

ORDINANCE NO. O-4332

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO PLANNING AND LAND USE AND AMENDING PORTIONS OF KIRKLAND MUNICIPAL CODE CHAPTER 22.28 RELATING TO SUBDIVISIONS AND CHAPTER 3.30 RELATING TO YARROW BAY BUSINESS DISTRICT DESIGN GUIDELINES AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON07-00032.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission and the Houghton Community Council to amend the Municipal Code, as set forth in that certain report and recommendation of the Planning Commission and Houghton Community Council for the Lakeview Neighborhood dated September 7, 2011 and bearing Kirkland Department of Planning and Community Development File No. ZON07-00032; and

WHEREAS, prior to making said recommendation the Planning Commission and Houghton Community Council, following notice thereof as required by RCW 35A.63.070 and RCW 36.70A.035, held public hearings on June 23, 2011 and July 14, 2011 on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents issued on July 15, 2011 by the responsible official pursuant to WAC 197-11-625; and

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

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

Section 1. The following specific portions of the Municipal Code are hereby amended to read as follows:

- A. Section 3.30.040 – Design guidelines adopted by reference: Addition of "Design Guidelines for the Yarrow Bay Business District" as set forth in Exhibit A attached to this ordinance and incorporated by reference.
- B. Section 22.28.040, Lots – Lot averaging. as set forth in Exhibit B attached to this ordinance and incorporated by reference.
- C. Section 22.28.042 – Lots – Small lot single-family. as set forth in Exhibit C attached to this ordinance and incorporated by reference.

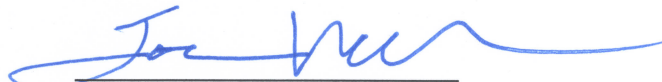
Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining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

Section 3. This ordinance shall be in full force and effect January 1, 2012, which will be more than five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section 4. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.


Passed by majority vote of the Kirkland City Council in open meeting this 15th day of November, 2011.

Signed in authentication thereof this 15th day of November, 2011.



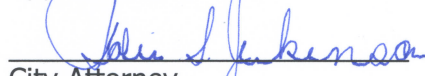
Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney

3.30.040 Design guidelines adopted by reference.

The design review board in combination with the authority set forth in Chapter 142 of the Zoning Code shall use the following design guidelines documents to review development permits:

(1) The document entitled "Design Guidelines for Pedestrian Oriented Business Districts" bearing the signature of the mayor and the director of the department of planning and community development, dated August 3, 2004, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(2) The document entitled "Design Guidelines for the Rose Hill Business District" bearing the signature of the mayor and the director of the department of planning and community development, dated January 3, 2006, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(3) The document entitled "Design Guidelines for the Totem Lake Neighborhood" bearing the signature of the mayor and the director of the department of planning and community development, dated June 6, 2006, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(4) The document entitled "Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines" bearing the signature of the mayor and the director of the department of planning and community development, dated December 16, 2008, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(5) The document entitled "Design Guidelines for the Yarrow Bay Business District" bearing the signature of the mayor and the director of the department of planning and community development, dated ~~June 7, 2011~~ **November 15, 2011**, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission and the Houghton community council prior to amending this document.

(6) Text Amended. The following specific portions of the text of the design guidelines are amended as set forth in Attachment A attached to Ordinance 4106 and incorporated by reference. (Ord. 4308 § 1, 2011; Ord. 4172 § 1, 2008; Ord. 4106 § 1, 2007; Ord. 4052 § 1, 2006; Ord. 4038 § 1, 2006; Ord. 4031 § 1, 2006)

Design Guidelines

For Yarrow Bay Business Districts



Adopted by the City Council pursuant to
Kirkland Municipal Code Section 3.30.040.

Joan McBride, Mayor

Eric Shields, Director
Planning & Community
Development

Design Guidelines for Yarrow Bay Business District

Table of Contents

Introduction	1
Vision for Yarrow Bay Business District	2
Design Guidelines for YBD 1	
1. High Quality Building and Design.....	2
2. Building Scale and Massing	4
3. Pedestrian Features and Amenities	5
4. Streetscape	6
5. Gateways	7
6. Parking Facilities.....	8
7. Public Amenities and Open Space.....	8
Design Guidelines for YBD 2 and 3	
1. Building Location and Orientation.....	9
2. Parking Lots and Vehicular Circulation	10
3. Parking Structures	11
4. Architectural Scale	12
5. Human Scale.....	14
6. Pedestrian Connections	15
7. Natural Features.....	15
8. Blank Walls	16
9. Pedestrian-Friendly Building Fronts	17
10. Pedestrian Plazas.....	17
11. Residential Open Space.....	18
12. Pedestrian Amenities	19
13. Pedestrian Coverings	21
14. Building Details and Materials	22
15. Entry Gateway Features.....	23
16. Sidewalk and Pathway Widths	24
17. Street Trees	25
18. Landscaping.....	26

19. Service Areas 27
20. Lighting 28
21. Signs 30

Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code that will be used by the City in the design review process for development in the Yarrow Bay Business District located in the Lakeview Neighborhood. The Yarrow Bay Business District includes the YBD 1, YBD 2, YBD 3 and PR 8.5 zones. Other documents that should be referred to during design review are the YBD (Chapter 56) and PR (Chapter 25) Use Zone Charts found in the Kirkland Zoning Code.

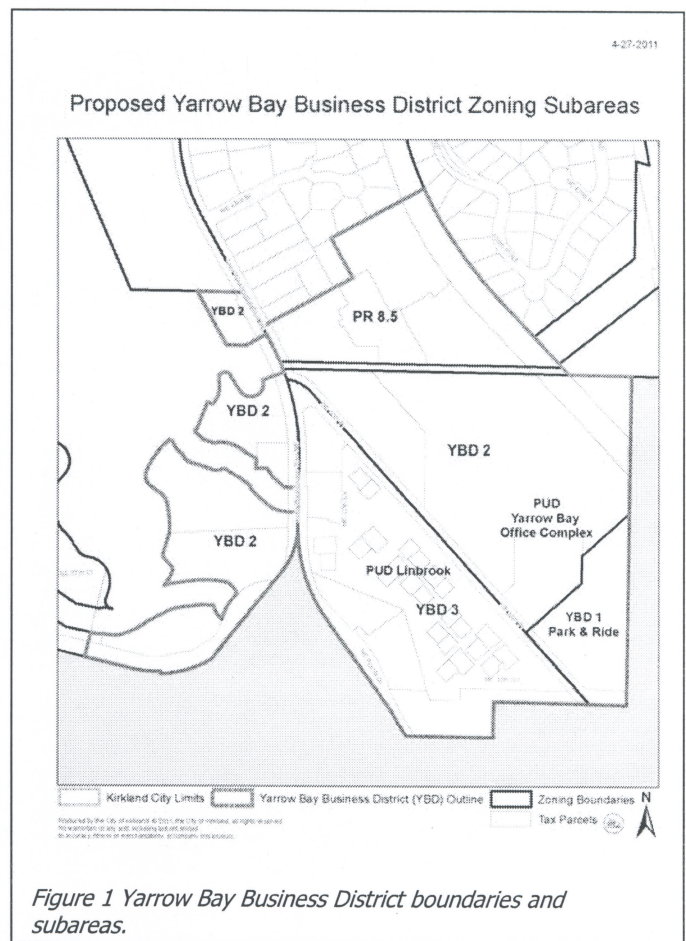
Purpose of the Design Guidelines

The Design Review Board will use these guidelines to evaluate development proposals during the design review process. The Design Guidelines are intended to establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic identity. These guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.

