

ORDINANCE NO. 3401

*Revised 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 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 October 5, 1993, and bearing Kirkland Department of Planning and Community Development File No. IIB-IV-92-64; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on March 4, April 8, May 13, June 17, July 7, and July 28, 1993, public hearings on the amendment proposals and considered the comments received at said hearings; 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 14th day of December, 1993.


SIGNED IN AUTHENTICATION THEREOF this 14th day of December, 1993.

  
\_\_\_\_\_  
Mayor

Attest:

  
\_\_\_\_\_  
City Clerk

Approved as to Form:

  
\_\_\_\_\_  
City Attorney

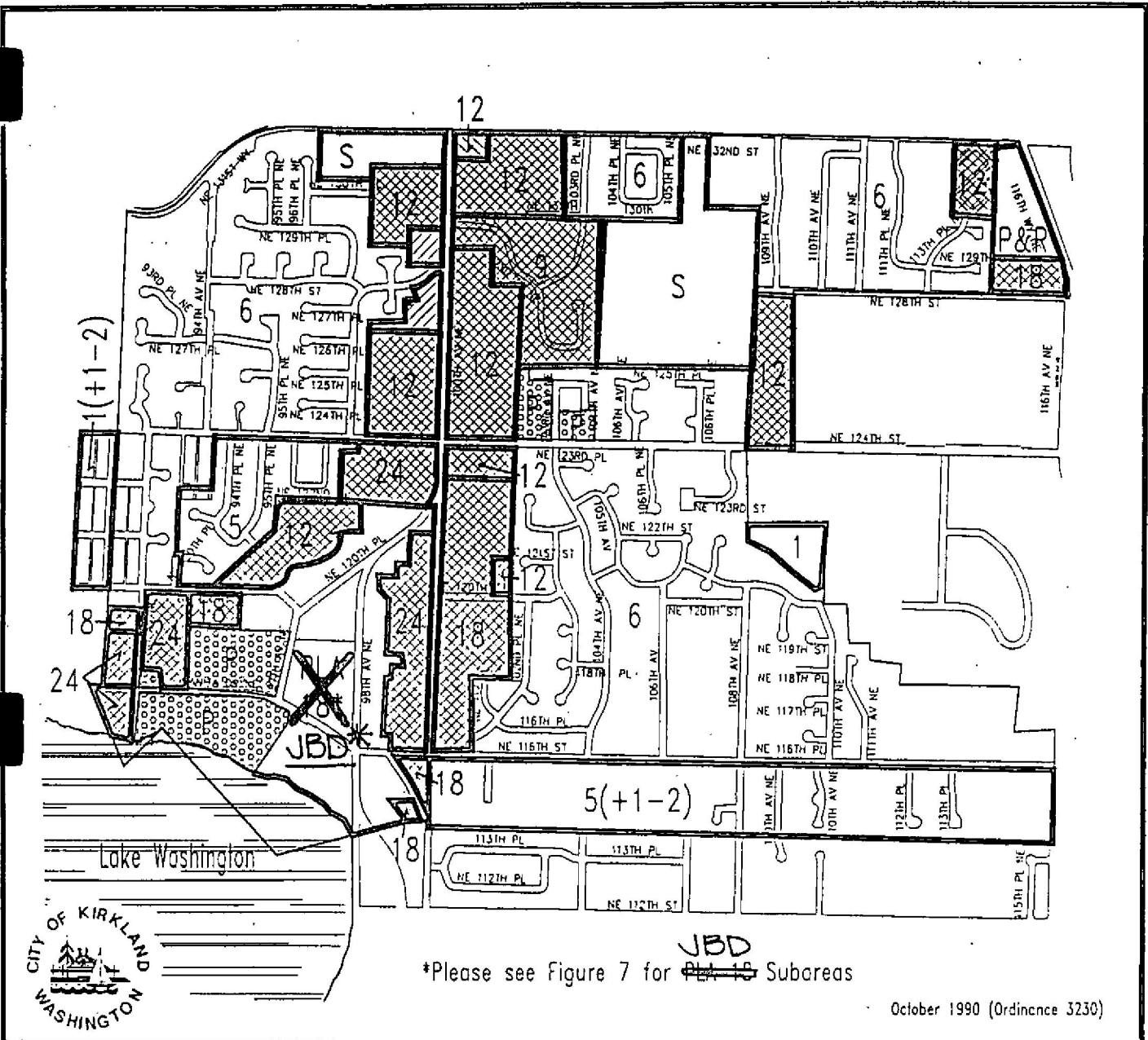
## VISION STATEMENT

Located along the shores of Juanita Bay, South Juanita is a diverse neighborhood containing a concentrated commercial district with nearby multifamily and substantial single family residential areas. The business district is stable, but has great potential for redevelopment and improvement. Pedestrian access to the business district and to the shoreline is currently limited by private development. Juanita Creek, which once was a major fish bearing stream, has suffered from the impacts of urbanization. There are relatively few large vacant parcels within the neighborhood, so most new development will be infill and redevelopment. The existing single family areas are feeling pressure from the multifamily developments. Other parts of the region, which are currently experiencing rapid growth, are sending traffic through the neighborhood to other destinations.

Juanita Bay is the single most critical feature of the neighborhood that must become more prominent and accessible through careful planning and design. Development will not be allowed to interfere or negatively impact the Juanita Creek drainage system; in fact, the streams will be enhanced through future public and private action. Juanita Creek, the trees on the southeast slope of Finn Hill, wetland