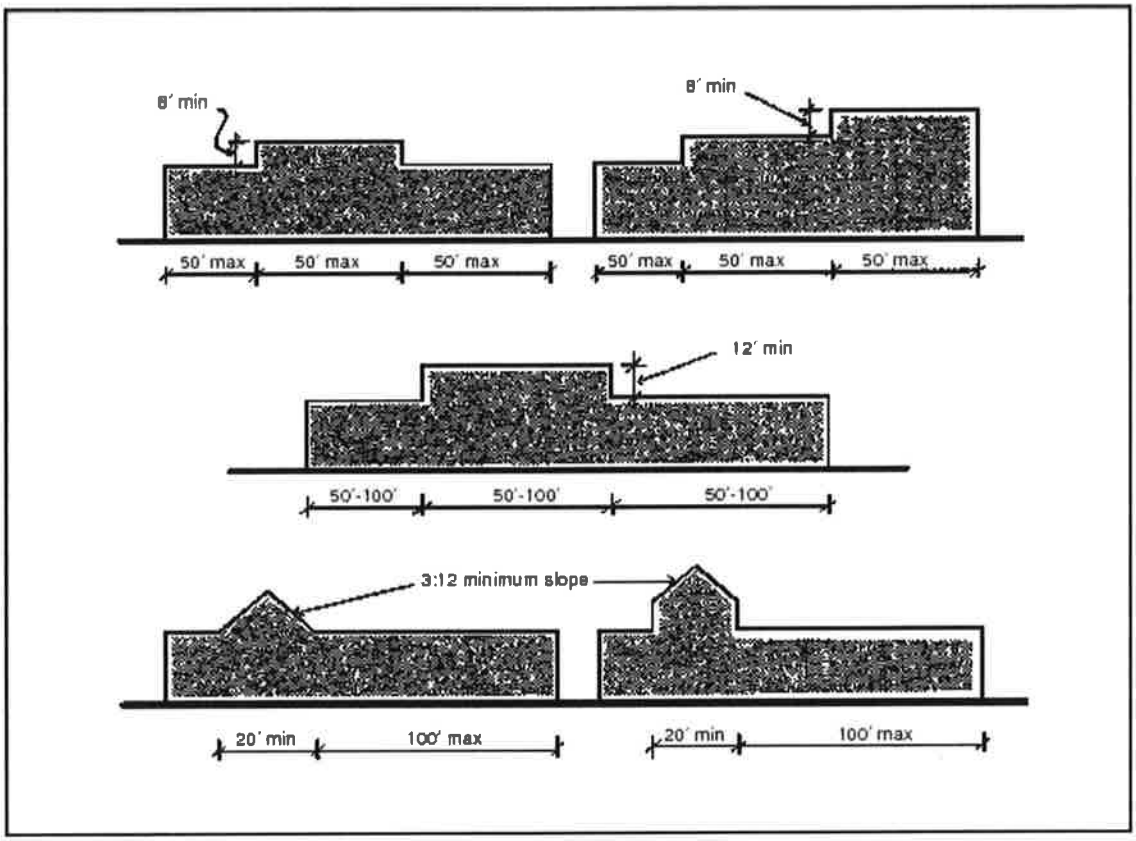


FIGURE 92.30.D

3) The length of a sloped or gabled roof line segment must be at least 20 feet. The minimum slope of the roof segment is three (3) feet vertical to 12 feet horizontal.

e. Buildings with other roof forms, such as arched, gabled, vaulted, dormered or sawtooth, must have a significant change in slope or significant change in roof line at least every 100 feet.

5. Techniques To Achieve Architectural Scale in the RHBD and the TLBD Zones

a. The following standards supplement the required techniques described in subsection (4) of this section. Where there are similar techniques, the standards in this section shall apply. All buildings in the RHBD and

TLBD zones shall include at least three (3) of the following modulation techniques at the articulation intervals described in subsection (5)(b) of this section along all facades containing the primary building entries (alley facades are exempt):

1) Repeating distinctive window patterns at intervals less than the articulation interval;

2) Horizontal Building Modulation – Minimum depth of modulation is two (2) feet and minimum width for each modulation is four (4) feet if tied to a change in color or building material and roof line modulation as defined below. Otherwise, minimum depth of modulation is 10 feet (except balconies) and minimum width for each modulation is 15 feet;

3) Providing a separate covered entry or separate weather protection feature for each articulation interval;

4) Change of Roofline – To qualify for this measure, the maximum length of any continuous roofline shall not be less than the articulation interval and comply with the treatments below (see Figure 92.30.E):

a) For segments less than 50 feet in horizontal width, the height of visible roofline must change at least four (4) feet if tied to horizontal building modulation and at least eight (8) feet in other cases.

b) For segments more than 50 feet in horizontal width, the height of visible roofline must change at least six (6) feet if tied to horizontal building modulation and at least 12 feet in other cases.

c) The length of sloped or gabled roof line segments must be at least 20 feet. The minimum slope of the roof segment is three (3) feet vertical to 12 feet horizontal;

5) Change in building material or siding style coordinated with horizontal building modulation and/or change in building color where appropriate;

6) Providing lighting fixtures, trellis, tree, or other landscape feature within each interval;

7) Alternative methods that achieve the desired architectural scale as approved by the City.

b. Articulation Intervals – Modulation and/or articulation shall be provided at the following intervals:

1) No more than 30 feet for buildings containing residential uses on all floors above the ground floor;

2) No more than 70 feet for nonresidential buildings (within RHBD, this applies to the Regional Center);

3) RHBD – No more than 50 feet for nonresidential buildings in the Neighborhood Center;

4) RHBD – No more than 30 feet for nonresidential buildings in the East End.

Building Articulation and Modulation Techniques

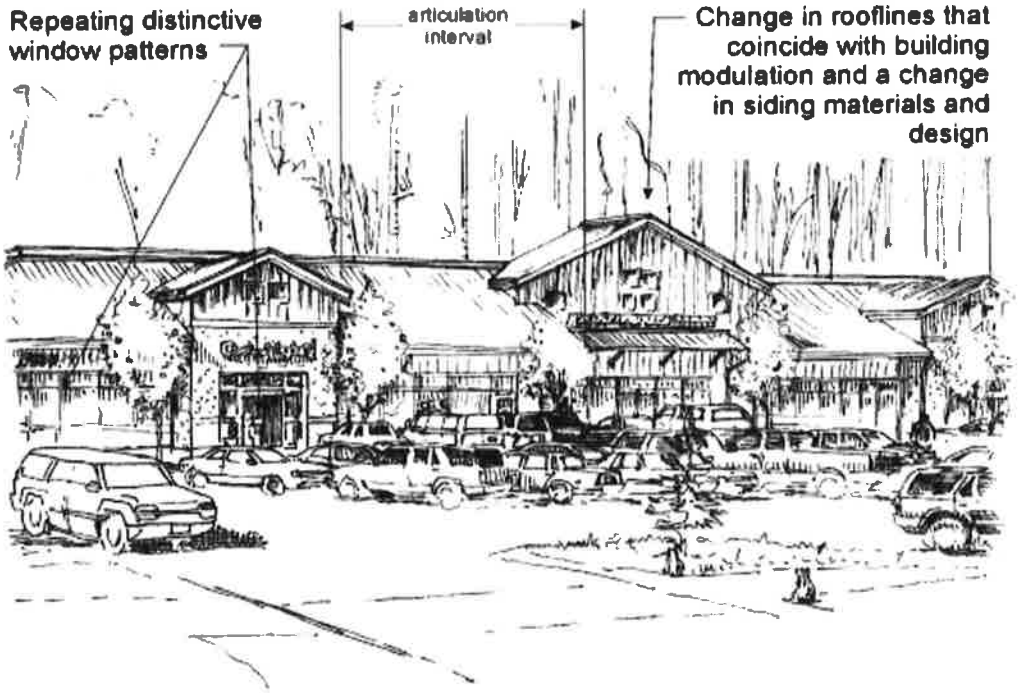


FIGURE 92.30.E

c. Techniques To Achieve Architectural Scale for Office Buildings in the RHBD and in the TLBD Outside of Business District Core

1) Office Building Design Standards for the TLBD and the RHBD's Regional Center – These standards are intended to supplement other building design standards that apply to the Totem Lake Business District and to the Regional Center. Where there is a conflict between standards, these standards shall apply as they are specific to office buildings.

a) Buildings must use design techniques to break up long continuous building walls, reduce the architectural scale of the building, and add visual interest. Specifically, any building facade longer than 120 feet in width must employ design techniques to limit the length of individual facades. To meet this requirement, buildings must utilize a combination of horizontal building modulation with a change in building materials or finishes, a clear change in building articulation and/or a change in fenestration technique (see Figure 92.30.F).

This building uses an angled window wall over the primary building entry to break up the width of the facade:

FIGURE 92.30.F

b) Buildings must employ design techniques to divide windows into units that give the building an identifiable scale (see Figure 92.30.G). Specifically:

1) Windows must be broken into units of 35 square feet or less with each window unit separated by a visible mullion or other element.

2) Multi-paned windows separated by mullions shall not exceed 20 feet in width and shall not exceed the height of individual floors.

3) Horizontal groupings of windows shall not exceed 30 feet in width. At least one (1) vertical architectural feature at least six (6) inches wide shall be used within the grouping to break up individual multi-paned windows. Architectural features at least two (2) feet in width shall separate such horizontal groupings of windows.

4) Siding material at least two (2) feet in height shall separate windows on each floor.

5) Building facades shall employ techniques to recess or project windows at least two (2) inches from the facade (see Figure 92.30.H).

Standards to divide windows into units that will give buildings an identifiable sense of scale.

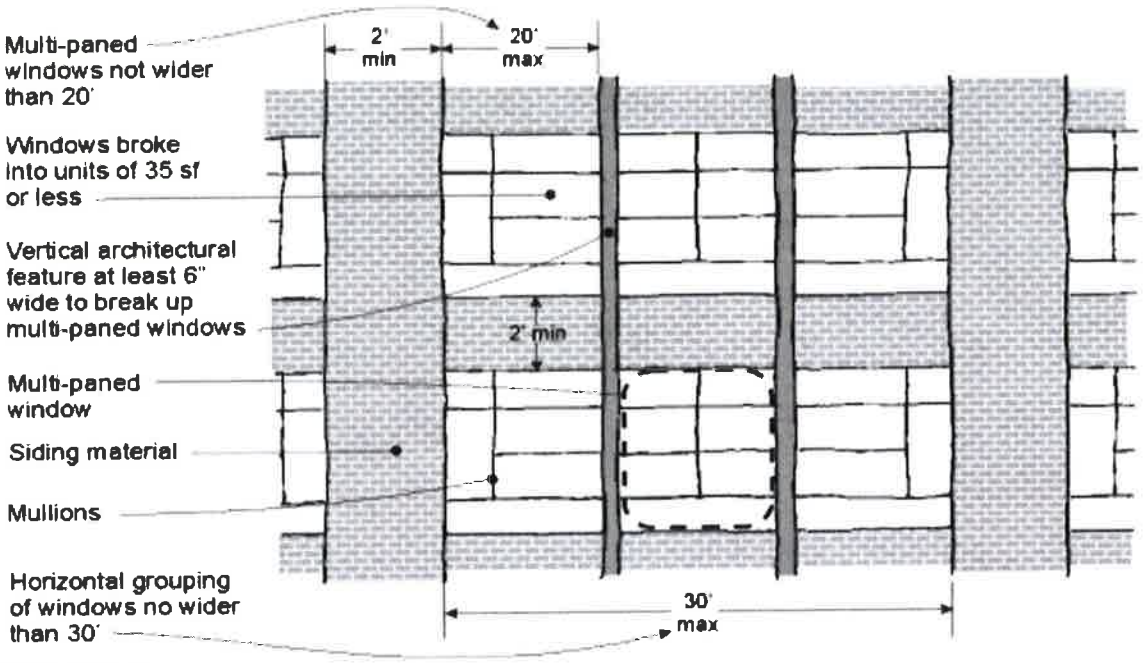


FIGURE 92.30.G

Some or all of these standards may be relaxed through the Design Review process where other methods can be effectively used to divide windows into units and give the building an identifiable scale.

c) Continuous window walls are prohibited, except where used as an accent facade element to break up long continuous building walls and/or emphasize a building entry. Such window walls should be modulated horizontally, by at least two (2) feet, and should not exceed 20 feet in width.

d) Mirrored glass and other highly reflective materials are prohibited (see Figure 92.30.I)

Recessed windows, mullions and trim

FIGURE 92.30.H

Continuous window walls are prohibited unless used as an accent, such as in this building:

FIGURE 92.30.I

.6. Achieving Human Scale in All Zones

a. General

1) CBD – Except as provided in subsection (6)(a)(3) of this section, the applicant shall use at least two (2) of the elements or techniques listed in subsection (6)(b) of this section in the design and construction of each facade of a building facing a street or public park.

2) BN, JBD, NRHBD, RHBD, MSC, BDC, YBD and TLBD – Except as provided in subsection (6)(a)(3) of this section, the applicant shall use at least one (1) of the elements or techniques listed in subsection (6)(b) of this section in the design and construction of each facade of a 1-story building facing a street or through-block pathway, and at least two (2) of the elements or techniques for a 2-story building facing a street or through-block pathway (see Plate 34 in Chapter 180 KZC).

3) All Zones – The applicant shall use at least three (3) of the elements or techniques listed in subsection (6)(b) of this section in the design and construction of any facade of a building facing a street, through-block pathway or public park, if:

a) The facade has a height of three (3) or more stories; or

b) The facade is more than 100 feet long.

b. Techniques To Achieve Human Scale in All Zones – The techniques to be used in the design and construction of building facades under subsection (6)(a) of this section are listed below. As an alternative, the applicant may propose other techniques, elements or methods which provide human scale to the building and are consistent with the applicable design guidelines and the Comprehensive Plan.

1) On each story above the ground floor, provide balconies or decks, at least six (6) feet wide and six (6) feet deep.

2) On each story above the ground floor, provide bay windows that extend out at least one (1) foot, measured horizontally, from each facade of the building.

3) Provide at least 150 square feet of pedestrian-oriented space in front of each facade (see KZC 92.15(2)(c)(2)).

4) Provide at least one-half (1/2) of the window area above the ground floor of each facade consistent with all of the following criteria (see Figure 92.30.J):

a) The windows must have glazed areas with dimensions less than five (5) feet by seven (7) feet.

b) The windows must be surrounded by trim, molding and/or sill at least two (2) inches wide.

c) Individual window units must be separated from adjacent window units by at least six (6) inches of siding or other exterior finish material of the building.

5) Provide at least one-half (1/2) of the window area above the ground floor of each facade facing a street or public park in panes with dimensions less than two (2) feet by three (3) feet and with individual panes separated by window mullions (see Figure 92.30.K).

Individual Windows Option

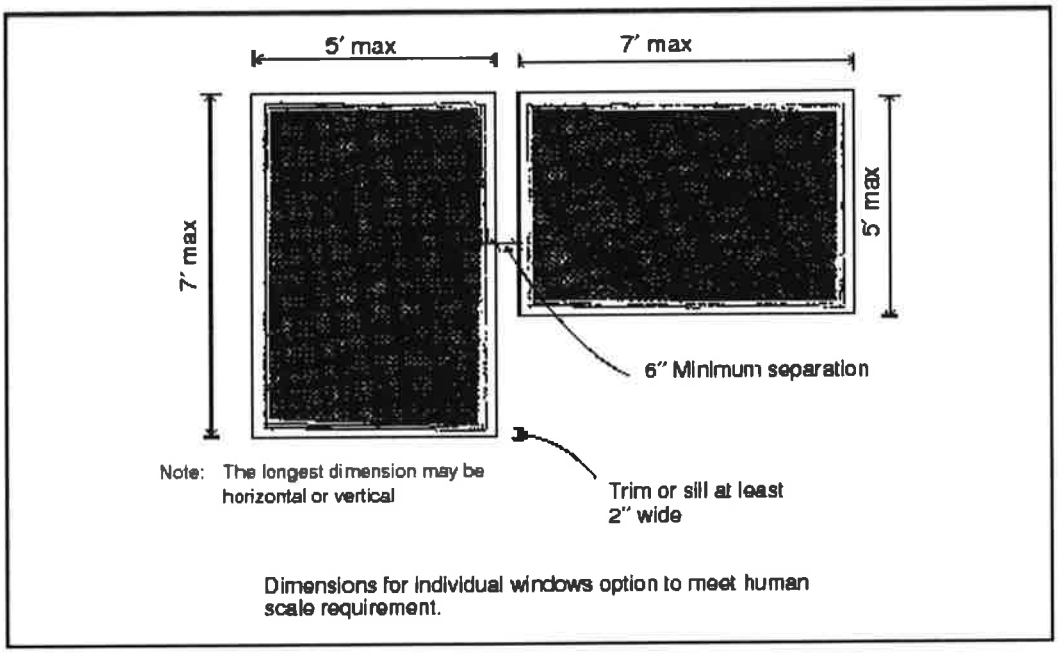


FIGURE 92.30.J

Multiple-Paned Fenestration Option

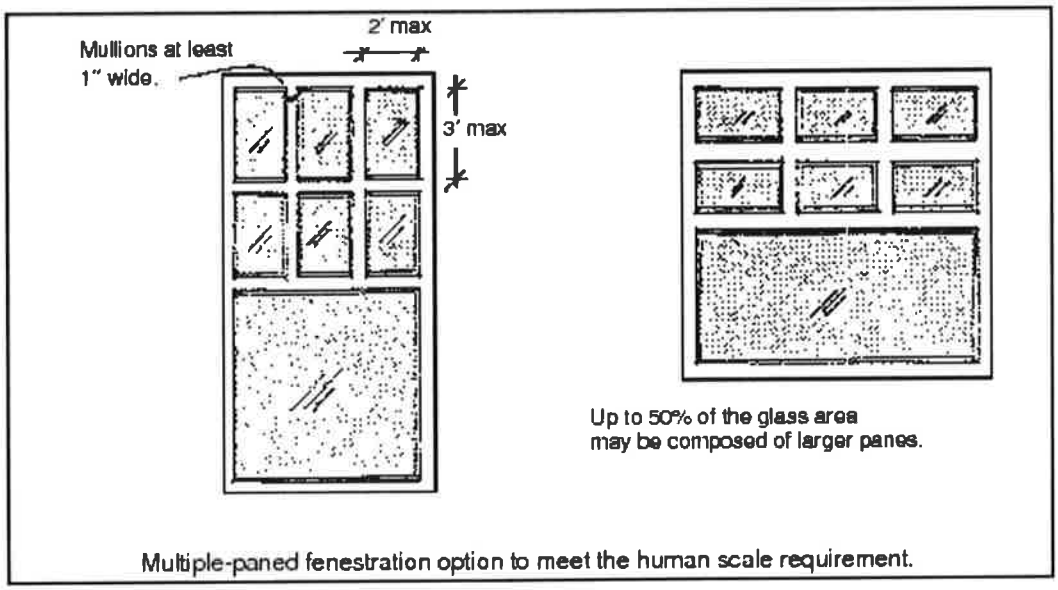


FIGURE 92.30.K

6) Provide a hipped or gable roof which covers at least one-half (1/2) of the building footprint and has a slope equal to or greater than three (3) feet vertical to 12 feet horizontal. To meet this requirement, the ridge width of a continuous roofline shall not extend more than 100 feet without modulation. This includes a gabled or other sloped roofline segment at least 20 feet in width.

7) If the main entrance of the building is on the facade of the building facing a street, through-block pathway, or public park, provide a covered porch or entry on the subject property at the building's main entrance. Pedestrian weather protection required under KZC 105.18 may not be used to meet this requirement unless the required pedestrian weather protection covers an area at least 15 feet long by 15

feet wide and is available for outdoor display or outdoor vendors or contains pedestrian-oriented improvements or amenities beyond what is otherwise required.

8) Provide one (1) or more stories above the ground floor setback at least six (6) feet from the ground floor facade facing the street, through-block pathway, or a public park.

9) Compose smaller building elements near the entry of a large building (see Figure 92.30.L).

c. Techniques To Achieve Human Scale in RHBD and TLBD – In addition to the requirements of subsection (6)(b) of this section, Techniques to Achieve Human Scale in All Zones, nonresidential uses (office, retail, industrial, etc.) in the RHBD and TLBD with over 40,000 square feet of floor area shall incorporate the following human scale features on the facade featuring the primary building entry:

1) Provide pedestrian-oriented space near the building entry. The minimum size of the area shall be no less than one (1) percent of the floor area of the use (see Figure 92.15.A). This must include a covered area at least 15 feet long by 15 feet wide and is available for outdoor display or outdoor vendors; and

2) Compose smaller building elements near the entry (see Figure 92.30.L).

3) As an alternative, the applicant may propose other mechanisms for providing human scale to such buildings, consistent with the design guidelines.

