ORDINANCE NO. 3315

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 2346 AS AMENDED AND ITS SUMMARY ORDINANCE.

WHEREAS, the City Council has received from the Kirkland Planning Commission a recommendation to amend certain portions of the Comprehensive Plan for the City, Ordinance 2346 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated December 26, 1991, and bearing Kirkland Department of Planning and Community Development File No. 90-121; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on June 20, July 11, August 1, September 19, October 3, October 24, November 21, December 12, and December 19, 1991, a public hearing on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation through the entire consideration process, a determination of nonsignificance (including supporting environmental documents) issued by the responsible official pursuant to WAC 197-11-340 and WAC 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.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. Text amended: The following specific portions of the text of the Comprehensive Plan, Ordinance 2346 as amended, be and they hereby are amended to read as follows:

As set forth in Attachment A which by this reference is incorporated herein.

Section 2. 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 3. 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, as required by law.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 5th day of January, 1993.

SIGNED IN AUTHENTICATION THEREOF this 5th day of January, 1993.

Mayor

Attest:

Deputy City Clerk

Approved as to Form:

City Attorney

OR\OR90-121/12-22-92/NC:cc

DESIGN PRINCIPLES
PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

COMPREHENSIVE PLAN
APPENDIX 9
File IV-90-121

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Note:The final version will be illustrated with photographs and sketches.

INTRODUCTION

This appendix includes a series of Design Principles which are the policy component of the Design Guidelines. The Design Principles are not requirements. They serve as policy statements, provide background information, and present a rationale for the Design Regulations found in the Zoning Code. As such, they will be used, when necessary, to interpret the Design Regulations. They are also intended to assist project developers and their architects by providing examples of the Design Regulation's intent.

To clarify, Design Guidelines have two components:

Design Principles - adopted in the Comprehensive Plan
Design Regulations - adopted in the Zoning Code

Most of the concepts presented in the Design Principles 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 principle.

The Design Regulations in the Zoning Code are specific to the zone in which the pedestrian-oriented business district is located.

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.

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 principles 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 meets high standards.

- Orient to the pedestrian - by providing weather protection, amenities, human scale elements, and activities that attract people 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.

PEDESTRIAN-ORIENTED ELEMENTS

Introduction

Successful pedestrian-oriented business districts, as opposed to "commercial strips," depend upon making pedestrian circulation more convenient and attractive than vehicular circulation, because the retail strategy for such districts is to encourage the customer to visit often and for more than one purpose at a time. The desired shopping pattern is for the customer to park in a convenient location and walk to several different businesses or attractions. The principles in this section focus on creating a high quality pedestrian environment, especially along *pedestrian-oriented streets*. *Pedestrian-oriented streets* are specific streets defined for each business district.

This section also deals with building elements that detract from pedestrian qualities. One such detraction is large expanses of blank walls, which when adjacent or near to neighboring properties, or overlooking public areas, can be intrusive and create undesirable conditions for pedestrians and neighbors. Therefore, the principles direct new development to treat blank walls with landscaping, building modulation, or other elements to reduce the impact of blank walls on neighboring and public properties.

The principles dealing with the spatial and functional integration of sidewalk areas and building elements address several issues:

1. Width of sidewalk to accommodate pedestrian flow, building entrances, and other sidewalk activities.

2. Pedestrian weather protection.

3. "Pedestrian friendly" building fronts.

4. Other building facade elements that improve pedestrian conditions along the sidewalk.

5. Mitigation of blank walls and screening of service areas.

On the following pages are described urban design *principles* relating to pedestrian circulation and amenities. The principles outline the general issues and present design information, concepts, and solutions to address the issues. The principles 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).

Principle

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.

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.

1. *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".

2. *A curb zone without parallel parking.* Space is not needed to park cars; the curb zone width should be between 3' and 4'.

3. *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.

Principle

Street elements--trees, parking meters, signs--should be organized in the curb zone so 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.

Principle

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 is 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 backlit 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.

Principle

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% 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:

1. Recess the wall with niches that invite people to stop, sit and lean.
2. Allow street vendors.
3. Install trellises with climbing vines or plant materials.
4. Provide a planting bed with plant material that screens at least 50% of the surface.
5. Provide artwork on the surface.

Principle

All building fronts should have pedestrian friendly features as listed above.

Upper Story Activities Overlooking 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 at 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 and overlook the street.

Principle

All buildings on pedestrian-oriented streets should be encouraged to have upper story activities overlooking the street, and 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 Building

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

Principles

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

Issues

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 1 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% 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, and at a maximum spacing of 25' apart. Special precaution must be taken to prevent trees from blocking the sun.

Principle

Successful pedestrian-oriented plazas are generally located in sunny areas along a well-travelled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety.

Blank Walls

Issue

Blank walls create imposing and dull visual barriers. On the other hand, blank walls are ready 'canvasses' 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. Blank walls may be a development necessity; however the adverse impact of a blank wall on the pedestrian streetscape can be mitigated through art, landscaping and 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% of the wall, incorporating decorative tile or masonry, or providing artwork (mural, sculpture, relief) on the wall.

Principle

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 the design of these features are coordinated and high quality, they can help to unify and upgrade the district's visual character. Development of a masterplan for public spaces can provide a coordinated approach to their installation throughout the district.

The principles 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 1000 persons per hour.