Urban Design Goals and Objectives

The key design objectives promoted in the Lakeview Neighborhood Plan for the Yarrow Bay Business District include:

- *Promote quality architectural and site design.*
- *Encourage architectural vertical and horizontal modulation along all street frontages and perimeter of district.*
- *Preserve public scenic views and natural features that contribute to Lakeview's visual identity.*
- *Provide interconnected street and pedestrian improvements throughout the district that tie the district together, contribute to a sense of identity and enhance visual quality. Included in this concept are pedestrian linkages on site, to adjacent properties, and to transit facilities. Provide directional signs that indicate path locations.*



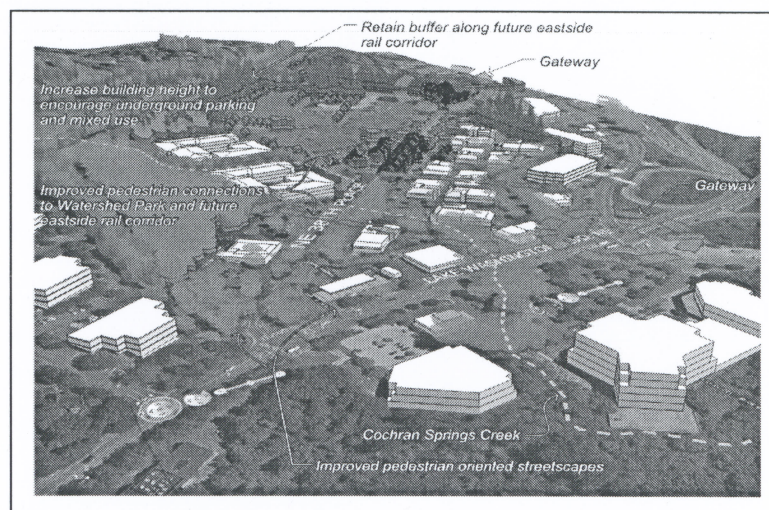
- *Enhance streetscapes distinctive to the neighborhood along Lake Washington Blvd., Northup Way and NE 38th Pl with wide sidewalks, street trees, decorative pedestrian lighting, benches, or other street furniture.*
- *Incorporate gateway features to the neighborhood to strengthen neighborhood identity at the locations identified in the Lakeview Neighborhood Plan.*
- *Especially along retail uses and streets, promote using pedestrian oriented design techniques such as, generous ground floor window treatments, awnings, superior building materials, open space plazas, and pedestrian amenities.*
- *Locate development away from streams and wetlands. Enhance stream corridors for both habitat and as a natural amenity.*

Vision for the Yarrow Bay Business District

The Lakeview Neighborhood Plan vision for the Yarrow Bay Business District is to transform the large suburban style office park development into a more integrated, mixed use residential and commercial district. Several strategies will help achieve this vision such as allowing a broader range of uses, and improving pedestrian connections between properties, businesses, the Transit Oriented Development at the South Kirkland Park and Ride facility and the Eastside Rail Corridor. Incorporating public plazas, green spaces and pedestrian amenities into new development will help create an inviting environment for employees, residents and visitors. New design standards and design review for development will ensure quality architecture, site design and identity for the district.

The Lakeview Neighborhood Plan envisions improvements to NE 38th Pl, Lake Washington Blvd. NE and Northup Way to upgrade the streets with wider sidewalks, street trees and decorative pedestrian lighting, directional signs, benches and varying pavement textures. On-street parking is encouraged along NE 38th Pl to support pedestrian-oriented uses or retail frontage.

Figure 2 illustrates the future urban design concept for the Yarrow Bay Business District



Vision for YBD 1

The YBD 1 zone contains the South Kirkland Park and Ride property, planned for transit-oriented development (TOD). In light of the district's role in fostering a vibrant and desirable community that includes mixed use and promotes the use of transit, design guidelines are established to create a supportive built environment.

The guidelines implement the vision for the area described in the Lakeview Neighborhood Plan. They emphasize coordinated development of the site through high quality building design and pedestrian amenities and connections within and beyond the site. The importance of building orientation and connections to NE 38th Place, and the creation of a welcoming and attractive gateway at the entrance to the district at NE 38th Place and 108th Avenue NE are also highlighted in the guidelines.

Vision for YBD 2 and 3

Larger sites within the Yarrow Bay Business District provide opportunities for coordinated development. Mixed-use developments combining retail, office and residential uses with an attractive face along the major traffic corridors or provide interior vehicular and pedestrian pathways and open space as focal points for pedestrians. Focal points may include plazas surrounded by shops, offices, services or wide sidewalk areas along an interior access street.

Buildings should front along NE 38th Pl. and orient toward Lake Washington Blvd. Storefronts may be clustered around major entry points to the development to provide a welcoming entry. Use of a variety of materials and colors and modulated walls and rooflines is encouraged to reduce architectural scale.

Residential buildings should feature prominent building entries and individual balconies. Orienting residential buildings around a courtyards, plazas, or natural features also is encouraged.

The following design guidelines for the Yarrow Bay Business District (YBD) are intended to help guide the future development toward the vision described in the Lakeview Neighborhood Plan and in this document.

Design Guidelines for YBD 1

1. High Quality Building and Design

- a. Building materials should exhibit permanence.

- b. Building materials and color should be selected to integrate with each other and complement architectural design.
- c. Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied.
- d. Emphasis should be placed on highlighting building features such as doors, windows, and eaves, and on the use of materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements
- e. Original artwork or hand-crafted details should be considered in special areas.

2. Building Scale and Massing

- a. Large window areas should be avoided. Instead smaller window units should be used to achieve human scale.
- b. Facing the street, buildings above the 2nd story should use upper story step backs to create receding building forms as building height increases to maintain human scale. A rigid stair step or "wedding cake" approach to upper story step backs is not appropriate. Prescribed upper story step backs in the gateway area at the intersection of NE 38th Place and 108th Avenue NE are appropriate to prevent the building from overpowering the gateway design.
- c. Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building.
- d. The location of the subject property makes any new multi-story building highly visible from the surrounding streets and properties. Building design should be based on viewpoints or vantages to be identified through the Design Review process. The final arrangement of building mass should therefore address the key vantage points and respond to the context of existing and/or planned improvements, gateway features, and location of plazas and open space.
- e. All building facades should be designed carefully, i.e. there should be no "backside" of a building.
- f. Building facades should be well modulated to avoid blank walls and provide architectural interest.
- g. Landscaping should be used to provide visual interest and help soften building form at appropriate locations, including upper level terraces.

- h. To help moderate the vertical scale of buildings, buildings should incorporate design techniques which clearly define the building's top, middle, and bottom.

Examples include using a sloped roof and strong eave lines to help define the top; using windows, balconies, and material changes to define a building's middle; and pedestrian-oriented storefronts, awnings, and use of 'earth' materials such as concrete and stone to help define the building's bottom.

- i. Roof forms should be varied and attractive. Where appropriate, roof forms should also help reinforce the modulation or articulation interval of the building façade.
- j. Roof forms should be designed to screen rooftop mechanical units.
- k. A predominantly flat roof design is discouraged. For portions of the building where a flat roof design is used, architectural details such as eaves, cornices, or other articulation elements should be used to provide interest at the ground level.
- l. Vertical building modulation should be used to add variety by avoiding monotonous design. A technique that may be used is to make large buildings appear to be an aggregation of smaller buildings. Different colors and/or materials may be used to help differentiate between façade planes.
- m. Horizontal building modulation should be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments. Different colors and/or materials may be used to help differentiate between façade planes.

3. Pedestrian Features and Amenities

- a. Pedestrian walkways should be placed throughout the site to allow for efficient access between the residential, commercial, transit center uses, and adjacent streets. The walkways should be situated to minimize walking distance from the public sidewalk and transit facilities to building entrances.
- b. Pedestrian and bicycle pathways and/or connections should be well-defined and safe.
- c. Pedestrian connections should be provided to adjacent properties to allow for efficient access to the transit facilities and commercial uses.
- d. Landscaping should be used to help define and provide visual interest along pedestrian walkways.

- e. Convenient and safe pedestrian areas should be designed in centralized locations to accommodate transit users.
- f. Lighting should be provided to walkways and sidewalks through building mounted light and canopy or awning mounted lights.
- g. Low level lighting in the form of bollards or similar style of lighting should be encouraged along pedestrian pathways not adjacent to buildings.
- h. Through-block pathways should be designed so that it is clear that access by the general public is allowed. The following guidelines also apply:
 - i. Because the subject property is steep along NE 38th Place, stairways may be used in the design of the through-block pathway where connecting to the street. If located along NE 38th Place, the stairway should function as a focal entry/exit point and contain design elements that make it a welcoming, safe, and attractive entry.
 - ii. If located within a parking lot, the following guidelines should be incorporated into the design of the through-block pathway:
 - a) Increased landscaped island size adjoining the pathway. This helps to narrow the driveway width where appropriate to help slow parking lot traffic.
 - b) Raised landscape beds.
 - c) Raised pathway with pavement material, texture, and color different from traffic lanes.
 - d) Selection of tree species that provide the broadest canopy possible to produce a dense landscaped environment.
 - iii. If the through-block pathway is located between buildings, appropriate plants and trees should be selected based on solar access and the location of proposed improvements.

