

Design Guidelines

For Totem Lake Business District



The Bower Apartments



The Village at Totem Lake open space



Jade Residences



The Totem Lake Connector Bridge



Adopted by the Kirkland City Council pursuant to Kirkland Municipal Code Section 3.30.040, Ordinance 4678 September 1, 2020

Attest:

Penny Sweet,
Mayor

Adam Weinstein,
AICP, Director,
Kirkland Department of
Planning & Building

Design Guidelines for Totem Lake Business District

Table of Contents

Introduction	1
Urban Design Goals	1
Design Vision for Totem Lake Business District	1
Design Concept for the Totem Lake Business District	2
Vision for District TL 5	3
Vision for District TL 6A	5
Vision for District TL 6B	5
Vision for TL 7	7
Vision for TL 10A and TL 10B	7
Vision for TL 10D and TL 10E	8
Vision for Kingsgate Park and Ride TOD in PR 1.8 Zone	9
Vision for Large-Site Development	9
Vision for Landscaped Boulevard, the Totem Lake “Circulator”	10
Design Guidelines	10
1. Entry Gateway Features	11
2. Street Trees	12
3. Street Corners	13
4. Pedestrian-Friendly Building Fronts	15
5. Building Location and Orientation	16
6. Sidewalk and Pathway Widths	17
7. Pedestrian Coverings	19
8. Blank Walls	20
9. Lighting	21
10. Pedestrian Amenities	22
11. Interior Pedestrian Connections	24
12. Pedestrian Plazas	26
13. Residential Open Space	27
14. Parking Lots and Vehicular Circulation	29
15. Parking Garages	30
16. Architectural Style	31
17. Architectural Scale	31
18. Human Scale	33
19. Building Details and Materials	34
20. Signs	35
21. Service Areas	36
22. Visual Quality of Landscapes	36
23. Territorial Views	37

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 Board Review (DBR) process for development in the Totem Lake Business District. The Totem Lake Business District encompasses the Business District Core and the adjacent land within the district's boundaries. Design Guidelines governing development in the Business District Core are contained in the document titled, Design Guidelines for Pedestrian-Oriented Business Districts, Section 3.30.040 of the Municipal Code.

Other documents that should be referred to during design review are the Totem Lake Business District Plan goals and policies contained in the Comprehensive Plan, the Totem Lake (TL), Office Zones (PO and PR including PR 1.8 Transit Oriented Development Zone) Use Zone Charts found in the Kirkland Zoning Code, and the Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan, approved by the Kirkland City Council on May 15, 2018.

For Administrative Design Review (ADR), the Planning Official will use these guidelines when necessary to interpret the Design Regulations. They are also intended to assist project applicants and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

The Design Guidelines do not set a particular style of architecture or design theme. They 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

Urban design goals and objectives for the desired future development of the area were adopted in 2015 as part of the Totem Lake Business District Plan. The Totem Lake Business District is comprised of distinct areas separated by major transportation corridors such as I-405, NE 124th Street. Urban design policies seek to establish visual and non-motorized connections between these areas, create effective transitions within and around the district, and provide a collective identity for Totem Lake.

Totem Lake Business District Plan Urban Design Goals TL 21-TL-25

- **Goal TL-21:** Ensure that public and private development contributes to a coherent and attractive identity for the business district.
- **Goal TL-22:** Develop gateway features that strengthen the character and identity of the Business District.
- **Goal TL-23:** Develop a new landscaped boulevard, or "Circulator" that provides a green visual connection between the subareas of the business district through enhanced landscape and public amenities.
- **Goal TL-24:** Provide interconnected streetscape improvements throughout the business district that contribute to a sense of neighborhood identity and enhance visual quality.
- **Goal TL-25:** Provide effective transitions between the light industrial, commercial and higher density multifamily uses in the business district and single-family residential areas surrounding the district.

Design Vision for Totem Lake Business District

The Totem Lake Business District will continue to evolve into an attractive urban center – as a dense, compact community, with a mix of business, commercial and residential uses and a high level of transit and pedestrian activity. Outside of the Business District Core, the Plan for the Totem Lake Business District envisions new connections between areas separated by built features such as I-405 and building design that promotes a sense of community identity and continuity throughout the district.

The rich mix of uses in Totem Lake is accompanied by enhanced mobility within the district. Efficient vehicular capacity occurs through infrastructure investment and an expanded bicycle and pedestrian network provides additional opportunities for pedestrian-oriented development and placemaking. Local transit connections, an extensive non-motorized network and a local boulevard system will all combine to complement and support the regional system.

The Plan envisions an attractive and economically strong district in Totem Lake. It acknowledges the challenges to the creation of a single community identity posed by the area's natural and built elements that split the district into four fairly distinct quadrants. Totem Lake is the City's only neighborhood bisected by Interstate-405. Nevertheless, the use of design measures that address important elements of design will move the district forward into a cohesive and coherent community. Key design issues to be addressed include human and architectural scale, breaking up of building mass, attention to building detail and appropriate building orientation. The identity and appeal of Totem Lake will be strengthened through the establishment of continuous and interconnected walking and biking networks; improvements in the public realm, including publicly accessible spaces along the frontage of new development and in public gathering spaces within the right of way; gateway enhancements; public art; and streetscapes with coordinated street lights, sidewalk design, landscaping and street furniture. Implementation of the Circulator street concept to connect subareas of the district, combined with the reduction of block sizes achieved through new streets oriented to local traffic and new through block connections, will improve circulation and simplify wayfinding for visitors.

Several areas within the district present unique opportunities for development. The Planning Concept Map (Figure 1) illustrates where these opportunities exist. Further discussion in this section presents the desired vision for each of these areas, as well as for the landscaped boulevard or "Circulator", that should tie the district together.

Design Concept for the Totem Lake Business District

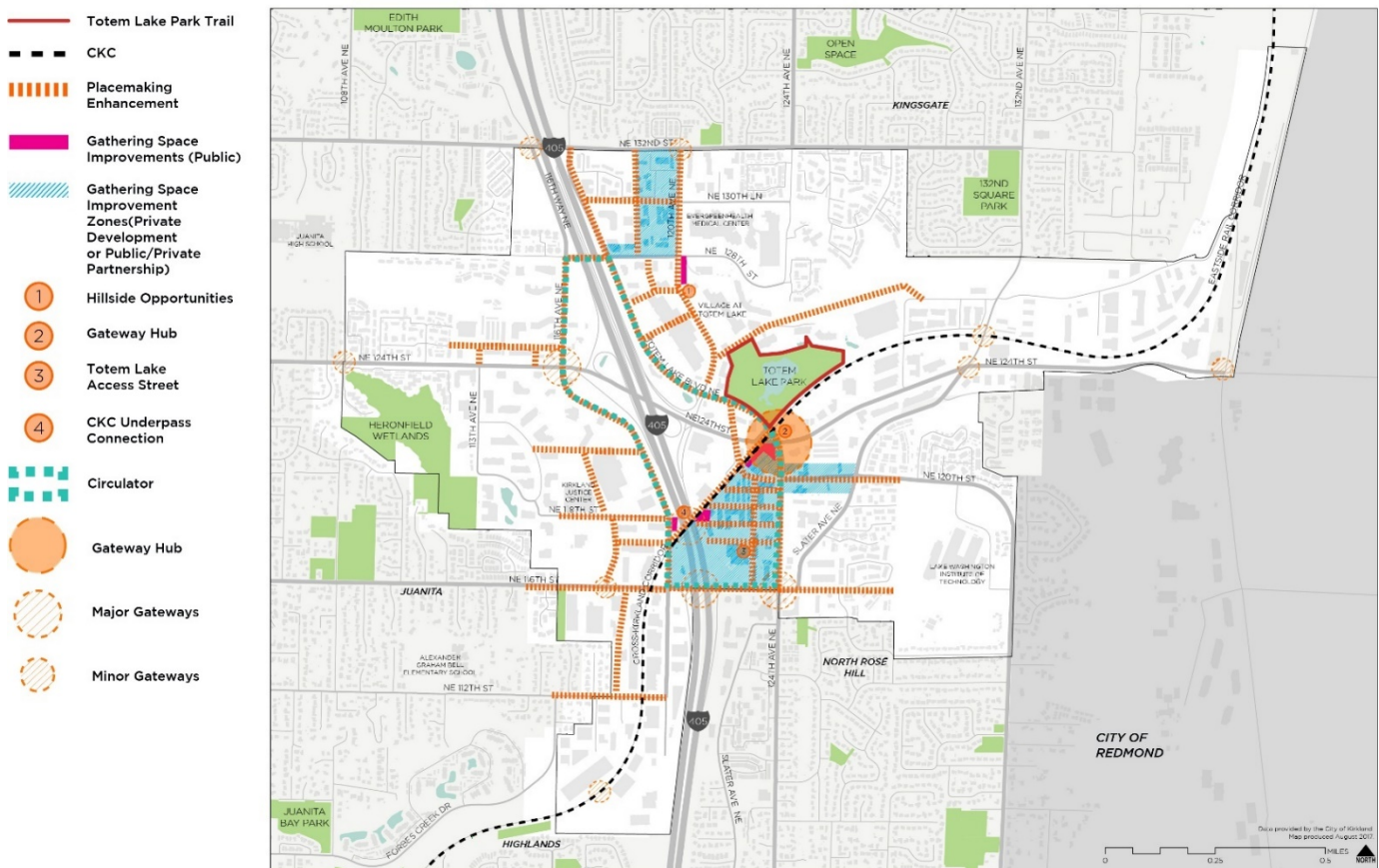


Figure 1. Design Concept for the Totem Lake Business District.

Vision for District TL 5

The Totem Lake Plan envisions the TL5 zone as a lively mixed-use district. The potential for land assembly in the district, as well as its location adjacent to the freeway and Cross Kirkland Corridor (CKC) create an opportunity for substantial redevelopment. The western portion of the site is situated at an elevation somewhat lower than the freeway, enabling greater building heights with minimal impacts on surrounding development. The district's frontage along the CKC brings recreation and commuter users to the area, opportunities for connectivity to areas to the west, and provides opportunities for public gathering spaces.

The Plan envisions the expansion of the network of local access roads within the district and designates through-block pathways connecting the new north/south street to the east and west. Vehicular, pedestrian and bicycle access to properties within and beyond the district would be improved, and reliance on major arterial routes would be reduced.

This network would be the foundation for an attractive

grid of streets, wide sidewalks, and a supporting combination of commercial, office, and residential uses. The focal point of the village will be the spine of 123rd Avenue NE – extending from NE 116th Street over the CKC to NE 124th Street. Much of the road would resemble a “main street” with its storefronts, street trees, wide sidewalks, and on-street parking.