Composing Smaller Building Elements Near the Entry

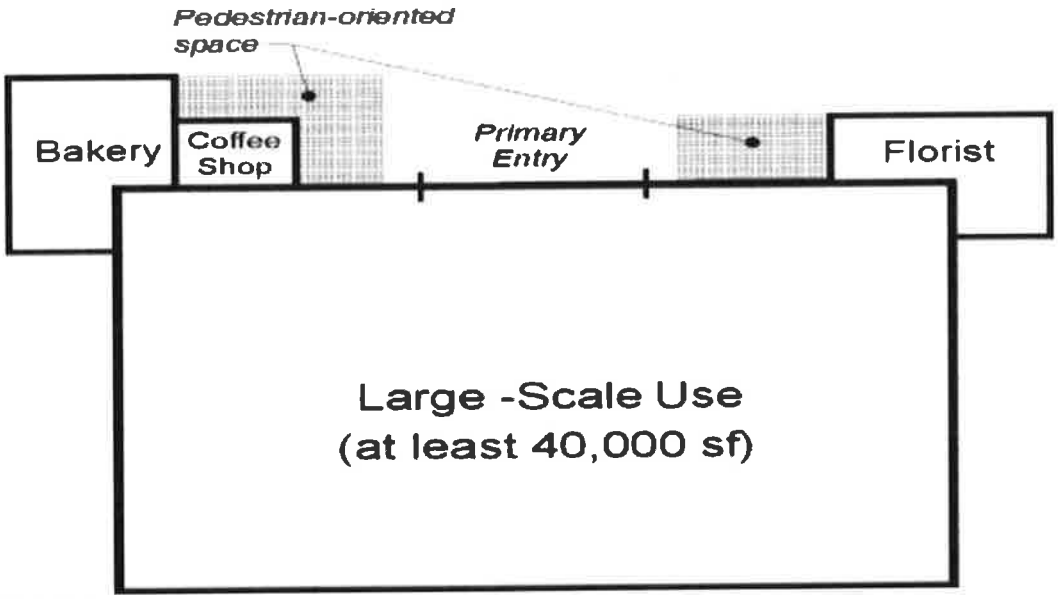


FIGURE 92.30.L

(Ord. 4495 § 2, 2015; Ord. 4390 § 1, 2012; Ord. 4333 § 1, 2011; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3972 § 1, 2004; Ord. 3889 § 2, 2003; Ord. 3833 § 1, 2002)

92.35 Building Material, Color and Detail

1. Required Elements in All Zones – The applicant shall incorporate at least three (3) of the following elements on each facade of a building that faces a street, through-block pathway, pedestrian-oriented space or a public park. As an alternative, the applicant may propose other mechanisms for providing interesting visual detail to buildings, consistent with the design guidelines.

a. Decorative roof lines, including ornamental molding, frieze or other roof line devices visible from the ground. Linear features must be at least eight (8) inches wide, measured vertically.

b. Decorative molding or framing details around all ground floor doors and windows. The molding or trim may have a traditional, contemporary, geometric or sculptural design.

c. Decorative glazing on all ground floor doors and windows, including stained glass, crystal cut glass, etched glass or similar individualized and permanent treatment, but excluding single-colored glass, opaque glass or plastic. On all ground floor windows, this decorative glazing must have a surface area of at least 30 square feet.

d. Railings, grill work, landscape guards or other similar elements including materials, design, configuration, embellishment or workmanship that exceeds the normal functional requirements for the element.

e. Trellises or arbors having an area of at least 100 square feet and planted consistent with the requirements of KZC 95.41 to achieve at least 30 percent coverage of the trellis or arbor with plant material within three (3) years.

f. Decorative light fixture or fixtures, either one (1) if one-of-a-kind or custom-built or one (1) every 30 feet along the facade of the building if not one-of-a-kind or custom-built, that meet either of the following criteria:

1) Includes a diffuse, visible light source, such as a globe.

2) Contains a shade or mounting that includes some use of material, configuration, shape, embellishment or detail that exceeds the normal functional requirement for the shade or mounting.

g. Use of any of the following decorative materials:

1) Any of the following decorative masonry elements:

a) Decorative masonry patterns, other than running bond pattern.

b) Bricks, tile, stone, cast stone or other masonry units of at least two (2) colors installed in layers or tiers to form a geometric pattern.

c) Decorative bands of masonry, such as a soldier course of brick or multicolored ceramic tile band, in conjunction with another exterior surface material.

2) Individualized wood patterns or continuous wood details, such as fancy butt shingles in a geometric pattern, decorative moldings, brackets, eave trim or lattice work.

3) Ceramic tile, stone, glass blocks, camera glass or other similar materials incorporated into other compatible surface materials and used to form or create, or in conjunction with, a geometric pattern, distinctive shape, unusual surface treatment, special lighting or other decorative or textural element.

4) Other materials with decorative or textural qualities, as demonstrated by architectural drawings and material samples, approved by the City as part of Design Review.

h. Decorative unit paving, including at least 50 square feet of multicolored tile, paver blocks, brick or other paving material in a decorative pattern, installed in a pedestrian-circulation area adjacent to the facade.

i. Artwork in the form of a mosaic mural, bas-relief sculpture, light sculpture, water sculpture, fountain, freestanding sculpture, art in pavement, murals, graphics or other forms, either freestanding in front of the facade or attached to the facade.

2. Prohibited Materials – All Zones – The following materials may not be used on any exterior surface which is visible from any area beyond the subject property:

a. Mirrored glass and other highly reflective materials.

b. Corrugated fiberglass.

c. Chain link fencing, except for temporary purposes, such as during construction.

3. Metal Siding – All Zones – Corner and edge trim must be used to cover exposed edges of metal siding. If metal siding covers more than 25 percent of a building's facade, the following regulations apply:

a. The siding must have a matted finish.

b. The siding must be in a neutral, earth tone or dulled color such as buff, grey, beige, tan, creme, white, barn-red, blue-grey, burgundy or ocher.

c. The facade must have visible window and door trim painted or finished in a color which is complementary to the siding color.

4. Concrete Block – All Zones – Any concrete block, masonry unit or cinder block wall which is visible from a street or public park must contain one (1) or more of the following features or elements:

a. Use of textured blocks with surfaces such as split-faced or grooved.

b. Use of colored mortar complementary to the color of the blocks.

c. Use of other surface material such as bricks, glass blocks or tile as a significant feature of the wall.

5. Awnings – All Zones – (See Chapter 105 for other pedestrian water protection requirements.)

a. The design of awnings should complement the architecture of the building. Steel and glass, fabric, and other materials of a more permanent nature are encouraged. Vinyl or plastic awnings and awnings used predominantly for advertising are discouraged.

b. Translucent awnings shall not be backlit. Lights directed downward mounted from internal awning frames are permitted. Lights mounted above awnings and directed downward are permitted.

6. Covering of Existing Facades – All Zones – Existing brick or cast stone masonry facades may not be covered with metal siding, metal screening, plastic siding, fiberglass siding, plywood siding, or wood siding materials. Other existing facades may be covered if consistent with the provisions of this subsection (6). As part of Design Review for remodels, the City may require the removal of coverings.

7. Building Cornerstone or Plaque – All Zones – All commercial buildings designed for use by more than one (1) tenant must have a building cornerstone or plaque, placed in a prominent location, consistent with the following standards:

a. Building cornerstones must be constructed in carved stone, cast stone, carved masonry, terra cotta or other vandal-resistant material.

b. Building plaques must be mounted no lower than two (2) feet and no higher than 10 feet above ground and must be made of bronze, brass, anodized aluminum, porcelain enamel-covered steel or aluminum or other corrosion-resistant material.

c. Building cornerstones and plaques must indicate the name of the building and, if known, the date of construction and architect.

d. Building cornerstones and plaques may include the owner's name and other historical information.

8. Required On-Site Improvements – All Zones – Water spigots shall be provided on all building facades along sidewalks for cleaning and plant watering.

(Ord. 4238 § 2, 2010; Ord. 4097 § 1, 2007; Ord. 4037 § 1, 2006; Ord. 4030 § 1, 2006; Ord. 3972 § 1, 2004; Ord. 3833 § 1, 2002)

KZC Chapter 95 TREE MANAGEMENT AND REQUIRED LANDSCAPING

95.42 Minimum Land Use Buffer Requirements

The applicant shall comply with the provisions specified in the following chart and with all other applicable provisions of this chapter. Land use buffer requirements may apply to the subject property, depending on what permitted use exists on the adjoining property or, if no permitted use exists, depending on the zone that the adjoining property is in.

ADJOINING PROPERTY / LANDSCAPING CATEGORY	*Public park or low density residential use or if no permitted use exists on the adjoining property then a low density zone.	Medium or high density residential use or if no permitted use exists on the adjoining property then a medium density or high density zone.	Institutional or office use or if no permitted use exists on the adjoining property then an institutional or office zone.	A commercial use or an industrial use or if no permitted use exists on the adjoining property then a commercial or industrial zone.
A	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (2) (Buffering Standard 2)	
B	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (1) (Buffering Standard 1)		
C	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (2) (Buffering Standard 2)		
D	Must comply with subsection (2) (Buffering Standard 2)			
E				
Footnotes:	*If the adjoining property is zoned Central Business District, Juanita Business District, North Rose Hill Business District, Rose Hill Business District, Finn Hill Neighborhood Center, Business District Core or is located in TL 5, this section KZC 95.42 does not apply.			

This chart establishes which buffering standard applies in a particular case. The following subsections establish the specific requirement for each standard:

1. For standard 1, the applicant shall provide a 15-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall. Except for public utilities, the fence or wall must be placed on the outside edge of the land use buffer or on the property line when adjacent to private property. For public utilities, the fence or wall may be placed either on the outside or inside edge of the landscaping strip. A fence or wall is not required when the land use buffer is adjacent and parallel to a public right-of-way that is improved for vehicular use. See KZC 115.40 for additional fence standards. The land use buffer must be planted as follows:

a. Trees planted at the rate of one (1) tree per 20 linear feet of land use buffer, with deciduous trees of two and one-half (2-1/2) inch caliper, minimum, and/or coniferous trees eight (8) feet in height, minimum. At least 70 percent of trees shall be evergreen. The trees shall be distributed evenly throughout the buffer, spaced no more than 20 feet apart on center.

b. Large shrubs or a mix of shrubs planted to attain coverage of at least 60 percent of the land use buffer area within two (2) years, planted at the following sizes and spacing, depending on type:

1) Low shrub – (mature size under three (3) feet tall), 1- or 2-gallon pot or balled and burlapped equivalent;

2) Medium shrub – (mature size from three (3) to six (6) feet tall), 2- or 3-gallon pot or balled and burlapped equivalent;

3) Large shrub – (mature size over six (6) feet tall), 5-gallon pot or balled and burlapped equivalent.

c. Living ground covers planted from either 4-inch pot with 12-inch spacing or 1-gallon pot with 18-inch spacing to cover within two (2) years 60 percent of the land use buffer not needed for viability of the shrubs or trees.

2. For standard 2, the applicant shall provide a 5-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall. Except for public utilities, the fence or wall must be placed on the outside edge of the land use buffer or on the property line when adjacent to private property. For public utilities, the fence or wall may be placed either on the outside or inside edge of the landscaping strip. A fence or wall is not required when the land use buffer is adjacent and parallel to a public right-of-way that is improved for vehicular use. See KZC 115.40 for additional fence standards. The landscaped strip must be planted as follows:

a. One (1) row of trees planted no more than 10 feet apart on center along the entire length of the buffer, with deciduous trees of 2-inch caliper, minimum, and/or coniferous trees at least six (6) feet in height, minimum. At least 50 percent of the required trees shall be evergreen.

b. Living ground covers planted from either 4-inch pot with 12-inch spacing or 1-gallon pot with 18-inch spacing to cover within two (2) years 60 percent of the land use buffer not needed for viability of the trees.

3. Plant Standards. All plant materials used shall meet the most recent American Association of Nurserymen Standards for nursery stock: ANSI Z60.1.

4. Location of the Land Use Buffer. The applicant shall provide the required buffer along the entire common border between the subject property and the adjoining property.

5. Multiple Buffering Requirement. If the subject property borders more than one (1) adjoining property along the same property line, the applicant shall provide a gradual transition between different land use buffers. This transition must occur totally within the area which has the less stringent buffering requirement. The specific design of the transition must be approved by the City.

6. Adjoining Property Containing Several Uses. If the adjoining property contains several permitted uses, the applicant may provide the least stringent land use buffer required for any of these uses.

7. Subject Property Containing Several Uses. If the subject property contains more than one (1) use, the applicant shall comply with the land use buffering requirement that pertains to the use within the most stringent landscaping category that abuts the property to be buffered.

8. Subject Property Containing School. If the subject property is occupied by a school, land use buffers are not required along property lines adjacent to a street.

9. Encroachment into Land Use Buffer. Typical incidental extensions of structures such as chimneys, bay windows, greenhouse windows, cornices, eaves, awnings, and canopies may be permitted in land use buffers as set forth in KZC 115.115(3)(d); provided, that:

a. Buffer planting standards are met; and

b. Required plantings will be able to attain full size and form typical to their species.

(Ord. 4495 § 2, 2015; Ord. 4238 § 2, 2010)

KZC 105 Parking Areas, Vehicle and Pedestrian Access and Related Improvements

105.18 Pedestrian Access

1. General – Promoting an interconnected network of pedestrian routes within neighborhoods is an important goal within the City. Providing pedestrian access from buildings to abutting rights-of-way, walkways and other uses on the subject property, and connections between properties help meet the objectives of nonmotorized transportation policies. Installing pedestrian connections and other pedestrian improvements with new development reduces the reliance on vehicles, reduces traffic congestion and promotes nonmotorized travel options and provides health benefits. This section establishes regulations for pedestrian access that primarily serves users of the subject property and for which dedication of public access rights is not required. KZC 105.19 establishes regulations for public pedestrian access for which dedication of public access is required.

2. Pedestrian Access – Location – All new development, except detached single-family and duplex uses, shall comply with the following pedestrian access requirements pursuant to the standards in subsection (3) of this section:

a. From Buildings to Sidewalks and Transit Facilities – Provide pedestrian walkways designed to minimize walking distance from the primary entrances to all buildings to the abutting right-of-way, pedestrian walkway and transit facilities pursuant to the applicable standard in subsection (3) of this section.

b. Between Uses on Subject Property – Provide pedestrian walkways between the primary entrances to all businesses, uses, and/or buildings on the subject property pursuant to the applicable standard in subsection (3) of this section.

c. Along Building Facades Not Adjacent to a Sidewalk in the Rose Hill Business District (RHBD) and Totem Lake Business District (TLBD) Design Districts – In RHBD and TLBD Design Districts, for buildings that do not front on a public sidewalk, a pedestrian walkway shall be provided along the entire facade of all building facades containing the primary entrance (see Figure 105.18.A). The walkway shall meet the through-block pedestrian pathway standards in KZC 105.19(2)(b) (see also Figure 105.19.A) except public dedication will typically not be required. Exceptions may be approved as part of Design Review in the following circumstances: where new development is less than 2,000 square feet of gross floor area, features a landscaped front yard area and parking is located to the side or rear, only direct pedestrian access shall be provided from the abutting sidewalk to the primary entrance to the buildings.

d. Between Properties – Provide pedestrian walkways connecting to adjacent properties pursuant to the applicable standards in subsection (3) of this section. Exceptions: Pedestrian connections to industrial uses are not required. The location for the access points at property edges and to adjacent lots shall be coordinated with existing and planned development to provide convenient pedestrian links between developments. Where there are topographic changes in elevation between properties, stairs or ramps shall be provided to make the pedestrian connection.

e. Through Parking Areas – All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. The walkways must meet the development standards pursuant to subsection (3) of this section (see Figures 105.18.B and C).

f. Through Parking Garages – Provide marked pedestrian routes through parking garages from the parking area to the abutting public right-of-way and to the pedestrian entrance of the building. Install walkways pursuant to standards in subsection (3) of this section.

3. Pedestrian Access – Required Improvements

a. Pedestrian Walkway Standards – General – The applicant shall install pedestrian walkways pursuant to the following standards:

1) Must be at least five (5) feet wide;

2) Must be distinguishable from traffic lanes by painted markings, pavement material, texture, or raised in elevation;

3) Must have adequate lighting for security and safety. Lights must be nonglare and mounted no more than 20 feet above the ground;

4) Must be centrally located on the subject property;

5) Must be accessible;

6) Barriers which limit future pedestrian access between the subject property and adjacent properties are not permitted;

7) Easements to provide rights of access between adjacent properties shall be recorded prior to project occupancy.

b. Overhead Weather Protection – Location – The applicant shall provide pedestrian overhead weather protection in the following locations:

1) Along any portion of the building which is adjacent to a pedestrian walkway or sidewalk;

2) Over the primary exterior entrance to all buildings including residential units.

3) Exceptions in Design Districts:

In CBD Zones: Along at least 80 percent of the frontage of the subject property on each pedestrian-oriented street.

In RHBD, BN, BNA, MSC 2, FHNC and TLBD Zones: Along at least 75 percent of a pedestrian-oriented building facade.

In JBD Zones: Along 100 percent of a building facade abutting a street or through-block pathway.

For more information regarding designated pedestrian-oriented streets see Plate 34 in Chapter 180 KZC, and pedestrian-oriented facades in Chapter 92 KZC.

c. Overhead Weather Protection – Configuration – The overhead weather protection may be composed of awnings, marquees, canopies, building overhangs, covered porches, recessed entries or other similar features. The overhead weather protection must cover at least five (5) feet of the width of the adjacent walkway and must be at least eight (8) feet above the ground immediately below it.

If development is subject to Design Review, the City will specifically review and approve the color, material and configuration of all overhead weather protection and the material and configuration of all pedestrian walkways as part of the Design Review decision.

Pedestrian Walkway Along Building Facade

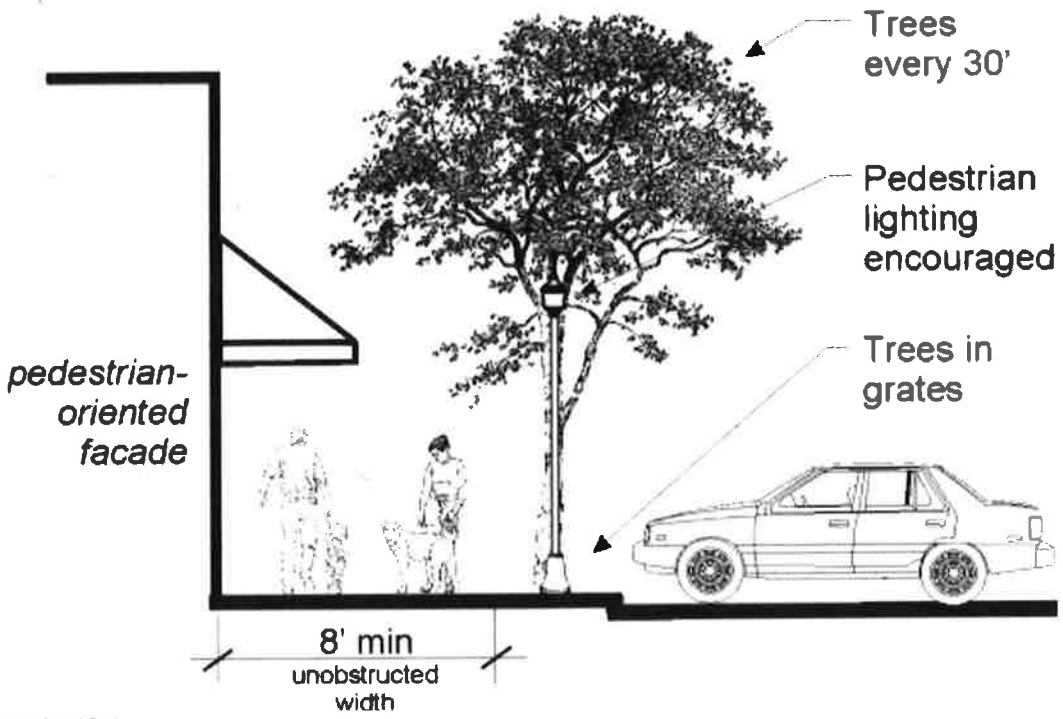


FIGURE 105.18.A

d. Pedestrian Walkways Through Parking Areas and Parking Garage Standards – The applicant shall install pedestrian walkways through parking areas and parking garages pursuant to the following standards (see Figure 105.18.B):

1) Must be installed pursuant to the standards described in subsection (3)(a) of this section;

2) Walkway shall not use vehicle entrance or exit driveways from the parking area to a public right-of-way;

3) Must connect from the parking spaces to the pedestrian entrance of the building served by the parking.