areas, the parks and historic resources such as Dorr Forbes House will be preserved. The business district and nearby multifamily areas will be linked with the parks and Juanita Bay through establishment of new view and pedestrian corridors. The business district will evolve into a cohesive pedestrian-oriented mixed use neighborhood center which incorporates innovative urban design features.



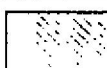
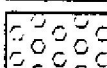
A major policy direction for South Juanita is to protect the low density residential areas of the neighborhood. High density residential development is to be contained within clear and stable boundaries. Densities in many multifamily areas that were established through King County zoning should be reduced.




Public services and capital facilities will be required to implement the neighborhood plan and support the community. The traffic circulation system must acknowledge the needs of the region yet provide a safe and efficient network for the Juanita residents. The expansion and upgrading of park and recreation facilities will be necessary to be more accessible to the neighborhood. Private implementation actions by community groups or developers will also be required to realize this vision.



\*Please see Figure 7 for ~~PLA 15~~ Subareas

October 1990 (Ordinance 3230)

-  Medium and High Density Residential
-  Clustered Low Density Residential
-  Office / Multifamily Residential
-  Parks

-  ~~PLA 15~~ JBD Planned Area
-  School
-  Low Density Residential and Maximum Dwelling Unit Density

JUANITA BUSINESS DISTRICT



Margin memos: Design review ~~should be~~ is required in ~~PLA-18~~ the JBD.

Two primary types of development are available in ~~PLA-18A~~ the JBD.

### LAND USE - Juanita Business District

Figure 7 identifies several subdistricts within the Juanita Business District. Figure 8 indicates the land use for each area in a matrix format. ~~Planned Area 18 (PLA-18)~~ The Juanita Business District (JBD) comprises the commercial core.