124th Avenue NE would be upgraded with wide sidewalks, protected bicycle facilities, landscaping and wayfinding elements. Building frontages along 124th Avenue NE will be important, but the street will also be defined by landscaping, lighting and wider sidewalks. Driveways would be consolidated and coordinated with the internal street grid and properties on the east side of 124th Avenue NE. Storefronts would be clustered around major entry points to the development providing a welcoming entry. Also, building design and landscaping at the southeast corner of the village are important, as they will function as a major gateway to the village.

Parking would be provided in strategically located surface parking lots and within structures above, below, or behind commercial uses. Parking areas located adjacent to surrounding arterials would feature landscaping and other design features to maintain visual continuity along the street. Parking structures would either contain commercial uses at ground level or a combination of landscaping and architectural elements enhance the pedestrian environment.

Taller residential or office buildings in the area bordering I-405 would create a striking skyline for the village. While the buildings may stand out from other village structures, they would be configured in a way that complements the village. Easy pedestrian connections, landscaping, and common streetscape features link the structures to the village's diversity of commercial uses and amenities. As in other mixed-use areas within the business district, developments will have publicly accessible spaces at their primary frontage, which contribute to the character and pedestrian-oriented quality of the area. These public spaces will be enhanced through including public art, water features, and distinctive landscaping that will lend a civic quality to the spaces and create opportunities for both passive and interactive elements.

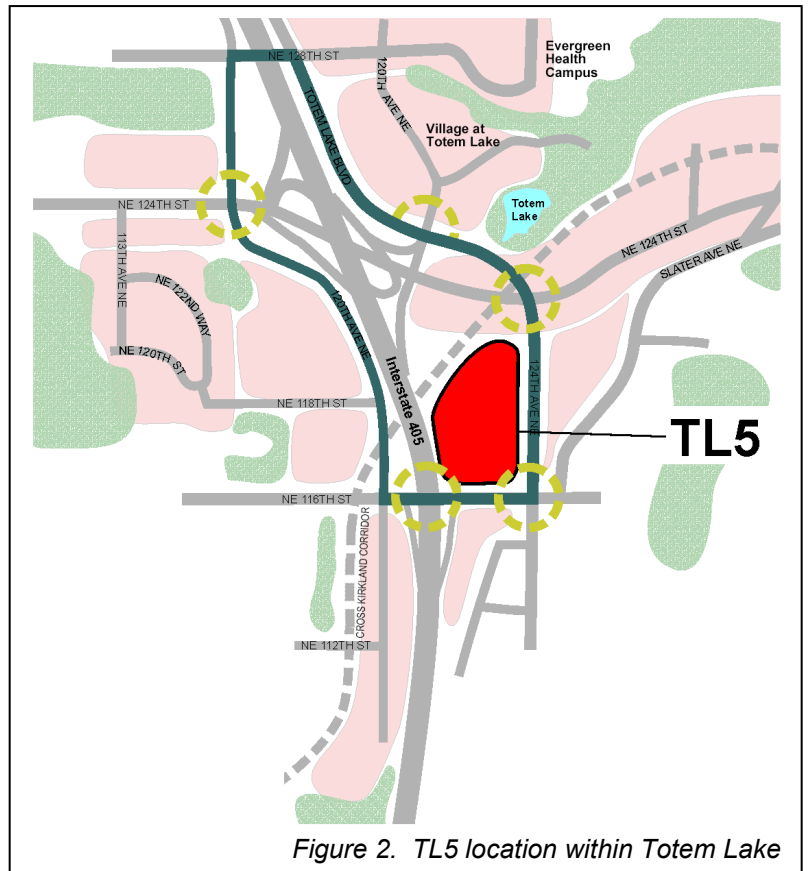


Figure 3. Design concept for TL5.

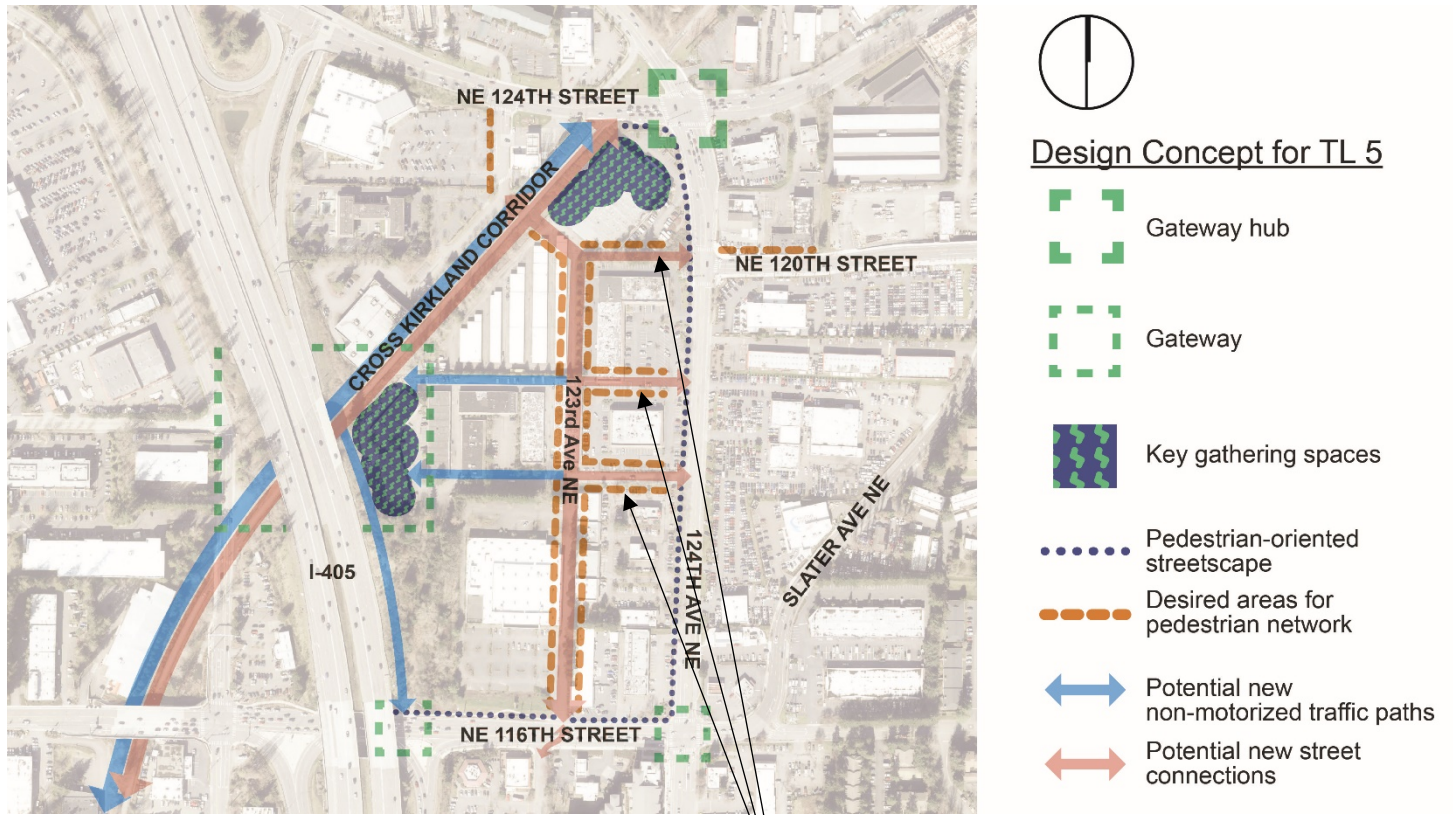
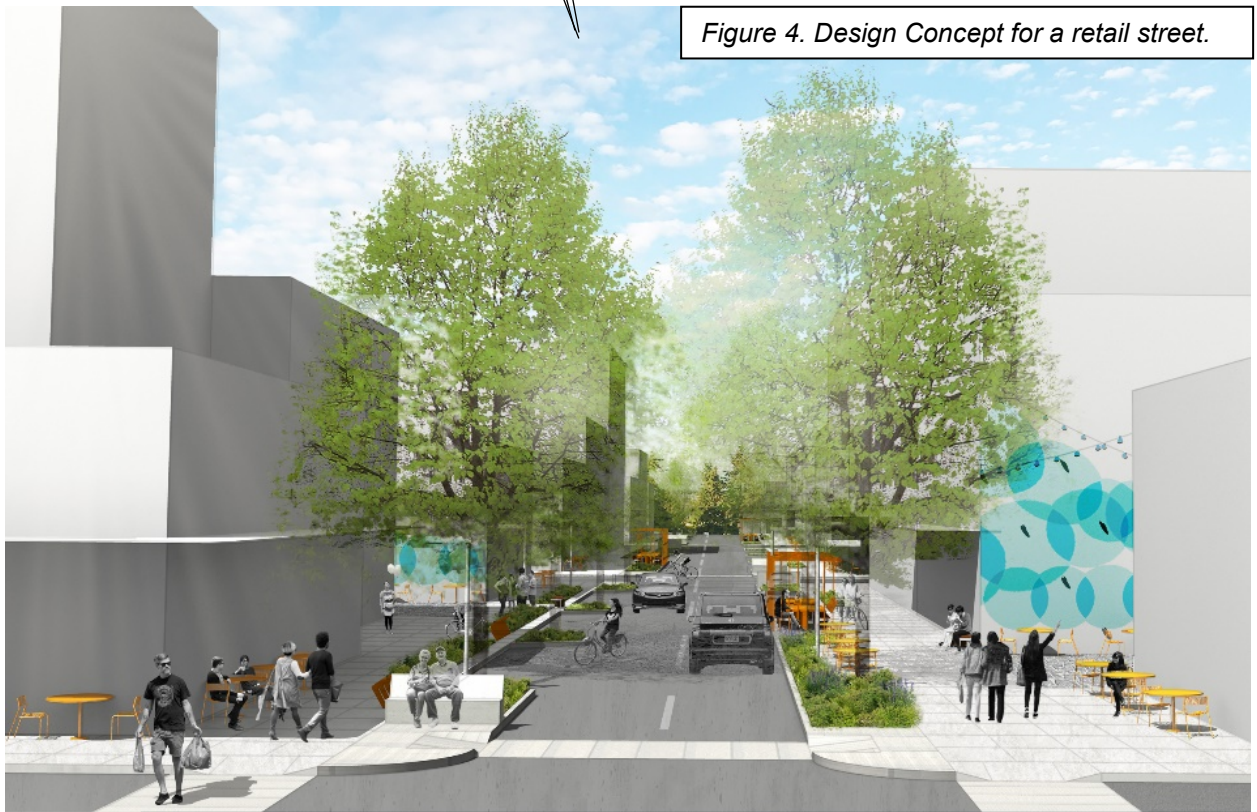


Figure 4. Design Concept for a retail street.



