



CITY OF KIRKLAND
Planning and Community Development Department
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Angela Ruggeri, AICP, Senior Planner
Eric Shields, AICP, Director
Paul Stewart, AICP, Deputy Director

Date: February 6, 2015

Subject: ADOPTION OF ORDINANCES AND SUMMARY ORDINANCES AMENDING THE KIRKLAND ZONING CODE, MUNICIPAL CODE, AND PLANNED ACTION ORDINANCE FOR THE PARKPLACE AMENDMENT REQUESTS (FILE NO. CAM14-02188)

RECOMMENDATION

- Receive a briefing on the proposed amendments to the zoning text for CBD-5A; the proposed amendments to the Master Plan and Design Guidelines; the EIS addendum; and the Planned Action Ordinance for Parkplace.
- Hold a public hearing on the Master Plan and Design Guidelines and the Planned Action Ordinance for Parkplace.
- Approve three enclosed ordinances amending:
 - Planned Action Ordinance (O-4473)
 - Zoning text for CBD5A (O-4474)
 - Municipal Code and Master Plan and Design Guidelines (O-4475)

The Planning Commission conducted a public hearing on the zoning text amendments and modifications to the Master Plan and Design Guidelines and recommended approval. The Commission's recommendation is included as Exhibit A.

BACKGROUND DISCUSSION

The City Council received a letter dated October 3, 2014 from G. Richard Hill representing Kirkland Parkplace requesting that the City consider changes to the zoning text for CBD 5A and revisions to the Master Plan and Design Guidelines. At its October 21, 2014 meeting, the City Council directed the Planning Commission to study and provide a recommendation on the Parkplace proposal to amend the zoning text for CBD 5A and on the requested modifications to the Master Plan and Design Guidelines. As discussed below, the most significant amendment requested is an increase in the percentage of residential use allowed.

A. Parkplace Current and Previous Proposal:

The Parkplace property (see Exhibit B) is now owned by KPP Development LLP and the owner has presented the City with its proposal to modify the zoning text for CBD 5A and the adopted Master Plan and Design Guidelines for Parkplace. The proposed project is expected to have approximately 1,175,000 square feet which is significantly less than the original 1,750,000 square feet in the previously approved proposal.

The existing zoning that was put in place in 2008 allows building height up to a maximum of 8 stories (up to 115 feet) on most of the site, with lower heights adjacent to Peter Kirk Park and Central Way. No changes are being proposed to the allowed height per the Zoning Code. However, additional setback and height requirements for buildings located in the southern portion of the site are included on page 12 of the Master Plan and Design Guidelines.

B. Review Process:

Zoning Text Amendments: The Planning Commission has made a recommendation to the City Council on the zoning text changes per Process IV procedures established in Chapter 160 of the Zoning Code. The Planning Commission did not review the actual design of the project. Section 160.60 of the Zoning Code states that the City may not consider a specific proposal site plan or project in deciding whether or not a proposal should be approved.

Master Plan and Design Guidelines: The adopted Master Plan and Design Guidelines state that major modifications to the Master Plan are required to be reviewed by staff for consistency with the Comprehensive Plan and to be approved by the City Council. KMC 3.30.040 states that the City Council shall consult with the Planning Commission prior to amending the Master Plan and Design Guidelines. The Planning Commission has recommended that the Council approve the proposed amendments to the Master Plan and Design Guidelines. The Council will hold a public hearing on the Master Plan and Design Guidelines at its February 17, 2015 meeting.

SEPA Addendum: An addendum to the Parkplace EIS, the Supplemental Parkplace EIS and the MRM EIS has been completed and is available for review on the Parkplace webpage at the following link:

http://www.kirklandwa.gov/depart/planning/Development_Info/projects/Parkplace.htm

Planned Action Ordinance: Amendments to the original Planned Action Ordinance for the Touchstone Project are included as Ordinance number O-4473. The Council will hold a public hearing on the Planned Action Ordinance at its February 17, 2015 meeting.

The revised Planned Action Ordinance will expire on March 1, 2025, unless the Ordinance is extended by the City Council following a report from the SEPA Responsible Official and a public hearing.

Design Review: After the City Council has made a decision on the proposed changes to the zoning text and the Master Plan and Design Guidelines, the applicant may submit project designs to the Design Review Board (DRB) for review and approval. These documents will be used by the DRB in their review.

Per the Zoning Code, the applicant must begin construction or submit to the City a complete building permit application for the development within five years after the final approval of the Design Review Board or the decision becomes void. The applicant must substantially complete construction for the development activity within seven years after the final Design Review Board approval or the decision becomes void. For development activity with phased construction (such as this proposal), lapse of approval may be extended by the Design Review Board and made a condition of the notice of decision.

Below is a brief timeline and summary of this process.

- Oct. 21, 2014** City Council directed the Planning Commission to study and provide a recommendation on the Parkplace proposal to amend the zoning text for CBD 5A and modify the Master Plan and Design Guidelines for Parkplace.
- Nov. 12, 2014** Planning Commission received a briefing on the proposed amendments and discussed the work plan.
- Dec. 11, 2014** Planning Commission reviewed the code amendments and the revisions to the Master Plan and Design Guidelines.
- Jan. 29, 2015** Planning Commission received a briefing on the EIS Addendum, held a public hearing and made a recommendation to the City Council (see Exhibit A).
- Feb. 9, 2015** Community meeting to provide general information about the planned action and draft amendments to state agencies and other interested parties.
- Feb. 9, 2015** Notice of Adoption of SEPA Addendum.
- Feb. 17, 2015** City Council Hearing on Planned Action Ordinance and Master Plan and Design Guidelines and consideration of Planning Commission recommendation on zoning text amendments.

The Planning Commission packets for the study sessions and the public hearings for the Parkplace proposal can be found at the link below (meeting dates include: 11/12/2014, 12/11/2014 and 01/29/2015).

http://www.ci.kirkland.wa.us/depart/Planning/Planning_Commission.htm

Recordings/videos of the Planning Commission study sessions and public hearing can be found at the link below (meeting dates include: 11/12/2014, 12/11/2014 and 01/29/2015).

http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission/PCMeetingArchive.htm

The applicant also attended meetings of the Park Board and Transportation Commission, as well as, numerous meetings with citizen groups.

C. Ordinances:**Zoning Text Changes (O-4474):**

The proposed changes to the zoning text include the following (see Exhibits C and D):

- An increase in the allowed residential square footage to 30% of the total gross floor area of the Master Plan.

The current zoning code limits residential development to 10% of the total gross floor area of the Master Plan.

- An increase in the movie theater square footage that is considered to be retail to 20% of the required retail and restaurant square footage.

The current code requires that the gross floor area of retail and restaurant uses be equal to or greater than 25% of the gross floor area of office uses in the zone. The current zoning also provides an incentive to include a movie theater in the project. The code states that a maximum of 10% of the required retail and restaurant square footage may be met by movie theater square footage.

- A change to allow a bank drive through off of 6th Street near the east side of the property. The current code does not allow drive through facilities in the CBD5A zone.
- A 10% affordable housing requirement is added to reflect the increased percentage of residential floor area (see Exhibit D). The 10% affordable housing is commonly applied when residential development capacity is increased. The requirement is in accordance with Comprehensive Plan Policies H-2.3 and H-2.4 which state:
 - Policy H-2.3: Promote the provision of affordable housing by private sector residential developments.
 - Policy H-2.4: Provide affordable housing units when increases to development capacity are considered.

As noted in the memorandum explaining the Planning Commission's recommendation, two of the Commissioners recommended a greater affordable housing requirement than recommended by staff and a majority of the Commission. The applicant has expressed a concern about the potential for such a requirement and has submitted a letter on this subject (see Exhibit E).

Master Plan and Design Guidelines (O-4475)

The proposed changes to the Master Plan and Design Guidelines are shown in Exhibits F and G. Exhibit F – Appendix I: Roadmap to Changes - explains all changes made to the existing document. Page 1 is an explanation of how the changes are indicated in this document. Exhibit G – Appendix II: Summary of Key Changes is a summary of all changes of significant context.

The following description is taken from the EIS addendum:

Master Plan & Design Guidelines. City regulations establish a design review process for many types of projects. The process includes review and approval of proposals by the Design Review Board (KZC 142.35.9), and allows design departures and minor variations in design pursuant to established criteria (KZC 142.37) in appropriate circumstances.

The City adopted a Master Plan and Design Guidelines for Parkplace in 2008 (KMC 3.30.040(4)), and that document establishes a framework for the design and development of the project, and provides a means to gauge design compliance during project review. Topics addressed in the Master Plan and Design Guidelines include basic project parameters (amounts and types of uses), site planning, building design, public access and amenities, and the design of streets. The heart of the document provides statements of design intent and graphic illustrations of design objectives for various components of the project.

Overall, the revised Design Guidelines are substantially the same as the adopted Design Guidelines. Like the adopted guidelines, they are intended to ensure that project design is consistent with its physical context and the intent of adopted City policy. The proposed changes are not likely to result in substantially different or greater impacts compared to the adopted Guidelines.

Planned Action Ordinance (O-4473)

The 2008 EIS review alternative included the adoption of a Planned Action Ordinance designating the Parkplace request as a Planned Action for the purposes of SEPA compliance. A Planned Action is intended to conduct early environmental review under SEPA so that impacts and mitigation measures for the planned development are identified up front. When a permit application and environmental checklist are submitted for Parkplace, the City will first verify that:

- The project meets the description of the project designated as a Planned Action by the ordinance;
- The probable significant adverse environmental impacts have been adequately addressed in the EIS; and
- The project includes any conditions or mitigation measures outlined in the ordinance.

If the project meets the above requirements, it qualifies as a Planned Action project and a SEPA threshold determination is not required. The City will monitor the development levels approved in the planned action areas as follows:

- Determine if the proposed land uses are within categories of land use studied in the EIS;
- Establish the maximum development potential for the request as reviewed in the EIS. Development potential can be expressed in square feet of development and in total vehicle trips; and
- Implement and monitor the requirement for a transportation management plan for the development.

Revisions to the 2008 Planned Action Ordinance have been made to reflect the new proposal. The Altom site (shown as Area C) has also been removed to clarify Parkplace requirements.

D. EIS Addendum

The Addendum to the Parkplace EIS, Parkplace Supplemental EIS and MRM EIS is available at: http://www.kirklandwa.gov/depart/planning/Development_Info/projects/Parkplace.htm

The Addendum includes the following sections which compare impacts and integrate mitigation measures of the 2008 proposal and the current revised proposal.

1. Fact Sheet
2. Introduction
3. Description of Proposal and Prior Alternatives
4. Environmental Review
5. References
6. Appendices

The Appendices to the Addendum include technical reports prepared regarding: Transportation, Water Service, Sewer Service, Public Services, Land Use and Aesthetics, and Plans and Policies.

Key findings in the Addendum are:

- In general, since the new proposal is smaller than the 2008 proposal, impacts of the new proposal are the same or reduced from those of the 2008 proposal.
- Although employment in the Downtown will increase by approximately 2,383, the increase is 55 percent less than the 2008 proposal. The revised proposal will also add up to 300 residential units and 300,000 square feet of multifamily residential use. The housing and employment mix in the new proposal has changed.
- Traffic impacts would be less with the new proposal as is shown by the following trip generation figures:
 - Total PM Peak Hour Trips reduced by 788 (2056 in 2008 – 1268 present proposal)
 - Total AM Peak Hour Trips reduced by 1865 (3545 in 2008 – 1680 present proposal)
- The new proposal is expected to have similar or reduced visual impacts to views for residents and motorists, as it is 34 percent smaller than the 2008 Proposal, contains fewer buildings and would have more open space.

E. Retail and Residential Uses

In response to a request from the Planning Commission, BERK Consulting provided a memo (see Exhibit H) describing the value of mixed uses in centers. This memo describes broadly the value of mixed uses in a city core and describes the effects of combining residential, retail, and office uses. It concludes with a review of similar case study projects and some trends and considerations regarding the combination of residential and grocery uses in a downtown context.

EXHIBITS

- A. Planning Commission Recommendation
- B. Vicinity Map
- C. CBD 5A Use Zone Charts
- D. Affordable Housing requirements
- E. Letter from applicant about Affordable Housing
- F. Master Plan and Design Guidelines changes
- G. Summary of changes to Master Plan and Design Guidelines
- H. Retail & Residential Memo
- I. Citizen Comments

CC: Rich Hill, Attorney for KPP Development LLP
Bill Pollard, Talon Private Capital
Jim Neal, Talon Private Capital
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Moss Bay Neighborhood Association
KAN



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MEMORANDUM

To: City Council

From: Planning Commission
 Glenn Peterson, Chair

Date: February 6, 2015

**Subject: PLANNING COMMISSION RECOMMENDATION
 PARKPLACE AMENDMENT REQUEST
 FILE # CAM14-02188**

I. INTRODUCTION

The Planning Commission is pleased to submit this recommendation on the Parkplace Amendment Request. The proposal is to modify the zoning text for CBD 5A, and to amend the adopted Master Plan and Design Guidelines for Parkplace. The proposed project is expected to have approximately 1,175,000 square feet which is significantly less than the original 1,750,000 square feet in the previously approved proposal.

II. RECOMMENDATION ON PARKPLACE AMENDMENT REQUEST

The Planning Commission reviewed the proposed amendments to the zoning text for the CBD5A zone and the Master Plan and Design Guidelines for Parkplace after considering the proposal over the past several months at study sessions and a public hearing.

The Planning Commission questioned the master developer, Talon Private Capital, on the reasons for requesting these changes. Their overarching rationale was the need to have an economically viable project while still providing numerous community benefits, as well as additional office space when demand is sufficient to build it.

The Planning Commission is recommending approval of the following:

Zoning Code

- A zoning text amendment to increase the allowed residential square footage to 30% of the total gross floor area of the Master Plan. The current zoning code limits residential development to 10% of the total gross floor area of the Master Plan.
- A zoning text amendment to change the movie theater square footage that is considered retail to 20% of the required retail and restaurant square footage.

The current code requires that the gross floor area of retail and restaurant uses be equal to or greater than 25% of the gross floor area of office uses in the

zone. The current zoning also provides an incentive to include a movie theater in the project. The code states that a maximum of 10% of the required retail and restaurant square footage may be met by movie theater square footage.

- A zoning text amendment to allow a bank drive through off of 6th Street near the east side of the property. The current code does not allow drive through facilities. There is currently a bank drive through at Parkplace, and Talon feels it is important to keep the center attractive as a bank site. The Commission felt that it would be inadvisable to have one primarily accessed from Central Way, but approved the drive through with the condition that it be accessed from 6th Street.
- A 10% affordable housing requirement is recommended if the residential percentage is increased. A 10% affordable housing requirement is common when residential development capacity is increased.

Among the six Planning Commissioners present, there were two dissenting opinions on the affordable housing requirement of 10%. Those two Commissioners felt that in exchange for additional residential, 20% affordable housing should be required. The majority recommended approval of the 10% requirement.

Master Plan and Design Guidelines

Proposed modifications to the adopted Master Plan and Design Guidelines reflect the revised site plan and development concept. The recommended changes include the following:

- Updating of project parameters to reflect the decreased amount of development and proposed mix of uses (i.e., addition of residential use) of the Revised Proposal;
- New discussion of residential use which was not an element of the approved Parkplace project;
- New graphics to illustrate the intent of the design standards and guidelines;
- Minor changes in phraseology (e.g., "pedestrian weather protection" replaces "covered walkway");
- For a few design parameters, such as modulation and building design in the Central Way and Gateway districts, a greater emphasis on design intent and elimination of a quantitative/prescriptive standard (e.g., the depth of building modulation);
- Some minor reconfigurations of street sections (e.g., sidewalks, parking lanes) on some streets, although sidewalks are generally the same or wider.
- A change in the primary site access to Central Way at 5th Ave.;
- An increase in required open space, from 10 percent/50,000 s.f., to 15 percent/75,000 s.f.; and

- Additional setback and height requirements for buildings located in the southern portion of the site (see page 12 of the Master Plan and Design Guidelines). This change is in response to a request by Ken Davidson, the owner of an office building to the east of the site. Mr. Davidson and the developers have come to an agreement regarding the project, and he now supports their proposal.

Overall, the revised Design Guidelines are substantially the same as the adopted Design Guidelines. Like the adopted guidelines, they are intended to ensure that project design is consistent with its physical context and the intent of adopted City policy. The proposed changes are not likely to result in substantially different or greater impacts compared to the adopted Guidelines.

III. AMENDMENT REQUEST CRITERIA

Zoning Code section 135.25 establishes criteria for amending the text of the Zoning Code. Following are the criteria and the Planning Commission's findings: The City may amend the text of this code only if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan; and

The Planning Commission has determined that the proposed amendments are consistent with the applicable provisions of the Comprehensive Plan, therefore, Comprehensive Plan amendments will not be necessary for this proposal. A complete analysis of the Comprehensive Plan Policies that relate to the amendment request is outlined in the EIS addendum.

2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and

Much of the public comment and the Planning Commission discussion around the current proposal was focused on the residential component, reduction in office and retail space, open space and the existing height allowance.

Based on the mitigations incorporated into the Planned Action Ordinance, the restrictions and requirements incorporated into the CBD 5A zone, and the development requirements included in the Master Plan and Design Guidelines, the proposed zoning text amendments bear a substantial relationship to the public welfare. As reviewed in the EIS addendum, there are no significant adverse impacts identified to public health or safety.

A review of the public welfare issues follows:

Residential: A discussion of the addition of residential uses in mixed use projects and of combining residential with retail uses is included in Exhibit I to the cover memo. It should also be noted that the 2008 proposal had a

hotel that was approximately 250,000 square feet. There is no hotel in the current proposal.

Retail: The importance of preserving retail in the mix of uses has been identified. The applicant has not asked for a change in the Zoning Code requirement of retail square footage equal to 25% of the office square footage on the site. Since there will be less office in this current proposal than in the 2008 proposal, the amount of required retail will also be less. The current proposal includes community serving retail such as a new grocery and a movie theatre. The proposed retail will be approximately 225,000 square feet, which is an increase of 81,850 square feet over the existing 143,150 square feet presently on the site.

Open space: The original 2008 rezone for Parkplace was partially based on the creation of a network of public open space. The new proposal includes more open space than the 2008 design. Pedestrian space in the 2008 proposal was 10% of the site or approximately 51,000 square feet). It will be between 15% and 20% of the site with a minimum of 75,000 square feet in the new proposal.

Height Allowance: The applicant is not proposing a change to the existing Zoning Code height allowance, but residential buildings generally have less feet per floor than office buildings. The proposed QFC with residential above will be approximately 21 feet lower than a QFC building with office above, since there is an approximate 3' difference in floor height between office and residential uses.

3. The proposed amendment is in the best interest of the residents of Kirkland.

The proposed zoning text changes provide for a mixed use development in the existing Parkplace location which will create a strong employment base in the downtown activity area and derive the economic development benefits that accompany that base. The applicant has proposed changes in order to identify the interests of the community and address them in a substantive way.

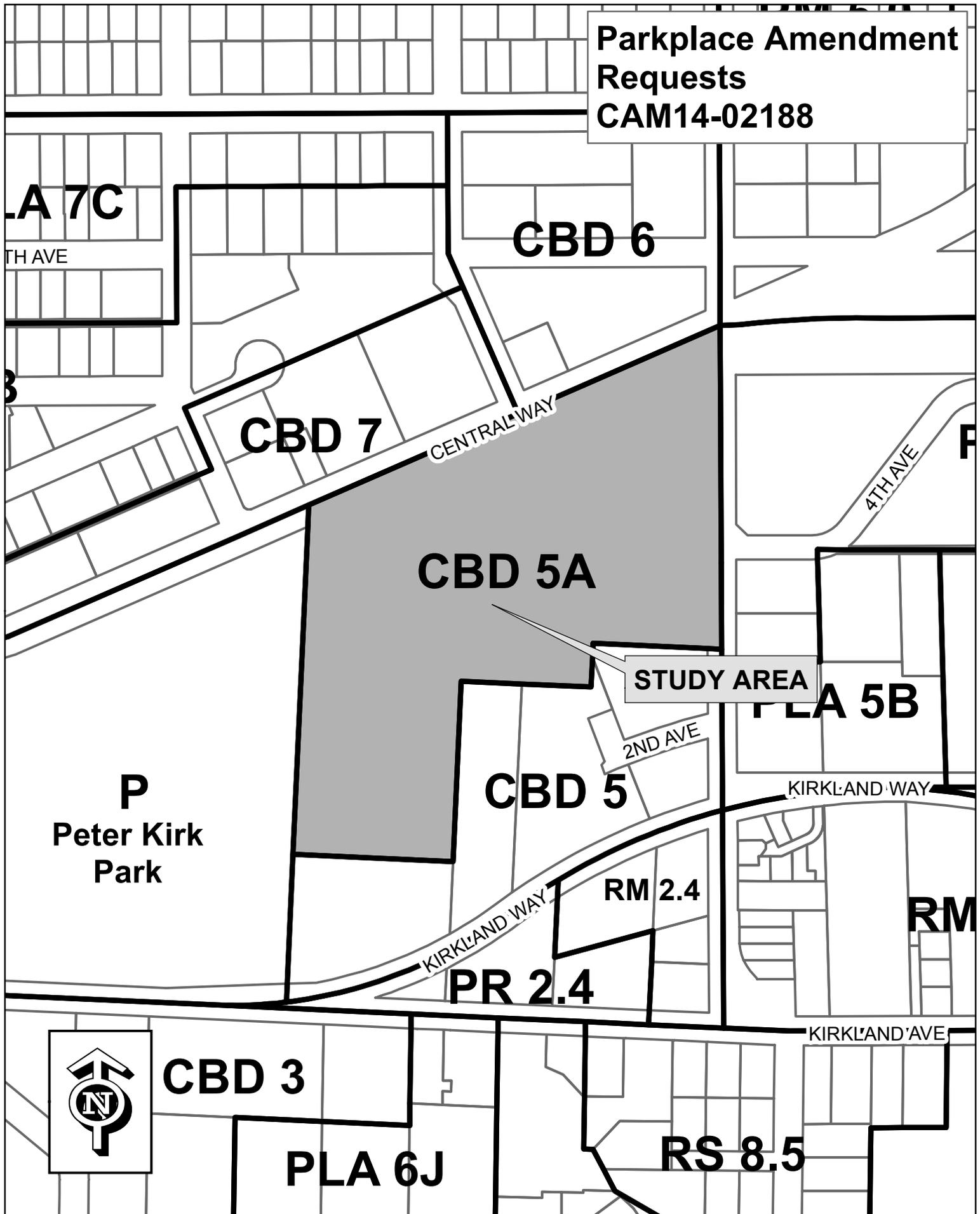
IV. PUBLIC COMMENT

The Planning Commission held a public hearing on the proposal on January 29, 2015 prior to its recommendation to the City Council. Twelve citizens spoke at the hearing. Ten spoke in support of the project. One was against the affordable housing requirement and another was concerned about traffic and that current tenants remain.

A community meeting was held on February 9th to give general information on the environmental review process. Three citizens attended and all were in favor of the project. They voiced concern about impacts on LWSD and the restoration of trees. They supported Talon's proposal to meet City parking codes.

Additional emails that have been received are included as Exhibit I to the cover memo.

**Parkplace Amendment
Requests
CAM14-02188**



50.36 User Guide – CBD 5A zones.

The charts in KZC 50.38 contain the basic zoning regulations that apply in the CBD 5A zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

<p>Section 50.37</p> 	<p>Section 50.37 – GENERAL REGULATIONS</p> <p>The following regulations apply to all uses in this zone unless otherwise noted:</p> <ol style="list-style-type: none"> 1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property. 2. See KZC 50.62 for additional building height provisions.
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link to Section 50.38 table 

3. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing incentives and requirements.

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 50.38	USE REGULATIONS	MINIMUMS		MAXIMUMS		Sign Category (See Ch. 95)	Landscape Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		Required Review Process	Lot Size	REQUIRED YARDS (See Ch. 115)	Lot Coverage				
.010	Mixed Use Development Containing Office, Retail and Restaurant Uses. See Spec. Regs. 1, 2, 3 and 4.	D.R., Chapter 142 KZC. See Spec. Reg. 1.	None	See Plate 5, Chapter 180 KZC.	100%	None	See Spec. Reg. 6.	See Spec. Reg. 7.	<p>1. Development under this use shall be pursuant to the Parkplace Master Plan and Design Guidelines contained in Chapter 3.30 KMC. Compliance with the Master Plan and Design Guidelines shall be determined through DR, Chapter 142 KZC.</p> <p>2. The gross floor area of retail and restaurant uses in this zone shall be equal to or greater than 25 percent of the gross floor area of office uses in this zone. Retail uses may include accessory short term drop-off children's play facilities.</p> <p>3. The following additional uses are allowed subject to restrictions listed:</p> <ul style="list-style-type: none"> a. Hotel or Athletic Club. Accessory retail or restaurant uses shall be included as retail uses under Special Regulation 2, provided they are open to the public. b. Movie theater. This use may be included as a retail use under Special Regulation 2, provided, that the gross floor area of this use shall not count toward more than 10 percent of the required minimum gross floor area of retail and restaurant uses. c. Private Lodge or Club; Church; School, Day-care Center, or Mini-School or Day-care Center; Public Utility, Government Facility, or Community Facility; Public Park. d. Assisted Living Facility (including a nursing home if part of the facility); Stacked or Attached Dwelling Units; provided, that the gross floor area of these uses does not exceed 40 percent of the total gross floor area for the Master Plan. <p>4. The following uses are prohibited:</p> <ul style="list-style-type: none"> a. Any retail establishment exceeding 70,000 square feet. b. At grade drive-through facilities. c. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers. <p>5. Rooftop appurtenances may exceed the applicable height limitation by a maximum of 16 feet if the area of all appurtenances and screening does not exceed 25 percent of the total area of the building rooftop. All other regulations for rooftop appurtenances in Chapter 115 KZC shall apply.</p> <p>6. Prior to installation of permanent signs, the development must submit and receive approval of a Master Sign Plan pursuant to Chapter 100 KZC.</p>

20%

30%

provided, that the gross floor area does not exceed 10 percent of the total gross floor area for the Master Plan; and

Exception: one-drive through facility for banking or related financial services is permitted if the facility does not compromise the pedestrian orientation or traffic circulation of the development. The drive-through shall be on the eastern portion of the site accessed from 6th Street. The location and design of the facility requires Planning Official and Public Works Department approval.

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.38



USE ZONE CHART

Section 50.38		DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS								
		Required Review Process	MINIMUMS		MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	
USE	REGULATIONS	Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure			
			Front	Side	Rear					
.010	Mixed Use Development Containing Office, Retail and Restaurant Uses (continued)									<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>7. The following establishes the number of parking spaces required:</p> <ul style="list-style-type: none"> a. Residential uses must provide 1.7 parking spaces for each dwelling unit and one parking space for each assisted living unit. b. Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area. c. All other uses must provide one parking space for each 350 square feet of gross floor area. <p>A mix of uses with different peak parking times makes a project eligible for applying a shared parking methodology to parking calculations. Further parking reductions may be appropriate through a transportation management plan (TMP) and parking management measures. The development may propose and the Planning Official may permit a reduction in the required number of parking spaces based on a demand and utilization study prepared by a licensed transportation engineer. The study shall include an analysis of shared parking demonstrating that the proposed parking supply is adequate to meet the peak parking demand of all uses operating at the same time. A TMP and parking management measures shall be incorporated into the analysis. An analysis of the effectiveness of the TMP and parking management measures shall be provided for City review. The City's transportation engineer shall approve the scope and methodology of the study as well as the effectiveness of the TMP and parking management measures.</p>

Special Regulations
(See also General Regulations)

Chapter 5 – DEFINITIONS

Sections:

- [5.05](#) User Guide
- [5.10](#) Definitions

5.05 User Guide

The definitions in this chapter apply for this code. Also see definitions contained in Chapter 83 KZC for shoreline management, Chapter 90 KZC for drainage basins, Chapter [95](#) KZC for tree management and required landscaping, and Chapter 113 KZC for cottage, carriage and two/three-unit homes that are applicable to those chapters.

5.10 Definitions

The following definitions apply throughout this code unless, from the context, another meaning is clearly intended:

.023 Affordable Housing Unit

1. An owner-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed the following percent of the King County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners dues):

- a. Eighty percent in the CBD5A, RH, TL and PLA5C zoning districts where additional building height is allowed in exchange for the creation of affordable housing units; or
- b. One hundred percent in density limited zoning districts where additional dwelling units are allowed in exchange for the creation of affordable housing units.

2. A renter-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed 50 percent of the King County median household income, adjusted for household size, as determined by HUD, and no more than 30 percent of the monthly household income is paid for monthly housing expenses (rent and an appropriate utility allowance).

In the event that HUD no longer publishes median income figures for King County, the City may use any other method for determining the King County median income, adjusted for household size.

Chapter 112 – AFFORDABLE HOUSING INCENTIVES – MULTIFAMILY

Sections:

- 112.05 User Guide
- 112.10 Purpose
- 112.15 Affordable Housing Requirement
- 112.20 Basic Affordable Housing Incentives
- 112.25 Additional Affordable Housing Incentives
- 112.30 Alternative Compliance
- 112.35 Affordability Provisions
- 112.40 Regulatory Review and Evaluation

112.05 User Guide

This chapter offers dimensional standard flexibility and density and economic incentives to encourage construction of affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

If you are interested in proposing four (4) more residential units in commercial zones, high density residential zones, medium density zones or office zones, or you wish to participate in the City's decision on such a project, you should read this chapter.

112.10 Purpose

There is a limited stock of land within the City zoned and available for residential development and there is a demonstrated need in the City for housing which is affordable to persons of low and moderate income. Therefore, this chapter provides development incentives in exchange for the public benefit of providing affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

112.15 Affordable Housing Requirement

1. Applicability –
 - a. Minimum Requirement – All developments creating four (4) or more new dwelling units in commercial, high density residential, medium density and office zones shall provide at least 10 percent of the units as affordable housing units and comply with the provisions of this chapter as established in the General Regulations for the Use Zone or the Special Regulations in the Use Zone Chart for the specific use. This subsection is not effective within the disapproval jurisdiction of the Houghton Community Council.
 - b. Voluntary Use – All other provisions of this chapter are available for use within the disapproval jurisdiction of the Houghton Community Council and in developments where the minimum requirement does not apply; provided, however, the provisions of this chapter are not available for use in developments located within the BN zone.
2. Calculation in Density-Limited Zones – For developments in density-limited zones, the required amount of affordable housing shall be calculated based on the number of dwelling units proposed prior to the addition of any bonus units allowed pursuant to KZC 112.20.
3. Calculation in **CBD 5A**, RH, TL and PLA 5C Zones – For developments in the **CBD 5A**, RH, TL and PLA 5C Zones, the required amount of affordable housing shall be calculated based on the total number of dwelling units proposed.
4. Rounding and Alternative Compliance – In all zones, the number of affordable housing units required is determined by rounding up to the next whole number of units if the fraction of the whole number is at least 0.66. KZC 112.30 establishes methods for alternative compliance, including payment in lieu of construction for portions of required affordable housing units that are less than 0.66 units.

112.20 Basic Affordable Housing Incentives

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

2. Bonus

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

b. Development Capacity Bonus. In the CBD 5A use zone where there is no minimum lot size per dwelling unit, additional residential development capacity has been granted in exchange for affordable housing as reflected in the Use Zone Chart.

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

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

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

3. Alternative Affordability Levels – An applicant may propose affordability levels different from those defined in Chapter 5 KZC for the affordable housing units.

a. In use zones where a density bonus is provided in exchange for affordable housing units, the ratio of bonus units per affordable housing unit for alternative affordability levels will be as follows:

Affordability Level	Bonus Unit to Affordable Unit Ratio
<i>Renter-Occupied Housing</i>	
60% of median income	1.9 to 1
70% of median income	1.8 to 1
<i>Owner-Occupied Housing</i>	
90% of median income	2.1 to 1
80% of median income	2.2 to 1

b. In the CBD 5A, RH, TL and PLA5C use zones where additional height is provided in exchange for affordable housing units, the percent of affordable units required for alternative affordability levels will be as follows:

Affordability Level	% of Project Units Required to Be Affordable
<i>Renter-Occupied Housing</i>	
60% of median income	13%
70% of median income	17%

Affordability Level	% of Project Units Required to Be Affordable
<i>Owner-Occupied Housing</i>	
70% of median income	8%
90% of median income	13%
100% of median income	21%

c. To encourage “pioneer developments” in the Rose Hill and Totem Lake business districts, the definition of affordable housing for projects in the RH and TL zones shall be as provided in the following table. This subsection shall apply only to those projects which meet the affordability requirements on site or off site. This subsection shall not apply to those projects which elect to use a payment in lieu of constructing affordable units as authorized in KZC 112.30(4).

The affordable housing requirements for projects vested on or after the effective date of the ordinance codified in this section must be targeted for households whose incomes do not exceed the following:

Number of Total Units		Affordability Level	
<i>RH Zones</i>	<i>TL Zones</i>	<i>Renter-Occupied</i>	<i>Owner-Occupied</i>
First 50 units	First 150 units	70% of median income	100% of median income
Second 50 units	Second 150 units	60% of median income	90% of median income
All subsequent units	All subsequent units	50% of median income	80% of median income

“Number of Total Units” shall mean the total number of housing units (affordable and otherwise) permitted to be constructed within the RH and TL zones where affordable housing units are required and which have not received funding from public sources.

d. Depending on the level of affordability provided, the affordable housing units may not be eligible for the impact fee waivers described in subsections (5)(a) and (5)(b) of this section.

4. Dimensional Standards Modification – To the extent necessary to accommodate the bonus units allowed under subsection (2)(b)(c) of this section on site, the following requirements of the Kirkland Zoning Code may be modified through the procedures outlined in this subsection. These modifications may not be used to accommodate the units resulting from the base density calculation.

a. Maximum Lot Coverage. The maximum lot coverage may be increased by up to five (5) percentage points over the maximum lot coverage permitted by the underlying use zone. Maximum lot coverage may not be modified through this provision on properties with streams, wetlands, minor lakes or their buffers. In addition, this modification would require a shoreline variance as set forth in Chapter 141 KZC for properties within jurisdiction of the Shoreline Management Act. See Chapter 83 KZC.

b. Parking Requirement. The required parking may be reduced to 1.0 space per affordable housing unit. No additional guest parking is required for affordable housing units. If parking is reduced through this provision, the owner of the affordable housing unit shall sign a covenant, in a form acceptable to the City Attorney, restricting the occupants of each affordable housing unit to a maximum of one (1) automobile.

c. Structure Height. Maximum height for structures containing affordable housing units may be increased by up to six (6) feet for those portions of the structure(s) that are at least 20 feet from all property lines. Maximum structure height may not be modified through this provision for any portion of a structure that is adjoining a low density zone. This modification may be permitted or may require a shoreline variance as set forth in Chapter 141 KZC for properties within jurisdiction of the Shoreline Management Act. See Chapter 83 KZC.

- d. Required Yards. Structures containing affordable housing units may encroach up to five (5) feet into any required yard except that in no case shall a remaining required yard be less than five (5) feet. A modification to the shoreline setback would require a shoreline variance set forth in Chapter 141 KZC for properties within jurisdiction of the Shoreline Management Act. See Chapter 83 KZC.
 - e. Common Recreational Space. Common recreational open space per unit, when required, may be reduced by 50 square feet per affordable housing unit.
5. Impact Fee and Permit Fee Calculation
- a. Applicants providing affordable housing units may request an exemption from payment of road impact fees for the affordable housing units as established by KMC 27.04.050.
 - b. Applicants providing affordable housing units may request an exemption from payment of park impact fees for the affordable housing units as established by KMC 27.06.050.
 - c. Applicants providing affordable housing units are eligible for exemption from various planning, building, plumbing, mechanical and electrical permit fees for the bonus units allowed under subsection (2)(b)(c) of this section as established in KMC 5.74.070 and KMC Title 21.
6. Property Tax Exemption – A property providing affordable housing units may be eligible for a property tax exemption as established in Chapter 5.88 KMC.

112.25 Additional Affordable Housing Incentives

1. Approval Process for Additional Affordable Housing Incentives – An applicant may request that the City grant affordable housing incentives in addition to or in place of the basic affordable housing incentives allowed in KZC 112.20 due to specific site conditions. Such a request shall be reviewed and decided upon as outlined below.
2. Density Bonus – An applicant may propose more than two (2) bonus units for every affordable housing unit or a density bonus exceeding 25 percent of the number of units allowed in the underlying zone of the subject property. However, in no event may a project receive a bonus that would result in a number of bonus units that exceeds 50 percent of the number of units allowed based on the underlying zone of the subject property. Such a request shall be reviewed and decided upon by the Planning Director. The decision of the Planning Director in approving or denying a modification under this subsection may be appealed using the appeal provision, as applicable, of Process I, KZC 145.60 through 145.110.
3. Dimensional Standards Modification – An applicant may request further modification from the dimensional standards listed in KZC 112.20(4). Approval of any further modification of the dimensional standards will be based on the applicant's demonstration that the subject property cannot reasonably achieve the permitted density, including the bonus units. Such a request shall be reviewed and decided upon using Process I, described in Chapter 145 KZC. If the development, use, or activity requires approval through Process IIA or IIB, the entire proposal will be decided upon using that other process.
4. Criteria for Approving Additional Affordable Housing Incentives – The City may approve one (1) or more of the additional affordable housing incentives listed in subsection (2) or (3) of this section, in addition to or in place of the basic affordable housing incentives, if one (1) or more of the following requirements are met:
 - a. The additional incentive is necessary to provide sufficient economic incentive to the applicant to offset the cost of providing the affordable housing units.
 - b. The additional incentive is necessary to reasonably achieve the permitted density, including the bonus units.
 - c. The additional incentive is necessary to achieve a greater number of affordable housing units than the affordable housing requirements would prescribe or a greater level of affordability than is defined by the term affordable housing unit.

Kirkland Municipal Code
Chapter 112 – AFFORDABLE HOUSING INCENTIVES
– MULTIFAMILY

In making its decision on additional incentives, the City will consider the value of any property tax exemptions available to the project from the City as established in Chapter 5.88 KMC, as well as other fee waivers or reductions as established in the Kirkland Municipal Code.



February 9, 2015

Kirkland City Council
123 Fifth Avenue
Kirkland, WA 98033

Re: Kirkland Parkplace Amendments

Dear City Councilmembers:

KPP Development LLP ("KPP") is gratified by the recent decision of the Kirkland Planning Commission to recommend approval of the proposed Kirkland Parkplace amendments, the master plan, and the design guidelines. We understand this Planning Commission decision is an important step towards final approval by the City Council.

In that light, we want to take this opportunity to thank you for the professional, thorough and timely work of your Planning Department. Their work reflects very well on the City of Kirkland.

As you may know, we have engaged in an extensive public outreach process. Over the last months, we have met with over thirty community groups and have met individually with every citizen that has requested a meeting. Most recently, we have been able to reach an agreement with our neighbor, Ken Davidson. Ken now fully supports the project. In fact, throughout our community outreach, we have received an overwhelmingly positive response.

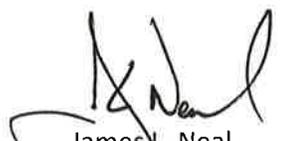
We do want to comment on one of the proposed amendments. This amendment will require that 10% of the housing that the project develops will be affordable, as defined by City Code. We are able to meet this condition, although it poses a challenge to the viability of the housing. Compounding the affordable housing impacts on our apartment phase is the market conditions for an urban grocer. In order for us to secure and maintain QFC, and for QFC to be competitive in the market, we are required to provide over 200 structured parking stalls at no cost to QFC, and a heavily discounted rental rate. We request that you agree with the Planning Commission and limit the affordable housing component to 10%, consistent with the limit throughout the City. Increasing the requirement beyond 10% likely would prevent the project from proceeding, which is an outcome we all hope to avoid.

In sum, we thank you for your consideration and look forward to the public hearing on February 17th and your decision on our proposed amendments. We are confident the successful re-development of Kirkland Parkplace will be a significant contribution to the vitality of downtown Kirkland.

Sincerely,
Talon Private Capital, LLC



William Pollard
Managing Principal



James L. Neal
Managing Principal

THE CITY OF KIRKLAND

Kirkland Parkplace Mixed-Use Development

Master Plan and Design Guidelines

Appendix I: Roadmap to Changes

Purpose of this Appendix

The newly proposed *Kirkland Parkplace Mixed-Use Development: Master Plan and Design Guidelines* will replace the earlier document with the same name created in 2008. Much of the structure and content of the 2008 version continues to be relevant and is either left unchanged or is modified to meet the current design intent in the new document.

To help reviewers understand the differences between the two documents, this Appendix is provided as a "road map". Changes are noted here and, where relevant, explanations are included.

Appendix II: Summary of Key Changes is a list for quick review of all changes of significant content, and complements this Appendix.

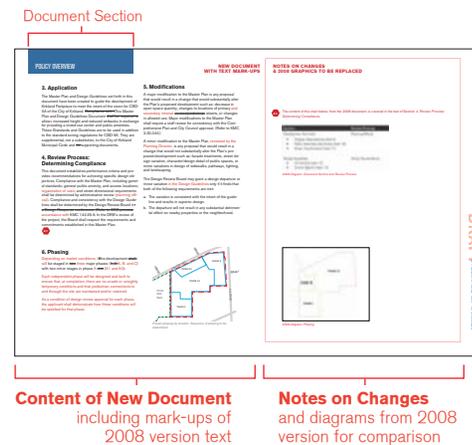
Change in Overall Format: The format of the new document (portrait-oriented, with two columns) is updated to be consistent with other Kirkland Design Guideline documents, such as *Design Guidelines for Yarrow Bay Business District* and *Design Guidelines for Pedestrian-Oriented Business Districts*.

Change in Images: All graphics in the document (diagrams, drawings, and photos) have been replaced.

Appendix Structure

This Appendix contains each page of the newly proposed document along with notes and portions of the old document for comparison. The following diagram illustrates a sample page of this Appendix.

Note: the layout of the final document is altered slightly in this appendix in order to fit crossed out text onto the page.



Content of New Document
including mark-ups of
2008 version text

Notes on Changes
and diagrams from 2008
version for comparison

Text Color Key:

Black: Text from the existing 2008 document.

~~Text with strike-through~~: Text which is removed from the existing document appears in this appendix as crossed out.

Red: New text that was not in the 2008 document.

Keynotes:

Some notes are added to further clarify changes between the 2008 and the proposed documents.

7.1 Example Keynote for Section 7, note #1 of that section.

For Review: Content changes since Jan 20, 2014 version, at Planning Commission's request, are in pink highlighted box.

Prepared by CollinsWoerman
February 6, 2015

**NEW DOCUMENT
WITH TEXT MARK-UPS**

**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

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Acknowledgment: Written content in this document has been excerpted and/or excerpted and edited from the previously approved *Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines* document updated December 16, 2008 as created by LMN Architects.

**NEW DOCUMENT
WITH TEXT MARK-UPS**

**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

Exhibit F

POLICY OVERVIEW

1. Introduction

Located along Central Way and 6th Street, Kirkland Parkplace has the potential to offer many great amenities to Kirkland's downtown. ~~Parkplace is a 501,000 square-foot property defined as CBD-5A in Kirkland's Zoning code.~~ The proposed mixed-use center includes approximately ~~1.75~~ 1.175 million square feet of development consisting of retail, office, ~~hotel and sports club~~ residential, and entertainment uses that are, in effect, an extension of the existing downtown. ~~Parkplace provides components that meet the City's Comprehensive Plan, East Core Frame (2004, 2008) as described below:~~ ~~CP Policy: ...[additional text]~~

1.1

PURPOSE

This document includes three major parts: (1) a Policy Overview that establishes a vision, procedure, and design intent; (2) a Master Plan comprised of Development Standards that establish basic programming and site planning requirements; and (3) Design Guidelines that establish detailed design standards for the site and buildings.

These Standards and Guidelines provide structure to help meet the goals outlined in the Comprehensive Plan. A discussion of relevant Comprehensive Plan directives and this document's associated responses can be found in Section 7: *Comprehensive Plan Design Direction*.

PROJECT NAMING

While this document references the site's current name of "Kirkland Parkplace", the property owner may choose to re-brand the development and re-name it to reflect its new brand identity.

2. Vision

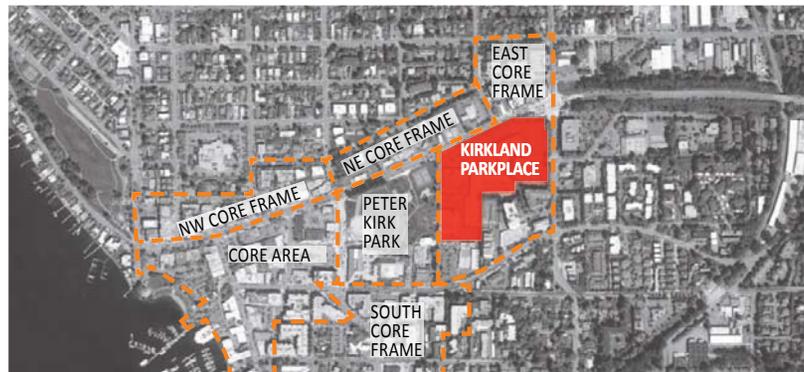
The Kirkland Parkplace Master Plan envisions a transformation of the existing suburban style office park and retail area to a lively, integrated mixed-use center.

Parkplace creates a new destination in Kirkland featuring tree-lined streets, landscaped open spaces, offices and residences overlooking public plazas, and a wide variety of shopping, dining, entertainment, and recreation experiences. Parkplace's contemporary Northwest architecture evokes Kirkland and its environs with green design, appropriate massing, and orientation. Appropriate placement of trees, fountains, benches, street lamps, and decorative sidewalk treatments add a rich texture to Parkplace's plazas and streets.

The combination of pedestrian-oriented streets, distinctive architecture, unique urban character, sensitive integration and progressive sustainable design strategies will make Kirkland Parkplace an attractive and valued gathering place for Kirkland's citizens ~~for years to come~~.

The compact design includes a diversity of spaces for gathering and bustling activity, while maintaining a human scale. This reflects and celebrates the evolution of Kirkland: balancing the need for growth and economic opportunity, but not losing touch with the comfortable, small-town roots of its past.

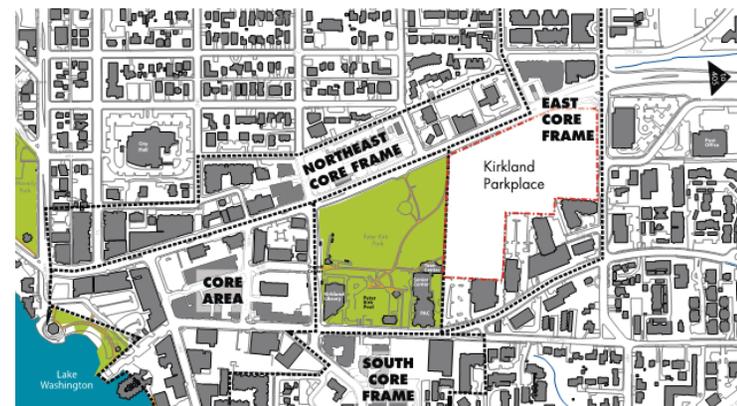
Kirkland Parkplace is both a home and a destination.



Kirkland Parkplace: Design District 5A, part of the East Core Frame in Kirkland's downtown area¹

1.1

This content of Comprehensive Plan policies and Master Plan responses has moved to Section 7: *Comprehensive Plan Design Direction*.



2008 Diagram: Site Context

POLICY OVERVIEW

3. Application

The Master Plan and Design Guidelines set forth in this document have been created to guide the development of Kirkland Parkplace to meet the intent of the vision for CBD-5A of the City of Kirkland. Compliance with this Master Plan and Design Guidelines Document shall be required to allow increased height and reduced setbacks in exchange for providing a mixed-use center and public amenities. These Standards and Guidelines are to be used in addition to the standard zoning regulations for CBD-5A. They are supplemental, not a substitution, to the City of Kirkland Municipal Code and its supporting documents.

4. Review Process: Determining Compliance

This document establishes performance criteria and provides recommendations for achieving specific design objectives. Compliance with the Master Plan, including general standards; general public amenity, and access locations; organization of uses; and street dimensional requirements shall be determined by administrative review (planning official). Compliance and consistency with the Design Guidelines shall be determined by the Design Review Board in a Design Response conference. (Refer to DRB process accordance with KMC 142.35.9. In the DRB's review of the project, the Board shall respect the requirements and commitments established in this Master Plan.

4.1

6. Phasing

Depending on market conditions, this development shall be staged in two three major phases (1, 2-A, B, and C) with two minor stages in phase A one (A1 and A2).

Each independent phase will be designed and built to ensure that, at completion: there are no unsafe or unsightly temporary conditions; pedestrian connections to and through the site are maintained and/or restored; and functionality of vehicle access and circulation is maintained.

As a condition of design review approval for each phase, the applicant shall demonstrate how these conditions will be satisfied for that phase.