4. Streetscape

- a. Street trees species should be selected and spaced to allow for visual continuity along NE 38th Place, buffer pedestrians from the street, and provide visibility of ground floor retail uses.
- b. Buildings should be oriented towards the street when located along NE 38th Place.

- c. Design elements such as multiple storefronts, pedestrian-oriented signs, exterior light fixtures, glazing, landscaping, and awnings should be utilized to add human scale and interest at the street level.
- d. Ground floor spaces along NE 38th Place should be transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.
- e. Varied window treatments should be encouraged. Architectural detailing at window jambs, sills, and heads should be emphasized. Use of ribbon windows should be avoided.
- f. A street wall is a wall or portion of a wall of a building facing a street. Continuous street walls should incorporate vertical and horizontal modulations into the building form.
- g. Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies, and other activities overlooking the street.
- h. Awnings or canopies should be required on facades adjoining sidewalks. Blank walls should be avoided near sidewalks, open spaces, and pedestrian areas.
- i. Blank walls should not be visible from the street or sidewalk. Where blank walls are unavoidable, they should be treated with landscaping, art, or other architectural treatments.

5. Gateways

- a. A gateway is an urban design feature that signifies a sense of place and arrival into a city or neighborhood. A gateway should be designed in the location shown in the Comprehensive Plan. The design elements of the gateway should include a combination of landscaping, architectural features, and artwork which:
 - i. Contain a highly visible and welcoming public space between the sidewalk and the building which is easily accessible, comfortable, safe, and includes pedestrian amenities;

- ii. Establish a landmark that reflects the TOD elements of the site;
- iii. Reinforce NE 38th Place and 108th Avenue NE as a focal point;
- iv. Transition between Kirkland and Bellevue and the Yarrow Bay Business District to the west; and
- v. Are integrated with the TOD building design

6. Parking Facilities

- a. Parking areas should not be located between NE 38th Place and buildings.
- b. Access driveways to parking areas should be minimized.
- c. Parking lots should be designed to provide for clear vehicular and pedestrian circulation and be well organized.
- d. Screening and landscaping should be used to reduce the visual impact of parking lots and/or parking structures to the surrounding neighborhood.
- e. Parking structures shall be designed and located to obscure the view of parked cars from adjacent properties. Parking structures should be located to the back of buildings or underground with intervening uses.
- f. Portions of parking structures visible from the street that cannot be placed behind an intervening use due to site topography, should be constructed with high quality materials and be architecturally compatible with the character of surrounding buildings.
- g. Architectural treatment, artwork, building setbacks, and/or dense landscaping should be used to further reduce the visual impact of parking structures along the street.
- h. If adjacent to the required gateway, the exterior of a parking structure should reflect the design elements of the gateway. Design should avoid the appearance of a parking structure.

7. Public Amenities and Open Space

- a. Public open space should be provided on the subject property which can be used by the general public, residents, and transit users.

- b. Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings). The space should appear and function as public space rather than private space.
- c. Public open space should be located in close proximity to commercial and retail uses that are required along NE 38th Place. The public open space should be well defined and contain amenities such as outdoor dining, seating areas, art, water features, and/or landscaping. Adequate room for pedestrian movement through the space should be maintained. Additional public open space in a location convenient to the site's transit users may also be appropriate.
- d. Careful attention should be paid to the transition between transit operations and the building to create a well defined pedestrian space such as a small plaza with landscaping features.
- e. A combination of lighting, access to sunlight, paving, landscaping, and seating should be used to enhance the pedestrian experience with the public open space.

Design Guidelines for YBD 2 and 3

1. Building Location and Orientation

Objectives

- To enhance the character and identity of the Yarrow Bay Business District.
- To upgrade the appearance of streets in the Yarrow Bay Business District.
- To enhance pedestrian circulation.
- To create focal points, particularly on large sites.

Guidelines

- a. Locate and orient buildings toward sidewalks along streets.
- b. Within interior portions of sites orient buildings to plazas, common open spaces or major internal pedestrian pathways.
- c. Where buildings are located at the sidewalk with direct pedestrian access, provide pedestrian oriented building façade treatments described in the Pedestrian Friendly Facades Section 9.



Figure 3. Encourage buildings to orient to the street and locate parking lots to the side, rear, or provide structured parking to as accomplished here.

- d. Provide landscaping, plazas or building façade treatments to enhance the pedestrian experience. In general, buildings that have less pedestrian orientation will merit more landscaping and façade treatments to prevent blank walls.
- e. Locating parking to the side and/or rear of buildings is preferred.
- f. Configure development to provide focal points and opportunities for coordinated pedestrian and vehicular access. Where there are no current opportunities for coordinated access provide the opportunity for future coordination should adjacent site redevelop in the future.

2. Parking Lots and Vehicular Circulation

Objectives

- To minimize the impact of parking facilities on the fronting street, pedestrian environment, and neighboring properties.
- To enhance pedestrian and vehicular safety.
- To maintain traffic flow on streets.
- To promote shared parking.
- To provide attractive and connected vehicular circulation routes.

Discussion

Parking lots can detract from the pedestrian and visual character of a commercial area. The adverse impacts of parking lots can be mitigated through sensitive design, location, and configuration. Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked.

Guidelines

Driveways

- a. Minimize the number of driveways into a development along Lake Washington Blvd, NE 38th Pl. and Northup Way. To the extent possible, adjacent developments should share driveways.

Parking Lot Location and Design

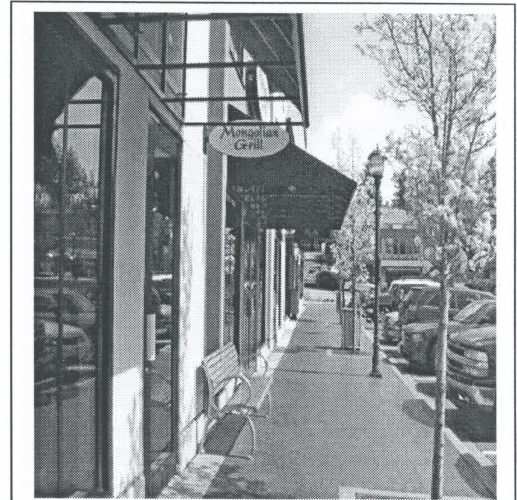


Figure 4 A good example of incorporating trees between parking lot and along pedestrian paths in front of uses.



Figure 5 An example of interior parking lot landscaping.

- a. Surface parking lots are discouraged. Where they are provided, locate parking to the side or rear of buildings so it is not between a building and the sidewalk.
- b. Avoid parking layouts that visually dominate a development. Design parking lots to be attractive to pedestrian's walking by and to break up large parking lots into smaller ones.
- c. Provide a clear and well organized parking lot design. Space should be provided for pedestrians to walk safely in all parking lots.

Parking Lot Landscaping and Screening

- a. Integrate landscaping into parking lots to reduce their visual impact. Provide planting beds with a variety of trees, shrubs, and ground cover to provide visual relief, summer shade, and seasonal interest.
- b. Provide low level perimeter landscaping where parking is adjacent to sidewalks in order to maintain a visual screen and reduce clutter. Use screening methods that maintain visibility at eye level between the street and parking area.
- c. Provide extensive screening and landscaping between parking lots, residential uses, and open spaces. A combination of a screen wall with a landscape buffer is preferred.

3. Parking Structures

Objective

- To mitigate the visual impacts of parking structures in the urban environment.

Guidelines

- a. Structured parking garages are preferred over surface parking lots provided they can be designed to mitigate the intrusive qualities of parking garages along streets, pedestrian pathways and in pedestrian areas using the following design techniques:
 - Locate parking structures, service areas, and storage away from the street edge and so they are not visible from the street or sidewalks.
 - Incorporate ground-level commercial space, oriented to the adjacent street, into parking structures.
 - Use landscaping to screen the parking garage façade.
 - Design and locate parking garage entries to complement, not subordinate the pedestrian entry. Where possible, locate the parking entry away from the primary street, to either the side or rear of the building.



Figure 6. This parking garage includes street front retail space and landscaped trellises to mitigate visual impacts

- Use architectural forms, materials, and/or details to integrate parking structure with the design of other buildings on the property.
- Locate and design parking structures to obscure the view of parked cars from adjacent properties.

4. Architectural Scale

Objectives

- To encourage an architectural scale of development desired for each zone within the Yarrow Bay Business District.
- To add visual interest to buildings.

