

SUMMARY OF ORDINANCE NO. 3162*Repealed by 3481*

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE FOR THE KIRKLAND CENTRAL BUSINESS DISTRICT AND AMENDING THE LAND USE POLICIES PLAN (COMPREHENSIVE PLAN) ORDINANCE 2346 AS AMENDED.

Section 1. Repeals the Land Use Policies text discussion for the Central Business District area.

Section 2. Adopts new downtown policies and plan discussion for the Central Business District area to replace the discussion repealed by Section 1. Said new policy discussion includes the following elements: Vision statement, land use, including identification of the five land use areas making up the downtown or Central Business District and identifying them as the Core Area, the Northwest Core Frame, the Northeast Core Frame, the East Core Frame, and the South Core Frame. Other elements include urban design, visual landmarks, public views, gateways, public facilities, vehicular and pedestrian circulation, and vehicular parking.

Section 3. Contains a savings clause.

Section 4. Authorizes 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 to be five days after publication of this summary.

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, 123 Fifth Avenue, Kirkland, Washington 98033.

This ordinance was passed by the Kirkland City Council at its regular meeting on the 21st day of March, 1989.

I certify that the foregoing is a summary of Ordinance No. 3162, approved by the Kirkland City Council for summary publication.


City Clerk

ORDINANCE NO. 3162

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE FOR THE KIRKLAND CENTRAL BUSINESS DISTRICT AND AMENDING THE LAND USE POLICIES PLAN (COMPREHENSIVE PLAN) ORDINANCE 2346 AS AMENDED.

WHEREAS, the City Council has received from the Kirkland Planning Commission a recommendation to amend certain portions of the Land Use Policies Plan (Comprehensive Plan) for the City, Ordinance 2346 as amended, all as set forth in that certain report and recommendation of the Planning Commission submitted to the City Council in 1988 following public hearings held by the Planning Commission, all as set forth in Department of Planning and Community Development File No. IV-85-20B, and

WHEREAS, the City Council has considered said report recommendation and proposed plan amendments received from the Planning Commission and in open public meetings has modified and then approved as modified said recommendation, and

WHEREAS, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation through the entire consideration process a final determination of non-significance (including supporting environmental documents) issued by the responsible official pursuant to WAC 197-11-340 and 197-11-390, 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, as modified and approved by the City Council,

NOW, THEREFORE, be it ordained by the City Council of the City of Kirkland as follows:

Section 1. Portions of Ordinance 2346 relating to the Central Business District repealed. Portions of Ordinance 2346 as previously amended by Ordinance 3016 and as set forth in Attachment A to this ordinance and by this reference incorporated herein are hereby repealed. The repealed portions relate to the Central Business District, including Planned Area IV west of Sixth Street. [Those portions of repealed text are designated in Attachment A by ~~strike-through~~.]

Section 2. CBD Neighborhood Policies and Plan Adopted. Ordinance 2346 as amended, the Land Use Policies Plan for the City of Kirkland (Comprehensive Plan) is hereby amended by the addition of a new neighborhood plan discussion and policies for the Central Business District, all as set forth in Attachment B to this ordinance and by this reference incorporated herein. Attachment B is intended to replace those Central Business District provisions of the Land Use Policies Plan repealed in Section 1.

Section 3. 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 4. This ordinance shall be in full force and effect five days from and after its passage by the Kirkland 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 for publication, all as required by law.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 21st day of March, 1989.

Signed in authentication thereof this 21st day of March, 1989.

Doris Cooper
MAYOR

ATTEST:

Jane Perry
City Clerk

APPROVED AS TO FORM:

Ray
City Attorney

As specified in the Shoreline Master Program, new residential structures constructed waterward of the high waterline are not permitted. Additional standards governing new multifamily development can be found in the Shoreline Master Program.

Development along the shoreline is discussed

~~PLANNED AREA 4: WEST 6TH STREET~~

~~Within the Central area, two tracts of land have been designated as "planned areas." This designation is based on unique conditions including interface conflicts, large parcel ownerships, and other factors which may influence future development of the land. The complex problems unique to these Planned Areas can be overcome best by coordinated development of the whole areas. Due to their location, Planned Areas 4 and 5 have a special relationship to the Central Business District. In recognition of this fact, one of the permitted uses is residential high density (up to 24 dwelling units per acre). As with all Planned Areas, proposals will be subject to certain development standards and special review procedures.~~

~~Concept of "planned area" discussed.~~

~~Planned Area 4 is contained within the boundaries of the Central Business District (CBD) (see Figure C-1). This land is the logical easterly extension of the existing downtown, as described~~

~~Planned Area 4 is an extension of the CBD. Existing conditions and opportunities are described.~~

~~FOOTNOTE 2:~~

~~The triangular parcel of land west of 6th Street between Kirkland Avenue lies closer to the Central Business District and the single family pattern is not as strongly established. Maximum residential density is to be 15 to 18 dwelling units per acre, subject to the standards listed above (for the area east of 6th Street). Offices may be permitted on the lands at the west end (see Figure C-1) subject to standards discussed on pages 272 to 273.~~

~~by the 1975 Central Business District Study. Nearly all of this land is undeveloped, and the vast majority is controlled by one group of property owners. A variety of residential, office, and commercial uses in any number of combinations and arrangements are considered appropriate in the Planned Area. Since this large tract is the major reserve of commercial land for the downtown, it is important that it be developed in a manner that reinforces the existing uses and activity centers in the Central area, while minimizing negative impacts on nearby residential uses and major circulation routes. Planned Area 4 represents a major opportunity as well as a potential source of serious problems if not properly designed and developed.~~

~~Two classes of Planned Area uses should exist in Planned Area 4: (1) those Planned Area uses which could proceed without special review procedures and (2) those Planned Area uses which would require a special review procedure. In the first class, multifamily uses at a density of up to 12 dwelling units per acre and small professional offices are included. In the second class, multifamily uses at a density of up to 24 dwelling units per acre, large professional offices and commercial uses subject to either a Conditional Use Permit (CUP) or a Planned Unit Development (PUD) are included. A one-acre minimum development area will be required where the large office, high density and commercial uses are proposed. Moreover, a Plan must be submitted, at the time the application is made, indicating the proposed use for the entire landholding. Those uses that do not require special review are exempted from the minimum acreage. However, the standards applied against the more intensive uses are also to be~~

~~Two classes of uses are described: (1) those that do not require special review (medium density residential; and small offices) and (2) those that do require special review (high density residential; large offices; commercial uses). Acreage requirements are discusse~~

~~considered advisory for the other uses. Also, where such uses front onto an arterial (Kirkland Way, Central Way, and 6th Street South) there will be a larger than normal setback in order to preserve the potential for a ring or frontage road serving the Planned Area.~~

~~The unique characteristics of this land call for future developments to be designed with regard for a common body of design principles and guidelines. In this sense, the Planned Area should be designed as an entity, although specific site designs and developments could proceed in independent and/or phased increments. It is critical that these design standards are adhered to in order to provide linkages to surrounding activities; insure coherent and efficient development within the Planned Area; and minimize hazard and interference with traffic flow on arterials. These standards and their rationales are described below:~~

- ~~(1) Primary vehicular access to the Planned Area is to be restricted to six major points (two each on the north, east, and south block faces) (see Figure 28). A limited number of well-placed and well-designed access points to this block are necessary in order to meet a number of public policy objectives for the downtown as well as to be consistent with specific policy statements concerning Economic Activities, Community Goals and Policies, and Public Services and Facilities. A primary contributing element to strip commercial development is the reliance of each individual business on having its own direct access onto the major throughfare. This creates problems for traffic flow on such~~

~~Design standards for development in Planned Area 4 are discussed.~~

- ~~(1) Vehicular access points to the Planned Area are restricted.~~

~~routes, and can seriously threaten the safety of pedestrians and motorists alike. Established policy is to prevent the development of such commercial strips along Kirkland's major arterials (see Economic Activities Policy 7), and especially not as an extension of the unique downtown. By limiting access (for example: on Central Way to two wide, well marked access points) it will be possible to service businesses along the block face while reinforcing the clear visual identity of the Planned Area as a commercial district and minimizing hazard and disruption of traffic flow.~~

~~The major access points are located for maximum efficiency in serving the Planned Area as well as interfacing with the surrounding street pattern. They are located away from the two major intersections, and, in five places, are extensions of existing rights of way. The sixth access point should lie west of the 5th Street access and be located to serve the entire northwest portion of the Planned Area (see figure 28).~~

~~(2) Parking areas, as well as service and access roads, are to be shared with adjacent uses in order to maximize site efficiencies and minimize the amount of impervious (asphalt) area. Through traffic is to be discouraged. The duplication of vehicular service areas (lots, access roads, approach and turning lanes) is an inefficiency common to strip commercial development. This not only maximizes maintenance costs and surface runoff but also prevents a greater portion of the~~

~~(2) Frontage roads, approach lanes, parking and service areas are to be shared.~~

~~site from being given over to building area, landscaping, or pedestrian facilities. By sharing frontage roads, double-loaded approach lanes, and parking and service areas, it will be possible to minimize these costs while making a more efficient use of site area, providing a more human scale, and a more distinct visual identity.~~

~~(3) Buildings are to be clustered, whenever feasible, in order to insure the compatible and efficient development of adjacent uses. The development of pedestrian and bicycle linkages are to be coordinated. Individual increments of development should not be designed as isolated islands oriented only toward the roadway. Each new proposal must indicate how it will be related to adjacent properties in terms of common access and the complementary arrangement of facilities, spaces, and linkages. By having the buildings closer to one another, it will be possible to enhance nonvehicular linkages between adjoining operations; reduce ingress/egress impacts on the arterial; and strengthen "spillover" shopping.~~

~~(4) The number and amount of information on each sign is to be minimized, in order to prevent visual confusion, distraction, and blight. Also, signs are to be limited to wall or ground mounted unless they are grouped together, in which case sign totems or towers are preferred rather than simply tacking signs onto single uprights. Community Policy 3 advocates the establishment of a coordinated system of street graphics for Kirkland that will~~

~~(3) The clustering of buildings and coordination of non-vehicular linkages are to be encouraged.~~

~~(4) Sign control methods are discussed.~~

~~convey needed information while protecting the City's unique aesthetic character. It is possible to inform the public and minimize distraction and confusion by keeping signs clear, simple, and in an easily located position in the landscape. Not only does uncontrolled competitive signing detract from the aesthetic quality of an environment, there is also evidence that it can inhibit property values and present a hazard to motorists (see figure 30).~~

~~(5) Parking areas are to be designed so that landscaping visually breaks up large asphalt planes as well as provides a visible edge between the street and the parking lot itself. One of the most obvious and sensory deadening features of strip commercial development is the presence of a boundless and unbroken plane of asphalt dominating the lower field of vision. Such environments are visually dull and super-human in their scale. This situation can be largely avoided by arranging landscaped islands (including trees) every ten spaces in the parking lot site plan (see Figure 29). Also, a clear visual break between the roadway and the parking lot helps to strengthen the visual identity of the business area and creates a more human scaled environment. This visual and functional "edge effect" can be achieved by the use of landscaped strips (not necessarily including trees), berms, low fences (for example: brick or wood) or other architectural treatment along the street frontage (see Figure 30).~~

~~(5)~~
Parking design standards are discussed.