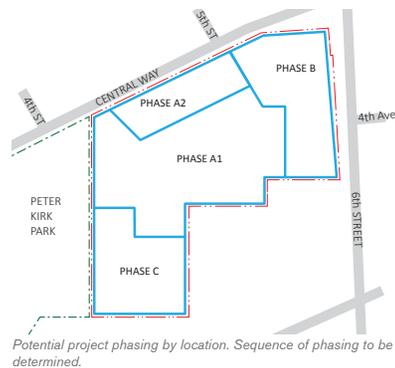
5. Modifications

A major modification to the Master Plan is any proposal that would result in a change that would substantially alter the Plan's proposed development such as: decrease in open space quantity, changes to locations of primary and secondary internal access/pedestrian streets, or changes in allowed use. Major modifications to the Master Plan shall require a staff review for consistency with the Comprehensive Plan and City Council approval. (Refer to KMC 3.30.040.)

A minor modification to the Master Plan, reviewed by the Planning Director, is any proposal that would result in a change that would not substantially alter the Plan's proposed development such as: facade treatments, street design variation, character/design detail of public spaces, or minor variations in design of sidewalks, pathways, lighting, and landscaping.

The Design Review Board may grant a design departure or minor variation in the Design Guidelines only if it finds that both of the following requirements are met:

- a. The variation is consistent with the intent of the guideline and results in superior design.
- b. The departure will not result in any substantial detrimental effect on nearby properties or the neighborhood.



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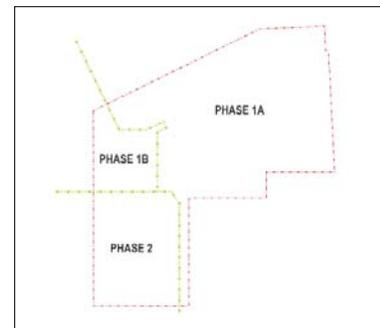
NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F

4.1 The content of the chart below, from the 2008 document, is covered in the text of Section 4. Review Process: Determining Compliance.

Section	Review Process
Development Standards	Planning Official
<ul style="list-style-type: none"> • Program Requirements (Item 9) • Public Amenities and Access (Item 10) • Street Classifications (Item 11) 	
Design Guidelines	Design Review Board
<ul style="list-style-type: none"> • All Districts (Item 12) • District Specific (Item 13) 	

2008 Diagram: Document Section and Review Process



2008 Diagram: Phasing

POLICY OVERVIEW

7.1 7. Comprehensive Plan Design Direction

The City of Kirkland's Comprehensive Plan, Section XV.D, includes several policies and guidelines directly related to the Parkplace site. Four relevant Comprehensive Plan directives and associated responses are included below:

A. CP Policy: Heights of up to eight stories are appropriate as an incentive to create a network of public spaces around which is organized a dynamic retail destination. (CP XV.D-13).

Response: Parkplace is an urban, open-air retail, restaurant, entertainment, office, ~~hotel and sports club~~ and residential complex. (See ~~page 7~~ Section 10 for standards regarding networks of open space, retail frontage, and pedestrian connections.)

B. CP Policy: Special attention to building design, size, and location should be provided at three key locations:

- at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway;
- along Central Way to respond to the context along the north side of street;
- and facing Peter Kirk Park to provide a transition in scale to downtown's central green space (CP XV.D-14).

Pedestrian Connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood (CP XV.D-13).

Response: Specific design guidelines have been defined to encourage unique environments and experiences in each of these three locations. The development standards define pedestrian connection requirements.

C. CP Policy: Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management (CP XV.D-14).

Response: The compact development, pedestrian-friendly, mixed-use nature of the land use in CBD-5A is fundamentally sustainable. It provides a live-work balance in downtown Kirkland and provides access to goods and services people need in proximity to where they live. Combined with a commitment to sustainable strategies in the design of the development, Kirkland Parkplace will significantly contribute to lowering carbon emissions and energy use relative to a suburban model of development.

D. CP Policy: Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park (CP XV.D-14). 7.2

Response: The Development Standards provide for up to 30% of building floor area to be devoted to residential use. The proposed residential component will enhance Parkplace's public and retail experience and bring after-hours activity to the development. Residents will have access to a range of services and a direct connection to Peter Kirk Park - all within walking distance.

NEW DOCUMENT WITH TEXT MARK-UPS

NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F

7.1 This section - "7. Comprehensive Plan Design Direction" - does not appear in the body of the 2008 document, though it is in the Table of Contents. The 2008 document included a discussion of relevant Comprehensive Plan design directives in Section 1, and this discussion has moved to the new Section 7.

7.2 This existing Comprehensive Plan statement related to residential development was not referenced in the 2008 Master Plan because residential development was not proposed at that time. It is included here, along with the Master Plan response, because the new Master Plan proposes a significant residential component on the site. See Section 9. *Program Requirements*.

POLICY OVERVIEW

8. Design Intent

This Master Plan and Design Guidelines document was created using the identified **eight nine** Guiding Principles for the project which were derived from input from the City staff, Design Review Board, Planning Commission, various community groups, and the residents of Kirkland.

1. Emotional ownership by the community:
 - Incorporate the project into the story of Kirkland.
 - Enable meaningful community exchanges.
 - Inspire unique experiences and discoveries.
 - Promote the coalescence of Community, Culture, and Commerce.
 - Provide a 'transforming experience' vs. a 'transactional experience'.
 - Include neighborhood retail.
2. Site planning connections:
 - Include public spaces such as plazas.
 - Create clear vehicular access and parking.
 - Create strong emphasis on the streetscape.
 - Support active public spaces.
 - Provide clear and inviting public access.
 - **Provide connections to Peter Kirk Park.**
3. Create community gathering spaces:
 - Create easily accessible public spaces.
 - Develop spaces that vary in size and offer choices for all ages.
 - Provide safety and comfort.
 - Integrate into the social life of downtown Kirkland.
4. Enhance the pedestrian environment:
 - Promote walkability: network of internal and external pedestrian connections.
 - Create visual interest along the street.
 - Incorporate a rich variety of materials.
 - Provide and enhance pedestrian circulation and retail continuity.
5. Integrate motor vehicle access and parking
 - Minimize the visual presence of parked cars.
 - Allow parking to be utilized during nights/weekends for benefit of community and downtown.

6. A mix of uses = a mix of building types:
 - Create a variety of building types, scales, and materials.
 - Express a three-dimensional quality to the public spaces.
7. Appropriate massing and scale:
 - Create pedestrian spaces with access to sun.
 - Address surrounding edges.
 - Consider scale, massing, and detail of individual buildings.
 - Express human-scale, detailed street level building facades.
8. Sustainability:
 - Establish macro-scale/site sustainable strategies.
 - Pursue building-specific sustainable strategies.
 - Encourage tenant-specific sustainable strategies.

9. **Mixed-use development:**
 - **Provide a residential component to the project that will support the viability of a 24-hour development and complement the other uses on the site.**



Children's play area at Peter Kirk Park²

**NEW DOCUMENT
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**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

Exhibit F

NEW DOCUMENT
WITH TEXT MARK-UPS

NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED

Exhibit F

MASTER PLAN: DEVELOPMENT STANDARDS

9. Program Requirements

The following requirements and ratios are established to quantify use types at the completion of the project, and are not a requirement for any single phase.

A. PEDESTRIAN SPACE

The development will include a variety of public open spaces that vary in size and character. A minimum of 15+%, or 75,000 ~~50,000~~ square feet, of the site shall be activated pedestrian-oriented space, in the form of courtyards, plazas, winter atrium, etc. See diagram (Section 10.D) for approximate locations and dimensional requirements of specific spaces. Definition of appropriate design treatments are found in the district-specific design guidelines (Section 13).

B. ARTS COMMITMENT

In an effort to encourage integrated art into the project, Parkplace is working in collaboration with representatives from the cultural council and local art community and will identify and create opportunities to integrate art into the project.

C. GREEN BUILDING COMMITMENT

Section V. Natural Environment of the Comprehensive Plan outlines broad goals and policies related to environmental sustainability. Section XV.D of the Comprehensive Plan and Guiding Principle #8 (see Section 8 of this document) describe goals specific to the Parkplace site.

1. In response to these goals and policies, the following requirements will apply to the Kirkland Parkplace project:

- All new office buildings will be designed achieve a LEED CS Gold threshold. A USGBC Pre-Certification Application showing points meeting LEED CS Gold will be included with permit submittals to show which points will be pursued.
- The ~~hotel~~ multi-family residential building(s) will be designed to a LEED for Homes Multifamily Mid-Rise Silver ~~CS-Certified or LEED-NC-Certified~~ threshold; or to meet Built Green 4 Star certification ~~the sustainability program of the hotel operator.~~

c. The applicant shall encourage all potential tenants for Kirkland Parkplace to pursue LEED-CI. To accomplish this, the applicant will create and distribute to tenants a set of Tenant Design Guidelines to show strategies tenants can use to achieve LEED-CI certification. These Tenant Design Guidelines will be made available to the City of Kirkland to inform their ongoing sustainability programs.

d. At the end of tenant build-outs ~~on~~ of the office space, the applicant ~~will~~shall prepare an executive summary for the City of Kirkland, outlining what sustainability measures were incorporated in the tenant build-outs (unless otherwise restricted by tenant confidentiality).

e. In addition, the applicant ~~will~~shall strive to make design choices in its Core and Shell buildings that are conducive to the achievement of LEED-CI by tenants.

2. In the interest of promoting a holistic sustainability approach, the applicant ~~will~~shall strive to integrate site-specific strategies identified as focus areas, such as:

- Energy efficiency strategies, like centralized cooling options and heat recovery.
- Low Impact Development (LID) strategies like stormwater planters, vegetated roofs, and bioswales.
- Materials and resource strategies like recycled materials, regional materials, and FSC certified wood.

D. COMMUNITY-SERVING RETAIL AND SERVICES

Include neighborhood-serving retail and services. ~~such as~~ Possible examples include: grocery, childcare, bookstore, drugstore, dry cleaner, movie theater, barbershop, shoe repair, etc.

E. PARKING

To guide the transformation described in the Comprehensive Plan from "an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community" (CP XV.D-13), the majority of parking for the development shall be placed underground. Surface parking will be provided along selected internal streets and at other selected surface parking locations to support retail uses.

**MASTER PLAN:
DEVELOPMENT STANDARDS**

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**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

Exhibit F

SITE AREA BREAKDOWN • TOTAL SITE AREA = 501,000 SF = 100%

Building Footprint 40 - 45%	Vehicle Areas 20 - 25%	Open Space 35 - 40%
---------------------------------------	----------------------------------	-------------------------------

OPEN SPACE BREAKDOWN

Sidewalks 20 - 25% of Site	Pedestrian Space: Plazas/Courtyards/Gardens/Elevated Terrace 15 - 20% of site (75,000 sf minimum)	Private Roof Terrace 10,000 sf
--------------------------------------	--	--

BUILDING USE BREAKDOWN • Approximate 1,175,000 GROSS SF TOTAL = 100%

Commercial Office 650,000 sf	Retail / Fitness / Entertainment 225,000 sf	Residential 250-300 units 300,000 sf
--	---	---

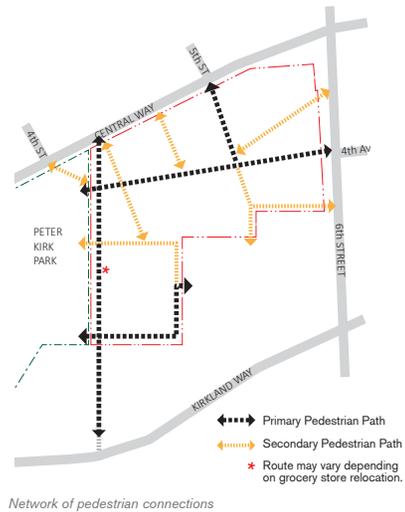
10. Public Amenities, Access, and Organization of Uses

A. PEDESTRIAN CONNECTIONS

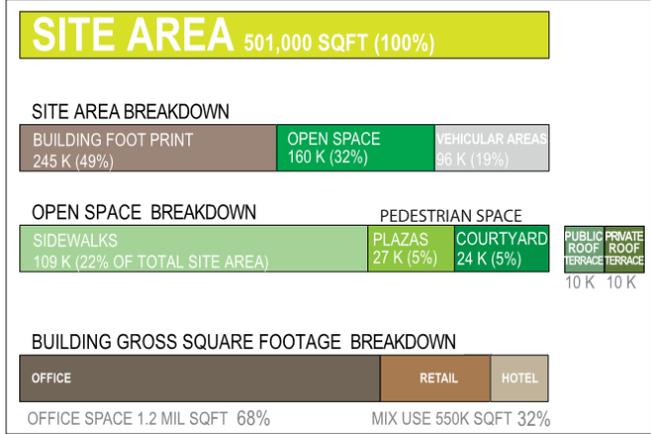
Intent: Create a network of identifiable linkages into and through the project site for pedestrians.

The diagram at right shows approximate pedestrian connections. Darker lines indicate primary connections required designated by the Comprehensive Plan. Lighter lines show secondary connections linking existing proposed streets as well as Peter Kirk Park. These connections are for public use.

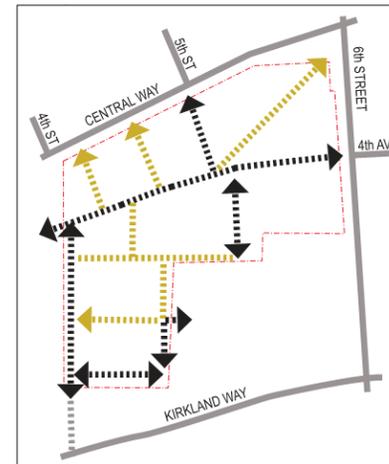
The applicant shall work with the City to define appropriate wayfinding strategies between the development and the Cross Kirkland Corridor.



The new development plan allows for increased total public open space by including a significant presence of publicly accessible elevated plazas, courtyards, and/or gardens. (This explains why the total site area breakdown could exceed 100% of the site if site area is measured on one plane, as it was in the 2008 diagram below.)



2008 Diagram: Area Breakdown



2008 Diagram: Pedestrian Connections

**MASTER PLAN:
DEVELOPMENT STANDARDS**

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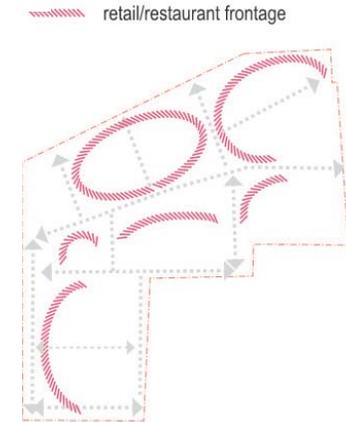
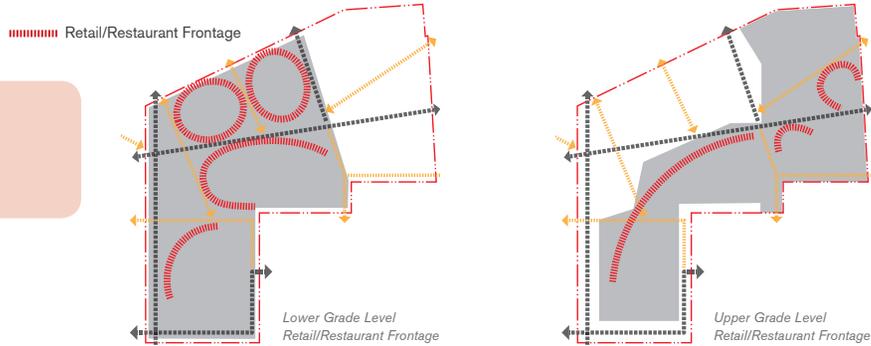
**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

Exhibit F

B. RETAIL/RESTAURANT FRONTAGE

Intent: Encourage and contribute to the liveliness and activation of primary and secondary pedestrian paths pedestrian-oriented streets and spaces by providing retail and activating uses at ground level.

Predominant retail and other pedestrian-encouraging uses, including shops, restaurants, grocery, health club, and a movie theater are required along pedestrian-oriented streets and public spaces in the approximate locations shown in diagrams below. Additional activating uses are encouraged on the ground grade level throughout the development where feasible.



2008 Diagram: Retail/Restaurant Frontage

Section 10.C Organization of Uses is new to the 2014 document.

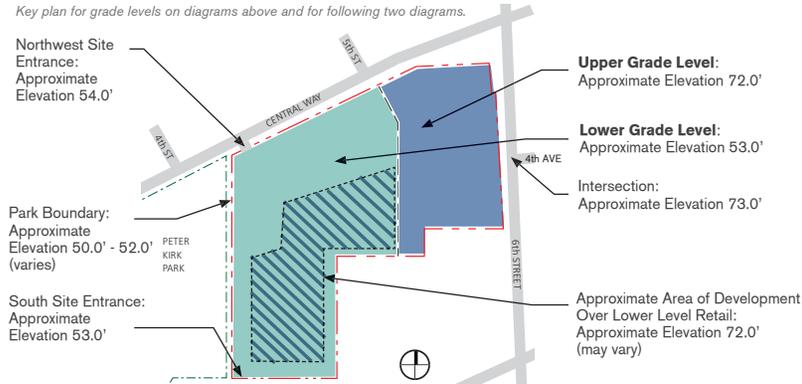
C. ORGANIZATION OF USES

Intent: Locate building and other uses to support the development goals of the project, including: ground floor retail, upper floor office space, residential space, and public gathering spaces between buildings.

The following diagrams describe the approximate locations of various building use types, pedestrian connections, parking, and public gathering spaces.

The key plan below illustrates the two grade levels for the site: Upper Grade Level and Lower Grade Level. The Upper Grade Level relates to the existing street grades at the intersection of 6th Street and 4th Avenue. The Lower Grade Level relates to Peter Kirk Park and the grades at the northwest site entrance on Central Way.

Key plan for grade levels on diagrams above and for following two diagrams.



**MASTER PLAN:
DEVELOPMENT STANDARDS**

**C. ORGANIZATION OF USES
(continued)**

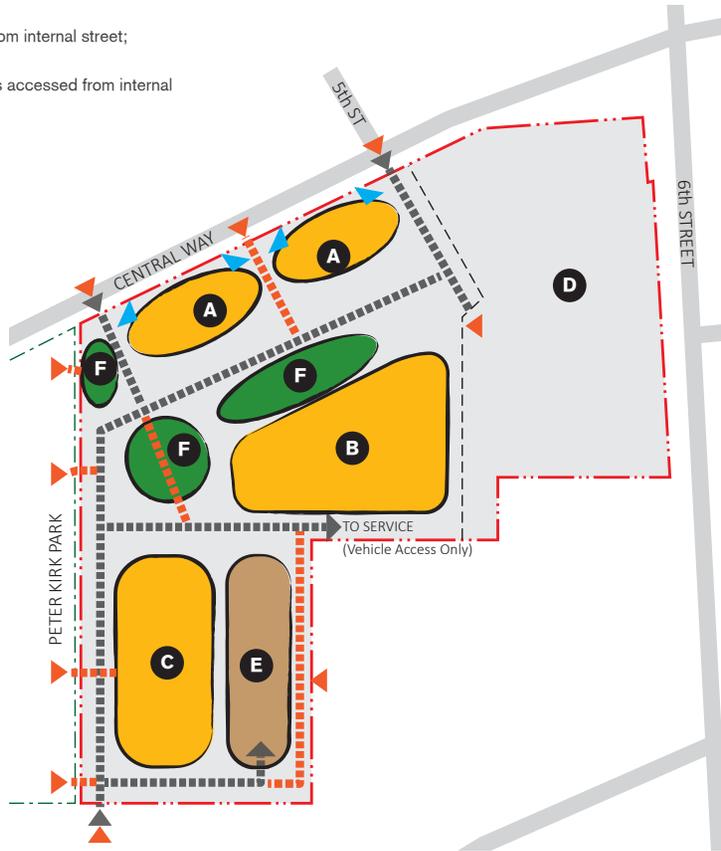
LOWER GRADE LEVEL

BUILDINGS

- A** Retail with entries accessed from internal street;
Office above
- B** Retail and Grocery with entries accessed from internal
street and/or open space;
Residential above
- C** Retail and/or Entertainment;
Office above

SITE

- D** Below-Grade Parking
- E** Retail Surface Parking
- F** Pedestrian Space;
Plaza/Courtyard/Garden
- Vehicular and
Pedestrian Circulation
- Pedestrian-Only
Circulation
- ▶ Vehicle Site Access
- ▶ Pedestrian Site Access;
Locations to be Determined
- ▶ Provide visibility into
retail or other activating
uses at these locations
- Retail
- Outdoor Amenity
- Parking



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**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

Exhibit F

Section 10.C Organization of Uses is new to the 2014 document.

**MASTER PLAN:
DEVELOPMENT STANDARDS**

**C. ORGANIZATION OF USES
(continued)**

UPPER GRADE LEVEL

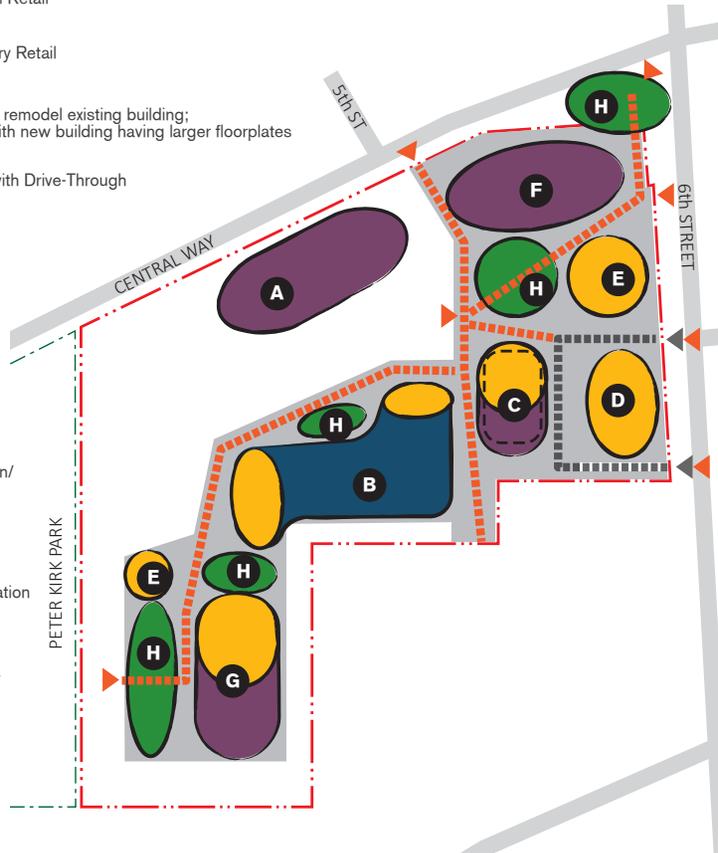
BUILDINGS

- A** Office over Lower Level Retail
- B** Residential with Ancillary Retail
- C** Office with Retail;
Options: 1) Retain and remodel existing building;
2) Replace with new building having larger floorplates
- D** Retail: Possible Bank with Drive-Through
- E** Retail
- F** Office
- G** Office with Retail

SITE

- H** Pedestrian Space:
Plaza/Courtyard/Garden/
Elevated Terrace

- Vehicular and Pedestrian Circulation
- Pedestrian-Only Circulation
- ▶ Vehicle Site Access
- ▶ Pedestrian Site Access
- Retail
- Outdoor Amenity
- Office
- Residential



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**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

Exhibit F

Section 10.C Organization of Uses is new to the 2014 document.

**MASTER PLAN:
DEVELOPMENT STANDARDS**

D. PEDESTRIAN SPACE

Intent: Provide a functional and diverse pedestrian environment by creating a variety of usable pedestrian open spaces.

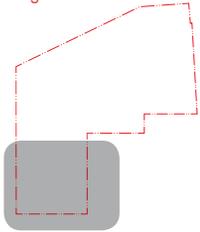
The following types of public/pedestrian space are to be provided at a minimum of 15+0% of the total lot area, or 75,000 ~~50,000~~ square feet. Locations are approximate and not limited to those shown on the diagram at right below:

- a. **Central Primary plaza:** shall have a minimum area of 10+5,000 square feet with a minimum average width of 60+70 feet.
- b. **c. Atrium/breezeway- Main Street plaza:** a linear sequence of pedestrian spaces along Main Street retail shall have locations with a minimum 35-foot plaza depth from building face to curb-line. (This does not include roadway. See 11.4 for building face to building face dimensional requirements along Main Street.) - wide separation between office floor plates.
- c. **Upper Plaza:** shall include a combination of landscaping and hardscaping with a minimum area of 10,000 square feet.
- d. **Northwest Entry Garden:** shall be predominantly landscaped and an extension of Peter Kirk Park.
- e. **b. Smaller courtyard/plazas:** shall have a minimum area of 2,500 square feet each. (not illustrated in diagram at right)
- f. **d. Rooftop Elevated terraces:** shall provide a minimum of 10,000 square feet total of publicly accessible pedestrian space at the Upper Grade Level. (See 10.C.) rooftop terraces in one or more locations.

See district specific guidelines for design parameters of public space (ex. central plazas, Section 13.D).

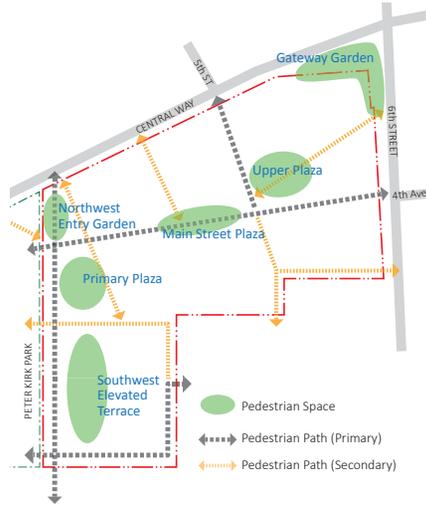
10.1 E. SPECIAL SETBACKS AT SOUTH PORTION OF SITE

Buildings located in the southern most portion of the site should provide generous and substantial setbacks, building step backs, and modulation in response to their proximity to neighboring buildings. Setback and height requirements are described in the diagram at right. Heights shown in diagram shall be measured per zoning code regulations.



Key Plan: Area described in Section 10.E and in diagram at right.

**NEW DOCUMENT
WITH TEXT MARK-UPS**



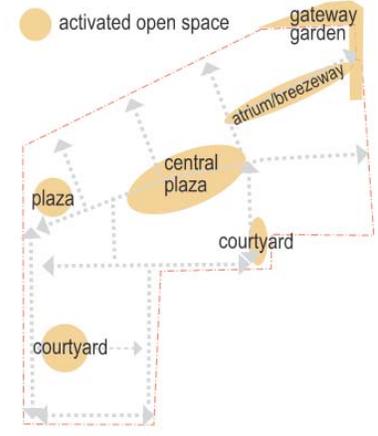
Distribution of pedestrian spaces: along paths, between buildings, and on elevated terraces. Locations are illustrative and subject to change.



Special setbacks at southern portion of site.

**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

Exhibit F



2008 Diagram: Pedestrian Space

10.1 This text was moved from Section 13.D. The diagrams are new.

**MASTER PLAN:
DEVELOPMENT STANDARDS**

11. Street Classification

Intent: Create a street and sidewalk network that responds to the existing Kirkland grid pattern, creates a pedestrian-oriented environment, and allows for direct interaction with Peter Kirk Park.

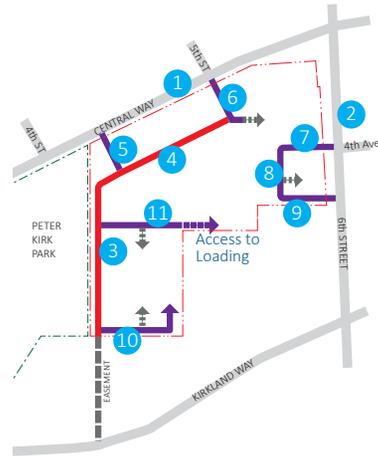
The following street classifications and diagrams represent the various types of streets and approximate locations anticipated in the project. Final location and classification of streets may be adjusted in the final design to include such design techniques as: tight turning radii to calm traffic, curb bulb outs, textured crossings, etc. Access shall be in compliance with city codes and polices for public improvements and emergency access.

Street classifications are meant to be typical sections of the roadway. Slight variations may be necessary to accommodate driveways, street furniture, structural constraints, etc.

Planting adjacent to parking or drive lane may consist of tree wells level with sidewalk or planting strips which are flush with sidewalk or raised above sidewalk. Where tree wells occur, provide minimum 12'-0" total sidewalk width including tree wells, with minimum sidewalk width of 8'-0" and tree well width of 4'-0" (except as noted on street sections).

Where continuous planting strips are provided in lieu of street tree wells, provide minimum 10'-0" sidewalk and 4'-0" minimum planting strip (unless noted otherwise).

**NEW DOCUMENT
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⇒ Indicates Possible Access to Below-Grade Parking

ADJACENT PUBLIC STREET IMPROVEMENTS

- 1 Central Way
- 2 6th Street

PRIMARY INTERNAL STREETS

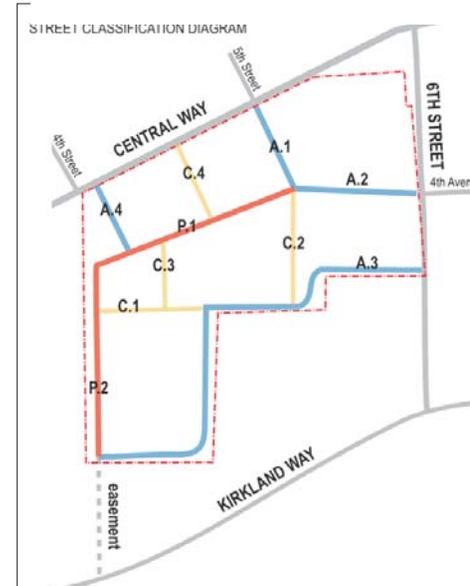
- 3 Park Promenade
- 4 Main Street

SECONDARY INTERNAL STREETS

- 5 Access Street at Central Way near 4th Street
- 6 Access at Central Way near 5th Street
- 7 Access at 6th Street
- 8 Upper Level Internal Street
- 9 Possible Parking/Service Access at 6th Street
(Dependent upon traffic study, design of Upper Level, and access to below-grade parking)
- 10 Access Street at Southern Property Line
- 11 Parking/Service Access

**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

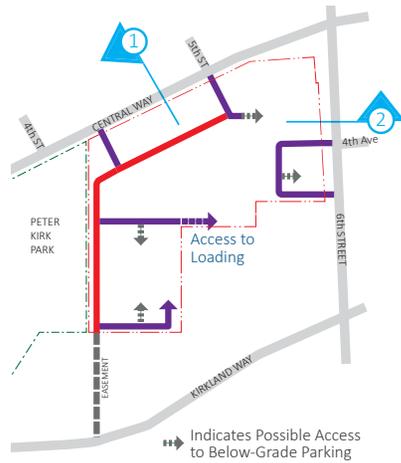
Exhibit F



2008 Diagram: Street Classification key

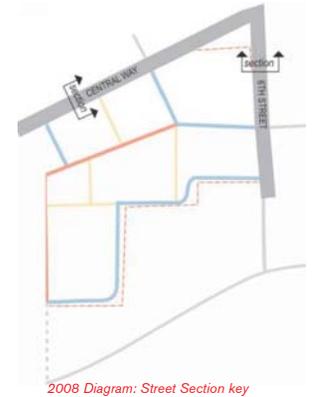
**MASTER PLAN:
DEVELOPMENT STANDARDS**

**ADJACENT PUBLIC STREET
IMPROVEMENTS**



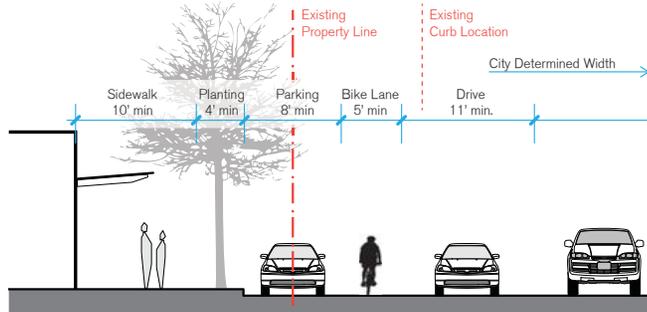
**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

Exhibit F

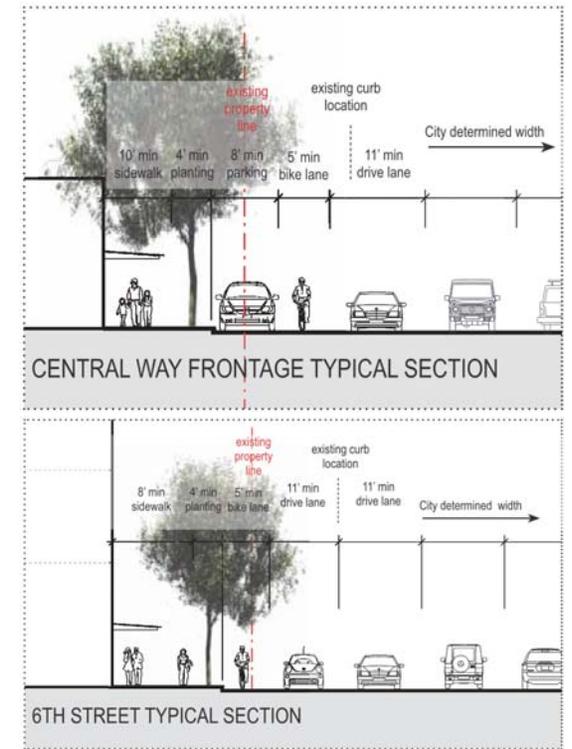
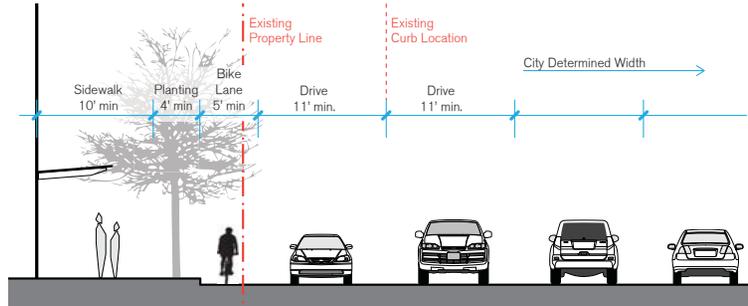


2008 Diagrams: Adjacent Public Street Improvement Street Sections

1 Central Way Frontage Section (typical)

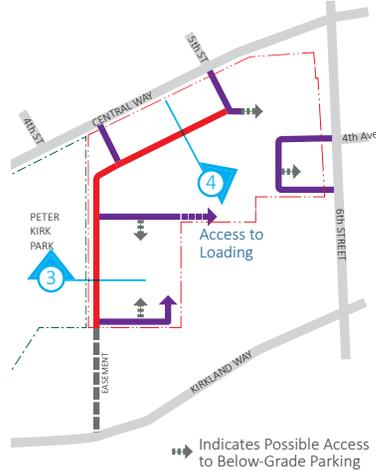


2 6th Street Frontage Section (typical north of 4th Avenue)



**MASTER PLAN:
DEVELOPMENT STANDARDS**

PRIMARY INTERNAL STREETS

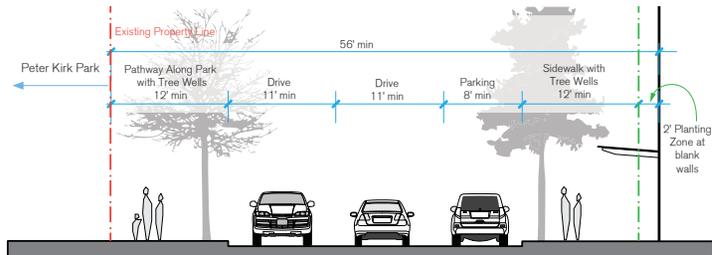


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**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

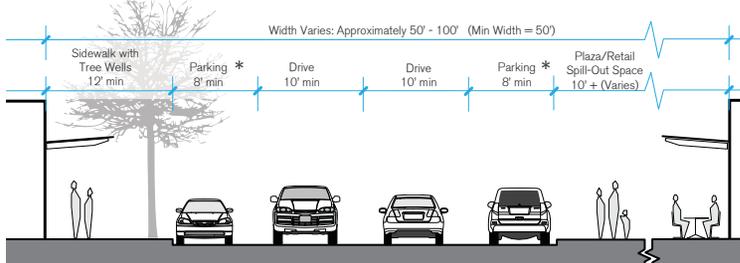
Exhibit F

3 Park Promenade Section (typical)

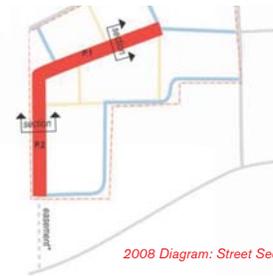


The existing easement to the south shall include a pedestrian sidewalk connecting the Park Promenade with Kirklund Way.

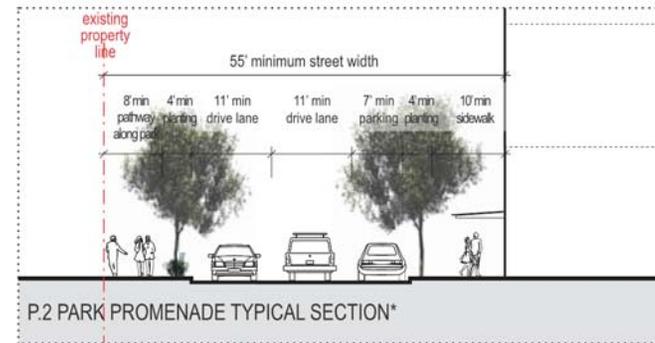
4 Main Street Section (typical)



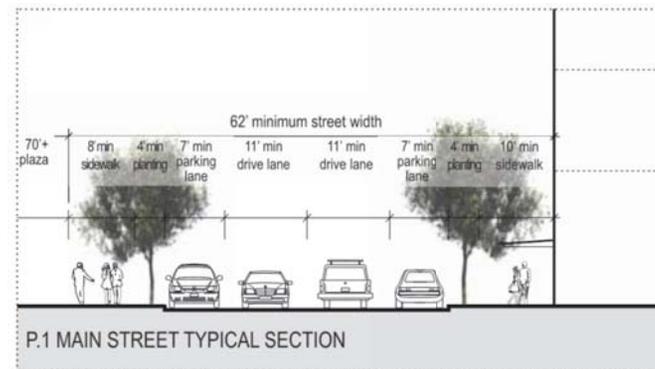
* Curbside parking may occur on one or both sides of the roadway.



2008 Diagram: Street Section key



* The existing easement to the south shall include a pedestrian sidewalk connecting the Park Promenade with Kirklund Way.

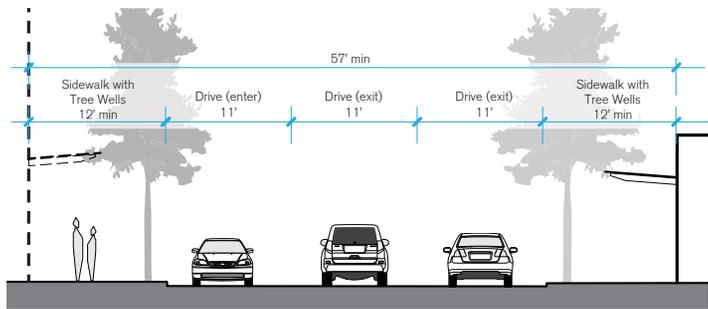


2008 Diagrams: Pedestrian Street Sections

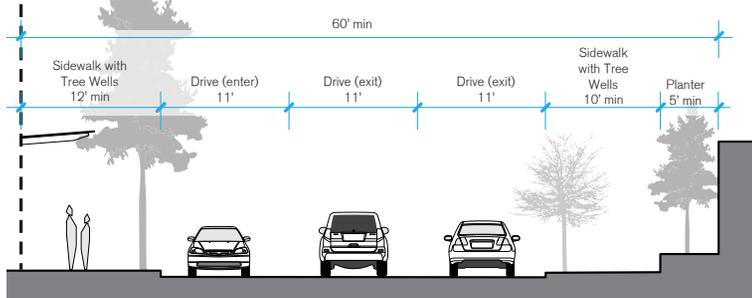
**MASTER PLAN:
DEVELOPMENT STANDARDS**

SECONDARY INTERNAL STREETS

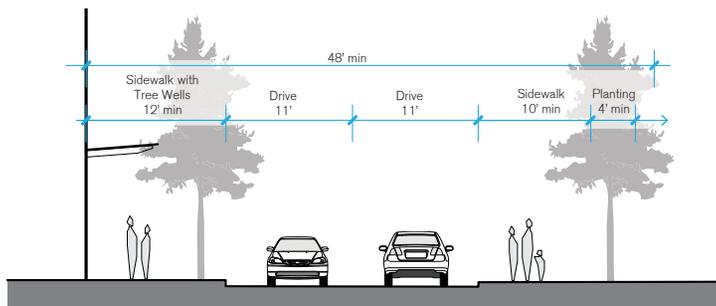
5 7 Access Streets at Central Way, 6th Street (typical)



6 Access Street at Central Way and 5th Street (typical)



8 Upper Level Internal Street (typical)

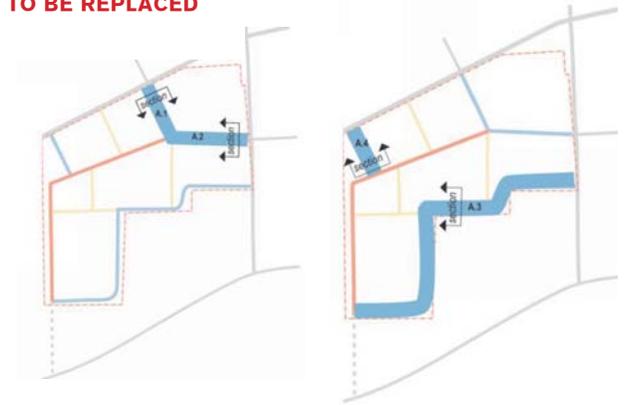


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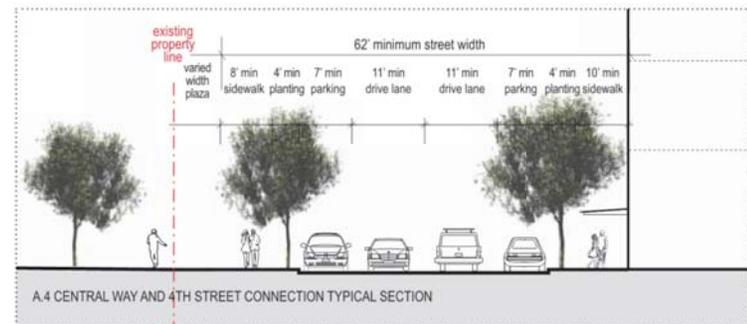


**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

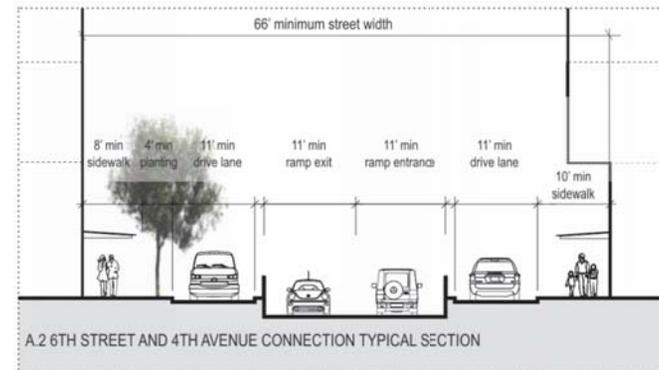
Exhibit F



2008 Diagrams: Street Section keys



A.4 CENTRAL WAY AND 4TH STREET CONNECTION TYPICAL SECTION



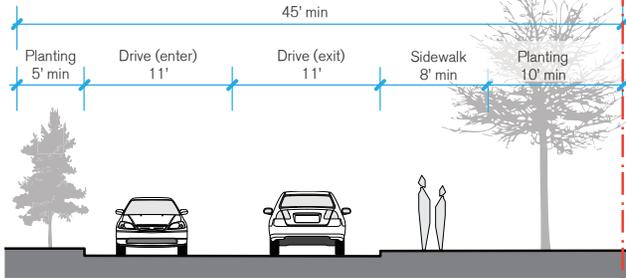
A.2 6TH STREET AND 4TH AVENUE CONNECTION TYPICAL SECTION

2008 Diagrams: Access Street Sections

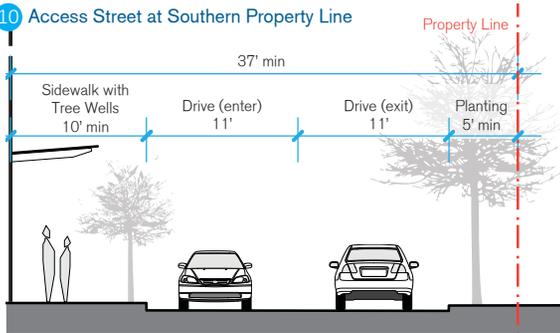
**MASTER PLAN:
DEVELOPMENT STANDARDS**

SECONDARY INTERNAL STREETS

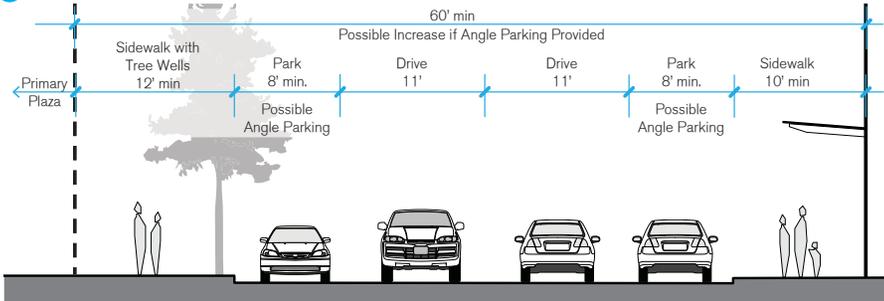
9 Possible Parking/Service Access at 6th Street
(Confirm with City of Kirkland)



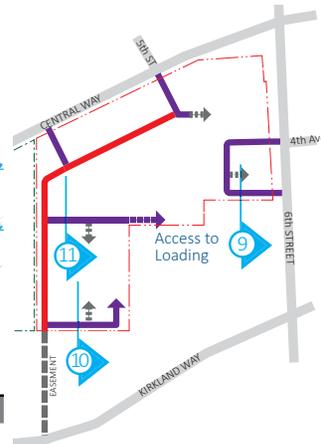
10 Access Street at Southern Property Line



11 Parking/Service Access (typical where parking occurs)



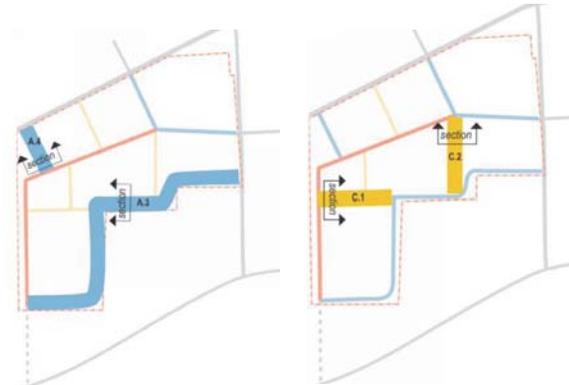
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WITH TEXT MARK-UPS**



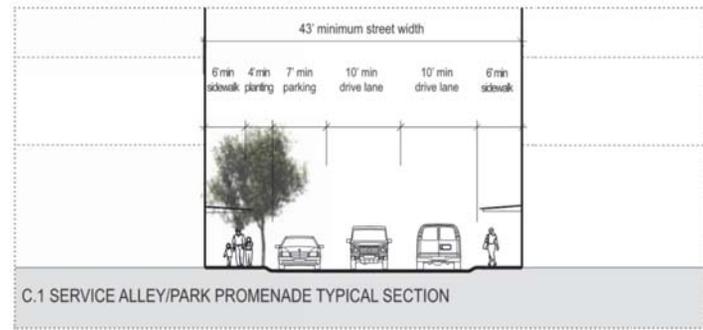
⇒⇒ Indicates Possible Access to Below-Grade Parking

**NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED**

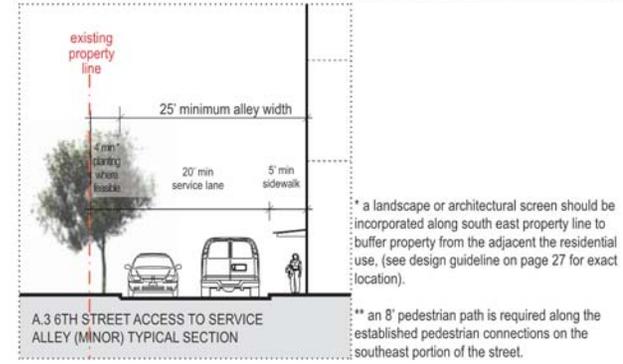
Exhibit F



2008 Diagrams: Street Section keys



C.1 SERVICE ALLEY/PARK PROMENADE TYPICAL SECTION



A.3 6TH STREET ACCESS TO SERVICE ALLEY (MINOR) TYPICAL SECTION

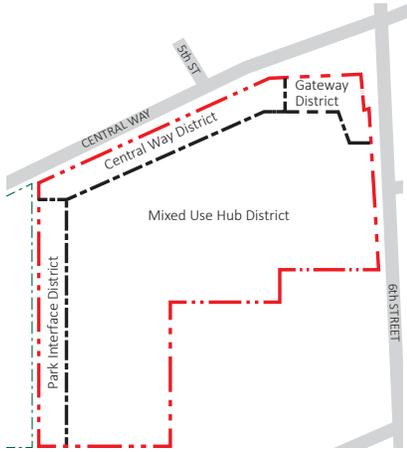
* a landscape or architectural screen should be incorporated along south east property line to buffer property from the adjacent the residential use. (see design guideline on page 27 for exact location).