Discussion

“Architectural scale” means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are “in scale.” The vision and development regulations for the Yarrow Bay Business District provide for larger buildings than currently exist. Care must be taken to design buildings so they appropriately respond to the evolution of the District from the current low rise condition to its vibrant mixed use future. For example, a new project need not step down to a one story edge condition to acknowledge an existing one story building on an adjoining site, but it can incorporate horizontal and vertical modulation that allow it to “fit” with the existing context and provide cues for future development of the adjoining site.

Guidelines

A combination of techniques to reduce the architectural scale of buildings is important. In general the following techniques should be included at intervals of 70 feet for office uses and 30 feet for residential uses. Alternatives will be considered if they meet the objectives.

- Incorporate fenestration techniques proportionate in size and pattern for the scale of the building. This is particularly important on upper floors, where windows should be divided into individual units with each window unit separated by a visible mullion or other element. “Ribbon windows” (continuous horizontal bands of glass) or “window walls” (glass over the entire surface) do little to indicate the scale of the building and are thus discouraged, except in special circumstances where they serve as an accent element.
- Encourage vertical modulation on multi-story buildings to add variety. Vertical modulation may be particularly effective for tall buildings adjacent to a street, plaza, or



Figure 7. Fenestration and vertical modulation techniques help to reduce the architectural scale of this office building

residential area to provide compatible architectural scale and to minimize shade and shadow impacts.

- c. Incorporate horizontal building modulation techniques to reduce the architectural scale of the building and add visual interest. Horizontal building modulation is the horizontal articulation or division of an imposing building façade through upper story setbacks, awnings, balconies, roof decks, eaves, and banding of contrasting materials. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces.

Recommended horizontal building modulation techniques include:

- Roofline modulation and a change in building materials.
 - Step back building facades, generally above the second floor.
 - For residential uses, provide horizontal building modulation based on individual unit size, use roofline modulation, and changes in color and/or building materials. The depth and width of the modulation should be sufficient to meet the objectives of the guidelines. Avoid repetitive modulation techniques, since they may not be effective when viewed from a distance. Larger residential buildings will require greater horizontal modulation techniques to provide appropriate architectural scale.
- d. Break up long continuous walls with a combination of horizontal building modulation, change in fenestration, and/or change in building materials. This is especially important for office buildings.
- e. Encourage a variety of roofline modulation techniques such as hipped or gabled rooflines and modulated flat rooflines. As a general rule, the larger the building or unbroken roofline, the bigger the modulation should be. In determining the appropriate roof type and amount of modulation, consider the distance from which the building can be viewed. For example, a large commercial building adjacent to a parking lot is capable of being viewed from a relatively large distance and will consequently necessitate greater roofline modulation.

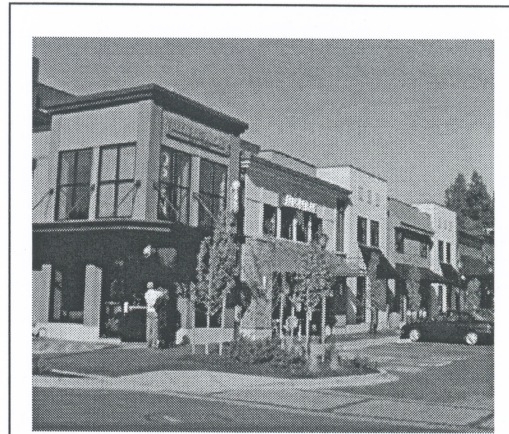


Figure 8. A variety of techniques should be used for multi-tenant retail buildings to emphasize individual storefronts.

5. Human Scale

Objectives

- To encourage the use of building components that relate to pedestrian activity.
- To add visual interest to buildings.

Discussion

The term "human scale" is generally used to indicate a building's size in proportion to pedestrians. The actual size of a building is often not as important as its perceived size. A variety of design techniques may be used to make a building less imposing and to make people feel comfortable using and approaching it.



Figure 9. Use of building modulation, window patterns, brick, balconies and awnings help lend this building a human scale.

How the pedestrian interacts with the building at street level, along store fronts and portions of the building that are within view and reach of the pedestrian are most important factors. Upper story setbacks can also prevent taller structures from overwhelming the pedestrian scale at the street level. The use of materials, detailing, and transparency of windows along a building façade are important techniques. A bay window suggests housing, while an arcade suggests a public walkway with retail frontage. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined "human scale."

Guidelines

- a. Encourage a combination of architectural elements that give buildings a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, street front courtyards and plazas outside of retail spaces. Window fenestration techniques described in Section 4 can also be effective. Consider the distances from which buildings can be viewed (from the sidewalk, street, parking lot, open space, etc.).

6. Pedestrian Connections

Objectives

- To provide convenient pedestrian access.
- To reduce vehicle trips.
- To encourage pedestrian activity.

Guidelines

- a. Provide convenient pedestrian access between the street, bus stops, buildings, parking areas, and open spaces.
- b. Provide direct pedestrian access from buildings to abutting public sidewalks and major internal pathways.
- c. Provide paved walkways through large parking lots. Separate walkways from vehicular parking and travel lanes by use of contrasting paving material which may be raised above the vehicular pavement and by landscaping.
- d. Provide safe and convenient pedestrian connections east to west through the business district consistent with Plate 34 of the Zoning Code.
- e. Consider installing a public trail along the stream corridor as a pedestrian connection and natural amenity.

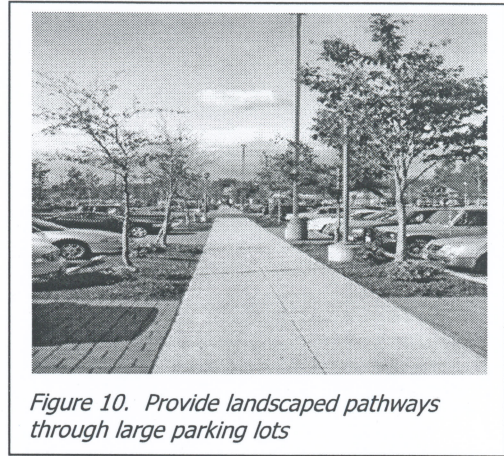


Figure 10. Provide landscaped pathways through large parking lots

7. Natural Features

Objectives

- Establish a "greenway" corridor extending in an east/west direction across the business district from the Yarrow Bay wetlands and along stream corridors to the Houghton slope.

Guidelines

- a. Configure buildings and site features to preserve and enhance stream corridors. Consider these natural features as open space amenities.
- b. Use wooded slopes as a natural site amenity and buffer by using and retaining native vegetation.
- c. Encourage buildings and rooflines to step down or be tucked against hillsides to roughly follow the slope of the existing terrain.

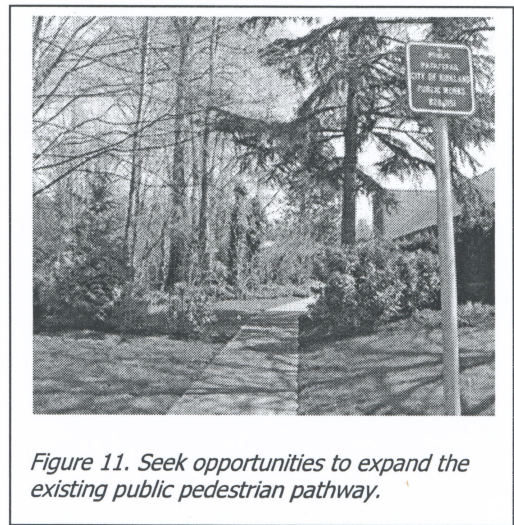


Figure 11. Seek opportunities to expand the existing public pedestrian pathway.

8. Blank Walls

Objectives

- To minimize visible blank walls.
- To enhance public safety along sidewalks and pathways.
- To encourage design elements that enhance the character of buildings at all perceived distances.

Discussion

Blank walls deaden the pedestrian environment and break the continuity of ground floor activity along a street or pathway. Blank walls can also create a safety problem, particularly where adjacent to pedestrian areas, as they don't allow for natural surveillance of those areas.

Guidelines

- a. Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas. Use the following treatments to mitigate the negative effects of blank walls (in order of preference):
 - Configure buildings and uses to avoid blank walls exposed to public view.
 - Provide a planting bed with plant material to screen most of the wall.
 - Install trellises with climbing vines or plant materials to cover the surface of the wall. For long walls, use trellises to avoid monotony.
 - Provide artwork on the wall surface.
 - Provide architectural techniques that add visual interest at a pedestrian scale, such as a combination of horizontal building modulation, change in building materials and/or color, and use of decorative building materials.
 - Provide decorative lighting fixtures.



Figure 12. An example of treatment for blank wall or parking structure.