The strip of land located east of the railroad tracks, south of Central Way and west of Kirkland Way contains an existing light industrial use. While the area's proximity to I-405 and N.E. 85th Street makes it attractive for commercial development, the area is also near residential uses, and should be subject to greater restrictions than other industrial areas. Buildings should be well screened by a landscaped buffer and loading and outdoor storage areas should be located away from residential areas. In addition, the number and size of signs should be strictly limited, with only wall and ground-mounted signs permitted. Pole signs, such as the one currently located in this gateway area, are inappropriate.

Industrial activities east of the railroad tracks described.

~~CBD MASTER PLAN & DESIGN PATTERNS~~

~~The Master Plan for the Central Business District is structured to relate five major functional areas: new development, circulation, parking, public spaces and amenities, and city form and image. The map shown in Figure 23-B2 delineates Development Areas "A": (Downtown Core), "B" (Downtown Frame), and "D" (which consists of lands along the southwestern perimeter that abut the shoreline). The policy mapped in Figure 23-B1 includes the location for new commercial space, new public parking, circulation improvements, and a number of special features, such as a civic square. The Master Plan provides a policy framework upon which private and public decisions can be based. This allows for the future growth of the Central Business District with a high degree of certainty, efficiency, and coordination.~~

~~Master Plan and Design Patterns are outlined for land use, parking, and circulation in the CBD.~~

~~Accompanying the Master Plan are a number of Design Patterns. These statements of public policy both modify and amplify the locational information contained in the Master Plan. In many cases, the Design Patterns involve a specific principle or concept, while in others they describe objectives based on practical experience. In all cases, they represent an application of more general goal and policy statements to a specific district with a unique set of conditions, problems, and opportunities.~~

~~Design Principles based on concepts and practical objectives.~~

~~The Design Patterns which follow are policy directions that should help guide public and private improvements, new construction, and remodeling in the Downtown. They identify things to be encouraged, enhanced, or preserved, sometimes in conjunction with information on the Master Plan map.~~

~~NEW DEVELOPMENT DESIGN PATTERS:~~

- ~~(1) Encourage the construction of new commercial structures in the downtown where designated on the map on the Master Plan (Figure 23_B).~~

~~Discussion: Most of the CBD is currently "built out," however, there remain a number of key vacant or underdeveloped properties. The most appropriate use for these parcels would be new commercial.~~

- ~~(2) Encourage the remodeling and renovation of older or underutilized structures in the downtown.~~

~~Discussion: Recognizing the fact that most of the CBD is already built, public policy should~~

~~attempt to improve the opportunities to recycle the existing building stock. Recent efforts at remodeling have had remarkably good results and the opportunity to continue this trend can be reinforced by a number of public and private decisions.~~

- ~~(3) Remove City Hall from CBD proper and situate it in a location on the periphery that will strengthen the other activities in the downtown while not adding to parking and circulation loads.~~

~~Discussion: The City Hall facility now constitutes a land use vacuum and a circulation and parking liability at the east end of the downtown. New commercial floor area on this strategic site would widen the range of goods and services available in downtown and have a beneficial "spillover effect" for the other uses.~~

- ~~(4) Encourage new construction to preserve or strengthen views that add to the downtown's character and identity.~~

~~Discussion: Views of the lake or local focal points can be preserved if this is included in a project designer's program. By designing vertical or horizontal "view slots" or corridors, it is possible to retain some visual connection to the features that help define Kirkland's identity. For example, there is a clear half-story designed into the Moss Bay Building which allows one to view the marina and Lake Washington from Lake Street.~~

- ~~(5) Encourage new construction to exhibit a human scale where it fronts along the pedestrian way.~~

~~Discussion: New buildings over two stories high should be "stepped back" from the building line above the 25-foot height limit and be "modified" in scale by the use of structural elements such as windows, awnings, or trees along the sidewalk. These elements will make a larger structure feel more comfortable and less imposing.~~

- ~~(6) Encourage new construction to maximize the visual interest and pedestrian entryways along the ground floor where they abut pedestrian routes.~~

~~Discussion: New buildings should have display windows, doors, and other elements along pedestrian way in order to make the pedestrian facade more lively, active, and attractive. Blank walls should be avoided wherever possible. By providing visual interest a more substantial pedestrian flow can be sustained which will, in turn, have beneficial spillover effects for business.~~

- ~~(7) Increase the pedestrian-oriented character of the CBD core area fronting onto Commercial Avenue and Lake Street between Central Way and Kirkland Avenue.~~

~~Discussion: This area represents the heart of Kirkland's small downtown. Its interest and charm attract pedestrian traffic and new projects and programs should recognize this. As an example, any parking or circulation-related improvements in this area~~

~~should be done with close attention to reinforcing existing and potential pedestrian routes and activity areas.~~

- ~~(8) Limit professional offices in Development Area "A" to the second story and above. The only ground level offices permitted should be those that are dependent upon an ancillary retail commercial enterprise.~~

~~Discussion: While offices can contribute some users to a commercial area, when located on the first floor, they do not substantially contribute to the drawing power of a small downtown nor do they create a spillover effect beneficial to retail uses in the area. By locating such offices on the second floor it would be possible to accommodate their patrons while leaving the prime ground level floor area for retail uses.~~

- ~~9. Encourage those uses in Development Area "A" that have a primary orientation to the pedestrian shopper. Exclude those uses that are oriented to people sitting in their vehicles or primarily oriented to the vehicle itself, such as parts, display, maintenance, or service.~~

~~Discussion: The desired pedestrian character of the core area dictates that future uses favor the pedestrian rather than the motorist. Similarly, the types of goods and services and the manner in which they are dispensed should be consistent with this theme. There are many other areas where auto-intensive uses may locate - but the CBD core area is unique in that it is~~

~~one of the few commercial areas where pedestrian scale and ambience are values embraced by public policy.~~

~~CIRCULATION DESIGN PATTERNS:~~

- ~~(1) Provide for the separation of pedestrian and vehicular paths in the downtown so as to allow for maximum efficiency and safety.~~

~~Discussion: It is desirable to create a clear and effective separation, both visually and physically, of the pedestrian and vehicular traffic in the downtown. This may be achieved by the use of bollards, raised sidewalk and curbs, as well as adequate dimensions for sidewalks, turning lanes, and other spaces designed to accommodate either vehicular or pedestrian traffic. Also, special materials should be used for the surface where pedestrian and vehicular paths intersect in order to alert drivers to this fact.~~

- ~~(2) Minimize vehicular curb cuts (driveways) in the sidewalks that contribute to the disruption of traffic flow on the roadway as well as pedestrian flow on the sidewalks.~~

~~Discussion: Gathering roadways together is more efficient and less disruptive. It allows the creation of strong pedestrian activity along sidewalks and promotes safety.~~

- ~~(3) Retain two-way traffic on all major streets. Investigate one-way traffic for Commercial Avenue, Main Street, and alleyways in the downtown area.~~

~~Discussion: Given the strategic location of the CBD, it would be very difficult to entirely eliminate two way through traffic on major streets. There may, however, be circulation and other advantages to limited one way traffic on certain secondary roadways.~~

- ~~(4) Encourage the use of public transportation as a method for employees and shoppers to reach their downtown destinations.~~

~~Discussion: By accommodating and strengthening public transit to the CBD, we will provide access opportunities for certain groups of people and allow alternatives for others.~~

- ~~(5) Strengthen the east-west pedestrian spine running from Marina Park, along Commercial Avenue, and through the Civic Center area and Peter Kirk Park.~~

~~Discussion: The activity centers on the waterfront and in the emerging Civic Center to the east call out for a logical pedestrian connection through the heart of downtown. In this way, each can reinforce the other while minimizing vehicular traffic and related parking problems.~~

- ~~(6) Encourage the use of construction materials that provide an attractive safe, and low maintenance surface on which to walk in the downtown.~~

~~Discussion: The exposed aggregate concrete surface which has been used along Kirkland Avenue and in the Lake Plaza parking lot should be continued throughout the pedestrian core of the downtown.~~

- ~~(7) Eliminate the congestion on Lake Street in the late afternoon during the work week.~~

~~Discussion: People should be discouraged from using the Lake Washington Street corridor for their evening commute trip. This can be done by adding several minutes to the northbound trip through the core area. This can be achieved by reprogramming the traffic signals, realigning Lake Street to a more curvilinear shape, and providing "knuckles" and other devices to slow the traffic down. Speed limit signs should be posted north of 2nd Avenue South along Lake Street which state that the speed limit is 25 miles per hour.~~

- ~~(8) Encourage through commuter traffic to use Central Way, Interstate 405, and State Route 520 rather than the Lake Street corridor. Remove Lake Street and Central Way, where they traverse the Downtown, from the State system.~~

~~Discussion: Motorists do not buy goods and services. Pedestrians do. Therefore, the downtown must become a more amenable place for shopping, not just another bottleneck in a commute route. Accordingly, Lake Street should become more than a machine for moving cars - it must become a shopping/parking collector street with a slower, more cautious traffic geometry.~~

- ~~(9) Realign Lake Street between Kirkland Avenue and Central Way to a curvilinear arrangement more in character with a parking/shopping function than a straight high velocity, high volume arterial.~~

~~Discussion: By realigning the roadway and creating pedestrian crossing "knuckles or islands" it will be possible to slow traffic down and achieve a pedestrian character for the core area. This will discourage through commute traffic and provide for a safer, more relaxed vehicular circulation pattern for shoppers in search of parking.~~

- ~~(10) Provide street graphics oriented to the motorist that will call attention to significant public information such as the location of parking lots, entrances, and time limitations.~~

~~Discussion: These signs will be an aid in maximizing the efficiency of stalls. They should be clear, simple, and attractive and located prominently in the motorist's field of vision.~~

- ~~(11) Re-sign Commercial Avenue so that east-west traffic has priority over north-south movement on Main Street.~~

~~Discussion: North-south through traffic should use Third Street, not Main. Also, people using Commercial should be able to go east and easily tie into this north-south route.~~

- ~~(12) Reduce inefficient "cruise time" that motorists must spend looking for an available stall. Off-street parking lots that are easily visible from the street should be provided as well as signs directing motorists to same.~~