Empirical Comparison:
- o Greenlake path = 8'
- o Burke-Gilman Path = 8'
- o Typical sidewalk = 8' to 14'

Principle

Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide.

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 surface 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.

Principle

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 specie could change so that different combinations of species occur along Central Way. This would provide a continuous boulevard effect and incorporate the existing trees.

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.

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 masterplan for public spaces, will assist in the development of a coordinated streetscape that will unify the variety of private development in the downtown. 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.

Principle

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 masterplan for public spaces within a district should be adopted to coordinate placement of the features, and otherwise carry out the Comprehensive Plan.

Special Consideration for Downtown Kirkland

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.

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.

Principle

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 greater comfort and amenities for transit users. Some form of shelter with a strong architectural identity should be pursued.

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' 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' metro stations is a good example.

Principle

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 ambience and qualities that attract people to the district in the first place. This section contains principles to direct development of parking facilities. Overall, parking facilities to serve downtown should be encouraged. The number of required stalls is specified in the Kirkland Zoning Code. The principles 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 is 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 principles are presented which 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 Location 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 Capital Hill.

Principle

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 Considerations for Downtown Kirkland

Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, and 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.

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.

Principle

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 a 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.

Principle

Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact.

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 canvass 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.

Principle

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 high visibility 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 including pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.

SCALE

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 downtown 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 which 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 principles 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 all "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 often encourages a variety of different uses and building heights, such as in Downtown Kirkland, the building's size 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 principles and regulations in this section are directed toward achieving a consistent scale within districts.

The principles on the following page 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 cliche, 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" 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.

Principle

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 Downtown Kirkland

Breaking larger window areas into smaller units to achieve a more intimate scale is most important in Design Districts A, B, C and F where new buildings should fit with older structures that have traditional-styled windows.

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. Buildings 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.

Principle

Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts and courtyards, should be encouraged.

Special Considerations 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 A and B, while landscaping and larger architectural features should be concentrated in Design Districts C, D, E and F.

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 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.

Modulation--Horizontal

Issue

Horizontal building modulation is the horizontal articulation or division of an imposing building facade through setbacks, awnings, balconies, roof decks, eaves and banding of contrasting materials. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. 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 there appearance varies through the use of color, materials, size and location.

Principle

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.

Special Considerations 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.

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 clapboarded 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 principles and regulations which 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.

Principle

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 handcrafted details should be considered in special areas.

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 principles can prevent garish, incongruous colors from being inappropriately applied or juxtaposed to more subdued, earth tones and colors.

1. Where appropriate, use the natural colors of materials such as brick, stone, tile, and stained wood (painted wood is acceptable).

2. Use only high quality coatings for concrete.

3. Emphasize earth tones or subdued colors such as barn red and blue-gray for building walls and large surfaces.

4. Reserve bright colors for trim or accents.

5. Emphasize dark, saturated colors for awnings, and avoid garish and light colors that show dirt.

6. Avoid highly tinted or mirrored glass (except stained-glass windows).

7. Consider the color of neighboring buildings when selecting colors for new buildings.

Principles

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.

Principle

Property owners and developers should be encouraged to architecturally enhance building corners.

Special Considerations for Downtown Kirkland

Special attention should be paid to the design and detailing of new buildings on corner sites both 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.

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 showing 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.

Principles

- 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 signs 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. Masterplanned sites such as Parkplace may also include signs oriented to automobile traffic for the whole complex.

NATURAL FEATURES

Introduction

General

An important aspect of a pedestrian-oriented business district is its physical setting. Retention of the natural features of a place is key to its understanding by residents and visitors. This section lays out principles 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.

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.

Visual Quality of Landscapes

Issues

The relation 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:

- o Dense screening of parking lots;
- o Tall cylindrical trees to mark an entry;
- o Continuous street tree plantings to protect pedestrians;
- o Several clusters of dense trees along long building facades;
- o Cluster plantings at focal points;
- o Parking with trees and shrubs planted internally as well as on the perimeter.

Principle

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.

Protection and Enhancement of Wooded Slopes

Issue

Topography provides opportunities for natural screening that maintain 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:

1. Reduce visual impacts of the urban environment.
2. Separate uses by providing a transition zone.
3. Mitigate urban noise and air pollution for upland uses.
4. Provide wildlife habitat.

Principle

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% 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 Considerations 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.

Height Measurement on Hillsides

Issue

Maintaining views and enhancing natural land forms is important to the design character of downtown 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.

Principle

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 setback 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.

Principle

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.

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.

Principle

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.

December 22, 1992
PL\FINALPPL/12-22-92/LA:cc

PUBLICATION SUMMARY OF ORDINANCE NO. 3315 Repealed by 3481

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 2346 AS AMENDED.

Section 1. Amends the Comprehensive Plan by adding Appendix 9 entitled, Design Principles for Pedestrian-Oriented Business Districts.

Section 2. A savings clause providing that if any portion or part of the Ordinance is held to be invalid or unconstitutional, such decisions shall not affect the validity of the remainder of the Ordinance.

Section 3. 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 as five days after publication of 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. The Ordinance was passed by the Kirkland City Council at its regular meeting on the 5th day of January, 1993.

I certify that the foregoing is a summary of Ordinance 3315 approved by the Kirkland City Council for summary publication.

S. Cloney

Deputy City Clerk