Figure 13. This building was a combination of alternating building materials, details, and landscaping elements to add visual interest at a pedestrian scale.

9. Pedestrian-Friendly Building Fronts

Objectives

- To enhance the pedestrian environment.
- To create safe and active sidewalks and pathways.

Guidelines

- a. Incorporate transparent windows, pedestrian entrances, and weather protection along facades adjacent to a sidewalk or internal pathway. Weather protection features could include awnings, canopies, marquees, or other similar treatments.
- b. Where buildings are not located at the sidewalk, incorporate landscaping, a pedestrian plaza or open space between the building and the sidewalk or provide building façade treatment.



Figure 14. An example of pedestrian friendly building façade.

10. Pedestrian Plazas

Objectives

- To provide a variety of pedestrian-oriented areas to attract shoppers and employees to commercial areas and enrich the pedestrian environment.
- To create gathering spaces for the community.
- To configure buildings to encourage pedestrian activity and pedestrian focal points.

Discussion

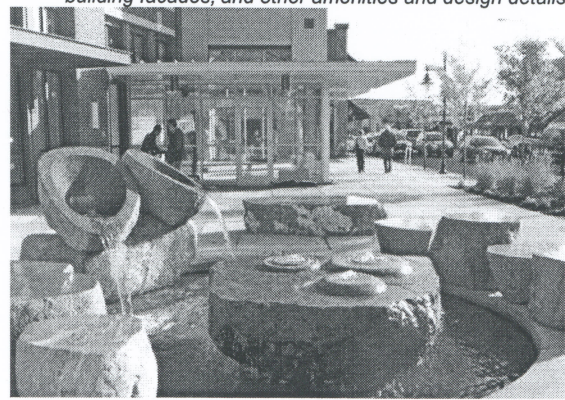
Pedestrian plazas serve as open space and places for people to gather.

Guidelines

- a. Provide pedestrian plazas in conjunction with building and site spaces that are accessible to the general public, residents and transit users.
- b. Position plazas in locations adjacent to and visible from major streets, such as along NE



Figure 15. Good examples of pedestrian plazas. Notice the decorative pavements, landscaping components, adjacent building facades, and other amenities and design details



38th Pl, major internal circulation routes, or where there are strong pedestrian flows on neighboring sidewalks. For large sites, development should be configured to create one or more focal plazas. To enhance visibility and accessibility, plazas usually should be no more than 3' above or below the adjacent sidewalk or internal pathway.

- c. Locate building entrances that open on to plazas.
- d. Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants.
- e. Incorporate pedestrian amenities, as described in Section 12.
- f. Locate plazas in sunny locations.
- g. Provide transitional zones along building edges to allow for outdoor seating areas and a planted buffer.

11. Residential Open Space

Objectives

- To create useable space that is suitable for leisure activities for residents.
- To create open space that contributes to the residential setting.

Guidelines

- a. Incorporate common open space for use by residents. Guidelines for common open space include:
 - Design space as a focal point of the development.
 - Space may be provided in one large area or in multiple smaller spaces, provided that each space is large enough to provide functional leisure activity. For example, long narrow spaces rarely function as usable common space.
 - Provide space for a range of activities and age groups. Children's play areas should be visible from dwelling units and positioned near pedestrian activity.
 - Separate common space from ground floor windows, streets, service areas, and parking lots with landscaping and/or low-level fencing. However, care should be used to maintain visibility from dwelling units towards open space for safety.
- c. Provide private open space for individual residential units. For townhouses and other ground-based

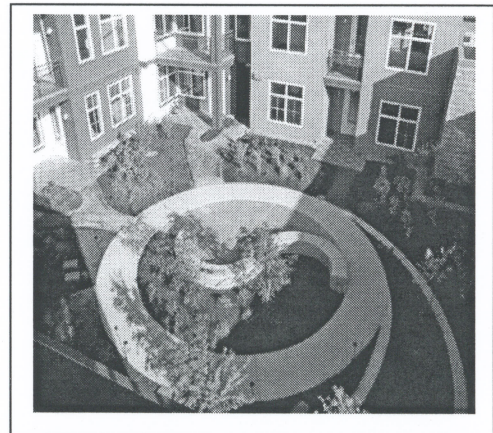


Figure 16. Good examples of common open space, including internal courtyard (above), a children's play area (below).

housing units, provide patios, decks, and/or landscaped front or rear yards adjacent to the units. For all other units, provide balconies large enough for usable space for sitting, outdoor cooking and eating etc.

12. Pedestrian Amenities

Objectives

- To provide amenities that enrich the pedestrian environment.
- To increase pedestrian activity.

Discussion

Site features and pedestrian amenities, such as lighting, benches, paving, waste receptacles, and other site elements, are an important aspect of a business district's character. These elements reduce apparent walking lengths and unify the district's visual character.

Guidelines

Provide pedestrian amenities along all sidewalks, interior pathways and within plazas and other open spaces. Examples include:

- Pedestrian-scaled lighting less than 15' above the ground.
- Seating space such as benches, steps, railings and planting ledges. Ideal heights are between 12" to 18". An appropriate seat depth ranges from 6" to 24".
- Pedestrian furniture such as trash receptacles, consolidated newspaper racks, and drinking fountains.
- Planting beds and/or potted plants.
- Unit paving such as stones, bricks, or tiles.
- Decorative pavement patterns and tree grates.
- Water features.
- Informational kiosks.
- Transit shelters.
- Decorative clocks.
- Artwork.

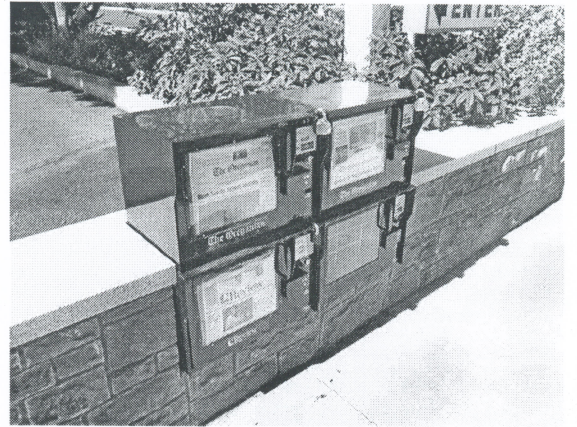


Figure 17. Consolidated newspaper racks



Figure 18. Bicycle racks



Figure 19. Potted plants

- Bicycle racks.

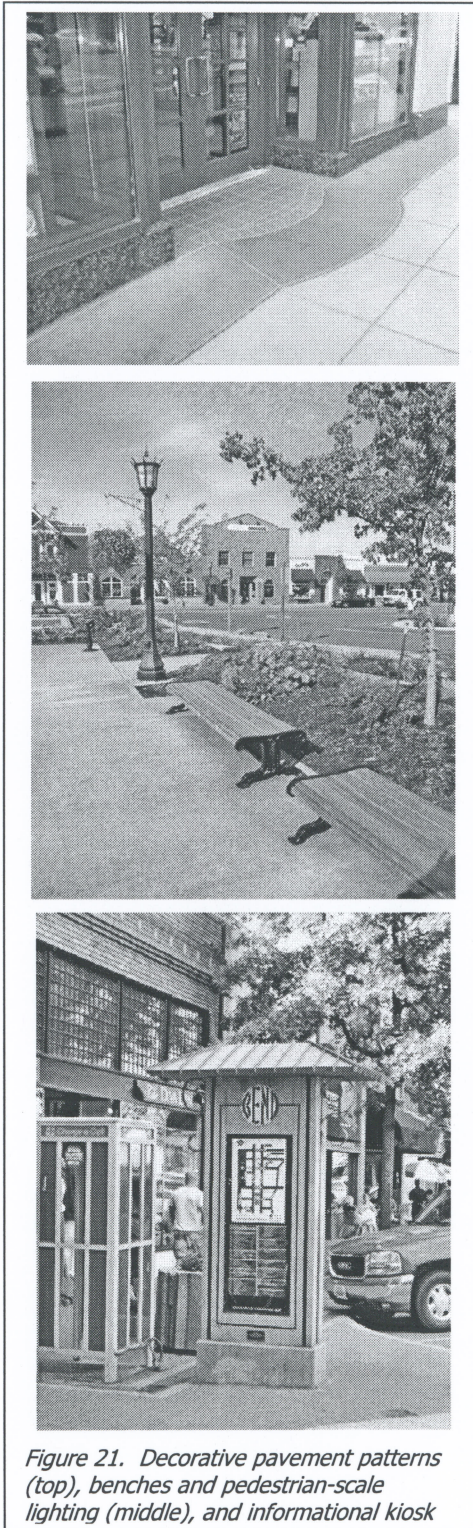


Figure 21. Decorative pavement patterns (top), benches and pedestrian-scale lighting (middle), and informational kiosk