~~Discussion: The small and congested nature of Kirkland's downtown dictates that motorists must be able to find off street~~

~~parking easily and quickly. This will depend on creation of new stalls, careful location and signing for entrances to lots, and clear visibility from outside the lot.~~

- ~~(13) Incorporate public access into private development along the shoreline.~~

~~Discussion: Development Area "D" along the lake is subject to the policy and regulations of the Shoreline Master Program. A major element to be specifically recognized is public pedestrian access to and along the lake.~~

~~PARKING DESIGN PATTERS:~~

- ~~(1) Pursue the acquisition and/or the development of public use parking lots on the sites identified on the Master Plan map (Figure 23.B.).~~

~~Discussion: The current short fall of parking on the CBD is more acute in some areas than others. Increased turnover for existing stalls will lessen this problem, but a need exists for new stalls as well. Moreover, some of the land now committed to short term (private) parking, if not acquired for public parking facilities, will likely be removed in the future in favor of new structures. This development would serve to worsen the parking shortfall as well as foreclose on any opportunities to provide a significant amount of new off-street parking in the CBD.~~

- ~~(2) Increase the number of on-street and off-street parking stalls available to shoppers west of Third Street.~~

~~Discussion: Studies have indicated that a net gain of between 100 and 200 parking stalls can be achieved through the more efficient utilization of land and the creation of new stalls in the downtown.~~

- ~~(3) Remove the all-day parkers from the downtown core area.~~

~~Discussion: Designate and sign the Peter Kirk lot for permit parking only and implement a "sticker" program for employee and merchant all-day parking there. Commuters should be directed to park outside of the downtown altogether.~~

- ~~(4) Maximize the efficient turnover of on-street and off-street parking stalls.~~

~~Discussion: Highly visible signs should be erected indicating a two-hour maximum for on-street stalls and a three-hour maximum for off-street stalls. Some provision should also be made for 15-minute stalls in strategic locations in the downtown. Provision should also be made for the strict enforcement of these parking limits.~~

- ~~(5) Maintain the free parking status of parking stalls in the downtown with the possible exception of the Peter Kirk lot.~~

~~Discussion: There are no parking meters anywhere on the east side, and to install them would put the Kirkland downtown at a severe economic disadvantage.~~

- ~~(6) Insure that new development or the intensification of uses in existing floor area are held~~

~~accountable for the provision of the commensurate amount of parking resource.~~

~~Discussion: In the interest of equity, as well as to assure that parking and congestion do not get worse before they get better, new floor area should bear the responsibility for meeting any new load it creates.~~

- ~~(7) Do not undertake off-street parking projects which would require major structural efforts.~~

~~Discussion: The economies of scale for large parking structures in a downtown area cannot be justified in Kirkland's CBD. Short to medium term efforts (5 to 10 years) should be targeted on off-street parking projects that involve improvements at grade only.~~

- ~~(8) Insure that the design of new parking lots and renovated existing lots includes landscaping that will prevent the creation of large unrelieved asphalt areas but which will not hinder the ability of a motorist to look into the lot and see if a stall is available there.~~

~~Discussion: Careful site design with attention to fields of vision, sight distances, and plat materials and construction can enable the provisions of efficient and effective, yet attractive, off-street parking facilities.~~

- ~~(9) Maximize the efficiency of off-street parking lots through site design features such as 60-degree angle stalls, double-loaded one way interior~~

~~loops, and a minimum number of ingress and egress points.~~

~~Discussion: If valuable real estate in the CBD is to be devoted to parking lots at grade, then great care should be taken that a maximum number of stalls are accommodated. In maximizing the efficiency of such lots, their design must rely on comprehensive sign programs, clearly delineated entryways, and double loaded circulation lanes.~~

- ~~(10) Convert parallel parking on certain block faces to the more efficient angle parking configuration.~~

~~Discussion: Angle parking is over twice as efficient along a block face as parallel parking. It is easier for many motorists to negotiate.~~

- ~~(11) Provide for a limited number of reserved parking stalls in the CBD to accommodate those uses that require such a service, for example, a real estate office.~~

~~Discussion: It is necessary for certain operations to have available a small number of nearby reserved stalls. In such cases, these should be set aside and clearly marked.~~

- ~~(12) Limit ingress and egress for private parking facilities, located off street in Development Area A, to Central Way, 3rd Street, or Kirkland Avenue.~~

~~Discussion: In order to protect the pedestrian character of the core area it will be necessary to prevent undue traffic impacts on Lake Street, Commercial Avenue,~~

~~and Main Street. Although some vehicular movement on those streets is desirable, it is inappropriate to allow an unlimited number of uncoordinated private lots to dump onto these interior streets.~~

- ~~(13) Limit the provision of private off-street parking facilities at grade in Development Area "A" to 25 percent of the Code requirement. Provision of additional stalls above or below grade should be allowed subject to the other Design Patterns.~~

~~Discussion: While it may be reasonable to allow an individual to accommodate a portion of his requirement on site the overall policy clearly has to remain to discourage nonpedestrian features and uses within the Core area. Although it is unlikely that someone would wish to provide stalls above or below grade, that option should remain open.~~

~~PUBLIC SPACES AND AMENITIES DESIGN PATTERNS:~~

- ~~(1) Encourage the development of a public square at the intersection of Lake Street and Commercial Avenue.~~

~~Discussion: The small town character and friendliness often attributed to Midwestern and New England cities the size of Kirkland is largely due to the presence of a civic square or other centerpiece open space. The space at this intersection (Lake Street and Commercial Avenue) is highly visible from major roadways and centrally located at the heart of the CBD core.~~

- ~~(2) Provide a series of areas throughout the downtown which can serve as resting spots as well as areas in which to stage assorted civic activities.~~

~~Discussion: The mixed private and public nature of Kirkland's downtown allows visitors to the CBD to be involved in shopping, service, civic, and recreational opportunities. These many activities can reinforce and complement one another if the proper functional and circulation arrangements are made. An important part of this is the provision of public spaces in which various amenities (benches, fountains, restrooms, etc.) can be located.~~

- ~~(3) Encourage the provision of street furniture along pedestrian ways and in public spaces in the downtown. This may include lighting, benches, trash receptacles, information kiosks, mail boxes, newspaper stands, bus shelters, and the like. The design of such spaces should insure adequate clearance for pedestrian flow and accommodate all people, including the handicapped.~~

~~Discussion: These items make pedestrian shopper activities in the downtown more comfortable, convenient, and interesting. They add to the drawing and holding capacity of a retail area.~~

~~CITY FORM AND IMAGE DESIGN PATTERNS~~

- ~~(1) Encourage the preservation and enhancement of artifacts and buildings which impart historical meaning and a sense of place.~~

~~Discussion: There are a number of items in the downtown such as the Webb Building, the old ferry clock, and the Wawona which have historical meaning and that add to the visual character and historical flavor of the downtown. These should be recognized as community values of a high order and measures taken to insure their preservation.~~

- ~~(2) Provide needed public information in a centralized and easily accessible location.~~

~~Discussion: A directory of uses and activities in the CRD should be mapped and located in display cases or kiosks in prominent places. The Marina Park kiosk now serves this purpose while another one should be located in the proposed public square.~~

- ~~(3) Develop a system of street graphics that will impart needed visual information while not adding to distraction or clutter. Make a distinction between smaller "information rich" signs oriented to pedestrian traffic as opposed to larger signs with less "copy" oriented to the motorist.~~

~~Discussion: The velocity, attention focus, and information-absorbing capacity of the motorist and the pedestrian are different. Accordingly, the signs oriented to each must be designed with this fact in mind. A coordinated system will provide information in an efficient, attractive manner and lessen confusion and blight. See Figure 30 on page 295.~~

- ~~(4) Encourage the use of materials, shapes, and colors that are consistent with Kirkland's regional character, history, and small town scale.~~

~~Discussion: The use of brick, wood, and wrought iron illustrate the details that evoke the City's industrial and water-oriented history. Other treatments also could add to the area's quality.~~

- ~~(5) Encourage the sensitive treatment of the existing system of spaces in the downtown that have T intersections which create both view corridors and natural visual foci.~~

~~Discussion: Unlike newer, larger downtowns, Kirkland has an irregular street network with lots of 'crossed T' intersections and jogs. This can be made an interesting visual asset by the proper treatment of these view corridors and natural focal points.~~

- ~~(6) Emphasize the identity of the downtown by preserving and enhancing views of the lake and the hillsides to the north and the south of the downtown.~~

~~Discussion: The downtown's natural setting is a quality that gives Kirkland a distinct identity. Its borders are visible and definite and serve as not only a visual reference point but an aesthetic amenity.~~

- ~~(7) Emphasize the strong sense of entering the downtown along Lake Street.~~

~~Discussion: The building on one side and the landform on the other create a "portal" or "gateway" that presents a strong visual image to people entering the downtown. This feeling can be reenforced by such devices as an entryway sign.~~

OPEN SPACE/PARKS

The Central Neighborhood contains two parks of community-wide and perhaps regional significance. These facilities are Marina Park and Peter Kirk Park. These parks should be maintained not only because of their importance in terms of recreation, but also because of their contribution to open space in the Central Business District (CBD). In addition, Lakeview Elementary School helps meet some of the recreational needs of residents in the southern portion of the Neighborhood. Lake Street Landing Park and a small waterfront pocket park at the end of 5th Avenue also provide further recreational opportunities as well as a sense of openness along Lake Washington Boulevard.

Marina Park and Peter Kirk Park are to be preserved.

South of Kirkland Avenue in the Central Neighborhood, there should be at least one aggregation of dedicated open space between Lake Street South and State Street for the development of a neighborhood park. The open space sites may be private use areas contained within private developments; or these sites could include public use as a result of land dedications, outright public purchase, or some combination of these methods.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Central Neighborhood should be established according to the designations in Figure C-2.

Major pedestrian and bicycle pathways considered.

DOWNTOWN PLAN

VISION STATEMENT

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirklanders by Downtown's historic role as the cultural and civic heart of the community.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

LAND USE

The downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the downtown to a weaker and narrower commercial focus (i.e. restaurant and offices only) and lessens the opportunities and reasons for Kirklanders to frequent the downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of downtown's vision, care must be taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Figure 1 identifies five land use districts within the downtown area. The districts are structured according to natural constraints, such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

Land Use: Core Area

The core area should be enhanced as the pedestrian heart of downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens and specialty retail shops, including fine apparel, gift shops, art galleries, import shops and the like constitute the use mix and image contemplated in the Vision for downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along downtown walkways for Kirklanders and visitors alike.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambience and economic success of the core area.