** an 8' pedestrian path is required along the established pedestrian connections on the southeast portion of the street.

2008 Diagrams: Access/Service Street Sections

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DESIGN GUIDELINES



Key Plan: on-site district locations



Pedestrian-friendly character: on-street parking; amenity zone with street trees, signs, light fixtures; wide sidewalk to accommodate outdoor seating.

The Guidelines in Section 12 apply to all districts. Section 13 identifies Guidelines that are district-specific and respond to key locations defined in the City's Comprehensive Plan as requiring special attention. These design districts are defined in the diagram at left.

12. Design Guidelines: All Districts

Overall Intent: Create a rich pedestrian-oriented environment and successful mixed-use center.

SITE PLANNING

1. STREETScape

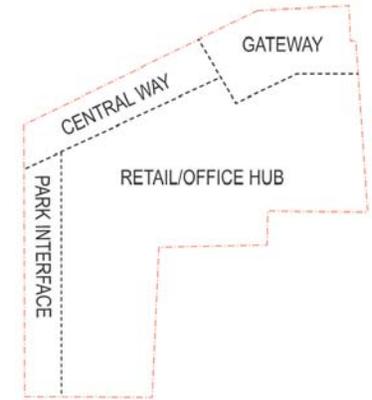
Intent: Maintain a continuous and safe streetscape with a pedestrian-friendly character.

- a. Sidewalks should maintain at least an 6-8 ft clear zone for pedestrian travel (except as noted in street sections).
- b. All streets should contribute to the physical safety and comfort of pedestrians. Provide the following where feasible to help define the sidewalk space:
 - on-street parking (see street classifications)
 - a well-defined amenity zone set to the curb for plantings, street trees, benches, trash receptacles, signs etc. (Minor deviations for street trees and major planting spaces may be necessary in some spaces due to structural constraints.)
 - wide enough sidewalk space to accommodate outdoor seating where restaurants are anticipated
- c. Use design elements such as separate storefronts, pedestrian-oriented signs, exterior light fixtures, awnings and overhangs to add interest and give a human dimension to street-level building facades.
- d. In general, buildings with active ground floor uses should be set as close as possible to sidewalk to establish active, lively uses. Maintain a continuous street wall, limiting gaps to those necessary to accommodate vehicular and pedestrian access.
- e. Encourage recessed main building and/or shop entrances consistent with a traditional "main street" design that is inviting and promotes streetscape continuity.

12.1

NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED

Exhibit F



2008 Diagram: District key plan

12.1 This note ("Minor Deviations...due to structural constraints") is at the end of the Streetscape section in the 2008 version.

DESIGN GUIDELINES

- f. The corners of buildings located at street intersections may recess to promote visibility and allow for a collection of people.
- g. Allow larger buildings to recess from the sidewalk edge to allow for entry forecourts, provided street continuity is not interrupted along the majority of the block.

*Minor Deviations... [moved to 12.1.b.]

2. PUBLIC SPACES: PLAZAS, COURTYARDS, TERRACES, AND SEATING AREAS GARDENS

Intent: Provide a friendly pedestrian environment by creating a variety of usable and interesting public and semi-public open spaces within private development.

- a. Make plazas and courtyards comfortable for human activity and social interaction – standing, sitting, talking, eating, etc.
- b. Define and contain outdoor spaces through a combination of building and landscape. Oversized spaces that lack containment are discouraged.
- c. Establish pedestrian pathways that link public spaces to other public spaces and streets. These should be clearly identifiable for easy wayfinding.



Street bench, plantings, and recessed corner entry



Public Spaces: plazas defined by pathways and buildings include amenities such as water features, sitting spaces, landscaping, and changes in materials, colors, and textures

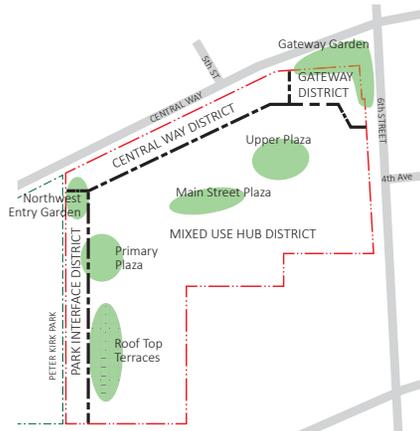


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NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F

DESIGN GUIDELINES



Possible Organization of Pedestrian/Public Spaces as Related to Districts



Plaza with special paving, seating, planters



Pedestrian and bicycle amenities (left); Wayfinding signage and clearly defined pedestrian connections (center and right)



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- d. Plazas and courtyards should include the following:
 - planters and trees to break up space
 - seating, such as benches, tables, or low seating walls
 - special paving, such as integral colored/stained concrete, brick, or other unit pavers
 - specialty pedestrian scale bollards or other types of accent lighting
 - at least one of: public art and/or water feature
- e. Design spaces to allow for variety and individualization of temporary installations such as: lighting, banners, artwork, etc.

3. ENVIRONMENTAL CONSIDERATIONS

Intent: Optimize pedestrian comfort using natural environmental conditions. Promote a pedestrian- and bicycle-friendly atmosphere.

- a. Consider environmental conditions such as sun, shade, and prevailing winds when positioning courtyards and outdoor seating areas. Provide features and amenities to enhance pedestrian and bicycle access throughout the project.

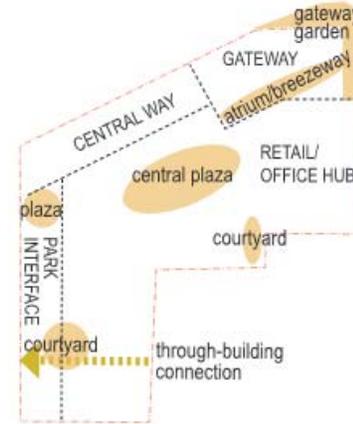
4. PEDESTRIAN CONNECTIONS AND WAYFINDING

Intent: Create a network of safe, attractive, and identifiable linkages for pedestrians.

- a. Provide clearly defined pedestrian connections ~~shall be provided~~ at locations specified in the Pedestrian Spaces and Street Classification sections.
- b. Provide graceful grade transitions - both physical and visual - between upper grade and lower grade levels through the use of: landscaping, terraced planters, overlooking balconies, wide and inviting stairways, and other pedestrian connections.

NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F



2008 Diagram: Pedestrian Space and Districts

DESIGN GUIDELINES

5. LIGHTING

Intent: Ensure that lighting contributes to the character of the project, provides personal safety, and does not disturb adjacent developments and residences.

- a. Use city-approved fixtures for street lighting along the city streets.
- b. Lighting elements throughout the project and on adjoining rights of way should be coordinated, including public open spaces, accent lighting, and streets.
- c. Accent lighting along public right-of-way should be soft in character and enrich the pedestrian street life.
- d. Accent lighting within the central pedestrian space should be congruous with the character of the project and with the arts and pedestrian space commitments. (See Section 9.)
- e. Lighting should include non-glaring design solutions, such as cut-off fixtures that avoid light spilling over onto other properties.
- f. Flood lighting of entire building facades is discouraged.
- g. Lighting on upper levels should be sensitive to Peter Kirk Park, residences, and drivers.

6. SCREENING OF TRASH AND SERVICE AREAS

Intent: To screen trash and service areas from public view.

- a. All service, loading, and trash collection areas shall be screened by a combination of planting and architectural treatment similar to the design of the adjacent building.
- b. Avoid wherever possible locating service, loading, and trash collection facilities in pedestrian-oriented areas.



Integrated lighting enhances architectural character and provides pedestrian safety

Architectural and landscape elements provide screening.



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NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F

DESIGN GUIDELINES

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NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F



7. SIGNS

Create a Master Sign Plan ~~will be created with the city~~ that is in keeping with the following design objectives:

Intent: Create signs that are creative, engaging, and effective for a variety of user groups and respond to a variety of spaces.

- a. Signs~~age~~ should be complementary and integrated with the unique character of the specific areas or buildings where they are located.
- b. Signs~~age~~ should be high quality and consistent with the contemporary urban character of comparable developments in similar regions.
- c. The design of buildings should identify locations, sizes, and general design for future signs~~age~~.
- d. The Master Sign Plan should include a hierarchy of elements based on function, such as:
 - site signs~~age~~ for entries, wayfinding, Parkplace identity
 - building signs~~age~~ for addressing and landmarking
 - tenant signs~~age~~ to encourage expressive individualization

A hierarchy of sign functions: site signs for entry and wayfinding (left), building signs for landmarking (below left), and tenant signs that express individual character (below center and right)



DESIGN GUIDELINES

BUILDING DESIGN

1. ORIENTATION TO THE STREET

Intent: Ensure that buildings contribute to the liveliness of Parkplace's public spaces, and overall community character.

The following design treatments should apply to areas where ~~with required~~ retail frontages occur:

- a. Streets and public spaces should be enlivened by storefronts, windows, merchandise and other activity. Buildings should be designed with frequent entrances to encourage multi-tenant occupancy and walk-in traffic.
- b. Ground level retail heights should be ~~between a~~ **minimum of 14 to 18** feet in height.
- c. Entrances: Principal building entry should be visible from internal or external streets and public space. Entries should be marked by large entry doors ~~and/or~~ canopy/portico/overhang.
- d. Transparency: To help provide a visual connection between activities, ground floor facades should provide:
 - windows of clear vision glass (i.e. transparent) beginning no higher than 2' above grade to at least 10' above grade,
 - 60% minimum of facade length along Central Way, ~~P-1, P-2~~ **and the internal Main Street**, should provide transparency,
 - **For all uses except garage**, 50% minimum of facade length along ~~A-1, A-4~~ **access streets from Central Way to the site** should provide transparency.
- e. Weather Protection: To provide pedestrians cover from weather, canopies or awnings should be:
 - a minimum of 5 feet in width unless in conflict with vehicles,
 - placed along at least 75% of facades of retail frontages, and constructed of durable materials,
 - allowed to vary in design,



Retail frontages with wide sidewalks, transparency, visible entries, and weather protection

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NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F

DESIGN GUIDELINES



Articulation, massing, and diversity to maintain a pedestrian scale.

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- encouraged to have continuity, minimizing gaps.

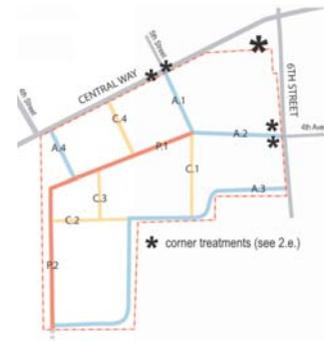
2. MASSING/ARTICULATION

Intent: Create a variety of form and massing through articulation and use of materials to maintain a pedestrian scale.

- In general, break down the scale and massing of larger buildings into smaller and varied volumes.
- All building faces should be responsive to the context of the surrounding environment and neighboring buildings.
- Design** all sides of the building ~~shall be designed~~ with care (i.e. there should be no "backside" of a building.)
- Buildings should distinguish a "base" using articulation and materials. Include regulating lines and rhythms to create a pedestrian-scaled environment.
- Provide clear pattern of building openings. Windows, balconies, and bays should unify a building's street wall and add considerably to a facade's three-dimensional quality.
- Ribbon windows and extensive use of mirrored glass are discouraged.
- Employ major architectural expressions into the facade, roof form, massing, and orientation, such as tower forms, oversized windows, and entrances to demarcate gateways and intersections. Strong corner massing can function as a visual anchor at key locations within the project area. ~~See diagram for encouraged key locations:~~
- Building modulation should be employed to break up long facades and create a visual interest unique to each building in the project. The type of modulation should be determined by the overall design concept for each building, using dimensions from window sizes, column spacing, rain screen paneling, etc. to determine a distinct design solution.
- Roof Silhouettes: Express roofs in varied ways. Consider potential views of roof tops from adjacent buildings. Avoid monotonous design.
- Locate and/or screen rooftop equipment so that it is not visible from public spaces. Integrate rooftop screening into building's form.

NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F



2008 Diagram: Corner treatments

DESIGN GUIDELINES

3. BLANK WALL TREATMENTS

Intent: Reduce the visual impact of blank walls by providing visual interest.

- a. Although blank walls are generally not encouraged along public streets and pedestrian spaces, there may be a few occasions in which they are necessary for functional purposes. Any blank walls longer than 20 feet should incorporate two or more of the following to provide visual interest:
 - vegetation, such as trees, shrubs, ground cover and or vines adjacent to the wall surface
 - artwork, such as bas-relief sculpture, murals, or trellis structures
 - seating area with special paving and planting
 - architectural detailing, reveals, contrasting materials, or other special visual interest



4. ENCOURAGE HIGH-QUALITY DESIGN

Intent: Ensure that all buildings in the project area are constructed as a quality addition to the Kirkland Community.

- a. Exterior architectural design and building materials should exhibit permanence and quality appropriate to an Kirkland's urban setting.



5. BUILDING DIVERSITY

Intent: Ensure that project buildings in the project are distinct and respond to the unique character of their specific function and location.

- a. Buildings should be designed to integrate with each other, while demonstrating architectural diversity. Buildings should be responsive to each specific district and its site conditions.
- b. Materials should be selected to integrate with each other and to help provide a richness of architectural diversity.
- c. Windows should incorporate variation of patterning between buildings.



Vegetation, art, and screening provide visual interest at blank walls (center image *)

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NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F

DESIGN GUIDELINES

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NOTES ON CHANGES
& 2008 GRAPHICS TO BE REPLACED

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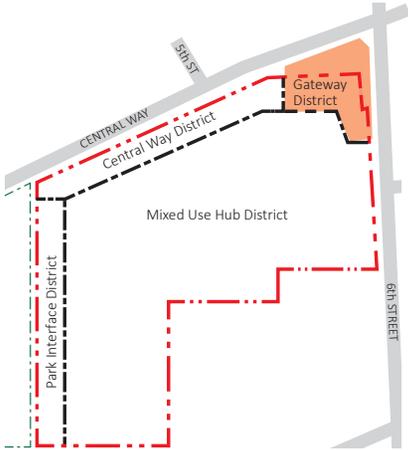
13. Design Guidelines:
District-Specific

A. GATEWAY DISTRICT

Intent: Create a welcoming feature to Parkplace and to downtown Kirkland. This area should create an inviting entryway that is representative of the community through the use of art, landscape, and architecture.

SITE PLANNING

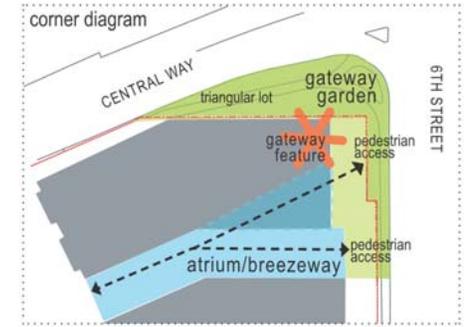
1. Incorporation of Triangular Lot "Gateway Garden": Incorporate the northeast triangular lot (excess right-of-way) into the project design to create a distinct gateway entrance that is integrated with the Parkplace development. Include:
 - a. Public Access: Public access into the site should be visible and accessible from the corner of 6th Street and Central Way.
 - b. Hardscape/Vegetation: Paving and landscaping materials should identify pedestrian spaces and access.
 - c. Trees and Other Planting: Landscaping should be of appropriate scale and species to make a significant gateway gesture. Trees should be selected to provide visibility of businesses and maintained to encourage proper growth and height.
 - d. Signage (downtown entry): Incorporate wayfinding signage directing visitors to Downtown, Peter Kirk Park, Waterfront/Marina, City Hall, and Civic District.
2. Public Space Connecting to Triangular Lot: Design of additional public space should be integrated with the triangular lot to provide a congruous pedestrian environment.
 - a. Public Access: Connect pedestrian access to the gateway garden, adjacent streets, and public open spaces.
 - b. Hardscape/Vegetation: Paving and landscaping materials should identify pedestrian spaces and access.
 - c. Seating: Incorporate seating along pedestrian pathways and gathering spaces.
 - d. Artwork: Incorporate art in an appropriate scale to distinguish the significance of this corner.
3. Atrium/Breezeway Space Pedestrian Connection: Create a pedestrian connection from the corner of 6th and Central into the heart of the project. (See Section 10.A.) The atrium/breezeway space This connection will include the following:
 - a. Covered walkway Pedestrian weather protection
 - b. public connection from 6th to central plaza the interior of the site open during regular operating hours
 - c. pedestrian lighting
 - d. seating



Key Plan: Gateway District



Distinct corner treatments: provide identity for the development and integrate pedestrian hardscape, landscaping, seating, and art



2008 Diagram: Gateway corner

DESIGN GUIDELINES

and may consider including:

- a. enclosed public space
- b. retail/restaurant uses
- c. covered play/activity space

4. Buildings should be separated from or differentiated from each other at this corner so that they are not perceived as one building.

BUILDING DESIGN: BUILDING AS GATEWAY

1. Ground Level Treatment

- a. Setbacks from Streets - The ground floor levels of the corner building should be permitted to set back to allow for cut away view and obvious pedestrian connection into the site.
- b. ~~Active and Inviting Retail/Restaurant Uses~~ Design for an **engaging pedestrian experience** ~~retail and restaurant uses~~ along ground floor of the building.
- c. Details Visible at Different Movement Speeds - Incorporate details in the building along the corner that bring visual interest at the pedestrian level, as well as for vehicular traffic entering Kirkland.

2. Upper Levels

- a. Change of Expression/Material Choices: A clear visual division between upper and lower floors should be incorporated through a change in materials, colors, and forms.
- b. **Modulation and Building form:** Modulation and shifts in the building mass should be incorporated to decrease the apparent bulk of the building at the corner of Central Way and 6th street. Modulation of building facades should include setting back portions of the building in order to reduce the apparent length. The buildings should respond to the corner condition by shifts and/or angles in the building floor plate.
- c. Step backs: **The upper level (or levels) should step back significantly from the floor below to reduce the apparent height of the building at the intersection of Central Way and Sixth Street. A modulated step back should be incorporated after the third level (approximately 50') on building facade along Central Way. This step back can vary in depths from 0-10 feet, so long the upper levels of building appear to be receding from the base. Step backs are measured from the exposed face of the building above grade, not from any property line.**
- d. Top Floor/Roof Edge: should have a distinct profile against the sky through elements such as projections, overhangs, cornices, step backs, trellises, changes in material, or other elements.
- e. Accent Lighting: The innovative use of accent lighting incorporated into the building facade is encouraged. Lighting should include non-glaring design solutions such as cut off fixtures that avoid light spilling over onto other properties. Flood lighting of entire building facades is discouraged.



Building modulation, clear visual distinction between upper and lower floors, and details visible at different speeds



Ground floors set back to provide pedestrian connection to site



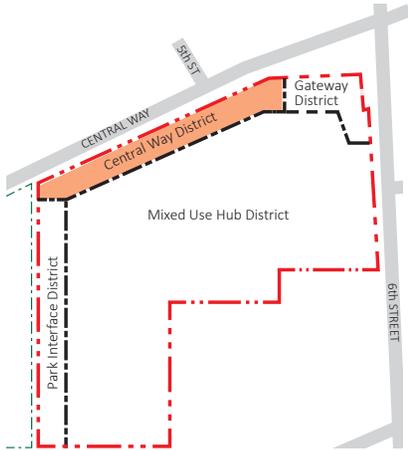
Changes of expression at upper floors, modulation, angled building floor plate, and step backs

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NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F

DESIGN GUIDELINES



Key Plan: Central Way District



Building corners articulated with glazing, canopies, and special paving

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B. CENTRAL WAY DISTRICT

Intent: Respond to Central Way as a major arterial linking downtown Kirkland with areas east and beyond. Parkplace must take advantage of this traffic volume to help create a multi-functioning, pedestrian-scale shopping street that brings visual activity to the street edge.

SITE PLANNING

1. Encourage connections and activate the street edge by incorporating:
 - on-street parking along Central Way
 - buildings located up to the edge of the sidewalk
 - storefront and hotel entrances
 - visibility into buildings in order to engage pedestrian interest
 - generous sidewalk amenity zone (trees, lights, benches)
 - street tree selection and spacing that provide visual continuity, buffer pedestrians from the busy street, and allow visibility of retail
 - pedestrian signage
2. Reduce the length of street wall by pulling back portions of the building at ground level from the street edge in key locations provided street continuity is not interrupted.
3. ~~The limited vehicular access to mid-block connection may be accessed.~~ Include a pedestrian-only connection from Central Way and into the interior of the project. Pedestrian access along this route should include pedestrian-scaled lighting and a clear connection to the streetscape/plaza space on the opposite side.
4. Activate building corners with visibility into retail and/or other inviting design features, as denoted on Organization of Uses diagram (page 10).

NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

DESIGN GUIDELINES



Upper levels set back from base at western edge of office building; ample glazing and canopies enhance pedestrian experience



Two-story pedestrian pass-through to promote physical and visual connections, and to reduce apparent building bulk at grade level

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BUILDING DESIGN

1. Reduce apparent bulk of buildings along Central Way by incorporating elements such as step backs and modulation, along with shifts or angles in the building mass. Differentiate the upper portion of the building from the lower by setting the upper floors back from the building base on the western and eastern ends of the building. The step backs should create roof terraces that overlook Central Way and the interior of the site. **13.1** Balconies, terraces, and landscaping are encouraged in upper level step backs. **13.1** a 20-foot upper level step back after the third story along the majority of the facade. However in places, step backs can vary in depths from 0-20 feet, so long as the overall upper levels of building appear to be receding from the base. Step backs are measured from the exposed face of the building above grade, not from any property line.
2. The upper floor of buildings facing Central Way should step back from the floors below and incorporate a change in materials or expression to clearly differentiate the upper floor and reduce the overall visual impact of the building.
3. Facades that are stepped back should be distinguished by a change in elements such as window design, railings, trellises, details, materials, and/or color so that the result is a richly organized combination of features that face the street.
4. Provide a two-story pass-through at grade to break up the length of the building base fronting Central Way. The pass-through should be of sufficient height and width to provide views into the "main street" retail, creating a prominent and attractive visual and physical connection to the interior of the development.



Upper floor step backs reduce apparent bulk of building

NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F

- 13.1** The sentence beginning "Balconies, terraces, and landscaping..." is moved from point 3 of this same section.

DESIGN GUIDELINES

C. PARK INTERFACE DISTRICT

Intent: Create a strong connection from the park and downtown core that allows for clear pedestrian flow to and into the site by incorporating engaging building frontages, plazas, gardens, and other design treatments.

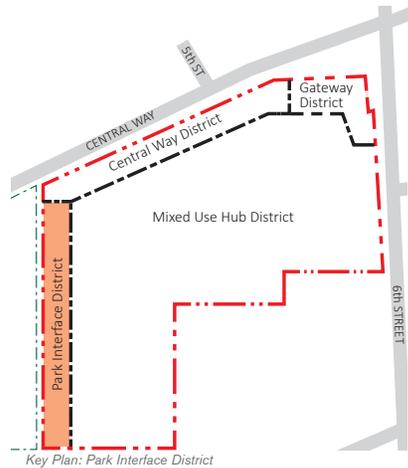
SITE PLANNING

1. Incorporate ample landscaping and distinctive lighting.
2. Incorporate raised crosswalks 20' minimum in width and special paving to promote pedestrian priority along the north-south street bordering the park.
3. Encourage retail spill-out spaces and landscaped courtyards along the building edge. Bring the "indoor" out and "outdoor" in by spilling retail spaces onto the sidewalk and creating small gathering spaces along building edges.
4. Create a visual barrier for drivers between the drive lane and pedestrian walkway along the Peter Kirk Park edge using one or more elements such as: plantings, bollards, small seating walls, stone artwork, etc.
5. Carefully consider views from the park. This includes reducing apparent bulk and mass of building(s) facing the park.

BUILDING DESIGN

1. Buildings shall address park and street by incorporating:
 - terraces and balconies
 - entrances to retail along promenade
 - greater transparency at ground floor or planting zone and/or canopy at edge of buildings where transparency is not feasible, such as theater facades.
 - street front courtyards
 - retail spill-out spaces
2. Where feasible, provide rooftop terraces on lower roof levels as gathering spaces that include amenities such as:
 - seating
 - landscaping
 - canopies or coverings for weather protection
 - public access open during regular operating hours
 - retail/food service where appropriate

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Safe, clearly marked, pedestrian-friendly crosswalks



Pedestrian-oriented park interface: trees, clear markings, ground floor retail, balconies⁵

NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F

DESIGN GUIDELINES

D. MIXED USE HUB

Intent: To establish a vibrant *Mixed Use Hub* with activated public space and retail/window shopping experience with a mix of uses, both connected to and overlooking a common central Main Street plaza, primary plaza, and Peter Kirk Park.

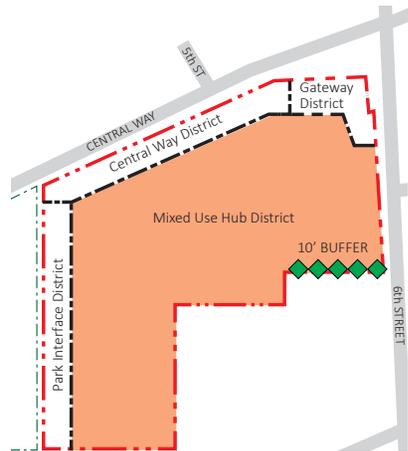
SITE PLANNING

- The central plazas space should be integrated visually and physically with their surroundings, and should provide significant gathering and activity spaces by incorporating the following:
 - special paving
 - water feature(s)
 - special landscaping
 - seating: covered and open
 - distinct lighting
 - access to sunlight
 - accommodations for concerts/performances
- The plaza space Plazas should be supported as important activity spaces by surrounding them with active public-oriented amenities such as ground floor retail, restaurants, and cafes.
- Locate plazas at or near street grade to promote physical and visual connection to the street and adjacent buildings and their entrances.
- Design outdoor space with safety in mind; public plazas should promote visibility from the street and provide architecturally compatible lighting to enhance night time security
- A ten foot permanent landscaped edge along the southeast property line adjacent to residential uses should be incorporated within the street design. (See diagram at right.)
- The district should also consider providing:
 - small retail pavilion(s)
 - children's interactive feature
- A through building pedestrian connection on the southeastern portion of the site should be provided and include:
 - through public 24-hour access during normal business hours
 - connection to Peter Kirk Park
 - pedestrian weather protection and wayfinding signs to help guide pedestrians through parking lot and around the building.
 - gracious entries on both sides of the building
 - the design of the interior space should feel public and accommodating, so users do not feel that they are intruding into private space.

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NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F



Key Plan: Mixed Use Hub District showing buffer at southeast property line



Pedestrian courtyards framed by retail use

DESIGN GUIDELINES

BUILDING DESIGN

- Lower level facades with predominantly retail uses should locate entrances at the sidewalk or edge of public space to frame pedestrian spaces in key locations.
- Where feasible, provide rooftop terraces on lower roof levels as gathering spaces that include such amenities as:
 - seating
 - landscaping
 - canopies or coverings for weather protection
 - public access open during regular operating hours
 - retail/food service locations
- In order to maximize the amount of sunlight in the central primary plaza, building B as depicted in the diagram below buildings to the south should be contained under a line at a 41 degree angle measured from the center of the plaza per diagrams below.
- Buildings located in the southern most portion of the site should provide generous and substantial modulation in response to their proximity to neighboring buildings including:
 - creating varied edges and visual interest on long and tall buildings
 - employing modulation to visually break up long facades
 - providing patterns of windows, bays, and/or balconies that emphasize changes in modulation

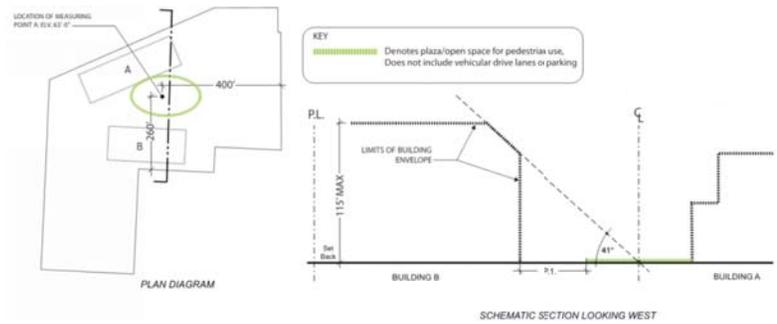


Plazas providing significant gathering and activity space, framed by buildings

NEW DOCUMENT WITH TEXT MARK-UPS

NOTES ON CHANGES & 2008 GRAPHICS TO BE REPLACED

Exhibit F



2008 Diagrams: Solar access at Plaza

REMOVE DIAGRAMS: The primary plaza in the new development will be closer to Peter Kirk Park and has no large buildings directly to the south that would impede solar access. The 41° angle requirement will still apply, but will be easily met and requires no diagram.

This text, along with some changes and additional graphics, is moved to the new Section 10.E.

The Notes section is new to the 2014 document.

Notes

IMAGE CREDITS

The following sources were used for end-noted images.

All other images and illustrations are provided by CollinsWoerman.

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- VA, Brett. *Outbuilding bike parking Kirkland WA*. 30 Jan 2010, Kirkland, WA, in *Flickr*. https://www.flickr.com/photos/smart_growth/4575869318/in/set-72157623983604822/
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THE CITY OF KIRKLAND

Kirkland Parkplace Mixed-Use Development

Master Plan and Design Guidelines

Appendix II: Summary of Key Changes from Existing 2008 Version to Proposed New Version

Prepared by CollinsWoerman

February 6, 2015

SECTION New Version	PAGE # New Version	PAGE # 2008 Version	CHANGE IN PROPOSED NEW DOCUMENT FROM 2008 VERSION
1	3	PO-3	Reduce: Development area from 1.75 million s.f. to 1.175 million s.f. Replace: Hotel and sports club uses with residential and entertainment uses. Add note for option of Property Owner to re-name the site.
5	4	PO-4	Add clarification: Planning Director reviews minor modifications.
6	4	PO-4	New phasing zones. Add: text to ensure no "rough edges" at the completion of each phase, including functional access and circulation, and that demonstration of this requirement will happen during Design Review.
7	5	PO-3	This section in the new document contains information that was included in the 2008 document in Section 1. Add: Comprehensive Plan policy regarding Residential Use and corresponding Master Plan response.
8	6	PO-5	Add: "Provide connections to Peter Kirk Park" Add: Guiding Principle #9: <i>Mixed Use Development</i> to reflect addition of Residential component.
9.A	7	MP-6	Increased Pedestrian Space requirement: from 50,000 to 75,000 s.f.
9.C	7	MP-6	Replace: green building requirements for hotel with green building requirements for residential (LEED for Homes: Multifamily Mid-rise; or Built Green 4 Star).
9.E	7	N/A	Add: parking program requirement: majority of parking is underground with surface parking at select locations to support retail uses.

APPENDIX II: SUMMARY OF KEY CHANGES from Existing 2008 Version to Proposed New Version

SECTION New Version	PAGE # New Version	PAGE # 2008 Version	CHANGE IN PROPOSED NEW DOCUMENT FROM 2008 VERSION
9	8	MP-6	Revise: Area Breakdown Chart, including Site Area Breakdown, Open Space Breakdown (plazas and courtyards are combined for simplicity), and Building Gross Square Footage Breakdown. See chart for details.
10.A	8	MP-7	Revise: Pedestrian Connection diagram to reflect current development scheme. Add: note that owner shall work with the City to define appropriate wayfinding strategies between the development and the Cross Kirkland Corridor.
10.B	9	MP-7	Revise: Retail Frontage diagram. Split into two diagrams to describe two grade levels. Additional retail is planned at elevated terraces. Retail is no longer anticipated at north-east corner of site. (See changes noted for 13.A: <i>Gateway District Design Guidelines</i> .)
10.C	9-11	N/A	Add New Section: "10.C. <i>Organization of Uses</i> " describes overall layout of site including: building uses, vehicular and pedestrian access and circulation, parking, and pedestrian space.
10.D	12	MP-7	Increased Pedestrian Space requirement: 75,000 s.f. Revise: Pedestrian Space diagram reflects new development plan. Replace: Atrium Breezeway requirement with requirements for Main Street Plaza, Upper Plaza, and Northwest Entry Garden. Atrium Breezeway no longer included due to wider spacing of office buildings. Add: further definition of particular pedestrian spaces.
10.E	12	N/A	New Section: 10.E <i>Special Setbacks at South Portion of Site</i> defines new height, set back, and step back requirements in response to neighboring buildings.
11	13-17	MP-8-14	New street sections correspond with new street layout. See street classification and street section diagrams for details.
12	19	DG-16	Change "Public Places" heading to correspond with other sections: "Public Places: Plazas, Courtyards, Terraces, and Gardens".
12	20	DG-17	Add: Design Guideline for graceful grade transitions.
12	23	DG-19	Remove: transparency requirement for 60% of facade facing Park Promenade due to possible entertainment uses in this location. Add: "For all uses except garage" to facade transparency requirement along access streets. Change: Retail height to 14' minimum, from 14'-18'. (It is anticipated that some retail/entertainment heights will be taller than 18'-0".)
12	24	DG-20	Remove: diagram of key locations for visual anchors.
13.A	26	DG-23	Replace: <i>Atrium Breezeway</i> with <i>Pedestrian Connection</i> .
13.A	27	DG-24	Replace: retail/restaurant uses at ground floor at Gateway District with more general "active and inviting" requirement. It is anticipated that office or office-related amenity uses would occupy the majority of the northeast corner. New Upper Level building design requirements at Gateway District: new "Modulation and Building Form" requirement; revised step back requirement.

APPENDIX II: SUMMARY OF KEY CHANGES from Existing 2008 Version to Proposed New Version

SECTION New Version	PAGE # New Version	PAGE # 2008 Version	CHANGE IN PROPOSED NEW DOCUMENT FROM 2008 VERSION
13.B	28-29	DG-25	For Central Way District, change “storefront and hotel entrances” to “storefront entrances” (since no hotel is planned.) Add: “visibility into buildings in order to engage pedestrian interest”. Retail will have primary access from internal street. New Guidelines for reducing apparent bulk of buildings along Central Way: step backs, modulation, shifts or angles in building mass, two-story pass-through into interior of site.
13.C	30	DG-27	Add: guideline to “carefully consider views from the park.” Add: planting zone and/or canopy at edge of buildings facing Peter Kirk Park where transparency is not feasible (due to potential entertainment uses). Add: retail/food service at rooftop terraces.
13.D	31	DG-28	Primary Plaza location shifts to western area of site, so name “Central Plaza” is no longer used. For this reason, language that referred to “Central Plaza” in 2008 version has been replaced with “Primary Plaza” or “Plazas” generally.
13.D	31	DG-28	The east-west pedestrian connection at the southern portion of site is not required to pass through a building. Instead, there is a requirement for pedestrian weather protection and wayfinding signs along the pedestrian connection.

MEMORANDUM

DATE: January 21, 2015

TO: Angela Ruggeri, Senior Planner, City of Kirkland

FROM: Michael Hodgins, Principal, BERK Consulting
Lisa Grueter, AICP, Manager, BERK Consulting

RE: Value of Mixed Uses in Centers

Purpose

This memo describes broadly the value of mixed uses in a city core and describes the effects of combining residential, retail, and office uses. It concludes with a review of similar case study projects and some trends and considerations regarding the combination of residential and grocery uses in a downtown context.

Background

In 2008, the Touchstone Corporation requested land use approvals to allow redevelopment of the Parkplace retail/office complex located at 457 Central Way in Kirkland. The project contained as much as 1.8 million square feet of office, retail, and hotel use, including increases in permissible building height up to a maximum of 8 stories.

In 2014, Talon Private Capital (Talon) is proposing a new redevelopment proposal in conjunction with the current property owner, Prudential Real Estate Investors. The “Revised Proposal” is 34 percent smaller than the 2008 Proposal at approximately 1.2 million (1,175,000) square feet. The mix of uses would include office and retail similar to the 2008 Proposal. The Revised Proposal will also add up to 300 units and 300,000 square feet of multifamily residential. The development would generally be 5-8 stories in height, consistent with the Zoning Code standards in place. The 2014 Revised Proposal would newly generate residents on the Parkplace site; residential use was not included in the 2008 proposal but was allowed by the zoning code (up to 10 percent of gross floor area).

Members of the Kirkland Planning Commission are considering zoning code and master plan and design guidelines to allow for the Revised Proposal. Some questions have arisen such as:

- What is driving the need for the residential uses in relation to the grocery store?
- What are the benefits of residential uses over retail? Does retail perform better when combined with residential uses?
- How do retail and residential requirements compare to office needs? Is office over retail viable?

Talon has provided some insights into their proposed mixed use concepts and the relationship of residential uses and retail negotiations (Bill Pollard, Talon, January 9, 2014, email to Angela Ruggeri, Senior Planner, City of Kirkland):

As I mentioned yesterday, we are in an active and delicate negotiation with QFC as well as other retailers. We continue to hear from the spectrum of retail users that an appropriate on-site residential density is an important attribute for

extended hours, seven day per week retail. As owners, we view our requirement for the requested multi-family density as both a response to the retailer tenant market as well as a critical element in assuring the retail is viable and vital for the benefit of greater Kirkland. We won't be successful in attracting corporate office users if we can't demonstrate the vitality of the adjacent retail.

... I have attached the pertinent language from the existing QFC Lease which binds us to achieve their consent on any substantive modification to the project...

BERK Consulting is a public policy firm based in Seattle with expertise in finance and economics and local government planning. Some representative projects have included:

- City of Seattle, Implementing Transit Oriented Development In Seattle: Assessment and Recommendations For Action, Final, August 2013
- City of Seattle, Public & Private Investments in South Lake Union, 2012
- City of Bellevue Downtown Livability Initiative, Review of Incentive Zoning Practices, October 2013
- Kirkland Tax Burden Analysis, 2010 and 2012.
- City of Kirkland, MRM Private Amendment Request Fiscal Analysis, evaluating mixed use office and mixed use residential alternatives, 2013
- Shoreline Commercial Density Study, 2012

Our thoughts and other articles regarding mixed uses are qualitatively described below.

Value of Mixed Use Development to Productivity in the City Core

Residential uses in a city core have value since such uses support more services, retail, and a 24-hour environment that is more productive for commercial uses generally. Each development proposal will weigh the value and requirements of each type of use – residential, retail, and office. Considering that presently the incremental value of residential is likely higher than office, the effect of not doing residential would not necessarily be a greater amount of office. Having less residential and office uses may also alter the amount of retail proposed. Residents are attracted to well-designed mixed use places for a walkable and convenient lifestyle, and such households are important to contributing to a healthy customer base for retail uses. The vibrancy of the retail can in turn help attract office uses. Office employees can then reinforce retail uses on site.

What is the value of residential uses to retailers?

"...When the housing market is strengthening, retail sales rise. That is good for the center's owner and/or developer, especially if they share in their tenants' gross revenue, and often leads to an upswing in new retail construction...

The downturn [Great Recession] prompted many retail real estate companies to focus or refocus on high-density urban projects...

...Americana's 600,000 square feet (56,000 sq m) of retail space is topped by 100 upscale condominiums, plus 242 luxury rental apartments that are 98 percent leased. There is ample meeting space that community groups can use at no charge, and free public events are held regularly...

A growing number of retail developers and owners are adopting similar strategies to bolster their chances of success at new projects or to breathe fresh air into old ones. "We will definitely see the inclusion of more residential space

and even offices at many retail projects in the future,” says Ian F. Thomas, chairman of Vancouver, Canada–based Thomas Consultants, who has worked with owners around the world to design or redesign their projects and formulate the right tenant mix.

“Residential and office components, as well as all those recreational and amusement attractions that have popped up at centers across North America, ramp up the ‘body heat’ of a property by making it busier and more exciting to go to,” says Thomas. ‘Residents and office workers are sort of a captive audience of the owner. If you want to buy a handbag or go out to dine, you can do so by taking a short walk to the center rather than jumping into your car and driving several miles.’ (Mixed Use in an Overretailed Landscape, By David Myers, July 1, 2013 <http://urbanland.uli.org/planning-design/mixed-use-in-an-overretailed-landscape/>)

What is the value of retail development in attracting residential or office uses?

Strong retailers and restaurants can promote residential and office investment in city centers. Principles of Urban Retail Planning and Development– January 3, 2012, by Robert J. Gibbs, Section 5.1

Do office developments support retail?

On average, each office worker can support approximately 7 square feet of restaurant space and 23 square feet of retail space. Given the average of 200 square feet of office space per worker, every 200 square feet of office space directly potentially supports up to 30 square feet of retail and restaurant development, or 15 percent of the gross office size. Additional retail and restaurant space can also be supported by residential areas, tourism, and the region as a whole. Most shopping centers need daytime employment centers to support their restaurants and shops. The importance of office development for sustainable retail centers cannot be overemphasized. Principles of Urban Retail Planning and Development– January 3, 2012, by Robert J. Gibbs, Section 5.4

What is an appropriate balance and design of residential, retail and office uses?

To help ensure the success of mixed-use developments, developers should not give higher priority to one use, Adams says. “Each use should optimize its own operational requirements,” he says. “Retail has high bay space and is configured to engage and enliven the public environment. Upper-level residential space is designed to be livable with appropriate privacy and amenities. Residents are not forced to mingle with shoppers. Office components have a clear address. Hotel uses have required [visitor] drop-offs that don’t interrupt the continuity or character of the pedestrian environment.”(UrbanLand, New Suburbanism: Reinventing Inner-Ring Suburbs, By D. Jamie Rusin, Sean Slater, and Ryan Call, July 8, 2013, <http://urbanland.uli.org/planning-design/new-suburbanism-reinventing-inner-ring-suburbs/>)

What are example case studies of successful mixed use developments with residential and grocery combinations or residential, retail, office and entertainment uses?

Bellevue, WA mixed use residential-grocery store: *“The new Safeway at Northeast Fourth Street and Bellevue Way Northeast is the kind of supermarket that had been found only in the densest, most walkable precincts of Seattle. It is*

both a response to and a reflection of the transformation downtown Bellevue has undergone. Almost no one lived in the city center a decade ago. Now it boasts about 5,000 residents, mostly in newer condos and apartments. Bellevue's planning department reports 3,000 more units under construction and 2,500 in the permitting process. ... The 55,000-square-foot grocery is on the ground floor of Avalon Bay Communities' seven-story Avalon Meydenbauer project, which includes 368 apartments and 18,000 square feet of additional retail space.” (Seattle Times, June 27, 2008, New Bellevue Safeway caters to urban dwellers A grocery store unlike any other on the Eastside opened its doors Friday. People live above it. Patrons park beneath it...By Eric Pryne, Seattle Times business reporter, http://seattletimes.com/html/business/technology/2008021192_safeway28.html)

West Seattle, WA has four mixed use developments typically combining vertical residential mixed use over grocery and other retail stores: the pioneering senior housing, grocery/retail, and office development in the early 1990s at Jefferson Square Safeway with residential above the grocery and other retail; the recent vertical mixed use development with apartments above a QFC grocery and Petco along Alaska Street (see below); the [Admiral Safeway Mixed Use Project](#) with a grocery store, LEED environmental features, wrap around apartments and a rooftop parking and amenity area; and the [Whole Foods Mixed Use Development](#) under construction with ground floor grocery and retail uses and upper story apartments.

The mixed use development with the QFC and Petco on the ground floor and apartments above is described below:

“Capco Plaza, a seven-story apartment/retail building under construction on Southwest Alaska Street between 41st and 42nd avenues southwest, will give the Junction more of a ‘downtown atmosphere,’ said the developer Leon Capelouto.

‘This creates some synergy,’ said Capelouto, who owns several properties in the area. ‘It will really help and benefit the Junction. I think it will create more commerce and pedestrian traffic.’

...The first two underground levels of the new project will be for parking. A third underground level will hold Office Depot [since changed to Petco] and the fourth level, above grade, will be QFC, with another parking floor above it.

Three floors with 160 apartment units will be located on top of that...”

(West Seattle Herald, 11/13/2007,

<http://www.westseattleherald.com/2007/11/13/news/junction-enters-next-stage-development>)

Note: There are many more mixed use projects in Seattle with residential uses above grocery stores in Ballard, Lower Queen Anne, NE 65th Street, Capitol Hill, and elsewhere.

Birkdale Village, Huntersville, North Carolina *“Birkdale Village combines lifestyle and community center retailers with rental residential areas into a walkable town center that has proven to be a practical market-based model for new urban communities (Figure 15-1). Opened in 2002, the town center has 360,000 square feet of retailers, restaurants, a multiplex cinema, and 320*

market rate apartments. Over 80 percent of the residential property is built above retail stores. The commercial area is all surface parked in small lots and with on-street stalls. The residential units have a separated parking deck that is surrounded by commercial property.” (Principles of Urban Retail Planning and Development— January 3, 2012, by Robert J. Gibbs, Chapter 15 Case Studies: New Town Centers 15.1)

Mashpee Commons, Mashpee (Cape Cod), Massachusetts “*Mashpee Commons was one of the first mixed-use town centers planned according to new urbanist principles. In 1986, its first phase of development opened on the site of a former neighborhood shopping center. Today the commons includes over 90 prime local and national retailers that occupy over 250,000 square feet of space. A post office, cinema, senior center, residential areas, and 30,000 square feet of office space comprise the balance of the center. Mashpee Commons was planned to have streets and small blocks grouped around squares and plazas. Its layout includes deflected streets, pinwheel squares, and a single reverse “L” neighborhood center. Shoppers have plenty of convenient parking to choose from, either on street or in surface lots located around the perimeter of the retail center. Mashpee Commons has been highly successful economically and as a model for compact urban planning. The center reports sales that are well above industry standards and draws shoppers from as far away as Rhode Island and much of Massachusetts. Mashpee is especially noteworthy for its pioneering new urbanism adaptation of an existing strip shopping center into a walkable mixed-use town center, as well as for its authentic vernacular architectural design.” (Principles of Urban Retail Planning and Development— January 3, 2012, by Robert J. Gibbs, Section 15.8) Though low and midrise in scale, it illustrates similar mixes of uses planned for Parkplace and has a traditional form of residential above retail.*

Observations regarding Grocery Stores and Residential Uses

It is not an accident that there are many examples of grocery stores with residential uses in vertical floors above in the urban Seattle-Bellevue area. Reasons likely include:

- A grocery store is a single large use, and has an expansive space or floor plate on one level typically,
- The design of the base grocery store makes it easier to add floors of residential above and to keep their entrances separate and secondary (less prominent), and
- It is more synergistic to have residents with daily or weekly grocery needs onsite; since people tend to buy groceries close to home they would likely use an onsite grocery store most frequently. Residents adjacent to the site may or may not use the grocery store as frequently.

As land prices rise, grocery stores in downtowns may move to less expensive lands, unless a vertical mixed use development allows a grocery to capture greater synergy with regular and frequent purchases in addition to the residents that live in adjacent developments.

Office buildings may have more needs for a “presence” such as a large ground floor lobby that may compete with where the retail entry is on the ground floor; office employees may not want to store regular grocery purchases at the office and may have more limited though regular purchases at a grocery store (e.g. deli at lunch time).

Angela Ruggeri

From: City Council
Sent: Monday, February 09, 2015 10:15 AM
To: Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Angela Ruggeri
Subject: FW: parking (Parkplace)

Dear Council

An acknowledgement email was sent to Ms. Bull. I am copying Planning Department staff involved in the Parkplace redevelopment who can respond to Ms. Bull's comments.

Thank you,

Marie

From: Margaret Bull [mailto:wisteriouswoman@gmail.com]
Sent: Sunday, February 08, 2015 8:53 AM
To: City Council
Subject: parking

February 8, 2015

Dear City Council members,

Here are my comments about Parking in regards to Parkplace:

1. I feel that even if there is 'shared' parking in the Parkplace project they should still be required to stick with the current plan of meeting the parking code. It shouldn't be amended at a later date. I do not feel that the 'right-size' parking proposal should apply to the multifamily residential portion of the Parkplace proposal.
2. Also, the City Council should require the developers to provide construction parking onsite. Construction workers parking off-site should be penalized especially if they use the City garage.
3. There is some discussion of allowing street parking along Central Way next to the project. This is a bad idea. Street parking causes disruption of traffic and interrupts visibility for both pedestrians and drivers.

Sincerely,
Margaret Bull

Angela Ruggeri

From: Sandy H. <slhelgeson@msn.com>
Sent: Sunday, February 08, 2015 5:10 PM
To: City Council
Cc: Angela Ruggeri
Subject: Kirkland Parkplace development - parking

Dear City Council Members,

I just attended the Central Houghton Neighborhood Association Meeting on February 4 and heard a presentation by Talon Private Capital about Kirkland Parkplace redevelopment.

I am writing to express my concern that the development will not be providing enough public parking. I don't want a repeat of Juanita Village where there is not enough employee parking and they are flooding the surrounding streets and parks and it is difficult for someone to find parking that wants to grab a quick coffee. It seems there is this constant hope that workers and tenants will use public transportation more than what is the reality. Please be honest with yourself when looking at the numbers.

A trend for rental housing is to charge for parking and therefore it forces renters onto neighborhood streets so they can save money. The apodment development will not have enough parking for the number of tenants and they will most likely be parking in surrounding neighborhood streets. I own a condo near Wendy's and we already have a lot of bus riders parking on the street during the day and walking to the transit center. There isn't a lot of surplus street parking available. I don't want to see employees and tenants parking off-site because enough wasn't allocated to begin with.