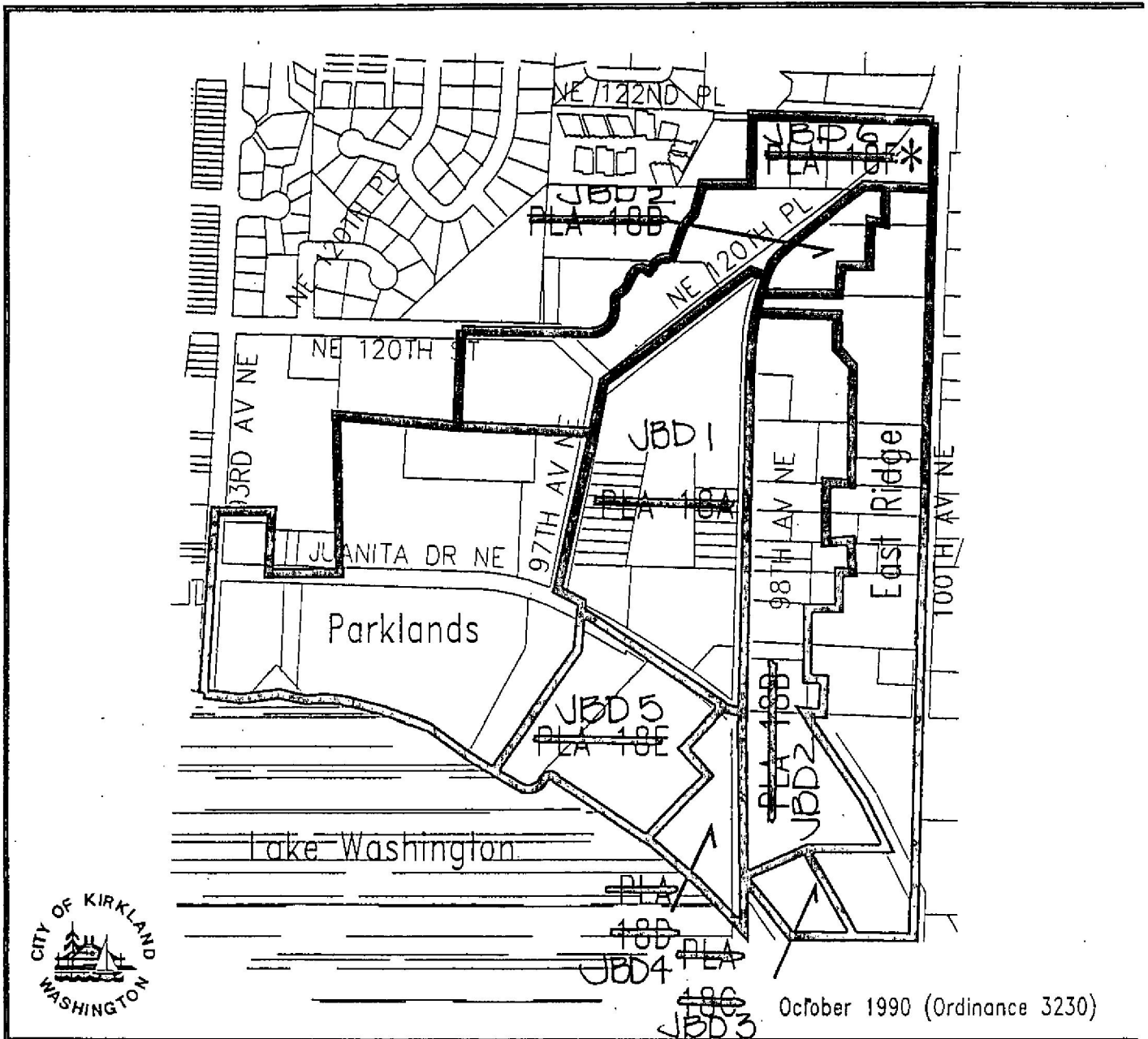
As the matrix indicates, Design Review should be required in ~~PLA-18~~ the JBD. This process, whereby the Planning ~~Director~~ Official reviews all development in ~~PLA-18~~ the JBD two stories and below, ensures that the important concepts described in the following paragraphs and shown in Figures 8 and 9 are implemented. In ~~PLA-18A, 18B, 18C, and 18F~~ JBD 1, JBD 2, JBD 3, and JBD 6, projects which are proposed to be over two stories should be reviewed through a public hearing process. The Design guidelines Principles in Appendix 9 of the Comprehensive Plan ~~are to be prepared which will~~ provide examples of the urban design concepts this plan is seeking to achieve.