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment. For example, in areas where take-out eating facilities are permitted, a litter surcharge on business licenses should be considered as a means to pay for additional trash receptacles or cleaning crews.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted. Parking lots which exist as one form of open area in the downtown should be improved with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

A high-priority policy objective should be for developers to include only enough parking stalls in their projects within the core area to meet the immediate need and to locate the majority of their parking in the core frame. This approach would reserve the majority of core land area for pedestrian movement and uses and yet recognize that the adjacent core frame is within a very short walk.

Land Use: Northwest Core Frame

The northwest core frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable provided that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure 2). Developers should be strongly encouraged through development bonuses or other incentives to include surplus public parking in their projects, or to incorporate private parking "transferred" from projects in the core or funded by the fee-in-lieu or other municipal source. While pedestrian pathways are not as critical in this area as they are in the core, drive-through facilities should nevertheless be encouraged to locate elsewhere, to the east of 3rd Street.

Land Use: Northeast Core Frame

The northeast core frame currently contains the bulk of the downtown area's automobile-oriented uses. Redevelopment or new development in this area should be encouraged to represent a broader range of commercial uses.

Future development should set structures back from the street, underground utilities, incorporate parking lot landscaping and a reduction in lot coverage in site design. This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

Land Use: East Core Frame

The east core frame includes all of "Planned Area 4," where the Kirkland Parkplace shopping center is located, and extends northerly to 7th Avenue. Development in this area should continue to represent a wide range of uses, in several large, mixed-use projects.

The north side of Central Way, within the east core frame, was developed in the 1950s as a strip of small retail uses. These buildings, together with several single-family homes and a large block of undeveloped land, present a major opportunity site for redevelopment.

Due to this area's location within a designated gateway to downtown, land aggregation should be encouraged in order to promote a project containing a compatible mix of land uses and building styles. Building placement and scale, site design, as well as pedestrian and vehicular circulation to and around this block, will require careful consideration.

Commercial land uses such as office, retail, or hotel development are appropriate for the southern portion of this potential redevelopment site and should be encouraged. Intensive use of the site would help to generate greater use of downtown retail activities, through the presence of residents, employees, or visitors at the site. Vehicular access to commercial uses should be grouped on Central Way with possible traffic control or modification to flows on 5th Street to limit off-site impacts. Pedestrian linkages between the site, the neighborhood to the north, and the sidewalks along Central Way should be a major feature of the project layout.

Commercial uses should be oriented to Central Way, while only residential uses should be permitted above grade facing 7th Avenue and the residential portion of 5th Street. The architectural mass of a future project should be centered in the middle of the site, presenting a residentially scaled facade to the north and west. The facades oriented to Central Way and the intersection of Central/6th Street should be modulated both horizontally and vertically in order to soften the apparent mass of structures. Undergrounding of utilities and installation of landscaping along Central Way should create a mirror image of the tree-lined boulevard on the south side of the street.

Land Use: South Core Frame

The south core frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed use projects.

The south core frame, like the northwest core frame, presents an excellent opportunity for the development of close-in public parking. Bonuses or other incentives should be made available to encourage developers to include surplus public parking in their projects in this area or to accommodate private parking "transferred" from the core or funded by "fee-in-lieu" or other municipal source.

The western half of the south core frame should develop more intensively than the eastern half of this area, due to its proximity to the downtown core. The vacation of 1st Avenue South, 1st Street South, and 2nd Street South should be considered as a means of concentrating more intensive development to the west.

As this area lies just north of an established single-family neighborhood, mitigation measures may be required to minimize the impacts of any new nonresidential development on these single-family homes. These measures may include the restriction of vehicle access to projects within the south core frame to nonresidential streets. Public improvements, such as physical barriers to restrict traffic flow in these areas, may be considered. The architectural massing of project(s) in this area should be modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

URBAN DESIGN

The urban design of downtown Kirkland consists of many disparate elements which, together, define its identity and "sense of place." This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure 2).

The following discussion is organized into three sections:

- A. Downtown Design Guidelines and Administrative Design Review; and
- B. Building Height and Design Districts; and
- C. The Image of the City: Urban Design Assets.

A. Downtown Design Guidelines and Administrative Design Review

The booklet entitled "Downtown Design Guidelines," which is Appendix 12 to this document, contains policy guidelines and concepts for private development in downtown Kirkland. The booklet includes an explanation of the mechanics of an Administrative Design Review process to be used for all new development and major renovations in the downtown area. Discretion to deny or condition a design proposal is based on specific downtown design guidelines (DDGs) adopted by the City Council and administered by the Planning Director. Administrative Design Review enables the City to apply the DDGs in a consistent, predictable, and effective manner.

The DDGs are intended 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 project's creative design process a recognition and respect of design principles and methods which incorporate new development into downtown's overall pattern. The DDGs would be applied to any specific site in conjunction with the policy guidance provided by the Downtown Master Plan and the following text regarding Design Districts.

The Administrative Design Review Process enables the City to require new development to implement the policy guidance contained in the DDGs, the Master Plan for Downtown, and to protect and enhance the area's urban design assets. A more complete description of how Administrative Design Review should operate is found in Appendix 12.

B. Building Height and Design Districts

Figure 3 identifies 6 height and design districts within downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area's proximity to other noncommercial uses.

Design District A

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District B, this area corresponds to the core area as shown in Figure 1.

The maximum building height in this area should be 4 stories, with no minimum setback. Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas and blank facades should be located away from the street wall.

Design District B

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. A change in topography exists within this district, with a substantial grade change from Lake Street down to Lakeshore Plaza. As a result, a maximum building height of 4 stories should be allowed on the side of buildings away from Central Way or Lake Street, with a maximum of 3 stories allowed facing those streets.

As in District A, pedestrian orientation is an equally important design consideration in District B. In addition, DDGs related to the visual or physical linkage between building in this area and the lake to the west should be incorporated in building design.

The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

Design District C

This district is located north of Central Way, and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be 3 stories abutting Central Way and 2 stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to 4 stories. A fifth story of height may be appropriate for structures in this area, if some contribution to the supply of public parking in the area is made. This contribution could be accomplished through a combination of a grant to the City of the rights to a subterranean floor of land for public parking beneath a proposed structure, and the provision of a number of parking stalls dedicated to the public.

In order to determine the developer's contribution to the public parking, a different parking ratio for a building with a proposed fifth floor could be used.

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

Design District D

This district is east of 3rd Street, north of Central Way, and east and south of Peter Kirk Park. Maximum building height should be 3 stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced.

Design District E

This district lies between 5th Street and 6th Street, south of 7th Avenue, and north of Kirkland Way. Maximum building height should be 6 stories, provided that the maximum height relative to 7th Avenue does not exceed 2 stories, nor does the maximum height relative to Kirkland Way exceed 3 stories.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the downtown. New development in this area will have a dramatic impact on the image of Kirkland and should be designed to enhance this entry.

The large block of land located between 5th Street and 6th Street, north of Central Way, and south of 7th Avenue, is identified as a major opportunity site for redevelopment elsewhere in this document. Figure 4 contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this site. Development of this site should be relatively intensive. Rather than separate pads of independent uses, development on the site should be physically integrated in some fashion.

Vehicular traffic flow to and from this site should be limited to Central Way and the commercial side streets. A physical barrier or partial street vacation may be necessary to protect residential areas north of 7th Avenue from excessive commercial traffic.

A safe, convenient, and attractive pedestrian connection across the site should be provided. This path should be designed under a covered enclosure or arcade along the storefronts in this area. Visual interest and pedestrian scale of these storefronts will contribute to the appeal of this walkway to the pedestrian. A connection of this pathway to Central Way should be made, with a continuation of the overhead enclosure to unify this pedestrian route.

A substantial building setback or mitigating design such as the site configuration on the south side of Central Way is necessary in order to preserve openness at this important gateway site. The northeast and southeast corners of this block should be set aside and landscaped to provide public open spaces or mini-parks at these gateways. Side-yard setbacks, however, should be minimal to reduce the appearance of a building surrounded by a parking area.

The northern portion of this site should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue.

Design District F

This district is located south of 1st Avenue South, east of 1st Street South, and west of 4th Street South. Land in this area which lies west of 2nd Place South is appropriate for developments of 4 stories in height. A fifth story of height may be appropriate for structures in this area, if some contribution to the supply of public parking in the area is made. This contribution could be accomplished through a combination of a grant to the City of the rights to a subterranean floor of land for public parking beneath a proposed structure, and the provision of a number of parking stalls dedicated to the public.

In order to determine the developer's contribution to the public parking, a different parking ratio for a building with a proposed fifth floor could be used.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District C. The opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District F.

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Building heights in the portion of District F which lies to the east of 2nd Place South should be limited to 3 stories.

C. The Image of the City: Urban Design Assets

Many of downtown's urban design assets are mapped on the Master Plan (Figure 2) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

The most vivid landmark in downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation, and is a prominent feature from two

of the three main approaches to the downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and enhancement of views from the eastern (Central Way) and northern (Market Street) gateways is a high-priority policy objective.

Other outstanding visual landmarks include the large, green expanse of Peter Kirk Park, which provides an open space relief to the densely developed downtown core to the west. The library and Senior Center building at the southeast edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority.

Public Views

A number of dramatic views exist in the downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography which characterizes the City's center. One of the views most often associated with downtown Kirkland is from the eastern gateway, where Central Way meets 6th Street. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance, and the Olympic mountain range beyond.

Another striking view, identified in Figure 2, is from the Market Street entry into downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the GTE site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people travelling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

The gateways into downtown Kirkland are very clear and convey a distinct sense of entry. Two of the downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

At the eastern boundary of the downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an

entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to the Waverly site.

At the downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

Pathways

The size and scale of downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water oriented activities available there.

The downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Enhancement of the downtown area's pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe, should be strongly supported. Figure 2 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

PUBLIC FACILITIES

Open Space/Parks

Four major park sites are critical to the downtown's feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area, and provide a valuable amenity, enhancing downtown's appeal as a destination. Each of the major approaches to the downtown is met with a park, with the Waverly site and Marina Park enhancing the northern entry, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches (see Figure 2). Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture and play equipment for children at Marina Park.

Downtown projects which are not directly related to the parks should continue to locate adjacent to the parks, and in some cases, should share access or parking. Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities, will help to reduce the appearance of a separation of uses at these locations.

The boat launch ramp which exists at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

Other Public Facilities

City Hall and the library/Senior Center facility add to the community atmosphere and civic presence in the downtown area. The plan for downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the downtown from the northern slope. In its new location, City Hall is close enough to downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the downtown.

The City should help to foster economic vitality in the downtown by working with the private sector, and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for private projects such as the Lakeshore Plaza Boardwalk, which would help to implement public policy goals.