Please plan ahead and require enough parking for all uses at Parkplace; including for people that don't live or work there. As a Kirkland resident I hope that this development will continue to serve all residents by being a place we will want to frequent for shopping, restaurants and entertainment. I don't believe that retail will flourish there without community support. If parking is next to impossible then residents won't go and it will be a place only for the workers and residents that have parking provided for.

Sincerely,
Sandy Helgeson

CC Angela Ruggeri

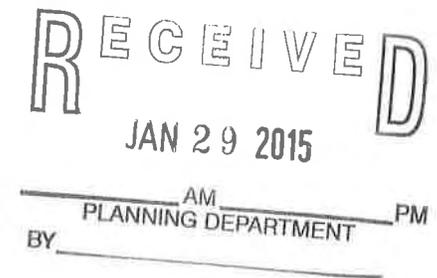
DAVIDSON SERLES & ASSOCIATES

(425) 822-2228

520 KIRKLAND WAY, SUITE 400
P.O. BOX 817
KIRKLAND, WASHINGTON 98083-0817

FAX (425) 827-8725

January 29, 2015

Kirkland City Council
Kirkland Planning Commission
City Hall
123 Fifth Avenue
Kirkland, WA 98033***Re: Parkplace***

Dear City Councilmembers and Commissioners,

We are the owner of the Emerald Building at 520 Kirkland Way. We opposed the redevelopment of Parkplace proposed by Touchstone because it was far out of scale and its traffic and lack of parking would severely impact neighboring properties and neighborhoods. The new development partner for Parkplace, Talon Private Capital, has proposed a more reasonable redevelopment of Parkplace, which cuts nearly by half the amount of retail and office square footage in the project. The two 8-story office buildings fronting on 6th Street, which would have created a canyon-like effect, have been removed and the plan calls for retaining the existing 5-story office building, which is set back from 6th Street. A major trade-off for the increase in building heights in the Touchstone proposal was the inclusion of significant open spaces in the form of plazas and wide pedestrian connections. We are told that commitment to open spaces remains a cornerstone of the revised plan.

Most recently, Talon Private Capital has heard our concern about avoiding the wall-like effect of the office building in the southwest sector of the project, which is labeled Building H on the revised plan, and about an attractive continuation of the well-used pedestrian pathway traversing our property. To address our concerns they have agreed to amend their application to include the following Agreed Development Standards:

1. The setbacks on any building constructed adjacent to the southeast corner of the Parkplace Property (currently referred to in preliminary site plans for the Project as Building H) shall be as follows: Levels 1-2 will be 42 ft. from the Southern property line; Level 3 will be 72 ft. from the Southern property line; level 4 will be 92 ft. from the Southern property line; Levels 5-7 will be 100 ft. from the Southern property line, Levels 1-2 will be 60 feet from the Eastern property line, and Levels 3-7 will be 70 feet from the property line, all as depicted on the attached Exhibit.
2. The height limits on Building H shall be as follows: Level 2 – 46 ft.; Level 3, 60 ft.; Level 4, 74 ft.; Level 5-7, 115 ft.; all as depicted on the attached Exhibit. If decks are

DAVIDSON SERLES & ASSOCIATES

January 29, 2015

Page 2

proposed off the south face of Building H, such decks on top of Levels 2, 3 and 4 shall be designed so that, to the maximum extent permitted by the City, the sides of such deck shall be transparent.

3. The pedestrian pathway traversing the Emerald Building will be extended around the south side of Building H and ultimately will connect to the path through Peter Kirk Park.

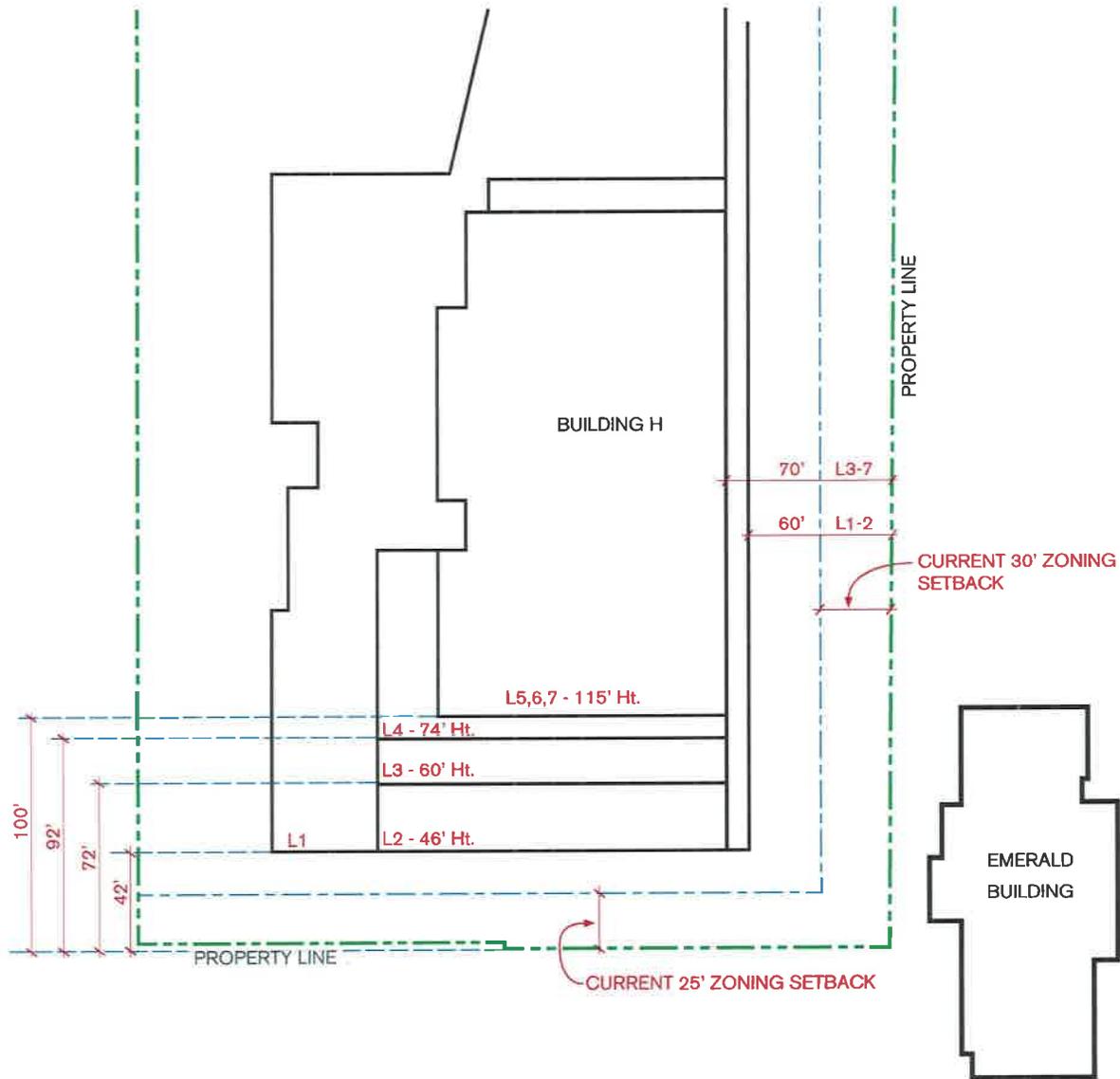
These amendments will provide an appropriate transition and spacing between the buildings in CBD5 and this higher building.

In light of the scaled down new plan and the inclusion of the Agreed Development Standards, we can now support your action in favor of the revised application before you for zoning changes to Parkplace.

DAVIDSON SERLES & ASSOCIATES



Ken Davidson, President of Barrister Properties, Inc.,
the Managing Partner



PROPOSED BUILDING SETBACKS

BUILDING H

1" = 50' - 0"

WILLIAMS
ERMAN

KIRKLAND
PARKPLACE
1/19/2014

Angela Ruggeri

From: Jeff Canin <jeffcanin@earthlink.net>
Sent: Thursday, January 29, 2015 7:33 AM
To: Angela Ruggeri
Subject: Permit No. CAM14-02188

Angela,

As a 20 year resident of the Kirkland Highlands, I am very much in support of the planned ParkPlace development project, which I believe is very much aligned with the city's growth goals in terms of additional retail and residential capacity.

I will be attending the meeting this evening, but do not intend to speak.

Regards, Jeff

*Jeff Canin
9604 111th Ave. NE
Kirkland WA 980333
425-889-8031
425-753-6368 cell
jeffcanin@earthlink.net*

January 28, 2015

Bill Leedom
Director, Asset Management
Talon Portfolia Services, LLC.

Subject: Parkplace Amendment Request

Dear Mr. Leedom,

The Quality Growth Alliance Recognition Program Jury met this morning to review the Parkplace Amendment Request documentation. The Jury determined that due to the lack of project specifics we are unable at this time to make a Preliminary Recommendation. However, we are forwarding the following summary statement of Jury observations from today's meeting for your review.

QGARP Jury observations and suggestions:

In the review and discussion of the information provided, the Jury agreed that the new proposal appears to meet many of the criteria for QGA Recognition. We strongly recommend that the applicant put together a formal application for QGA Recognition in accordance with the Application Process available on the QGA website. Through that process the Jury will be able to properly review the merits of the project toward the potential of Parkplace receiving a formal QGA Recommendation.

Specific to the proposed Appendix II "draft" we offer the following commentary for further consideration as the design is developed.

- We feel that the location and significance of this project will further solidify the future of Kirkland's downtown. This is reinforced by the proximity to the Kirkland Downtown Transit Center.
- We support the addition of residential uses including affordable housing to make this a truly "mixed use" project.
- We suggest maintaining the "mixed use" development area approval at a maximum of 1.75 million g.s.f. of development to allow the proponent to have future flexibility (this will support increased density and should keep in mind the long term planning requirements of the region). The uses should be driven by the demand and economics, as the project is implemented through the various project phases (thus not precluding the flexibility to respond to the market with more residential, affordable housing, office and retail along with consideration of other complementing uses missing from the neighborhood).
- We support enhanced connections to Peter Kirk Park, and maintaining a vibrant active pedestrian grade level.
- Related to parking we support the concept of developing a parking management program and to develop shared parking opportunities. We support integrated pedestrian circulation with minimal conflicts with vehicles.

- The thoughtful treatment of street section design can encourage pedestrian scale and facilitate ease of pedestrian movement.
- We suggest the creation of view corridors through the project site, linked to the open spaces (these open spaces could have anchoring elements integrated within each).
- Buildings fronting on streets and open spaces should seek to maximize opportunities for transparency in order to foster an active and vibrant pedestrian experience at grade level.
- The massing and scale of structures needs to be respectful of adjacent open space and support the enhancement of these connections.
- A balanced diversity of uses needs to complement the overall project and enhance adjacent contextual land uses.
- The Jury urges that the project examine every opportunity to integrate sustainable building and development practices and incorporate such practices wherever possible.

The Quality Growth Alliance Recognition Program Jury appreciates the opportunity to review the Plarkplace Amendment Request, and looks forward to the possibility of revisiting the project as the design matures.



Bill Kreager
Jury Chair

Angela Ruggeri

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, January 28, 2015 9:41 PM
To: Planning Commissioners
Cc: Angela Ruggeri
Subject: Kirkland Parkplace Public hearing

Dear Commissioners,

I am planning to attend part of the public hearing; it overlaps with a KAN Workshop that is taking place elsewhere in City Hall so I am going to attempt to do some "shuttling" between the two meetings. Hopefully I can work the timing so that I can speak to some general supportive comments about the proposal itself.

I did want to follow up on the discussion at your previous meeting about Parkplace, specifically with regard to their request to have a drive-through facility for the bank or a financial activity. When you last met, some of you noted that you thought the principal objection to drive-throughs was pedestrian safety. Indeed, drive through facilities can pose pedestrian hazards and that is something that needs to be thoughtfully considered.

However, that is not the main reason that drive-throughs are not encouraged in retail centers. The reason is: Drive-throughs detract from retail synergy. However, I do support the applicant's request for this drive-through - because they have thought this one through so as to not detract from retail synergy.

What is the subconscious message of a drive-through? It's simple. Please, don't get out of your car. Don't stop, don't shop, don't spend money here. Get your cash, make your deposit, don't so much as put down your phone, just keep on driving through.

Add to that, drive-throughs break up pedestrian ambience and retail continuity. And it's an expanse of concrete that would otherwise accommodate more retail footprint (and rentable square footage).

So with all of that negativity about drive-throughs, why is it OK here? It's simple. From what I am seeing of the plans, Talon has thought this one through. They are placing the bank - which is a place of non-interest for pedestrian retail continuity and activity - in the perimeter of the site, adjacent to 6th, and away from the retail, dining and entertainment core. Very smart. As such, with that thoughtful placement, I see no reason to object to allowing the drive-through.

I hope to see you on Thursday evening. Thank you for your work on this proposal.

Bea Nahon
129 – 3rd Ave
Kirkland WA



Please consider the environment before printing this e-mail or attachments.

Angela Ruggeri

From: Eric Shields
Sent: Wednesday, January 28, 2015 12:04 PM
To: Angela Ruggeri
Subject: FW: proposed Park Place development

From: David and Anna Aubry [mailto:daaubry@hotmail.com]
Sent: Wednesday, January 28, 2015 12:02 PM
To: Planning Commissioners
Subject: proposed Park Place development

Members of the Kirkland Planning Commission-

After seeing the developer's presentation and listening to comments, questions, and answers, we believe the proposed development at Park Place should be approved.

It is evident that the developers have done their homework on traffic, parking, useage mix, design, and, most importantly, what fits Kirkland. This plan is far, far superior to the previous proposal for Park Place.

We have lived in Kirkland for over 40 years and have seen various plans come and go, and the current plan for Park Place is one of the best we have seen. We urge your support and approval of it.

best regards,
David & Anna Aubry

Angela Ruggeri

From: Eric Shields
Sent: Wednesday, January 28, 2015 11:14 AM
To: Angela Ruggeri
Subject: FW: Qualified support for Parkplace proposal

From: Karen Story [mailto:karen@nwnative.us]
Sent: Wednesday, January 28, 2015 7:37 AM
To: Planning Commissioners
Subject: Qualified support for Parkplace proposal

Dear Planning Commissioners,
In general I support the new Parkplace proposal and am happy that it has been scaled back. I do have grave concerns about allowing 7-story buildings because it will set a dangerous precedent. All other downtown developers will want this variance, and I think seven stories is just too tall for downtown Kirkland. If 7-story buildings are allowed at Parkplace, we must find a way to explain to other developers why they will not be given the same exception.

Thanks,
Karen Story
9017 Slater Ave NE
Kirkland 98033

Angela Ruggeri

From: Eric Shields
Sent: Tuesday, January 27, 2015 8:24 AM
To: Angela Ruggeri
Subject: FW: Park Place Concern

[Let's discuss.](#)

From: Karen Edgerton [mailto:karen.edgerton@hotmail.com]
Sent: Monday, January 26, 2015 6:27 PM
To: Planning Commissioners
Subject: Park Place Concern

Dear Planning Commissioners,

I'm extremely excited to hear of the proposed re-development of Park Place! Based on the brief presentation given to KAN, I think it will be a benefit to downtown and to my Norkirk neighborhood.

I am, however, concerned about the proposed entrance on Central Way at 5th Street. It seems that this will be the primary entrance for people walking to Park Place from the Norkirk Neighborhood, resulting in significantly more pedestrian traffic along 5th Street crossing 7th Avenue to access the new entrance. Crossing 7th at this location is sketchy. Because of a lack of sidewalks on the north side of 5th St., there's nowhere for pedestrians to stand while waiting for a break in traffic on 7th Ave. There's no crosswalk, fairly heavy traffic, and the traffic circle makes it hard to see cars.

Is it possible to ask (compel?) the developer to build a section of sidewalk on the NE and NW corners of the 7th Ave/5th St. intersection in order to improve pedestrian safety and access to this new Park Place entrance?

Thanks,
Karen Edgerton
Norkirk Neighborhood Association Co-chair



January 22, 2015

Eric Shields, Director of Planning
Angela Ruggeri, Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Dear Eric and Angela:

In an effort to provide greater explanation and perspective on our pending Zoning Code Amendments, we outline below a review of our business assessment relative to the major components of the planned development at Kirkland Park Place ("KPP"). It is important to remember that our perspective is necessarily subjective, because of the paucity of objective data. While our perspective is admittedly subjective, it is also rooted in a sound foundation of reason and experience. In fact, our professional judgment is grounded in our over forty years of real estate experience, which guides our evaluation of market input and our understanding of risk tolerances. Talon has put forth a plan that, in our opinion, furthers the goals of the community as stated in the Comprehensive Plan, while still acknowledging our need to achieve a reasonable rate of return.

Increasing the Residential Density:

Relative to our request to increase the allowable multi-family residential density from 10% to 30%, we respectfully suggest this is, at most, a modest increase. As you know, the Comprehensive Plan provides that residential uses are an allowed use, as of right, in this zone. To those in the public who question whether multi-family should be allowed on the site at all, that issue is one that was resolved, in favor of limited residential use, when the Comprehensive Plan was adopted by the City Council. The only remaining question is whether the 10% residential density currently allowed under the Land Use Code should be increased to 30%. Our request for an increase to 30% arises from two key business requirements that we must meet in order for us to proceed with the development:

1: We need to create retail demand from onsite residents. There is a significant density of existing and newly developed multi-family residential in the downtown core, however, we know that on-site residents will have a much higher utilization rate than residents in other projects that have a variety of retail choices in in closer proximity their respective residence. In other words, we cannot count on nearby residents alone to create the residential demand necessary to make our retail component successful.



As confirmation of the above statements, our prospective retailers know the Kirkland downtown residential densities and continue to express a strong preference for on-site residential. While not a perfect science and while there are no quantifiable data predicting the future success of KPP's retail environment, our mutual goals are for an active and vibrant community gathering place. Further, the City code requires us to incorporate retail vs an office only plan. If we must construct retail, then our request will significantly help improve the probability of successful retailers. The relatively modest increase from 10% to 30% provides the retailers we desire with the comfort to move forward and bring their businesses to downtown Kirkland.

2: Talon and Prudential are considering taking the risk of investing hundreds of millions of dollars associated with this planned mixed use development. Per the terms of the existing QFC grocer lease, no development can occur on the site without the reasonable consent of QFC. This consent will only be gained to the extent we build them a new larger store with associated underground parking stalls at no cost/rent to QFC. Our investment into the QFC store and associated parking is a loss-leader for the balance of the proposed development, on which we lose over \$10 million dollars. One of the ways we are seeking to mitigate this cost and associated risk is through the development of on-site multi-family. We know demand is strong for multi-family and we know it will contribute to making the retail center successful. Without the requested multi-family, we will not be in a position to build or finance a new QFC, nor will we be in a position to develop the remaining additional retail space.

Residential over Grocery

We have also been asked to address why we are planning for the multi-family structure to be constructed on top of the QFC, as opposed to an office building. Below are the primary factors driving this decision:

1: In the Kirkland/Bellevue market, 6 – 8 story mid-rise Class A office buildings have direct elevator access between the office space and the garage. Three relevant projects are the Plaza at Yarrow Bay in Kirkland, the 112@12th project at 112th Ave NE and 12th Street as well as the CIVICA project on 108th Ave NE and NE 2nd Street in downtown Bellevue. Office tenants, as a general rule, insist on direct elevator access to their suites when considering low to mid-rise developments. It is one of the essential attributes a low/mid-rise has over a traditional high-rise building.

Unfortunately, QFC will not allow direct elevator access to the floors that will be constructed above the store. This is because of the resulting vertical penetrations associated with an elevator core that would be located within their store. This is a reasonable demand of QFC as a large vertical elevator core to accommodate multiple elevators would be a significant impairment to the center of their store. The remaining alternative would be to put a separate parking elevator core on the outer perimeter of their store wall, which would be disconnected from the vertical elevators servicing the office floors. This would obviously be costly, inefficient and ultimately not acceptable to prospective office tenants.



Residential tenants, on the other hand, do not mind transferring elevators to access their homes. The QFC requirements therefore do not burden a residential development. They do, however, substantially preclude an office development.

2: Residential tenants also quickly acclimate to the externalities associated with living above a grocery store. There are numerous examples of successful residential on-top-of grocery store developments. Locally, two examples include the Safeway in downtown Bellevue with approximately 360 units above it with a shared structured parking. A second example is the QFC in Ballard with approximately 268 units above their 45,000 sf store. Office tenants, however, are unforgiving of these externalities. That is why it is so rare to find an office project located above a grocery store. In fact, in our informal survey, we were unable to identify a single example of office use located above a grocery use.

Building Height/Size:

As you know, we are not seeking any modifications relative to the existing previously approved building heights. As we have mentioned previously, our goal is to build buildings that are aligned with market demand. Corporate office users, and specifically those in technology related fields, have specific preferences. The two biggest preferences relate to floor plate size and total building area.

First, tenants in today's environment prefer larger floor plates. Suburban and semi-urban mixed-use projects being constructed today are building floor plates between 25,000 – 30,000 rsf. We have reviewed the new developments underway in the South Lake Union tech-centric submarket of Seattle, and all of the floor plates are at or greater than 25,000 rsf. This is also true with the new Spring District project in Bellevue. While the new high-rises in downtown Bellevue must have smaller floor plates (20,000-25,000 rsf), they are able to offer much taller buildings. Larger floor plates are a tenant preference and offer a competitive advantage relative to other submarkets Kirkland Park Place will be competing with to attract and retain tenants.

Secondly, tenants are seeking buildings large enough to accommodate both their immediate needs and their anticipated growth. Kirkland has historically been a consistent victim of losing high growth tenants due to its dearth of larger scale office buildings. Conversely, the new developments in both Seattle and Bellevue feature larger buildings (300,000 rsf – 600,000 rsf), which has allowed growth opportunities and increased retention for tenants in those markets. We feel an approximately 200,000 sf building at Kirkland Park Place is the absolute minimum size needed to compete with these markets.

All that being said, if we attempt to build a building accommodating 200,000 sf of office space with a 5-story height restriction and ground floor retail, then our resulting average floor plates would be 50,000 sf. This would leave us with buildings that would be far too large to lease and occupy efficiently. The second major impact of shorter 5-story buildings is the loss of open space. Hypothetically, we could build 5-story buildings with targeted 30,000 sf floor plates, but we would need to construct one to two additional buildings above our



current plan, resulting in the reduction of over 60,000 sf of open space. Our current plan has approximately 120,000 sf of planned open space. This type of reduction to the open space of Kirkland Park Place would materially impact the communities experience with the property, as well as those of tenants, residents and visitors.

Summary:

KPP Ownership is excited to propose a redevelopment that is closely aligned with the goals and interests of the Comprehensive Plan. To date, we have attended over 20 neighborhood and local business association meetings (attended by approximately 400+ citizens), have had numerous one on one meetings with over 20 citizens and conducted both print and TV interviews, all of which demonstrates our commitment to create an environment that the community can be proud of. The responses from these interactions have been overwhelmingly positive, with most citizens expressing strong support for a new vibrant pedestrian-friendly KPP vs the alternative of an ongoing tired retail center with no significant office density.

We look forward to working with the Planning Commission, the City Council, and the Design Review Board as the project is further refined. We appreciate the interest, attentiveness, and helpful questions that have been raised to date by the Planning Commission. Due to the request from the city staff for more evidence relative to the topic of the impacts of residential in a successful mixed use environment, we requested two experts to provide their respective opinions on the topic. Attached are their reports.

Sincerely,
TALON PRIVATE CAPITAL



Bill Pollard
Managing Principal



Jim Neal
Managing Principal

REALRETAIL

January 21, 2015

Bill Pollard
Talon Private Capital LLC
720 Olive Way Ste. 1020
Seattle, WA 98101

RE: Kirkland Parkplace

Dear Jim & Bill,

I am writing you this letter regarding the proposed redevelopment of Kirkland Parkplace. As a commercial real estate professional with 25 years of experience in retail leasing with an emphasis on local urban mixed-use projects, I strongly advocate for the addition of multi-family residential units to the project.

The shopping center retail industry is experiencing rapid change. Margins are getting smaller and the industry is contracting as consumers concede to the convenience of online shopping, online home entertainment and mega value oriented retailers. At the same time, employers are competing for highly sought after employees and there is fierce competition for this talented and highly educated workforce. One of the main recruiting tools for companies is the workplace environment. Having a walkable, synergistic 18 hour district with thriving retail, restaurant and entertainment is one of the top characteristics for choosing workplace locations.

Retailers, restaurateurs and entertainment users see this trend and realize the most effective way to out-position online competition is to also locate in thriving urban districts with texture, character and reasons for consumers to stroll, linger, dine and shop. They are seeking districts that will maximize their sales throughout the day, evening and weekends. Mixed-use projects offering these components are preferred locations. Maximized residential is a significant contributor to the overall the evening and weekend traffic.

The Kirkland retail market is among the strongest and most vibrant retail markets on the Eastside. Dubbed by many as the "anti-Bellevue", its retail has maintained a grittier and more boutique feel. There is a pent-up demand for tenants that don't quite fit into a mall and are seeking vibrant character alternatives on the Eastside and with its amazing demographics; Kirkland is primed to be that place. However, tenants remain cautious and are risk adverse. Since Kirkland Parkplace is a new unproven project that is surrounded by strong, proven retail, tenants will choose to allocate their precious, scarce expansion dollars to more proven locations unless the project is compelling enough in size, scale, design and tenant mix.

I believe the project needs at a minimum 300 residential units to make it compelling enough to adequately compete against dominate eastside districts such as downtown Bellevue. Without this minimum level of on-site residential I feel there is significant risk of waning retail tenant demand and a non-vibrant atmosphere. As such, I strongly advocate for the addition of multi-family residential units to the project.

Sincerely,
Real Retail



Maria Royer

Mixed-Use Development + Grocery Store

Summary of Experience, Market Trends, and Comparable Projects

January 21, 2015

Memorandum

To: Bill Pollard, Talon Private Capital
From: Mark Woerman
Date: January 21, 2015
Subject: Mixed-use development with housing over grocery store

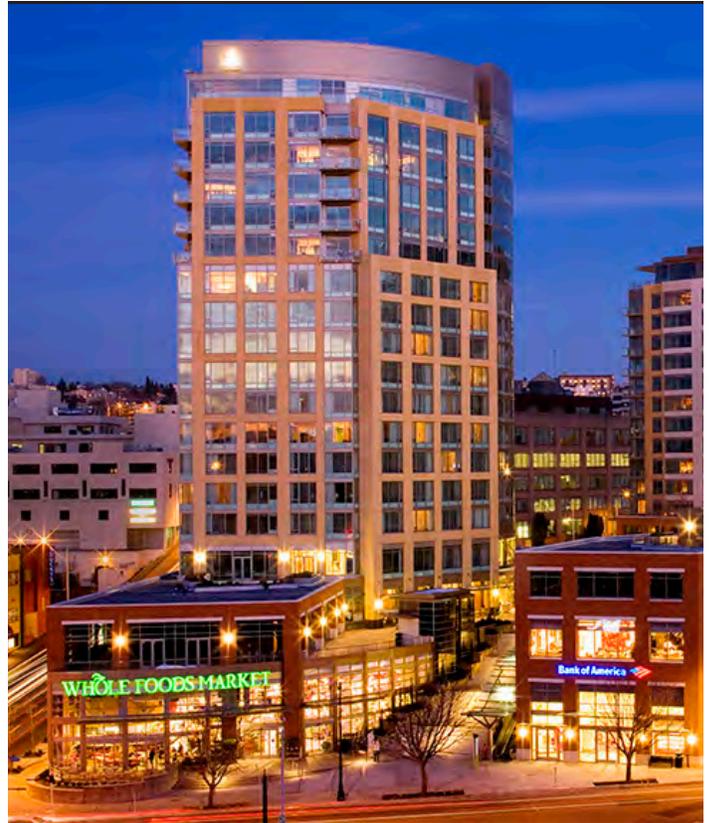
As requested, following is a high level review of the current market trends related to integrating grocery stores into urban mixed-use projects with supporting examples from this region and nationally.

Market Trends Summary

Grocery stores have been playing a more prominent role as retail anchors in mixed-use housing projects in the past decade. Broader trends, such as changing attitudes about where people want to live, work, and shop, are likely helping to drive the attractiveness of grocery stores in mixed-use projects. Grocery stores have become more than just retailers; they have become the community hub of the local neighborhood and a proven model for multi-family housing-over-retail projects. Several recent studies and articles highlight these trends.

From the Urban Land Institute (2011–2014):

- “Downtowns and urban neighborhoods are seeing new grocery store development, with a revolution in store design, location in mixed-use projects, parking solutions, and role within neighborhoods.”
- Retailers known for larger-format stores are proposing reformatted stores with a heavy emphasis on groceries designed for urban residents, often as part of mixed-use developments.



Whole Foods Market at 2200 Westlake, with 47,000 SF of grocery retail under 261 condominium units. This is one of Whole Foods' top-performing locations, often exceeding revenues from New York City stores.

- A recent University of Washington study in the Seattle/King County area found that a sizeable proportion of shoppers in urban areas (25%) left the store on foot rather than in a car. 69% of shoppers left with one or fewer grocery bags. Another study led by the Baylor College of Medicine found that 49% of those surveyed went to the grocery store at least twice a week. These studies suggest that shoppers value convenient, walkable locations that allow for frequent visits.

From a recent in-depth market study for the Seattle-metro area:

Close proximity to grocery stores can have a positive impact on property values and rents that is documentable. As densities in urban areas rise, demand for convenient access to grocery stores and other neighborhood retail will also rise. This will be especially true in areas with higher spending potential and more demand for quality prepared and specialty foods. For instance, Whole Foods has been leading the way nationally with its successful model for their grocery stores with multifamily housing on top. Examples include:

- *38 Dolores – San Francisco, CA:* Opened at the end of 2013, this project includes a 28,000 SF Whole Foods with 81 apartments above. The apartments are a key driver of the project's financial feasibility.
- *City Walk – St. Louis, MO:* Currently under development, a 38,000 SF Whole Foods will sit under 180 apartment units above. Initial feasibility studies have indicated that this housing will be among the most desirable locations in the St. Louis market.
- *1001 Broadway – Seattle (Expected 2018):* 16-story apartment building over 40,000 SF grocery
- *17W – Denver, CO (Spring 2016):* 640 apartments (10 stories) over 56,000 SF grocery
- *20th & L St. – Sacramento, CA (Spring 2016):* 140 apartments over 40,000 SF grocery



The future 17W development in Denver, CO – 10 stories of apartment housing over a 40,000 SF grocery store, to open in 2017



20th and L Street in Sacramento, CA – 140 apartment units over grocery, to open in 2016

- *SOLO District – Burnaby, B.C. (2015):* 1,350 condominium units over 40,000 SF grocery + retail and office
- *Uptown Dallas – Dallas, TX (2015):* 240 apartment units over 40,000 SF grocery

Comparable Projects – Local

A number of notable projects have been completed in the past few years that have met this demand with grocery stores as anchor tenants in mixed-use projects. These projects historically perform better economically, which bolsters their development feasibility. The following pages include local and national examples of mixed-use projects with grocery as the major retail tenant and multi-family housing above.

Project

2200 Westlake

Location

Seattle (South Lake Union)

Configuration:

261 condominiums over Whole Foods Market + retail and hotel

Year Built

2006



Project

Epicenter Apartments

Location

Seattle (Fremont)

Configuration:

128 units over PCC grocery store + retail

Year Built

2003



Comparable Projects – Local

Project

Uwajimaya Village Apartments

Location

Seattle (International District)

Configuration:

176 apartment units over 70,000 SF Uwajimaya grocery store + retail

Year Built

2001



Project

Avalon Meydenbauer

Location

Bellevue

Configuration:

368 apartment units over Safeway grocery store + retail

Year Built

2007



Project

Lumen

Location

Seattle (Lower Queen Anne)

Configuration:

94 condo units over QFC grocery store

Year Built

2007



Comparable Projects – Local

Project

Green Lake Village

Location

Seattle (Greenlake Neighborhood)

Configuration:

297 apartment units over PCC Grocery Store + retail

Year Built

2014



Project

450 Rhode Island St.

Location

San Francisco, CA

Configuration:

165 units over Whole Foods grocery store and retail

Year Built

2007



Project

City Vista

Location

Washington, D.C.

Configuration:

441 condominiums and 244 apartments over a 59,000 SF "Urban Lifestyle Safeway" + retail

Year Built

2008



Comparable Projects – Local + National

Project

222 Hennepin

Location

Minneapolis, MN

Configuration:

Six-story, 286 unit apartment building over 40,000 SF Whole Foods Market

Year Built

2013



Project

Wentworth House

Location

Bethesda, MD

Configuration:

18-story, 312 unit apartment building over two-story Harris Teeter grocery store and café

Year Built

2013



Project

H Street NW & N. Capitol St.

Location

Washington, D.C.

Configuration:

80,000 SF Walmart store (40% grocery) + 10,000 SF retail with 303 apartment units above

Year Built

2014



Comparable Projects – National

Project

Penfield Project

Location

St. Paul, MN

Configuration:

254 units over 28,000 SF Lund's grocery store (only full-service grocery store in the downtown neighborhood)

Year Built

2014



Project

360° H Street

Location

Washington, D.C.

Configuration:

215-unit apartment building over over 42,000 SF Giant grocery store

Year Built

2013



Project

The Rise

Location

Vancouver, B.C.

Configuration:

92 live/work townhouses over over 200,000 SF retail, including 44,500 SF Save On Foods grocery store

Year Built

2007



Conclusions

Since design began on the the 2200 project in Seattle more than a decade ago, we have evaluated many types of uses over retail and grocery stores in mixed-use developments. Our ongoing research and direct experience have led us to conclude that multifamily residential and hotels are the two most compatible uses to locate over the grocery store in these mixed-use centers.

The primary reasons are:

- Residential and/or hotel uses over grocery stores is overwhelmingly the proven model. Research suggests that more than 90% of new mixed-use developments incorporate this pairing of uses. Grocery stores understand this format, are increasingly comfortable with it, and residents and/or guests view the direct relationship as an amenity.
- Office central core elements – elevators, stairs, shafts, etc. – are in direct conflict with the open floor plan requirements of most grocery stores. The ideal location for mid-rise office cores which connect the garage to the tenant suite would need to run through the middle of the grocery store in between. Multifamily residential and hotel uses have greater flexibility to move these fixed core elements to the perimeter of the grocery store space.

- Project feasibility and financing are evaluated on the comparable performance of similar developments. The proven model of residential and/or hotel over the grocery store is substantial and goes a long way towards satisfying investor concerns.

END MEMO

Angela Ruggeri

From: Angela Ruggeri
Sent: Monday, February 09, 2015 3:41 PM
To: Angela Ruggeri
Subject: FW: Park Place

From: Dan Ryan [<mailto:dan.ryan@gmail.com>]
Sent: Thursday, January 22, 2015 10:30 PM
To: Planning Commissioners
Subject: Park Place

Dear Commissioners,

I'd like to share a few thoughts on the Park Place matter.

HEIGHT LIMITS SHOULD NOT BE ADJUSTED AND GREATER RESIDENTIAL SHOULD BE PERMITTED

I'm not clear why height is even under consideration in this proceeding. Council did not request it be looked at. Except for the cinema space incentive, Talon is proposing to fully comply with the agreed 25% retail requirement from the earlier proceeding, so there's not really any sense in which the original public benefits aren't being delivered upon. I gather there were some who viewed Touchstone's commitment as being for a particular square footage of retail, but that's not what was incorporated into the code. They could build the office and retail they are now proposing under current code. And who's to say Touchstone wouldn't have gotten half-way done (perhaps a best case scenario given what we now know of the local office market)?

And why do we think an eight-story retail/residential building is some huge concession to whomever? If we can't build a simple mid-rise building here, of all places in Central Kirkland, then where? It's surrounded on three sides by other Park Place buildings, and mostly a parking lot on the fourth. It'll be perhaps 20 feet shorter than the allowed office use. It's far from the water, set far back from the park. I just don't see any reason to even consider reducing the zoned height.

Incorporating residential is an important benefit for the development. It will make for a much more vibrant place than the office-only vision. More residential is a positive for the retail uses too. Redmond Town Center has struggled since it opened, hampered by the absence of casual traffic outside of office hours, particularly weekday evenings.

SOMETHING MORE THAN A 10% RULE FOR CINEMA

I think the 10% rule with respect to the cinema space counting toward retail should be relaxed somewhat. I have no position on whether 20% is the right number, but some increase seems consistent with the original intent. 10% is a much less meaningful

incentive in the context of the currently scaled proposal. I'd be more inclined to be generous with respect to the cinema space if you'd also consider my next suggestion.

THE RESIDENTIAL BUILDING SHOULD HAVE ITS OWN REQUIRED RETAIL

It does seem that the residential component of the development should come with its own requirement for retail on the ground floor independent of any retail requirement triggered by the office floor space. As it is, the retail proposed below the residential is meeting a requirement for 25% retail against commercial floor space, and there is no requirement that the residential space have supportive retail. If the residential building were across the street, it would have a floor of required retail with only three or perhaps four floors of residential to support it. So a basic requirement here would be to treat the QFC space as a retail requirement of the mixed use building within which it will be located, and not to count the QFC against the 25% retail for office.

DESIGN GUIDELINES MUST REQUIRE A HEALTHIER RELATIONSHIP WITH CENTRAL WAY

There are several proposed changes in the Design Guidelines that collectively suggest the development will have a poor relationship to Central Way.

These include:

10.B Remove: Retail Frontage diagram. [] Retail is no longer anticipated at northeast corner of site.

13.A Replace: retail/restaurant uses at ground floor at Gateway District with more general "active and inviting" requirement. It is anticipated that office or office-related amenity uses would occupy the majority of the northeast corner. []

13.B Replace: "Storefront and hotel entrances" along Central Way with "Visibility into Buildings". No hotel is planned. Retail will have primary access from internal street. []

Since the last iteration of the Park Place plan, construction has begun on some 350 new housing units on Central Way, and there is likely at least one more significant development in the pipeline. The City has appropriately required all of those developments to have ground-floor retail facing Central Way. It is MORE, not less, critical that both sides of Central Way be activated for pedestrian use. Requiring street-facing retail on one side of a car-oriented street, but not the other, seems a good way to ensure the retail fails.

Buildings on Central Way must face the street and open onto the street. That seems a very minimal standard if we care at all about street life in that area.

The development could take a more assertive stance toward the Northeast corner. With all of the traffic at that intersection, outdoor amenities are not likely to be used. The 'openness' is more for the benefit of drivers on Central, who might be a little more inclined to slow down if the development more clearly signaled that they are entering an urban space. It'd seem more beneficial to get the buildings closer to the corner.

I haven't studied the EIS Addendum carefully yet, but when I glanced at it this evening, I was struck by the concern for drivers' views. I'd rather we expect them to watch the road. We should have a proportionate concern for the pedestrian experience.

THE DRIVE-THROUGH IMPACT SHOULD BE MINIMIZED

I'd rather there not be a drive-through. I'm not sure why banks are so eager to build them, since they see so little use. If possible, you should deny that request.

If there must be one, the design guidelines should be crafted to minimize the size and impact. It's not enough to wave away the impacts by saying there won't be much traffic. The current drive-through manages to be quite impactful to the quality of the surrounding space without ever having many customers. (Is it even open? I'm not sure. But it's a huge ugly space that's uncomfortable for other users. It's the only drive-through I've ever encountered that seems to have a speeding problem).

The design guidelines might specify a maximum area and include other provisions to avoid having this drive-through impact surrounding spaces.

Somebody who works with the DRB might recall this better than I, but there is a proposed development across the street at 460 Central Way, apparently now on hold. Today, it's a Wells Fargo, and a mixed-use development is (was?) planned on the site with Wells Fargo as the anchor tenant. At that site, I believe they intended to put a drive-up ATM or teller window in the below grade parking garage. If it was acceptable there, then why not do something similar here?

OPEN SPACE APPEARS OF POOR QUALITY

Notwithstanding the hype about more open space, we're not increasing open space for people at all. There doesn't appear to be any more open space that is not dedicated to vehicular circulation. The alternative gives all of the 'excess' space over to vehicle uses. Per your 12/11/12 packet, the additional open space is all for vehicles (increased from 19% to 22-27%). Other open space is about the same (32% on Touchstone, 30-35% on this proposal). The building footprint is being reduced from 49% to just 38-43% to accommodate more surface parking and roadway.

Couldn't we encourage a denser infill on this site, with greater retail and residential? Open space is NOT synonymous with high-quality urban space. Is there something we could do through the design guidelines to get the buildings into better relationship with each other? This might well mean getting them closer. As sketched out, that looks like a windy space for shopping carts on the north of the QFC and not much more. Talon evidently wants residential and office, but doesn't seem to want them any closer to each other than absolutely necessary. Maybe the design guidelines should set a maximum width for the spaces between buildings and require they face each other as far as possible?

Are they asking for 30% residential because they think that's the best they can get? The City has a well-understood interest in maximizing office uses here. But if the feasible market is something less than the 1.2M sqft we once supposed, shouldn't we try to get somewhat closer to a 1:1 replacement with non-office uses?

Maybe it's been explained elsewhere, but why not have the requested residential AND the hotel? I understand they'd prefer residential to hotel (and I have no issue with that preference), but maybe both are possible?

PEDESTRIAN SPACE IN EARLY PHASES IS SKIMPY

There are two grade levels, which is potentially pedestrian-unfriendly. But what's more worrying is that so much of the early phases of development is on the lower grade with very weak pedestrian facilities and a lot of space given over to vehicle access. (Compare the phase diagrams on page 30 of your 12/11/14 packet Part 1, with the Organization of Uses in Attachment 6 (page 46-47 in Part 2 of the same packet). The pedestrian facilities are concentrated on the upper grade. Collectively, the pedestrian environment looks very weak unless we are confident this project will be pursued to completion.

Even when completed, I'm dubious about the split level pedestrian spaces. I'm struggling to think of successful pedestrian spaces on multiple grades like this. Anything like the upper level of Redmond Town Center does not make for successful public space. Perhaps this can be addressed in the design guidelines?

Thanks for your time.

Dan Ryan

493 2nd Ave S

Kirkland WA 98033

December 31, 2014

Dear Planning Commission members,

I have carefully looked over the packet for both the Moss Bay Neighborhood plan and the Parkplace Mixed-Use Development draft. There are some differences between the plans that I am concerned about. As I've mentioned before, whatever happens at Park Place will set a precedent in every other neighborhood that has a business district ripe for a mixed-use development. As you give careful consideration to changes regarding development in the Moss Bay neighborhood, please keep that in mind. I'll do my best to refer my comments to the various documents but it is extremely difficult to tie it all together in an understandable way.

The public was lead to believe that allowing Touchstone to build up to 8 stories in downtown was a one-off decision due to the circumstances. Is this still true? The City Council indicated that what the citizens were getting in exchange was worth making an exception to the zoning. Many developers will tell you they can't make money if they don't get the height that they want. I hope you have a long term plan for addressing this issue.

Word to the wise: don't make deals that can't be kept. When a property changes hands and a developer can't hold up their end of the bargain it doesn't seem right that the new developer inherits the benefits without the obligations. There should be significant renegotiation in light of such changes.

In the Attachment 7 of the Master Plan & Design Guidelines on page 4/72 it reads:

5. Modifications: Major modifications to the Master Plan shall require a staff review for consistency with the Comprehensive Plan and City Council approval.

Obviously a major modification is underway. What I don't understand is why the 8 story height allowance is not being reconsidered due to the modifications. I also wonder if the 8 stories will be measured from the same point in the site that Touchstone was required to use. Parkplace will no longer be the 'vibrant destination retail development' that citizens spoke up in support of at City Council meetings and that Touchstone offered as their part of the bargain. On page 10 of attachment 2 regarding the Comprehensive Plan revision it states: '**Height range of 3-8 stories with maximum heights allowed as a tradeoff for public open space and creation of a retail destination**'.

In the same attachment on page 18 there is a list of benefits that the Planning Commission felt were important in their review of the Touchstone proposal in 2008. The ones I question as still being applicable are:

Greater hotel and meeting space. We have a deficit of meeting space.

An additional venue for free public events, like summer concerts.

Retail and residential do not make a successful community. They are two legs of stool, but without the third leg—employment—Kirkland is a bedroom community which means more commuting traffic, more pollution, and less shared experience in our town.

There is no longer a hotel with conference center in the plan so the new development is not helping to offset the current deficit of meeting space. There is approximately the same percentage of open space in both plans but the new plan has that space chopped up into smaller chunks on two levels therefore no main plaza exists that will accommodate festivals and farmers' markets as was discussed in 2008. I'd much rather go to a public concert in Marina park than between an 8 story apartment building and an 8 story office building in any case. What were they thinking? Some of the designated open space on the new plan will be reserved for the office and residential tenant use and not available to the public. Talon has asked to build the residential portion of the project first thereby exacerbating the problem of residents commuting outside of the city for employment. They have also indicated that a good percentage of the retail, with the exception of a grocery store, will not be part of the initial development even though the businesses that currently exist at Parkplace will have to relocate as soon as development commences. There is a big question of how long we will have to wait until viable retail at Parkplace is re-established.

We have to be honest about this change in plan. The city is moving away from the destination retail concept to the urban mixed-use concept. The mixed-use concept is one that is dependent on a synergistic relationship between all the various elements of the project. The retail is a support element to the housing and jobs in that particular microcosm. Attachment 6 page 7/43, **Community-Serving Retail and Services** states: **Include neighborhood-serving retail and services. Possible examples include: grocery, childcare, bookstore, drugstore, dry cleaner, movie theater, barbershop, shoe repair, etc.** This is a shift away from any large retail that would be a destination. There is no guarantee of any of these services since any shopping area is dependent upon many economic factors as well as good relationships between management and tenants.

In theory, people that live in the Parkplace residential development will apply for jobs at companies on the site once they are established. But it is much more likely that people who have already obtained jobs in downtown Kirkland will then look for housing in Kirkland. Currently there is a limited employment base in the downtown area. That is why it is essential to have the offices built first or concurrently with any residential building that might be allowed. There is already residential development in progress in the downtown core within a block of Parkplace: 290 units at Arête, 73 at Capri and possibly 56 residences at the 220 6th Street Flats. Having 300 more units at Parkplace is not a desperate need.

I am not a Planner so I may have misinterpreted some of the information in the package. I did sit through many Design Review Board meetings regarding the Touchstone project. Here are my comments regarding some of the changes between these two plans as outlined in the December 4th packet that was presented at the Planning Commission meeting on December 11, 2014. I will follow up with references to some of the sections of the Moss Bay Plan that you are reviewing at the January 8th Planning Commission meeting.

1. Retail: The retail element planned at Parkplace will not meet all the needs of those living there. Once you factor in the QFC and movie theatre allowance from the amount of retail required you get approximately 60,000 square feet. It is hard for me to conceptualize how much retail space that is compared to what currently exists. Two destination retail opportunities at Parkplace that I think might be beneficial to the community are a drugstore and a couple of family restaurants that can accommodate large parties. As an example, Bartell's Drug Store prefers their stores to be around 15,000 square feet. Bigger restaurants such as Cheesecake Factory where people go for work-related lunch parties or family celebrations are usually 7,000-9,000 square feet. The Crab Cracker was much larger than that at its old location. For both the residents and office tenants having a wide selection of restaurants on site is essential especially if lunch and dinner-time car trips are to be minimized.

2. Set backs: Upper story requirement. Design Review Board used their own interpretation on Building A of Touchstone's project. The Gateway building had pop-outs rather than set-backs. Talon is changing the language to 'building form modulation'. Is this what the Planning Department recommends? It seems a bit too open to interpretation to me. So perhaps the set back requirement should be written differently. In the new design GROUND FLOOR SET BACKS are indicated on the buildings fronting Central Way. I don't want the buildings along Central to look like page 27/95 attachment 7. Ground floor set backs don't seem appropriate and are incongruent with the required design standards of the rest of downtown Kirkland. How will that affect the concept of Central Way as a main pedestrian pathway? Will this building 'respond to the context along the north side of the street' as required by the Moss Bay plan?

I felt that the design of the Sports Club and Hotel along Central in the Touchstone plan added a great deal of interest that would be hard to duplicate in two tall office buildings, one of which will not be designed for public access or retail. I'm not sure if Talon's proposed sport club is big enough to include a pool or whether or not it will be open to the public. If at a later date, a sports club is not located in the building indicated will retail or office be the replacement option?

3. Building Phases: Build in fewer phases so roadway disruption is minimized. Phase A1 and A2 should be built simultaneously. It makes sense to put one big hole in the ground for the garage and infrastructure. It is important that office tenants fill spaces at the same time as the residential tenants. You have to have jobs on site if you want people to live near their place of employment. This is a major tenet of the mixed use development concept. Also, building E seems to have quite a bit of retail space. The community will be losing retail when the current building is torn down. It is essential that new retail replaces it as soon as possible.

4: Mitigation. Another reason to have Phase A 1 and 2 completed as quickly as possible is that several intersections will need to be redesigned and traffic lights installed, notably along Central Way and 4th and 5th Streets, and also Market Street and 15th as part of the mitigation process.

5. 2nd story retail. It appears from the plans that retail will be on two floors in building E and F. The Design Review board members were adamant that 2nd story retail was not known for being successful.