Pedestrian Access From Street or Pedestrian Walkway to Building Entrance

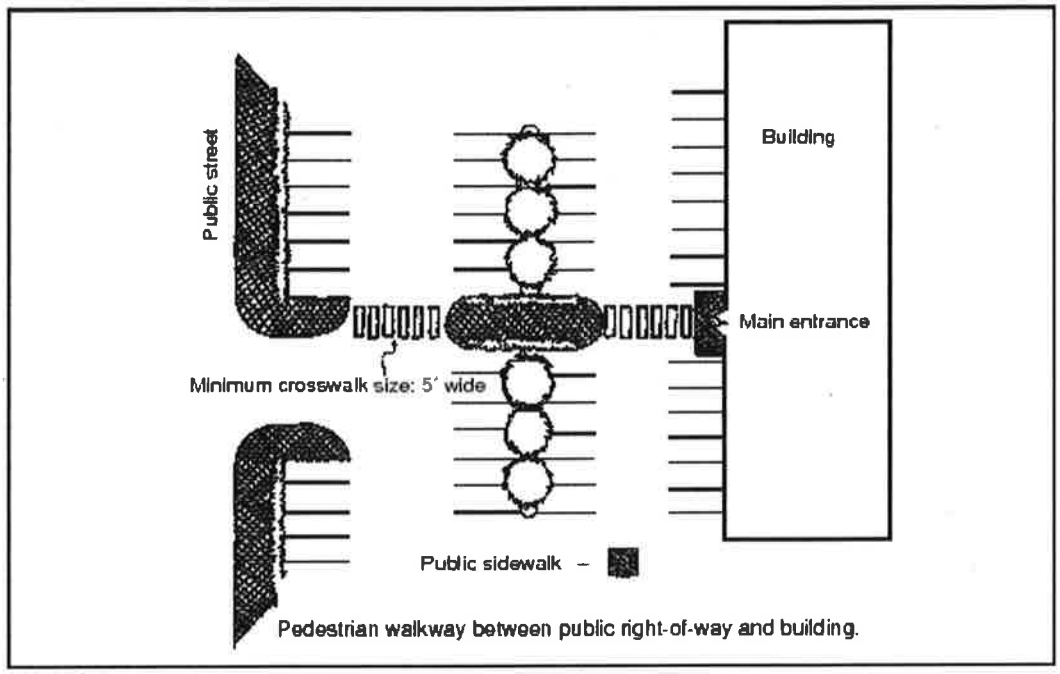


FIGURE 105.18.B

4) All parking lots that contain more than 25,000 square feet of paved area, including access lanes and driveways, must include clearly identified pedestrian routes from the parking stalls to the main building entrance or central location (see Figure 105.18.C). At a minimum, walkways must be provided for every three (3) driving aisles or at a distance of not more than 150-foot intervals, whichever is less, and meet the standards of subsection (3)(a) of this section.

Pathways must be provided through parking areas.

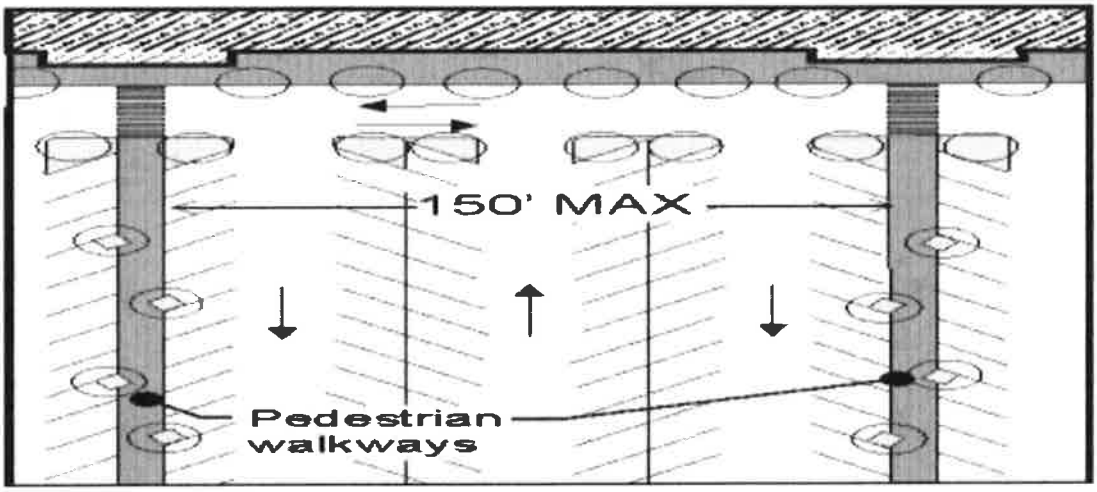


FIGURE 105.18.C

(Ord. 4495 § 2, 2015; Ord. 4390 § 1, 2012; Ord. 4350 § 1, 2012; Ord. 4320 § 1, 2011; Ord. 4121 § 1, 2008; Ord. 4097 § 1, 2007)

105.58 Location of Parking Areas Specific to Design Districts

If the subject property is located in a Design District, the applicant shall locate parking areas on the subject property according to the following requirements:

1. Location of Parking Areas in the CBD, BDC (TL 1, TL 2, TL 3) Zones

    a. Parking areas shall not be located between a pedestrian-oriented street and a building unless specified in a Conceptual Master Plan in TL 2. (See Plate 34 in Chapter 180 KZC and Chapters 92 and 110 KZC for additional requirements regarding pedestrian-oriented streets).

    b. On all other streets, parking lots shall not be located between the street and the building on the subject property unless no other feasible alternative exists.

2. Location of Parking Areas in the JBD 2, NRHBD and YBD Zones – Parking areas shall not be located between the street and the building unless no other feasible alternative exists on the subject property.

3. Location of Parking Areas in Certain TLBD and RHBD Zones – Parking areas and vehicular access may not occupy more than 50 percent of the street frontage in the following zones (see Figure 105.58.A):

    a. TL 4, only properties fronting on 120th Avenue NE;

    b. TL 5;

    c. TL 6A, only properties fronting on 124th Avenue NE. Auto dealers in this zone are exempt from this requirement;

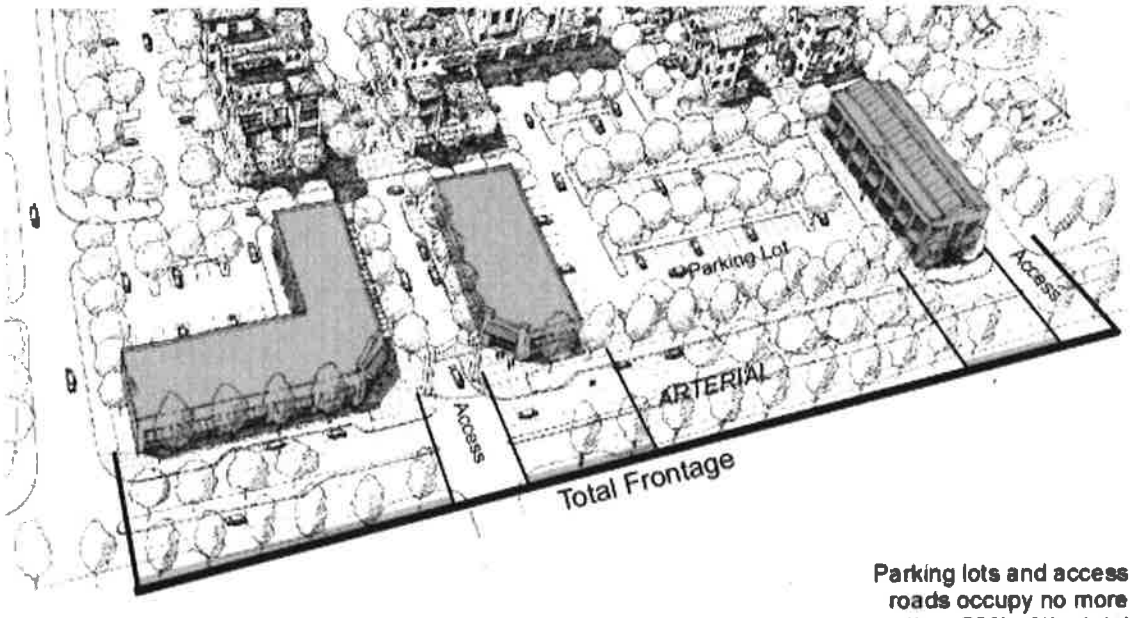
    d. TL 6B, only properties fronting on NE 124th Street;

    e. TL 10E.

    Alternative configurations may be considered through the Design Review process, if the project meets the objectives of the KMC Design Guidelines for the Totem Lake Business District.

    f. In the Regional Center (RH 1A, RH 2A, RH 3 and RH 5A zones west of 124th Avenue). For parcels over two (2) acres in size, parking lots and vehicular access areas may not occupy more than 50 percent of the NE 85th Street property frontage (see Figure 105.58.A). Alternative

configurations will be considered through the Design Review process, if the project meets the intent of the KMC Design Guidelines for the Rose Hill Business District.



Parking lots and access roads occupy no more than 50% of the total street frontage

FIGURE 105.58.A

(Ord. 4495 § 2, 2015; Ord. 4390 § 1, 2012; Ord. 4333 § 1, 2011; Ord. 4307 § 1, 2011; Ord. 4107 § 1, 2007; Ord. 4097 § 1, 2007)

Back to Top

KZC 110.52 Sidewalks and Other Public Improvements in Design Districts

1. This section contains regulations that require various sidewalks, pedestrian circulation and pedestrian-oriented improvements on or adjacent to properties located in Design Districts subject to Design Review pursuant to Chapter 142 KZC~~, such as CBD, JBD, TLBD, BDC, RHBD, NRHBD and YBD zones~~.

The applicant must comply with the following development standards in accordance with the location and designation of the abutting right-of-way as a pedestrian-oriented street or major pedestrian sidewalk shown in Plate 34 of Chapter 180 KZC. See also Public Works Pre-Approved Plans manual for public improvements for each Design District. If the required sidewalk improvements cannot be accommodated within the existing right-of-way, the difference may be made up with a public easement over private property; provided, that a minimum of five (5) feet from the curb shall be retained as public right-of-way and may not be in an easement. Buildings may cantilever over such easement areas, flush with the property line in accordance with the International Building Code as adopted in KMC Title 21. (See Figure 110.52.A and Plate 34.)

2. Pedestrian-Oriented Street Standards – Unless a different standard is specified in the applicable use zone chart, the applicant shall install a 10-foot-wide sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street. (See Figure 110.52.A.)

Required Sidewalk on Pedestrian-Oriented Streets and Major Pedestrian Sidewalks

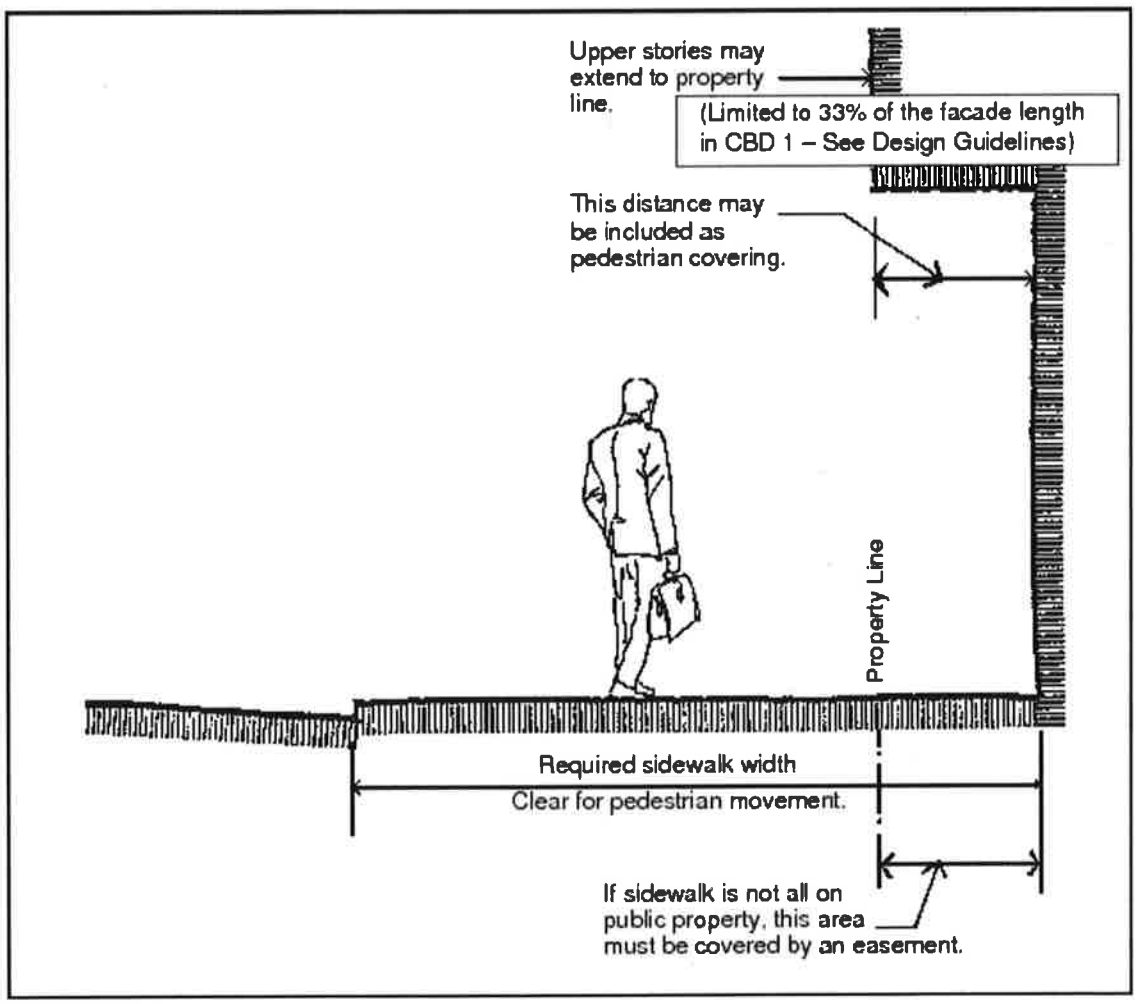


FIGURE 110.52.A

3. Major Pedestrian Sidewalk Standards – If the subject property abuts a street designated to contain a major pedestrian sidewalk in Plate 34, Chapter 180 KZC, the applicant shall install that sidewalk on and/or adjacent to the subject property consistent with the following standards:

a. Install in the approximate location and make the connections shown in Plate 34;

b. A sidewalk width of at least eight (8) feet, unless otherwise noted in Plate 34;

c. Have adequate lighting with increased illumination around building entrances and transit stops; and

d. If parcels are developed in aggregate, then alternative solutions may be proposed.

4. Streets in the Totem Lake Business District – Streets in the Totem Lake Business District designated as major pedestrian sidewalks in Plate 34.E that are also shown to be within the landscaped boulevard alignment or "Circulator" in Plate 34.D in Chapter 180 KZC may have varied or additional requirements, such as wider sidewalks, widened and meandering planting areas, continuous and clustered tree plantings, special lighting, directional signs, benches, varying pavement textures and public art, as determined by the Director of Public Works.

5. NE 85th Street Sidewalk Standards – If the subject property abuts NE 85th Street, the applicant shall install a minimum 6.5-foot-wide landscape strip planted with street trees located adjacent to the curb and a minimum 7-foot-wide sidewalk along the property frontage. Where the public right-of-way lacks adequate width to meet the previous standard, a 10-foot-wide sidewalk with street trees in tree grates may be permitted or in an easement established over private property.

(Ord. 4495 § 2, 2015; Ord. 4307 § 1, 2011; Ord. 4177 § 2, 2009; Ord. 4097 § 1, 2007)

KZC 112.15 Affordable Housing Requirement

1. Applicability –

   a. Minimum Requirement – All developments creating four (4) or more new dwelling units in commercial, high density residential, medium density and office zones shall provide at least 10 percent of the units as affordable housing units and comply with the provisions of this chapter as established in the General Regulations or the Special Regulations for the specific use in Chapters 15 through 56 KZC. This subsection is not effective within the disapproval jurisdiction of the Houghton Community Council.

   b. Voluntary Use – All other provisions of this chapter are available for use within the disapproval jurisdiction of the Houghton Community Council and in developments where the minimum requirement does not apply; provided, however, the provisions of this chapter are not available for use in developments located within the BN zone.

2. Calculation in Density-Limited Zones – For developments in density-limited zones, the required amount of affordable housing shall be calculated based on the number of dwelling units proposed prior to the addition of any bonus units allowed pursuant to KZC 112.20.

3. Calculation in CBD 5A, RH, TL, FHNC and PLA 5C Zones – For developments in the CBD 5A, RH, TL, FHNC and PLA 5C Zones, the required amount of affordable housing shall be calculated based on the total number of dwelling units proposed.

4. Rounding and Alternative Compliance – In all zones, the number of affordable housing units required is determined by rounding up to the next whole number of units if the fraction of the whole number is at least 0.66. KZC 112.30 establishes methods for alternative compliance, including payment in lieu of construction for portions of required affordable housing units that are less than 0.66 units.

(Ord. 4476 § 3, 2015; Ord. 4474 § 1, 2015; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4337 § 1, 2011; Ord. 4286 § 1, 2011; Ord. 4222 § 1, 2009; Ord. 3938 § 1, 2004)

112.20 Basic Affordable Housing Incentives

1. Approval Process – The City will use the underlying permit process to review and decide upon an application utilizing the affordable housing incentives identified in this section.

2. Bonus

a. Height Bonus. In RH, PLA 5C, FHNC, and TL use zones where there is no minimum lot size per dwelling unit, additional building height has been granted in exchange for affordable housing, as reflected in each Use Zone Chart for the RH, FHNC and TL zones and table for the PLA 5C zone.

b. Development Capacity Bonus. On lots or portions of lots in the RH 8 use zone located more than 120 feet north of NE 85th Street, between 132nd Avenue NE and parcels abutting 131st Avenue NE, and in the CBD 5A use zone where there is no minimum lot size per dwelling unit, additional residential development capacity has been granted in exchange for affordable housing as reflected in the Use Zone Chart.

c. Bonus Units. In use zones where the number of dwelling units allowed on the subject property is determined by dividing the lot size by the required minimum lot area per unit, two (2) additional units ("bonus units") may be constructed for each affordable housing unit provided. (See Plate 32 for example of bonus unit calculations.)

d. Maximum Unit Bonuses. The maximum number of bonus units achieved through a basic affordable housing incentive shall be 25 percent of the number of units allowed based on the underlying zone of the subject property.

e. Density Bonus for Assisted Living Facilities. The affordable housing density bonus may be used for assisted living facilities to the extent that the bonus for affordable housing may not exceed 25 percent of the base density of the underlying zone of the subject property.

KZC Chapter 142 – DESIGN REVIEW

142.37 Design Departure and Minor Variations

1. General – This section provides a mechanism for obtaining approval to depart from strict adherence to the design regulations or for requesting minor variations from requirements in the following zones:

   a. In the CBD and YBD: minimum required yards; and

   b. In the Business District Core: minimum required yards, floor plate maximums and building separation requirements; and

   c. In the RHBD, FHNC, the PLA 5C zone, and the TLBD: minimum required yards, and landscape buffer; and

   d. In the MSC 1 and MSC 4 zones of the Market Street Corridor: minimum required front yards; and

   e. In the MSC 2 zone of the Market Street Corridor: height (up to an additional five (5) feet), and minimum required front yards.

   This section does not apply when a design regulation permits the applicant to propose an alternate method for complying with it or the Use Zone Chart allows the applicant to request a reduced setback administratively.

2. Process – If a design departure or minor variation is requested, the D.R. decision, including the design departure or minor variation, will be reviewed and decided upon using the D.B.R. process.

3. Application Information – The applicant shall submit a complete application on the form provided by the Planning and Building Department, along with all information listed on that form, including a written response to the criteria in subsection (4) of this section.

4. Criteria – The Design Review Board may grant a design departure or minor variation only if it finds that all of the following requirements are met:

   a. The request results in superior design and fulfills the policy basis for the applicable design regulations and design guidelines;

   b. The departure will not have any substantial detrimental effect on nearby properties and the City or the neighborhood.

(Ord. 4495 § 2, 2015; Ord. 4491 § 3, 2015; Ord. 4437 § 1, 2014; Ord. 4392 § 1, 2012; Ord. 4390 § 1, 2012; Ord. 4333 § 1, 2011; Ord. 4177 § 2, 2009)

O-4636
EXHIBIT 12

D The Designated "Circulator" in the Totem Lake Business District
E Pedestrian Circulation in Totem Lake
F Vehicular Access and Pedestrian Pathway Concept for TL 5
G Internal Access Roads and Through-Block Pathway Concept for TL 6B
H Pedestrian Circulation in the CBD
I Pedestrian Circulation in the JBD
J Pedestrian Circulation in the NRHBD
K Through-Block Pathways Concept for RHBD
L Pedestrian Circulation in YBD
M Street Improvements in YBD
N Pedestrian Circulation in Neighborhood Business Zones (BN, BNA & MSC 2)

FHNC

Plate 35 Total Upper Story Setback Area
Plate 36 Story at Street or Access Easement Level
Plate 37 Totem Lake Housing Incentive Areas
Plate 38 Measuring Size Limitations for Structures Abutting or Within Low Density Zones and Abutting Low Density Uses in the PLA 17 Zone
Plate 39 *Repealed*
Plate 40 *Reserved*
Plate 41 Measuring Shoreline Setback
Plate 42 Maximum Shoreline Walkway Corridor
Plate 43A Options for Shoreline Stabilization Measures – Building Setback 10' – 30'
Plate 43B Options for Shoreline Stabilization Measures – Building Setback > 30'
Plate 44 Addition to Nonconforming Detached Dwelling Unit
Plate 45 Electric Vehicle Charging Station Signage
Plate 46 School Walk Routes

180.05 User Guide

To graphically display or explain a regulation, various provisions in this code refer the user to particular plates. This chapter contains those plates arranged numerically.