CIRCULATION

Pedestrian

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt downtown pedestrian activity and circulation.

To be a truly successful walking environment, the core area of the downtown must be safe, convenient, and pleasant for the pedestrian. Pedestrian safety would be increased greatly by reducing opportunities for conflicts with cars. The reprogramming of crosswalk signals to favor the pedestrian would discourage jaywalking and allow sufficient time for slower walkers to cross the street.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. "Shortcuts" between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

The pleasures of walking in the downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

Brick crosswalks have been installed at 3rd Street and Park Lane in conjunction with the METRO transit center facility. The expansion of the use of brick for crosswalks throughout the downtown should be considered. In any case, additional restriping of crosswalks in the downtown area should be actively pursued.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the downtown area are identified in Figure 2. Major pathways include the extensive east-west "spine" or "Park Walk Promenade," which links the lake with points east of 6th Street and the shoreline public access trail.

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way. Elevated crosswalks should be considered among the alternatives reviewed for pedestrian access across Central Way. Disadvantages to elevated crosswalks which should be considered are potential view blockage and the loss of on-street pedestrian traffic.

The portion of the Park Walk Promenade spanning Peter Kirk Park was installed by the City during renovation of the park facilities. The walk serves the Senior Center and library, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops.

Figure 2 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety,

convenience, and attractiveness of foot traffic in the downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

The Lakefront Boardwalk shown on the Downtown Master Plan would be an elevated public structure located along the west side of buildings on Lake Street, extending between Central Way and 2nd Avenue South. The boardwalk could either be built at one time, or in stages, providing pedestrian access along only a portion of its length, and still constitute an enhancement of the waterfront pathway system. In addition to its contribution to the pedestrian circulation system, the boardwalk would provide visual and ambient interest to the retail shops it abuts. The structure should create an arcade for lower level storefronts and a deck for upper level shops, expanding their opportunities for customer exposure and access.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The plexiglass and metal "space frames" used at Mercer Island's Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.

Vehicular

Automobiles and public transit are the modes of transportation which move people in and out of the downtown, and often between the core area and the frame. Within the downtown, pedestrian circulation should be given equal priority with vehicular circulation. A primary circulation goal should be to emphasize pedestrian circulation within the downtown, while facilitating vehicle access into and out of the downtown.

Lake Street and Central Way should be taken off the state highway system and the Lake Street portion designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the downtown area. Sixth Street should be developed to accommodate additional vehicles. Future plans for Lake Street and Lake Washington Boulevard may include the diversion of cars from the downtown area, and 6th Street would provide the most appropriate north/south alternative route. The existence of commercial development on this street renders it more appropriate than State Street to handle substantial commuter traffic.

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

Parking

The core area is a pedestrian-oriented district and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The downtown area contains a variety of parking opportunities. Four public parking lots exist in the downtown area, at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure 2).

Other sites that would be appropriate for public parking include the north and south slope of the downtown as shown in Figure 2. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-end lot and the Peter Kirk lot would adapt well to structured parking due to the topography in the immediate vicinity of these lots.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

Downtown Land Use Districts

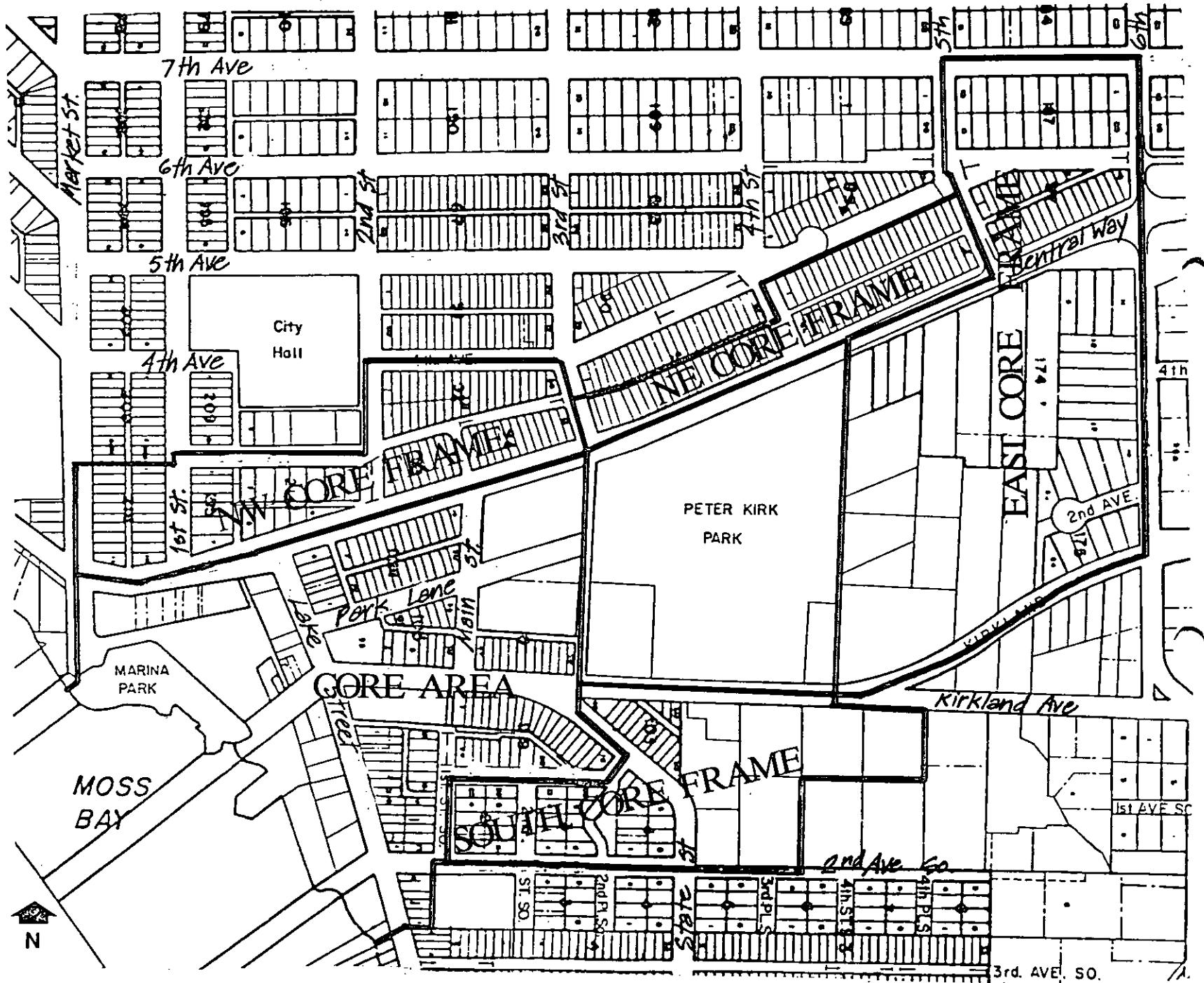
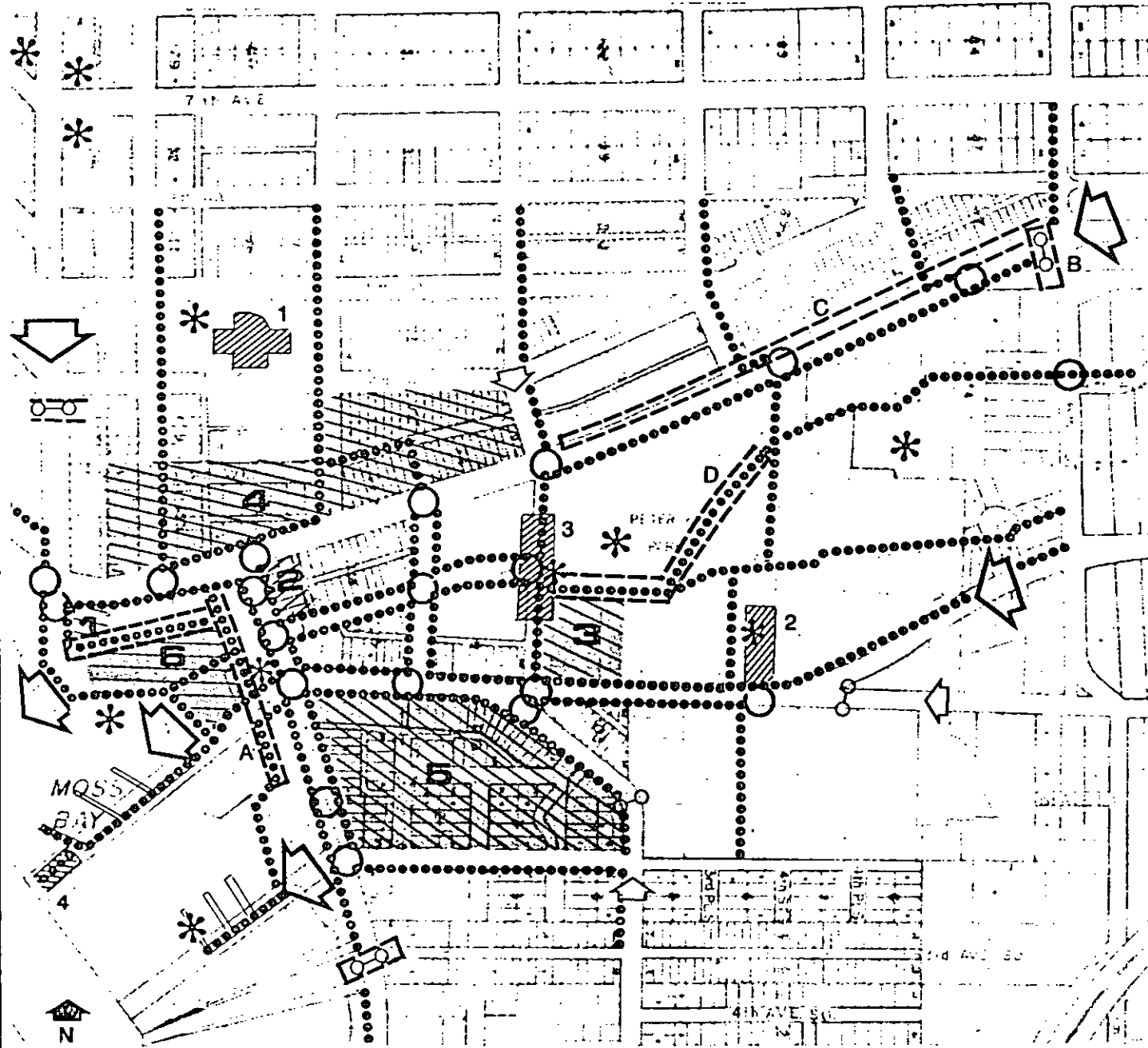