### JBD 1

~~PLA-18A~~ - There are two primary types of development available in this subarea, individual parcel development and master-planned mixed-use development. ~~The first allows a small office and/or multifamily development at 12 units per acre.~~

### Individual Parcel Development

Where a development is proposed on a site containing fewer than eight acres, retail, office, and/or multifamily are allowed. The maximum height for this development type is ~~one-story~~ two stories, and the project would be subject to Administrative Design Review. Individual projects should be designed to ~~relate to adjoining properties and~~ combine vehicular and pedestrian access points whenever possible.



\* See Text

— Land Use Area Boundary



FIGURE  
7

JUANITA BUSINESS DISTRICT  
LAND USE AREAS

PAGE  
L-23

	<del>UBD 1</del>	<del>UBD 2</del>	<del>UBD 3</del>	<del>UBD 4</del>	<del>UBD 5</del>	<del>UBD 6</del>	East Ridge	Parklands
<b>USES</b>								
Residential	<input type="checkbox"/> b	<input type="checkbox"/> b	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Retail	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/> c	<input type="checkbox"/> d	<input type="checkbox"/> d		
Office	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> c	<input type="checkbox"/>	<input type="checkbox"/>		
<b>HEIGHT (Stories)</b>								
Max. Height Permitted Outright	2 <input checked="" type="checkbox"/>	2	2	2	2	2	3	1
Max. Height Permitted with Public Hearing	a	3	3			3		e
<b>DESIGN REVIEW</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		



October 1990 (Ordinance 3230)

- a: Masterplanned development allowing more intensive use is encouraged, see text.
- b: Allowed on ground floor only if project is mixed use OR FACING 9TH AVE NE
- c: Not allowed in wetlands.
- d: Restaurant, tavern or neighborhood-oriented retail only.
- e: To be determined with park masterplan.

### Master Planned Mixed-Use Development

The second type of development may require assembly is an assembly of properties (of at least 8 acres) to create a master planned, mixed-use project which clusters development to the north part of the subdistrict. If almost the entire area of ~~PLA 18A CBD 1~~ (11 acres minimum) is assembled, then a development could be proposed with a maximum height of 6 stories on a portion of the north end stepping down to 2 stories toward the south end. If only eight acres are assembled then the maximum height at the north end would be 4 stories stepping down to two stories toward the south end. Proposals with either a minimum of 8 or 11 acres would be required to have an vehicular access off of ~~98th Avenue NE, Juanita Drive, and 97th Avenue NE.~~ at least two of the following streets: 98th Avenue NE, Juanita Drive, and 97th Avenue NE.

~~In the second type, In the master planned mixed-use development,~~ the allowed uses would be retail, ~~including drive-through facilities if part of a mixed-use project,~~ office, and multifamily. ~~Drive-through facilities are generally discouraged as they devote a great deal of space to the car, but they could be included in a mixed-use project because there would be more of an opportunity to lessen their impacts.~~ At least two of these uses would be required for the project to be considered mixed-use. Pedestrian oriented businesses should be located on the ground floor of all buildings, however, some multifamily units could be located on the ground level if they are part of a mixed use development, or if they face 97th Ave NE. This type of master planned development should be reviewed at a public hearing and could be approved if it provides a high order of public amenities and urban design.