Plate 1 ONE-WAY TRAFFIC – STANDARD SIZE STALL (8.5' X 18.5')

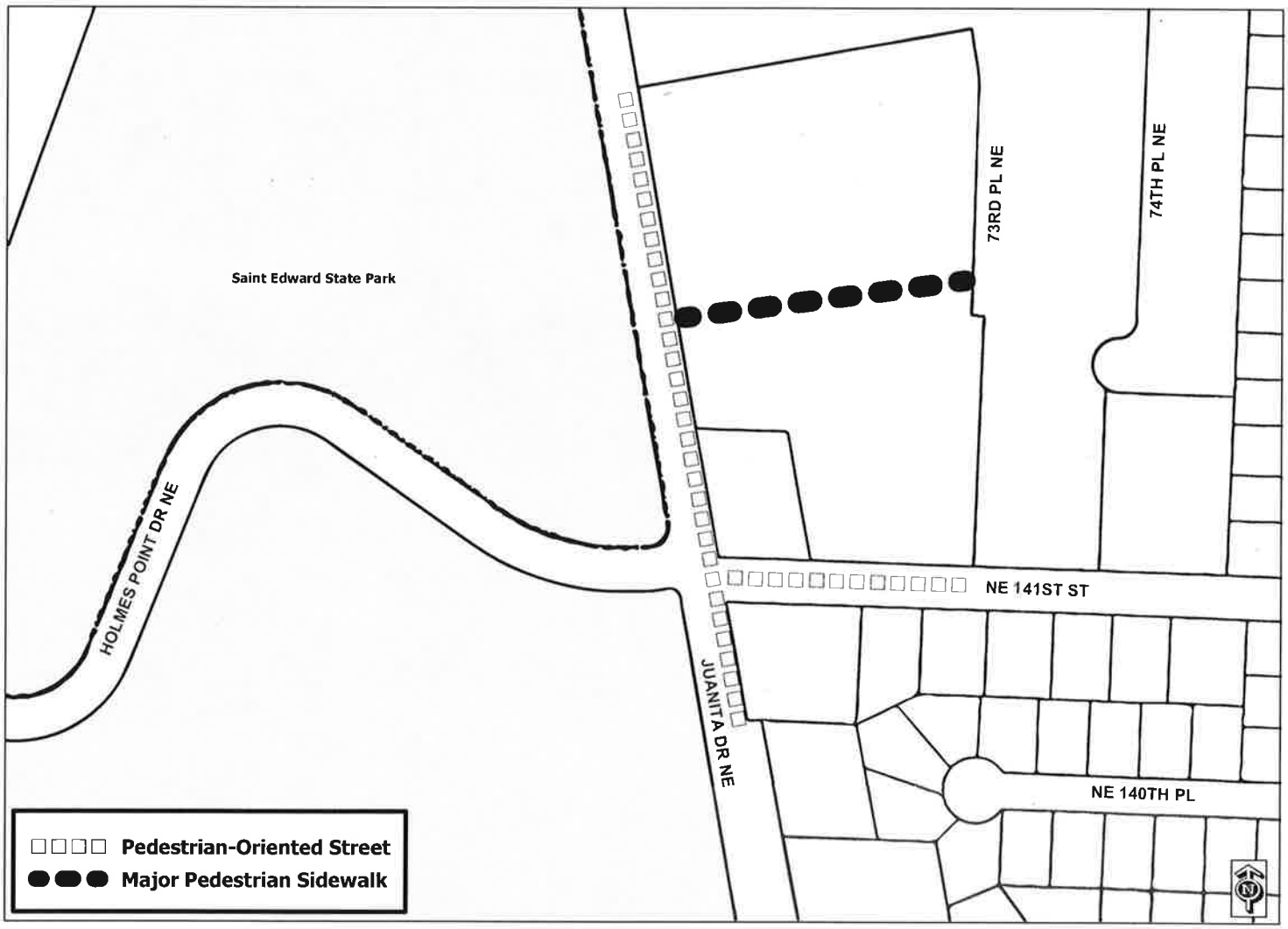
Parking Angle	Single Loaded Aisle			Double Loaded Aisle		
	A	B	C	D	*E	F
0	8.5	18.5	27.0	8.5	18.5	35.5
30	9.5	18.5	28.0	9.5	18.5	37.5
35	10.0	18.5	28.5	10.0	18.5	38.5
40	11.0	18.5	29.5	11.0	18.5	40.5
45	12.0	18.5	30.5	12.0	18.5	42.5
50	13.0	18.5	31.5	13.0	18.5	44.5
55	14.0	18.5	32.5	14.0	18.5	46.5
60	15.0	18.5	33.5	15.0	18.5	48.5
65	16.0	19.5	35.5	16.0	19.5	51.5

O-4636
EXHIBIT 12

Plate 34N

Pedestrian Circulation in Neighborhood Business Zones

(BN, BNA, FHNC & MSC 2)



O-4636
EXHIBIT 13

The City of Kirkland

Design Guidelines

For Pedestrian-Oriented Business Districts

Adopted by the City Council pursuant to
Kirkland Municipal Code Section 3.30.040.
Dated August 3, 2004.
Updated December 11,2012, R-4945 & R-4946.

Attest:

Joan McBride,
Mayor

Eric Shields
Director,
Planning & Community
Development

Table of Contents

Table of Contents continued

The Illustrations throughout this document are provided by *MAKERS*.

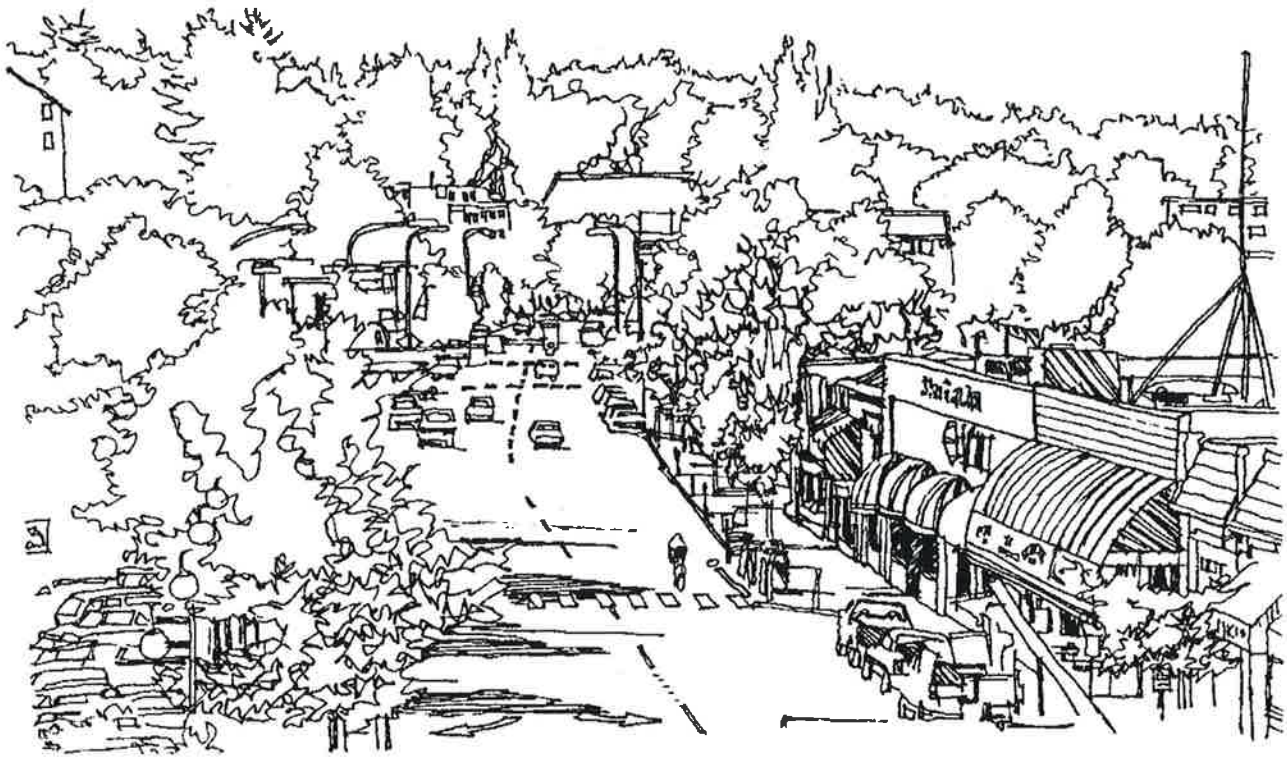
Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code, that will be used by the City in the in the design review process. For Board Design Review (BDR), the Design Review 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. They are also intended to assist project developers and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

Most of the concepts presented in the Design Guidelines are applicable to any pedestrian-oriented business district.* "Special Considerations" have been added, such as for Downtown Kirkland, to illustrate how unique characteristics of that pedestrian-oriented business district relate to the Guideline.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic role.

The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these Guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.



** The guidelines also apply to residential development in the Central Business District (CBD), the Juanita Business District (JBD), the North Rose Hill Business District, the Market Street Corridor (MSC), Totem Center, and Planned Area 5C (PLA5C); and to mixed use development throughout the City.*

Finn Hill Neighborhood Center (FHNC)

Kirkland Design Guidelines

The drawing below illustrates many of the design Guidelines described in this appendix

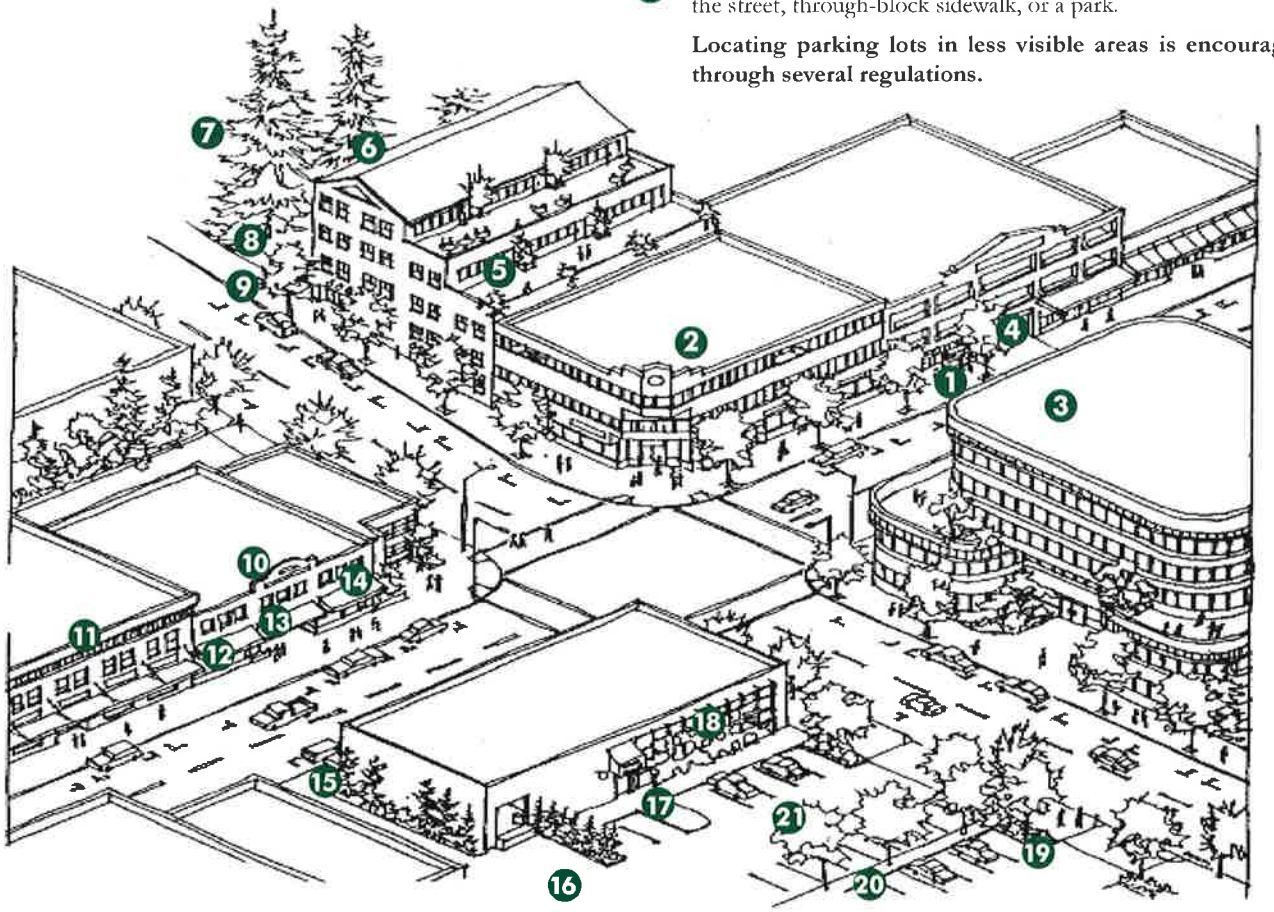
1. Pedestrian plazas and places for vendors encouraged through several regulations.
2. Buildings on corner lots may be required to incorporate an architectural or pedestrian-oriented feature at the corner. Many options are possible including plazas, artwork, turrets, curved corners, etc.

   Special architectural requirements placed on use of concrete block and metal siding.
3. "Architectural scale" requirements direct large buildings to fit more comfortably with neighboring development. This example employs building setbacks, decks, curved surfaces, and recessed entries to reduce appearance of building mass.
4. Parking garages on pedestrian-oriented streets or through-block sidewalks may incorporate pedestrian-oriented uses or pedestrian-oriented space into front facades.

   Street trees required along certain streets.
5. Human scale features such as balconies or decks, bay windows, covered entries, gable or hipped rooflines, multiple paned windows, or pedestrian-oriented space may be required.
6. More flexible method of measuring building height on slopes.
7. New policies regarding tree protection and enhancement of wooded slopes.Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.
8. Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.
9. Standards are set for pathway width, pavement, lighting, and site features on required major pathways and public properties.
10. A building cornerstone or plaque may be required.
11. Covering up existing masonry or details with synthetic materials is restricted.
12. Ground story facades of buildings on pedestrian-oriented streets or adjacent to parks may be required to feature display windows, artwork, or pedestrian-oriented space.
13. Pedestrian weather protection required on pedestrian-oriented streets.
14. Architectural detail elements such as decorative or special windows, doors, railings, grillwork, lighting, trellises, pavements, materials, or artwork to add visual interest may be required.

    Size of parking lots abutting pedestrian-oriented streets may be restricted.
15. Quantity and locations of driveways are regulated.
16. Visible service areas and loading docks must be screened.
17. Provision for pedestrian circulation is required in large parking lots.
18. Blank walls near streets or adjacent to through-block sidewalks must be treated with landscaping, artwork, or other treatment.
19. Screening of parking lots near streets is required.
20. Standards for curbs, signing, lighting, and equipment are set for parking lots.
21. Internal landscaping is required on large parking lots visible from the street, through-block sidewalk, or a park.

    Locating parking lots in less visible areas is encouraged through several regulations.



Purpose of the Design Guidelines for Downtown Kirkland

In 1989 the Kirkland City Council adopted Kirkland's Downtown Plan which set a vision for the downtown's future and outlined policies and public actions to make that vision a reality. One of the recommended actions is the adoption of a set of Downtown Design Guidelines to be used in reviewing all new development and major renovations in the downtown area. The goal of the Design Guidelines as stated in the plan is to

> *. . . balance the desired diversity of project architecture with the equally desired overall coherence of the downtown's visual and historic character. This is to be achieved by injecting into each projects' creative design process a recognition and respect of design guidelines and methods which incorporate new development into downtown's overall pattern.*

In addition, the guidelines are intended to further the following urban design goals stated in the plan:

- Promote a sense of community identity by emphasizing Kirkland's natural assets, maintaining its human scale, and encouraging activities that make downtown the cultural, civic, and commercial heart of the community.
- Maintain a high-quality environment by ensuring that new construction and site development meet high standards.
- Orient to the pedestrian by providing weather protection, amenities, human scale elements, and activities that attract people to downtown.
- Increase a sense of continuity and order by coordinating site orientation, building scale, and streetscape elements of new development to better fit with neighboring buildings.
- Incorporate parks and natural features by establishing an integrated network of trails, parks, and open spaces and maintaining existing trees and incorporating landscaping into new development.
- Allow for diversity and growth through flexible guidelines that are adaptable to a variety of conditions and do not restrict new development.

Purpose of the Design Guidelines for PLA5C

Planned Area 5C is part of the Moss Bay Neighborhood and is designated for high density residential and office uses. It is located just east of the Central Business District (CBD) and shares many of the CBD's characteristics, although retail uses are not allowed.

The adjacent steep hillside to the north of PLA5C is part of the 85th Street right-of-way and it limits potential view obstruction from the five to six story buildings which can be developed in PLA5C.

The following guidelines, which encourage wide sidewalks, do not apply to PLA5C since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for this area.

- Sidewalk Width: Movement Zone
- Sidewalk Width: Storefront Activity Zone

An additional guideline that does not apply is "Height Measurement on Hillsides."

Purpose of the Design Guidelines for Juanita Business District

The Juanita Business District Plan was adopted in 1990 by the City Council. It states that "the underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay."

As part of the Juanita Business District Plan, Design Regulations and Design Guidelines were established for new development and major renovations in the Business District (JBD). These guidelines and regulations are intended to further the following urban design features stated in the plan:

- Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved.
- View corridors to the lake should be explored through new development in the business district.
- Entry features, such as signs or sculpture, should be established in the locations shown in the Juanita Business District Plan.
- Coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities, like flowers, banners, and signs.

Purpose of the Design Guidelines for the Market Street Corridor, including the Market Street Historic District

The City Council adopted the Market Street Corridor Plan in December of 2006 as part of the Market and Norkirk Neighborhood planning process. The new plan

was created for commercial and multifamily properties adjoining Market Street extending from the Central Business District at the south end to 19th Avenue at the north end. The plan includes a vision for the corridor of an attractive, economically healthy area that accommodates neighborhood oriented businesses, office uses and multifamily housing in a way that complements and protects the adjacent residential neighborhoods.

The historic 1890's buildings at the intersection of Market Street and 7th Avenue create a unique sense of place that represents the original town center of Kirkland. The plan establishes an historic district in this area that will reflect the City's past through both its old and new buildings and its streetscape. New development and renovation within this historic district should reflect the scale and design features of the existing historic resources in the district.

As part of the Market Street Corridor Plan, Design Regulations and Guidelines are established for new development and major renovations in the Market Street Corridor (MSC). These guidelines and regulations are intended to further the following design objectives that are stated in the plan:

- Encourage preservation of structures and locations that reflect Kirkland's heritage.
- Support a mix of higher intensity uses along the Market Street Corridor while minimizing impacts on adjacent residential neighborhoods.
- Maintain and enhance the character of the historic intersection at 7th Avenue and Market Street.
- Provide streetscape, gateway and public art improvements that contribute to a sense of identity and enhanced visual quality.
- Provide transitions between low density residential uses within the neighborhoods and the commercial and multifamily residential uses along Market Street.

Except for the MSC2 zone, the following guidelines, which suggest wider sidewalks, do not apply since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for the Market Street Corridor.

- Sidewalk Width: Movement Zone
- Sidewalk Width: Storefront Activity Zone

Additional guidelines that do not apply to the Market Street Corridor include:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks

Purpose of the Design Guidelines for North Rose Hill Business District

The North Rose Hill Business District goals and policies were adopted in 2003 as part of the North Rose Hill Neighborhood Plan. Development in the North Rose Hill Business District (NRHBD) is to complement the Totem Lake neighborhood and encourage increased residential capacity to help meet housing needs. Commercial uses are to be limited to those that are compatible with the residential focus of the NRHBD.

As part of the NRH plan, design regulations and guidelines were established for new development and major renovations in the Business District (NRHBD). These guidelines and regulations are intended to further the following urban design goals and policies stated in the plan:

- Ensure that public improvements and private development contribute to neighborhood quality and identity in the Business District through:
  - *Establishment of building and site design standards.*
  - *Utilization of the design review process.*
  - *Location and sharing of parking lots .*
  - *Utilization of high quality materials, public art, bicycle and pedestrian amenities, directional signs on all arterials, and other measures for public buildings and public infrastructure, such as streets and parks.*
- Provide transitions between commercial and residential uses in the neighborhood.
- Provide streetscape improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Since the focus of the NRHBD is on increasing residential capacity while accommodating supportive commercial uses, rather than developing into a destination retail business district, the following guidelines do not apply to this business district.