Figure #1

DOWNTOWN
LAND USE DISTRICTS

Downtown Master Plan

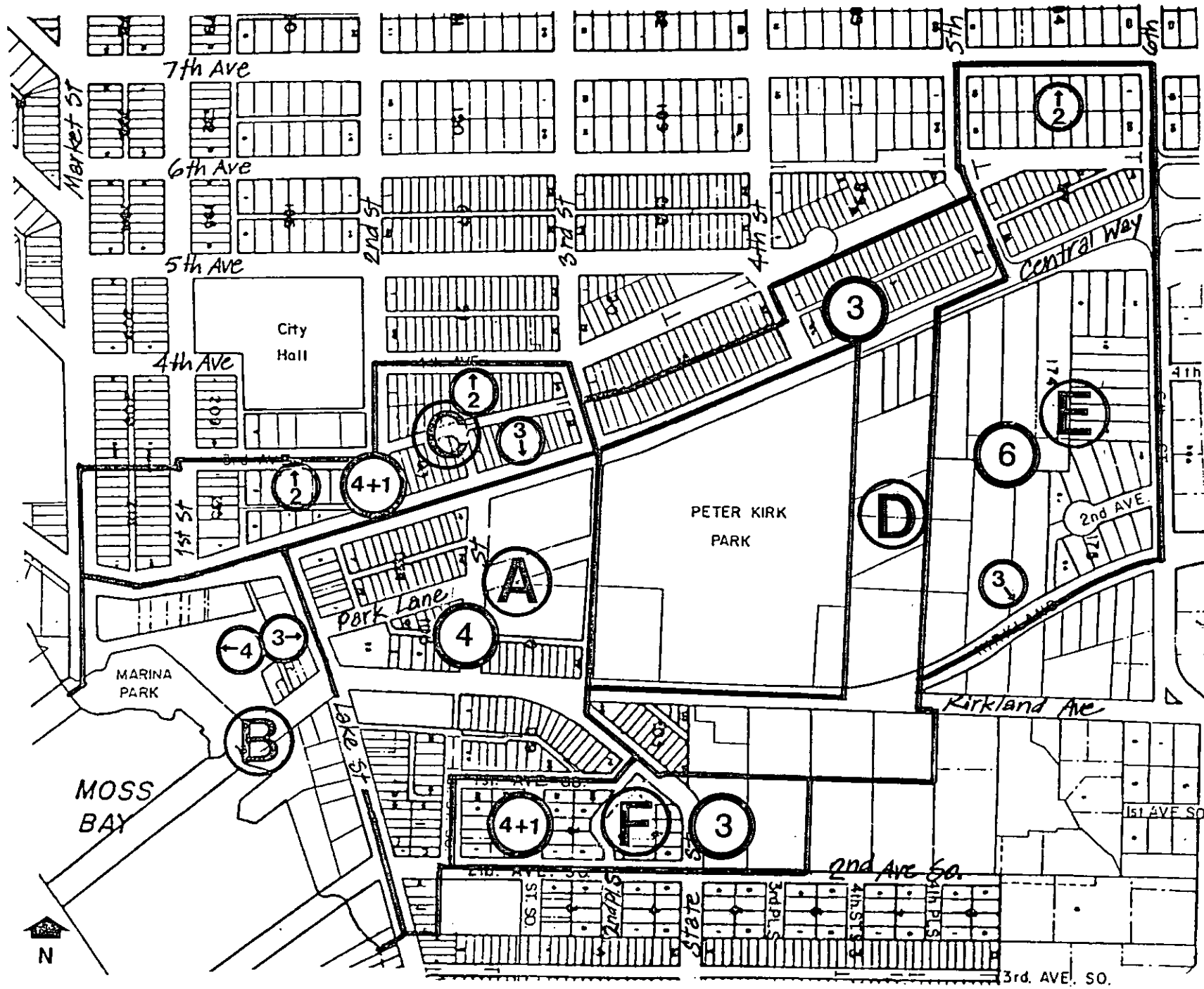


- MAJOR PEDESTRIAN ROUTE
- MAJOR CROSSWALK
- ▨ MAJOR PUBLIC FACILITY
 - 1 City Hall
 - 2 Library/Senior Center
 - 3 Transit Center
 - 4 Tour Boat Dock
- ▭ PROPOSED PUBLIC PROJECT
 - A Lakefront Boardwalk
 - B Gateway Improvements
 - C Central Way Undergrounding
 - D Park Walk Promenade
- ▨ PUBLIC PARKING
 - 1 Market Site
 - 2 Park Lane Site
 - 3 Peter Kirk Site
 - 4 North Slope
 - 5 South Slope
 - 6 Lake Shore Plaza Site
- URBAN DESIGN ASSETS
 - ↖ View
 - Gateway
 - * Visual Landmark

32 Figure #2

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Downtown Height and Design Districts



DOWNTOWN HEIGHT AND DESIGN DISTRICTS

Figure #3A

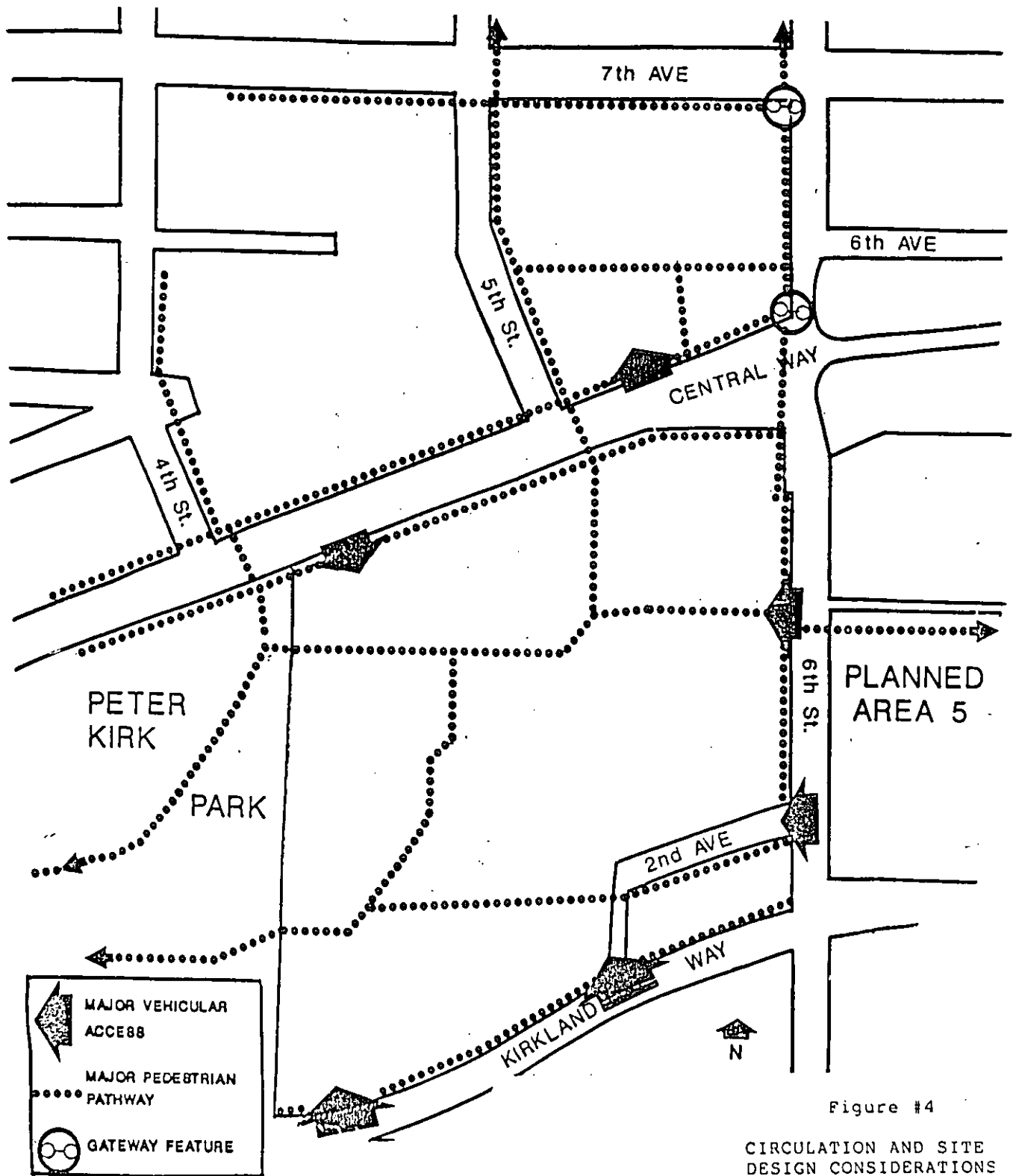


Figure #4

CIRCULATION AND SITE DESIGN CONSIDERATIONS

DRAFT

**APPENDIX 12
CITY OF KIRKLAND
DOWNTOWN DESIGN GUIDELINES**

Goal Statement for downtown design guidelines

The goal of the Downtown Design Guidelines (DDGs) is to balance the desired diversity of individual project architecture with the equally desired overall quality and coherence of the Downtown's visual character. This is to be achieved by injecting into each project's creative design process a recognition and consideration of design principles and methods which serve to incorporate new development into Downtown's overall pattern.

The Administrative Design Review Process

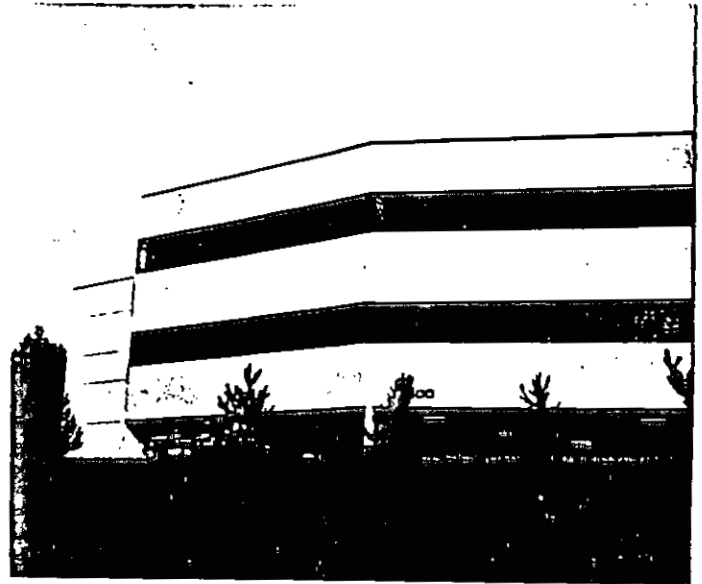
The City should implement the DDGs by reviewing all building, grading, and sign permits within Downtown Kirkland through an Administrative Design Review Process (ADR). The detailed requirements and procedures for such review are to be detailed in Chapter 147 of the Kirkland Zoning Code (to be adopted).