6. Gateway district: what will make it appealing –8 stories with no setbacks and no retail? The Planning Department needs to evaluate the importance of the Gateway concept. Design Review Board will need set guidelines. What does ‘office-related amenity uses would occupy the majority of the northeast corner’ mean? In the Design Guidelines Attachment 6; Appendix I: Road map to Changes page 29/65 there are 3 changes to the building design guidelines that I believe should stand as is and not be changed. I think a pedestrian pass-through could be dark and creepy especially with energy saving standards that often require inadequate lighting.

In the Moss Bay Neighborhood Plan Update there are several references that guide the design of the buildings along Central and the Gateway area:

Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

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

East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings.

Special attention to building design, size, and location should be provided at three key locations: at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway; along Central Way to respond to the context along the north side of the street; and facing Peter Kirk Park to provide a transition in scale to Downtown’s central greenspace.

New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

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

Enhancement and improved definition of this important east-west pedestrian corridor would help link Parkplace with the rest of the shopping district. East/west pedestrian routes along Central Way and

Kirkland Way should continue to be improved with a strong pedestrian emphasis as new development and street improvements occur.

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

The changes on page 27/63 in Attachment 6 do not agree with these goals.

I am also uncomfortable with the response to CP Policy B under Comprehensive Plan Design Direction in the Policy Overview Attachment 7 page 5/73.

'Special design guidelines have been defined to encourage unique environments and experiences in each of these three locations.'

It sounds like gobbledegook to me and not a proper response.

7. Movie theater:

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs onto the park with service access or blank walls. Landscaping and pedestrian linkages should be used to create an effective transition.

I am concerned that placement of the movie theater on the west side of the development means that the developer has asked to remove the transparency requirement for 60% of façade facing Park Promenade. See changes Attachment 6 page 30/66 and notes in Attachment 5 page 36. What do we want people to see when they look across the park from the west? What will draw them across that big expanse to check out Parkplace? If the movie theater idea falls through or is unsuccessful, with the developer be expected to put retail there or be allowed to turn it into offices?

The document is lengthy and there may be other issues that I have not explored fully. In any case, I hope you consider my comments in regard to both the Moss Bay Neighborhood Plan and the review of the Parkplace proposal during your Planning Commission discussions. I feel my comments are important because I attended more Planning Commission, Design Review Board and City Council meetings during the years 2008, 2009 and 2010 than some of the current members of the Planning Commission.

Sincerely,

Margaret Bull

Angela Ruggeri

From: Eric Shields
Sent: Monday, December 15, 2014 8:30 AM
To: Angela Ruggeri
Subject: FW: Please approve new Parkplace amendment

Eric Shields

From: Jim Hitter [mailto:freezerjam@me.com]
Sent: Sunday, December 14, 2014 9:38 PM
To: Planning Commissioners
Cc: City Council
Subject: Please approve new Parkplace amendment

Dear Planning Commissioners,

I attended the Planning Commission meeting on Thursday, December 18th. The issues surrounding the new Parkplace proposal are complex. After considering the pluses and minuses, I have concluded that the Parkplace Amendment should be granted. (I admit that the applicant should have his “feet held to the fire” in order to extract certain guarantees as to phase completions and continuous progress.)

My wife and I are long time residents of downtown Kirkland, since the 1950’s for her and the 1960’s for me. (We have NO financial interest in any business or property in Parkplace.) We now consider the Parkplace zone to be the “real” downtown for residents. This is where we buy our groceries, mail our letters, see a movie, meet our friends for coffee, and buy a book. I think we represent a slice of Kirkland that often is reluctant to speak at a hearing or write to argue a point.

One of the reasons that we would like to see the Parkplace project move ahead with a substantial residential component is the daily liveliness that residents will bring. Picture the darkness that would exist in this core area when the normal workday is done if there was no residential presence. Contrast that with the walking, lounging, maybe even carousing, that would be part of the every-evening scene if 300 family units went about their business. Which one of these alternate worlds would you rather enter on your evening QFC shopping trip?

We duly note the objections of the owner of the Emerald Building. But we also note that Mr. Davidson has been against each and every proposal that has been made to develop the Parkplace property (and the adjacent SRM property). It’s clear that Mr. Davidson believes that his views have been granted in perpetuity. Yet if you look around Kirkland, in both business and residential zones (and our condo is a good example), views that for years seemed to be “ours” have been eliminated without recourse. The very existence of the Emerald Building is testament to the vaporous state of upstream views. (And let’s face it, at some point Mr. Davidson could have bought “view rights” from the dastardly owners.)

We want to also say that the main burden of evaluating the economic goodness, and risk, of this project should fall on the developer and his financial backers. Sure, it would be nice if the City (or a group of citizens) could decide that a particular retail or service provider should be included. But is that the mission of the Planning Commission? There are plenty of rules that eliminate less desirable activities in certain zones, but let’s leave it

up to the development team to analyze and decide which individual tenants meet their vision of the market realities.

Finally, we all would like to see the “perfect” Parkplace, but please don’t let the pursuit of the “perfect” be the enemy (and downfall) of the good and economically feasible. Approve the Parkplace Amendment Request.

Sincerely,

Jim and Carolyn Hitter

119 8th Lane, Kirkland, WA 98033

Phone: 425-803-0590

Email: Carolynandjim@hitterworld.com



719 Second Avenue, Suite 1150
Seattle, WA 98104-1728
206-623-9372
vnf.com

MEMORANDUM

TO: Kirkland Planning Commission

CC: Ken Davidson

FROM: Brent Carson

DATE: December 10, 2014

RE: Parkplace Amendment Request
File # CAM14--2188

As you know, we represent the owner of the Emerald Office Building. I am requesting that the Planning Commission recommend revisions to the 8-story Height Limits currently established for CBD 5A because Parkplace will no longer provide the destination retail that was the justification for the prior height increase from 5 to 8 stories.

The Height Limits in CBD 5A were increased from 5-story to 8-story only because of the specific commitment by the Parkplace owner to add nearly 600,000 square feet of commercial uses, including a minimum of 300,000 sq. ft. of retail uses that would establish Parkplace as a destination retail center.

The linkage between the Height Limit increase from 5 to 8 stories and Touchstone creating a designation retail center are well documented in a memo from Touchstone that was presented to the Planning Commission during the Parkplace hearings in 2008. See Exhibit A attached. This memo articulates the financial requirements that drove Touchstone to request 8-story office heights. The memo clearly states that 8-story offices were required to financially support the 300,000 square feet of retail that was the minimum viable amount of new retail to be provided. The memo explains the great expense involved to build retail, the low rents from retail, and the high turnover from retail. The memo concludes that without 8 stories of offices, Touchstone could not provide the critical mass of retail desired by the City.

The linkage between the Height Limit increase from 5 to 8 stories and Touchstone creating a destination retail center was also articulated by the Planning Commission in its November 20, 2008 memo to the City Council, which was presented as Attachment 2 to the Staff's December 4, 2014 memo to the Planning Commission. A few key quotes from the November 20, 2008 memo demonstrate this point:

*The commission favors an office/retail mixed-use development for a number of reasons. First and foremost has been our conclusion that **a strong retail component should be an essential element of any redevelopment of the Parkplace site.** Most of those who have spoken in favor of the mixed-use project have done so on the basis of their desire to see a vibrant retail development in our downtown. Many have also spoken in support of a retail mix that includes a significant portion of neighborhood convenience retail that will **give residents the option of shopping in Kirkland as opposed to having to travel to Redmond or Bellevue for that purpose.***

*The Planning Commission's recommendation reflects . . . the concept of **using height as a tradeoff for public benefits including open space, sustainability, retail requirements** and pedestrian improvements.*

The draft amendments to the Downtown Plan include the following key revisions:
Addition of retail as a significant part of any Parkplace mixed-use development . . .
. Height range of 3-8 stories with maximum heights allowed as a tradeoff for public open space and creation of a retail destination.

*Touchstone's PAR is designed to accommodate their proposal for 1.8 million sq. ft. mixed-use project that includes 1.2 million sq. ft. of office space and **an additional 300,000 sq. ft. of retail.** . . .*

Touchstone has indicated a preference for the larger mixed-use PAR proposal but has consistently maintained that it is only feasible if all of the requested additional building heights and related square footage are approved.

*Through this process **the Planning Commission has been acutely aware of the large size of the project** and the likely significant impacts it will have on the downtown and surrounding areas of the city. **At the same time, we are in general agreement that the mixed-use project that includes a strong retail component will, on balance, provide greater benefits to the city than the applicant's alternative proposal.** . . .*

The owner of Parkplace now proposes only a minimal increase in retail uses in its future development plans, which fails to accomplish the objective of creating a retail destination. As a result, there is no longer any justification for 8-story heights. A comparison of the existing, approved and currently proposed retail uses is quite remarkable:

Existing: As stated in the April 208 DEIS for Parkplace, **commercial uses** then existing at Parkplace totaled **143,150 sq. ft.**

Approved: Parkplace was approved in its Master Plan for **592,700 sq. ft. of commercial space** including a **minimum of 300,000 sq. ft. of retail use.**

Currently Proposed: Parkplace is now proposing to have only **145,000 sq. ft. of retail use** on the entire site after full build-out.

If the owner of Parkplace built in compliance with its approved plan, there would be nothing that the City could do about the approved height limits. However, the owner has requested a change to the zoning code affecting CBD 5A. This empowers the Planning Commission to reevaluate the 8-story Height Limits that were previously granted and to determine if the City is still receiving the strong designation retail that was the key component that was used as the "trade-off" to justify 8-story heights.

There is no longer an economic justification for 8-story office heights. The trade-off for allowing 8-story heights in exchange for a designation retail center is no longer present. The Planning Commission should reassess the Height Limits as part of its consideration of Parkplace's requested change to the zoning code development standards for CBD 5A.

BC:js
Attachment

MEMO

TO: Planning Commission
 FROM: Touchstone Corp.
 RE: 5 and 8 story proposals for Parkplace are well-considered options

1. Public Input

The proposed projects at Kirkland Parkplace are the result of a year and a half of public input including five meetings with the Design Review Board who complimented us on our responsiveness in their final recommendations. We have also worked diligently to be responsive to a broad range of public concerns, within the limits of keeping the project financially viable. Our final designs have been significantly shaped by public input. We have also attempted to be responsive to the informational needs of the Planning Commission with detailed response packages, follow up information on questions and experts available at all public meetings. We hope that you will find this latest package is responsive to public concerns and the latest questions and discussion topics from your group.

2. What program/ financial requirements drive the 5 and 8 story plans?

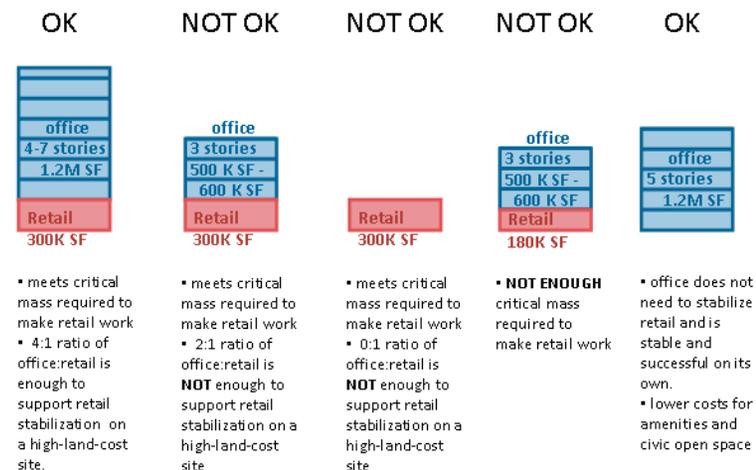
- When Touchstone first looked at the program option of providing retail at Parkplace we hired Bob Gibbs who advised us that 300,000 SF was the minimum amount of retail needed to make the retail work for the project and to create a critical mass with healthy synergies with the existing downtown retail. So we take that as a given.
- Retail Core and Shell is expensive to build. What does this mean? 18 foot floor-to-floor heights, an underground service level, extra mechanical venting for restaurants in a dense urban area, are all elements of the Core and Shell that are more expensive for retail space, and more expensive again in a downtown redevelopment (as opposed to a suburban mall on inexpensive land).
- Retail Tenant Improvements are expensive to build. Typical retail Tenant Improvements (paid for by the landlord as part of the lease) run \$80-\$200 (\$120 average) for great downtown small-shop spaces (as opposed to big-box stores).
- Retail rents are low, and turnover in the first few years is high. Rents run

20\$-35\$ (\$30 is an optimistic average) per SF on retail space, and turnover in the first 3 years (during the stabilization period for a new development) is about 20%. Construction will take 3 years on a project this size. So the math for the number of years to break even (just on the tenant improvement costs) for retail (without including time value of money) is:

$$\text{Years to break even} = 3 + (120 / 30) * 1.2$$

$$\text{Years to break even} = 7.8$$

- This shows that the retail in a downtown mixed used redevelopment takes a long time to break even. Financially, the project needs a strong driver to provide an early return for investors and make it fund-able.
- Office is the strong driver that is leased early and has long-term stable leases. How much is needed? 1.2M SF of office is 4 times the retail space. So each SF of retail TI's is offset by 4 SF of office space, bringing the amortization period for those TI's (not including extra C&S costs) down fourfold to a more reasonable 2 years. If we only had 600,000 SF of office (buildable within the current code) the amortization period for the extra cost of retail TI's is 4 years, still too long to make it feasible for a financial investor in the current climate. It is important to note that while real estate is local, capital is global. This project will not happen if it can't attract capital in a competitive and cautious global financial environment.
- The 300,000 hotel and conference space is a short-term neutral and long term benefit. It provides a program that is flexible to step-backs along central, works well with a sports club and provides some much needed conference and event space in the city.

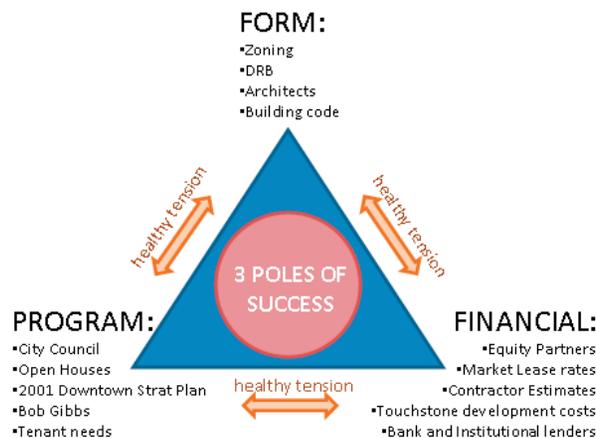


•The upshot? We need a base amount of 300,000 of retail for the retail to succeed long term. In the short term, we need about 4 times that amount of office to carry just the tenant improvements on the retail. (This doesn't even begin to account for the higher land costs downtown, the higher Core and Shell costs, extra amenities, public art and enhanced civic open space program.) The 300,000 hotel and conference space is a short-term neutral and long term benefit. The 8-story plan is the best compromise that fits this total program.

•The other upshot? There is no way to squish (a minimum of 300,000 SF of) retail into a smaller box (and still include enough office to make it financially viable). This helps explain why the 5-story option does not include a stand-alone retail component (beyond what is required to serve the needs of office workers).

3. The Balance of Interests

This diagram represents the healthy tension between the forces that enable a development project to succeed. In a great project, all of them are in balance: the community and user needs define the program, and the form or "container" for that program is shaped by the zoning. These two dimensions are in turn shaped by the financial balance of risk and return.



In the last year, Touchstone, in consultation with the City, the public (program), our architects and the DRB (form) and our financial partners (finance) have crafted two

alternatives that strike a different balance between the three corners of the triangle. One (the 5-story mixed use) is consistent with the current zoning, and one (the 8-story alternative) has extra amenities and retail and is possible within the context of a zoning variance.

Many people who have responded to these alternatives only see one or two of the corners of the triangle and wonder why there are not more alternatives or compromises. For instance, if the financial corner of the triangle didn't exist, we could have a smaller project with retail and office. Unfortunately, in the current national economic climate we need to have a solid financial base to get this project funded. It's not about "greed" or "ultimatums" or "holding the city hostage" as some people have tried to label it. It's about a balance of interests—including financial interests—that can make this project successful.

4. Some remaining threshold issues

The Planning Commission has thoughtfully brought up a few outstanding issues. It is our hope that this package can provide substantive detail on the questions below.

- SUNLIGHT: The Central Plaza ("Living Room") needs excellent sunlight
- CENTRAL AVE: This street needs appropriate pedestrian orientation, and modulation. Hotel needs to meet step-backs as recommended by DRB
- 6TH AND CENTRAL: The intersection should have an iconic "gateway" feel, set-backs from the street, and significant architectural "subtractive" features that open into the project
- PARKING: Need answers on PAB questions about parking adequacy and assumptions
- DESIGN GUIDELINES: Need draft design guidelines that ensure that public benefits are preserved.

The appended package strives to answer these questions and strike a balance between substance and brevity. Should it require additional explanation, we would be pleased to provide additional detail either in writing or through verbal questions upcoming planning commission meetings.

Thank you again for your thoughtful engagement with this project.

Douglas Howe

December 10, 2014

Kirkland Planning Commission
Kirkland City Hall
123 Fifth Avenue
Kirkland, WA 98033

Re: Park Place Zoning Revisions

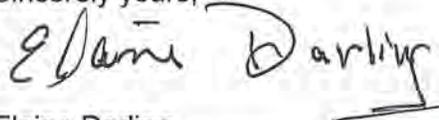
Dear Commissioners,

I was one of hundreds of Kirkland residents who voiced their opposition to changing the zoning code to allow Park Place to increase its heights to 8-stories. When the Planning Commission set a public hearing on the Park Place proposal, citizens who wanted to testify filled the council chambers and overflowed into the lobby. Unable to accommodate all those who wished to speak, the Planning Commission set a second hearing. I attended the hearings and observed that the majority of those speaking were opposed to increasing building heights and favored keeping the pedestrian oriented, human scale for which downtown is known. However, the developer of Park Place won supporters for the project by promising to deliver a first-class destination retail shopping center. Thus, some folks stepped forward to express their support for Kirkland having its own regional shopping mall.

The clear trade off the owner of Park Place offered the community was a regional shopping center in exchange for three more stories of height. The developer argued that they could not provide the destination shopping center without having three more stories of office building to offset the cost of delivering a world-class retail experience.

Now the owners of Park Place have abandoned the promise of a destination shopping center and are proposing a grocery store, restaurants and other minor stores which cater to the neighborhood and the office workers. If the owners of Park Place are not going to live up to their side of the bargain, why should the City allow them to build the only 8-story buildings in the downtown? I would urge you to read hundreds of letters, e-mails and petitions from citizens like me who felt strongly that Kirkland should not create an exception to its building heights in the downtown. Over those objections, an exception was created because of the promise Kirkland would have a destination retail center. Since the justification for that exception no longer exists, I would urge you to revisit the issue of 8-story buildings on this property.

Sincerely yours,



Elaine Darling
9330 Juanita Drive NE
Kirkland, WA 98034

McCULLOUGH HILL LEARY, PS

December 9, 2014

Angela Ruggeri, Senior Planner
City of Kirkland Planning and Community Development
123 Fifth Avenue
Kirkland, WA 98033

Re: Kirkland Parkplace Amendments, #CAM14-02188

Dear Ms. Ruggeri:

This is on behalf of KPP Development LLP (“KPP”). As you know, KPP has asked the City Council to consider amending the current zoning code provision that limits residential development to 10% of the total gross floor area allowed on the site. KPP’s proposal is to increase that limit to 30% of the total gross floor area allowed on the site.

Planning Staff’s December 4, 2014 Memorandum to the Planning Commission advises that Staff has determined that Comprehensive Plan amendments will not be necessary for the proposal. KPP agrees with this determination.

The key Comprehensive Plan provision is in the Chapter for the Moss Bay Neighborhood, East Core Frame. It states in pertinent part:

EAST COAST FRAME

Development in the East Coast Frame should be in large, intensively developed mixed-use projects...

Because this area provides the best opportunities in the Downtown for creating a strong employment base, redevelopment for office use should be emphasized. Within the Parkplace Center site, however, retail uses should be a significant component of a mixed-use complex. **Limited residential use should be allowed as a complementary use...** (emphasis added)

A question has arisen as to the meaning of the term “limited,” in the phrase: “Limited residential use should be allowed as a complementary use.”

KPP suggests that the answer to this question can be most successfully sought by reference (1) to the dictionary, (2) to the context of the term in the Comprehensive Plan, and (3) to the Council’s legislative discretion.

Angela Ruggeri
December 9, 2014
Page 2 of 3

Dictionary. The Compact Oxford English Dictionary defines the term “limit” as follows: “A point beyond which something does not or may not pass; a restriction in the size or amount of something...” The term “limited” is defined as follows: “Restricted in size, amount or extent...” Black’s Law Dictionary defines the term “limit” as follows: “A restriction or restraint; a boundary or defining line...”

In the context of the dictionary definition of the term “limited,” it is clear that raising the limitation on residential uses from 10% to 30% is consistent with the Comprehensive Plan guidance that residential uses in the East Core Frame should be “limited.” Whether the zoning code allows residential use at 10% or 30%, that use is clearly “limited”: It is restricted in size and amount; the City Council will have set a boundary or defining line, that “limits” the amount of residential use.

Context. Of course, the term “limited” does not exist in a vacuum in the Comprehensive Plan. The surrounding context can provide additional understanding of the meaning that should be given to the term. The East Coast Frame plan provision provides guidance as to three separate types of uses; (1) “Office uses should be emphasized...”; (2) “Retail uses should be a significant component...”; and (3) “Limited residential use should be allowed as a complementary use...”

This context indicates that in the East Coast Frame, office and retail uses may be developed without limit. Residential uses, on the other hand, should be subjected to a limit by the legislative body, which should consider, in defining what that limit should be, the extent to which residential uses are “complementary” to office and retail uses.

The proposed 30% limitation is fully consistent with the context of the Comprehensive Plan. The residential uses will provide customers and support for the retail uses in the Project. And the residential uses will provide housing for the office uses in the Project. Residential use is accordingly “complementary” to retail and office uses.

Legislative Discretion. Finally, and most importantly, the appropriate “limitation” for residential uses in the East Coast Frame, is a matter for the application of sound legislative discretion by the City Council. It is the City Council’s prerogative, as you know, to apply the general guidance provided by the Comprehensive Plan as the City Council sees fit in adopting its development regulations. While the Plan is a guide to the Council, the Council is not obligated to follow that guidance in any particular manner. It is the zoning regulation that governs, not the Plan. See *Citizens for Mount Vernon v. Mount Vernon*, 133 Wn.2d 861, 873 (1997) (“Since a comprehensive plan is a guide and not a document designed for making specific land use decisions, conflicts surrounding the appropriate use are resolved in favor of the more specific regulations”).

What this principle means, applied to this situation, is that the City Council, while it will look to the Plan for guidance, at the end of the day, will (and should) make its own legislative policy decision as to the appropriate zoning code limits for residential use in CBD 5-A. As *Citizens for Mount Vernon* teaches, the Council is directed to consider the Comprehensive Plan, but it is not bound by it.

Angela Ruggeri
December 9, 2014
Page 3 of 3

Conclusion. As explained above, the word “limited” is an adjective indicating that a “restriction” or “restraint” has been imposed upon something. Here, authorizing a new limit of 30% for residential uses in CBD 5-A would be consistent with the Comprehensive Plan guidance. In addition, because residential uses complement retail and office, the context of the Plan supports the propriety of increasing those residential limits. Finally, the question of the appropriate limitation for residential uses in CBD 5-A is of course one for the sound discretion of the City Council.

Sincerely,



G. Richard Hill

cc: Eric Shields
Bill Pollard
Jim Neal

November 26, 2014

Dear Planning Commission members,

I recently met with Bill Pollard to discuss the Park Place project.

It was suggested by one Planning Commissioner that I give my most important points at the beginning of my letters.

My most important point is that the Commissioners need to get a look at the lease agreement between the past owner of the Park Place property and the QFC Corporation (now owned by Kroger's). This is the lynchpin to the whole development plan of the property. Because of that legal agreement there are a great many limitations placed on the current developer. In order for you to make a wise well informed decision you need to know the specifics of the agreement. Everything hangs on it.

Here are my less important comments which I may have said in some other way before since I tend to rethink things once new information presents itself:

It seems to me that the Commissioners have to take into account what other development projects are in the planning stage as well as those that are already being built around Kirkland at the moment. I'm sure you are very well aware of this fact but as a citizen I feel it is an overwhelming amount of information for me to look at. The citizens trust you to see the bigger picture.

What I have had to grapple with is that the situation is very different than in was in 2008 when various property owners were waiting to see what happened at the Park Place site first before deciding on their own course of action. I mention this because I am rethinking my stand on residential development in and around the CBD area. I now have mixed feeling about a residential component. When I look at how Redmond has grown I can't decide if there are lessons for us to learn on what works and what doesn't. Certain aspects of Redmond Town Center have not been as successful as were originally envisioned. It makes me wonder if that was partly due to the fact that there wasn't residential development included on that site. Maybe that is part of the reason the grocery store was not successful. In the areas where the housing density has increased in downtown Redmond, shopping seems to be brisker than it was in the past (judging by parking lot usage). I'm not a planner so I have no idea of whether there is a synergistic relationship in an urban mixed-use development between the various uses that the commissioners need to give a certain weight to during their discussion.

Here are the questions I have been musing on. Does making the Park Place Development a work- live-shop environment support the other retail in the greater downtown area? Do we have to have all three components to make the retail at Park Place successful? Does it really matter whether the QFC and retail shops are on the north, east, south or west side of the Park Place property in order for shoppers to want to walk from east of the park to west of the park? What encourages people to do so now? Is it partly due to the fact that there is available free parking at the library garage? Or does the location of the transit center have something to do with it? Is it partly due to the fact that you can see some of the shops both east and west from the park, library and transit center? I will admit that I drive to the library to pick up my bag of books and then drive to the QFC to buy my groceries. I don't want to carry heavy bags very far especially in the rain. The park will always separate the middle of Kirkland. Do we want to see the downtown as an urban version of a neighborhood business center and Totem Lake area as the destination retail and office center? Many citizens have said that they want more growth in Totem Lake

and less growth in Kirkland. Here is an example from someone who contributed frequently to the Comprehensive Plan Update public conversation:

Shift terminology or “how we think” of Downtown Kirkland from a business center to more of an “Old Town” feel. Emphasis on living, dining, tourism/Marina. Our Business center, our Economic engine, our Center of Kirkland is Totem Lake Urban Center and Yarrow Bay Business District. That is where we work. ---Lisa McConnell

Many people feel this way. I’m sure you have already studied this carefully but here is the 2035 vision statement from the Moss Bay/Lakeview group discussions:

Where and how should growth occur in the City? (Dispersed vs. concentrated?)

- 1/3 Central Business District, 2/3 Totem Lake
- 1/4 CBD/Moss, 3/4 Totem Lake
- Rename Central Business District to Waterfront District
- Reutilize existing properties
- Redevelop Houghton shopping center - allow to go up
- May need another shopping center to be within walking distance
- Home occupation and ADU rules need to meet multigenerational families; Condo covenants limit these
- Encourage home based business; – fewer car trips
- Totem Lake
- Jobs walking distance from housing
- NE of Big O Tires
- CBD/Totem Lake/BT Shopping Ctr
- Around neighborhood commercial centers
- Yarrow Bay
- Encourage tourism and retail in the CBD
- Develop Park Place like University Village
- Grow not like Bellevue
- NE 85th St
- Not in Kirkland waterfront; should retain waterfront-related activities such as restaurants, farmers markets, music
- Totem Lake should provide big box stores, taller office where there are roads & transit
- Bridle Trails needs more activity (although surrounding roads are too narrow)
- Roads need to be designed to accommodate growth
- South Kirkland Park & Ride - low income housing good idea near parking & transit
- Meet growth with current zoning
- Keep growth in scale with neighborhood
- City mistake – Portsmouth building too tall; evaluate existing zoning to make lower buildings and reduce density

- Encourage grocery stores to stay

As you see, some people feel tourism is an important component in supporting retail in the downtown area where we draw visitors from all over the world because we have a cute town with several great parks as well as a marina. Personally I was disappointed with the fact that the hotel and conference center were removed from the Park Place plan. It guaranteed more tourism for Kirkland. And a conference center could benefit the businesses, the locals, and the tourists. It is a great asset to have a space for weddings, community meetings and business events. In a way, a hotel is a residential development that supports restaurants and shops because tourists don't usually cook in their rooms.

My one last question is: what kind of entertainment do we need in Kirkland? What does 'Live-Work-Play' really mean? We already have a marina, several parks including a baseball field, a performance center, and a library. Kirkland has charity races and festivals all year round. There are great entertainment venues and a shopping mall in Bellevue 4.2 miles from Kirkland library. I don't believe we can compete with what Bellevue has to offer as a destination retail/entertainment center. Do we need shops open until 10pm or can we keep some of our suburban family feel? I vote for having shops close before 8 to encourage people to go home at night and spend time with family. This is an important concept to think about when trying to envision retail at Park Place. Many of us don't want cars driving along our streets from all over the region late at night. We don't have to be a late night party town to have successful retail. Downtown Kirkland needs to have a sense of balance as well as a welcoming community spirit. Kirkland is a great place to raise a family. No matter how much development the city needs to accommodate for future growth I hope we can always keep the sense that we are a welcoming multigenerational place to live.

Sincerely,
Margaret Bull

Nov 18, 2014

Dear Planning Commission members,

I'll make a big effort to not repeat myself for fear that you will tune out what I have to say.

Yesterday I saw the presentation on Park Place at the Moss Bay Neighborhood Association meeting as well as listened to last week's Planning Commission meeting.

I really hope that you realize how much the public is trusting in you to make a wise decision regarding development in Kirkland especially in relationship to the Park Place site. It might behoove you to watch the videos of citizens speaking about the development in front of City Council before they made their decision. There wasn't enough room in the chambers to hold everyone that wanted to speak.

Here is my opinion.

The Touchstone proposal was a deal between the city and Touchstone. The city was promised a huge amount of office and retail space located in downtown Kirkland. This is what the Kirkland City Council wanted and therefore what they approved. Touchstone got the go ahead for that particular project and approval for the 8 story buildings that were necessary to fulfill the promise of bringing that much retail and office business to Kirkland.

Now Touchstone is out of the picture. This means we are more or less back to square two. We can't go back to square one and consider the 'no action' 5 story alternative.

The new plan means what type of retail? We are told that the developers are considering a movie theatre and health club but no major retailers. My experience with Touchstone made me realize that a development company can have a vision of what type of retail they are planning but unless their potential clients have already signed a lease then what retail actually goes in is dependent on the market. In 2008 when citizens were clamoring for a new movie theatre in Kirkland they had no idea that Redbox would put in movie kiosks all over the area nor did they have any idea what wonders the IPAD could produce when it showed up in 2010. Touchstone's health club was next to the hotel and included a swimming pool. It had a good chance of being built because it would be supported by the hotel. Now the name 'health club' could mean anything. It might not turn out to be what the citizens of Kirkland were envisioning when 24 hour fitness moved out of Park Place. There are a lot of factors that determine what facilities are successful. We have seen several fitness companies come and go in the Bridle Trails shopping center. Nothing is certain. A big health club with a pool sounds good to me. I hope that is what the developers are envisioning.

Besides the health club and movie theatre the only other retail we have heard about is a grocery store. I believe that downtown retail would really be enhanced if a major drug store chain was included in the

plan as well. This would truly benefit the urban dweller with no car. Having a grocery store is of course essential for that same reason. The QFC situation is a curious one. When I spoke to A-P of Touchstone last summer she indicated that Kroger's didn't want to move their QFC store and since they have a long lease agreement they have the power to decide. I was under the impression that the QFC in Park Place went through a remodel recently because they aren't planning on moving anytime soon. I'd like to see in writing Kroger's intent to change locations if required by the developers. Much of the development hangs on the fact that Kirkland can benefit by having a bigger and better grocery store downtown. But it is not a necessity. Costco, Safeway, Walgreens, PCC and Metropolitan Market are all only a bit more than a mile away from Park Place so it isn't as if there are no grocery stores around. To give you some perspective on how close that is—Kirkland Middle School is just short of a mile from Park Place.

QFC isn't the only store that people appreciate in the Park Place shopping center. The other businesses have survived because people like them and frequent them. The local citizenry will be very upset when they learn that all those businesses will have to move out or close down for 2 plus years while a new residential building and garage are built. The current businesses will not likely be moving back after they are established elsewhere especially with an almost certain rent increase once the new buildings are in place.

It is shocking to think that after all the process we went through to get citizens on board with the development plans, the results of 2 years of conversations and grueling late night meetings gets thrown out the window. Now the Planning Commission is going to review the situation in a couple of months and decide on whether or not to recommend this alternative plan. The general public is not fully aware of what is transpiring so few have made comments or sent letters. People are focused on Thanksgiving and Christmas. And who is going to plan on attending a meeting in the middle of January when it is dark and rainy? Not me. I'm going to Hawaii where it is warm.

One of the things Touchstone was fairly clear on was that paid parking would be available at night in the office garages for people attending KPC and restaurants in the area. If the new developers make a residential building first, there isn't likely going to be any shared parking or any retail other than a grocery store. In other words, there is no great advantage to the people of Kirkland. I'm fine with the size of grocery store that we have now. Bigger isn't always better especially if you think of this as a store that meets the needs of the urbanites living in downtown Kirkland who are planning on walking or busing everywhere. As you know, I don't approve of residential buildings in the CBD. There are other properties that might be more appropriate. Why not rezone the industrial area near Park Place north of Central? If you allow residential development as 30% of the usage at Park Place then I think it should be with the stipulation that it is the last building developed. Once you have the office buildings filled you'll have the people working at Park Place that will then want to live next to where they work and therefore meet your goal of live, work, play car-free.

There is one other point I want to make. We have a huge open space in downtown Kirkland—our beloved park. The selling point for needing 8 story buildings over 5 story buildings should not be that it allows for more open space. The public doesn't need more open space. If I want to go shopping or eat at a restaurant all I need is a wide sidewalk with an awning. Look how narrow Park Lane is—people love visiting the restaurants and shops there. Why would I want to hang out in a concrete plaza next to an 8 story building when I can stand out in the park in the rain (or the sun if I'm lucky) anytime? I look at Redmond Town Center and all its open space and wonder why it often seems to be struggling. It is in the middle of a mixed use development. Many of the restaurants are thriving but not all of the other shops have done well. Was there something missing from the formula? Maybe if they had planned residential on the site then the grocery store would have stuck around. Who knows? When DRB gets involved with the new Park Place plan they will have to think about where is the best place for open space to benefit both the residents of the offices and the general public using the retail. Lots of open space isn't as important as well designed and well utilized open space especially in a rainy climate. I also think making buildings of various heights adds a sense of open space. Just because 8 stories are allowed doesn't mean the whole development needs to be that tall.

In conclusion, these are my suggestions for your recommendation to City Council:

1. Don't allow any above grade drive-thru facilities because they are not pedestrian friendly.
2. Don't change the allowance of 10 percent of the required minimum gross floor area of retail for the movie theatre. If they think that a movie theatre will be a smashing hit with the public than by all means encourage them to build it. I love going to the movies! Just don't take away from the rest of the minimum required gross floor area of retail.
3. Only consider allowing 30 percent residential use if:
 - A. It is the last building erected
 - B. It is figured into the formula for the 25 percent retail for gross floor area requirement equally with the office component

Sincerely,

Margaret Bull

Angela Ruggeri

From: Eric Shields
Sent: Thursday, November 13, 2014 1:21 PM
To: Angela Ruggeri
Subject: FW: Parkplace change of plans

Eric Shields

From: Jon Pascal [<mailto:Jon.Pascal@transpogroup.com>]
Sent: Thursday, November 13, 2014 12:51 PM
To: Jon Pascal; Eric Shields; Paul Stewart
Subject: FW: Parkplace change of plans

FYI - Sending to my Kirkland address.

From: Ken Davidson [<mailto:Ken@kirklandlaw.com>]
Sent: Thursday, November 13, 2014 12:45 PM
To: Jon Pascal; gpeter@kirklandwa.gov; elaliberte@kellerrohrback.com; mmiller@kirklandwa.gov;
ccullen@kirklandwa.gov; callshouse@kirklandwa.gov; cbagg@kirklandwa.gov
Cc: Brent Carson (brc@vnf.com)
Subject: Parkplace change of plans

Dear Commission Members,

On behalf of my co-owners of the Emerald Building, I want to offer a few comments on the Parkplace request before you tonight. We first received a copy of the preliminary plan on Monday. It appears they are proposing a development with 145,000 sq. ft. of retail, just less than half the amount Prudential proposed originally through its first developer partner, Touchstone. Touchstone's original justification for raising heights in Parkplace from 5 to 8 stories was that it was proposing to create a destination shopping center of 300,000 square feet, plus a health club and hotel, and needed 3 stories of extra height to accommodate the 1.2million square feet of office they needed to build to help defray the cost of the regional shopping center. Touchstone said that if they did not get their rezone, they would build out the property as an office park of 5 story buildings without retail (the zoning code at the time did not require first floor retail on the Parkplace property). The tax revenue from 300k square feet of retail and the economic boost to the rest of the downtown from the draw of a destination shopping center was far preferable to the Council than an office park with no retail. So, the grand bargain was an increase in heights to 8 stories for a destination shopping center. Now 7 years later Prudential through its new developer partner is proposing much smaller neighborhood retail and now wants further concessions to build an extra 200 apartments. Since the benefits of a destination shopping center are no longer coming to Kirkland, we urge that the issue of height limits be put back up for discussion as well.

Of particular concern to us is what is marked on the preliminary plans as building H located on the dog-leg portion of Parkplace which extends south in front of the Continental Plaza Building and the Emerald Building and which appears to be an 8 story building. If allowed, this building will form a wall between the Continental Plaza and Emerald Buildings cutting them off from the rest of the downtown and, since it is very close to the Park, it will feel like a wall near the Park and Park users sense of horizon to the east. The topography of CBD 5 slopes steeply to the east so that a series of buildings of the same height will step up the hill, giving a sense of the rising horizon to the east as seen from the Park and the rest of the downtown, and each building will have at least on floor looking over the top of the building in front of it. For example, the top floor of the Continental Plaza Building looks over the Emerald Building and, if a 5 story building is built at Parkplace, the top floor of the Emerald Building will look over the it. Introducing an 8 story building into this topography will have serious negative impacts on the appeal of these two existing Class A office buildings not

just because of loss of views from the upper story, but also loss of light and a sense of being out of proportion to the surroundings. We urge that there continue to be a consistent development of office buildings on this topography in CBC5.

The original Touchstone proposal had an 8 story building in this place and we raised the above objections to it then. Two of the planning commission members agreed with us and moved to amend the zoning change to keep the 5 story height limit in place on this southern portion of Parkplace in front of the Continental Plaza and Emerald buildings. Touchstone insisted that it needed 8 stories everywhere to carry out its destination shopping center. Rather than jeopardize the many benefits of this destination shopping center, the City accepted Touchstone's position. Now that the justification for an 8 story building at this location no longer exists, we request that you renew the motion of those two commission members to limit the height of buildings in this southern leg of Parkplace to 5 stories.

I have been out of town this week and will not be at your meeting, but our land use attorney, Brent Carson, will be present to elaborate further on points we would like the commission to address in considering the Parkplace proposal before you and to answer any questions you may have about the points I have raised here.—Ken Davidson

November 13, 2014

Dear Planning Commission members,

I will not be attending Thursday's meeting but plan to attend future study meetings. You may hear me say some of the same things at one of those meetings but I felt it was easier to put it into writing since I am not comfortable speaking my thoughts in the space of three minutes. Speaking concisely and eloquently is not my long suit. This is my current thinking on the needs and goals of the City of Kirkland after attending the Comprehensive Plan Public Open House. When more information is presented regarding this proposed development I may see things differently in the future. I feel that as a citizen that attended a good portion of the Design Review Board meetings on Touchstone's Park Place project I am qualified to give input that might help those of you that were not a part of those proceedings. I have highlighted the codes that I am referring to at the bottom of the page in red.

Here are my concerns:

1. The increase to 8 stories was allowed because Kirkland wanted more retail. Therefore, if you change the plan to include more residential in place of some of the office space then the revised plan should be that "The gross floor area of retail and restaurant uses in this zone shall be equal to or greater than 25 percent of the gross floor area of both the office and residential uses in the zone."
2. The citizens in Kirkland do not need a movie theatre. Cultural habits have changed and most people rarely go to the movies preferring to watch movies via personal media options. If they do want to go to the movie theatre, there is an excellent theatre at Lincoln square that serves the greater Eastside. Currently, when I choose not to drive to Bellevue in order to see a film, I enjoy visiting the Park Place Theatre for its evening showings which are only available once after 6 pm each evening. Sometimes there are only four other people in the audience. If the developers want to include a movie theatre, then they should do so without applying it to the retail requirement.
3. The full 25% retail requirement is better used toward shops and restaurants that are essential to keeping the downtown a vital community that supports the daily needs of the office workers as well as the citizens and visitors that are drawn to the Kirkland 's downtown area for grocery shopping, the parks, the library and the performance center. The retail component of the Park Place development reduces SOV travel because the office workers can eat and take care of errands instead of traveling to other areas of the city. The cultural norms have changed. Many office workers today prefer to buy lunch rather than bring a sack lunch from home. Having retail concentrated in one area where public parking will be available in the Park Place underground garage and other city garages allows families to take care of errands while enjoying other activities in Kirkland. This results in less car trips to other areas in Kirkland in order to take care of those same errands or enjoy a meal out. Adding more retail in the downtown core will support the already existing retail by developing the area as a shopping destination.
4. Concentrating retail near a transit center allows residents that don't own a car to travel by bus to the transit center to utilize all that the downtown area has to offer. Citizens don't need to live within ½ mile radius from the transit center in order to be part of the urban scene. Many of the neighborhoods are connected to the downtown transit center via frequent bus routes. Hopefully, in the future these routes will be increased. Rose Hill, Houghton, and Market neighborhoods are also within an easy walking distance of the Moss Bay neighborhood where the Park Place development is located. Three hundred additional living units at the Park Place site is so minimal it will have no effect on the overall need to provide housing for the increase population that is predicted in King County. We should consider what the motivating factor is for adding multifamily residential units in the Central Business District.
5. There may at this time be office space that is vacant on the greater Eastside. This should not discourage development of offices in what Kirkland has zoned as the Central Business zone. Suzan DelBene ran on the one note theme: grow jobs in Washington. She has won two elections. In previous public meetings regarding the Park Place development several owners of Kirkland based businesses spoke up and claimed that there was nowhere in Kirkland that offered enough office space for their

growing needs. They supported the Park Place Development in the hope that when it was built they would have the opportunity to stay in Kirkland. 'Build it and they will come.' Approval of this development as office space should not hang on current economic conditions and expediency. By the time it is built the need for office space may have turned around significantly as more people move to Kirkland in the hope of living and working here. Many regional businesses, such as Boeing, are moving office jobs out of state. This is stressful to families already living in Kirkland who do not want to sell their homes and up root their families. We need jobs in Kirkland. This is more essential than adding a few hundred more housing units so a few people can have the privilege of living in an urban environment.

6. I want to point out that Touchstone's proposal included a day care facility. This was one of the businesses that I felt was essential in the plans for a large office complex. Having not seen the plans, I don't know if there is still a commitment to finding a tenant that will provide this service. One of the best ways to cut back on SOV trips is to make sure there is a safe and convenient place for our city's youngest citizens near their parents' place of employment. Fortunately, there are already two elementary schools in the vicinity of the downtown area. It will perhaps be possible that some type of van service will be available for children in the daycare at Park Place to be transported to one of these schools.

7. My final comment is that no above grade drive-thru bank on the Eastern Portion of the property should be considered. This topic has been discussed in relationship to other downtown properties. The feeling was that the city does not want to encourage drive-thru facilities. I realize that there is a drive-thru bank facility on the property currently and that is perhaps considered as a 'grandfathered' situation. Even so, this Park Place development is supposed to add a walkability standard to the downtown core. Does a drive-thru business support this vision?

Sincerely,

Margaret Bull

1. Development under this use shall be pursuant to the Parkplace Master Plan and Design Guidelines contained in Chapter 3.30 KMC. Compliance with the Master Plan and Design Guidelines shall be determined through DR, Chapter 142 KZC.

2. **The gross floor area of retail and restaurant uses in this zone shall be equal to or greater than 25 percent of the gross floor area of office uses in this zone.**

Retail uses may include accessory short term drop-off children's play facilities.

3. The following additional uses are allowed subject to restrictions listed:

a. Hotel or Athletic Club. Accessory retail or restaurant uses shall be included as retail uses under Special Regulation 2, provided they are open to the public.

b. **Movie theater. This use may be included as a retail use under Special Regulation 2;** provided, that the gross floor area of this use shall not count toward more than 10 percent of the required minimum gross floor area of retail and restaurant uses.

c. Private Lodge or Club; Church; School, **Day-care Center**, or Mini-School or Day-care Center; Public Utility, Government Facility, or Community Facility; Public Park.

d. Assisted Living Facility (including a nursing home if part of the facility);

Stacked or Attached Dwelling Units; provided, that the gross floor area of these uses does not exceed 10 percent of the total gross floor area for the Master Plan.

4. The following uses are prohibited:

a. Any retail establishment exceeding 70,000 square feet.

b. At grade drive-through facilities.

c. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers.

5. Rooftop appurtenances may exceed the applicable height limitation by a maximum of 16 feet if the area of all appurtenances and screening does not exceed 25 percent of the total area of the

building rooftop. All other regulations

for rooftop appurtenances in Chapter 115 KZC shall apply.

6. Prior to installation of permanent signs, the development must submit and receive approval of a Master Sign Plan pursuant to Chapter 100 KZC

ORDINANCE O-4473

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING ORDINANCE NO. 4175 AND RELATING TO LAND USE AND PLANNING; ESTABLISHING A PLANNED ACTION FOR THE PARKPLACE SITE IN THE MOSS BAY NEIGHBORHOOD GENERALLY LOCATED EAST OF PETER KIRK PARK, SOUTH OF CENTRAL WAY/NE 85TH STREET, WEST OF 6TH STREET, AND NORTH OF KIRKLAND WAY PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT, RCW 43.21C.031.

1 WHEREAS, the State Environmental Policy Act ("SEPA", RCW
2 43.21C) and implementing rules (WAC 197-11) provide for the
3 integration of environmental review with land use planning and project
4 review through designation of "Planned Actions" by jurisdictions
5 planning under the Growth Management Act ("GMA"); and
6

7 WHEREAS, designation of a Planned Action expedites the
8 permitting process for subsequent, implementing projects whose
9 impacts have been previously addressed in a Planned Action
10 environmental impact statement ("EIS"), and thereby encourages
11 desired growth and economic development; and
12

13 WHEREAS, the Planned Action EIS and EIS addendum identify
14 impacts and mitigation measures associated with planned development
15 in the Planned Action Area;
16

17 NOW, THEREFORE, the City Council of the City of Kirkland do
18 ordain as follows:
19

20 Section 1. Purpose. The purpose of this ~~o~~Ordinance is to:
21

22 A. Combine environmental analysis with land use planning;
23

24 B. Streamline and expedite the development permit review
25 process by relying on the environmental impact statement ("EIS")
26 Supplemental EIS and EIS Addendum completed for the Planned Action;
27

28 C. Establish criteria and procedures, consistent with state law,
29 that will determine whether subsequent projects qualify as Planned
30 Actions;
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32 D. Provide the public with an understanding of Planned Actions
33 and how the City will process Planned Actions; and
34

35 E. Apply the City's development regulations together with the
36 mitigation measures described in the EIS, supplemental EIS, EIS

37 Addendum and this Ordinance to address the impacts of future
38 development contemplated by the Planned Action.

39
40 Section 2. Findings. The City Council finds as follows:

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42 A. The City is subject to the requirements of the Growth
43 Management Act ("GMA"), RCW 36.70A, and is located within an Urban
44 Growth Area;

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46 B. The City has adopted a Comprehensive Plan complying with
47 the GMA;

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49 C. The City is adopting development regulations applicable to
50 the proposed development concurrent with adoption of this Planned
51 Action Ordinance to address many of the impacts of future
52 development;

53
54 D. The City has prepared an EIS, a Supplemental EIS and an
55 EIS Addendum complying with the State Environmental Policy Act
56 ("SEPA") for the area designated as a Planned Action (~~"Planned Action~~
57 ~~EIS"~~) and finds that these documents ~~it~~ adequately addresses the
58 probable significant environmental impacts associated with the type and
59 amount of development planned to occur in the designated Planned
60 Action ~~a~~Area;

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62 E. The mitigation measures identified in the Planned Action EIS
63 Addendum are attached to this Ordinance as Exhibit B. These mitigation
64 measures, together with City development regulations, will adequately
65 mitigate significant impacts from development within the Planned Action
66 Area;

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68 F. The ~~Planned Action~~ EIS Addendum and this Ordinance
69 identify the location, type and amount of development that is
70 contemplated by the Planned Action;

71
72 G. Future projects that are consistent with the Planned Action
73 will protect the environment, benefit the public and enhance economic
74 development;

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76 H. The City has provided numerous opportunities for meaningful
77 public involvement in the proposed Planned Action; has considered all
78 comments received; and, as appropriate, has modified the proposal or
79 mitigation measures in response to comments;

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81 I. The proposal is not an essential public facility as defined by
82 RCW 36.70A.200(1);

83 J. The Planned Action ~~a~~Area applies to a defined area that is
84 smaller than the overall City boundaries; and
85

86 K. Public services and facilities are adequate to serve the
87 proposed Planned Action with the mitigation measures identified in
88 Exhibit B.
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90 Section 3. Procedures and criteria for evaluating and
91 determining projects as Planned Actions:
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93 A. Planned Action Area. The Planned Action designation
94 shall apply to the ~~two~~ areas in the Moss Bay Neighborhood as are
95 specifically shown in Exhibit A, "Planned Action Area": the 11.5 acres of
96 property at 457 Central Way known as the Parkplace Mall and generally
97 located east of Peter Kirk Park (~~Area A on Exhibit A~~); ~~and the parcel at~~
98 ~~220 6th Street and the parcel at 603 and 611 4th Avenue to the north on~~
99 ~~0.9 acres of land (Area C on Exhibit A).~~ Additionally, the Planned Action
100 designation shall apply to any off-site improvements necessitated by
101 proposed development on the subject sites, where the off-site
102 improvements have been analyzed in the Planned Action EIS,
103 Supplemental EIS and EIS Addendum.
104

105 B. Environmental Documents.

106 (i) Depending on the specific context, this
107 Ordinance may refer to the 2008 Draft and
108 Final Planned Action EISs, the 2010 Planned
109 Action Supplemental EIS, or the 2015 EIS
110 Addendum for the Downtown (Parkplace)
111 Planned Action. Together, these documents
112 comprise the Planned Action EIS for purposes
113 of environmental review.