Vision for District TL 6A

The TL6A district, located at the eastern edge of the Totem Lake Business District, would feature an attractive mix of commercial uses along 124th Avenue NE and NE 124th Street, developed with terraced multifamily or office uses on uphill sites towards Slater Avenue NE. NE 120th Street provides a convenient east-west connection, linking the Lake Washington Institute of Technology and residential neighborhood to the east to the core of the business district. Developments along NE 120th Street will provide publicly accessible spaces along their primary frontage, enhancing the streetscape for pedestrians. 124th Avenue NE will be significantly upgraded, with wide sidewalks, protected bicycle facilities, landscaping and wayfinding elements.

Auto dealers may remain clustered along both 124th Avenue NE and NE 124th Street. Adjacent to the dealerships, attractive landscaping strips along the sidewalks with seasonal plantings and low-level signage will be provided. While some surface parking areas may remain on the lots, many of the dealers will incorporate some structured parking to accommodate their vehicular stock. Other sites along 124th Avenue NE and NE 124th Street will retain a mix of commercial uses.

In areas where significant elevation change exists from the east to west, Individual buildings will be able to stairstep down the hillside, following the natural earth form and creating a dramatic visual setting. The topography also allows parking areas to be hidden under buildings. Buildings can be designed to cluster around courtyards and useable open spaces. A system of pathways will connect buildings within the district to the surrounding streets and to adjacent properties in some areas.

Vision for District TL 6B

Located in the northwest quadrant of the District, TL 6B can become a key mixed-use village in the Totem Lake Business District. The zone will contain an attractive grid of through-block pathways with wide sidewalks and storefronts.

The village will have one or more gathering spaces surrounded by commercial uses with residential and/or office uses on upper floors. Residential uses will be clustered at the north end of the site to take advantage of the greenbelt setting. A loop trail will be developed around this greenbelt, providing a tremendous amenity for the area.

The surrounding arterials (NE 124th St and 116th Ave. NE) will be upgraded with wider sidewalks and bicycle facilities, new landscaping and lighting, and landscaped medians. Existing landscaping along NE 124th Street should be retained and enhanced. The connected system of internal streets and pathways will allow the development to focus most vehicular traffic to one major entry point

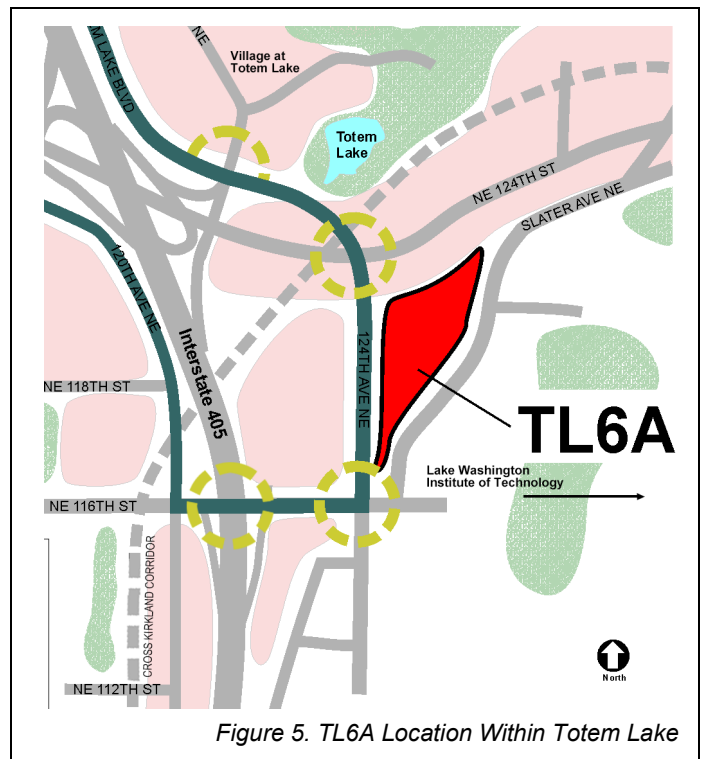


Figure 5. TL6A Location Within Totem Lake

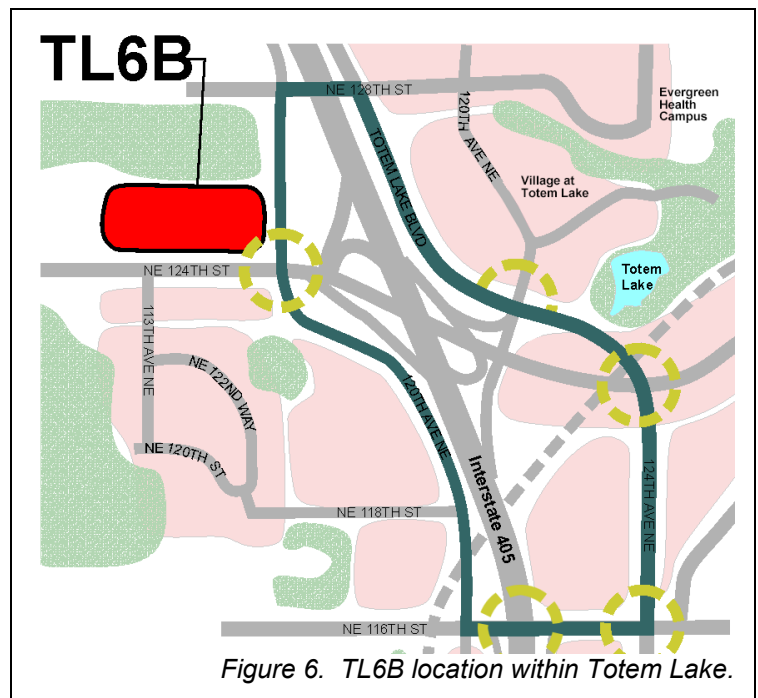


Figure 6. TL6B location within Totem Lake.

off of each arterial. The pedestrian environment will be substantially upgraded through the consolidation of vehicle access points, and the orientation of buildings to sidewalks and pathways. While many of the large, older street trees will have been retained along NE 124th Street, a colorful mix of low maintenance plantings will be added to upgrade the visual character and identity of the corridor. Gateway signage and special landscaping at the NE 124th St and 116th Ave NE intersection will announce the entry into the village.

Parking will be provided in strategically located parking lots and within structures above, below, or behind commercial uses. Parking areas located along the perimeter of the district will provide landscaping and other design features to maintain visual continuity along the street. Parking structures will contain either commercial uses at ground level or a combination of landscaping and architectural elements to enhance the pedestrian environment.

Village buildings will use a variety of materials and colors and modulated walls and rooflines to reduce their architectural scale. Ground-floor commercial uses will contain attractive details that provide interest at a pedestrian scale. Residential uses will provide prominent building entries, be served by pedestrian connections to shops and/or commercial uses within the development and to nearby streets and be designed to take advantage of the natural area to the north as an amenity for residents.



Design Concept for TL 6B








-  Potential space for gateway
-  Potential areas for landscape buffers
-  Desired areas for pedestrian network
-  Desired area for recreational trail
-  Potential new non-motorized traffic paths
-  Potential new street connections
-  Create a pedestrian focal point for the development (location to be determined)

Figure 7. TL 6B Village Design Concept.

Vision for TL 7

Located at the eastern edge of the Gateway Hub, just southeast of the lake itself, the TL 7A subarea lies between the NE 124th Street arterial and the CKC. The Totem Lake gateway hub includes the westernmost tip of the zone. Site design in this area responds to its prominence at the north end of the CKC Connector overpass as a major route for bicycle and pedestrian commuters and recreational users and development includes pedestrian connections from NE 124th Street to the CKC.

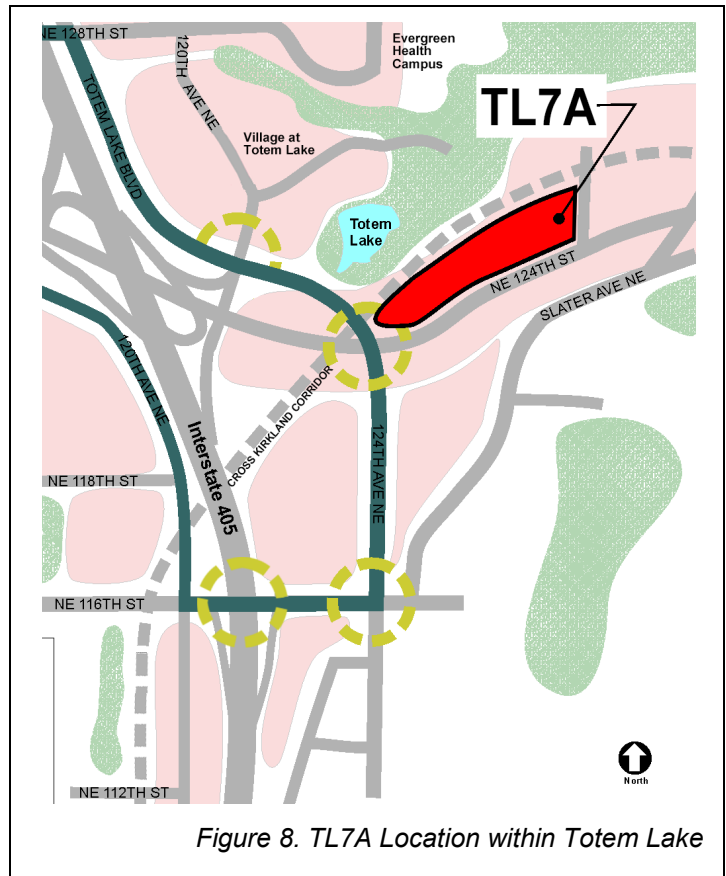


Figure 8. TL7A Location within Totem Lake

Vision for TL 10A and TL 10B

The I-405 Corporate Center in TL 10A is a business park that serves as a model of coordinated efforts in signage and building design for the areas in transition to the south. New development in the area will continue to complement existing structures.

District TL 10B to the south provides the link between the established Corporate Center and the evolving office park area in TL 10D and TL 10E to the south. Development in this partially wooded area provides a mix of housing and office uses. The topography and vegetation in the area enable taller residential buildings to be well situated to avoid impacts to the residential areas to the west, while providing a significant housing resource for the business district and the city.