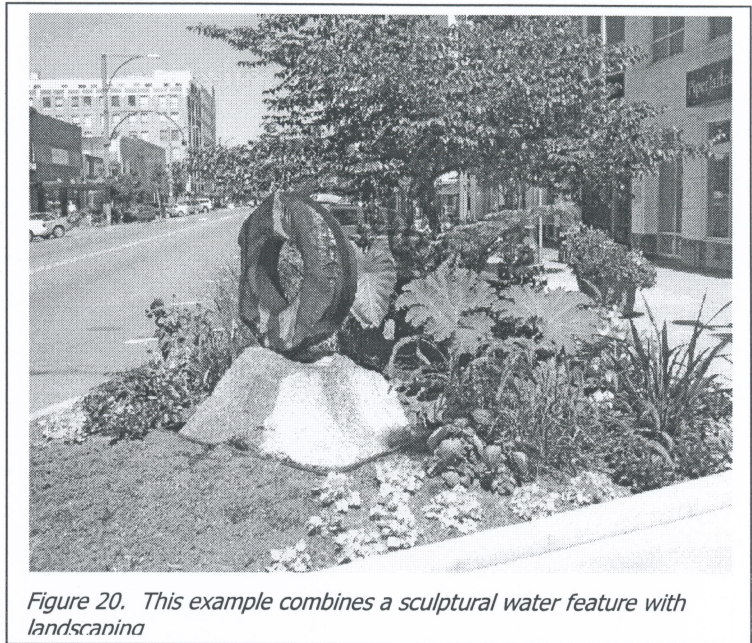


Figure 20. This example combines a sculptural water feature with landscaping

13. Pedestrian Coverings

Objectives

- To provide shelter for pedestrians.
- To provide spatial enclosure and add design interest to a retail or office streetscapes.

Discussion

The design and width of pedestrian coverings should be determined by their function, the building's use and the type of street.

As a general rule, the more traffic an entry is expected to accommodate, the larger the covered area at the entry should be.

The width of the sidewalk should also be considered when sizing the pedestrian covering (wider sidewalks can accommodate wider pedestrian coverings). Canopies and awnings should be appropriately dimensioned to allow for tree growth, where applicable. The architecture of the building and the spacing of individual storefronts should help determine the appropriate placement and style of the canopy or awning. Continuous, uniform awnings or canopies, particularly for multi-tenant retail buildings, can create a monotonous visual environment and are discouraged.

Guidelines

- a. Provide weather protection along the primary exterior entrance of all businesses, residential units, and other buildings.
- b. Design weather protection features to provide adequate width and depth at building entries.
- c. Pedestrian covering treatments may include: covered porches, overhangs, awnings, canopies, marquees, recessed entries or other similar features. A variety of styles and colors should be considered and be compatible with the architectural style of the building and the ground floor use.
- d. Back lit, plastic awnings are not appropriate.

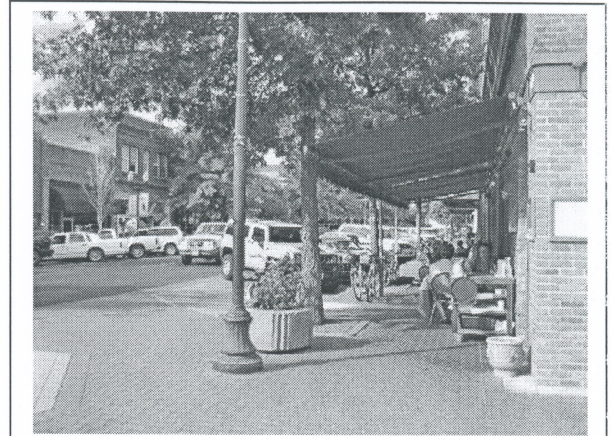


Figure 22. Wider pedestrian coverings allow for outdoor dining

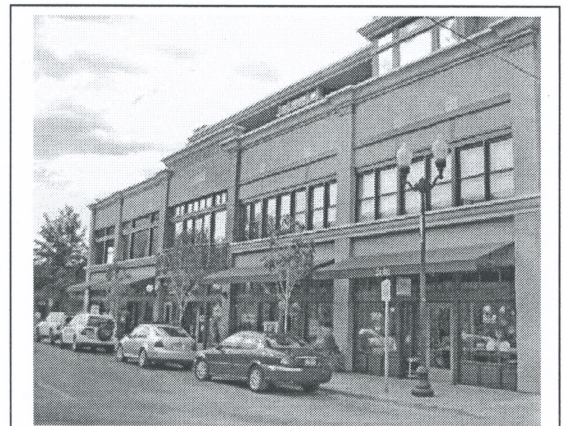


Figure 23. Note how these awnings have been integrated into the building's storefront spaces

14. Building Details and Materials

Objectives

- To use building and site design details that add visual interest to buildings/sites at a pedestrian scale.
- To use a variety of quality building materials such as brick, stone, glass, timber, and metal appropriate to the Pacific Northwest climate.

Guidelines

- a. Encourage the integration of ornament and applied art with structures and site environments. For example, significant architectural features should not be hidden, nor should the urban context be overshadowed.



Figure 24. Consider changes in building materials with modulation techniques

Emphasis should be placed on highlighting building features such as doors, windows, eaves, and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-crafted details should be considered in special areas. Ornament may consist of raised surfaces, painted surfaces, ornamental or textured banding, changing of materials, or lighting.

- b. Use a variety of quality building materials such as brick, stone, timber, and metal to add visual interest to the buildings and reduce their perceived scale. Use masonry or other durable materials - especially near the ground level.
- c. Avoid use of concrete block and large expansive tilt up concrete facades.

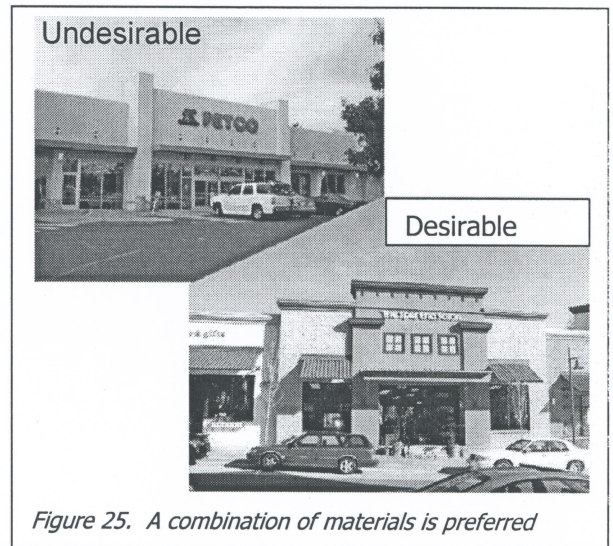


Figure 25. A combination of materials is preferred

15. Entry Gateway Features

Objectives

- To enhance the character and identity of the Lakeview Neighborhood.
- To provide a welcoming statement for visitors entering the City.

Discussion

The Lakeview Neighborhood Plan calls for gateway features at two key entry points into neighborhood and the Yarrow Bay Business District:

- Intersection of SR 520 and Lake Washington Blvd. NE
- Intersection of 108th Avenue NE and NE 38th PL at the Transit Oriented Development.

Guideline

Incorporate entry gateway features in new development in the vicinity of gateways/nodal intersections identified in the Lakeview Neighborhood Plan. Locate and provide a new design for a gateway sign on Lake Washington Blvd. Gateway features may include some or all of the following:

- a. Distinctive landscaping.
- b. Artwork (e.g. vertical sculpture incorporating historical information about the Lakeview Neighborhood).
- c. Decorative lighting elements.
- d. Distinctive architectural features that are unique to the neighborhood or provide open space.
- e. Incorporation of the Cochrane Springs Creek crossing into a gateway feature as a soft, green entrance to the City.



Figure 26 Existing gateway city entrance sign



Figure 27 an example of a gateway feature in a business district.

16. Sidewalk and Pathway Widths

Objectives

- To provide wide sidewalks and pathways that accommodates pedestrian movement and provides a pleasing pedestrian experience.