- Sidewalk Width – Movement Zone
- Sidewalk Width – Curb Zone
- Sidewalk Width – The Storefront Activity Zone
- Pedestrian Coverings
- Pedestrian-Friendly Building Fronts
- Upper-Story Activities Overlooking the Street

In addition, the following do not apply:

- Protection and Enhancement of Wooded Slopes

- Height Measurement on Hillsides
- Views of Water
- Culverted Creeks

Purpose of the Design Guidelines for Totem Center

The Kirkland City Council adopted a new neighborhood plan for Totem Lake in early 2002. The vision set forth in the Plan for Totem Center is of a dense, compact community, with a mix of business, commercial and residential uses and a high level of transit and pedestrian activity.

The Plan establishes key overall design principles for Totem Center, as well as specific design objectives for the Totem Lake Mall (TL 2), Evergreen Hospital campus (TL 3), and the mixed-use area west of the campus (TL 1). Design objectives promoted in the plan for Totem Center include:

- Accommodate high density, transit-oriented development, consistent with the district's position in an Urban Center.
- Ensure that public and private development contribute to a lively and inviting character in Totem Center.
- Reinforce the character of Totem Center through public investments
- Produce buildings that exhibit high quality design, incorporate pedestrian features and amenities and display elements of both continuity and individuality
- Provide public spaces that are focal points for the community
- Provide visual and functional connections between adjacent developments through landscaping, public spaces and pedestrian connections.

Design considerations specific to the three subareas within the district include:

Mixed-Use Area (TL 1)

- Break up the mass of larger buildings through techniques such as towers over podiums, to create a varied building footprint and the perception of a smaller overall building mass.
- Incorporate features that create distinctive roof forms, to contribute to a skyline that is visually interesting throughout the district.
- Ensure appropriate transitions from lower density uses north of Totem Center through providing residentially scaled façades and centered building masses in development along NE 132nd Street.

Retail Center (TL 2)

The Totem Lake Neighborhood Plan direction for the TL2 area is to support its growth as a vibrant, intensive retail center for the Kirkland community and surrounding region. These guidlines are intended to promote the vision of this area as a "village-like" community gathering place, with high-quality urban and architectural design in redevelopment. To provide for flexibility and increased development potential, while ensuring coordinated development and design integrity over time, redevelopment should occur within the context of an overall site development or Master Plan for the entire property.

Evergreen Hospital Medical Center Campus (TL 3)

The Totem Lake Neighborhood Plan acknowledges the important role the hospital plays in the Kirkland community, and supports growth on the campus to strengthen this role. Design objectives stated in the Plan for the Evergreen Hospital campus are consistent with those expressed in the Master Plan approved for the site:

- Taller buildings should be located toward the center of the site and designed to minimize shadowing and transition impacts on residential areas.
- Public access to usable green spaces on the campus can help to offset the impacts of taller buildings on the site.
- Ensure campus edges are compatible with neighboring uses.
- Enhance and improve pedestrian access with the campus and to surrounding uses, particularly the transit center and to TL 2.

The approved Master Plan for the hospital campus includes additional, unique design guidelines that apply to institutional development in a campus environment:

- *Respond to Physical Environment*: New buildings should be attractive as well as functional additions to the campus.
- *Enhance the Skyline*: The upper portion of buildings should be designed to promote visual interest and variety on the skyline, except where building function dictates uninterrupted vertical mass.
- Avoid blank facades in buildings located on the perimeter of the campus.

- Use materials and forms that reinforce the visual coherence of the campus.
- Provide inviting and useable open space.
- Enhance the campus with landscaping.
- Guidelines for the transit center to be located on the hospital campus should be developed and incorporated with guidelines for the rest of the campus.

The following guidelines do not apply to Totem Center:

- Height Measurement on Hillsides
- Views of Water

Purpose of the Design Guidelines for Neighborhood Business Districts

The Comprehensive Plan establishes a hierarchy of commercial districts, with regional goods and services at the upper end and neighborhoods goods and services at the lower end.

Kirkland's Neighborhood Business Districts (BN, BNA and MSC2) are important in providing neighborhood goods and services. Given the more localized draw for residents to meet their everyday needs, an emphasis on convenient and attractive pedestrian connections and vehicular access is important.

In addition, because these districts are surrounded by th residential land uses they serve, the design character an context of new development is critical to ensure that it integrates into the neighborhood.

The design guidelines are intended to further the following design objectives that are stated in the Plan:

- Establish development standards that promote attractive commercial areas and reflect the distinctive role of each area.
- Encourage and develop places and events throughout the community where people can gather and interact.
- Moss Bay neighborhood: Ensure that building design is compatible with the neighborhood in size, scale, and character.
- South Rose Hill neighborhood: Residential scale and design are critical to integrate these uses into the residential area.

The following guidelines do not apply to these districts:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks

Pedestrian-Oriented Elements

Introduction

Successful pedestrian-oriented business districts, as opposed

Insert:
Purpose of the Design Guidelines for Finn Hill Neighborhood Center (FHNC)
The Finn Hill Neighborhood Plan was adopted in early 2018 by the City Council. The Neighborhood Plan sets the vision for the Finn Hill Neighborhood Center north of NE 141st ST along Juanita Drive as a mixed use, neighborhood scale commercial and residential village to strengthen the neighborhood identity.
The design guidelines are intended to further the following design objectives described in the Plan for the FHNC and summarized below:
• Building and site design is attractive, pedestrian oriented and compatible in scale and character with the surrounding neighborhood.
• Pedestrian paths connect between uses on a site and adjacent properties.
• Parking lots or parking garages are oriented to the back or side of buildings or treated with landscaping or design features.
• Streetscape improvements are attractive to identify Finn Hill as unique to other commercial districts and multi-modal in design.
• Public gathering spaces contain seating and landscaping.
• Bicycle and pedestrian amenities are provided including directional signage.
• Green building and sustainable site techniques are utilized.
• Art, signs and landscaping are used to add character to the commercial area.
The following guidelines do not apply to this district:
• Protection and enhancement of wooded slopes
• Height measurement on Hillsides
• Culverted Creeks
Open Space at Street Level

- Pedestrian weather protection.
- "Pedestrian-friendly" building fronts.
- Other building facade elements that improve pedestrian conditions along the sidewalk.
- Mitigation of blank walls and screening of service areas.

On the following pages are described urban design guidelines relating to pedestrian circulation and amenities. The guidelines outline the general issues and present design information, concepts, and solutions to address the issues. The guidelines serve as a conceptual foundation and support the regulations included in the Kirkland Zoning Code.

Sidewalk Width: Movement Zone

Issue

Pedestrian movement is a primary function of sidewalks. The sidewalk has 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. People can window-shop comfortably and enjoy a relaxed atmosphere without bumping into street signs, garbage cans, or other people.

Discussion

An adult person measures approximately 2' across the shoulders, but a pedestrian carrying grocery bags, pushing a baby carriage or bicycle, or walking a dog measures 3' across. A window-shopper will require a minimum of 2'-6" to 3' wide space to avoid being pushed or having their view obstructed.

The movement zone should be at least 10' to 12' wide so that two couples can comfortably pass one another. This same space also will allow one person to pass a couple while another person passes from the opposite direction. In business districts add 3' to the storefront activity zone for window-shopping.

The width of the sidewalk movement zone should consider the function of sidewalks, the level of pedestrian traffic, and the general age groups of the pedestrians (children and the elderly slow traffic on sidewalks that are too narrow).

Guideline

A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10' and 18'. New buildings on pedestrian-oriented streets should be set back a sufficient distance to provide at least 10' of sidewalk. If outdoor dining, seating, vending, or displays are desired, an additional setback is necessary.

Special Consideration for Downtown Kirkland

Most of the business core of Kirkland is already developed with fairly narrow sidewalks. New development should provide sidewalks at the recommended width. Providing wider sidewalks throughout downtown is a long-term endeavor.

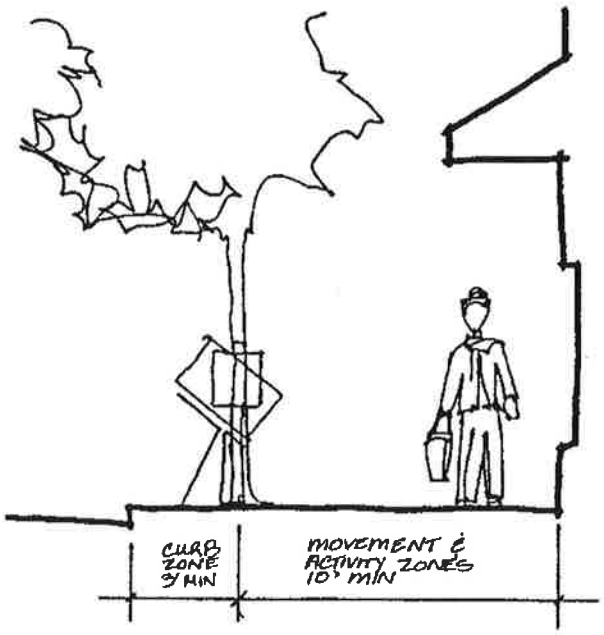
Special Consideration for Juanita Business District

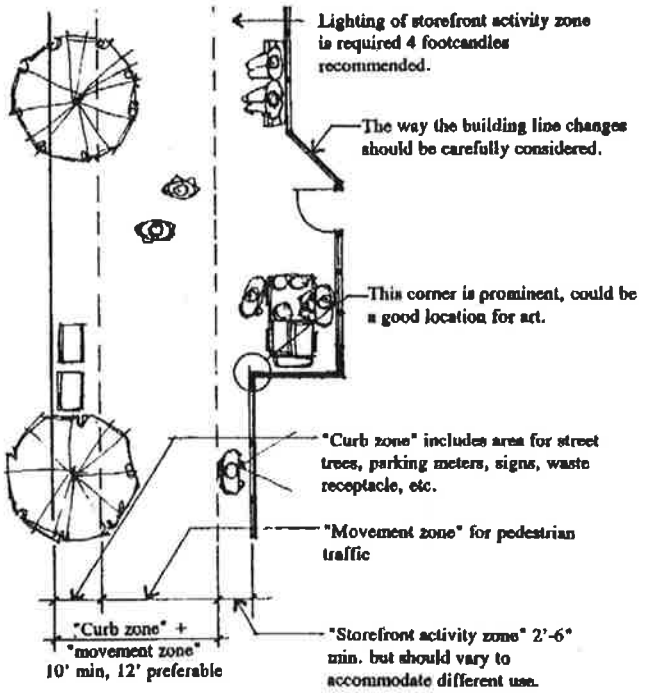
A concentrated, organized, retail-oriented core with a unified pedestrian circulation network is a goal of the Juanita Business District. The pedestrian system will also serve to connect the perimeter of the district to the core.

Special Consideration for Totem Center

New development in TL2 should provide sidewalks at the recommended width, to contribute to the pedestrian-orientation of new development. Public gathering places, such as pedestrian-oriented plazas linked to the sidewalk, should be encouraged.

Sidewalk Width – Curb Zone





Issue

The curb zone contains parking meters, garbage cans, newspaper stands, street signs, light poles, mail boxes, phone booths, bus stops, and trees. The curb zone is also a buffer between vehicular traffic and pedestrians.

Discussion

The curb zone may be integrated into the sidewalk design in a number of ways.

- *A curb zone with parallel parking.* Getting in and out of parked cars requires 2'-6"; so the curb zone width should be between 4'-6" and 5'-6".
- *A curb zone without parallel parking.* Space is not needed to park cars; the curb zone width should be between 3' and 4'.
- *A curb zone with street furniture clustered in sidewalk bulbs along the street; parking is allotted in the pockets between the bulbs.* Clusters of street elements – benches, newspaper stands, covered bus stops – require a sidewalk width of about 8' to 12'.

The curb zone may be visually separated from the movement zone by changes in color or surface material. Street furniture and other elements may be grouped and unified by color and shape to give the street a less cluttered appearance.

The design of the curb zone and street elements provides an opportunity for Kirkland to develop a visual identity that differs from street to street yet is still characteristic of Kirkland.

Guidelines

Street elements – trees, parking meters, signs – should be organized in the curb zone to reduce congestion. During busy periods, pedestrians may use the curb zone for walking.

Where pedestrian traffic is the heaviest, sidewalk bulbs can be constructed to accommodate bike racks, waste receptacles, and newspaper racks. Corner bulbs also increase pedestrian visibility.

Sidewalk Width – The Storefront Activity Zone

Issue

The storefront activity zone is the most important area for improving pedestrian amenities because it offers protection, provides space for sidewalk activities, and is a transition from the public space of the sidewalk to the private space of the building.

Discussion

At least 10' of the sidewalk must be kept for pedestrian movement. In addition, there must be room for other activities that add life and interest to the street. Window shopping requires a minimum of 2'-6". Other activities require:

- Bench for sitting: 4' min.
- Vendor: 4' min. (6' preferable)
- Outdoor dining: 6' min. (one table)
- Outdoor displays: 4' min. (6' preferable)

The activity desired in the storefront activity zone can vary from property to property. This may result in a more animated sidewalk environment with protected alcoves and niches.

Guideline

New buildings should be set back a sufficient distance from the front property line a minimum of 10' to allow enough room for pedestrian movement. Wider setbacks should be considered to accommodate other sidewalk uses that would benefit their businesses and the pedestrian environment. Lighting and special paving of the storefront activity zone are also beneficial.

Pedestrian Coverings

Issue

Pedestrian coverings such as awnings and canopies offer shelter, provide spatial enclosure, and add design interest to a retail streetscape.

Discussion

The design of awnings and canopies should be coordinated with a number of factors:

The width of a canopy or awning depends on its function. 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.

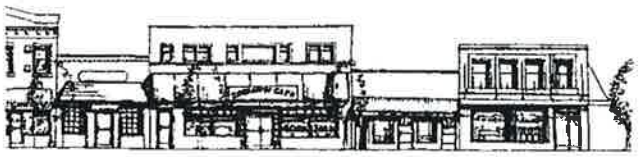
The width of the sidewalk should be considered when sizing the awning. Water spilling down the edges of awnings is unpleasant; thus the awning should be either extended or shortened if there is not room for two people to pass one another either under the awning or outside the awning.

The architecture of the building determines the appropriate placement and style of the canopy or awning. A canopy should be continuous in shape, design, and placement throughout a building.

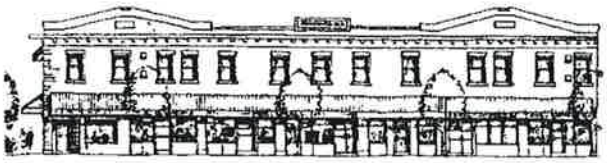
The overall style of a street should guide the choice of type, color, and size of coverings. The quality of light emanating from awnings or canopies should be controlled. The back-lit plastic awning typical of fast food chains is inappropriate on pedestrian streetscapes.

The crown of trees can be a canopy in its own right by defining space and providing shelter. Canopies and awnings should be appropriately dimensioned to allow for tree growth.

The street type. A rich variety of canopies and awnings is particularly desirable on pedestrian-oriented streets and less important on automobile-oriented streets.



Nonuniform Awnings and Facades (Recommended for Pedestrian Oriented Streets)



Guideline

Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.

"Pedestrian-Friendly" Building Fronts

Issue

Building setbacks were originally developed to promote "pedestrian-friendly" building fronts by providing light, air, and safety. But dull building facades and building setbacks that are either too wide or too narrow can destroy a pedestrian streetscape. A successful pedestrian business district must provide interesting, pedestrian-friendly building facades and sidewalk activities.

Discussion

Building fronts should have pedestrian-friendly features transparent or decorative windows, public entrances, murals, bulletin boards, display windows, seating, or street vendors that cover at least 75 percent of the ground-level storefront surface between 2' and 6' above the sidewalk.

Sitting areas for restaurant and merchandise displays should allow at least a 10' wide pavement strip for walking. Planters can define the sitting area and regulate pedestrian flow.

Blank walls severely detract from a pedestrian streetscape. To mitigate the negative effects of blank walls:

- Recess the wall with niches that invite people to stop, sit, and lean.
- Allow street vendors.
- Install trellises with climbing vines or plant materials.
- Provide a planting bed with plant material that screens at least 50 percent of the surface.
- Provide artwork on the surface.

Guideline

All building fronts should have pedestrian-friendly features as listed above.

Special Consideration for Downtown Kirkland - Glazing

Building frontages along pedestrian-oriented streets in the Central Business District should be configured to have a 15' story height to ensure suitability for diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront detailing is necessary to provide a visual connection between pedestrian and retail activity.

Guideline

Storefronts along pedestrian-oriented streets should be highly transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.

Special Consideration For Non-Retail Lobbies In Central Business District 1A & 1B

Non-retail uses are generally not allowed along street frontage within Central Business District 1. However, in order to provide pedestrian access to office, hotel, or residential uses located off of the street frontage or above the retail, some allowance for lobbies is necessary.

Guideline

Lobbies for residential, hotel, and office uses may be allowed within the required retail storefront space provided that the street frontage of the lobby is limited relative to the property's overall retail frontage and that the storefront design of the lobby provides continuity to the retail character of the site and the overall street.

Special Consideration for Totem Center

Since pedestrians move slowly along the sidewalk, the street level of buildings must be interesting and varied. Since the potential exists for large tenants to locate within TL 2, efforts should be made to minimize the impacts of these uses along pedestrian-oriented streets and concourses. Along 120th Avenue NE, buildings should be designed to add vitality along the sidewalk, by providing multiple entrance points to shops, continuous weather protection, outdoor dining, transparency of windows and interactive window displays, entertainment and diverse architectural elements. Ground floor development in TL 2 should be set close to the sidewalk along pedestrian streets and concourses to orient to the pedestrian and provide an appropriately-scaled environment.

Special Consideration for Neighborhood Business Districts

insert Finn Hill Neighborhood Center (FHNC)

Issue

To create a focal point for the community and engage pedestrians, buildings are encouraged to be oriented to pedestrian-oriented streets in these zones. However, commercial space that is above or below the grade of the sidewalk can compromise the desired pedestrian orientation.

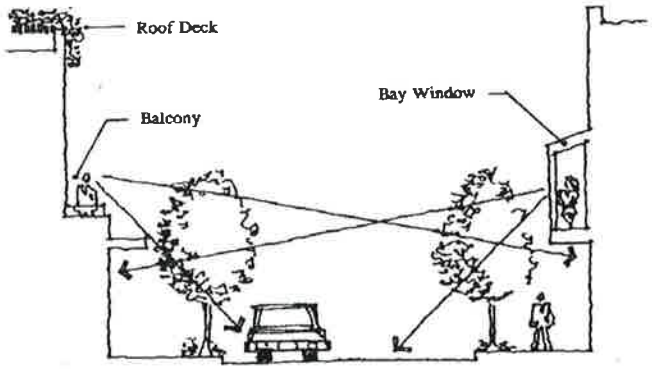
Guideline

Commercial space should generally be at grade with the adjoining sidewalk. Where this is not feasible, the building should be setback from the sidewalk far enough to allow a comfortable grade transition with generous pedestrian-oriented open space.

Upper-Story Activities Overlooking the Street

Issue

Upper-story architectural features such as balconies, roof decks, and bay windows improve the relation between the upper-story living and working units and the street. Upper-story activity provides additional security at night – people overlooking a street tend to "patrol" it – and give the street a more human, people-oriented quality.



Discussion

All buildings should have either an individual balcony or bay window for each dwelling unit or a collective roof deck that overlooks the street or both. This is especially important on the second and third floors where it is easier to establish connection with people on the street level.

Retail stores, offices, and studios liven second stories, particularly at night when second story activities are silhouetted.

Balconies should have direct access from an interior room and be at least 6' in depth so that two or three people can sit at a small table and have enough room to stretch their legs.

Plantings are encouraged on balconies and roof decks in order to bring more greenery into the City. Window seating at bay windows enables people to sit by a window

Guideline

All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.

Lighting from Buildings

Issue

Overpowering and uniform illumination creates glare and destroys the quality of night light. Well-placed lights will form individual pools of light and maintain sufficient lighting levels for security and safety purposes.

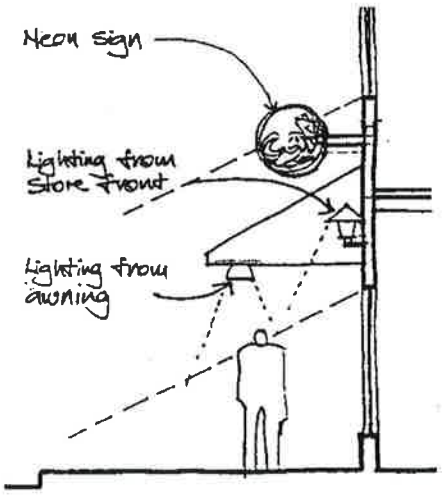
Discussion

All building entries should be lighted to protect occupants and provide an inviting area.

Building facades, awnings, and signs should not be lighted with overpowering and uniform lights. They should be lighted with low-level building-mounted lights and placed apart to form pools of light. Lighting from storefronts, canopies, or awnings is a very attractive and effective way to light sidewalks.