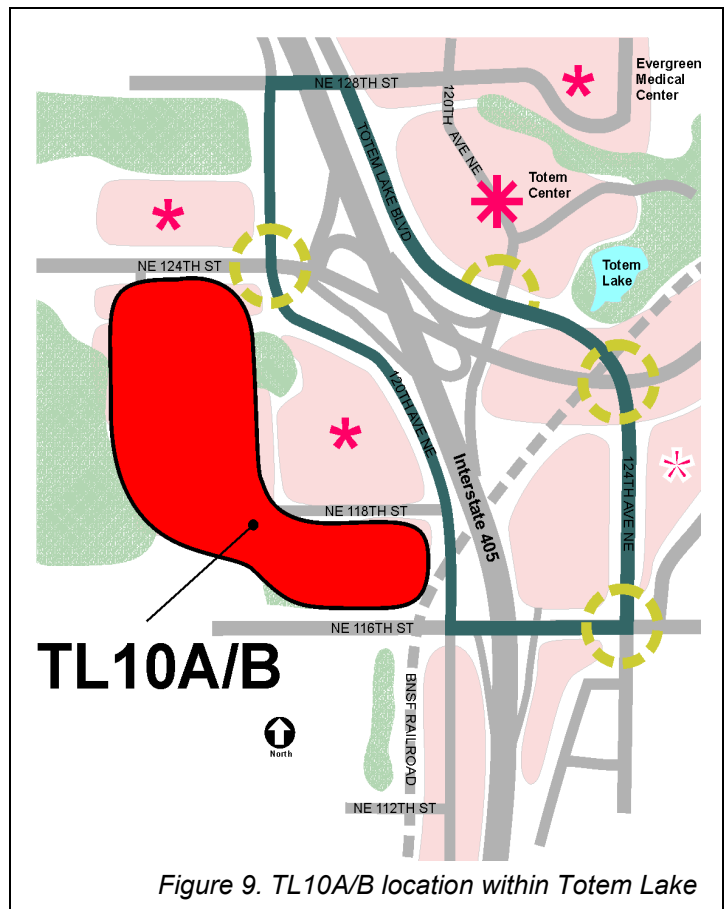


Figure 9. TL10A/B location within Totem Lake

Vision for TL 10D and TL 10E

Visibility and proximity to I-405, as well as the land's elevation below the freeway to the east and the residential areas to the west, provide for substantial redevelopment opportunities throughout these districts. As uses in the area convert from manufacturing and light industrial to office, high-tech and residential (within the western perimeter of TL 10D), development in the area can begin to create a more cohesive and distinct visual image. Supportive service and retail uses will add to the area's appeal for workers and residents and reduce the need for travel outside the district.

Taller buildings can be accommodated here with minimal visual impacts to territorial views from the freeway. Consideration of elements that produce distinctive roof forms and minimize mass at upper levels will contribute to a skyline that is visually interesting.

A gateway to the Totem Lake Business District is located at the south end of the area, along the CKC. The CKC runs through the area providing opportunities for non-motorized transportation and public open space for employees and residents. Building design along the corridor should be sensitive to and benefit from the corridor's use as a transportation corridor for commuters and recreational users. Design should acknowledge the high visibility of buildings in this area and incorporate measures to address parking garages, blank walls and pedestrian access between the CKC and adjacent structures.

Common streetscape elements aimed at the creation of a pleasant pedestrian-oriented environment will be very important in this area. An enhanced grid of major pedestrian sidewalks will contribute to the pedestrian experience throughout the district.

A successful residential community within the western portion of the area (TL 10D) will provide close-in housing for Totem Lake employees and add evening activity to the district. The CKC and attractive walkways to connect residents within TL 10D to points east and north will be important to ensure the success of the mix of uses throughout the area.

Support for shared and coordinated signage throughout the district will help to minimize visual clutter and contribute to the visual identity of the area.

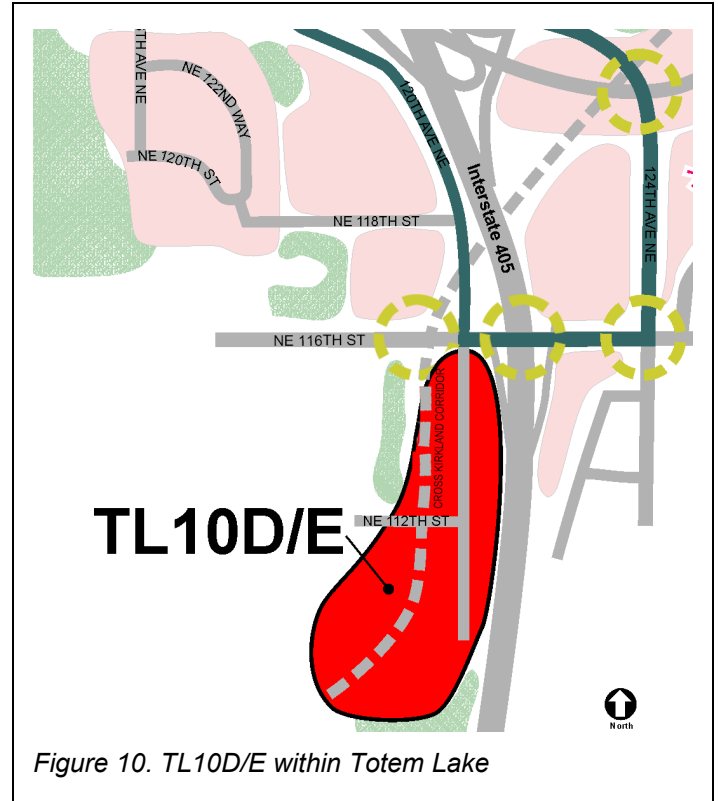


Figure 10. TL10D/E within Totem Lake

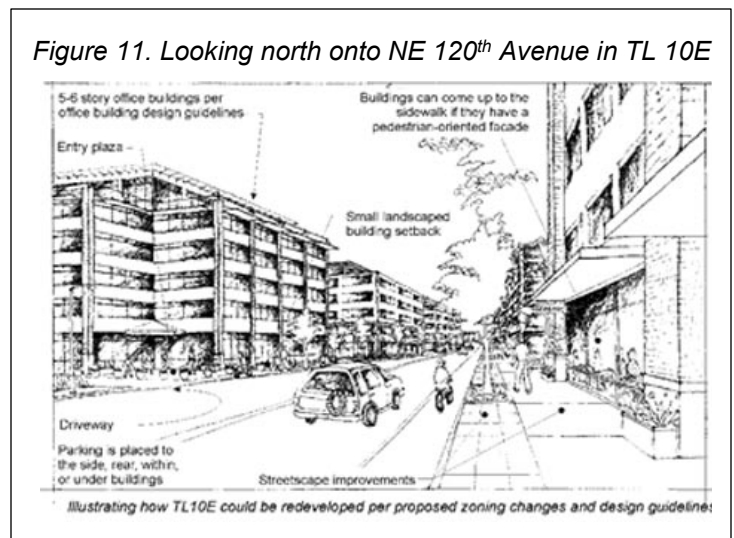


Figure 11. Looking north onto NE 120th Avenue in TL 10E

Vision for Kingsgate Park and Ride TOD in PR 1.8 Zone

The Kingsgate Park and Ride is envisioned to transform from a surface parking lot into a multi-story, transit-oriented development (TOD).

The location is ideal for a TOD. Sound Transit, WSDOT, King County Metro and the City of Kirkland are making significant investments in mobility improvements including the inline Bus Rapid Transit (BRT) station on I-405, new freeway ramps at I-405/NE 132nd Street, and two round-abouts at the intersection of NE 132nd Street/116th Way NE. These facilities will provide easy vehicle and transit access to the TOD and a new bike lane on 116th Way NE. The TOD is within walking distance to these transit facilities including the Totem Lake Transit center, to employment, Evergreen Medical Center, and to shops and services at the Village at Totem Lake.

The TOD redevelopment should occur within the context of an approved master plan for the entire subject property that integrates a new residential community with an expanded transit hub. On the south portion of the property will be a stand-alone public parking garage(s) to increase the number of parking stalls for park and ride transit users. The remainder

of the site to the north will be developed as a transit-oriented development (TOD) residential community with affordable and market rate housing and opportunities for commercial uses to support transit users and residents. Transit stops in the site could relocate from the current on-site park and ride lot to the curbside of 116th Way NE.

Key design objectives for the master plan include creating an attractive site and building complex where the public transit garages, transit facilities and TOD buildings relate to each other on the site, in context with the surrounding streets and high visibility from the freeway. Preserving and enhancing the existing mature tree lined buffers along the south and west property lines will help mitigate the visual impacts of parking garages and TOD from the adjacent residential uses.

Shared internal vehicular and pedestrian circulation with pedestrian linkages to adjacent streets, transit facilities, building entrances, and within parking areas will be important functions of the site. The gateway designated at the northeast corner of the site should be designed to provide an attractive, welcoming entrance to the Totem Lake Business District. The site should incorporate attractive open space and plazas for residents and transit users.

Providing the appropriate building mass and scale are important in three areas of the site. At the gateway corner, how buildings are oriented, setback from, and visible from the intersection of NE 132nd Street and 116th Way NE, avoiding long, unbroken facades along 116th Way NE by using techniques to break up mass of larger buildings to provide the perception of smaller buildings and design treatments along the west side of buildings adjacent to the residential area to the west.

Vision for Large-Site Development

Larger sites within the Totem Lake Business District present opportunities for master planning to provide coordinated development. Within TL 4B for example, a vibrant mixed-use center could be created, combining retail, office and residential uses. While parcels in this area and others in the business district can provide an attractive face along the major traffic corridors including the Totem Lake Circulator, many are large enough to provide their own interior vehicular and pedestrian pathways, as well as gathering areas for pedestrians. These may include a plaza area surrounded by shops, or wide sidewalk areas along an interior access street.

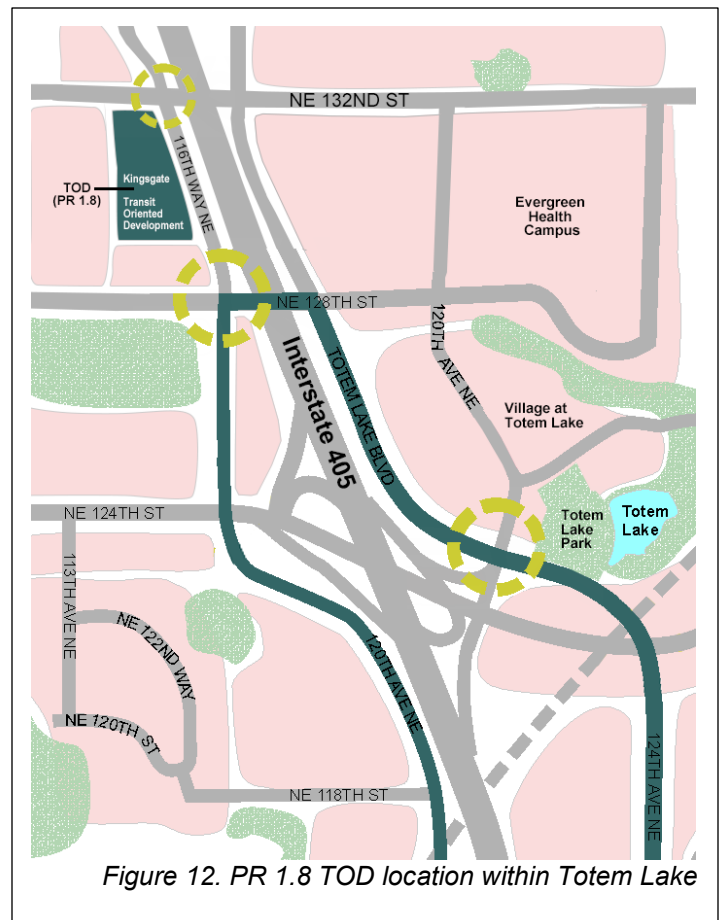


Figure 12. PR 1.8 TOD location within Totem Lake

Vision for Landscaped Boulevard, the Totem Lake “Circulator”

The Totem Lake Business District Plan envisions the creation of a landscaped boulevard that links the four quadrants of the business district with a recognizable character. Improvements including landscaping and public amenities will be provided by both public and private development to ensure a cohesive streetscape experience. The boulevard will provide a hospitable environment for pedestrians, bicyclists and drivers through reducing scale, providing shade and seasonal interest and reducing noise levels. Improvements may include widened and meandering planting areas, continuous and clustered tree plantings and shrubbery, and plantings varying in seasonal color, texture and shape. Other elements, such as lighting, directional signs, benches, varying pavement texture, bike racks, transit shelters, interactive elements, public art and water features will further enhance the route and experience.