114 (ii) A Planned Action determination for a site-
115 specific permit application shall be based on
116 the environmental analysis contained in the
117 Draft Planned Action EIS issued by the City on
118 April 4, 2008, ~~and~~ the Final Planned Action EIS
119 published on October 16, 2008, the Final
120 Planned Action Supplemental EIS published on
121 August 16, 2010, and the EIS Addendum
122 published on January xx, 2015, which
123 addressed proposed revisions to Parkplace.

124 (iii) The mitigation measures contained in Exhibit
125 B, which is attached hereto and adopted by
126 reference as though fully set forth herein, are
127 based upon the findings of the 2008 Draft and
128 Final EISs, the Supplemental EIS and the EIS
129 Addendum and shall, along with existing City
130 codes, ordinances, and standards, provide the

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framework that the City will use to impose appropriate conditions on qualifying Planned Action projects. ~~The Draft and Final EISs shall comprise the Planned Action EIS.~~

C. Planned Action Designated. Land uses described in the Planned Action EIS Addendum, subject to the thresholds described in Subsection D of this Section and the mitigation measures contained in Exhibit B, are designated Planned Actions pursuant to RCW 43.21C.031. A development application for a site-specific Planned Action project located within the Planned Action Area shall be designated a Planned Action if it meets the criteria set forth in Subsection D of this Section and applicable laws, codes, development regulations and standards of the City.

D. Planned Action Thresholds. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action ~~a~~Area is contemplated by the Planned Action and has had its environmental impacts evaluated in the Planned Action environmental documentsEIS. Thresholds and required mitigation measures are based on the 2014 Revised Proposal evaluated in the Parkplace Planned Action EIS Addendum~~FEIS Review Alternative~~ contained in the ~~Planned Action Final EIS~~:

(1) *Land Uses.* Subject to the mitigation measures described in Exhibit B, the following land uses, together with the customary accessory uses and amenities described in the Planned Action EIS Addendum, are Planned Actions pursuant to RCW 43.21C. 031.

(a) The following uses are the primary uses analyzed in the Parkplace Planned Action EIS Addendum~~for Area A~~:

- (i) Office; ~~and~~
- (ii) Retail and Other Commercial, including a ~~hotel,~~ restaurants, supermarket, ~~mixed retail,~~ athletic/health club and theater; and
- (iii) Residential.

~~(b) The following uses are the primary uses analyzed in the Planned Action EIS for Area C:~~

- ~~(i) Office; and~~
- ~~(ii) Residential.~~

(2) *Land Use Review Threshold.*

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(a) The Planned Action designation applies to future development proposals that are comparable or within the ranges established by ~~Planned Action FEIS Review Alternative~~ the EIS Addendum, as shown below:

Land Use	Area A (Parkplace)	Area C (Altom)
Office	650,000 1,200,000-sq. ft.	101,234 sq. ft.
Residential	300 units (300,000 sq.ft.) Not Analyzed	20 dwelling units
Retail/Commercial ¹	225,000 592,700-sq. ft. ³²	Not Analyzed
Total	1,175,000 1,792,700-sq. ft.	101,234 sq. ft. 20 dwelling units

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1. All uses listed in the "Retail and Other Commercial" category in Subsection D(1)(a) are included in the ~~225,000~~ 592,700-sq. ft. total.

2. ~~If residential uses are included, the amount of permitted office use square footage would be reduced proportionately to meet zoning standards.~~

3. ~~2. The Retail/Commercial development (including accessory uses and restaurants) must be equal to at least 25 percent of the amount of office space. Therefore, it must include a minimum of 162,500 300,000-square feet of retail development (up to 20 percent of the total retail square footage may consist of theater space). or at least 25% of the office square footage must be retail.~~

(b) If future development proposals in the Planned Action Area exceed the maximum development parameters reviewed in the Planned Action EIS Addendum, further environmental review may be required under SEPA, as provided in WAC 197-11-172. If proposed plans significantly change the location of development or uses in a manner that would alter the environmental determinations in the Planned Action EIS and EIS Addendum, additional SEPA review would also be required. Shifting development ~~proposals~~ between categories of land uses may be permitted so long as the resulting development does not exceed the trip

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generation thresholds (see sub-section 4(a) below) reviewed in the Planned Action EIS Addendum and does not exceed the proportions or minimums noted in sub-section 2(a) above.

(3) *Building Heights, Bulk, and Scale.* Building heights, bulk, and scale shall not exceed the maximums reviewed in the Planned Action EIS and EIS Addendum.

(4) *Transportation.*

(a) *Trips Ranges:* The ~~range of~~ maximum number of trips reviewed in the Planned Action EIS Addendum ~~are is~~ as follows:

Trip Generation – Net New Trips Reviewed in Planned Action EIS Addendum

Time		Area A (Parkplace) Range–Net New Trips	Area C (Altom) Range–Net New Trips
PM	Peak	<u>3,531,680</u>	<u>174</u>
Hour			

(b) *Trip Threshold.* Development proposals that would exceed the maximum trips levels– shown above will require additional SEPA review.

(c) *Public Works Discretion.* The City Public Works Director shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted at the City Public Works Director’s sole discretion, for each Planned Action Project permit application proposed under this Planned Action. It is understood that development of the Planned Action may occur in parts and over a period of years. The City shall require that off-site mitigation and transportation improvements identified in the Planned Action EIS be implemented in conjunction with development to maintain adopted levels of service standards.

(d) *Transportation improvements.*

(i) *Intersection Improvements.* The Planned Action will require off-site transportation

249 improvements identified in Exhibit B to mitigate
250 significant impacts. These transportation
251 improvements have been analyzed in the Planned
252 Action EIS, Supplemental EIS and EIS Addendum.
253 The need for, extent and/or design of some potential
254 improvements, such as turn lanes, however, will
255 depend on decisions regarding the project master
256 plan and access to the site, which will be made
257 subsequently by the Design Review Board and the
258 Public Works Department as part of the project
259 review process.

260 ~~The City Public Works Director shall have the~~
261 ~~discretion to adjust the allocation of responsibility for~~
262 ~~required improvements as between individual~~
263 ~~planned action projects based on their identified~~
264 ~~impacts.~~

265
266 (ii) Significant changes to the City's
267 transportation improvement plan proposed as part of
268 any Planned Action Project that have the potential to
269 significantly increase impacts to air quality, water
270 quality, fisheries resources, noise levels or other
271 factors beyond the levels analyzed in the Planned
272 Action EIS may require additional SEPA review.

273
274 (iii) Transportation Management Program. The
275 owners or operators of development projects within
276 Parkplace Areas A and C shall prepare and implement
277 a Transportation Management Programs ("TMP") as
278 a means to encourage alternatives to single-occupant
279 vehicles, including transit, and to thereby reduce
280 traffic generation and parking demand. ~~The TMP for~~
281 ~~Area A shall include the TMP elements identified in~~
282 ~~the transportation mitigation measures in the~~
283 ~~Planned Action EIS, attached as Exhibit C to this~~
284 ~~ordinance. The City Public Works Director shall have~~
285 ~~the discretion to modify the individual elements of a~~
286 ~~TMP as a means to accomplish its objectives and to~~
287 ~~enhance its effectiveness. The goal of the TMP shall~~
288 be that no more than 77 percent of the project trips
289 shall be by single-occupant vehicles. A detailed TMP
290 shall be submitted prior to building permit issuance.

291
292 (iv) Parking Management. Parking to support
293 development ~~within Areas A and C~~ shall be provided
294 as required by the Kirkland Zoning Code Chapter 105.
295 Consistent with the incentive provision of Section
296 105.103.3c of the Zoning Code, Aa developer may

297 choose to reduce the number of parking spaces
298 based on a demand and utilization study prepared by
299 a licensed transportation engineer. The City's
300 Transportation Engineering Manager must approve
301 the scope and methodology of the study as well as
302 the effectiveness of the TMP and parking
303 management measures.

304
305 (e) Transportation Impact Fees. All Planned Action
306 Projects shall pay, as a condition of approval, the
307 applicable transportation impacts fees according to the
308 methodology contained in the ordinance adopting such
309 impact fees. The City may adjust such fees from time to
310 time.

311
312 (f) Capital Facilities. Improvements to water and
313 sewer facilities are identified in Exhibit B. ~~The City Public
314 Works Director shall have the discretion to determine and
315 allocate responsibility for required improvements as
316 between individual Planned Action projects.~~

317
318 (5) *Changed Conditions.* Should environmental
319 conditions or assumptions change significantly from those
320 analyzed in the Planned Action EIS, the City's SEPA Responsible
321 Official may determine that the Planned Action designation is no
322 longer applicable until supplemental environmental review is
323 conducted.

324
325 (6) *Additional Mitigation Fees.* The City may adopt and
326 apply such other fees as may be deemed necessary and
327 appropriate to mitigate impacts to other capital facilities in the
328 City and to accommodate planned growth. Such fees, if
329 adopted, shall be in addition to the fee required in item (4)(e) of
330 this subsection, and shall apply only to required improvements
331 that are not addressed in this subsection.

332
333 E. Planned Action Review Criteria.

334
335 (1) The City's Planning and Community Development
336 Director or designee is authorized to designate a project
337 application that meets all of the following conditions as a
338 Planned Action pursuant to RCW ~~43.21C.031(2)(a)~~ 43.21C.440,
339 WAC 197-11-164, 197-11-168 and 197-11-172.:

340
341 (a) The project is located within the Planned Action
342 Area identified in Exhibit A, pursuant to Section 3(A) of
343 this Ordinance or is an off-site improvement directly

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related to a proposed development within the Planned Action Area;

(b) The project is consistent with the City of Kirkland Comprehensive Plan and the Comprehensive Plan policies for the Moss Bay Neighborhood Plan and Downtown Plan area;

(c) The project’s significant adverse environmental impacts have been adequately addressed in the Planned Action EIS, Supplemental EIS and EIS Addendum;

(d) The proposed uses are consistent with those described in the Planned Action EIS Addendum and Section 3(D) of this Ordinance;

(e) The project is within the Planned Action thresholds of Section 3(D) and other criteria of this section of this Ordinance;

(f) The project’s significant impacts have been mitigated by application of the measures identified in Exhibit B, as well as other City, county, state and federal requirements and conditions, including compliance with any conditions agreed to pursuant to a development agreement between the City and applicant if executed, which together constitute sufficient mitigation for the significant environmental impacts associated with the proposed project;

(g) The proposed project complies with all applicable local, state and/or federal laws and regulations, and where appropriate, the proposed project complies with needed variances or modifications or other special permits which have been identified; and

(h) The proposed project is not an essential public facility.

F. Effect of Planned Action.

(1) Upon designation by the City’s Planning and Community Development Director that the project qualifies as a Planned Action pursuant to this Ordinance and WAC 197-11-172, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review under SEPA.

391 (2) Being designated as a Planned Action means that a
392 proposed project has been reviewed in accordance with this
393 Ordinance and found to be consistent with the development
394 parameters and environmental analysis contained in the Planned
395 Action EIS Supplemental EIS and EIS Addendum.

396
397 (3) Planned Actions that meet all criteria established in
398 this Ordinance will not be subject to further procedural review
399 under SEPA. However, projects will be subject to conditions as
400 outlined in this document and the attached Exhibit B which are
401 designed to mitigate any environmental impacts which may
402 result from the project proposal. Additionally, projects will be
403 subject to applicable City, state, and federal regulatory
404 requirements. The Planned Action designation shall not excuse
405 a project from meeting the City's code and ordinance
406 requirements apart from the SEPA process.

407
408 G. Planned Action Permit Process. The City's Planning and
409 Community Development Director or designee shall review
410 projects and determine whether they meet the criteria as
411 Planned Actions under applicable state, federal, local laws,
412 regulations, codes and ordinances. The procedures shall consist,
413 at a minimum of the following:

414
415 (1) Development applications shall meet the applicable
416 requirements of the Kirkland Municipal Code ("KMC") and
417 Kirkland Zoning Code ("KZC"). Applications shall be made on
418 forms provided by the City and shall include a SEPA checklist,
419 revised SEPA checklist or such other environmental review forms
420 provided by the City;

421
422 (2) The City's Planning and Community Development
423 Director shall determine whether the application is complete;

424
425 (3) If the application is for a project within the Planned
426 Action Area, shown on Exhibit A, the application will be reviewed
427 to determine if it is consistent with and meets all of the
428 qualifications of Section 3 of this Ordinance;

429
430 (4) After the City receives and reviews a complete
431 application, the City's Planning and Community Development
432 Director shall determine whether the project qualifies as a
433 Planned Action. If the project does qualify, the Director shall
434 notify the applicant and the project shall proceed in accordance
435 with the applicable permit review procedure, except that no
436 SEPA threshold determination, EIS, or additional SEPA review
437 shall be required. The decision of the Director regarding
438 qualification as a Planned Action shall be final;

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(5) Public notice and review for projects that qualify as Planned Actions shall be tied to and shall follow the procedural requirements of the underlying development permit, and shall also satisfy any not to SEPA notice requirements in the SEPA rules or statute specific to planned actions. ~~If notice is otherwise required for the underlying permit, the notice shall state that the project has qualified as a Planned Action. If notice is not otherwise required for the underlying permit, no special notice is required by this ordinance;~~

(6) If a project is determined not to qualify as a Planned Action, the City's Planning and Community Development Director shall so notify the applicant and the SEPA Responsible Official shall prescribe a SEPA review procedure consistent with the City's SEPA regulations and the requirements of state law. The notice shall describe the elements of the application that result in failure to qualify as a Planned Action. If deemed ineligible, the application may be amended to qualify; and

(7) Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to assist in meeting SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

H. Development Agreements. The City or an applicant may request consideration and execution of a development agreement for a Planned Action project. The development agreement may address the following: review procedures applicable to a planned action project; permitted uses; mitigation measures; construction, financing and implementation of improvements, including methods of financing and proportionate shares, and latecomers agreements; payment of impact fees; phasing; and any other topic that may properly be considered in a development agreement consistent with RCW 36.70B.170 et seq.

I. Monitoring and Review.

A. The City shall monitor the progress of development in the designated Planned Action area to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action EIS, Supplemental EIS and EIS Addendum regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the Planned Action area.

486 B. This Planned Action Ordinance shall be reviewed by
 487 the SEPA Responsible Official as part of the City’s ongoing
 488 Comprehensive Plan update procedure to determine its
 489 continuing validity with respect to the environmental conditions
 490 of the Planned Action Area, the impacts of development, and the
 491 adequacy of required mitigation measures. Based upon this
 492 review, this Ordinance may be amended as needed, the City may
 493 supplement or revise the Planned Action EIS, and/or another
 494 review period may be specified. Subsequent reviews of the
 495 Planned Action Ordinance shall occur as part of the City’s
 496 Comprehensive Plan amendment process.

497
 498 Section 4. Conflict. In the event of a conflict between this
 499 Ordinance or any mitigation measures imposed pursuant thereto and
 500 any ordinance or regulation of the City, the provisions of this Ordinance
 501 shall control, except that the provisions of the state building code shall
 502 supersede this Ordinance. In the event of a conflict between this
 503 Ordinance (or any mitigation measures imposed pursuant thereto) and
 504 any development agreement between the City and a Planned Action
 505 applicant(s), the provisions of the development agreement shall control.
 506

507 Section 5. Severability. Should any section, subsection,
 508 paragraph, sentence, clause or phrase of this Ordinance or its
 509 application be declared unconstitutional or invalid or unconstitutional for
 510 any reason, such decision shall not affect the validity of the remaining
 511 portions of this Ordinance or its application to any other person or
 512 situation.
 513

514 Section 6. Sunset. The provisions of this Ordinance shall be of
 515 no force and effect on and after March 1, 2025, unless the Ordinance is
 516 extended by the City Council following a report from the SEPA
 517 Responsible Official and a public hearing.
 518

519 Section 7. This Ordinance shall be in force and effect five days
 520 from and after its passage by the Kirkland City Council and publication
 521 pursuant to Section 1.08.017, Kirkland Municipal Code in the summary
 522 form attached to the original of this Ordinance and by this reference
 523 approved by the City Council.
 524

525 Passed by majority vote of the Kirkland City Council in open
 526 meeting this ____ day of _____, 2015.

527
 528 Signed in authentication thereof this ____ day of
 529 _____, 2015.

 MAYOR

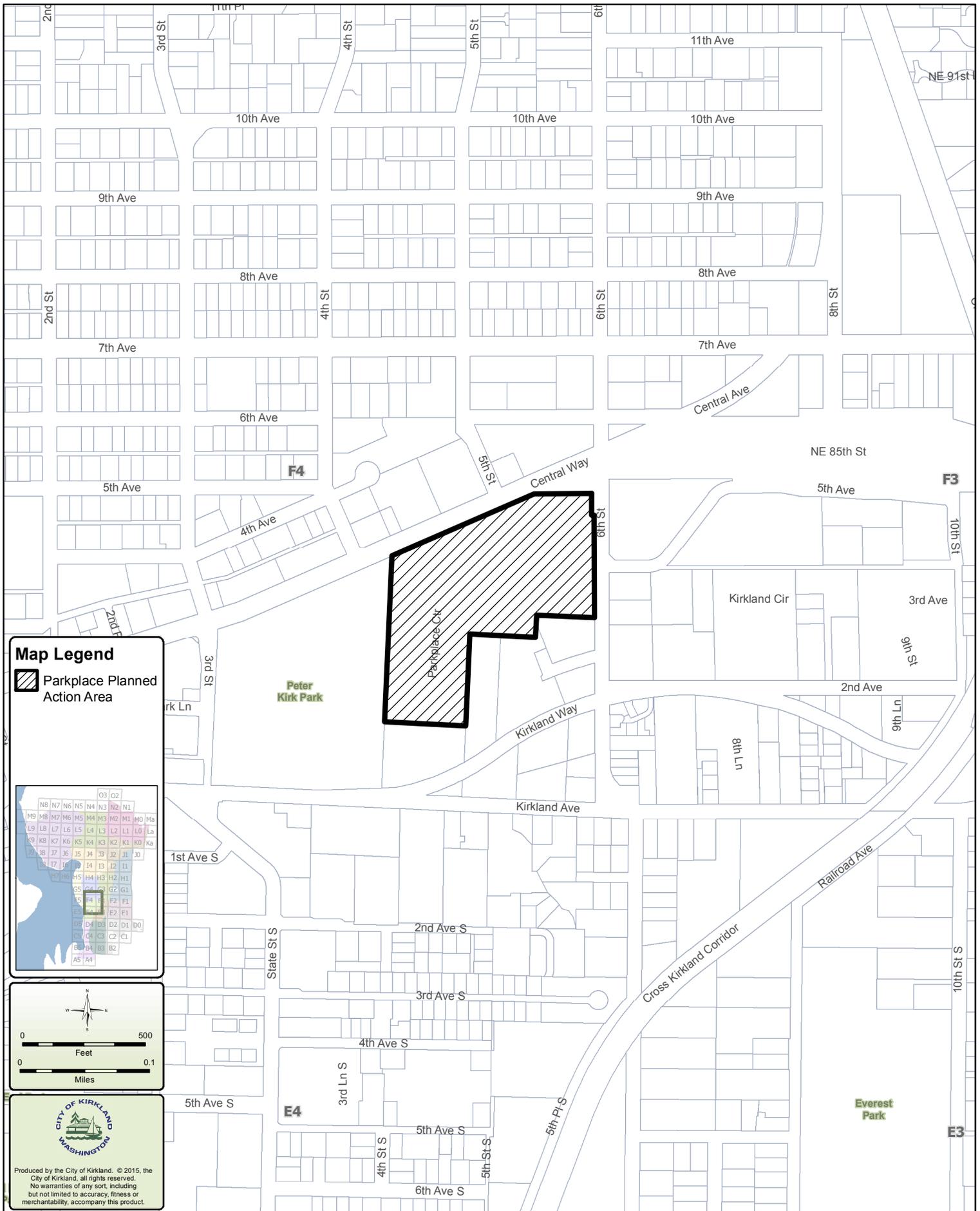
Attest:

City Clerk

Approved as to Form:

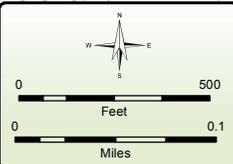
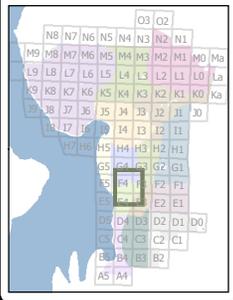
City Attorney

Vicinity Map



Map Legend

 Parkplace Planned Action Area




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EXHIBIT B. PLANNED ACTION ORDINANCE MITIGATION MEASURES

Exhibit B lists required mitigation measures to be applied to Planned Actions within the Planned Action Area defined in Exhibit A.

Capacity Improvements to Address Transportation Impacts

Planned Action Applicants shall implement required improvements associated with the proposal consistent with the following table.

ID	Location	Improvement	2014 Revised Proposal
			2022 TIA or Circulation Requirement
4	Central Way/West Parkplace Driveway	Install Signal and manage coordination with the intersection of Central Way/4 th Street.	X ⁽²⁾⁽³⁾
7	Parkplace Driveway/Kirkland Way	Improve the internal roadway to include a sidewalk or pathway on one or both sides.	X ⁽⁴⁾
105 110	Central Way/6 th Street 4 th Avenue/6 th Street	Construct dual westbound left turn lane. . Add second southbound receiving lane on 6 th Street between Central Way and 4 th Avenue, which would serve as a southbound right-turn lane into the site. Modify signal to provide westbound left/northbound right overlap phase.	X ⁽²⁾⁽³⁾
109	NE 85 th Street/114 th Avenue NE	Restripe eastbound right-turn lane to shared thru-right, and extend lane westward. Add second northbound right-turn lane.	X
128	Central Way/5 th Street	Install a traffic signal. North-south through movement between the site driveway and 5th Street should be prohibited to discourage cut-through traffic in the neighborhood north of the site.	X ⁽³⁾
129	Central Way/4 th Street	Extend two-way-left-turn lane by moving crosswalk to Parkplace Signal at the current site driveway.	X ⁽²⁾⁽³⁾

¹TIA = Traffic Impact Analysis; Conc = Concurrency

²With reduced trips generated by the 2014 Revised Proposal compared to the previous Proposed Action, and with mitigation at Central Way/5th Street, the Revised Proposal is not projected to exceed TIA mitigation thresholds at intersections #4 (Central Way/Parkplace Driveway), #105 (Central Way/6th Street), and #129 (Central Way/4th Street). However, the City may require mitigation at these locations to the extent warranted by site access and circulation conditions; further some are included in the Master Plan and Design Guidelines applicable to the property (#105). As part of project permitting, detailed site-level traffic analysis that reflects the effects of parking garage design, driveway design, other design elements such as signage and parking management measures, shall be required to determine the timing and extent to which the improvements would be needed to accommodate site access and circulation for vehicles and pedestrians. The required analysis may include capacity improvements or additional trip reduction measures. If nearer-term conditions do not warrant improvement at some or all of these locations, the City shall require that redevelopment on the site be designed to leave the space needed to accommodate the identified improvements in case they are warranted in the future.

³ Coordinate signals on streets adjacent to Parkplace site: Central Way between 3rd Street and 6th Street, and 6th Street between Central Way and Kirkland Way.

4 The improvement is identified to improve access and safety for pedestrians entering and exiting the site to and from the south.

Transportation and Parking Management Plan

Planned actions shall provide a Transportation and Parking Management Plan to reduce parking demand and manage the available supply; this could include but is not excluded to some or all of the following elements.

1. Implement a Transportation Management Plan (TMP) for office tenants and provide a transportation coordinator to manage and promote the TMP. The cumulative parking demand estimates for the office use assume that 23% of trips would occur by non-vehicular modes. To encourage use of these other modes, the following TMP measures are suggested.

- a. Provide transit pass subsidy to employees who commute by transit. The value of the subsidy would equal or exceed 50% of the cost of a two-zone King County Metro Transit pass or equivalent ORCA pass.
- b. Charge for daily parking. Employees of the offices should be charged a fee to park on site.
- c. Offer a part-time parking pass option. Employees who desire to use alternative modes of transportation (or telecommute) one or more days per week should be offered a parking pass that is only charged for the days parked. These types of passes work like a debit card, and the pass holder is only charged for parking on the days that they park.
- d. Provide ride-match information. The developer should encourage its tenants to provide information to employees about ride-match programs that are available through King County Metro and other transit agencies. These programs can help match an employee with potential carpool mates who live in close proximity.
- e. Provide free parking for vanpools. Vanpools registered with a public transit agency should be provided free on-site parking. At least six of the riders in each of vanpool must be employed at the site to qualify for free parking.
- f. Provide reserved parking spaces for vanpools. Parking in a preferred location within the garage should be reserved for registered vanpools.
- g. Provide shower and locker facilities. The complex should have at least one shower and locker facility (outside of the on-site health club) for commuters who walk or bike to work.
- h. Provide bike storage. Bicycle corrals should be provided within the garage for employees who commute by bike. These should be in an easily-accessible location, and have good lighting and security.
- i. Provide parking for a car-sharing program. The developer should provide up to five parking spaces for car-sharing program to support employees who commute by alternative modes of travel by providing vehicles that can be used for daytime errands or meetings.
- j. Offer guaranteed ride home to employees who commute by alternative modes. The developer should encourage employers to provide guaranteed rides home for commuters who use alternative forms of transportation but need to get home quickly in an emergency or after available transit service has stopped. The ride home can be by taxi, company-owned vehicle, or car-sharing vehicle. The number of rides available per month or year may be limited. This program reassures employees that they will have transportation during emergencies so they are more comfortable using transit or carpools.

- k. Install electronic kiosks with travel information. The developer should install up to three electronic kiosks that provide up-to-date information about transportation services. This could include transit route maps and stop times, commuter congestion, parking rates, and information about alternative modes of travel.
 - l. Share office parking on weeknights and weekends. All parking in the garage, other than residential, should be available for customers and the general public on weeknights and weekends.
 - m. Do not reserve individual spaces for office parking. No parking space in the garage may be reserved for an individual user. This allows all office parking to be shared by employees.
2. Monitor success of TMP. The on-site transportation coordinator should conduct biennial surveys of site tenants and employees regarding the modes of travel used and the success of various TMP programs. The first survey should be performed within one year of the first tenant's occupancy. Results are to be compiled and sent to the City of Kirkland. The survey questionnaire and reporting requirements must be approved by City of Kirkland staff before the first survey is taken.
 3. Reserve areas of the garage for short-term parking by customers and visitors. Designate 640 parking spaces for short-term parking only. This parking would be for customers and visitors. The initial limit should be set to three hours, which is sufficient time for most daytime dining and entertainment users. The short-term parking restrictions could apply during just midday weekday hours when office users are on site.
 4. Reserve parking for residents. Reserve up to 1.7 spaces per residential unit (estimated to be 510 spaces). Of these, a portion should be designated for residential visitors. The remaining spaces could be assigned to individual units, if desired.
 5. Implement measures to discourage hide-and-ride, if needed. Measures may be needed to prevent outsiders from parking at the site (for example, commuters who use the near-by transit center). Such programs could include enforcement of short-term parking restrictions, permit parking for site employees, pay parking, and customer validation programs. These can be implemented by site management, when and if needed.
 6. Monitor garage use. Monitor the allocation of the parking supply to various users during weekday hours. Adjust allocation or implement additional management measures, if needed.
 7. Provide a Bike Share station. Bike sharing allows individuals to check out bicycles for short trips. Individuals purchase a membership or pass to check out bicycles, which are obtained from and returned to stations located throughout the program area.

Police

- Provision of on-site security services, which may include video surveillance systems, to the Planned Action Area in particular, shall be incorporated into the development to reduce the increased need for police response to that area. This reduction is largely dependent on the nature of the incident.
- Security-sensitive design of buildings and the landscaping environment, such as installing only moderate height and density border shrubs, shall be considered during design and/or development review to reduce certain types of crimes, such as auto and store-front breakins.

Fire

- The City may condition Planned Action proposals during development review to include a staffed medical aid station serving employees and customers, based on Proposal size, phasing, likely calls of service, or other parameters related to the potential demand for emergency medical services.
- Increased tax revenues from increased retail activity and increases in property values could address the additional costs to the Fire Department identified in the Addendum for the Revised Kirkland Parkplace Redevelopment Proposal (2014 Revised Proposal) January 2015.

Parks and Schools

- New development is subject to collection of park impact fees under Chapter 27.06 of the Kirkland Municipal Code.
- Chapter 27.08 of the Kirkland Municipal Code requires school impact fees on new development, collected by the City on behalf of Lake Washington School District.

Water

The applicant shall provide improvements consistent with the City's Water System Plan and Municipal Code as determined by the Public Works Director or designee.

Planned Actions shall provide improvements consistent with the 2008 Final EIS, or provide Proposed Action Alternative Modified Water Main Improvements consistent with the Addendum for the Revised Kirkland Parkplace Redevelopment Proposal (2014 Revised Proposal) January 2015, dependent on design.

- 2008 Final EIS Improvements: The improvements included an on-site 12-inch loop with connections at Central Way, 6th Street, and Kirkland Way. The improvements had the capacity to convey the 4,000 gpm fire flow requirement and the 2008 Proposal demands. The improvements for the 2008 Proposal were tested with the 2014 Revised Proposal and the proposed improvements also have the capacity to convey the 4,000 gpm fire flow requirement and the 2014 Proposed Action Alternative demands, which are lower than the 2008 Proposal.
 - 2014 Revised Proposal: The current conceptual plan for the Revised Proposal includes a parking garage near 6th Street where a water main connection was proposed. Therefore, the proposed improvements were analyzed without the connection to 6th Street to determine if the 4,000 gpm fire flow requirement and 2014 Revised Proposal demands could be met with connections at Central Way and Kirkland Way. The connection at Central Way would need to be 16-inch-diameter pipe and the 16-inch water main would need to be extended towards the parking garage if a hydrant is necessary on the west side of the parking garage and south to the connection in Kirkland Way. The water main connection in Kirkland Way may remain 12-inch-diameter pipe. In addition, fire hydrants will be necessary on 6th Street to properly service the buildings on the east side of the Kirkland Parkplace site. During the development review phase, fire flow analyses shall be performed for the actual fire hydrant locations to verify the proposed water main sizing.

Sewer

Downstream improvements shall include upsizing the existing 24-inch pipe at the intersection of Central Way and 3rd Street to 48-inch diameter pipe. This section of pipe installation would involve a crossing perpendicular to multiple lanes of Central Way, and may contain utility conflicts.

The Parkplace redevelopment would contribute to increased flow rates through the undersized pipe, but would not be the primary cause of the capacity issues. The City has identified the project in the Sewer Capital Improvement Plan as project SS 0082 000 and will replace the line in the future. The project will be subject to sewer capital facility charges which help fund system improvements such as the one listed above.

Draft

PUBLICATION SUMMARY
OF ORDINANCE O-4473

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING ORDINANCE O-4175 AND RELATING TO LAND USE AND PLANNING; ESTABLISHING A PLANNED ACTION FOR THE PARKPLACE SITE IN THE MOSS BAY NEIGHBORHOOD GENERALLY LOCATED EAST OF PETER KIRK PARK, SOUTH OF CENTRAL WAY/NE 85TH STREET, WEST OF 6TH STREET, AND NORTH OF KIRKLAND WAY PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT, RCW 43.21C.031.

SECTION 1. Explains purpose of the Planned Action.

SECTION 2. Sets forth City Council findings relative to the Planned Action.

SECTION 3. Outlines procedures and criteria for evaluating and determining projects as Planned Actions.

SECTION 4. Provides that the ordinance and mitigation measures imposed by the ordinance shall control in the event of a conflict with other ordinances and regulations of the City, except in the case of conflicting provisions of the state building code or any development agreement between the City and a Planned Action applicant.

SECTION 5. Provides a severability clause for the ordinance.

SECTION 6. Provides the ordinance shall expire on March 1, 2025, unless extended by the City Council following a report from the SEPA Responsible Official and a public hearing.

SECTION 7. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication 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 meeting on the ____ day of _____, 2015.

I certify that the foregoing is a summary of Ordinance 4473 approved by the Kirkland City Council for summary publication.

City Clerk

ORDINANCE O-4474

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE KIRKLAND ZONING CODE (TITLE 23 OF THE KIRKLAND MUNICIPAL CODE), TO EDIT THE CBD5A ZONING TEXT (FILE NO. CAM14-02188).

1 WHEREAS, the City Council has received a recommendation from
2 the Kirkland Planning Commission to amend certain portions of the
3 Kirkland Zoning Code, Title 23 of the Kirkland Municipal Code, as set
4 forth in the report and recommendation of the Planning Commission
5 dated February 6, 2015, and bearing Kirkland Department of Planning
6 and Community Development File No. CAM14-02188; and
7

8 WHEREAS, prior to making the recommendation, the Planning
9 Commission, following notice as required by RCW 35A.63.070, held a
10 public hearing on January 29, 2015, on the amendment proposals and
11 considered the comments received at the hearing; and
12

13 WHEREAS, pursuant to the State Environmental Policy Act (SEPA),
14 there has accompanied the legislative proposal and recommendation
15 through the entire consideration process, a SEPA Addendum to Existing
16 Environmental Documents issued by the responsible official pursuant to
17 WAC 197-11-625; and
18

19 WHEREAS, in regular public meeting the City Council considered
20 the environmental documents received from the responsible official
21 together with the report and recommendation of the Planning
22 Commission.
23

24 NOW, THEREFORE, the City Council of the City of Kirkland do
25 ordain as follows:
26

27 Section 1. Zoning Text amended: The following specified sections
28 of the text of the Kirkland Zoning Code, Title 23 of the Kirkland Municipal
29 Code, are amended as follows:
30

31 A. Chapter 5. Definitions:

32 Text amendment to Section 5.023: Affordable Housing Unit
33 definition as set forth in **Exhibit A.**
34

35 B. Chapter 112. Affordable Housing Incentives-Multifamily:

36 Text amendments to Sections 112.15 and 112.20 as set forth
37 in **Exhibit B.**
38

39 C. Chapter 50. Central Business District (CBD) Zones:

40 Text amendments to Sections 50.37 and 50.38 of the CBD 5A
41 zone as set forth in **Exhibit C.**

42 Section 2. If any section, subsection, sentence, clause, phrase,
43 part or portion of this ordinance, including those parts adopted by
44 reference, is for any reason held to be invalid or unconstitutional by any
45 court of competent jurisdiction, such decision shall not affect the validity
46 of the remaining portions of this ordinance.
47

48 Section 3. This ordinance shall be in full force and effect five days
49 from and after its passage by the Kirkland City Council and publication,
50 pursuant to Kirkland Municipal Code 1.08.017, in summary form attach
51 to the original of this ordinance and by this reference approved by the
52 City Council as required by law.
53

54 Passed by majority vote of the Kirkland City Council in open
55 meeting this ____ day of _____, 2015.

56 Signed in authentication thereof this ____ day of
57 _____, 2015.
58

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

Chapter 5 – DEFINITIONS

Sections:

- [5.05](#) User Guide
- [5.10](#) Definitions

5.05 User Guide

The definitions in this chapter apply for this code. Also see definitions contained in Chapter 83 KZC for shoreline management, Chapter 90 KZC for drainage basins, Chapter [95](#) KZC for tree management and required landscaping, and Chapter 113 KZC for cottage, carriage and two/three-unit homes that are applicable to those chapters.

5.10 Definitions

The following definitions apply throughout this code unless, from the context, another meaning is clearly intended:

.023 Affordable Housing Unit

1. An owner-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed the following percent of the King County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners dues):

- a. Eighty percent in the CBD5A, RH, TL and PLA5C zoning districts where additional building height is allowed in exchange for the creation of affordable housing units; or
- b. One hundred percent in density limited zoning districts where additional dwelling units are allowed in exchange for the creation of affordable housing units.

2. A renter-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed 50 percent of the King County median household income, adjusted for household size, as determined by HUD, and no more than 30 percent of the monthly household income is paid for monthly housing expenses (rent and an appropriate utility allowance).

In the event that HUD no longer publishes median income figures for King County, the City may use any other method for determining the King County median income, adjusted for household size.

Chapter 112 – AFFORDABLE HOUSING INCENTIVES – MULTIFAMILY

Sections:

- 112.05 User Guide
- 112.10 Purpose
- 112.15 Affordable Housing Requirement
- 112.20 Basic Affordable Housing Incentives
- 112.25 Additional Affordable Housing Incentives
- 112.30 Alternative Compliance
- 112.35 Affordability Provisions
- 112.40 Regulatory Review and Evaluation

112.05 User Guide

This chapter offers dimensional standard flexibility and density and economic incentives to encourage construction of affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

If you are interested in proposing four (4) more residential units in commercial zones, high density residential zones, medium density zones or office zones, or you wish to participate in the City's decision on such a project, you should read this chapter.

112.10 Purpose

There is a limited stock of land within the City zoned and available for residential development and there is a demonstrated need in the City for housing which is affordable to persons of low and moderate income. Therefore, this chapter provides development incentives in exchange for the public benefit of providing affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

112.15 Affordable Housing Requirement

1. Applicability –
 - a. Minimum Requirement – All developments creating four (4) or more new dwelling units in commercial, high density residential, medium density and office zones shall provide at least 10 percent of the units as affordable housing units and comply with the provisions of this chapter as established in the General Regulations for the Use Zone or the Special Regulations in the Use Zone Chart for the specific use. This subsection is not effective within the disapproval jurisdiction of the Houghton Community Council.
 - b. Voluntary Use – All other provisions of this chapter are available for use within the disapproval jurisdiction of the Houghton Community Council and in developments where the minimum requirement does not apply; provided, however, the provisions of this chapter are not available for use in developments located within the BN zone.
2. Calculation in Density-Limited Zones – For developments in density-limited zones, the required amount of affordable housing shall be calculated based on the number of dwelling units proposed prior to the addition of any bonus units allowed pursuant to KZC 112.20.
3. Calculation in **CBD 5A**, RH, TL and PLA 5C Zones – For developments in the **CBD 5A**, RH, TL and PLA 5C Zones, the required amount of affordable housing shall be calculated based on the total number of dwelling units proposed.
4. Rounding and Alternative Compliance – In all zones, the number of affordable housing units required is determined by rounding up to the next whole number of units if the fraction of the whole number is at least 0.66. KZC 112.30 establishes methods for alternative compliance, including payment in lieu of construction for portions of required affordable housing units that are less than 0.66 units.

112.20 Basic Affordable Housing Incentives

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

2. Bonus

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

b. Development Capacity Bonus. In the CBD 5A use zone where there is no minimum lot size per dwelling unit, additional residential development capacity has been granted in exchange for affordable housing as reflected in the Use Zone Chart.

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

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

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

3. Alternative Affordability Levels – An applicant may propose affordability levels different from those defined in Chapter 5 KZC for the affordable housing units.

a. In use zones where a density bonus is provided in exchange for affordable housing units, the ratio of bonus units per affordable housing unit for alternative affordability levels will be as follows:

Affordability Level	Bonus Unit to Affordable Unit Ratio
<i>Renter-Occupied Housing</i>	
60% of median income	1.9 to 1
70% of median income	1.8 to 1
<i>Owner-Occupied Housing</i>	
90% of median income	2.1 to 1
80% of median income	2.2 to 1

b. In the CBD 5A, RH, TL and PLA5C use zones where additional height is provided in exchange for affordable housing units, the percent of affordable units required for alternative affordability levels will be as follows:

Affordability Level	% of Project Units Required to Be Affordable
<i>Renter-Occupied Housing</i>	
60% of median income	13%
70% of median income	17%

Affordability Level	% of Project Units Required to Be Affordable
<i>Owner-Occupied Housing</i>	
70% of median income	8%
90% of median income	13%
100% of median income	21%

c. To encourage “pioneer developments” in the Rose Hill and Totem Lake business districts, the definition of affordable housing for projects in the RH and TL zones shall be as provided in the following table. This subsection shall apply only to those projects which meet the affordability requirements on site or off site. This subsection shall not apply to those projects which elect to use a payment in lieu of constructing affordable units as authorized in KZC 112.30(4).

The affordable housing requirements for projects vested on or after the effective date of the ordinance codified in this section must be targeted for households whose incomes do not exceed the following:

Number of Total Units		Affordability Level	
<i>RH Zones</i>	<i>TL Zones</i>	<i>Renter-Occupied</i>	<i>Owner-Occupied</i>
First 50 units	First 150 units	70% of median income	100% of median income
Second 50 units	Second 150 units	60% of median income	90% of median income
All subsequent units	All subsequent units	50% of median income	80% of median income

“Number of Total Units” shall mean the total number of housing units (affordable and otherwise) permitted to be constructed within the RH and TL zones where affordable housing units are required and which have not received funding from public sources.

d. Depending on the level of affordability provided, the affordable housing units may not be eligible for the impact fee waivers described in subsections (5)(a) and (5)(b) of this section.

4. Dimensional Standards Modification – To the extent necessary to accommodate the bonus units allowed under subsection (2)(b)(c) of this section on site, the following requirements of the Kirkland Zoning Code may be modified through the procedures outlined in this subsection. These modifications may not be used to accommodate the units resulting from the base density calculation.

a. Maximum Lot Coverage. The maximum lot coverage may be increased by up to five (5) percentage points over the maximum lot coverage permitted by the underlying use zone. Maximum lot coverage may not be modified through this provision on properties with streams, wetlands, minor lakes or their buffers. In addition, this modification would require a shoreline variance as set forth in Chapter 141 KZC for properties within jurisdiction of the Shoreline Management Act. See Chapter 83 KZC.

b. Parking Requirement. The required parking may be reduced to 1.0 space per affordable housing unit. No additional guest parking is required for affordable housing units. If parking is reduced through this provision, the owner of the affordable housing unit shall sign a covenant, in a form acceptable to the City Attorney, restricting the occupants of each affordable housing unit to a maximum of one (1) automobile.

c. Structure Height. Maximum height for structures containing affordable housing units may be increased by up to six (6) feet for those portions of the structure(s) that are at least 20 feet from all property lines. Maximum structure height may not be modified through this provision for any portion of a structure that is adjoining a low density zone. This modification may be permitted or may require a shoreline variance as set forth in Chapter 141 KZC for properties within jurisdiction of the Shoreline Management Act. See Chapter 83 KZC.

- d. Required Yards. Structures containing affordable housing units may encroach up to five (5) feet into any required yard except that in no case shall a remaining required yard be less than five (5) feet. A modification to the shoreline setback would require a shoreline variance set forth in Chapter 141 KZC for properties within jurisdiction of the Shoreline Management Act. See Chapter 83 KZC.
 - e. Common Recreational Space. Common recreational open space per unit, when required, may be reduced by 50 square feet per affordable housing unit.
5. Impact Fee and Permit Fee Calculation
- a. Applicants providing affordable housing units may request an exemption from payment of road impact fees for the affordable housing units as established by KMC 27.04.050.
 - b. Applicants providing affordable housing units may request an exemption from payment of park impact fees for the affordable housing units as established by KMC 27.06.050.
 - c. Applicants providing affordable housing units are eligible for exemption from various planning, building, plumbing, mechanical and electrical permit fees for the bonus units allowed under subsection (2)(b)(c) of this section as established in KMC 5.74.070 and KMC Title 21.
6. Property Tax Exemption – A property providing affordable housing units may be eligible for a property tax exemption as established in Chapter 5.88 KMC.

112.25 Additional Affordable Housing Incentives

1. Approval Process for Additional Affordable Housing Incentives – An applicant may request that the City grant affordable housing incentives in addition to or in place of the basic affordable housing incentives allowed in KZC 112.20 due to specific site conditions. Such a request shall be reviewed and decided upon as outlined below.
2. Density Bonus – An applicant may propose more than two (2) bonus units for every affordable housing unit or a density bonus exceeding 25 percent of the number of units allowed in the underlying zone of the subject property. However, in no event may a project receive a bonus that would result in a number of bonus units that exceeds 50 percent of the number of units allowed based on the underlying zone of the subject property. Such a request shall be reviewed and decided upon by the Planning Director. The decision of the Planning Director in approving or denying a modification under this subsection may be appealed using the appeal provision, as applicable, of Process I, KZC 145.60 through 145.110.
3. Dimensional Standards Modification – An applicant may request further modification from the dimensional standards listed in KZC 112.20(4). Approval of any further modification of the dimensional standards will be based on the applicant's demonstration that the subject property cannot reasonably achieve the permitted density, including the bonus units. Such a request shall be reviewed and decided upon using Process I, described in Chapter 145 KZC. If the development, use, or activity requires approval through Process IIA or IIB, the entire proposal will be decided upon using that other process.
4. Criteria for Approving Additional Affordable Housing Incentives – The City may approve one (1) or more of the additional affordable housing incentives listed in subsection (2) or (3) of this section, in addition to or in place of the basic affordable housing incentives, if one (1) or more of the following requirements are met:
 - a. The additional incentive is necessary to provide sufficient economic incentive to the applicant to offset the cost of providing the affordable housing units.
 - b. The additional incentive is necessary to reasonably achieve the permitted density, including the bonus units.
 - c. The additional incentive is necessary to achieve a greater number of affordable housing units than the affordable housing requirements would prescribe or a greater level of affordability than is defined by the term affordable housing unit.

Kirkland Municipal Code
Chapter 112 – AFFORDABLE HOUSING INCENTIVES
– MULTIFAMILY

In making its decision on additional incentives, the City will consider the value of any property tax exemptions available to the project from the City as established in Chapter 5.88 KMC, as well as other fee waivers or reductions as established in the Kirkland Municipal Code.

50.36 User Guide – CBD 5A zones.

The charts in KZC 50.38 contain the basic zoning regulations that apply in the CBD 5A zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

<p>Section 50.37</p> 	<p>Section 50.37 – GENERAL REGULATIONS</p> <p>The following regulations apply to all uses in this zone unless otherwise noted:</p> <ol style="list-style-type: none">1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.2. See KZC 50.62 for additional building height provisions.
---	---

link to Section 50.38 table



3. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing incentives and requirements.



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 50.38	REGULATIONS	MINIMUMS		MAXIMUMS		Sign Category (See Ch. 95)	Landscape Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
		Required Review Process	Lot Size	REQUIRED YARDS (See Ch. 115)						Height of Structure
				Front	Side					
.010	Mixed Use Development Containing Office, Retail and Restaurant Uses. See Spec. Regs. 1, 2, 3 and 4.	D.R., Chapter 142 KZC. See Spec. Reg. 1.	None	See Plate 5, Chapter 180 KZC.	100%	See Spec. Reg. 5 and Plates 6 and 7, Chapter 180 KZC.	None	See Spec. Reg. 7.	<p>1. Development under this use shall be pursuant to the Parkplace Master Plan and Design Guidelines contained in Chapter 3.30 KMC. Compliance with the Master Plan and Design Guidelines shall be determined through DR, Chapter 142 KZC.</p> <p>2. The gross floor area of retail and restaurant uses in this zone shall be equal to or greater than 25 percent of the gross floor area of office uses in this zone. Retail uses may include accessory short term drop-off children's play facilities.</p> <p>3. The following additional uses are allowed subject to restrictions listed:</p> <ul style="list-style-type: none"> a. Hotel or Athletic Club. Accessory retail or restaurant uses shall be included as retail uses under Special Regulation 2, provided they are open to the public. b. Movie theater. This use may be included as a retail use under Special Regulation 2, provided, that the gross floor area of this use shall not count toward more than 10 percent of the required minimum gross floor area of retail and restaurant uses. c. Private Lodge or Club; Church; School, Day-care Center, or Mini-School or Day-care Center; Public Utility, Government Facility, or Community Facility; Public Park. d. Assisted Living Facility (including a nursing home if part of the facility); Stacked or Attached Dwelling Units; provided, that the gross floor area of these uses does not exceed 40 percent of the total gross floor area for the Master Plan. <p>4. The following uses are prohibited:</p> <ul style="list-style-type: none"> a. Any retail establishment exceeding 70,000 square feet. b. At grade drive-through facilities. c. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers. <p>5. Rooftop appurtenances may exceed the applicable height limitation by a maximum of 16 feet if the area of all appurtenances and screening does not exceed 25 percent of the total area of the building rooftop. All other regulations for rooftop appurtenances in Chapter 115 KZC shall apply.</p> <p>6. Prior to installation of permanent signs, the development must submit and receive approval of a Master Sign Plan pursuant to Chapter 100 KZC.</p>	

20%

30%

provided, that the gross floor area does not exceed 10 percent of the total gross floor area for the Master Plan; and

Exception: one-drive through facility for banking or related financial services is permitted if the facility does not compromise the pedestrian orientation or traffic circulation of the development. The drive-through shall be on the eastern portion of the site accessed from 6th Street. The location and design of the facility requires Planning Official and Public Works Department approval.