The following are design standards for both development types. ~~which should be mandatory for the second type and advisory for the first.~~ These will be are further described in the Design Guidelines Principles for the business district. Options should be explored for (i) A critical design component is establishing and maintaining the view corridor to the lake shown in Figure 9, and (ii) establishing and maintaining pedestrian connections across the block. Appropriate types of pedestrian connections include sidewalks along building fronts and landscaped public open spaces tied to a pedestrian system which connects East Ridge to Juanita Beach Park. ~~is another key concept.~~

In addition, the master planned development ~~plan for the second development type~~ must include a plan for the entire development parcel. Individual increments of development must show how they relate to adjacent developed properties in terms of common access, and a complementary arrangement of facilities, spaces and linkages. For example, shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts on the major streets to the minimum necessary. Similarly, shared parking/service areas are strongly encouraged. Sign systems should be coordinated. ~~and if the development involves a parcel containing a billboard, the billboard should be removed prior to permit issuance.~~



# SOUTH JUANITA

Retail, office, and residential uses should be allowed in ~~PLA 100~~.

JBD 2

JBD 2

~~PLA 100~~ - In this area, retail, office, and residential uses should be allowed. As in ~~PLA 100~~, residential units may be allowed on the ground floor of mixed-use projects. To provide flexibility for developers in South Juanita, drive-through facilities should be allowed in ~~PLA 100~~ as stand-alone uses. Buildings up to a maximum of two stories should be subject to Administrative Design Review. Buildings up to three stories should be reviewed at a public hearing and could be approved if views from East Ridge are preserved. More efficient parking lots, combined drives and a more attractive streetscape along 98th Avenue should be encouraged. Pedestrian access easements should be provided for connections between East Ridge and Juanita Beach Park through ~~PLA 100~~. JBD.

JBD 1

A gateway into the business district should be provided in ~~PLA 100~~.

JBD 3.

JBD 3

~~PLA 100~~ - In this area, office or multifamily uses should be allowed, but restaurants, taverns or any retail uses should not be allowed. Drive-through facilities should be prohibited. The maximum building height should be three stories. Since access onto 98th Avenue NE is dangerous in this area due to poor sight distances and high traffic volumes, access should be taken from NE 99th Place through East Ridge whenever possible. Additional setbacks and landscaping should be provided along 98th Avenue NE to create an attractive entrance or gateway into the business district.

Retail, office, and residential uses should be allowed in ~~PLA 100~~.

JBD 4

JBD 4

~~PLA 100~~ - Retail, office, and residential uses which are a maximum of two stories should be allowed in non-wetland areas. Driveways should be combined due to hazardous traffic conditions along 98th Avenue NE. Drive-through facilities should be prohibited. Buildings should be clustered to provide views of the lake when possible. The wetland area should be preserved and regulated in accordance with the Shoreline Master Program. Public access along or near the shoreline should be required as described in the Natural Environment section.

Continuous shoreline access between Juanita Bay Park and Juanita Beach Parks is important; the missing link should be acquired.

JBD 5

~~PLA 100~~ - Office and multifamily uses are allowed as should be restaurants, taverns, or neighborhood-oriented retail. Drive-through facilities should be prohibited. The maximum building height should be two stories. The most important objective in this area is to provide pedestrian access along the shoreline. The City should pursue acquisition of a footbridge or other structure waterward of the Bayview Condominiums. This stretch of shoreline is a critical link needed to complete a Juanita Bay Shoreline Trail between Rose Point and the City Limits on the west. The trail should be clearly signed for use by the public and maintained properly.

# SOUTH JUANITA

*Pedestrian access easements along Juanita Creek should be acquired.*

*Pedestrian access between the business district and East Ridge should be improved.*

JBD 6

~~PLA 105~~ Appropriate uses in this area should be office and multifamily with restaurants, taverns, and neighborhood oriented retail allowed. Drive-through facilities should be prohibited. Buildings should be a maximum of two stories. However, three-story buildings could be approved if reviewed through a public hearing. Pedestrian access easements along Juanita Creek should be acquired which are designed to prohibit unrestricted access to the creek. All development should protect the creek as described in the Natural Environments section. In the triangular parcel between 98th Avenue NE and 100th Avenue NE, office and multifamily should also be allowed, but not restaurant, tavern or neighborhood-oriented retail due to its prominent location when entering the district and its proximity to East Ridge.