The boulevard will not only visually connect the district’s separate areas but will also help local circulation. In most areas, existing rights-of-way can be used to create the boulevard. In others, dedication may be necessary to provide the necessary improvements and amenities.

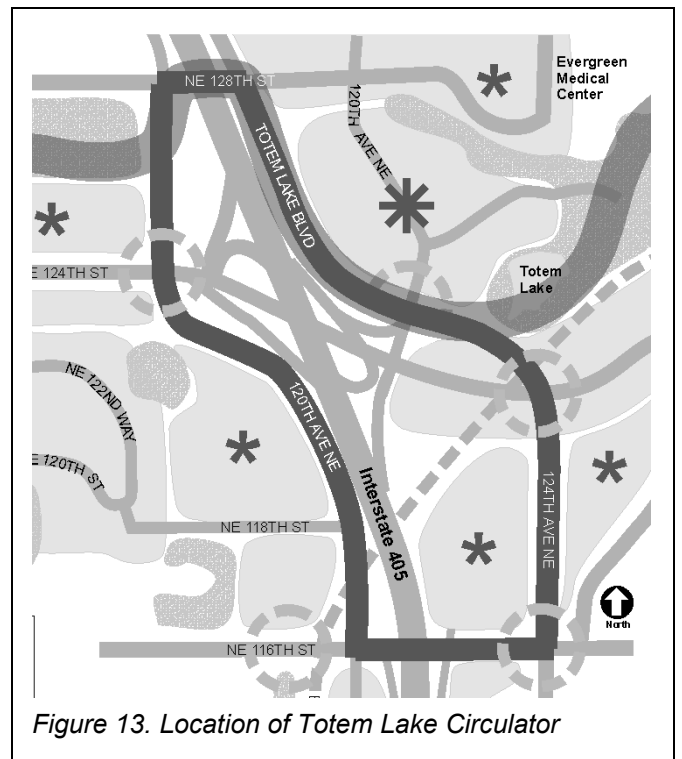


Figure 13. Location of Totem Lake Circulator

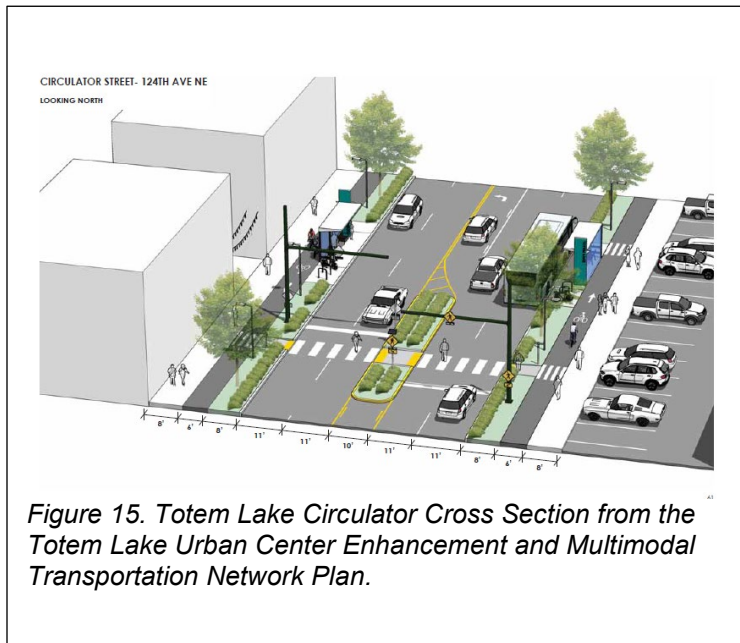


Figure 15. Totem Lake Circulator Cross Section from the Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan.



Figure 14. Colorful streetscape plantings can strengthen the character and identity of the Totem Lake area.

Design Guidelines

The following design guidelines for the Totem Lake Business District (TLBD), outside of the Business District Core (BDC), are intended to help guide the future development of the district toward the future vision described in the Totem Lake Business District Plan and elsewhere in this document. These guidelines include both district-wide measures and unique measures specific to individual districts or sites within Totem Lake.

Improvements to streets, parks and the development of new public facilities will create a dynamic setting for civic activities and private development.

1. Entry Gateway Features

The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts.

Objectives

- To enhance the character and identity of the Totem Lake Business District.

Guideline

Incorporate entry gateway features in new development in the vicinity of gateways/nodal intersections identified in the Concept Map (Figure 1). Gateway features should incorporate design elements associated with or desired in the district,

depending on available space. Gateway features should include some or all of the following:

- Distinctive landscaping, including suggested common landscaping elements from the City's Urban Forester.
- Artwork (e.g. vertical sculpture incorporating historical information about Totem Lake).
- A gateway sign with the City logo.
- Multicolored masonry forming a base for an entry sign.
- Decorative lighting elements.
- Elements identified to be provided at gateways to support wayfinding in the business district including the Totem Lake icon and other design elements described in the Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan.

Special Consideration for TOD in PR 1.8 zone

In addition to the above guidelines, the gateway design at the northeast corner of the site at NE 132nd Street/116th Way NE intersection should provide:

- Hardscape and vegetation materials to create colorful and attractive open spaces.
- Wayfinding signage directing visitors to locations in the Totem Lake Business District.
- Modulation and building forms that emphasize the transition from residential neighborhoods to the north to the Business District. Design techniques should be used to decrease building mass at the corner to reduce overpowering pedestrians at street level, the closeness of residential development to the intersection and visibility of buildings from the freeway.
- Change in materials, colors, and building forms.



Figure 16. A desirable entry gateway feature

2. Street Trees

Objectives

- To upgrade the character and identity of the Totem Lake Business District.
- To enhance the pedestrian environment on the Totem Lake Business District.
- To use trees that provide seasonal interest.
- To use trees appropriate to the urban environment of the Totem Lake Business District.

Discussion

The repetition of trees bordering streets, internal roadways, and pathways can unify a community's landscape. Trees can add color, texture, and form to the urban environment. A strong street tree planting scheme can establish community identity and provide a respite from the weather and the built environment.

Guidelines

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

Special Consideration for TOD in PR 1.8 zone:

- a. Along 116th Way NE, add large tree species and evergreens to buffer residential uses from the major intersection and freeway.



Figure 17. Provide street trees along all streets and internal access roads

3. Street Corners

Objectives

- To enhance the appearance of highly visible locations.
- To upgrade the character and identity of the Totem Lake Business District and its individual districts.
- To enhance pedestrian access and safety.

Discussion

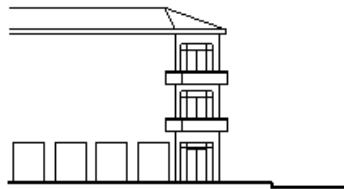
Street corners, especially along arterial corridors, provide special opportunities for visual punctuation and an enhanced pedestrian environment. Buildings on corner sites that incorporate architectural design elements create visual interest for the pedestrian and provide a sense of human proportion and scale.

Guidelines

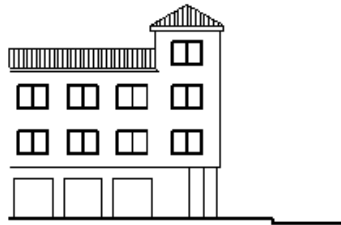
- a. Encourage design treatments that emphasize street corners through the use of building location and design, plaza spaces, landscaping, distinctive architectural features, and/or signage. Street corners can be an excellent location for plazas, particularly where adjacent storefronts and building entries are provided. In auto-oriented areas, landscaping elements on street corners can enhance the character of the area and visual relief from pavement areas. Such landscaping elements should incorporate a variety of plant types and textures that add seasonal interest.
- b. Encourage all buildings located at or near street corner to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale. This could include a raised roofline, turret, corner balconies, bay windows, special awning or canopy design, and/or distinctive use of building materials (see the following examples).



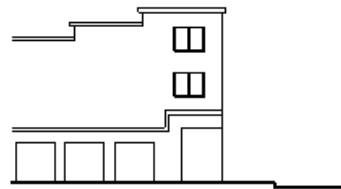
Figure 18. This building uses a cropped corner with entry and decorative roofline, building materials, and details to provide visual interest



Balconies

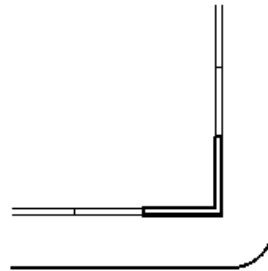
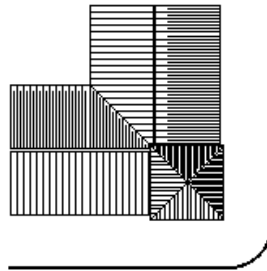
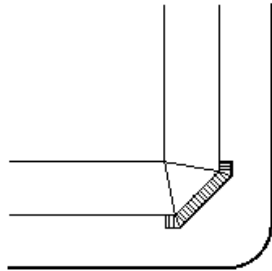


Turret



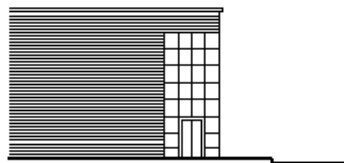
Corner accentuating
roof line

Elevation

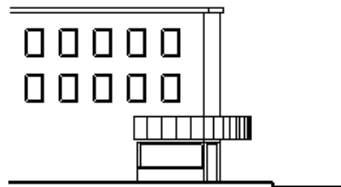


Plan

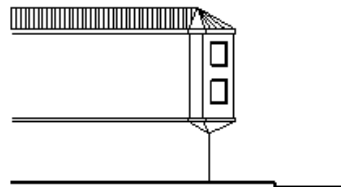
Note: Ensure that building does not block viewing triangle at intersections



Distinctive use of materials

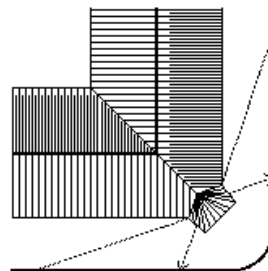
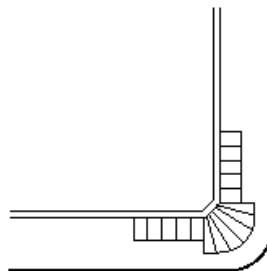
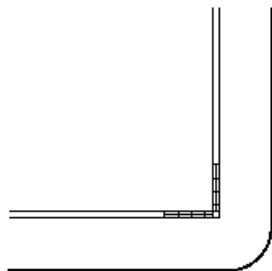


Canopy



Bay window

Elevation



Plan

Figure 19. Desirable building elements for street corners.