REGULATIONS CONTINUED ON NEXT PAGE

Section 50.38

Zone
CBD-5A

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS												
Section 50.38	USE 	REGULATIONS 	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				Lot Size	REQUIRED YARDS (See Ch. 115)		Lot Coverage	Height of Structure				
				Front	Side	Rear						
.010	Mixed Use	Development Containing Office, Retail and Restaurant Uses (continued)									REGULATIONS CONTINUED FROM PREVIOUS PAGE 7. The following establishes the number of parking spaces required: a. Residential uses must provide 1.7 parking spaces for each dwelling unit and one parking space for each assisted living unit. b. Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area. c. All other uses must provide one parking space for each 350 square feet of gross floor area. A mix of uses with different peak parking times makes a project eligible for applying a shared parking methodology to parking calculations. Further parking reductions may be appropriate through a transportation management plan (TMP) and parking management measures. The development may propose and the Planning Official may permit a reduction in the required number of parking spaces based on a demand and utilization study prepared by a licensed transportation engineer. The study shall include an analysis of shared parking demonstrating that the proposed parking supply is adequate to meet the peak parking demand of all uses operating at the same time. A TMP and parking management measures shall be incorporated into the analysis. An analysis of the effectiveness of the TMP and parking management measures shall be provided for City review. The City's transportation engineer shall approve the scope and methodology of the study as well as the effectiveness of the TMP and parking management measures.	

PUBLICATION SUMMARY
OF ORDINANCE O-4474

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE KIRKLAND ZONING CODE (TITLE 23 OF THE KIRKLAND MUNICIPAL CODE), TO EDIT THE CBD5A ZONING TEXT (FILE NO. CAM14-02188).

SECTION 1. Amends the following specific portions of the Kirkland Zoning Code:

- A. Amends Chapter 5. Definitions Section 5.023;
- B. Amends Chapter 112. Affordable Housing Incentives-Multifamily Sections 112.15 and 112.20;
- C. Amends Chapter 50. Central Business District (CBD) Zones Sections 50.37 and 50.38.

SECTION 2. Provides a severability clause for the ordinance

SECTION 3. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date 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 meeting on the ____ day of _____, 2015.

I certify that the foregoing is a summary of Ordinance 4474 approved by the Kirkland City Council for summary publication.

City Clerk

ORDINANCE O-4475

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO PLANNING AND LAND USE AND AMENDING TITLE 3 OF THE KIRKLAND MUNICIPAL CODE, CHAPTER 3.30 DESIGN REVIEW BOARD, TO AMEND "KIRKLAND PARKPLACE MIXED USE DEVELOPMENT MASTER PLAN DESIGN GUIDELINES."

1 WHEREAS, in 2008, the Touchstone Corporation requested land
2 use approvals to allow redevelopment of the Parkplace retail/office
3 complex with as much as 1.8 million square feet of office, retail, and
4 hotel use, which redevelopment did not occur; and

5
6 WHEREAS, Talon Private Capital is now proposing new
7 redevelopment which is 34 percent smaller than the 2008 proposal with
8 approximately 1.2 million square feet; and

9
10 WHEREAS, the revised redevelopment proposal includes
11 modifications to the adopted Kirkland Parkplace Mixed Use Development
12 Master Plan and Design Guidelines; and

13
14 WHEREAS, the City Council has received a recommendation from
15 the Kirkland Planning Commission for amendments to the Design
16 Guidelines set forth in the report and recommendation of the Planning
17 Commission dated February 6, 2015 and bearing Kirkland Department
18 of Planning and Community Development File No. CAM14-02188; and

19
20 WHEREAS, pursuant to the State Environmental Policy Act
21 (SEPA), there has accompanied the proposal and recommendation
22 through the entire consideration process, a SEPA Addendum to Existing
23 Environmental Documents issued by the responsible official pursuant to
24 WAC 197-11-625; and

25
26 WHEREAS, following notice the City Council held a public hearing
27 on February 17, 2015 and in regular public meeting considered the
28 environmental documents received from the responsible official,
29 together with public testimony and the report and recommendation of
30 the Planning Commission.

31
32 NOW, THEREFORE, the City Council of the City of Kirkland do
33 ordain as follows:

34
35 Section 1. Section 3.30.040 of the Kirkland Municipal Code,
36 entitled "Design Guidelines Adopted by Reference," is amended to read
37 as follows:

38
39 **3.30.040 Design guidelines adopted by reference.**
40 The design review board in combination with the authority set forth in
41 Chapter 142 KZC shall use the following design guidelines documents
42 to review development permits:

43 (1) The document entitled "Design Guidelines for Pedestrian Oriented
44 Business Districts" bearing the signatures of the mayor and the director
45 of the department of planning and community development, dated
46 August 3, 2004, is adopted by reference as though fully set forth herein.
47 The city council shall consult with the planning commission prior to
48 amending this document.

49 (2) The document entitled "Design Guidelines for the Rose Hill
50 Business District" bearing the signatures of the mayor and the director
51 of the department of planning and community development, dated
52 January 3, 2006, is adopted by reference as though fully set forth
53 herein. The city council shall consult with the planning commission prior
54 to amending this document.

55 (3) The document entitled "Design Guidelines for the Totem Lake
56 Neighborhood" bearing the signatures of the mayor and the director of
57 the department of planning and community development, dated June
58 6, 2006, is adopted by reference as though fully set forth herein. The
59 city council shall consult with the planning commission prior to
60 amending this document.

61 (4) The document entitled "Kirkland Parkplace Mixed Use Development
62 Master Plan and Design Guidelines" bearing the signatures of the mayor
63 and the director of the department of planning and community
64 development, dated February 17, 2015 ~~December 16, 2008~~, is adopted
65 by reference as though fully set forth herein. The city council shall
66 consult with the planning commission prior to amending this document.

67 (5) The document entitled "Design Guidelines for the Yarrow Bay
68 Business District" bearing the signatures of the mayor and the director
69 of the department of planning and community development, dated
70 November 15, 2011, is adopted by reference as though fully set forth
71 herein. The city council shall consult with the planning commission and
72 the Houghton community council prior to amending this document.

73 (6) Text Amended. The following specific portions of the text of the
74 design guidelines are amended as set forth in Attachment A attached to
75 Ordinance 4106 and incorporated by reference.

76 Section 2. The amendments to the Kirkland Parkplace Mixed Use
77 Development Master Plan and Design Guidelines attached as Exhibit A
78 and incorporated by this reference are approved.

79
80 Section 3. The Mayor is authorized to sign the amended
81 Kirkland Parkplace Mixed Use Development Master Plan and Design
82 Guidelines.

83
84 Section 4. If any section, subsection, sentence, clause,
85 phrase, part or portion of this ordinance, including those parts adopted

86 by reference, is for any reason held to be invalid or unconstitutional by
87 any court of competent jurisdiction, such decision shall not affect the
88 validity of the remaining portions of this ordinance.
89

90 Section 5. This ordinance shall be in full force and effect five days
91 from and after its passage by the Kirkland City Council and publication,
92 pursuant to Kirkland Municipal Code 1.08.017, in summary form attach
93 to the original of this ordinance and by this reference approved by the
94 City Council as required by law.
95

96 Section 6. A complete copy of this ordinance shall be certified by
97 the City Clerk, who shall then forward the certified copy to the King
98 County Department of Assessments.
99

100 Passed by majority vote of the Kirkland City Council in open
101 meeting this _____ day of _____, 2015.
102

103 Signed in authentication thereof this _____ day of
104 _____, 2015.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

THE CITY OF KIRKLAND

Kirkland Parkplace Mixed-Use Development

Master Plan and Design Guidelines

Prepared by CollinsWoerman

February 6, 2015

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Acknowledgment: Written content in this document has been excerpted and/or excerpted and edited from the previously approved *Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines* document updated December 16, 2008 as created by LMN Architects.

POLICY OVERVIEW

1. Introduction

Located along Central Way and 6th Street, Kirkland Parkplace has the potential to offer many great amenities to Kirkland's downtown. Parkplace is a 501,000 square-foot property defined as CBD-5A in Kirkland's Zoning code. The proposed mixed-use center includes approximately 1.175 million square feet of development consisting of retail, office, residential, and entertainment uses that are, in effect, an extension of the existing downtown.

PURPOSE

This document includes three major parts: (1) a Policy Overview that establishes a vision, procedure, and design intent; (2) a Master Plan comprised of Development Standards that establish basic programming and site planning requirements; and (3) Design Guidelines that establish detailed design standards for the site and buildings.

These Standards and Guidelines provide structure to help meet the goals outlined in the Comprehensive Plan. A discussion of relevant Comprehensive Plan directives and this document's associated responses can be found in Section 7: *Comprehensive Plan Design Direction*.

PROJECT NAMING

While this document references the site's current name of "Kirkland Parkplace", the property owner may choose to re-brand the development and re-name it to reflect its new brand identity.

2. Vision

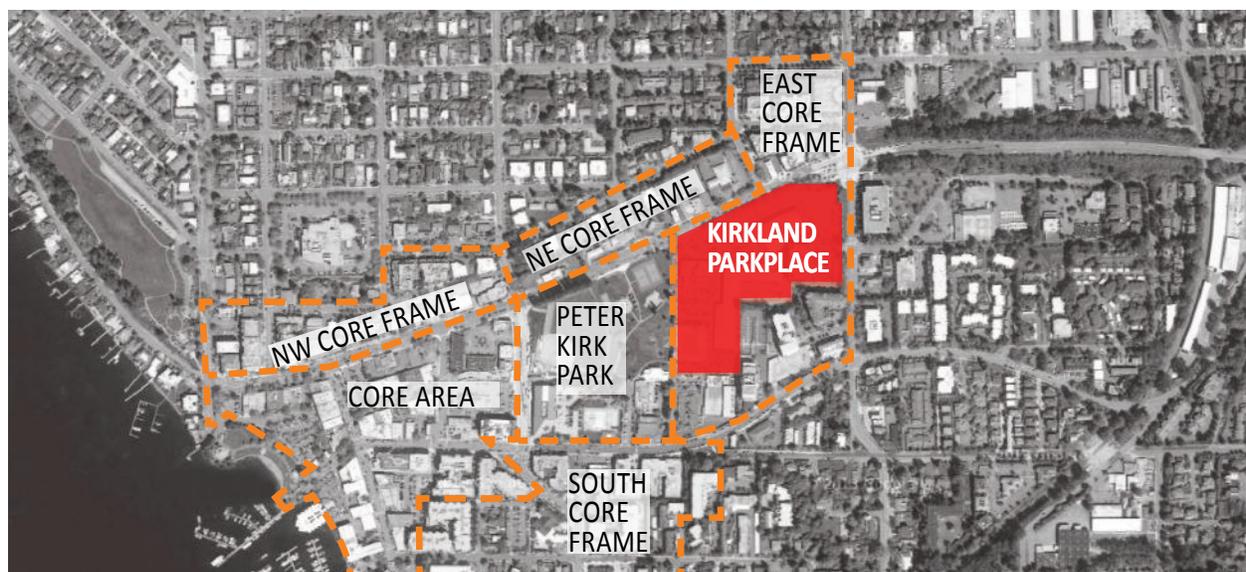
The Kirkland Parkplace Master Plan envisions a transformation of the existing suburban style office park and retail area to a lively, integrated mixed-use center.

Parkplace creates a new destination in Kirkland featuring tree-lined streets, landscaped open spaces, offices and residences overlooking public plazas, and a wide variety of shopping, dining, entertainment, and recreation experiences. Parkplace's contemporary Northwest architecture evokes Kirkland and its environs with green design, appropriate massing, and orientation. Appropriate placement of trees, fountains, benches, street lamps, and decorative sidewalk treatments add a rich texture to Parkplace's plazas and streets.

The combination of pedestrian-oriented streets, distinctive architecture, unique urban character, sensitive integration and progressive sustainable design strategies will make Kirkland Parkplace an attractive and valued gathering place for Kirkland's citizens.

The compact design includes a diversity of spaces for gathering and bustling activity, while maintaining a human scale. This reflects and celebrates the evolution of Kirkland: balancing the need for growth and economic opportunity, but not losing touch with the comfortable, small-town roots of its past.

Kirkland Parkplace is both a home and a destination.



Kirkland Parkplace: Design District 5A, part of the East Core Frame in Kirkland's downtown area¹

3. Application

The Master Plan and Design Guidelines set forth in this document have been created to guide the development of Kirkland Parkplace to meet the intent of the vision for CBD-5A of the City of Kirkland. This Master Plan and Design Guidelines Document allows increased height and reduced setbacks in exchange for providing a mixed-use center and public amenities. These Standards and Guidelines are to be used in addition to the standard zoning regulations for CBD-5A. They are supplemental, not a substitution, to the City of Kirkland Municipal Code and supporting documents.

4. Review Process: Determining Compliance

This document establishes performance criteria and provides recommendations for achieving specific design objectives. Compliance with the Master Plan, including general standards; general public amenity, and access locations; organization of uses; and street dimensional requirements shall be determined by administrative review (planning official). Compliance and consistency with the Design Guidelines shall be determined by the Design Review Board in accordance with KMC 142.35.9. In the DRB's review of the project, the Board shall respect the requirements and commitments established in this Master Plan.

6. Phasing

Depending on market conditions, this development will be staged in three major phases (A, B, and C) with two minor stages in phase A (A1 and A2).

Each independent phase will be designed and built to ensure that, at completion, there are no unsafe or unsightly temporary conditions and that pedestrian connections to and through the site are maintained and/or restored; and functionality of vehicle access and circulation is maintained.

As a condition of design review approval for each phase, the applicant shall demonstrate how these conditions will be satisfied for that phase.

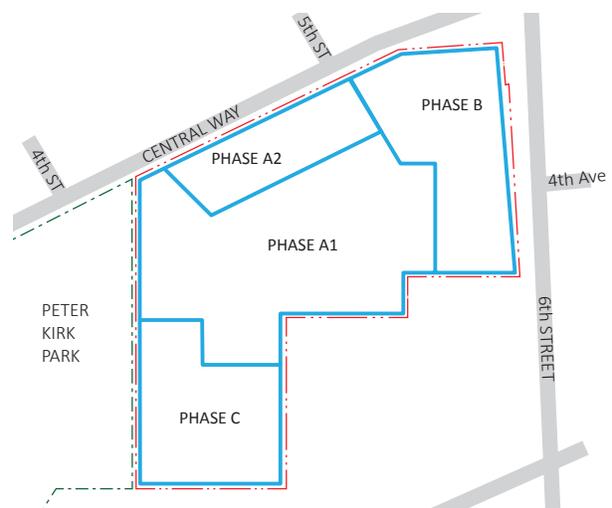
5. Modifications

A major modification to the Master Plan is any proposal that would result in a change that would substantially alter the Plan's proposed development such as: decrease in open space quantity, changes to locations of primary and secondary internal streets, or changes in allowed use. Major modifications to the Master Plan shall require a staff review for consistency with the Comprehensive Plan and City Council approval. (Refer to KMC 3.30.040.)

A minor modification to the Master Plan, reviewed by the Planning Director, is any proposal that would result in a change that would not substantially alter the Plan's proposed development such as: facade treatments, street design variation, character/design detail of public spaces, or minor variations in design of sidewalks, pathways, lighting, and landscaping.

The Design Review Board may grant a design departure or minor variation in the Design Guidelines only if it finds that both of the following requirements are met:

- The variation is consistent with the intent of the guideline and results in superior design.
- The departure will not result in any substantial detrimental effect on nearby properties or the neighborhood.



Potential project phasing by location. Sequence of phasing to be determined.

7. Comprehensive Plan Design Direction

The City of Kirkland's Comprehensive Plan, Section XV.D, includes several policies and guidelines directly related to the Parkplace site. Four relevant Comprehensive Plan directives and associated responses are included below:

A. CP Policy: *Heights of up to eight stories are appropriate as an incentive to create a network of public spaces around which is organized a dynamic retail destination (CP XV.D-13).*

Response: Parkplace is an urban, open-air retail, restaurant, entertainment, office, and residential complex. (See Section 10 for standards regarding networks of open space, retail frontage, and pedestrian connections.)

B. CP Policy: *Special attention to building design, size, and location should be provided at three key locations:*

- *at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway;*
- *along Central Way to respond to the context along the north side of street;*
- *and facing Peter Kirk Park to provide a transition in scale to downtown's central green space (CP XV.D-14).*

Pedestrian Connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood (CP XV.D-13).

Response: Specific design guidelines have been defined to encourage unique environments and experiences in each of these three locations. The development standards define pedestrian connection requirements.

C. CP Policy: *Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management (CP XV.D-14).*

Response: The compact development, pedestrian-friendly, mixed-use nature of the land use in CBD-5A is fundamentally sustainable. It provides a live-work balance in downtown Kirkland and provides access to goods and services people need in proximity to where they live. Combined with a commitment to sustainable strategies in the design of the development, Kirkland Parkplace will significantly contribute to lowering carbon emissions and energy use relative to a suburban model of development.

D. CP Policy: *Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park (CP XV.D-14).*

Response: The Development Standards provide for up to 30% of building floor area to be devoted to residential use. The proposed residential component will enhance Parkplace's public and retail experience and bring after-hours activity to the development. Residents will have access to a range of services and a direct connection to Peter Kirk Park - all within walking distance.

8. Design Intent

This Master Plan and Design Guidelines document was created using the identified nine Guiding Principles for the project which were derived from input from the City staff, Design Review Board, Planning Commission, various community groups, and the residents of Kirkland.

1. Emotional ownership by the community:
 - Incorporate the project into the story of Kirkland.
 - Enable meaningful community exchanges.
 - Inspire unique experiences and discoveries.
 - Promote the coalescence of Community, Culture, and Commerce.
 - Provide a 'transforming experience' vs. a 'transactional experience'.
 - Include neighborhood retail.
2. Site planning connections:
 - Include public spaces such as plazas.
 - Create clear vehicular access and parking.
 - Create strong emphasis on the streetscape.
 - Support active public spaces.
 - Provide clear and inviting public access.
 - Provide connections to Peter Kirk Park.
3. Create community gathering spaces:
 - Create easily accessible public spaces.
 - Develop spaces that vary in size and offer choices for all ages.
 - Provide safety and comfort.
 - Integrate into the social life of downtown Kirkland.
4. Enhance the pedestrian environment:
 - Promote walkability: network of internal and external pedestrian connections.
 - Create visual interest along the street.
 - Incorporate a rich variety of materials.
 - Provide and enhance pedestrian circulation and retail continuity.
5. Integrate motor vehicle access and parking
 - Minimize the visual presence of parked cars.
 - Allow parking to be utilized during nights/weekends for benefit of community and downtown.

6. A mix of uses = a mix of building types:
 - Create a variety of building types, scales, and materials.
 - Express a three-dimensional quality to the public spaces.
7. Appropriate massing and scale:
 - Create pedestrian spaces with access to sun.
 - Address surrounding edges.
 - Consider scale, massing, and detail of individual buildings.
 - Express human-scale, detailed street level building facades.
8. Sustainability:
 - Establish macro-scale/site sustainable strategies.
 - Pursue building-specific sustainable strategies.
 - Encourage tenant-specific sustainable strategies.
9. Mixed-use development:
 - Provide a residential component to the project that will support the viability of a 24-hour development and complement the other uses on the site.



Children's play area at Peter Kirk Park²

MASTER PLAN: DEVELOPMENT STANDARDS

9. Program Requirements

The following requirements and ratios are established to quantify use types at the completion of the project, and are not a requirement for any single phase.

A. PEDESTRIAN SPACE

The development will include a variety of public open spaces that vary in size and character. A minimum of 15%, or 75,000 square feet, of the site shall be activated pedestrian-oriented space, in the form of courtyards, plazas, etc. See diagram (Section 10.D) for approximate locations and dimensional requirements of specific spaces. Definition of appropriate design treatments are found in the district-specific design guidelines (Section 13).

B. ARTS COMMITMENT

In an effort to encourage integrated art into the project, Parkplace is working in collaboration with representatives from the cultural council and local art community and will identify and create opportunities to integrate art into the project.

C. GREEN BUILDING COMMITMENT

Section V. Natural Environment of the Comprehensive Plan outlines broad goals and policies related to environmental sustainability. Section XV.D of the Comprehensive Plan and Guiding Principle #8 (see Section 8 of this document) describe goals specific to the Parkplace site.

1. In response to these goals and policies, the following requirements will apply to the Kirkland Parkplace project:

- a. All new office buildings will be designed achieve a LEED CS Gold threshold. A USGBC Pre-Certification Application showing points meeting LEED CS Gold will be included with permit submittals to show which points will be pursued.
- b. The multi-family residential building(s) will be designed to a LEED for Homes Multifamily Mid-Rise Silver threshold; or to meet Built Green 4 Star certification.

- c. The applicant shall encourage all potential tenants for Kirkland Parkplace to pursue LEED-CI. To accomplish this, the applicant will create and distribute to tenants a set of Tenant Design Guidelines to show strategies tenants can use to achieve LEED-CI certification. These Tenant Design Guidelines will be made available to the City of Kirkland to inform their ongoing sustainability programs.
 - d. At the end of tenant build-outs of the office space, the applicant shall prepare an executive summary for the City of Kirkland, outlining what sustainability measures were incorporated in the tenant build-outs (unless otherwise restricted by tenant confidentiality).
 - e. In addition, the applicant shall strive to make design choices in its Core and Shell buildings that are conducive to the achievement of LEED-CI by tenants.
2. In the interest of promoting a holistic sustainability approach, the applicant shall strive to integrate site-specific strategies identified as focus areas, such as:
- a. Energy efficiency strategies, like centralized cooling options and heat recovery.
 - b. Low Impact Development (LID) strategies like stormwater planters, vegetated roofs, and bioswales.
 - c. Materials and resource strategies like recycled materials, regional materials, and FSC certified wood.

D. COMMUNITY-SERVING RETAIL AND SERVICES

Include neighborhood-serving retail and services. Possible examples include: grocery, childcare, bookstore, drugstore, dry cleaner, movie theater, barber-shop, shoe repair, etc.

E. PARKING

To guide the transformation described in the Comprehensive Plan from “an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community” (CP XV.D-13), the majority of parking for the development shall be placed underground. Surface parking will be provided along selected internal streets and at other selected surface parking locations to support retail uses.

SITE AREA BREAKDOWN · TOTAL SITE AREA = 501,000 SF = 100%

Building Footprint 40 - 45%	Vehicle Areas 20 - 25%	Open Space 35 - 40%
---------------------------------------	----------------------------------	-------------------------------

OPEN SPACE BREAKDOWN

Sidewalks 20 - 25% of Site	Pedestrian Space: Plazas/Courtyards/Gardens/Elevated Terrace 15 - 20% of site (75,000 sf minimum)	Private Roof Terrace 10,000 sf
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BUILDING USE BREAKDOWN · Approximate 1,175,000 GROSS SF TOTAL = 100%

Commercial Office 650,000 sf	Retail / Fitness / Entertainment 225,000 sf	Residential 250-300 units 300,000 sf
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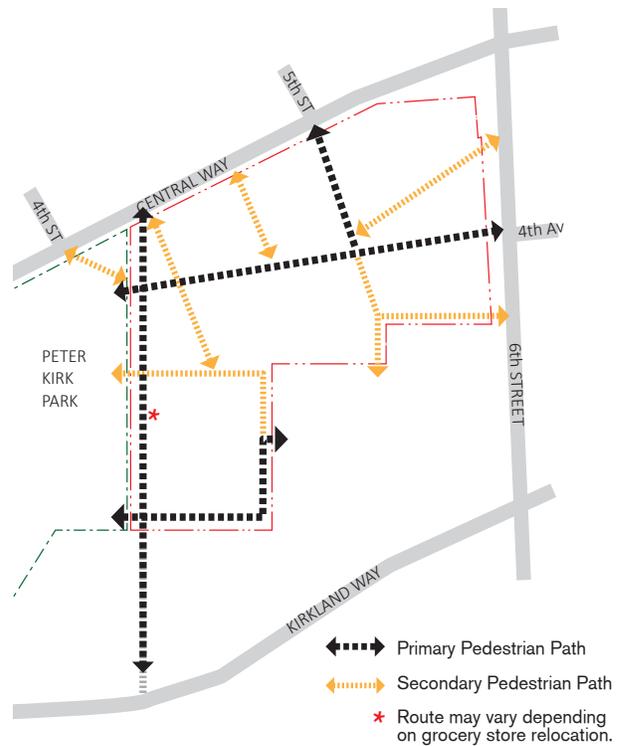
10. Public Amenities, Access, and Organization of Uses

A. PEDESTRIAN CONNECTIONS

Intent: Create a network of identifiable linkages into and through the project site for pedestrians.

The diagram at right shows approximate pedestrian connections. Darker lines indicate primary connections designated by the Comprehensive Plan. Lighter lines show secondary connections linking existing proposed streets as well as Peter Kirk Park. These connections are for public use.

The applicant shall work with the City to define appropriate wayfinding strategies between the development and the Cross Kirkland Corridor.

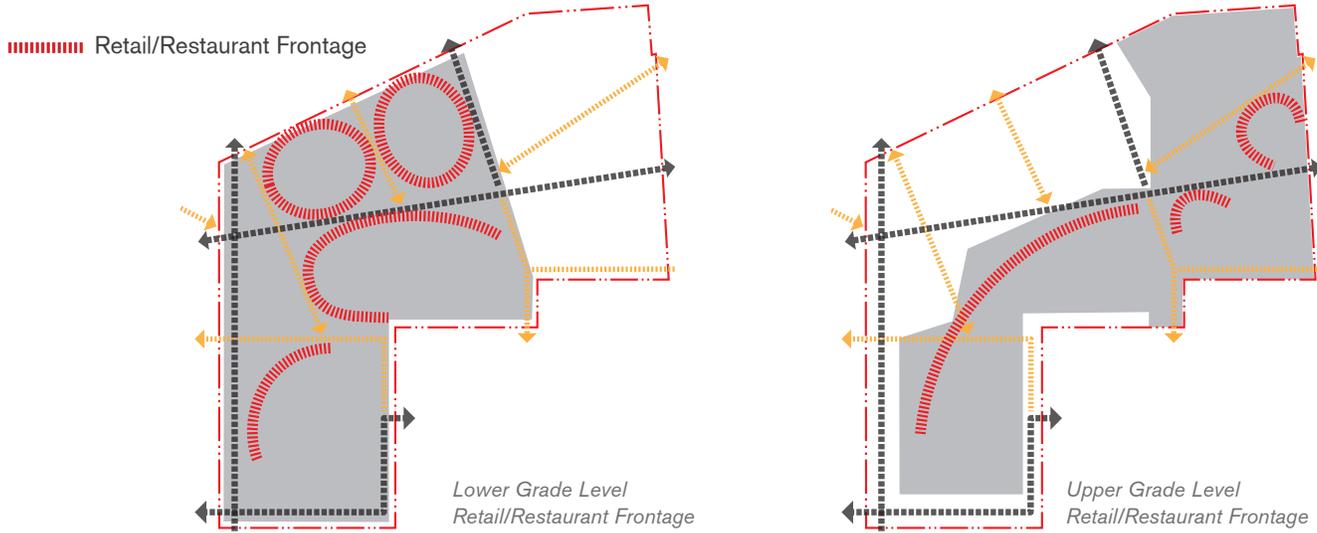


Network of pedestrian connections

B. RETAIL/RESTAURANT FRONTAGE

Intent: Encourage and contribute to the liveliness and activation of primary and secondary pedestrian paths by providing retail and activating uses at ground level.

Predominant retail and other pedestrian-encouraging uses, including shops, restaurants, grocery, health club, and a movie theater are required along pedestrian-oriented streets and public spaces in the approximate locations shown in diagrams below. Additional activating uses are encouraged on the grade level throughout the development where feasible.



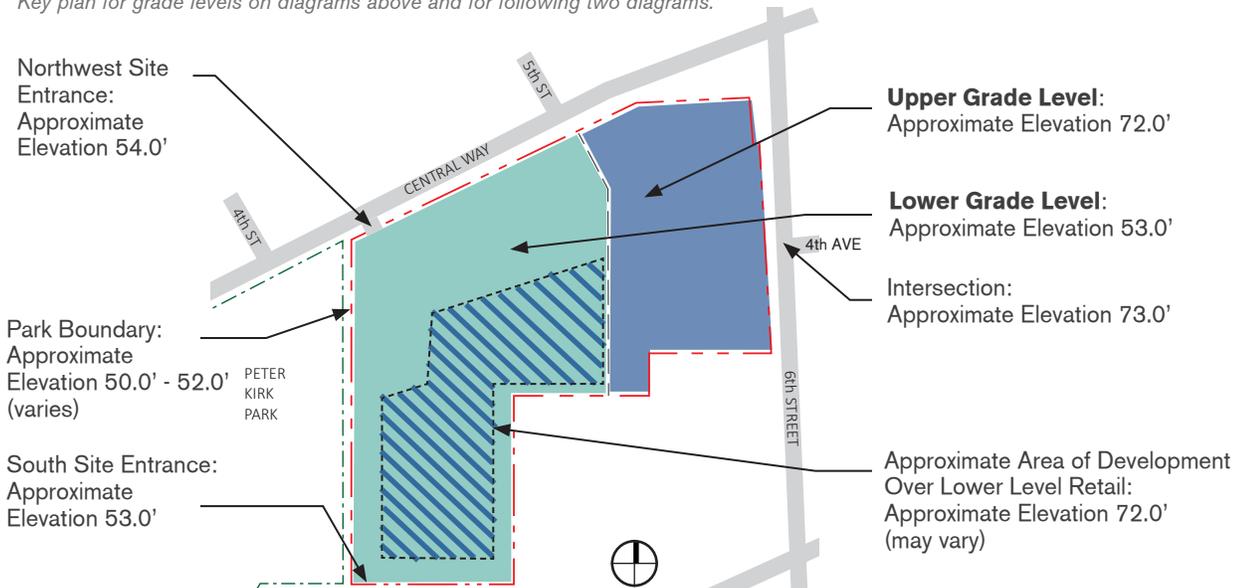
C. ORGANIZATION OF USES

Intent: Locate building and other uses to support the development goals of the project, including: ground floor retail, upper floor office space, residential space, and public gathering spaces between buildings.

The following diagrams describe the approximate locations of various building use types, pedestrian connections, parking, and public gathering spaces.

The key plan below illustrates the two grade levels for the site: *Upper Grade Level* and *Lower Grade Level*. The Upper Grade Level relates to the existing street grades at the intersection of 6th Street and 4th Avenue. The Lower Grade Level relates to Peter Kirk Park and the grades at the northwest site entrance on Central Way.

Key plan for grade levels on diagrams above and for following two diagrams.



C. ORGANIZATION OF USES: LOWER GRADE LEVEL

BUILDINGS

- A** Retail with entries accessed from internal street;
Office above
- B** Retail and Grocery with entries accessed from internal
street and/or open space;
Residential above
- C** Retail and/or Entertainment;
Office above

SITE

- D** Below-Grade Parking
- E** Retail Surface Parking
- F** Pedestrian Space:
Plaza/Courtyard/
Garden

..... Vehicular and
Pedestrian Circulation

..... Pedestrian-Only
Circulation

▶ Vehicle Site Access

▶ Pedestrian Site
Access;
Locations to
be Determined

▶ Provide visibility
into retail or other
activating uses at
these locations

● Retail

● Outdoor Amenity

● Parking



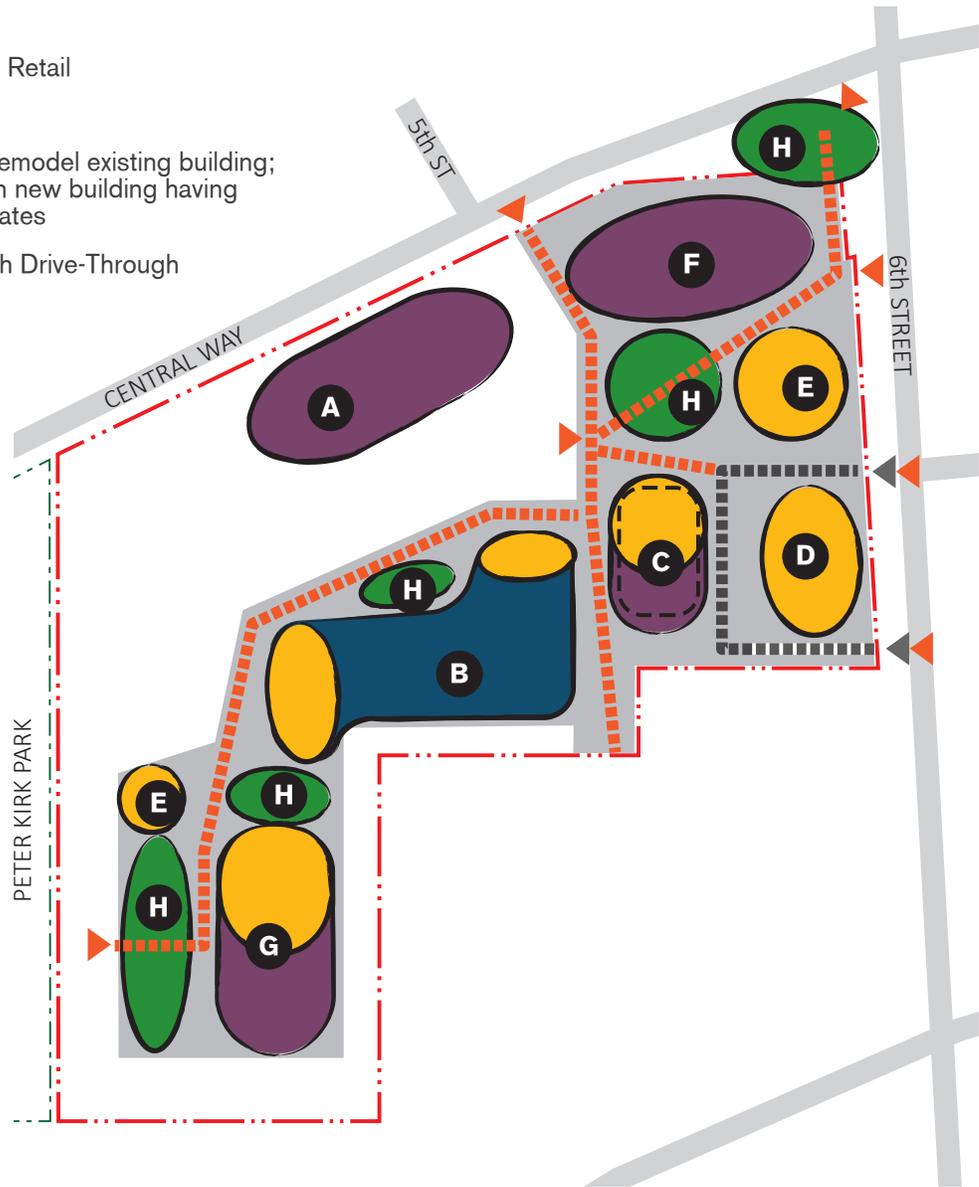
C. ORGANIZATION OF USES: UPPER GRADE LEVEL

BUILDINGS

- A** Office over Lower Level Retail
- B** Residential with Ancillary Retail
- C** Office with Retail;
Options: 1) Retain and remodel existing building;
2) Replace with new building having larger floorplates
- D** Retail: Possible Bank with Drive-Through
- E** Retail
- F** Office
- G** Office with Retail

SITE

- H** Pedestrian Space:
Plaza/Courtyard/
Garden/Elevated
Terrace
- Vehicular and
Pedestrian Circulation
- Pedestrian-Only
Circulation
- ▶ Vehicle Site Access
- ▶ Pedestrian Site Access
- Retail
- Outdoor Amenity
- Office
- Residential



D. PEDESTRIAN SPACE

Intent: Provide a functional and diverse pedestrian environment by creating a variety of usable pedestrian open spaces.

The following types of public/pedestrian space are to be provided at a minimum of 15% of the total lot area, or 75,000 square feet. Locations are approximate and not limited to those shown on the diagram at right.

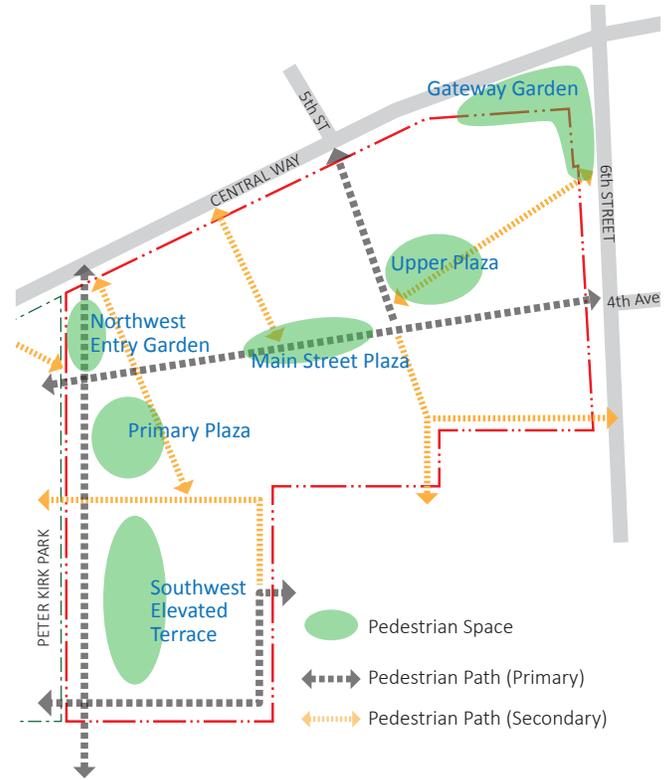
- a. Primary plaza:** shall have a minimum area of 10,000 square feet with a minimum average width of 60 feet.
- b. Main Street plaza:** a linear sequence of pedestrian spaces along Main Street retail shall have locations with a minimum 35-foot plaza depth from building face to curbline. (This does not include roadway. See 11.4 for building face to building face dimensional requirements along Main Street.)
- c. Upper Plaza:** shall include a combination of landscaping and hardscaping with a minimum area of 10,000 square feet.
- d. Northwest Entry Garden:** shall be predominantly landscaped and an extension of Peter Kirk Park.
- e. Smaller courtyard/plazas:** shall have a minimum area of 2,500 square feet each. (not illustrated in diagram at right)
- f. Elevated terraces:** shall provide a minimum of 10,000 square feet total of publicly accessible pedestrian space at the Upper Grade Level. (See 10.C.)

See district specific guidelines for design parameters of public space (ex. plazas, Section 13.D).

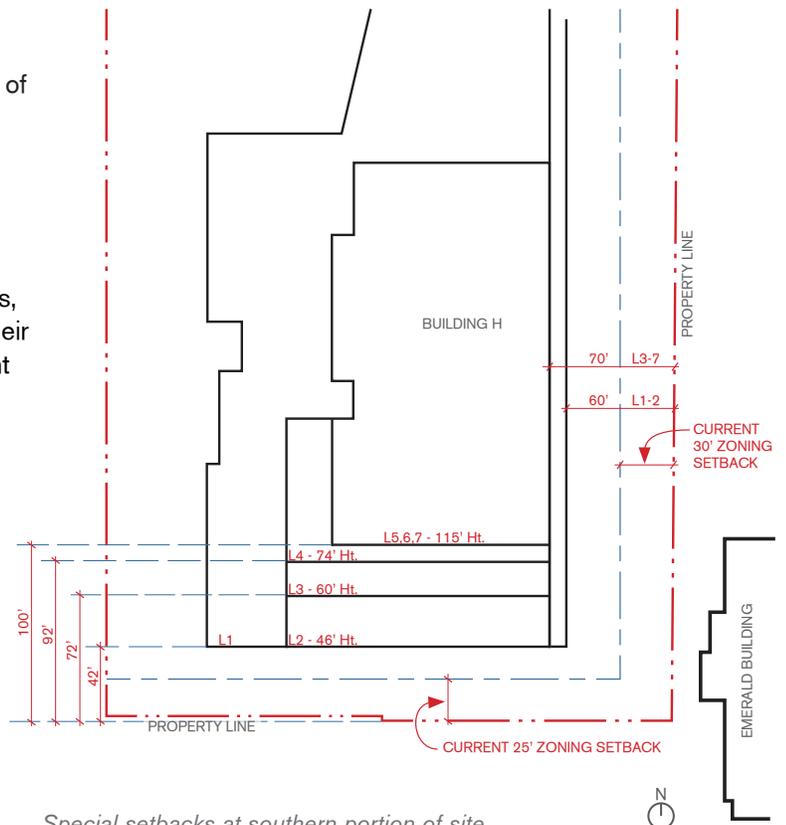
E. SPECIAL SETBACKS AT SOUTH PORTION OF SITE

Buildings located in the southern most portion of the site should provide generous and substantial setbacks, building step backs, and modulation in response to their proximity to neighboring buildings. Setback and height requirements are described in the diagram at right.

Heights shown in diagram shall be measured per zoning code regulations.



Distribution of pedestrian spaces: along paths, between buildings, and on elevated terraces. Locations are illustrative and subject to change.



Special setbacks at southern portion of site.

KIRKLAND PARKPLACE MIXED-USE DEVELOPMENT: MASTER PLAN & DESIGN GUIDELINES

Key Plan: Area described in Section 10.E and in diagram at right.

11. Street Classification

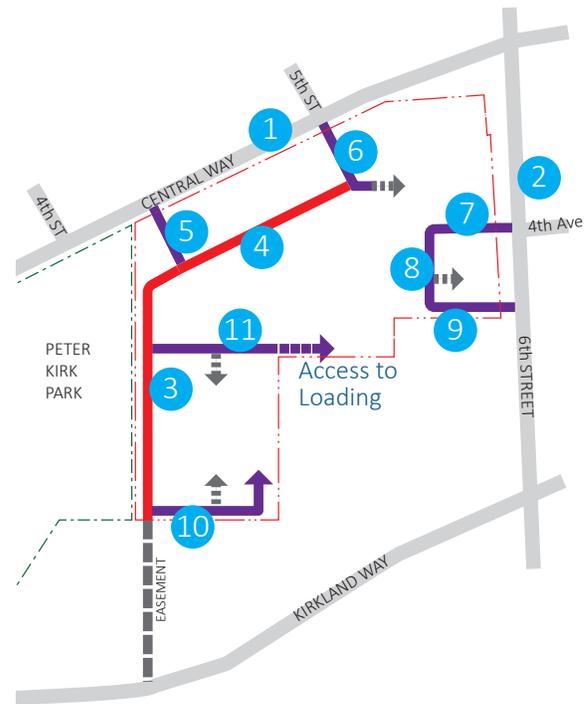
Intent: Create a street and sidewalk network that responds to the existing Kirkland grid pattern, creates a pedestrian-oriented environment, and allows for direct interaction with Peter Kirk Park.

The following street classifications and diagrams represent the various types of streets and approximate locations anticipated in the project. Final location and classification of streets may be adjusted in the final design to include such design techniques as: tight turning radii to calm traffic, curb bulb outs, textured crossings, etc. Access shall be in compliance with city codes and policies for public improvements and emergency access.

Street classifications are meant to be typical sections of the roadway. Slight variations may be necessary to accommodate driveways, street furniture, structural constraints, etc.

Planting adjacent to parking or drive lane may consist of tree wells level with sidewalk or planting strips which are flush with sidewalk or raised above sidewalk. Where tree wells occur, provide minimum 12'-0" total sidewalk width including tree wells, with minimum sidewalk width of 8'-0" and tree well width of 4'-0" (except as noted on street sections).

Where continuous planting strips are provided in lieu of street tree wells, provide minimum 10'-0" sidewalk and 4'-0" minimum planting strip (unless noted otherwise).



➡ Indicates Possible Access to Below-Grade Parking

ADJACENT PUBLIC STREET IMPROVEMENTS

- 1 Central Way
- 2 6th Street

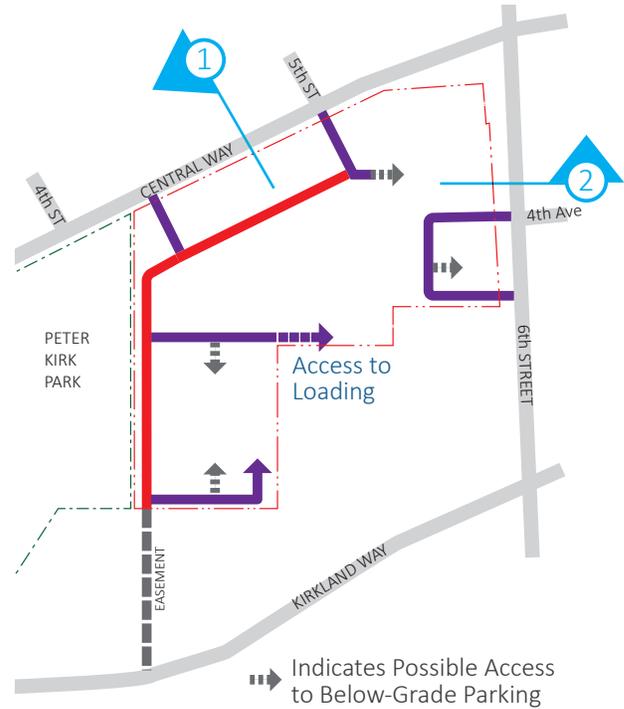
PRIMARY INTERNAL STREETS

- 3 Park Promenade
- 4 Main Street

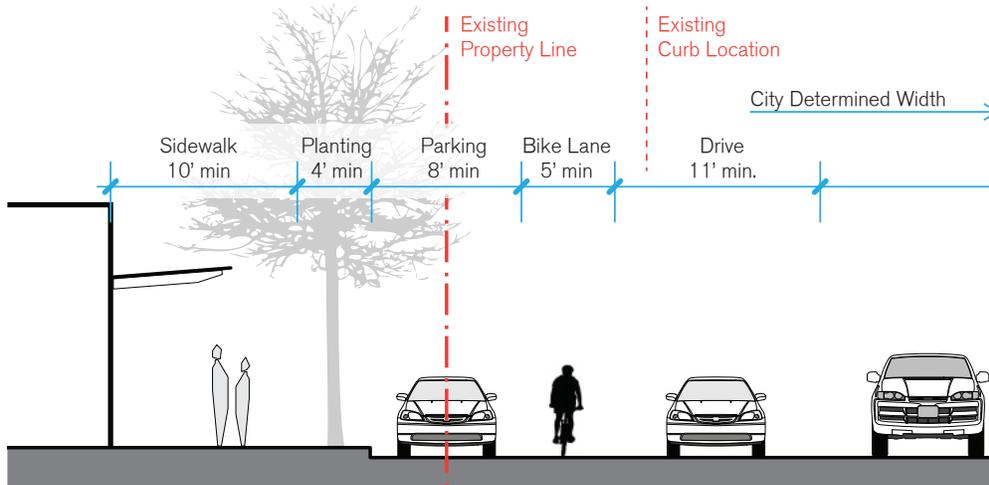
SECONDARY INTERNAL STREETS

- 5 Access Street at Central Way near 4th Street
- 6 Access at Central Way near 5th Street
- 7 Access at 6th Street
- 8 Upper Level Internal Street
- 9 Possible Parking/Service Access at 6th Street
(Dependent upon traffic study, design of Upper Level, and access to below-grade parking)
- 10 Access Street at Southern Property Line
- 11 Parking/Service Access

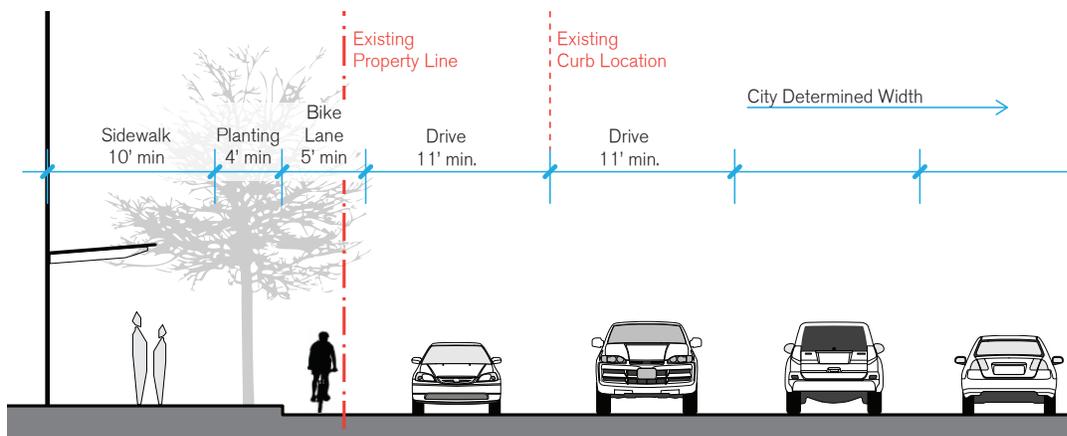
**ADJACENT PUBLIC STREET
IMPROVEMENTS**



1 Central Way Frontage Section (typical)

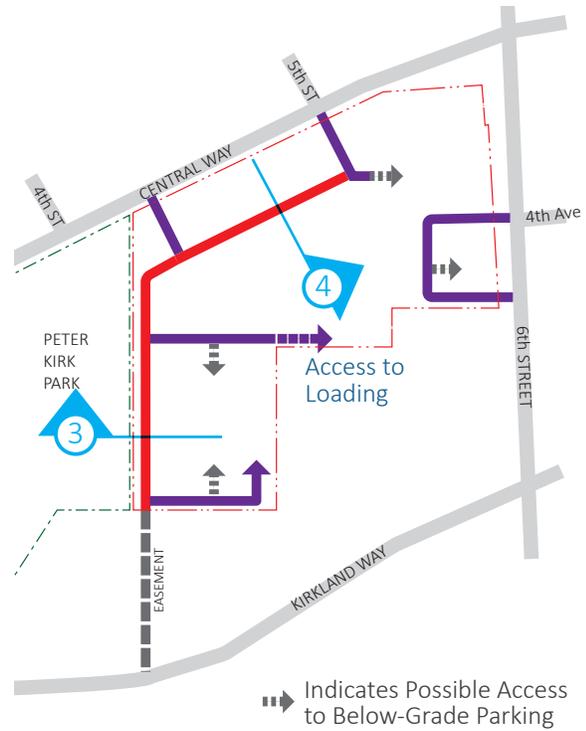


2 6th Street Frontage Section (typical north of 4th Avenue)

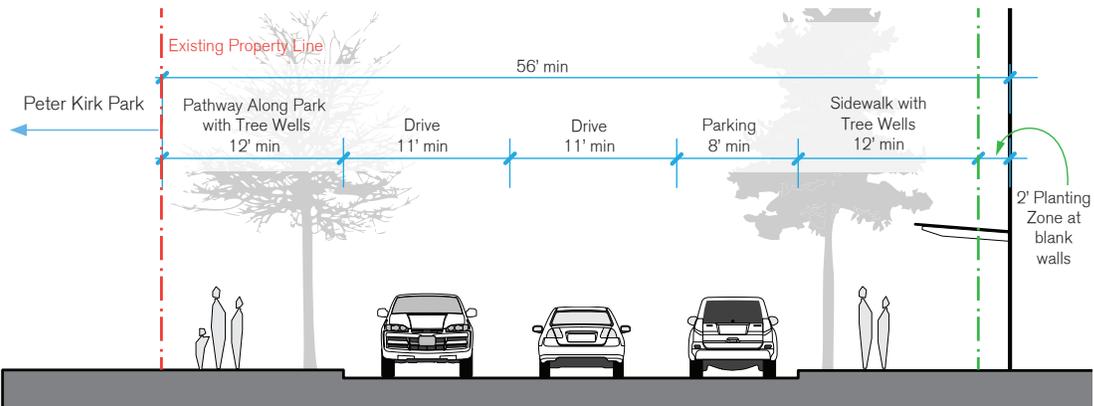


KIRKLAND PARKPLACE MIXED-USE DEVELOPMENT: MASTER PLAN & DESIGN GUIDELINES

PRIMARY INTERNAL STREETS

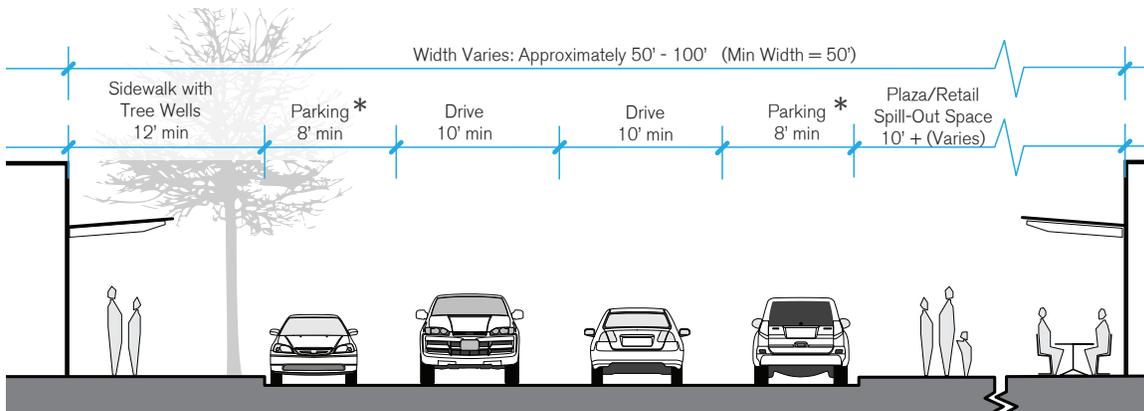


3 Park Promenade Section (typical)



The existing easement to the south shall include a pedestrian sidewalk connecting the Park Promenade with Kirkland Way.