At a minimum, the applicant for said permits should have at least one pre-permit application meeting with the Planning Director. The purpose of said meeting would be to discuss how the Design Guidelines herein and the policies shown in the adopted Downtown Master Plan relate to the subject property.

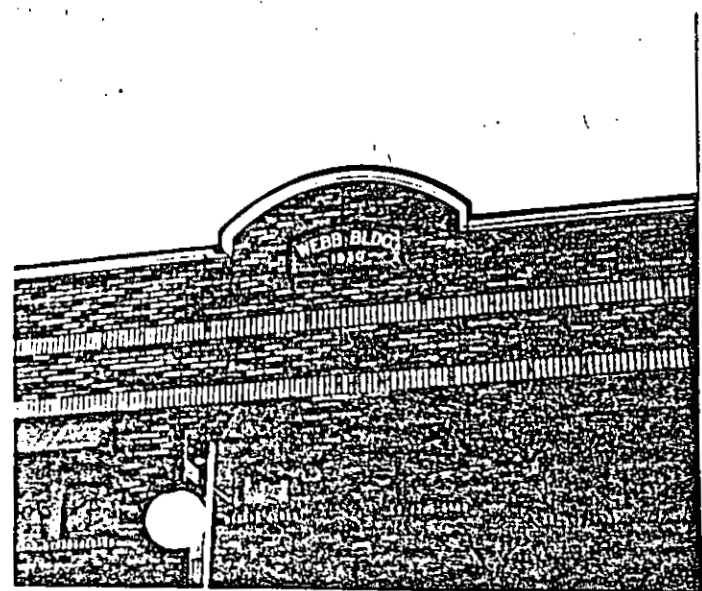
If deemed appropriate by the Planning Director, the applicant may be required to prepare a conceptual model of the project proposal at the same scale as the Downtown Model (1 inch = 40 feet) in order to evaluate potential impacts on view corridors, and the scale and placement of building mass and site features within the neighborhood context.

The Director may also require the submittal of colored perspective or elevation drawings and/or larger scale and more detailed models for the purpose of evaluating the consistency of a project's architectural design details with adopted DDGs and the Downtown Master Plan.

Only after completing the review described above should the applications for development permits be construed complete and the Planning Director consider issuance of a Certificate of Zoning Compliance. If a decision to issue said Certificate is made, it shall become a part of the conditions of the subsequent building, grading, or sign permit(s). Any City required design modifications, permit conditions, or denial of a Certificate of Zoning Compliance must be based upon specific findings and conclusions relative to the DDGs and/or the Downtown Master Plan pursuant to the procedures and criteria of Chapter 147 of the Zoning Code. All Planning Director decisions under ADR authority shall be appealable to the Kirkland City Council.



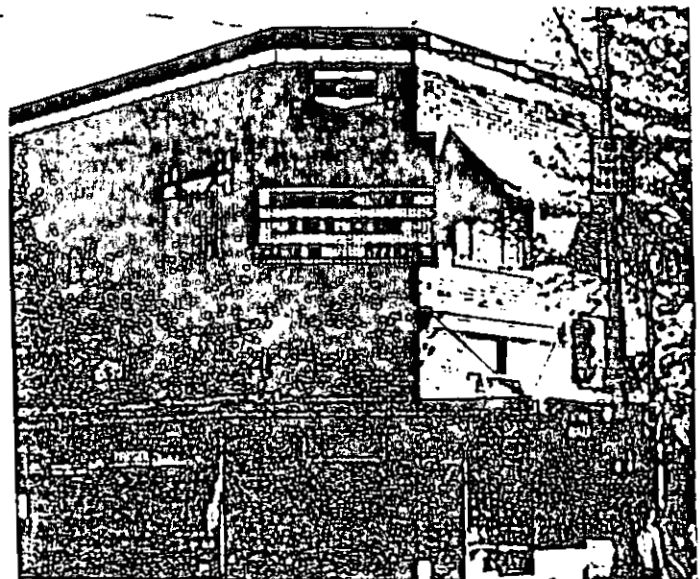
DDG #1 - Buildings should incorporate architectural design features that provide a sense of human proportion and scale. This may be achieved by the use of roof shapes to lessen the apparent bulk or by modulating the facade with balconies, courtyards, alcoves or awnings to break the visual mass down into smaller components. The example on the left uses both approaches to achieve a human scale while the example on the right misses on both accounts and therefore is more imposing in scale.



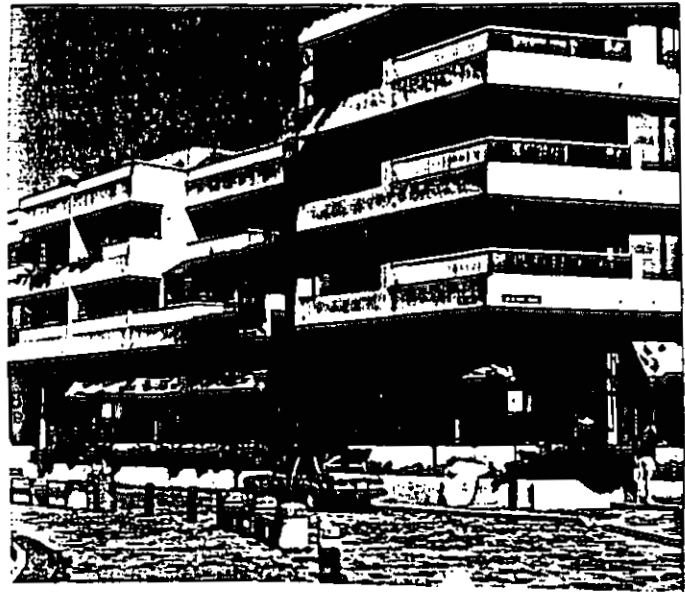
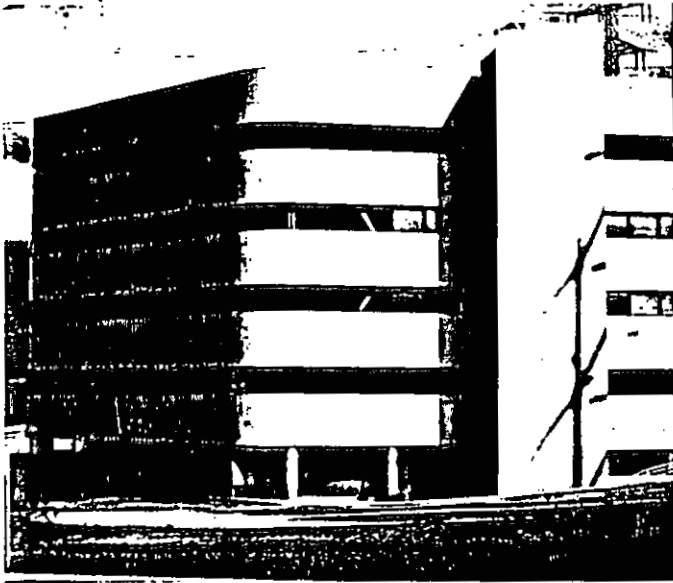
DDG #2 - In addition to a varied roofline, a variety of other smaller architectural details should be used to provide visual interest, unique character and a sense of human scale. Gables, dormers, multi-pane windows, light fixtures, awnings, railings and cornerstones are all methods to achieve this design objective.



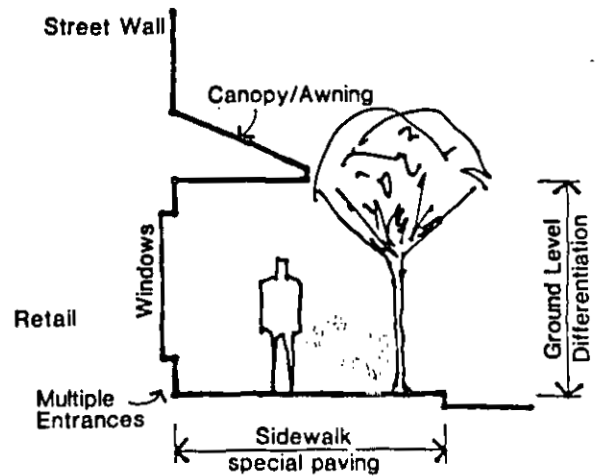
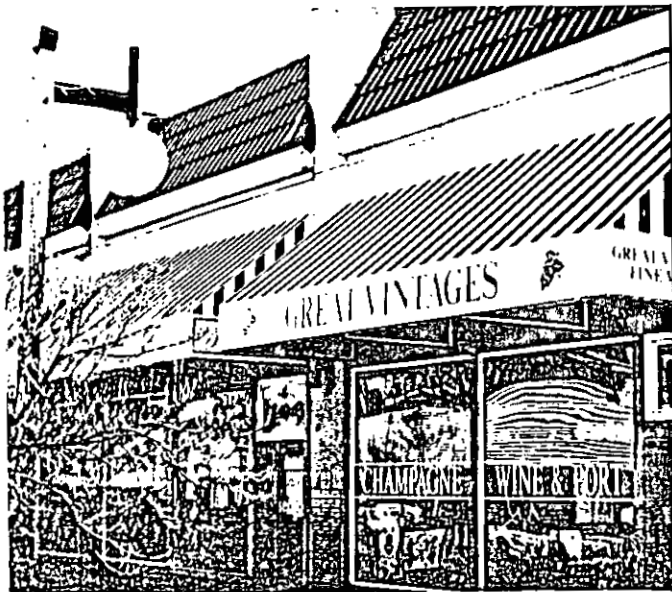
DDG #3 - All buildings along a major pedestrian pathway and any other building over two stories high should modulate the street wall with openings, such as entry courtyards, stairwell recesses, balconies and the like. This will serve to provide visual interest, a sense of enclosure and vitality which will stimulate foot traffic.



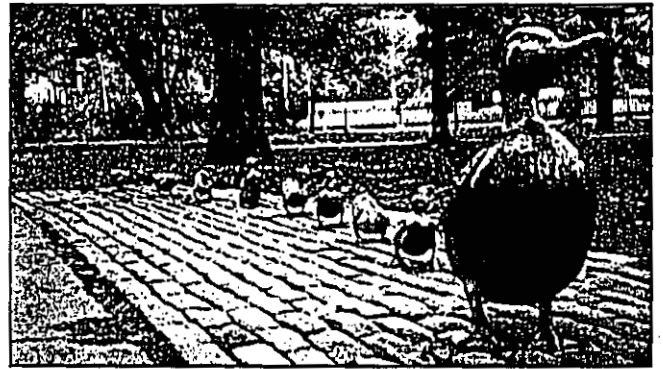
DDG #4 - Signs should be incorporated into the design of structures or at least be designed and placed so as not to obliterate important architectural features. Channel lumens, painted or other nonplastic materials (enamel or wood) should be used. Because "can" signs are inherently detachable and self-contained, they bear no relationship to the buildings on which they are placed and should be prohibited.