4. Pedestrian-Friendly Building Fronts

Objectives

- To enhance the pedestrian environment within the Totem Lake Business District.
- To create safe and active sidewalks and pathways.

Guidelines

Incorporate transparent windows and doors and weather protection features along all non-residential facades adjacent to a sidewalk or internal pathway. Weather protection features could include awnings, canopies, marquees, or other permitted treatments.

Alternative treatments may be considered if they meet the objectives. For example, reduced transparency and weather protection levels may be considered if an alternative configuration provides other amenities above and beyond what is required by KZC Chapter 92 and the Design Guidelines, and if the building details and architectural treatments provide interest at close range and won't "deaden" the pedestrian environment or create a potential safety problem.

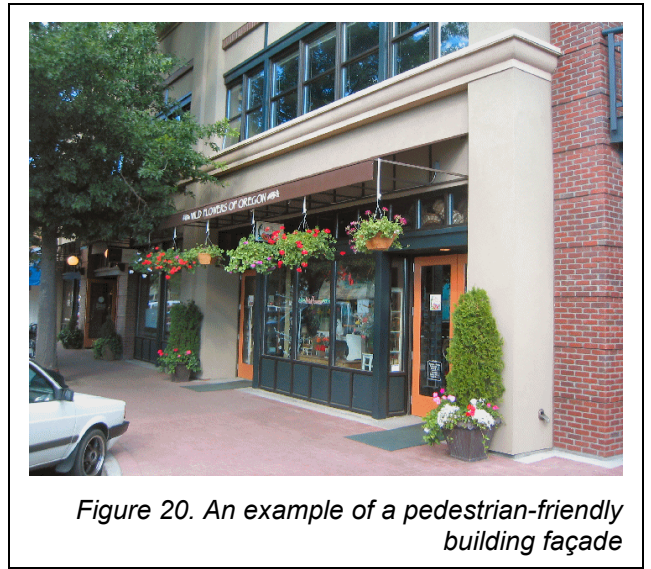


Figure 20. An example of a pedestrian-friendly building façade

5. Building Location and Orientation

Objectives

- To enhance the character and identity of the Totem Lake Business District.
- To upgrade the appearance of streets within the Totem Lake Business District.
- To increase pedestrian circulation.
- Create focal points, particularly on large sites.
- To encourage development configurations that minimize negative impacts to adjacent single family residential areas.



Figure 21. Encourage developments to place parking lots to the side or rear, as accomplished here

Guidelines

- Locate and orient buildings toward streets, plazas or common open spaces, and major internal pathways, with parking to the side and/or rear.
- Configure buildings to create focal points of pedestrian activity. This is particularly important on large sites.
- Configure development to provide opportunities for coordinated pedestrian and vehicular access. Where there are no current opportunities for coordinated access, developments should provide the opportunity for future coordination, where desirable, should the adjacent site be redeveloped in the future.
- Site and orient multi-story buildings to minimize impacts to adjacent single family residents. For example, if a multi-story building is located near a single family property, provide landscaping elements and/or minimize windows and openings to protect the privacy of adjacent homes. Another consideration is to increase upper level building setbacks.
- Ensure vehicle sales uses locate their showrooms towards the street (with parking to the side or rear):
 - Allow designated vehicle display areas between a portion of the property street frontage if the display is integrated creatively with the landscaping.
 - Allow increased signage through coordinated master sign plans.
 - Allow modifications in perimeter landscaping adjacent to a street.
 - Ensure that inventory areas located along the perimeter are visually orderly and landscaped.
- Encourage buildings located adjacent to any street to orient to the street. This includes pedestrian entries from the sidewalk and windows facing the street. Avoid fences or hedges that block visibility between buildings and the street. Exceptions may be considered consistent with the objectives and guidelines herein.

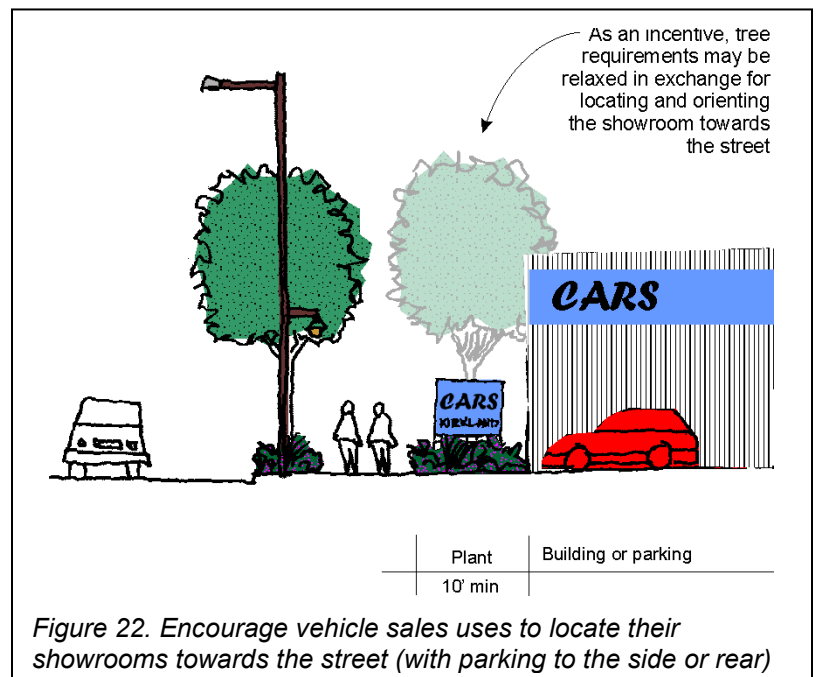


Figure 22. Encourage vehicle sales uses to locate their showrooms towards the street (with parking to the side or rear)

Special considerations in Districts TL 5, TL 6B, TOD in PR 1.8 zones, and other Large Site Developments:

1. **TL 5:** In this district where buildings may front on more than one street, first priority for building orientation should be to any designated pedestrian-oriented street.
2. **TL 6A:** Residential buildings located adjacent to NE 120th Street should be oriented toward this street and to Slater Avenue NE. Common and/or individual entries and windows should face the street. Parking areas should not be located between the building and the street.
3. **TL 6B:** Single purpose residential buildings should be configured and oriented to take advantage of the greenbelt area to the north. For example, buildings could be arranged in a courtyard layout with the courtyard opening towards the greenbelt area.
4. **TL 5, TL 6B and other Large Site Development:** Where buildings front on both pedestrian oriented streets and through-block pathways, building orientation may be to internal focal points and public-gathering spaces and streets. Parking areas should not occupy the majority of a site's frontage.
5. **TL 5, TL 6B and other Large Site Development:** Where buildings are oriented to an interior open space or courtyard, primary building entries may orient to the open space provided there is direct visibility into the open space from the sidewalk. Windows should be provided on the street façade.
6. **TOD in PR 1.8 Zone:** Required yards along 116th Way NE may be reduced for commercial uses designed with pedestrian-oriented facades with direct access to 116th Way NE and residential uses that incorporate front entries, porches, and stoops oriented to 116th Way NE.

6. Sidewalk and Pathway Widths

Objectives

- To provide wide sidewalks and pathways that promote an increase in pedestrian activity within the Totem Lake Business District.

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.

Guidelines

- a. Integrate a “curb zone” into the sidewalk or pathway width. This space can include street trees, newspaper stands, street signs, garbage cans, phone booths, mailboxes, etc. Subtle changes in paving patterns between the curb zone and the movement zone can be effective and should be considered.
- b. 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.

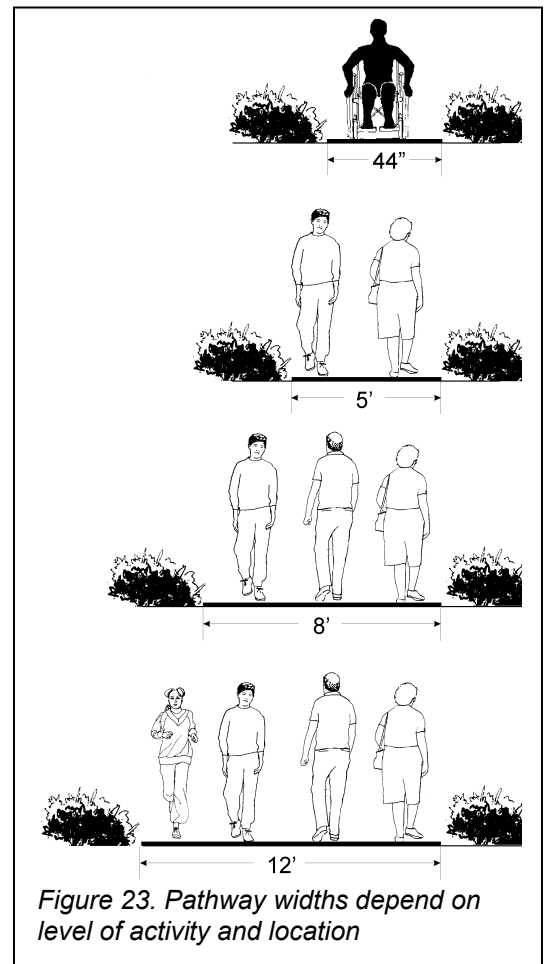


Figure 23. Pathway widths depend on level of activity and location

c. Design sidewalks and pathways to support a variety and concentration of activities and provide a separation for the pedestrian from the busy street. Specifically:

Considerations for the “movement zone” widths:

- Curb zones with parallel parking typically need 4'-6'; without parallel parking: 3'-4'.
- 12' accommodates 4 persons walking abreast.
- 8' accommodates 3 persons walking abreast.
- 5' accommodates 2 persons walking abreast.

Considerations for the “store front zone” widths:

- Outdoor dining uses: 6' allows for one table.
- Outdoor displays typically need at least 4' (6' preferable).