Discussion

Sidewalks have three overlapping parts with different functions: the curb zone, the movement zone, and the storefront or activity zone. A well-sized and uncluttered movement zone allows pedestrians to move at a comfortable pace.

Sidewalks or pathways adjacent to moving vehicular traffic need generous buffers to make them safer and more inviting. Landscaping elements are particularly important physical and visual buffers between walkways and streets or other vehicle access areas. As a general rule, the higher the travel speed, the greater the buffer should be between moving cars and pedestrians.

Guidelines

- Integrate a "curb zone" into the sidewalk or pathway width to separate the pedestrian from the street. This space should include street trees in a landscape strip or tree grates. Subtle changes in paving patterns between the curb zone and the movement zone can be effective and should be considered.
- Design sidewalks and pathways to support a variety and concentration of activities and provide a separation for the pedestrian from the busy street. Provide decorative pedestrian lighting and amenities described in the pedestrian amenities section below.
- For the movement or storefront activity zone design sidewalks to be wide enough to allow for pedestrians to pass those window shopping or seated at sidewalk cafes.

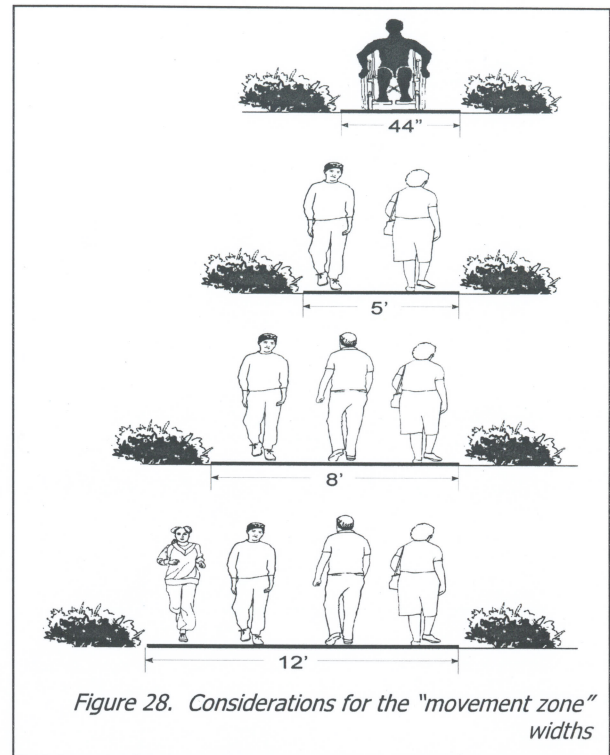


Figure 29. High-traffic streets without on-street parking warrant wider planting strip buffers

17. Street Trees

Objectives

- To utilize street trees to upgrade the character and identity of the Yarrow Bay Business District.
- To enhance the pedestrian environment in the Business District.
- To use trees that provide seasonal interest.
- To use trees that will not obscure views of businesses from the street.

Discussion

The repetition of trees bordering streets, internal roadways, and pathways can unify the District. Trees can add color, texture, and form to the urban environment and provide a respite from the weather.

Guidelines

- a. Incorporate street trees along all streets, internal access roads, and pathways.
- b. Encourage street trees to be used as a unifying features for the District.
- c. Select and maintain tree species that will accommodate pedestrian and vehicular traffic, and maintain visibility into and through sites for safety purposes.



Figure 30. Provide street trees along all streets and internal access roads

18. Landscaping

Objective

- To enhance the visual quality of the urban environment.
- To incorporate greenery into the urban environment.

Discussion

Landscaping can soften the hard edges and improve the visual quality of the urban environment. Landscaping treatment in the urban environment should focus on the automobile, pedestrian, and building landscapes.



Along high speed and high volume traffic areas, raised planting strips can be used to protect pedestrians from traffic. The pedestrian landscape should offer variety at the ground level through the use of shrubs, ground cover, and trees. Pedestrian circulation, complete with entry and resting points, should be emphasized. Landscaping around buildings particularly along blank walls can reduce scale and add diversity through pattern, color, and form.

Examples of how landscaping is used to soften and enhance the visual quality of the urban environment include:

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

Guidelines

- a. Design landscaping for the purpose and context in which it will be located. The auto oriented landscaping requires strong plantings of a structural nature to act as buffers or screens for pedestrians. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's qualities and screens service areas or blank walls while not blocking views of the business or signage.
- b. Encourage a colorful mix of drought tolerant and low maintenance trees, shrubs and perennials. Except in special circumstances, ivy should be avoided.
- c. Consider the on-site topography to hide parking and enhance views.
- d. Use wooded slopes and streams as a natural site amenity and to screen unwanted views, where applicable.

19. Service Areas

Objectives

- To mitigate adverse impacts of service areas.
- To locate and design site service and storage areas to promote ease of use, safety, and visual cohesion.

Guidelines

- a. Locate and design service and storage areas (such as refuse, recycling, loading or mechanical equipment areas) to minimize visibility from public pedestrian spaces and adjacent properties.
- b. Locate service elements where they are accessible to service vehicles and convenient for tenant use.
- c. Design service enclosures to be compatible with the design of adjacent buildings. This may be accomplished by the use of similar building materials, details, and architectural styles. Such enclosures should be made of masonry, ornamental metal, heavy wood timber, or other durable materials.
- d. Locate roof-mounted mechanical equipment so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties. Equipment screening should blend with the architectural character of the building.
- e. Consider the location and screening of mechanical equipment and service areas early in building and site design.

20. Lighting

Objectives

- To enhance safety by providing light levels sufficient to adequately illuminate pedestrian areas and building facades.
- To create inviting pedestrian areas using a variety of illumination techniques.
- To provide adequate lighting without creating excessive glare or light levels.

Discussion

Overpowering and uniform illumination in commercial areas creates glare and destroys the quality of night light especially adjacent to residential areas. Well placed light fixtures provide sufficient lighting levels for security and safety as well as create a positive ambience. A blend of lighting directed downward on walking surfaces and up onto trees can be used to define these spaces. Care should be taken to avoid spilling excessive glare into adjacent properties and to avoid sky directed light pollution. For this reason utilizing fixtures that shield the light source as much as possible is prudent. In some instances highlighting light fixtures by allowing the light source to be seen is appropriate; however, care should be taken to diffuse the light source to not cause excessive glare. Overall, it is desirable to have different intensities and balances of light to create well defined and comfortable outdoor places.

Guidelines

- a. Provide adequate lighting levels in all areas used by pedestrians and automobiles, including building entries, walkways, parking areas, circulation areas, and open spaces.

Recommended minimum light levels:

- Building entries: 4 foot candles. This can be a combination of up lighting and down lighting and building mounted lighting. Care should be taken to emphasize the importance of the building entrance.
- Primary pedestrian walkway: 2 foot candles lighting can be ambient light from canopies and building mounted lighting. Emphasis should take place on creating pools of lighting on the pedestrian surface. Lighting sources should not be seen except when lighting is designed as part of a theme for the overall building such as in some sort of lamp lighting.

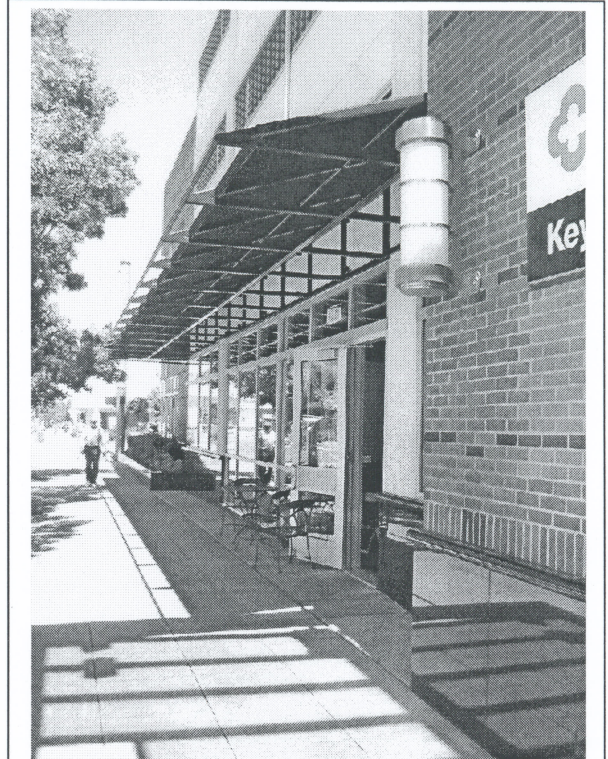


Figure 31. Building-mounted lighting is encouraged to enhance the pedestrian environment