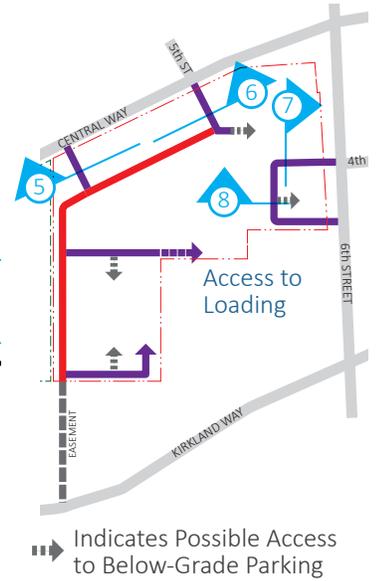
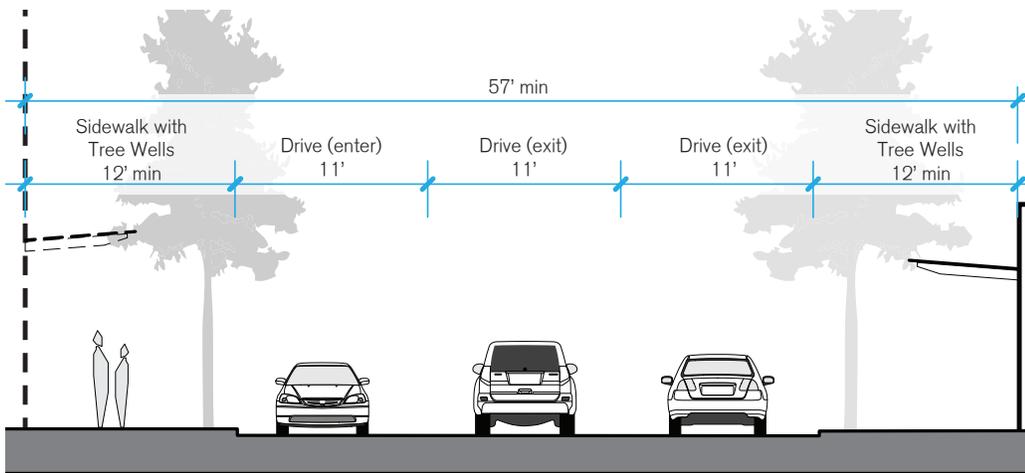
4 Main Street Section (typical)



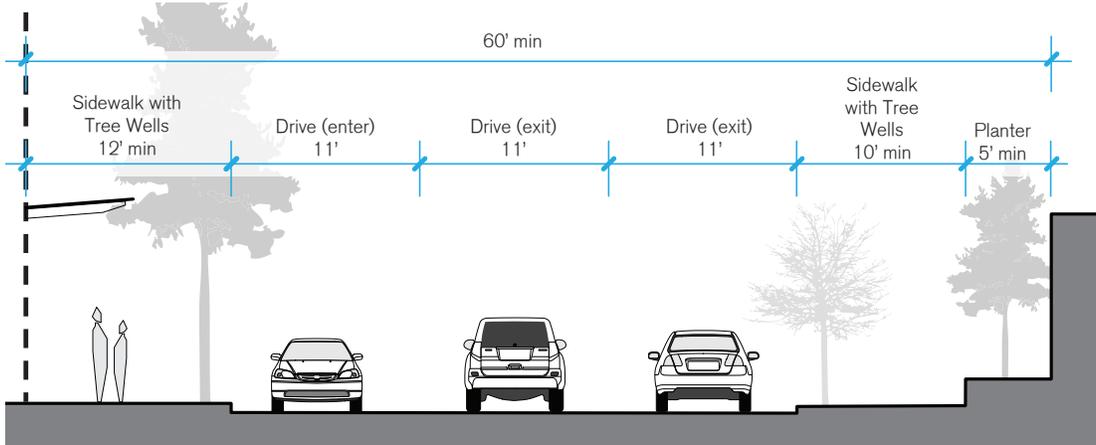
* Curbside parking may occur on one or both sides of the roadway.

SECONDARY INTERNAL STREETS

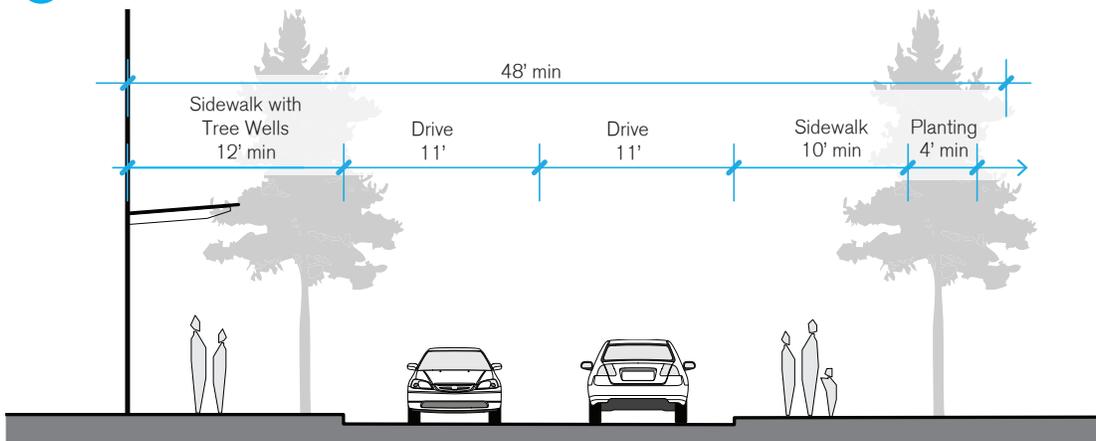
5 7 Access Streets at Central Way, 6th Street (typical)



6 Access Street at Central Way and 5th Street (typical)



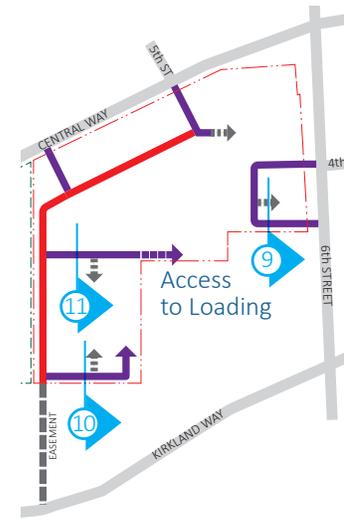
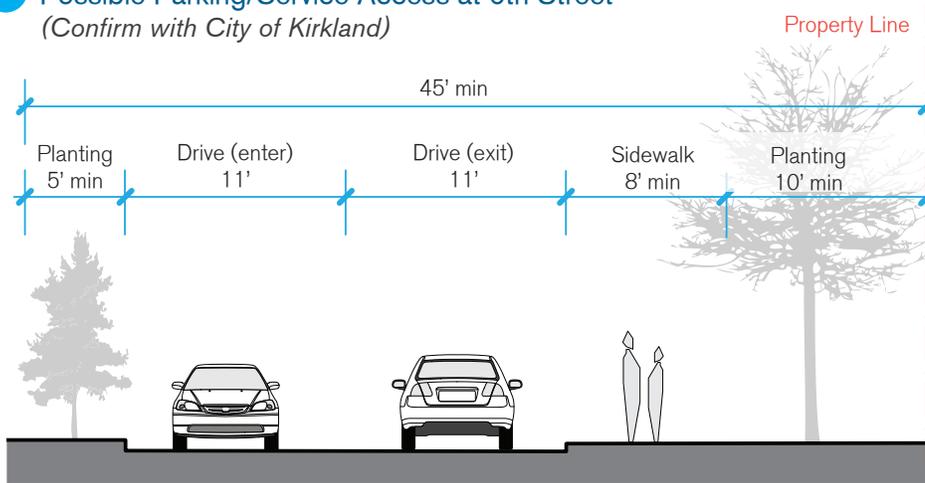
8 Upper Level Internal Street (typical)



KIRKLAND PARKPLACE MIXED-USE DEVELOPMENT: MASTER PLAN & DESIGN GUIDELINES

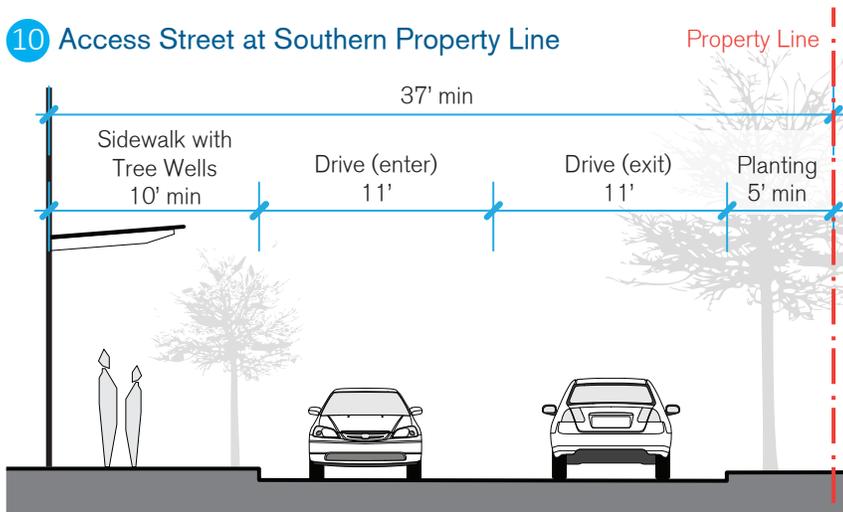
SECONDARY INTERNAL STREETS

9 Possible Parking/Service Access at 6th Street
(Confirm with City of Kirkland)

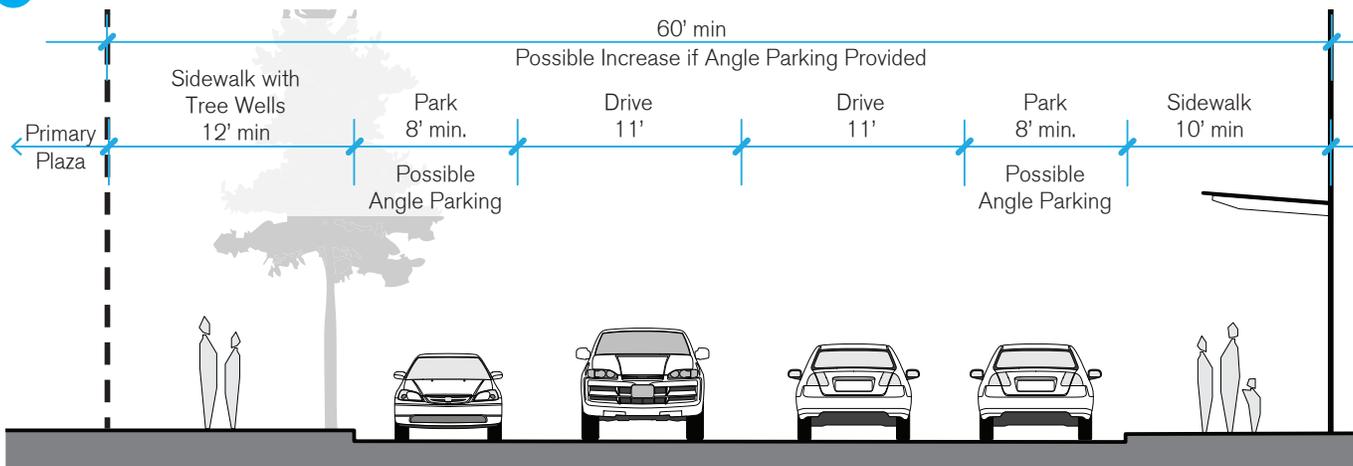


➡ Indicates Possible Access to Below-Grade Parking

10 Access Street at Southern Property Line



11 Parking/Service Access (typical where parking occurs)



DESIGN GUIDELINES

The Guidelines in Section 12 apply to all districts. Section 13 identifies Guidelines that are district-specific and respond to key locations defined in the City's Comprehensive Plan as requiring special attention. These design districts are defined in the diagram at left.

12. Design Guidelines: All Districts

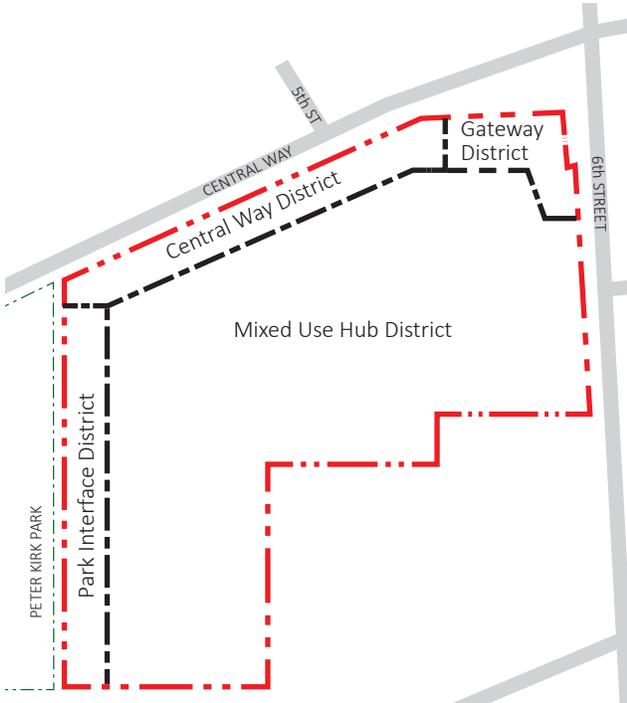
Overall Intent: Create a rich pedestrian-oriented environment and successful mixed-use center.

SITE PLANNING

1. STREETScape

Intent: Maintain a continuous and safe streetscape with a pedestrian-friendly character.

- a. Sidewalks should maintain at least an 8 ft clear zone for pedestrian travel (except as noted in street sections).
- b. All streets should contribute to the physical safety and comfort of pedestrians. Provide the following where feasible to help define the sidewalk space:
 - on-street parking (see street classifications)
 - a well-defined amenity zone set to the curb for plantings, street trees, benches, trash receptacles, signs, etc. (Minor deviations for street trees and major planting spaces may be necessary in some spaces due to structural constraints.)
 - wide enough sidewalk space to accommodate outdoor seating where restaurants are anticipated
- c. Use design elements such as separate storefronts, pedestrian-oriented signs, exterior light fixtures, awnings and overhangs to add interest and give a human dimension to street-level building facades.
- d. In general, buildings with active ground floor uses should be set as close as possible to sidewalk to establish active, lively uses. Maintain a continuous street wall, limiting gaps to those necessary to accommodate vehicular and pedestrian access.
- e. Encourage recessed main building and/or shop entrances consistent with a traditional "main street" design that is inviting and promotes streetscape continuity.



Key Plan: on-site district locations



Pedestrian-friendly character: on-street parking; amenity zone with street trees, signs, light fixtures; wide sidewalk to accommodate outdoor seating.

- f. The corners of buildings located at street intersections may recess to promote visibility and allow for a collection of people.
- g. Allow larger buildings to recess from the sidewalk edge to allow for entry forecourts, provided street continuity is not interrupted along the majority of the block.

2. PUBLIC SPACES: PLAZAS, COURTYARDS, TERRACES, AND GARDENS

Intent: Provide a friendly pedestrian environment by creating a variety of usable and interesting public and semi-public open spaces.

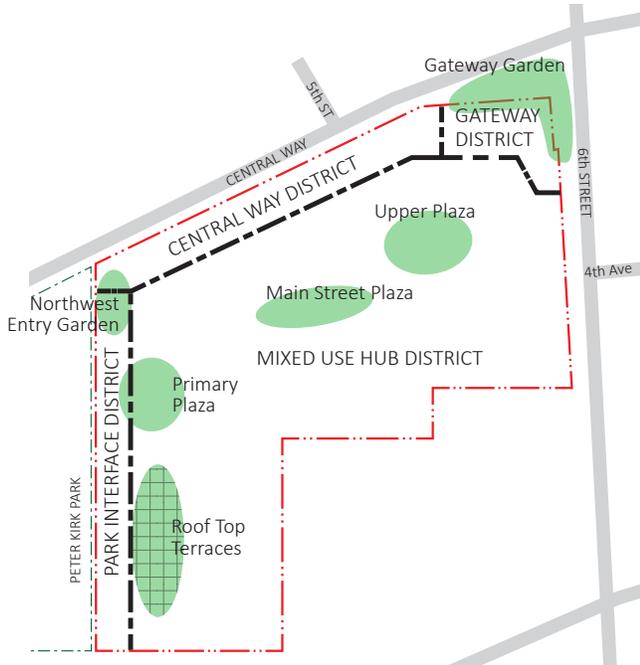
- a. Make plazas and courtyards comfortable for human activity and social interaction – standing, sitting, talking, eating, etc.
- b. Define and contain outdoor spaces through a combination of building and landscape. Oversized spaces that lack containment are discouraged.
- c. Establish pedestrian pathways that link public spaces to other public spaces and streets. These should be clearly identifiable for easy wayfinding.

Public Spaces: plazas defined by pathways and buildings include amenities such as water features, sitting spaces, landscaping, and changes in materials, colors, and textures



Street bench, plantings, and recessed corner entry





Possible Organization of Pedestrian/Public Spaces as Related to Districts

- d. Plazas and courtyards should include the following:
 - planters and trees to break up space
 - seating, such as benches, tables, or low seating walls
 - special paving, such as integral colored/stained concrete, brick, or other unit pavers
 - specialty pedestrian scale bollards or other types of accent lighting
 - at least one of: public art and/or water feature
- e. Design spaces to allow for variety and individualization of temporary installations such as: lighting, banners, artwork, etc.

3. ENVIRONMENTAL CONSIDERATIONS

Intent: Optimize pedestrian comfort using natural environmental conditions. Promote a pedestrian- and bicycle-friendly atmosphere.

- a. Consider environmental conditions such as sun, shade, and prevailing winds when positioning courtyards and outdoor seating areas. Provide features and amenities to enhance pedestrian and bicycle access throughout the project.

4. PEDESTRIAN CONNECTIONS AND WAYFINDING

Intent: Create a network of safe, attractive, and identifiable linkages for pedestrians.

- a. Provide clearly defined pedestrian connections at locations specified in the Pedestrian Spaces and Street Classification sections.
- b. Provide graceful grade transitions - both physical and visual - between upper grade and lower grade levels through the use of: landscaping, terraced planters, overlooking balconies, wide and inviting stairways, and other pedestrian connections.



Plaza with special paving, seating, planters



Pedestrian and bicycle amenities (left); Wayfinding signage and clearly defined pedestrian connections (center and right)

KIRKLAND PARKPLACE MIXED-USE DEVELOPMENT: MASTER PLAN & DESIGN GUIDELINES

5. LIGHTING

Intent: Ensure that lighting contributes to the character of the project, provides personal safety, and does not disturb adjacent developments and residences.

- a. Use city-approved fixtures for street lighting along the city streets.
- b. Lighting elements throughout the project and on adjoining rights of way should be coordinated, including public open spaces, accent lighting, and streets.
- c. Accent lighting along public right-of-way should be soft in character and enrich the pedestrian street life.
- d. Accent lighting within the central pedestrian space should be congruous with the character of the project and with the arts and pedestrian space commitments. (See Section 9.)
- e. Lighting should include non-glaring design, such as cut-off fixtures that avoid light spilling over onto other properties.
- f. Flood lighting of entire building facades is discouraged.
- g. Lighting on upper levels should be sensitive to Peter Kirk Park, residences, and drivers.

6. SCREENING OF TRASH AND SERVICE AREAS

Intent: To screen trash and service areas from public view.

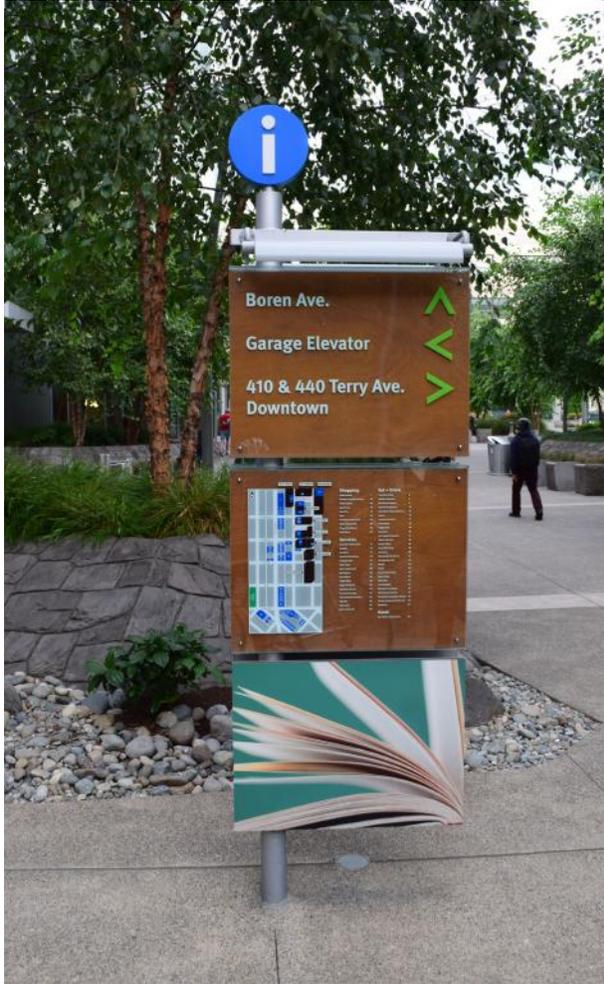
- a. All service, loading, and trash collection areas shall be screened by a combination of planting and architectural treatment similar to the design of the adjacent building.
- b. Avoid wherever possible locating service, loading, and trash collection facilities in pedestrian-oriented areas.



Integrated lighting enhances architectural character and provides pedestrian safety

Architectural and landscape elements provide screening





7. SIGNS

Create a Master Sign Plan that is in keeping with the following design objectives:

Intent: Create signs that are creative, engaging, and effective for a variety of user groups and respond to a variety of spaces.

- a. Signs should be complementary and integrated with the unique character of the specific areas or buildings where they are located.
- b. Signs should be high quality and consistent with the contemporary urban character of comparable developments in similar regions.
- c. The design of buildings should identify locations, sizes, and general design for future signs.
- d. The Master Sign Plan should include a hierarchy of elements based on function, such as:
 - site signs for entries, wayfinding, Parkplace identity
 - building signs for addressing and landmarking
 - tenant signs to encourage expressive individualization

A hierarchy of sign functions: site signs for entry and wayfinding (left), building signs for landmarking (below left), and tenant signs that express individual character (below center³ and right)



BUILDING DESIGN

1. ORIENTATION TO THE STREET

Intent: *Ensure that buildings contribute to the liveliness of Parkplace's public spaces, and overall community character.*

The following design treatments should apply to areas where retail frontages occur:

- a. Streets and public spaces should be enlivened by storefronts, windows, merchandise and other activity. Buildings should be designed with frequent entrances to encourage multi-tenant occupancy and walk-in traffic.
- b. Ground level retail heights should be a minimum of 14 feet in height.
- c. Entrances: Principal building entry should be visible from internal or external streets and public space. Entries should be marked by large entry doors and/or canopy/portico/overhang.
- d. Transparency: To help provide a visual connection between activities, ground floor facades should provide:
 - windows of clear vision glass (i.e. transparent) beginning no higher than 2' above grade to at least 10' above grade,
 - 60% minimum of facade length along Central Way, and the internal Main Street, should provide transparency,
 - For all uses except garage, 50% minimum of facade length along access streets from Central Way to the site should provide transparency.
- e. Weather Protection: To provide pedestrians cover from weather, canopies or awnings should be:
 - a minimum of 5 feet in width unless in conflict with vehicles,
 - placed along at least 75% of facades of retail frontages, and constructed of durable materials,
 - allowed to vary in design,
 - encouraged to have continuity, minimizing gaps.



Retail frontages with wide sidewalks, transparency, visible entries, and weather protection



Articulation, massing, and diversity to maintain a pedestrian scale.

2. MASSING/ARTICULATION

Intent: Create a variety of form and massing through articulation and use of materials to maintain a pedestrian scale.

- a. In general, break down the scale and massing of larger buildings into smaller and varied volumes.
- b. All building faces should be responsive to the context of the surrounding environment and neighboring buildings.
- c. Design all sides of the building with care (i.e. there should be no “backside” of a building.)
- d. Buildings should distinguish a “base” using articulation and materials. Include regulating lines and rhythms to create a pedestrian-scaled environment.
- e. Provide clear pattern of building openings. Windows, balconies, and bays should unify a building’s street wall and add considerably to a facade’s three-dimensional quality.
- f. Ribbon windows and extensive use of mirrored glass are discouraged.
- g. Employ major architectural expressions into the facade, roof form, massing, and orientation, such as tower forms, oversized windows, and entrances to demarcate gateways and intersections. Strong corner massing can function as a visual anchor at key locations within the project area.
- h. Building modulation should be employed to break up long facades and create a visual interest unique to each building in the project. The type of modulation should be determined by the overall design concept for each building, using dimensions from window sizes, column spacing, rain screen paneling, etc. to determine a distinct design solution.
- i. Roof Silhouettes: Express roofs in varied ways. Consider potential views of roof tops from adjacent buildings. Avoid monotonous design.
- j. Locate and/or screen rooftop equipment so that it is not visible from public spaces. Integrate rooftop screening into building’s form.

3. BLANK WALL TREATMENTS

Intent: Reduce the visual impact of blank walls by providing visual interest.

- a. Although blank walls are generally not encouraged along public streets and pedestrian spaces, there may be a few occasions in which they are necessary for functional purposes. Any blank walls longer than 20 feet should incorporate two or more of the following to provide visual interest:
 - vegetation, such as trees, shrubs, ground cover and or vines adjacent to the wall surface
 - artwork, such as bas-relief sculpture, murals, or trellis structures
 - seating area with special paving and planting
 - architectural detailing, reveals, contrasting materials, or other special visual interest

4. ENCOURAGE HIGH-QUALITY DESIGN

Intent: Ensure that all buildings in the project area are constructed as a quality addition to the Kirkland Community.

- a. Exterior architectural design and building materials should exhibit permanence and quality appropriate to Kirkland's urban setting.

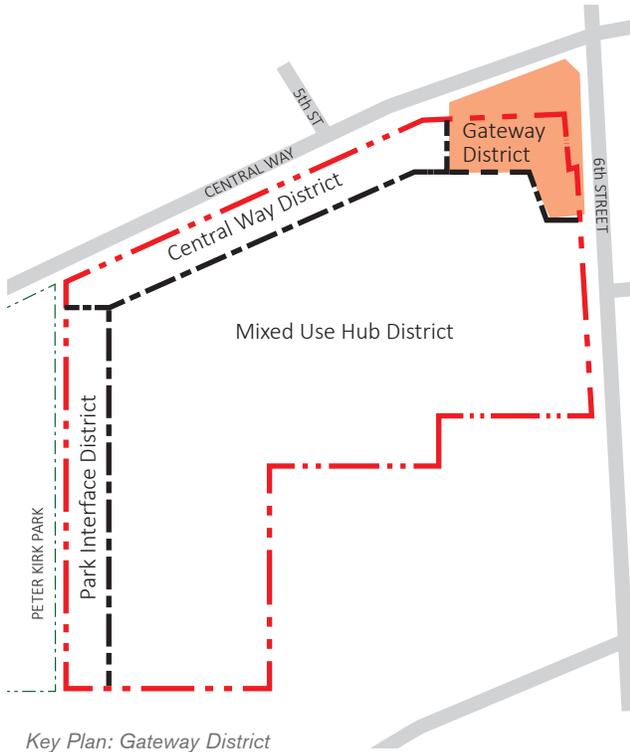
5. BUILDING DIVERSITY

Intent: Ensure that buildings in the project are distinct and respond to the unique character of their specific function and location.

- a. Buildings should be designed to integrate with each other, while demonstrating architectural diversity. Buildings should be responsive to each specific district and its site conditions.
- b. Materials should be selected to integrate with each other and to help provide a richness of architectural diversity.
- c. Windows should incorporate variation of patterning between buildings.



Vegetation, art, and screening provide visual interest at blank walls (center image ⁴)



Key Plan: Gateway District

13. Design Guidelines: District-Specific

A. GATEWAY DISTRICT

Intent: Create a welcoming feature to Parkplace and to downtown Kirkland. This area should create an inviting entryway that is representative of the community through the use of art, landscape, and architecture.

SITE PLANNING

1. Incorporation of Triangular Lot “Gateway Garden”: Incorporate the northeast triangular lot (excess right-of-way) into the project design to create a distinct gateway entrance that is integrated with the Parkplace development. Include:
 - a. Public Access: Public access into the site should be visible and accessible from the corner of 6th Street and Central Way.
 - b. Hardscape/Vegetation: Paving and landscaping materials should identify pedestrian spaces and access.
 - c. Trees and Other Planting: Landscaping should be of appropriate scale and species to make a significant gateway gesture. Trees should be selected to provide visibility of businesses and maintained to encourage proper growth and height.
 - d. Signage (downtown entry): Incorporate wayfinding signage directing visitors to Downtown, Peter Kirk Park, Waterfront/Marina, City Hall, and Civic District.
2. Public Space Connecting to Triangular Lot: Design of additional public space should be integrated with the triangular lot to provide a congruous pedestrian environment.
 - a. Public Access: Connect pedestrian access to the gateway garden, adjacent streets, and public open spaces.
 - b. Hardscape/Vegetation: Paving and landscaping materials should identify pedestrian spaces and access.
 - c. Seating: Incorporate seating along pedestrian pathways and gathering spaces.
 - d. Artwork: Incorporate art in an appropriate scale to distinguish the significance of this corner.



Distinct corner treatments: provide identity for the development and integrate pedestrian hardscape, landscaping, seating, and art

3. Pedestrian Connection: Create a pedestrian connection from the corner of 6th and Central into the heart of the project. (See Section 10.A.) This connection will include the following:
 - a. Pedestrian weather protection
 - b. public connection from 6th to the interior of the site open during regular operating hours
 - c. pedestrian lighting
 - d. seating

and may include:

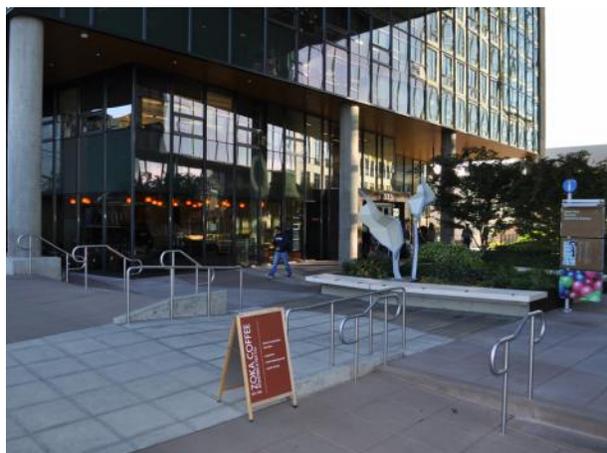
 - e. enclosed public space
 - f. retail/restaurant uses
 - g. covered play/activity space
4. Buildings should be separated from or differentiated from each other at this corner so that they are not perceived as one building.

BUILDING DESIGN: BUILDING AS GATEWAY

1. Ground Level Treatment
 - a. Setbacks from Streets - The ground floor levels of the corner building should be permitted to set back to allow for cut away view and obvious pedestrian connection into the site.
 - b. Active and Inviting - Design for an engaging pedestrian experience along ground floor of the building.
 - c. Details Visible at Different Movement Speeds - Incorporate details in the building along the corner that bring visual interest at the pedestrian level, as well as for vehicular traffic entering Kirkland.
2. Upper Levels
 - a. Change of Expression/Material Choices: A clear visual division between upper and lower floors should be incorporated through a change in materials, colors, and forms.
 - b. Modulation and Building form: Modulation and shifts in the building mass should be incorporated to decrease the apparent bulk of the building at the corner of Central Way and 6th street. Modulation of building facades should include setting back portions of the building in order to reduce the apparent length. The buildings should respond to the corner condition by shifts and/or angles in the building floor plate.
 - c. Step backs: The upper level (or levels) should step back significantly from the floor below to reduce the apparent height of the building at the intersection of Central Way and Sixth Street.



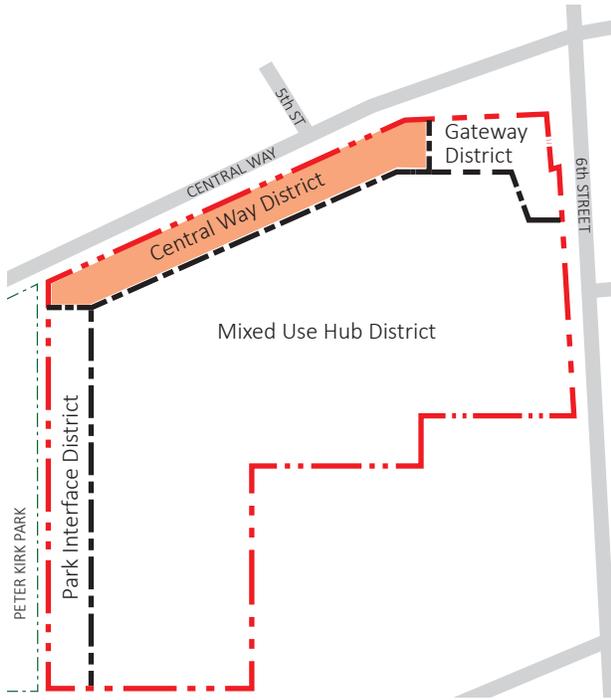
Building modulation, clear visual distinction between upper and lower floors, and details visible at different speeds



Ground floors set back to provide pedestrian connection to site



Changes of expression at upper floors, modulation, angled building floor plate, and step backs



Key Plan: Central Way District

- d. Top Floor/Roof Edge: should have a distinct profile against the sky through elements such as projections, overhangs, cornices, step backs, trellises, changes in material, or other elements.
- e. Accent Lighting: The innovative use of accent lighting incorporated into the building facade is encouraged. Lighting should include non-glaring design solutions such as cut off fixtures that avoid light spilling over onto other properties. Flood lighting of entire building facades is discouraged.

B. CENTRAL WAY DISTRICT

Intent: Respond to Central Way as a major arterial linking downtown Kirkland with areas east and beyond. Parkplace must take advantage of this traffic volume to help create a multi-functioning, pedestrian-scale street that brings visual activity to the street edge.

SITE PLANNING

1. Encourage connections and activate the street edge by incorporating:
 - on-street parking along Central Way
 - buildings located up to the edge of the sidewalk
 - storefront entrances
 - visibility into buildings in order to engage pedestrian interest
 - generous sidewalk amenity zone (trees, lights)
 - street tree selection and spacing that provide visual continuity, buffer pedestrians from the busy street, and allow visibility of retail
 - pedestrian signage
2. Reduce the length of street wall by pulling back portions of the building at ground level from the street edge in key locations provided street continuity is not interrupted.
3. Include a pedestrian-only connection from Central Way into the interior of the project. Pedestrian access along this route should include pedestrian-scaled lighting and a clear connection to the streetscape/plaza space on the opposite side.
4. Activate building corners with visibility into retail and/or other inviting design features, as denoted on *Organization of Uses* diagram (page 10).

KIRKLAND PARKPLACE MIXED-USE DEVELOPMENT: MASTER PLAN & DESIGN GUIDELINES



Building corners articulated with glazing, canopies, and special paving



Upper levels set back from base at western edge of office building; ample glazing and canopies enhance pedestrian experience



Two-story pedestrian pass-through to promote physical and visual connections, and to reduce apparent building bulk at grade level

BUILDING DESIGN

1. Reduce apparent bulk of buildings along Central Way by incorporating elements such as step backs and modulation, along with shifts or angles in the building mass. Differentiate the upper portion of the building from the lower by setting the upper floors back from the building base on the western and eastern ends of the building. The step backs should create roof terraces that overlook Central Way and the interior of the site. Balconies, terraces, and landscaping are encouraged in upper level step backs.
2. The upper floor of buildings facing Central Way should step back from the floors below and incorporate a change in materials or expression to clearly differentiate the upper floor and reduce the overall visual impact of the building.
3. Facades that are stepped back should be distinguished by a change in elements such as window design, railings, trellises, details, materials, and/or color so that the result is a richly organized combination of features that face the street.
4. Provide a two-story pass-through at grade to break up the length of the building base fronting Central Way. The pass-through should be of sufficient height and width to provide views into the “main street” retail, creating a prominent and attractive visual and physical connection to the interior of the development.



Upper floor step backs reduce apparent bulk of building

C. PARK INTERFACE DISTRICT

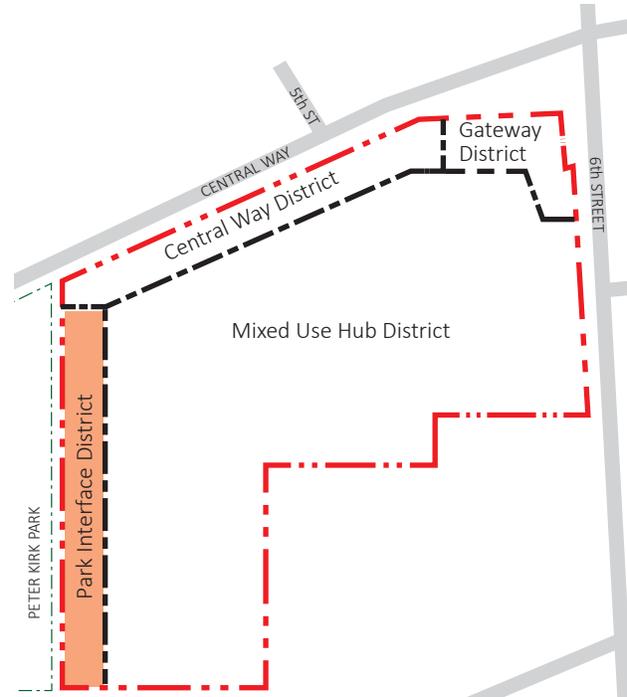
Intent: Create a strong connection from the park and downtown core that allows for clear pedestrian flow to and into the site by incorporating engaging building frontages, plazas, gardens, and other design treatments.

SITE PLANNING

1. Incorporate ample landscaping and distinctive lighting.
2. Incorporate raised crosswalks 20' minimum in width and special paving to promote pedestrian priority along the north-south street bordering the park.
3. Encourage retail spill-out spaces and landscaped courtyards along the building edge. Bring the "in-door" out and "outdoor" in by spilling retail spaces onto the sidewalk and creating small gathering spaces along building edges.
4. Create a visual barrier for drivers between the drive lane and pedestrian walkway along the Peter Kirk Park edge using one or more elements such as: plantings, bollards, small seating walls, stone artwork, etc.
5. Carefully consider views from the park. This includes reducing apparent bulk and mass of building(s) facing the park.

BUILDING DESIGN

1. Buildings shall address park and street by incorporating:
 - terraces and balconies
 - entrances to retail along promenade
 - greater transparency at ground floor or planting zone and/or canopy at edge of buildings where transparency is not feasible, such as theater facades.
 - street front courtyards
 - retail spill-out spaces
2. Where feasible, provide rooftop terraces on lower roof levels as gathering spaces that include amenities such as:
 - seating
 - landscaping
 - canopies or coverings for weather protection
 - public access open during regular operating hours
 - retail/food service where appropriate



Key Plan: Park Interface District



Safe, clearly marked, pedestrian-friendly crosswalks



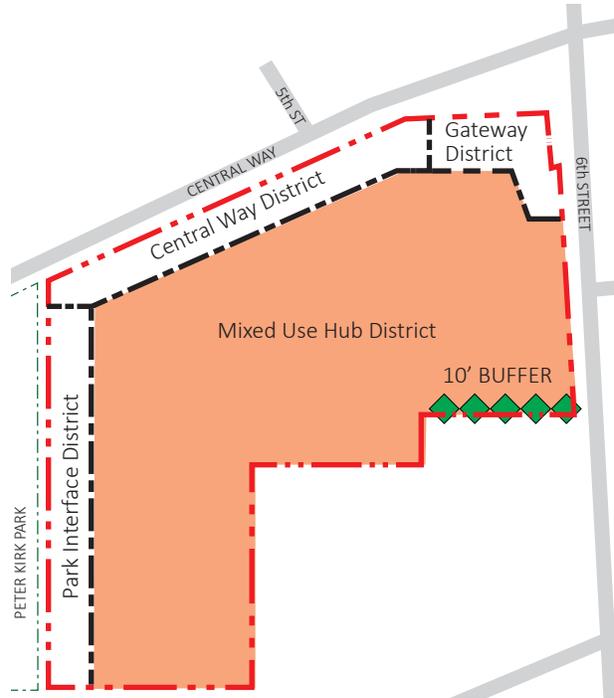
Pedestrian-oriented park interface: trees, clear markings, ground floor retail, balconies ⁵

D. MIXED USE HUB

Intent: To establish a vibrant Mixed Use Hub with activated public space and retail/window shopping experience with a mix of uses, both connected to and overlooking the Main Street plaza, primary plaza, and Peter Kirk Park.

SITE PLANNING

- The plazas should be integrated visually and physically with their surroundings, and should provide significant gathering and activity spaces by incorporating the following:
 - special paving
 - water feature(s)
 - special landscaping
 - seating: covered and open
 - distinct lighting
 - access to sunlight
 - accommodations for concerts/performances
- Plazas should be supported as important activity spaces by surrounding them with active public-oriented amenities such as ground floor retail, restaurants, and cafes.
- Locate plazas at or near street grade to promote physical and visual connection to the street and adjacent buildings and their entrances.
- Design outdoor space with safety in mind; public plazas should promote visibility from the street and provide architecturally compatible lighting to enhance night time security
- A ten foot permanent landscaped edge along the southeast property line adjacent to residential uses should be incorporated within the street design. (See diagram at right.)
- The district should also consider providing:
 - small retail pavilion(s)
 - children's interactive feature
- A pedestrian connection on the southeastern portion of the site should be provided and include:
 - through public 24-hour access
 - connection to Peter Kirk Park
 - pedestrian weather protection and wayfinding signs to help guide pedestrians through parking lot and around the building.



Key Plan: Mixed Use Hub District showing buffer at southeast property line



Pedestrian courtyards framed by retail use

BUILDING DESIGN

1. Lower level facades with predominantly retail uses should locate entrances at the sidewalk or edge of public space to frame pedestrian spaces in key locations.
2. Where feasible, provide rooftop terraces on lower roof levels as gathering spaces that include such amenities as:
 - seating
 - landscaping
 - canopies or coverings for weather protection
 - public access open during regular operating hours
 - retail/food service locations
3. In order to maximize the amount of sunlight in the primary plaza, buildings to the south should be contained under a line at a 41 degree angle measured from the center of the plaza.



Plazas providing significant gathering and activity space, framed by buildings^{above:6, below:7}

Notes**IMAGE CREDITS**

The following sources were used for end-noted images.

All other images and illustrations are provided by CollinsWoerman.

1. Kirkland, WA. Map. *Google Maps*. Google, 6 Aug 2014. Web. 6 Aug 2014.
2. VA, Brett. *Outbuilding bike parking Kirkland WA*. 30 Jan 2010, Kirkland, WA, in *Flickr*. https://www.flickr.com/photos/smart_growth/4575869318/in/set-72157623983604822/
3. La Citta Vita. *Courtyard Shopping in Berlin*. 16 Jan 2011, in *Flickr*. <https://www.flickr.com/photos/la-citta-vita/5852199389/>
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5. La Citta Vita. *Waterfront Architecture*. 27 Feb 2012, in *Flickr*. <https://www.flickr.com/photos/la-citta-vita/7802515158/in/set-72157631113816934/>
6. The Jerde Partnership International. 1999. *You Are Here*. London: Phaidon Press Limited.
7. Morgan, Steve. *South and west sides of the square, looking northwest*. 24 May 2009, in *Wikipedia*. http://en.wikipedia.org/wiki/Pioneer_Courthouse_Square

PUBLICATION SUMMARY
OF ORDINANCE O-4475

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO PLANNING AND LAND USE AND AMENDING TITLE 3 OF THE KIRKLAND MUNICIPAL CODE, CHAPTER 3.30 DESIGN REVIEW BOARD, TO AMEND "KIRKLAND PARKPLACE MIXED USE DEVELOPMENT MASTER PLAN DESIGN GUIDELINES."

SECTION 1. Amends the following specific portions of the Municipal Code:

Section 3.30.040 Design Guidelines Adopted by Reference.

SECTION 2. Amends the Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines.

SECTION 3. Authorizes the Mayor to sign the amended Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines.

SECTION 4. Provides a severability clause for the ordinance.

SECTION 5. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

SECTION 6. Directs the City Clerk to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the ____ day of _____, 2015.

I certify that the foregoing is a summary of Ordinance 4474 approved by the Kirkland City Council for summary publication.

City Clerk