Figure 24. High-traffic streets without on-street parking warrant wider planting strip buffers

7. 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 should be at the entry. Larger porches and covered entries also invite pedestrian activity.

For example, a 5' x 5' covered area allows two adults to converse comfortably out of the rain. A 3' to 4' wide canopy will provide rain cover for window-shopping, a 5' wide or greater canopy will provide cover for a street sale, and a 7' to 8' wide canopy will provide room for a window shopper and a passing couple.

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 and along building facades that are oriented toward sidewalks and pathways.
- 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, where compatible with the architectural style of the building and the ground floor use.
- d. Back lit, plastic awnings are not appropriate.



Figure 25. Wider pedestrian coverings allow for outdoor dining



Figure 26. Note how these awnings have been integrated into the building's storefront space

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.

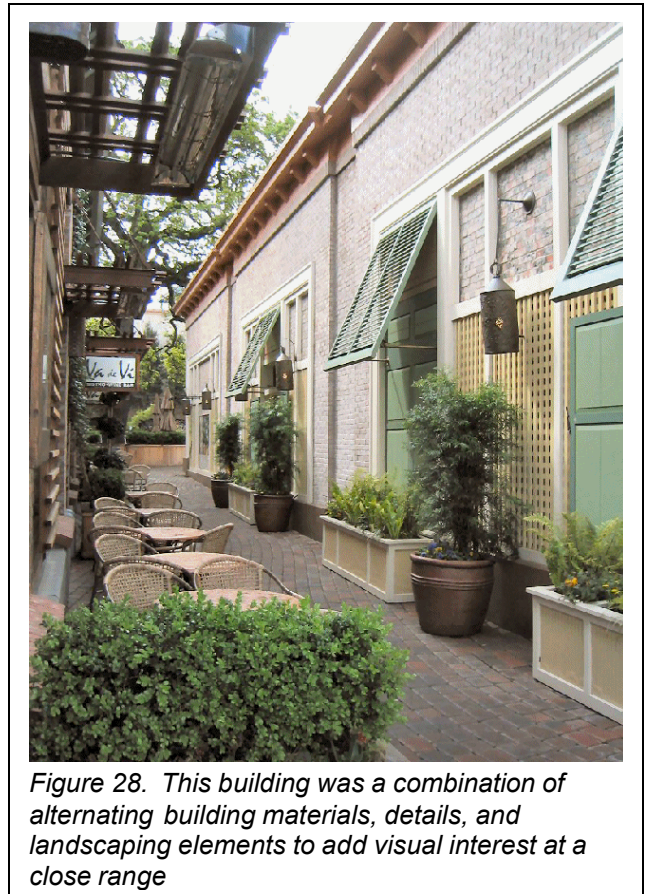
Discussion

Blank walls on commercial street frontages deaden the pedestrian environment and can break the continuity of uses 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. However, in some cases fire walls, for example, require the intrusion of a flat, unadorned surface. The adverse impact of a blank wall on the pedestrian streetscape can be mitigated through the methods listed in the Guidelines below.

Guidelines

Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas. The following treatments mitigate the negative effects of blank walls (in order of preference):

- Configure buildings and uses to minimize 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, a trellis or trellises should be combined with other design treatments to avoid monotony.
- Provide artwork on the wall surface.
- Provide architectural techniques that add visual interest at a pedestrian scale. This could include a combination of horizontal building modulation, change in building materials and/or color, and use of decorative building materials.
- Other treatments may be proposed that meet the intent of the guidelines.



9. Lighting

Objectives

- To enhance safety.
- To create inviting pedestrian areas.
- To provide adequate lighting without creating excessive glare or light levels.

Discussion

Overpowering and uniform illumination from commercial uses creates glare and destroys the quality of night light, especially for adjacent residential areas. Well placed light fixtures will form individual pools of light and maintain sufficient lighting levels for security and safety purposes.

Guidelines

- 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
 - Primary pedestrian walkway: 2 foot candles
 - Secondary pedestrian walkway: 1-2 foot candles
 - Parking lot: .60 -1 foot candle
 - Enclosed parking garages for common use: 3 foot candles
- Lighting should be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas.
- Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building mounted lights, canopy- or awning-mounted lights, and display window lights. Encourage variety in the use of building-mounted light fixtures to give visual variety from one facade to the next.
- Minimizing impacts of lighting on adjoining activities and uses should be considered in the design of lighting. This is particularly important adjacent to residential uses.

Parking lot light fixtures should be non-glare and mounted no more than 15' above the ground. Lower level lighting fixtures are preferred to maintain a human scale. Lights up to 20' may be used for safety, when needed. Ideally, all exterior fixtures should be fitted with a full cut-off shield to minimize light spill over onto adjoining properties.



Figure 29. Building-mounted lighting is encouraged to enhance the pedestrian environment

10. Pedestrian Amenities

Objectives

- To provide amenities that enrich the pedestrian environment.
- To increase pedestrian activity in the Totem Lake Business District.

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. In zones where public pedestrian space is required to be provided at along the frontage of a building, additional amenities may be required to provide an attractive gathering space.

Guidelines

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

- Pedestrian-scaled lighting (placed between 12'-15' above the ground).
- Seating space. This can include benches, steps, railings and planting ledges. Heights between 12" to 20" above the ground are acceptable, with 16" to 18" preferred. An appropriate seat width ranges from 6" to 24".
- Pedestrian furniture such as trash receptacles, consolidated newspaper racks, bicycle 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 30. Consolidated newspaper racks



Figure 31. Bicycle racks



Figure 32. Potted plants



Figure 33. Decorative pavement patterns (top), benches and pedestrian-scale lighting (middle), and informational kiosk (bottom)



Figure 34. This example combines a sculptural water feature with landscaping

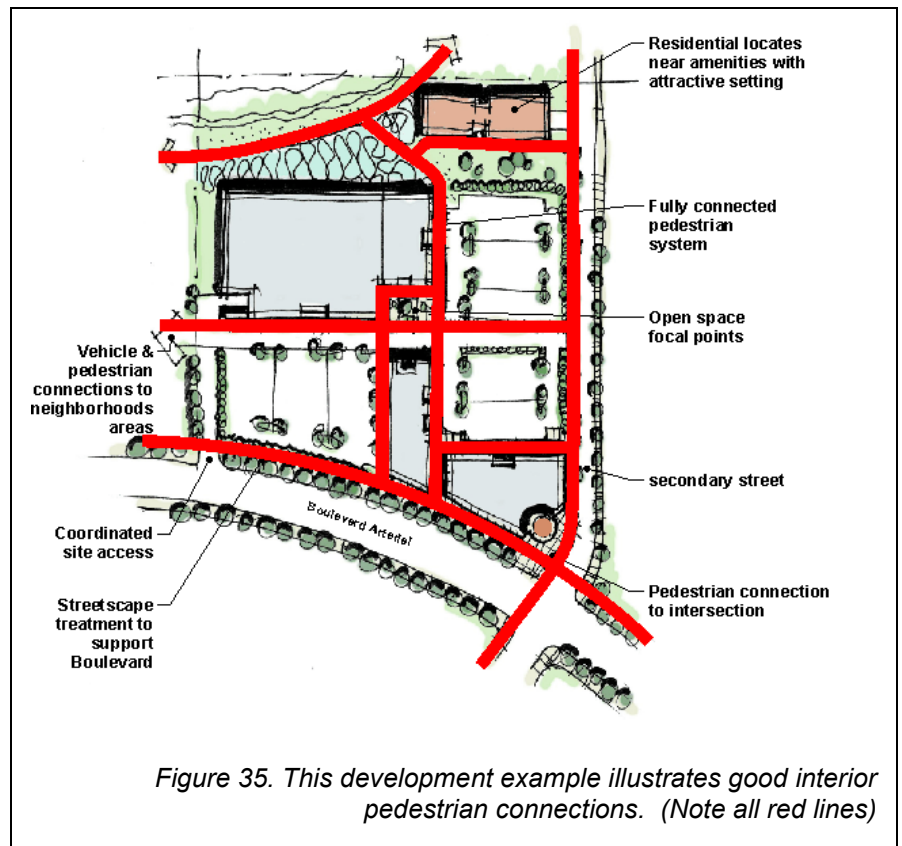
11. Interior Pedestrian Connections

Objectives

- To enhance pedestrian access to the street, adjacent uses, and adjacent sites, where desirable.
- To make it easier to walk between uses.
- To reduce vehicle trips within the district.
- To promote pedestrian activity.
- To enhance pedestrian access through parking lots and between the street and uses.

Guidelines

- Provide convenient pedestrian access between the street, bus stops, buildings, parking areas, and open spaces. Internal pedestrian connections are particularly important on large sites where some uses may be placed away from a street.
- Design all buildings abutting a public sidewalk or major internal pathways to provide direct pedestrian access to the sidewalk or pathway.
- Provide interior pedestrian connections to adjacent properties containing similar uses or complementary uses. This is most applicable to large lots and where storefronts or other uses are set back away from the street. Where an existing connection is not desirable or possible due to the nature of development on the adjacent site, the applicant should provide an opportunity for a future pedestrian connection where such a connection is desirable and future redevelopment of the adjacent site is possible.
- Provide paved walkways through large parking lots. One walkway should be provided for every three parking aisles. Such access routes through parking areas should be separated from vehicular parking and travel lanes by use of contrasting paving material which may be raised above the vehicular pavement and by landscaping.



Special Considerations in TL 4, TL 6B, TL 7A:

- e. **TL 6B:** Develop a trail along the northern edge of the property to take advantage of the site's greenbelt setting. Provide a landscaped buffer area between the trail and any adjacent residential buildings to enhance the character of the trail and provide privacy to adjacent residents.
- f. **TL 6B:** Enhance connections to TL 10A to the south, to ensure safe and convenient access for employees in TL 10A and the shopping district in TL 6B.
- g. **TL 4:** Provide for safe and convenient access between development in TL 4 (west of I-405) and the business park directly to the west in TL 10A.
- h. **TL 7A:** Provide for safe and convenient public pedestrian access between NE 124th Street through the subject property to the CKC.

12. Pedestrian Plazas

Objectives

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

Guidelines

- Provide pedestrian plazas in conjunction with mixed-use development and non-residential uses.
- Publicly accessible space at the primary frontage and between buildings will extend the public realm while creating a transition between public and private spaces, and attract public use by being well-designed, interesting spaces that are integrated with the street environment. The spaces should be of sufficient size to allow for a variety of features, including pedestrian/multi-use paths, plazas, seating, public art and water features.
- Position plazas in visible locations on major streets, major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks. For large sites, development should be configured to create a focal plaza or plazas. Plazas should be no more than 3' above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.
- Incorporate plenty of benches, steps, and ledges for seating. A combination of permanent and moveable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, or people watching.
- Provide storefronts, street vendors, or other pedestrian-oriented uses, to the extent possible, around the perimeter of the plaza
- Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants.
- Incorporate pedestrian amenities, as described in Section 10.
- Consider the solar orientation and the wind patterns in the design of the open space and choice of landscaping.
- Provide transitional zones along building edges to allow for outdoor eating areas and a planted buffer.
- Special Consideration for TOD in PR 1.8 zone:**
Public spaces should be located in the gateway area, near the on-site transit station or along pedestrian routes.