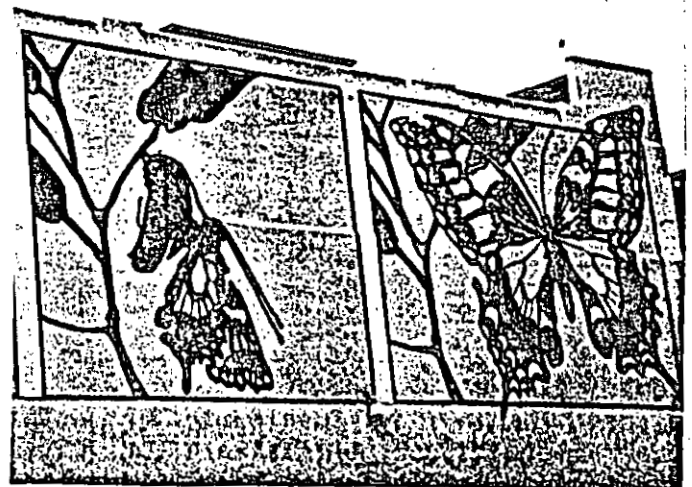
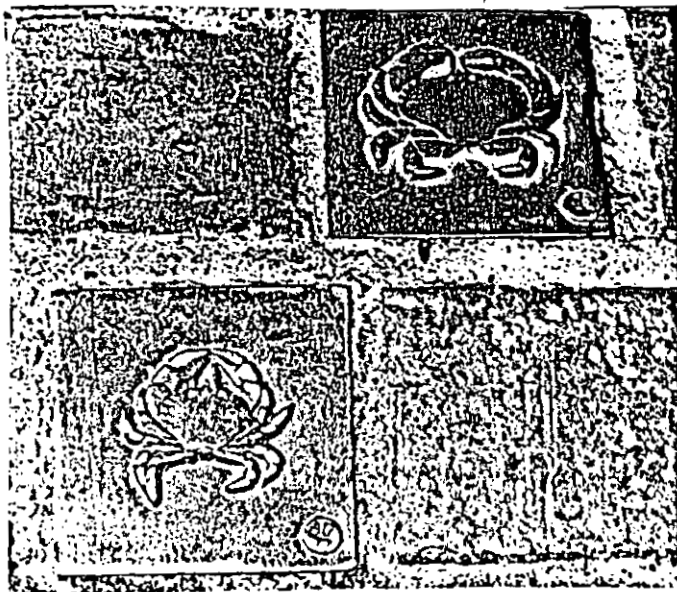
DDG #5 - Buildings should be terraced back where they exceed two stories at the street wall or three stories in absolute vertical elevation. A "sky plane" of up to 45° may be necessary to preserve a sense of openness along the street and to further soften the apparent mass.



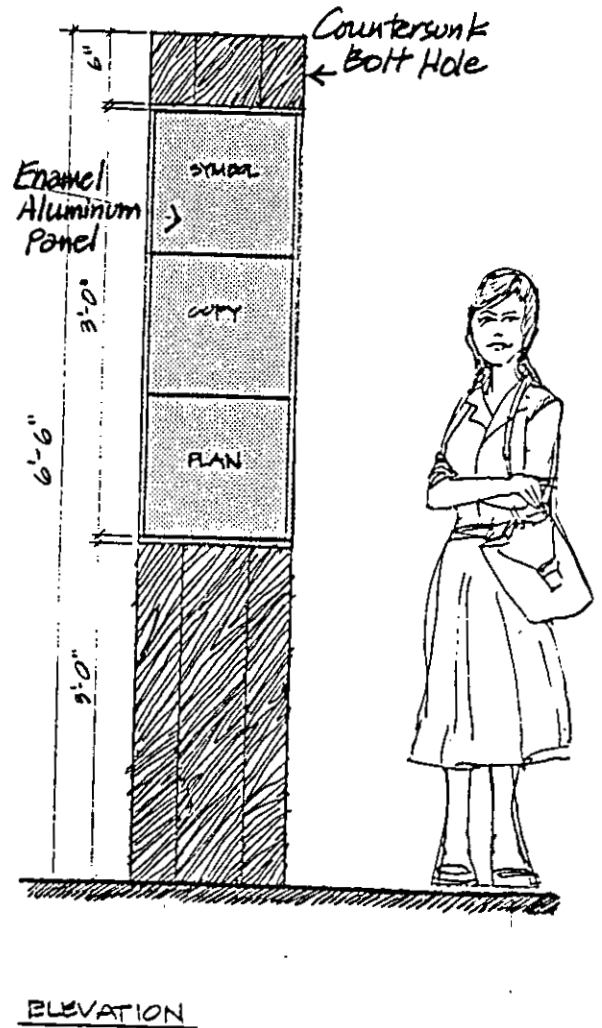
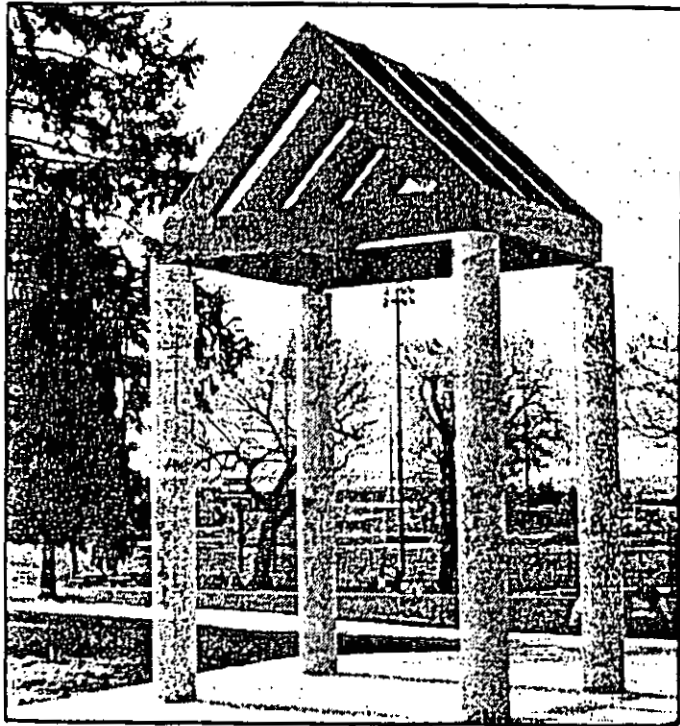
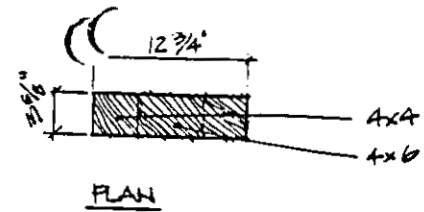
DDG #6 - Protection from the weather should be incorporated into the street frontages of structures which abut the major pedestrian pathways shown in the Master Plan. There could be marquees, awnings or even space frame structures.



DDG #7 - A functional, comfortable and attractive pedestrian environment should be enhanced by the use of public street furnishings. These can include flower baskets, banners, newspaper modules, directory maps, benches, kiosks, street clocks, sculpture or other public art.



DDG #8 - In addition to obvious functional considerations, the floors and walls of public spaces provide opportunities for added visual interest and place specific identity. Treatments such as those depicted can also be used to identify a meaningful event, mark a pathway or make a statement about the place or community.



Downtown Design Guideline #9

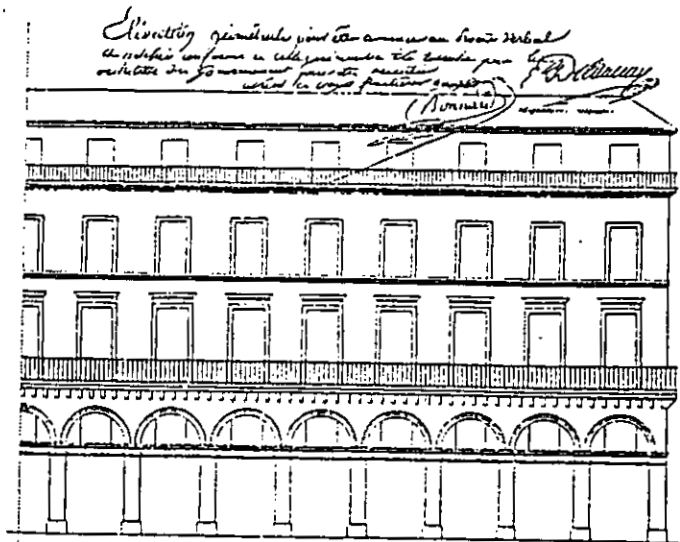
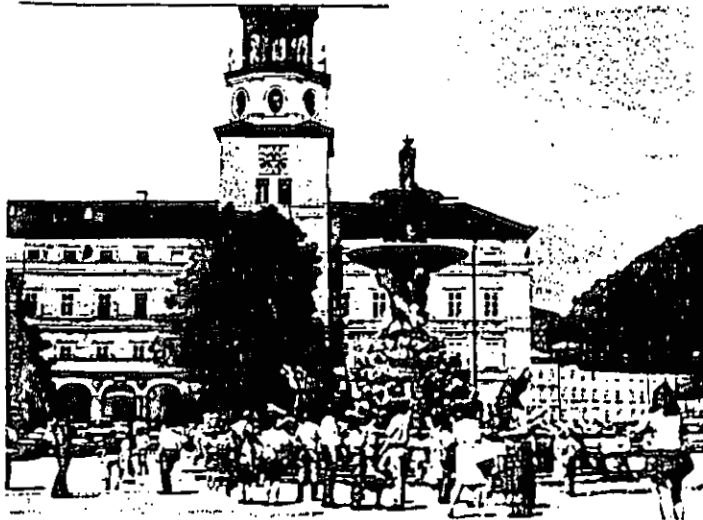
Minor improvements are an effective way to increase public awareness and use of the major pedestrian routes shown in the Downtown Master Plan (Figure 2). The City should encourage the implementation of such features as sign systems and small gateway features, such as those illustrated above.

European examples of low rise (3 to 5 stories) buildings with human scale and pedestrian character

Hallstat, Austria



Salzburg, Austria



Paris, France

24: The official design control drawing for the Rue de Rivoli, dated year 12—that is, 1805, when Napoleon was emperor in the twelfth year after the French Revolution. The modular, unadorned design of these continuous facades reflects the more pragmatic and scientific attitude toward architecture of the early nineteenth century.



Amsterdam, Holland