East Ridge - Multifamily residential development should be permitted in this area at the densities established in Figure 2. The maximum building height should be three stories. The most important objective for this area should be to provide public pedestrian easements for access to the business district. Potential locations for these easements are shown in Figure 9; however, consideration for these important connections should be given when any site develops or remodels. The City should also consider acquisition of these easements as a potential Capital Improvement Project.

Another important objective for East Ridge should be to maintain the existing conifers which are located primarily at the south end of the subdistrict. These trees help to frame the business district and give it the look of the Northwest.

Parklands - Any future master plan for Juanita Beach park should incorporate:

1. Regional park facilities on the Lake Washington side of Juanita Drive, and neighborhood park facilities on the north side.
2. Parking away from the shoreline and located mostly on the north side of Juanita Drive. Existing lots should be removed from the south side of the park and replaced with a drop-off area and limited parking for special needs. An effective parking management system should be developed.
3. Signalization of 97th Avenue NE and Juanita Drive to insure safe pedestrian and vehicular access.

# SOUTH JUANITA

*Street improvements are recommended that will tie the business district with Juanita Beach Park.*

*Creation of a neighborhood scale pedestrian district is an underlying goal of redevelopment.*

NE 120th Place/97th Avenue NE - A critical component of the Juanita Business District plan is to tie the business district with the park. Sidewalk extensions, special paving, or other features should be used to allow for safe pedestrian crossing between the business district and the north side of Juanita Beach Park. Curb, gutter, sidewalk and street trees also should be added as described in the study. The need for a traffic signal at 97th Avenue NE/Juanita Drive has been discussed in the Parklands section. A traffic study should be undertaken to determine the need for a signal at NE 120th Place/98th Avenue NE.

Juanita Drive - Juanita Drive should be improved with curb, gutter, sidewalks, and street trees. The street trees used should not block views of the lake.

## URBAN DESIGN - Juanita Business District

The underlying goal of redevelopment in the business district is to create a neighborhood scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay. Figure 9 displays some important urban design features of the business district.

Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved. Currently there are some informal trails from East Ridge to the core area, but they are inadequate and cross private property. Residents wishing to walk to the district have to go out of their way when following the streets.

JBD 5  
View corridors to the lake should be established through new development in the business district. Several buildings in ~~the area~~ block the view of the lake, but view opportunities are available through Juanita Beach Park, down public streets, or potentially through ~~the~~ ~~area~~ JBD 4.

Entry features, such as signs or sculpture, should be established in the locations shown in Figure 9. These features should be identity giving elements which, for example, could reflect Juanita Bay. This is an opportunity to consider and incorporate a new name for the district such as "Juanita Bay Village" which geographically fixes the district.

In addition, coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities, like flowers, banners, and signs.

Margin memo: Design guidelines regulations for PLA-18 the JBD should be adopted are based on Appendix 9.

Design guidelines regulations, based on Comprehensive Plan Appendix 9, Design Principles for Pedestrian-Oriented Business Districts, similar to those described in the Central Business District, should be are established for PLA-18 the JBD. The guidelines regulations will would be implemented through a Design Review process which will be adopted in the Zoning Code. The guidelines should principles include policies and concepts for parking lot landscaping and layout, pedestrian linkages through sites, public open space landscaping, signs, building materials, roof treatments, building placement and other design elements.

# DESIGN PRINCIPLES PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

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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.

#### Purpose of the Design Principles for the Juanita Business District

The Juanita Business District Plan was adopted in 1990 by the City Council. It states that "The underlying goal of redevelopment in the business district is to create a neighborhood scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay."

As part of the Juanita Business District Plan, it was determined that Design Regulations, based on these Design Principles should be established for new development and major renovations in the Business District (JBD). The regulations are to be implemented through the Administrative Design Review process and include policies and concepts for parking lot landscaping and layout, pedestrian linkages through sites, public open space landscaping, signs, building materials, roof treatments, building placement, and other design elements.