Recommended Minimum Light Level:

- Primary pedestrian walkway: 2 foot candle
- Secondary pedestrian walkway: 2 foot candle
- Parking lot: 1 foot candle



Guideline

All building entries should be well lit. 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 light fixtures to give visual variety from one building facade to the next. Back-lit or internally-lit translucent awnings should be prohibited.

Pedestrian-Oriented Plazas

Issue

Too often we see well-designed – but empty – plazas. There is no clear formula for designing a plaza, but a poorly designed plaza will not attract people.

Discussion

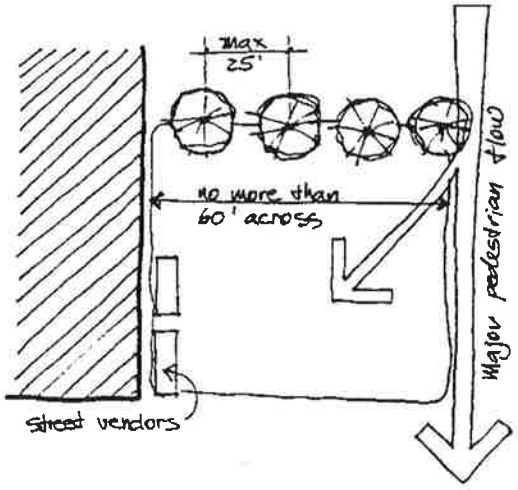
Plazas should be centrally located on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

Plazas should be no more than 60' across and no more than 3' above or below the sidewalk. They must be handicapped accessible.

Plazas should have plenty of benches, steps, and ledges for seating. At least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16".

Locate the plaza in a sunny spot and encourage public art and other amenities. At least 50 percent of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, or other pedestrian-oriented uses.

Provide plenty of planting beds for ground cover or shrubs. One tree should be required for every 200 square feet at a maximum spacing of 25' apart. Special precaution must be taken to prevent trees from blocking the sun.



Guideline

Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety.

Special Considerations for Totem Center

Public spaces, such as landscaped and/or furnished plazas and courtyards should be incorporated into the development, and be visible and accessible from either a public sidewalk or pedestrian connection. Primary pedestrian access points to retail development in TL 2 along 120th Avenue NE may be especially effective locations for public plazas.

Open spaces are especially important in TL 1, where the built environment may be dense. Well designed open spaces in front of and between buildings, visually linked with the open spaces of adjacent developments, will help to provide relief for the pedestrian.

Pedestrian Connections

Issue

The ability to walk directly into a commercial center from the public sidewalk or a bus stop is essential to both pedestrian and vehicular safety.

Discussion

Well defined, direct pedestrian connections from the building to the public sidewalk are not always available in commercial centers. The connection between the internal pedestrian system on the site and the public sidewalk is often interrupted by landscaping or an automobile driveway.

Properly located landscaping can be used along with special paving to help define pedestrian links through the site

Guideline

Commercial 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 create imposing and dull visual barriers. On the other hand, blank walls are ready "canvases" for art, murals, and landscaping.

Discussion

Blank walls on street fronts. Blank walls on retail frontage deaden the surrounding space and break the retail continuity of the block. Blank walls should be avoided on street front elevations. The adverse impact of a blank wall on the pedestrian streetscape can be mitigated through art, landscaping, street vendors, signs, kiosks, bus stops, or seating. Design guidelines in New York, San Francisco, and Bellevue recommend that ground floor retail with pedestrian-oriented displays be the primary uses in commercial districts. This approach is meant to restore and maintain vitality on the street via continuous rows of retail establishments.

Blank walls perpendicular to street fronts. In some cases fire walls require the intrusion of a flat, unadorned surface. These conditions merit landscaping or artistic treatment. Examples of such treatment include installing trellises for vines and plant material, providing landscaped planting beds that screen at least 50 percent of the wall, incorporating decorative tile or masonry, or providing artwork (mural, sculpture, relief) on the wall.

Guideline

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

Public Improvements and Site Features

Introduction

Site features and pedestrian amenities such as lighting, benches, paving, waste receptacles, and other site elements are an important aspect of a pedestrian-oriented business district's character. If these features are design-coordinated and high quality, they can help to unify and upgrade the district's visual character. Development of a master plan for public spaces can provide a coordinated approach to their installation throughout the district.

The guidelines in this section apply primarily to elements associated with street right-of-ways, public parks, and required *major pedestrian pathways*. Although the standards do not apply to private property, except where a *major pedestrian pathway* is required, property owners are encouraged to utilize the standards in private development where they are appropriate. However, there may be cases where different site features, such as light fixtures and benches, should be selected to complement the architectural design of the individual site.

Pathway Width

Issue

Pathways must be sufficiently wide to handle projected pedestrian traffic. A pathway that is too narrow will have maintenance problems at its edges. A pathway that is too wide is unnecessarily costly and a poor use of space.

Discussion

A pedestrian path of 10' to 12' can accommodate groups of persons walking four abreast or two couples passing each other.

A path near a major park feature or special facility like a transit center should be at least 12' wide. An 8' path will accommodate pedestrian traffic of less than 1,000 persons per hour.

Empirical Comparison:

- Green Lake path = 8'
- Burke-Gilman Path = 8'
- Typical sidewalk = 8' to 14'

Guideline

Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide.

Special Considerations for Juanita Business District

Through-site connections from street to street are a desirable pedestrian amenity in Land Use Area JBD-1.

The goal of these pedestrian connections will be to knit the individual developments into a more cohesive whole, providing convenient pedestrian mobility throughout even if the parcels are developed individually.

Special Consideration for North Rose Hill Business District

Buildings in the NRHBD will be setback at least ten feet from the sidewalk. Landscaping and entry features will be located within this setback yard. Therefore, the sidewalk can be somewhat narrower than on a pedestrian oriented street.

Special Considerations for Totem Center

Through-site connections from street to street, between the upper and lower portions of TL 2, and within TL 2 are needed to provide convenient pedestrian mobility, and to contribute to the village-like character desired for TL 2. Pedestrian connections to surrounding related uses, such as the hospital campus and transit center should also be provided.

Within TL 1, buildings should be set back at least ten feet from the sidewalk. Landscaping and entry features should be located within this setback yard, allowing the sidewalk to be somewhat narrower than on a pedestrian oriented street.

Pedestrian Paths and Amenities

Issues

Pedestrians require more detailed visual stimuli than do people in fast moving vehicles. Pedestrian paths should be safe, enjoyable, and interesting.

Discussion

Street furniture such as benches, planters, fountains, and sculptures enhance the visual experience and reduce apparent walking lengths. Planters, curbs, rails, and other raised surfaces can also be used for seating. Any height between 12" to 20" will do with 16" to 18" being the best. An appropriate seat width ranges from 6" to 24".

Unit paving such as stones, bricks, or tiles should be installed on small plazas and areas of special interest. Asphalt can be used on minor routes to reduce cost and maintenance.

For safety reasons, lighting should be planned along all pedestrian paths. Lighting can originate either from street lights or from building-mounted lights. Street trees and shrubs should be planted along all pedestrian walkways and used to screen parking lots. For safety and appearance purposes, trees and shrubs should be pruned regularly.

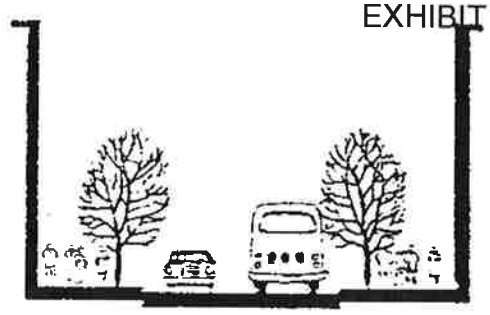
Street Trees

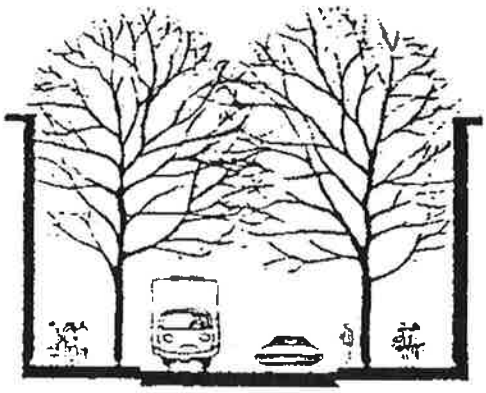
Issues

Streets are the conduits of life in a community. The repetition of trees bordering streets can unify a community's landscape. Trees add color, texture, and form to an otherwise harsh and discordant urban environment.

A strong street tree planting scheme can establish community identity and provide a respite from the weather and the built environment. Large, deciduous trees planted in rows on each side of the street can bring visual continuity to Kirkland – particularly on major entry arterials. Smaller trees should be planted in confined areas.

Street trees will not obscure businesses from the street if the appropriate trees are selected and maintained. Branches can frame ground floor businesses, allowing bus and truck movement while enhancing the pedestrian environment.





Trees should be of adequate size to create an immediate impact and have a good chance of survival. Species with invasive root systems or that are prone to disease, intolerant of pollution, or short-lived should be avoided.

Guideline

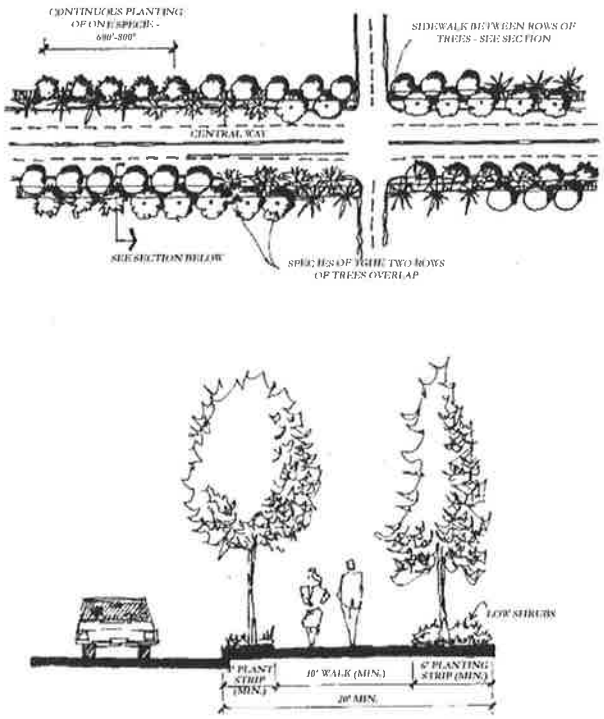
The City should prepare a comprehensive street tree planting plan recommending species and generalized locations.

Special Considerations for Downtown Kirkland

A strong street tree planting scheme is especially important in downtown because of the variety of scale and architecture encouraged in private development. Major entries into Kirkland, especially along Central Way, Kirkland Avenue, Lake Street, and Market Street, should be unified by a strong street tree program.

Some preliminary ideas for a street tree planting plan are:

Central Way: Two rows of trees on each side could be planted (one row near the curb and one row in the required setback on the perimeter of parking lots as in Parkplace). The two rows could feature uniform plantings of species approximately 600' to 800' long. The species could change so that different combinations of species occur along Central Way. This would provide a continuous boulevard effect and incorporate the existing trees.



Proposal for a distinctive, double-row tree planting of street trees on Central Way.

Lake Street and other pedestrian-oriented streets with narrow sidewalks: Flowering pear trees might be a good option since they have tight narrow shapes, attractive flowers, and dark green foliage. Photinia standards might be another option since they are small and have bright red evergreen foliage.

Special Considerations for Juanita Business District

Street trees in the business district should be upgraded with varieties that will not block views of businesses or the lake.

Some preliminary ideas for a street tree planting plan are:

98th Avenue NE: Limb up existing maples and add flowering pear trees (flowers and good fall color) along the curb.

Juanita Drive: Choose street trees that will screen large buildings but still allow views to the lake (flowering pears for example).

97th Avenue NE/120th Place NE: Plant trees to screen parking lots and service entrances. Possibilities are zelkova (elm-like with good fall color) or flowering pears.

Special Considerations for the Market Street Corridor

A consistent street tree plan should be used to add character to the Corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be considered on the west side of Market Street in order to provide a similar environment.

Special considerations for North Rose Hill Business District

Feature a diverse planting of street trees that take into account width of landscape strip, location of overhead utility lines, and maintenance requirements.

Some preliminary ideas for a street tree planting plan are:

NE 116th Street: Add street trees that will buffer the pedestrian corridor from traffic while providing some visual access to adjacent businesses. (Quercus rubra (red oak), Tilia cordata 'Greenspire' (littleleaf linden), Zelkova serrata 'Village Green' for example).

124th Avenue NE: Choose street trees that will buffer the pedestrian but still allow some visual access to adjoining businesses (Carpinus japonicus (Japanese hornbeam), Cercidiphyllum japonicum (Katsura), Fraxinus pennsylvanica 'Summit' (Summit ash)for example).

Slater Avenue NE: Add trees with flowers and good fall colors as a transition to the residential portion of the neighborhood (Malus sp. (flowering crab), Styrax japonicus (Japanese snowbell), Crataegus phaenopyrum (Washington hawthorn), Prunus padus 'Summer Glow' (bird cherry- red leaves) for example).

Special Considerations for Totem Center

Street trees within this area should be selected to achieve the varying objectives of the district. Some preliminary ideas for a street tree planting plan are:

Totem Lake Boulevard: South of NE 128th Street, trees should be planted that balance the goals of creating a "greenway" along the boulevard, providing a safe and inviting pedestrian experience and enabling visibility of the site's businesses to the freeway traveler. Smaller trees planted at frequent intervals anchored by larger, "boulevard" trees at primary site entrances would achieve these objectives. As an alternative or additional component, groupings of trees planted behind a meandering sidewalk may also be effective.

North of NE 128th Street to NE 132nd Street, plantings should be unified with those used along Totem Lake Boulevard to the south.

120th Avenue NE: South of NE 128th Street, choose street trees that will emphasize the pedestrian connec-

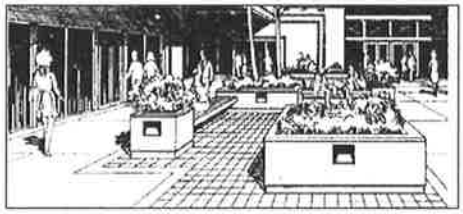
tion between the upper and lower mall, such as the use of larger trees at crossings and major points of entry. Choose spacing and varieties to create a plaza-like character to encourage pedestrian activity. Trees in planters and colorful flower beds will soften the area for pedestrians but allow visual access to adjoining businesses.
The tree planting plan used along NE 128th Street between Totem Lake Boulevard and 120th Avenue NE should be continued to the segment of 120th Avenue NE between NE 128th Street and NE 132nd Street, to provide a consistent identity throughout the district.

NE 132nd Street: Create a strong streetscape element, inviting to the pedestrian, with street trees proportionate to adjacent land uses.

Public Improvements and Site Features

Issue and Discussion

The quality and character of public improvements and site features such as street and park lights, benches, planters, waste receptacles, pavement materials, and public signs are critical components of a city's image. Standards for public improvements and site features, along with a master plan for public spaces, will assist in the development of a coordinated streetscape that will unify the variety of private development. Successful standards help assure high quality, low maintenance site features, and simplify the purchase and replacement of features for parks and public works departments.



Since public improvement standards have long-term implications for the community, relevant City departments must be involved in their development to make sure all concerns are met. Standards should permit some flexibility and address technical issues such as cost, availability, handicapped accessibility, and durability.

Guideline

The Department of Planning and Community Development, along with other City departments, should develop a set of public improvement and site feature standards for use in pedestrian-oriented business districts. The standards can be the same or unique for each district. A master plan for public spaces within a district should be adopted to coordinate placement of the features and otherwise carry out the Comprehensive Plan.

The City of Kirkland should work with interested groups to design a public sign system for gateways, pathways, information kiosks, etc., with a signature color palette and identifying logo.

Special Considerations for the Market Street Corridor

An historic style of street light should be used to reflect the nature of the 1890's buildings in the historic district at 7th Avenue and Market Street. These lights may also be used along other stretches of the corridor, particularly in the area between the Historic District and the Central Business District.

Entry Gateway Features

Issue

The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts. Entry points differ in topography, available space, and surrounding visual character; nevertheless, gateway features should be reinforced by a unified design theme. Gateway features can be different in size or configuration, yet still incorporate similar materials, landscaping, graphics, and design elements.

Discussion

The gateway features should frame and enhance views. Large sign bridges or flashing graphics would dominate the view and are inappropriate. Consistent elements that could be incorporated at all entry points might include:

- Distinctive landscaping such as floral displays or blue-green colored evergreen foliage.
- Multicolored masonry, perhaps forming a screen or wall on which an entry sign is placed.
- A distinctive light such as a column of glass block or cluster of globes.

- A unifying device such as the district's logo. In Downtown Kirkland, for example, a triangular sail logo could be a metal weather vane or an actual fabric sail on a steel armature.
- A repetitive element such as a series of closely spaced sails or lights.
- A trellis incorporating landscaping. A trellis or arbor is adaptable to space constraints.
- Similar artwork such as a different animal or bird sculpture at each entry.

Guideline

Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district.

Special Consideration for Downtown Kirkland

The transit center is another "gateway" experience. The center should be a focal feature that provides comfort and amenities for transit users. Some form of shelter with a strong architectural identity should be pursued.

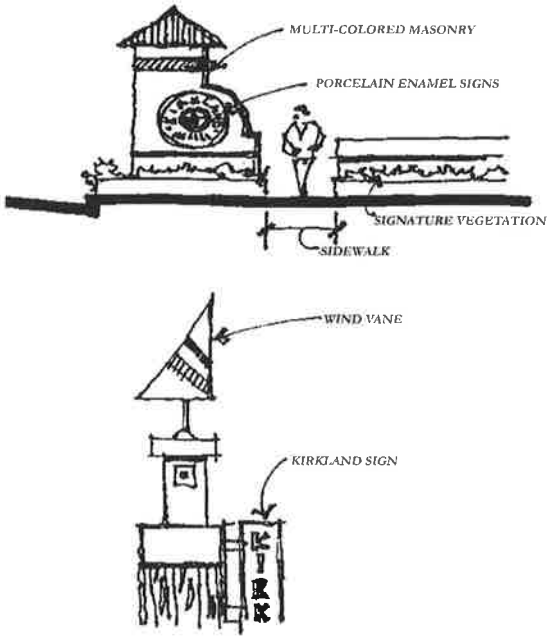
Special Consideration for Juanita Business District

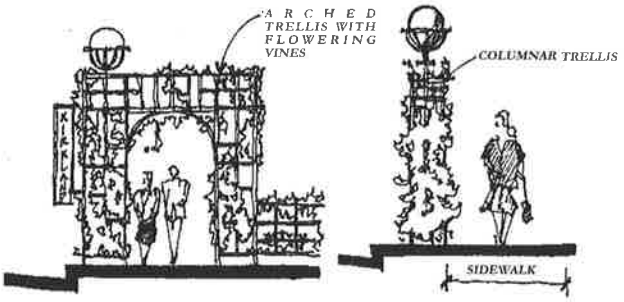
The entry features should be "identity-giving elements" that reflect the business district and Juanita Bay. If successful they can become an identifying symbol or logo for the district and an attraction in themselves.

Special Consideration for North Rose Hill Business District

Use public art and private efforts to establish gateway features that strengthen the character and identity of the neighborhood. Use landscaping, signs, structures or other features that identify the neighborhood.

At the southwest corner of NE 116th Street and 124th Avenue NE a neighborhood gateway feature such as open space or plaza with signage should be integrated with a pedestrian connection linking Slater and NE 116th Street. In the alternative, a corner land mark consisting of a combination of open space and architectural building design features should be provided to identify the business district.





Special Considerations for Totem Center

The Transit Center on the hospital campus should be a "landmark" feature for both the Totem Center district and the hospital campus, providing a focal point for residents, employees and visitors. A combination of signs and symbols linking the transit center to the pedestrian connection along NE 128th Street, the flyer stop and the Park and Ride should be provided. Design of the transit center should be compatible with campus development yet be clearly identifiable as a facility serving the general public.

A prominent entry to the district exists at the intersection of NE 128th Street and Totem Lake Boulevard, where vehicles and pedestrians arrive from the crossing over I-405. Entry features provided in this area should contribute to the identity associated with the Totem Center district.

Public art and private efforts can be used to establish gateway features to strengthen the character and identity of Totem Center and the neighborhood. At the northern entry to Totem Center at 120th Avenue NE and NE 132nd Street, a neighborhood entry sign or other identifying neighborhood feature should be provided. Another important entry point identified in the neighborhood plan is along Totem Lake Boulevard, just east of 120th Avenue NE. A feature providing a sense of entry into the Totem Center district at this location would be appropriate.

Public Art

Issue

Art begins with the perceptions and expressive talents of individual artists. "Public art" applies that expression to the public realm either by its location in a public setting or by its emphasis on subjects relevant to the larger community. Public art contributes to the unique character, history, and sense of place of a community.

Discussion

Public art is more than merely urban decoration; it can play an integral role in civic revitalization. Public art can make us more aware of our surroundings; reinforce the design character of our streets, parks, and buildings; commemorate special events; and serve as a catalyst for public activity and civic pride. At its best, art opens our eyes to new perceptions and helps us understand who we are and what is special about our community.