- Secondary pedestrian walkway: 1-2 foot candles. Focus should be on pooling lighting on the walking surface and hiding the light source. Different levels of lighting should occur at focus or gathering points to provide destinations along pedestrian walkways.
 - Parking lot: .60 -1 foot candle
 - Enclosed parking garages for common use: 3 foot candles
- b. Provide lighting for walkways and sidewalks through building mounted lights, canopy or awning mounted lights, and display windows. Building-mounted light fixtures are encouraged to give visual variety and provide interest. It is acceptable to use the building mounted light as a piece of visual artwork unto itself. Care should be taken to prevent as much direct glare as possible from the light source. Canopies or awning-mounted lights are not to illuminate a glowing canopy. Canopies and awning lights should be directed onto walking surfaces, on the building façades or directed up under the canopy. Window display ambient light can spill onto the walkways and sidewalk.
- c. Provide parking lot light fixtures that are non-glare. Lower level lighting fixtures in a design that is coordinated with the architecture of the building are preferred. Lights up to 20' in height may be used for safety and security when needed. However, the light source shall not be seen beyond an approximate 20-degree angle from the light fixture itself.
- d. Prohibit flood illumination of building facades. Some directed façade lighting maybe appropriate when coordinated with the design theme of the building.

21. Signs

Objectives

- To encourage the use of creative, well-crafted signs that will contribute to the character of the district while providing adequate identification for buildings and tenants.

Discussion

Kirkland's Zoning Code regulates signs throughout the city in order to create a high-quality urban environment. The type and design of a sign will vary, depending on if it is geared toward the passing motorist, pedestrians or a commercial center. Signs should be an integral part of a building's façade or site design. The location, architectural style, and mounting of signs should conform to a building's architecture and not cover up or conflict with its prominent architectural features. A sign's design and mounting should be appropriate for the setting.

Guidelines

- a. Provide pedestrian oriented signs on all commercial facades where adjacent to a sidewalk or walkway. This includes signs located within 15' of the ground plane, such as "blade" signs which hang below canopies. Small signs located on canopies or awnings are also effective along building facades at the street. Sculpted signs and signs that incorporate artwork add interest.
- b. Prohibit internally lit cabinet signs. Neon signs are appropriate when integrated with the building's architecture.
- c. For ground mounted signs provide substantial sign bases in proportion to the sign face and install low level landscaping around the sign base.
- d. Use mounting supports for signs that reflect the materials and design character of the building or site elements or both. Too much variety, too much uniformity though unified by common design elements, signs can still express the individual character of businesses.
- e. Provide master sign plans for larger commercial centers to combine signage for the whole complex that describes the general location for signs, complements the architectural design of the center and signs oriented to automobile traffic.

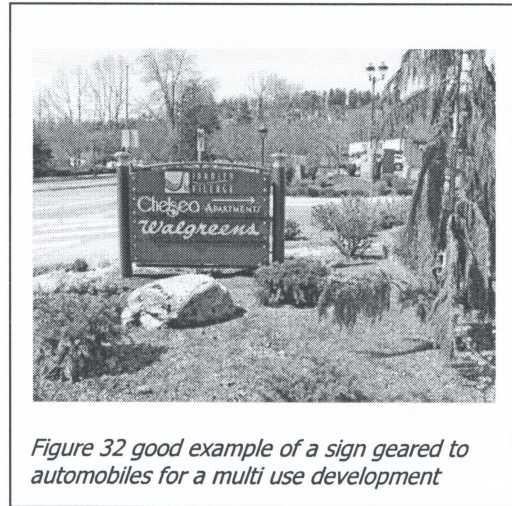


Figure 32 good example of a sign geared to automobiles for a multi use development

22.28.040 Lots—Lot averaging.

In multiple lot subdivisions not located in an RSA or PLA 3C zone and not subject to Section 22.28.030, the minimum lot area shall be deemed to have been met if the average lot area is not less than the minimum lot area required of the zoning district in which the property is located as identified on the zoning map. Under this provision, either:

(a) Not more than twenty percent of the number of lots in a subdivision and one of the lots in a short plat may contain an area less than the prescribed minimum for this zoning district. In no case shall any lots be created which contain an area more than ten percent less than the prescribed minimum for this zoning district; or

(b) Up to seventy-five percent of the number of lots in a subdivision or short plat may contain an area less than the prescribed minimum for this zoning district if the lots which would be created contain an area no more than five percent less than prescribed.

These smaller lots shall be located so as to have the least impact on surrounding properties and public rights-of-way.

Using process IIA, Chapter 150 of Title 23 of this code, and the applicable sections of Chapter 22.12 or 22.20 of this title, additional lot averaging may be achieved. Through process IIA, not more than thirty percent of the number of lots in a subdivision, and two of the lots in a short plat, may contain an area less than the prescribed minimum for this zoning district as long as the average lot area is not less than the minimum lot area required for the zoning district in which the property is located as identified on the zoning map. In no case shall any lots be created through this process which contain an area more than fifteen percent less than the prescribed minimum for this zoning district. The smaller lots shall be located so as to have the least impact on surrounding properties and public rights-of-way. In addition, the plat or short plat must meet the following criteria:

(1) The averaging is necessary because of special circumstances regarding the size, shape, topography, or location of the subject property, or the location of a preexisting improvement on that subject property; and

(2) The averaging will not be materially detrimental to the property or improvements in the area of the subject property or to the city in part or as a whole; and

(3) Existing significant trees and vegetation will be preserved where feasible to buffer the adjacent properties from the smaller lots in the subject subdivision.

Additional lot averaging may only be addressed and obtained through the provisions of Chapter 125, Planned Unit Development, of Title 23 of this code and the applicable sections of Chapter 22.12 or 22.20 of this title. (Ord. 4196 § 2 (Exh. B) (part), 2010: Ord. 4011 § 2, 2005: Ord. 3705 § 2 (part), 1999)

22.28.042 Lots—Small lot single-family.

In the Market, ~~and~~ Norkirk and Lakeview (except for lots located in the PLA 3C zone and RS 12.5 zone) neighborhoods, as defined in the comprehensive plan, for those subdivisions not subject to the lot size flexibility provisions of Sections 22.28.030 and 22.28.040 and historic preservation provisions of Section 22.28.048, the minimum lot area shall be deemed to be met if at least one-half of the lots created contain no less than the minimum lot size required in the zoning district in which the property is located. The remaining lots may contain less than the minimum required lot size; provided, that such lots meet the following standards:

- (a) Within the RS 6.3 and RS 7.2 zones, the lots shall be at least five thousand square feet.
- (b) Within the RS 8.5 zone, the lots shall be at least six thousand square feet.
- (c) The portion of any flag lot that is less than thirty feet wide, and used for driveway access to the buildable portion of the lot may not be counted in the lot area.
- (d) The floor area ratio (FAR) shall not exceed thirty percent of lot size; provided, that FAR may be increased up to thirty-five percent of the lot size if the following criteria are met:
 - (1) The primary roof form of all structures on the site is peaked, with a minimum pitch of four feet vertical to twelve feet horizontal; and
 - (2) All structures are set back from side property lines by at least seven and one-half feet.
- (e) The FAR restriction shall be recorded on the face of the plat.
- (f) Accessory dwelling units are prohibited. This restriction shall be recorded on the face of the plat. (Ord. 4102 § 1(A), 2007)

PUBLICATION SUMMARY
OF ORDINANCE NO. O-4332

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO PLANNING AND LAND USE AND AMENDING PORTIONS OF KIRKLAND MUNICIPAL CODE CHAPTER 22.28 RELATING TO SUBDIVISIONS AND CHAPTER 3.30 RELATING TO YARROW BAY BUSINESS DISTRICT DESIGN GUIDELINES AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON07-00032.

Section 1. Amends the following specific portions of the Municipal Code:

Section 3.30.040 Design Guidelines adopted by reference.
Section 22.28.040, Lots – Lot averaging in reference to PLA 3C;
Section 22.28.042 – Lots – Small lot single-family to include the Lakeview Neighborhood except lots located in the PLA 3C and RS 12.5 zones;

Section 2. Provides a severability clause for the ordinance.

Section 3. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017 and establishes the effective date as January 1, 2012, which will be more than five days after publication of summary.

Section 4. Establishes certification by City Clerk and notification of 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 15th day of November, 2011.

I certify that the foregoing is a summary of Ordinance O-4332 approved by the Kirkland City Council for summary publication.



City Clerk