These regulations are intended to further the following urban design features stated in the Plan:

- Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved.
- View corridors to the lake should be explored through new development in the business district.
- Entry features, such as signs or sculpture, should be established in the locations shown in the Juanita Business District Plan.
- Coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities, like flowers, banners, and signs.



## 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.

### Special Consideration for Juanita Business District

A concentrated, organized retail oriented core with a unified pedestrian circulation network is a goal of the Juanita Business District. The pedestrian system will also serve to connect the perimeter of the district to the core.

## 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'.

## 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.

### Special Consideration for Juanita Business District

Through site connections from street to street are a desirable pedestrian amenity in Land Use Area JBD 1.

The goal of these pedestrian connections will be to knit the individual developments into a more cohesive whole, providing convenient pedestrian mobility throughout even if the parcels are developed individually.

## 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.

### Special Consideration for Juanita Business District

Street trees in the business district should be upgraded with varieties that will not block views of businesses or the Lake.

Some preliminary ideas for a street tree planting plan are:

98th Avenue NE: Limb up existing maples and add flowering pear trees (flowers and good fall color) along the curb.

Juanita Drive: Choose street trees that will screen large buildings, but still allow views to the Lake (flowering pears for example).

97th Avenue NE/120th Place NE: Plant trees to screen parking lots and service entrances. Possibilities are zelkova (elm like with good fall color) or flowering pears.

### 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 and the Juanita Business District**

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:

- o Distinctive landscaping such as floral displays or blue-green colored evergreen foliage.
- o Multicolored masonry, perhaps forming a screen or wall on which an entry sign is placed.
- o A distinctive light such as a column of glass block or cluster of globes.
- o 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.
- o A repetitive element such as a series of closely spaced sails or lights.
- o A trellis incorporating landscaping. A trellis or arbor is adaptable to space constraints.
- o 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.

**Special Consideration for Juanita Business District**

The entry features should be "identity giving elements" that reflect the business district and Juanita Bay. If successful they can become an identifying symbol or logo for the district and an attraction in themselves.

## **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.

Special Consideration for Juanita Business District

Shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts. The Juanita Business District Plan also encourages shared parking/service areas in Land Use Area JBD 1.

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.

### Special Consideration for Juanita Business District

Screening and landscaping should be required where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter.

## 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.

# NATURAL FEATURES

0-3401

## 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.

### Juanita Business District

The underlying goal of redevelopment in the business district is to create a neighborhood scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay.

## 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.

Special Consideration for Juanita Business District

The views of wooded hillsides surrounding the Juanita Business District are a local asset that can be used to upgrade the area's visual impact.

**Height Measurement on Hillsides**

**Issue**

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

#### Special Consideration for Juanita Business District

View corridors to the Lake should be explored through new development in the business district. Existing residential views and view opportunities through Juanita Beach Park and down public streets should be preserved.

#### Culverted Creeks

##### Issue

Often stream beds fall victim to progress and their stream banks are reduced to a drain pipe. One way to further the objective of clarifying the natural physical setting is to reopen stream beds wherever possible.

##### Principle

Opportunities should be sought to restore portions of culverted creeks to their natural state.

PUBLICATION SUMMARY OF ORDINANCE NO. 3401

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

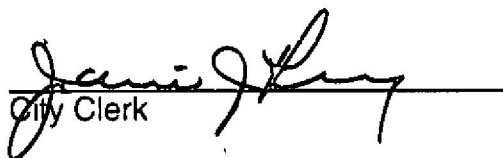
Section 1. Amends the Comprehensive Plan by amending portions of the South Juanita Neighborhood Plan chapter, and Appendix 9 Design Principles.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance 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. 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 14th day of December, 1993.

I certify that the foregoing is a summary of Ordinance 3401 approved by the Kirkland City Council for summary publication.

  
City Clerk