Public art is generally most effective when it is integrated with larger civic improvement efforts. Opportunities for art can be identified earlier and funding can be used more effectively. For example, emblems, lighting, pavement decorations, and decorative pedestrian furniture can be incorporated as part of a street improvement project at little cost to the total project such as in Seattle's Third Avenue transit corridor, Port Angeles's Maritime Flags, and Portland's Transit Mall.

The involvement of an artist in the design of a park, fountain, street lighting, or signs can add a special quality that has more impact than if the artwork and the functional element were decorated separately. The famous art nouveau detailing on Paris's metro stations is a good example.

Guideline

Kirkland should continue its tradition of encouraging public art pieces.

Parking Lot Location and Design

Introduction

In pedestrian-oriented business districts, improperly located and poorly designed parking lots can destroy the ambiance and qualities that attract people to the district in the first place. This section contains guidelines to direct development of parking facilities. The number of required stalls is specified in the Kirkland Zoning Code. The guidelines in this section deal with:

- Parking lot location – Parking in front of buildings is discouraged, and combined lots that serve more than one business or use are encouraged.
- Parking lot entrances – The number of entries is addressed.
- Parking lot circulation and pedestrian access – Clear internal vehicular and pedestrian circulation is required, especially in large parking lots.
- Parking garages – Parking garages provide convenient, less intrusive parking. Yet, garages can themselves be intrusive since they are often large monolithic structures with little refinement, interest, or activity. The guidelines for parking garages are intended to make them fit into the scale and character of pedestrian-oriented districts.
- Parking Lot Landscaping – Parking lot landscaping should be more extensive if the lot has to be in a location that is visible from a street or public park than if the lot is located at the rear of the site hidden away from streets and neighboring properties. This provision is made to encourage parking lot development in less visible locations.

On the following pages, urban design guidelines are presented that outline design information, concepts, and solutions associated with parking lot development. They serve as a conceptual basis for the regulations in the Zoning Code.

Parking Locations and Entrances

Issue

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.

Discussion

The ingress and egress of vehicles in parking lots disrupts pedestrian movement and through traffic – especially near intersections. Moreover, busy streets are a safety hazard. Parking lots that are accessed by a single curb cut reduce potential conflict and use land more efficiently. Also, combining the parking lots of individual stores into a large parking network makes it easier for patrons to find convenient parking stalls.

Parking lots should be encouraged in rear or side yards. The parking lot at Wendy's restaurant on Central Way is an example of this configuration.

The City of Seattle limits parking lot access on pedestrian-oriented streets such as Broadway on Capitol Hill.

Guideline

Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking.

Special Consideration for Downtown Kirkland

Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The *Downtown Plan* calls for limiting the number of vehicle curb cuts.

Special Consideration for Juanita Business District and North Rose Hill Business District

Shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts. The Juanita Business District Plan also encourages shared parking/service areas in Land Use Area JBD-1. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.

Special Consideration for Totem Center

Throughout Totem Center, parking areas located between the street and the building should be discouraged. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.

Circulation Within Parking Lots

Issue

Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked. Parking lots should be combined to reduce driveways and improve circulation.

Discussion

Vehicle Circulation. Parking lots should have few dead-end parking lanes and provide drive-through configurations. The APA *Aesthetics of Parking* publication recommends channelized queuing space at the entrances and exits to parking lots to prevent cars from waiting in the street.

Pedestrian Circulation. Good pedestrian circulation is critical. A clear path from the sidewalk to the building entrance should be required for all sites, even through parking lots in front yards. For sites with large parking lots, clear pedestrian circulation routes within the lot from stalls to the building entrances should be provided. In addition, a raised concrete pavement should also be provided in front of the entrance as a loading or waiting area so the entrance will not be blocked by parked vehicles. Finally, pedestrian access between parking lots on adjacent properties should be provided.

Guideline

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

Special Consideration for Downtown Kirkland

Because land is limited in Downtown Kirkland, efficient and compact parking lot configurations are a top priority. Parking lots in the periphery of the core area that accommodate about 100 vehicles (approximately 3/4 to 1 acre) should be articulated with landscaped berms.

Parking Lot Landscaping

Issue

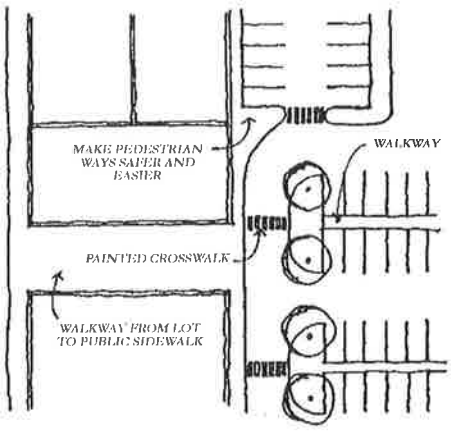
Parking lots are typically unsightly, require vast quantities of space, break the links between buildings, and destroy the continuity of streetfronts. If possible, parking lots should be located at the rear of buildings. When this is not possible, landscaping can be used to break up and screen parking lots.

Discussion

Parking lots can be concealed by a structural screen wall or through the use of plant materials. Plant materials can create dense, hedge-like screens, separating lots from adjacent uses or public right-of-ways. Perimeter plantings must provide an adequate screen. A screen wall constructed in a similar style as adjacent development may be used in lieu of perimeter landscaping.

Trees along the edges of and within parking lots can effectively soften an otherwise barren and hostile 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 look good.

Landscaping guidelines should be flexible and allow creative screening methods (e.g., clustering trees, berming, mixing structures, and trees). Less landscaping should be required if the lot is hidden from view.



Guideline

Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact.

Special Considerations for the Market Street Corridor

Screening and landscaping should be required where parking is adjacent to single family residential uses in order to reduce impacts on the adjoining homes.

Special Consideration for Juanita Business District, North Rose Hill Business District and Totem Center

Screening and landscaping should be required where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter.

Within TL 2, the provision of landscaping to soften the impacts of cars and pavement is important. Clusters of trees rather than single trees may be more effective in certain portions of the mall's parking areas. Visibility of the mall from the freeway should be considered when evaluating the locations and types of landscaping to be used.

Parking Garages

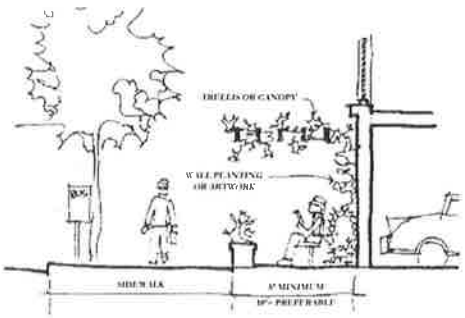
Issue

Parking garages are some of the most unattractive buildings built during the past several decades. Most new parking structures are designed with little or no attention to screening or treatment of the facades.

Discussion

There are several ways to mitigate the visual impacts of parking garages in the urban environment. A garage in a pedestrian area can contain a pedestrian-oriented retail use in the ground floor area of the garage adjacent to the street. Cafes, newsstands, or other small shops can fit well within the typical parking garage, requiring the space equivalent to only one 20' bay of parking.

Also, parking garages can be set back to provide space for a small landscaped plaza with a seating area. Moreover, the wall of the garage behind the plaza can be used as a canvas for landscaping or artwork. Also, the plaza could be covered with a glass canopy or trellis. The plaza should face south to receive sunlight. A plaza of this type is ideal for bus stops or street vendors.



In non-pedestrian areas, dense landscaping around the perimeter of parking garages can help screen their bulk. Strict standards for minimum landscaping around garages should be developed.

Guideline

The intrusive qualities of parking garages must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas and in highvisibility locations. On hillsides and near residential areas the stepping back or terracing of upper stories should be considered to reduce scale.

Special Consideration for Downtown Kirkland

Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.

Special Consideration for Totem Center

The development densities planned for Totem Center may result in the need for large parking structures to support them. Careful design of the structures will be important to retain a visually attractive environment.

The location of parking structures along pedestrian-oriented streets or pedestrian pathways should be discouraged. Where parking structures cannot be located underground and must be provided on the ground floor, an intervening use is desirable to retain the visual interest along the street. If parking areas are located in a separate structure from the primary use, the structure must be set back from the street, and screened with substantial landscaping.

Within TL 2, if it is not possible or practical to locate parking structures behind a building or underground, structured parking should be developed, oriented and screened to complement adjacent buildings, reduce automobile/pedestrian conflicts, and support the pedestrian environment. Artwork, display windows, trellises and/or dense vegetation are examples of screening devices that may be successful in balancing the scale of the structure with the pedestrian environment.

Introduction

When architects talk about a building's "scale," they generally mean the perceived size of the building relative to an individual person or its surroundings. The term "human scale" is used to indicate a building's size relative to a person, but the actual size of a building or room is often not as important as its perceived size. Architects use a variety of design techniques to give a space or structure the desired effect; whether it be to make a room either more intimate or spacious, or a building either more or less imposing. Frank Lloyd Wright, for example, used wide overhangs and horizontal rooflines to make his prairie-style houses appear lower and longer, better fitting into the flat, midwestern landscape. Unless the objective is to produce a grandiose or imposing building, architects generally try to give a building a "good human scale," meaning that the building is of a size and proportion that feels comfortable. For most commercial buildings, the objective is to attract customers and visitors by designing comfortable, inviting buildings.

Generally, people feel more comfortable in a space where they can clearly understand the size of the building by visual clues or proportions. For example, because we know from experience the size of typical doors, windows, railings, etc., using traditionally-sized elements such as these provides a sense of a building's size. Greek temples that feature columns, but not conventional doors, windows, or other elements, do not give a sense of human scale (although the Greeks subtly modified the properties and siting of their temples to achieve the desired scale). The guidelines in this section describe a variety of techniques to give a comfortable human scale by providing building elements that help individuals relate to the building.

"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." It is important that buildings have generally the same architectural scale so that a few buildings 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. For example, nobody accuses a beautiful cathedral in a medieval European town of being "out of scale." Because the Comprehensive Plan encourages a variety of different uses and building heights, such as in Downtown Kirkland, the buildings' sizes will vary widely. To achieve a more harmonious relationship between the buildings and a more consistent character, design techniques should be used to break the volume of large buildings down into smaller units. Several guidelines in this section are directed toward achieving a consistent scale within districts.

The following guidelines illustrate some design techniques to give buildings a "sense of scale." The regulations in the Zoning Code related to scale require that project architects address the issues of human and architectural scale while providing a wide range of options to do so.

Fenestration Patterns

Issue

The size, location, and number of windows in an urban setting creates a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns. Excess window glazing on a storefront provides little visual contrast; blank walls are dull and monotonous. The correct window-to-wall ratio and a mix of fenestration patterns can create an enjoyable and cohesive urban character on both pedestrian- and automobile-oriented streets.

Many local contemporary buildings have "ribbon windows" (continuous horizontal bands of glass) or "window walls" (glass over the entire surface). Although effective in many settings, these window types do little to indicate the scale of the building and do not necessarily complement the architecture of small-scaled buildings. Breaking large expanses or strips of glass with mullions or other devices can help to give the building a more identifiable scale.

Discussion

According to an old architectural cliché, windows are a building's eyes. We look to windows for visual clues as to the size and function of the building. If the window areas are divided into units that we associate with small-scale commercial buildings, 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 6 inches wide would accomplish this goal. Another successful approach is multiple-paned windows with visible mullions separating several smaller panes of glass. But on the ground floor where transparency is vital to pedestrian qualities, this device may be counterproductive.

Patterns of fenestration should vary depending on whether the street is pedestrian- or automobile-oriented. A window pattern that is interesting from a car may be monotonous to a slow-moving pedestrian; likewise, a window pattern that is interesting to a pedestrian may seem chaotic from a fast-moving car. Thus, pedestrian-oriented fenestration should allow for more complex arrangements and irregularity while automobile-oriented fenestration should have more gradual changes in pattern and larger and more simple window types.

An optimum design goal would allow for varied treatment of window detailing with unifying features such as 18" to 24" sills, vertical modulation in structure, varied setbacks in elevation, and more highly ornamented upper-story windows. Excessive use of ribbon windows throughout a building does not engage the eye and should be avoided.

Guideline

Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.

Special Considerations for the Market Street Corridor

Window treatment in the historic district should reflect the trim detailing, size, proportions, location and number of windows in the existing historic buildings in the district.

Special Consideration for Downtown Kirkland

Breaking larger window areas into smaller units to achieve a more intimate scale is most important in Design Districts 1, 2, 4, 8, and the southwest portion of 3 where new buildings should fit with older structures that have traditional-styled windows.Architectural Elements Decks, Bay Windows, Arcades, Porches.

Architectural Elements: Decks, Bay Windows, Arcades, Porches

Issue

Special elements in a building facade create a distinct character in an urban context. A bay window suggests housing, while an arcade suggests a public walkway with retail frontage. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined "human scale."

Discussion

Requirements for specific architectural features should be avoided and variety encouraged. Building designs should incorporate one or more of the following architectural elements: arcade, balcony, bay window, roof deck, trellis, landscaping, awning, cornice, frieze, art concept, or courtyard. Insistence on design control should take a back seat to encouraging the use of such elements.

Guideline

Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged.

Special Consideration for Downtown Kirkland

Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.

Special Consideration for Totem Center

Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated with the building and not "tacked on".

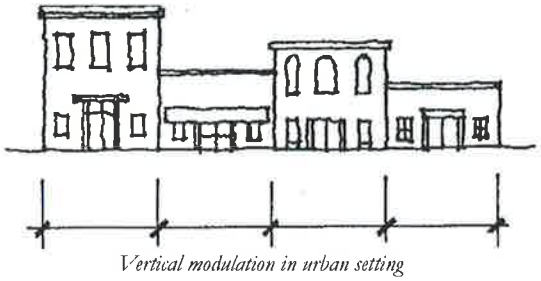
Building Modulation – Vertical

Issue

Vertical building modulation is the vertical articulation or division of an imposing building facade through architectural features, setbacks, or varying rooflines. Vertical modulation adds variety and visual relief to long stretches of development on the streetscape. By altering an elevation vertically, a large building will appear to be more of an aggregation of smaller buildings. Vertical modulation is well-suited for residential development and sites with steep topography.

Discussion

Urban design guidelines should address vertical modulation in order to eliminate monotonous facades. Vertical modulation may take the form of balcony setbacks, varied rooflines, bay windows, protruding structures, or vertical circulation elements – the technique used must be integral to the architecture.



Vertical modulation in urban setting

Vertical modulation is important primarily in neighborhoods where topography demands a stepping down of structures. The vertical modulation of a large development project in a residential area can make the project appear to be more in scale with the existing neighborhood. Long facades can be vertically modulated to better conform to the layout and development pattern of single-family houses. The vertical modulation of buildings on steep slopes also provides terraced development rather than one single building block, thereby better reflecting the existing terrain.

Guideline

Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.

This building uses both horizontal and vertical modulation to add interest and reduce its visual bulk.

Special Considerations for Totem Center

Since greater heights are allowed in TL 1 than elsewhere in the city, the impacts of increased height are a concern. Impacts associated with taller buildings are generally ones of reduced open space and privacy, shadowing and loss of light.

Massing of development in slimmer but taller towers rather than in shorter, wider buildings presents an opportunity to create open space between existing buildings, particularly when buildings step back from property lines and neighboring structures. For new buildings to fit in to the existing setting, a balance between higher and lower structures should be maintained.

To preserve openness between structures, separation between towers, both on a development site and between adjacent properties, should be provided. The specific separation should be determined based on height, relation and orientation to other tall structures, configuration of building mass and solar access to public spaces.

Taller buildings or "towers" in TL 1 should have relatively compact floor plates. The use of towers above a two-three story podium creates a varied building footprint and the perception of a smaller overall building mass. When the building's mass is instead concentrated in lower buildings with larger floor plates, greater emphasis should be placed on open space and plazas to provide relief at the pedestrian level.

Design treatments used in the upper portion of a building can promote visual interest and variety in the Totem Center skyline. Treatments that sculpt the facades of a building, provide for variety in materials, texture, pattern or color, or provide a specific architectural rooftop element can contribute to the creation of a varied skyline.

Special Considerations for Neighborhood Business Districts

Issue

insert and Finn Hill Neighborhood Center (FHNC)

Because these districts are typically integrated into residential areas, the design should reflect the scale of the neighborhood by avoiding long façades without visual relief.

Guideline

Façades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all floors above the ground floor combined with changes in color and material.

Building Modulation – Horizontal

Issue

Horizontal building modulation is the horizontal articulation or division of larger building façades. The lower portion of a multi-story building should incorporate pedestrian-scale elements and a strong base. The top of the building should incorporate distinctive roof treatments. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Horizontal modulation is well suited to downtown areas and automobile-oriented streetscapes where the development of tall building masses is more likely.

Discussion

A lively urban character uses a variety of architectural forms and materials that together create an integrated pattern of development with recurring architectural features. Horizontal awnings, balconies, and roof features should be incorporated into new development provided that their appearance varies through the use of color, materials, size, and location.

Horizontal modulation elements: canopy, brick banding, and window details.

Guideline

Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.

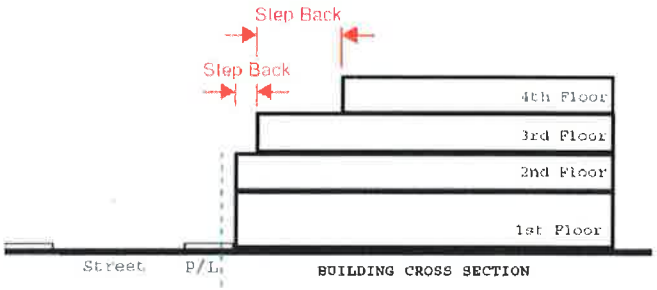
Special Consideration for Downtown Kirkland

Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.

Special Consideration for Building Massing in Central Business District 1 (CBD 1A & 1B) - Upper Story Step Backs

Issue

Taller buildings can negatively affect human scale at the street level and should be mitigated. Upper story step backs provide a way to reduce building massing for larger structures. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.



By reducing mass at upper stories, visual focus is oriented towards the building base and the pedestrian experience. In addition, greater solar access may be provided at the street level due to the wider angle which results from the recessed upper stories

Marina Heights

Upper story step backs are appropriate in areas where taller buildings are allowed and imposing building facades at the sidewalk are intended to be avoided.

Discussion

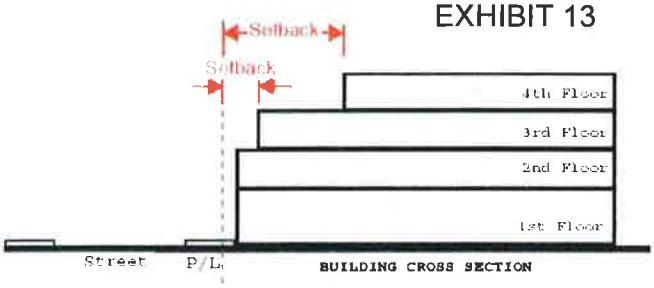
Design guidelines should address upper story step backs to improve the pedestrian experience and maintain human scale. When viewed from across the street, upper story step backs generally reduce perceived building massing and provide additional sunlight at the ground level. When viewed from the sidewalk immediately adjacent to the building, upper story step backs reduce the view of the upper stories and help maintain pedestrian scale by preventing large buildings from looming over the sidewalk.

Since the benefits of upper story step backs are primarily experienced from the public realm in front of buildings, the step backs should be located within a zone along the front property line.

Overly regimented building forms along front facades should be avoided to prevent undesirable building design. The arrangement of building step backs should create varied and attractive buildings consistent with the principles discussed in previous sections.

Upper story step backs also allow for additional eyes on the street in the form of decks and/or balconies. Upper story activities help improve the relationship of the building to the streetscape. Landscaping should also be incorporated at the upper stories to help soften building forms.

In order to quantify upper story step backs, measurement should be taken from the property line. Setback is the term used to describe the distance of a structure from the property line. By measuring from the pre-existing property line, setbacks provide for consistency in measurement and will account for projects where additional right-of-way is proposed or required along the property frontage for wider sidewalks and/or additional public open space.

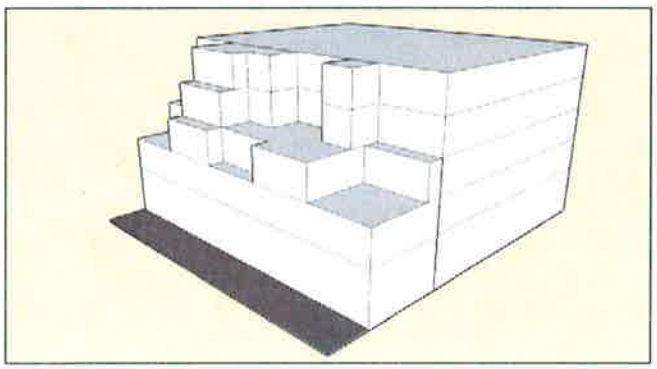


The required upper story setback should be allowed to be reduced if an equal amount of beneficial public open space is provided at the street level. A certain amount of building cantilevering over sidewalks may also be allowed if the pedestrian environment is not adversely affected.

The Kirkland Zoning Code establishes the requirements for upper story setbacks and provisions for allowing reductions to the required upper story setbacks in exchange for open space at the street level. The following guidelines are intended to provide the Design Review Board the tools to create varied and attractive buildings.

Guidelines - Upper Story Setbacks

- ***Buildings above the second story (or third story where applicable in the Downtown Plan) should utilize upper story step backs to create receding building forms as building height increases, allow for additional solar access, and maintain human scale at the street level.***
- ***The final arrangement of building mass should be placed in context with existing and/or planned improvements, solar access, important street corners, and orientation with the public realm.***
- ***A rigid stair step or "wedding cake" approach to upper story step backs is not appropriate.***
- ***Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building within the required upper story setback area.***



Varied step back approach

- *In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.*
- *Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street*
- *Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.*
- *Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.*
- *Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key facades. Special attention to maintain an activated streetscape is important in these areas.*
- *For properties on Park Lane which front multiple streets and upper story setbacks are proposed to be averaged, concentration of upper story building mass along Park Lane should be avoided.*

Guideline - Open Space at Street Level

Reductions to required upper story setbacks may be appropriate where an equal amount of beneficial public open space is created at the street level consistent with the following principles:

- *Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings).*
- *The space should appear and function as public space rather than private space.*
- *A combination of lighting, paving, landscaping and seating should be utilized to enhance the pedestrian experience within the public open space.*
- *Public open space should be activated with adjacent shops, outdoor dining, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.*
- *Where substantial open space "trade-offs" are proposed, site context should be the primary factor in the placement of the public open space (e.g. important corners, solar access.)*

Guideline - Building Cantilevering Over Sidewalks

Buildings may be allowed to cantilever over sidewalks if a sidewalk dedication and/or easement is required consistent with following guidelines:

- *The total length of cantilevered portions of a building should be no more than 1/3rd of the entire length of the building façade. The cantilevered portions of a building should be spread out and not consolidated in a single area on the building façade.*
- *Unobstructed pedestrian flow should be maintained through the subject property to adjoining sidewalks.*
- *Space under the building cantilever should appear and function as part of the public realm.*
- *The sense of enclosure is minimized.*

Special Considerations for Neighborhood Business Districts

Issue

Insert FHNC

Where buildings are close to the street in these neighborhood areas, vertical building massing can negatively affect human scale at the street level. Upper story step backs provide a way to reduce building massing. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.

Guideline

Above the ground floor, buildings should utilize upper story step backs to create receding building forms as building height increases. Rather than a rigid stair step approach, varied step back depths and heights should be used to create well modulated façades and usable decks and balconies overlooking the street.

Issue

Within the South Rose Hill Neighborhood Plan, additional mitigation of scale impacts is called for.

Guideline

Building height, bulk, modulation, and roofline design should reflect the scale and character of adjoining single-family development.

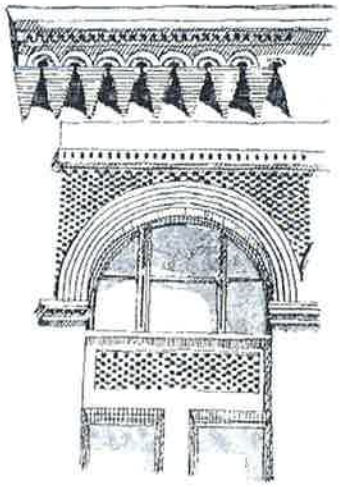
Building Material Color and Detail

Introduction

Many historic cities and towns owe much of their charm to a limited palette of building materials. One thinks of how the white clapboard houses of a New England village or the tile-roofed structures of an Italian hill town provide a more unified, consistent visual character. Today, there is a wide spectrum of building materials available, and modern towns such as Kirkland feature a variety of materials and colors. Architects have demonstrated that materials often considered unattractive, such as cinderblocks or metal siding, can be successfully used in attractive, high-quality buildings.

When buildings are seen from a distance, the most noticeable qualities are the overall form and color. If we take the typical building in Kirkland to be 100' wide and 35' tall, then we must be at least 200' away from the building for it to fit within our cone of vision so that we can perceive its overall shape. At that distance, windows, doors, and other major features are clearly visible.

However, as we approach the building and get within 60' to 80' from the building (approximately the distance across a typical downtown street), we notice not so much the building's overall form as its individual elements. When we get still closer, the most important aspects of a building are its design details, texture of materials, quality of its finishes, and small, decorative elements. In a pedestrian-oriented business district, it is essential that buildings and their contents be attractive up close.



Therefore, these design guidelines are intended to allow a variety of materials and colors, but direct the use of certain materials so that their application does not significantly detract from design consistency or quality. Most of the regulations in the Zoning Code deal with the application of specific materials such as metal siding and cinderblocks so that their potentially negative characteristics are minimized. In addition, the guidelines include guidelines and regulations that require all buildings to incorporate design details and small-scale elements into their facades.

Ornament and Applied Art

Issue

Ornament and applied art add quality, visual interest, and a sense of human scale to the built environment. It is necessary to understand the place and appropriateness of ornament in order to maintain a cohesive and integrated urban setting.

Discussion

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. Therefore, buildings should incorporate art features that emphasize architectural elements and connections. Ornament should also maintain a cohesive relationship to its setting, emphasizing its connection to the surrounding space.

Guideline

Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. 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.

Special Considerations for the Market Street Corridor

Emphasis on building features such as doors, windows, cornice treatment, bricks and ornamental masonry should be taken into consideration when designing new or remodeled buildings in the historic district. These features should be in keeping with the building materials, colors and details of the existing historic buildings.

Color

Issue

Color bolsters a sense of place and community identity (e.g., white New England villages, adobe-colored New Mexico towns, limestone Cotswold villages). Kirkland should consider emphasizing the existing color scheme and developing a unified design identity.

Discussion

A variety of colors should be used in Kirkland. By no means should design be limited by overly-restrictive guidelines dictating color use. Based on Kirkland's existing color scheme, the following general guidelines can prevent garish, incongruous colors from being inappropriately applied or juxtaposed to more subdued earth tones and colors.

- Where appropriate, use the natural colors of materials such as brick, stone, tile, and stained wood (painted wood is acceptable).
- Use only high-quality coatings for concrete.
- Emphasize earth tones or subdued colors such as barn red and blue-gray for building walls and large surfaces.
- Reserve bright colors for trim or accents.
- Emphasize dark, saturated colors for awnings, and avoid garish and light colors that show dirt.
- Avoid highly-tinted or mirrored glass (except stained-glass windows).
- Consider the color of neighboring buildings when selecting colors for new buildings.

Guideline

Color schemes should adhere to the guidelines enumerated above. The use of a range of colors compatible within a coordinated color scheme should be encouraged.

Street Corners

Issue

Street corners provide special opportunities for visual punctuation and an enhanced pedestrian environment. Buildings on corner sites should incorporate architectural design elements that create visual interest for the pedestrian and provide a sense of human proportion and scale.

Discussion

Corners are crossroads and provide places of heightened pedestrian activity. Rob Krier notes that: "The corner of a building is one of the most important zones and is mainly concerned with the mediation of two facades." Corners may be accentuated by towers and corner building entrances.

Guideline

Buildings should be designed to architecturally enhance building corners.

Special Consideration for Downtown Kirkland

Special attention should be paid to both the design and detailing of new buildings on corner sites in the pedestrian oriented design districts. Existing buildings could incorporate some of these elements (human-scale and visual punctuation) through the use of such elements as awnings and well-designed signs at the corner.

Downtown Kirkland has several "T" intersections, and the building located at the terminus of the street view corridor presents a high-visibility opportunity for special architectural treatment.

The corner of Central Way and Third Street marks a prominent gateway to the core area as well as the Downtown Transit Center and deserves special design emphasis.

Signs

Issues

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.

Signs should be an integral part of a building's facade. The location, architectural style, and mounting of signs should conform with a building's architecture and not cover up or conflict with its prominent architectural features. A sign's design and mounting should be appropriate for the setting.

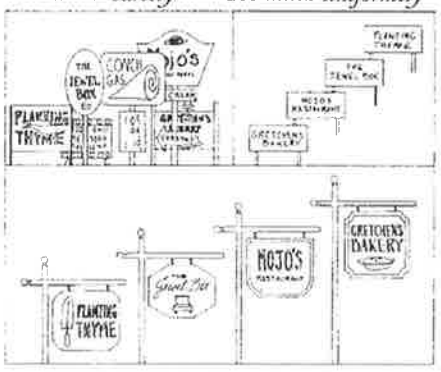
Discussion

Pedestrian-oriented signs are most effective when located within 15' of the ground plane. Three-inch-high letters can be read at 120' and 6" letters read at 300'. Large lettering is not necessary. The signs should be aligned to people on sidewalks and not automobile drivers. "Blade" signs or single signs hanging below canopies or small signs located on canopies or awnings are effective.

Signs with quality graphics and a high level of craftsmanship are important in attracting customers. Sculpted signs and signs that incorporate artwork add interest. Signs with front lighting and down lighting (but not internal lighting) are recommended. Neon signs are appropriate when integrated with the building's architecture.

Generic, internally-lit "can" signs that are meant to be set anywhere are not appropriate. Ground-mounted signs should feature a substantial base and be integrated with the landscaping and other site features. Mounting supports should reflect the materials and design character of the building or site elements or both.

Too much variety *Too much uniformity*



Though unified by common design elements, signs can still express the individual character of businesses.

Guidelines

- **All signs should be building-mounted or below 12' in height if ground mounted. Maximum height is measured from the top of the sign to the ground plane.**
- **No off-premises commercial signs, except public directional signs, should be permitted. No billboards should be permitted.**
- **Signs for individual parking stalls should be discouraged. If necessary, they should not be higher than necessary to be seen above bumpers. Parking lot signs should be limited to one sign per entrance and should not extend more than 12' above the ground.**
- **Neon signs, sculptural signs, and signs incorporating artwork are encouraged.**
- **Signs that are integrated with a building's architecture are encouraged.**
- **Shingle signs and blade signs hung from canopies or from building facades are encouraged.**
- **Traditional signs such as barber poles are encouraged.**

Special Considerations for Downtown Kirkland

- The Downtown Plan's mandate for high-quality development should also be reflected in sign design.
- No internally lit plastic-faced or can signs should be permitted.
- All signs in the downtown should be pedestrian-oriented. Master-planned sites such as Parkplace may also include signs oriented to automobile traffic for the whole complex.

Special Considerations for Totem Center

- Signs within the TL2 should be coordinated through a sign package for the entire property.

Special Considerations for the Market Street Corridor

Electrical signs are not allowed along the Market Street Corridor. Signs within the historic district should reflect the historic nature of the buildings in the area.

Natural Features

Introduction

General

An important aspect of a pedestrian-oriented business district is its physical setting. Natural features of a place are key to residents' and visitors' perception. This section lays out guidelines which serve to merge the design of structures and places with the natural environment. It discusses concepts behind new landscaping as well as the maintenance and protection of existing natural features.

Special Considerations for Downtown Kirkland

A primary goal stated in the Downtown Plan's Vision Statement is to "clarify Downtown's natural physical setting." Besides its excellent waterfront, Downtown Kirkland's most important natural feature is its bowl-shaped topography which provides views down from the heights and views from the downtown of the wooded hillsides surrounding the district. The valley topography also helps to define the downtown's edges and facilitates the transition from largely commercial activities in the valley floor to the mostly residential areas in the uplands. Although Peter Kirk Park is a man-made open space, it too provides a naturalizing function.

Special Considerations for Juanita Business District

The underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay.

Special Considerations for Totem Center

An important goal in the Totem Lake Neighborhood Plan is to establish a "greenway" extending in an east/west direction across the neighborhood. Portions of the greenway follow Totem Lake Boulevard, along the western boundary of TL 2. Properties abutting the designated greenbelt should be landscaped with materials that complement the natural areas of the greenway where possible.

Visual Quality of Landscapes

Issue

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.

Discussion

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 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.

The 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. Landscaping around urban buildings – particularly buildings with blank walls – can reduce scale and add diversity through pattern, color, and form.

Examples of how landscaping is used to soften and enhance the visual quality of the urban environment include:

- Dense screening of parking lots;
- Tall cylindrical trees to mark an entry;

- Continuous street tree plantings to protect pedestrians;
- Several clusters of dense trees along long building facades;
- Cluster plantings at focal points;
- Parking with trees and shrubs planted internally as well as on the perimeter.

Guidelines

The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto 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.

Special Consideration for North Rose Hill Business District

A dense landscape buffer should be utilized to provide a transition separating commercial uses from adjoining single family or multi-family residential uses.

Special Consideration for Totem Center

Within TL 1, special landscaping elements such as gateways, arches, fountains and sculptures should be incorporated, in order to create a lively streetscape and provide visual interest along the street edge. Where possible, existing mature landscaping should be retained and incorporated into new development to soften the impact of increased site coverage and preserve the green character of the area.

Protection and Enhancement of Wooded Slopes

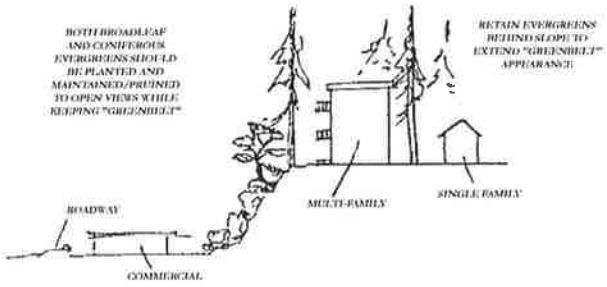
Issue

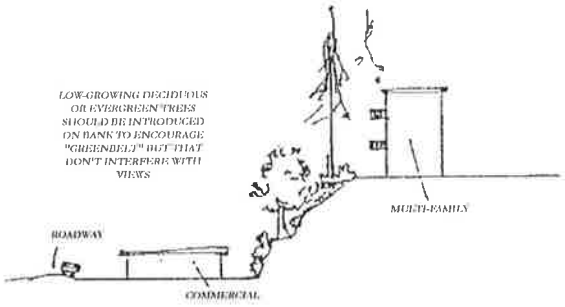
Topography provides opportunities for natural screening that maintains views.

Discussion

New plantings on wooded slopes should be selected for their slender, open growth pattern. Limbing-up and thinning-out branches should also be allowed to maintain views while keeping the character of the wooded hillsides. Weed species should be removed and replaced with appropriate native species. Wooded slopes can:

- Reduce visual impacts of the urban environment.
- Separate uses by providing a transition zone.
- Mitigate urban noise and air pollution for upland uses.
- Provide wildlife habitat.





Guidelines

Vegetation on slopes should be preserved and maintained as a buffer using native vegetation wherever possible.

New multifamily and single-family residential developments on slopes should be required to retain about 30 percent of the site in wooded open space and inventoried significant trees. Tree removal or enhancement can be determined by the use and site design.

Property owners of lowlands should be sensitive to upland uses and enhance hillsides to maintain existing views. Deciduous trees should be restricted to small varieties; coniferous evergreens should be thinned-out or limbed-up to allow for views from adjoining properties.

In developments above view slopes, coniferous evergreens should be incorporated into the site back from the slope to give continuity with the wooded slope. The back sides of commercial lots at the base of hillsides should be planted to screen upland properties from unsightly views of rooftops.

Special Consideration for Downtown Kirkland

Using and enhancing existing wooded slopes is especially important to Kirkland's natural setting. The hillsides surrounding Downtown Kirkland can provide a "ring of green." As vegetation ascends the slope it provides a "greenbelt" effect. The proper maintenance or enhancement of such slopes need not disrupt view corridors of upland properties.

Special Consideration for Juanita Business District

The views of wooded hillsides surrounding the Juanita Business District are a local asset that can be used to upgrade the area's visual impact.

Height Measurement on Hillsides

Issue

Maintaining views and enhancing natural land forms is important 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. In order to promote responsible design, building height restrictions should permit a development envelope that conforms to the terrain. Terracing, the stepping down of horizontal elements, is an effective way to develop hillsides and maintain views.

Discussion

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.

Terraced buildings reflect the hillside topography ringing Kirkland's Downtown.

Guideline

The top of the building should roughly follow the slope of the existing terrain.

Views of Water

Issue

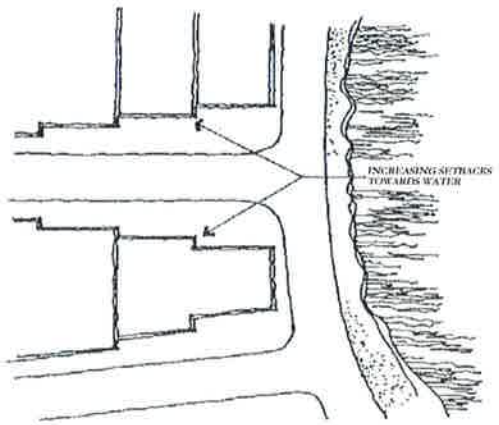
Views of Lake Washington give Kirkland its sense of place within the regional context. The waterfront remains an exceptional resource that should be better linked to nearby districts. A water view is a recurring reminder of the direction, function, and origin of Kirkland.

Discussion

Views may be considered in three ways. The *distant panorama* may be seen from one-quarter to more than one mile away. Development has eliminated most of Kirkland's panoramic views; remaining views should be protected. *View corridors* are places where an avenue between buildings creates a slotted visual path allowing a glimpse of the water beyond. *Proximity views* are those adjacent to and within one block away from the waterfront; they extend the waterfront's character. Each type of view is critical to Kirkland's urban design character.

View corridors and panoramic views from higher ground can be protected by height restrictions and limitations on rooftop clutter. Existing structures in some areas block views of the Lake. With renovation of existing structures, opening up of views should be encouraged. New development should respect the existing view corridors.

Proximity views require much larger fields of vision, therefore, development should remain a comfortable distance from the shore and be set back along view corridors. This will allow views of the water to widen from increasingly closer distances and will eliminate an abrupt change between development and shoreline.



Guideline

Existing views should be maintained. This can be accomplished by widening setbacks as development approaches the water. Buildings should step down hillsides. Buildings and rooftop appurtenances should be placed perpendicular to the water in order to safeguard views.

Special Consideration for Juanita Business District

View corridors to the Lake should be explored through new development in the business district. Existing residential views and view opportunities through Juanita Beach Park and down public streets should be preserved.

Culverted Creeks

Issue

Often stream beds fall victim to progress and their stream banks are reduced to a drain pipe. One way to further the objective of clarifying the natural physical setting is to reopen stream beds wherever possible.

Guideline

Opportunities should be sought to restore portions of culverted creeks to their natural state.

Special Consideration for Downtown Kirkland

A former stream bed, now enclosed in culverts, flows through the center of downtown from 6th Street, through Peter Kirk Park, just south of Central Way and into Marina Park. A restored stream bed could be incorporated in the parks and other public sites, and possibly on private property.

Special Considerations for Totem Center

One channel of the Totem Lake tributary extends along I-405, west of Totem Lake Boulevard in a culvert to Totem Lake. If it is feasible, restoration of this stream bed could be incorporated into the "greenway" design developed for this segment of Totem Lake Boulevard. Another tributary of Juanita Creek runs across the northwest section of Totem Center, with portions in a culvert and other portions remaining in an open stream bed. Redevelopment of these properties could include restoration of the culverted portions of the stream as an amenity provided on site.

PUBLICATION SUMMARY
OF ORDINANCE O-4636

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, TO INCLUDE CHAPTER X.V.P FINN HILL NEIGHBORHOOD PLAN, AMEND THE LAND USE MAP, AMENDING THE KIRKLAND ZONING CODE ORDINANCE 3719, AS AMENDED, INCLUDING CHAPTERS 5, 10, 35, 92, 95, 105, 110, 112, 142, 180, AMENDING THE ZONING MAP ORDINANCE 3710, AS AMENDED TO INCLUDE LEGISLATIVE REZONES, AND AMENDING THE KIRKLAND MUNICIPAL CODE 3.30.040 DESIGN GUIDELINES FOR PEDESTRIAN ORIENTED DESIGN DISTRICTS, FILE NO. CAM15-01754.

SECTION 1. Comprehensive Plan Text and Figures amended in Exhibit 1 and Exhibit 2 a.-i. attached to the Ordinance.

SECTION 2. Zoning Map Changes to include ten rezones in Exhibit 3. a.- j. attached to the Ordinance.

SECTION 3. Zoning Code Text and Plates amended in Exhibits 4.-12 attached to the Ordinance.

SECTION 4. Municipal Code 3.30.040 Text amended in Exhibit 13 to add FHNC guidelines attached to the Ordinance and incorporated by reference.

SECTION 5. Provides a severability clause for the ordinance.

SECTION 6. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date five days from the adopted date.

SECTION 7. Directs the City Clerk to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 16th day of January, 2018.

I certify that the foregoing is a summary of Ordinance O-4636 approved by the Kirkland City Council for summary publication.

Kathi Anderson

Kathi Anderson, City Clerk