Figure 37. Good examples of pedestrian plazas. Notice the decorative pavements, landscaping components, adjacent building facades, and other amenities and design details



Figure 38. An example of an attractive small plaza space between a sidewalk and a storefront

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

13. Residential Open Space

Objectives

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

Guidelines

- a. Incorporate common open space into multi-family residential uses. In the Totem Lake Business District, where very high density residential uses are allowed, the quality of the space in providing respite from the buildings on the site is more critical than the amount of space provided. In some developments, multiple smaller spaces may be more useful than one, larger space. Special recommendations for common open space:
 - Consider open space as a focal point of the residential development.
 - Where possible, open space should be large enough to provide functional leisure or recreational activity. For example, long narrow spaces rarely, if ever, can function as usable common space.
 - Open space should provide for a range of activities and age groups. Children's play areas in particular should be visible from dwelling units and positioned near pedestrian activity.
 - Residential units adjacent to the open space should have individual entrances to the space. Preferably, these units should include a small area of semi-private open space enclosed by low level landscaping or hedges (no taller than 42").
 - Open space should feature paths, seating, lighting, and other pedestrian amenities to make the area more functional and enjoyable. It should be oriented to receive sunlight, (preferably south).
 - 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.
- b. Provide private open space for multi-family residential units. For townhouses and other ground-based housing units, provide patios, decks, and/or landscaped front or rear yards adjacent to the units. For all other units, provide balconies large enough to allow for human activity.



Figure 39. Good examples of common open space, including street-level courtyards (left), a children's play area (top right), and a pedestrian corridor (lower right)

14. 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 desired traffic flow on Totem Lake arterials.
- 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. The Totem Lake Business District Plan encourages shared parking between properties to reduce curb cuts, reduce congestion of cars turning in and out of parking lots and consolidating consumer trips between businesses.

Where not specifically prohibited, drive-through facilities for some uses such as fast food restaurants, pharmacies, or auto oriented uses may be appropriate if designed to minimize vehicle queuing along rights of way, blocking driveways or parking aisles, or impeding pedestrian movement. Aesthetically, drive-throughs should be located away from street frontages or screened as viewed from the right of way.

Guidelines

Driveways

- a. Minimize the number of curb cuts into a development, particularly off of arterials. To the extent possible, adjacent developments should share driveways.

Parking Lot Location and Design

- b. Locate vehicular parking areas to the side or rear of buildings, to the extent possible.
- c. Avoid parking layouts that visually dominate a development. Break up large parking lots into smaller ones.
- d. Take advantage of topography to hide parking underneath buildings.
- e. 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

- f. 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.

Parking Lot Screening

- g. Provide low level screening and perimeter landscaping where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter. While vertical elements such as trees, are encouraged to define the street edge, all screening methods should maintain visibility at eye level between the street and parking area. For instance, hedges or walls should not be taller than 3 feet and trees should be trimmed to allow visibility between 3 and 8 feet above the ground.

- h. Provide extensive screening and landscaping between parking lots and residential uses and open spaces. A combination of a screen wall with a landscape buffer is preferred.

Vehicular Circulation

- j. Develop an efficient internal vehicular access system that minimizes conflicts with pedestrians and vehicular traffic. For TL 5 and TL 6B, see the illustrations in the Design Vision for the Totem Lake Business District section.
- k. Configure development to provide interior vehicular connections to adjacent uses, where desirable. Where current connections to adjacent uses are not feasible, but desirable in the future, configure development to provide the opportunity for a future connection, should the adjacent site be redeveloped.
- l. Avoid parking lot configurations with dead-end lanes.
- m. Configure internal access roads to look and function like public streets. This is most applicable to larger sites, such as those in TL 5 and TL 6B, where an internal vehicular circulation system is critical to access interior portions of the sites. The most desirable configuration would include on-street parking, street trees and sidewalks on both sides of the roadway.



Figure 40. Example of an internal vehicular access design.

Drive-Through Facilities

- n. Design drive-through windows to be oriented away from the street frontage and preferably not located between a building and the street. Where drive-through lanes face a street, avoid large featureless walls and provide sufficient landscaping to soften the visual impact of vehicle stacking areas for drive through windows. Locate driving lanes so as not to interfere with pedestrian or vehicular circulation.

15. Parking Garages

Objectives

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

Guidelines

- a. Mitigate the intrusive qualities of parking garages. Along streets, pedestrian pathways and in pedestrian areas, ground-level commercial uses should be incorporated into parking structures. Where garages cannot be located underground and must be located on the ground floor, and intervening commercial uses are not required, techniques such as extensive landscaping around the base of garages, metal or mesh screening or other materials on the building facade should be used to screen the parking garage near residential areas, internal roads and pedestrian paths, and other high visibility locations.
- b. Design and site parking garage entries to complement, not subordinate the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.
- c. Use similar architectural forms, materials, and/or details to integrate the garage with the development.



Figure 41. This parking garage includes street front retail space and landscaped trellises to mitigate visual impacts on the streetscape

- d. Locate parking structure service and storage functions away from the street edge and generally not visible from the street, sidewalks, or the CKC.

16. Architectural Style

Objectives

- To improve the architectural design of commercial buildings in the business district.
- To provide architecture that fits into the context of the adjacent uses surrounding the business district.

Discussion

As there is no single predominate architectural style in the Totem Lake Business District, the guidelines contained in this document provide flexibility on the chosen styles (provided the architectural style, human scale, building details, and building materials and color standards in KZC Chapter 92 and these guidelines are met).

17. Architectural Scale

Objectives

- To encourage an architectural scale of development that is compatible with the vision for the districts within the Totem Lake Business District.
- To implement the planning concepts for the distinct design districts within the Totem Lake Business District.
- To add visual interest to buildings.

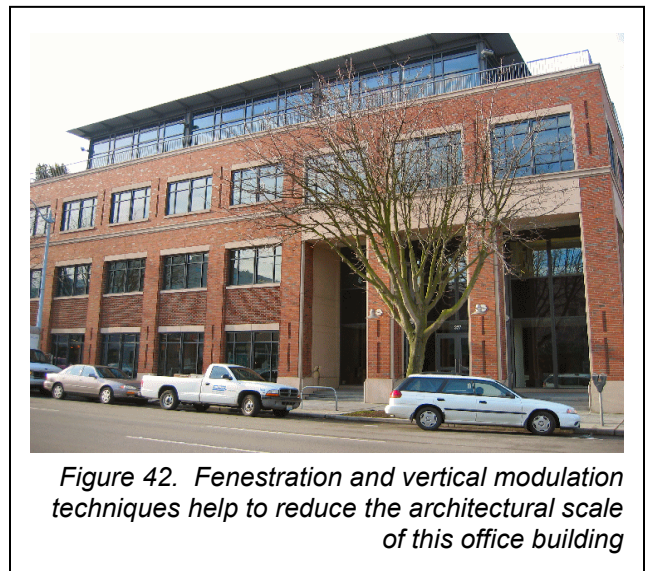
Discussion

The guidelines in this section describe a variety of techniques to give a comfortable human scale by providing building elements that help individuals relate to the building. “Architectural scale” means the size of a building relative to the buildings or elements around it. When the buildings in a district are about the same size and proportion, we say they are “in scale.” As both the vision and development regulations for the Totem Lake Business District provide for much larger buildings than currently exist, special care must be taken to design buildings, so they do not overpower the others. The exception to this rule is an important civic or cultural building that has a prominent role in the community.

Guidelines

A combination of techniques is desirable to reduce the architectural scale of buildings. Specifically, these techniques are encouraged at intervals of no more than 70 feet for non-residential uses and 30 feet for residential uses. Office buildings are provided with greater flexibility. Alternatives will be considered provided they meet the objectives of the guidelines.

- a. Incorporate fenestration techniques that indicate the scale of the building. For example, the size, location, and number of windows in an urban setting create a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns. This is particularly important on upper floors, where windows should be divided into units no larger than 35 square feet, with each window unit separated by a visible mullion or other element at least 6 inches wide. “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.



Patterns of fenestration should also vary depending on whether the street is pedestrian- or automobile-oriented. A window pattern that is interesting from a car may be monotonous to a slow-moving pedestrian; likewise, a window pattern that is interesting to a pedestrian may seem chaotic from a fast-moving car. Thus, pedestrian oriented fenestration should allow for more complex arrangements and irregularity while automobile-oriented fenestration should have more gradual changes in pattern and larger and simpler window types. An optimum design goal would allow for varied treatment of window detailing with unifying features such as 18" to 24" sills, vertical modulation in structure, varied setbacks in elevation, and more highly ornamented upper-story windows.

b. Encourage vertical modulation on multi-story buildings to add variety and to make large buildings appear to be an aggregation of smaller buildings. Vertical modulation may be particularly effective for tall buildings adjacent to a street, plaza, or residential area to provide compatible architectural scale and to minimize shade and shadow impacts. Vertical modulation is well-suited for residential development and sites with steep topography.

c. Encourage a variety of 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 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. Specifically:



Figure 43. A variety of techniques should be used for multi-tenant retail buildings to emphasize individual storefronts

- For single purpose retail buildings, use horizontal building modulation with roofline modulation and a change in building materials, as necessary to meet objectives of the guidelines from all perceived distances. This is particularly important for large scale retail buildings (over 40,000 square feet) or multi-tenant retail buildings placed adjacent to a parking lot where they can be viewed from relatively great distances.
- Provide horizontal building modulation for residential uses based on individual unit size. Horizontal modulation is most effective when combined with 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. Office buildings: Use design techniques to break up long continuous walls. A combination of horizontal building modulation, change in fenestration, and/or change in building materials should be used to accomplish this.

e. Encourage a variety of roofline modulation techniques. This can include 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 at what distance 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. Consequently, the roofline modulation techniques must be sufficient to provide an appropriate architectural scale that provides visual interest.

f. **Special Consideration for TOD in PR 1.8 zone:**

The location of the subject property makes any new multi-story building highly visible from the surrounding streets and the freeway. The arrangement of building mass should address key vantage points and respond to the context of existing and/or planned improvements, gateway features, location of plazas and open space, and surrounding streets.

In addition to the architectural scale techniques described above, long, unbroken facades along 116th Way NE should be avoided through limiting building façade length or providing a separation between buildings for a pedestrian corridor. Building mass should be reduced where reduced setbacks are desired along 116th Way NE for pedestrian oriented development and in the gateway area. Special attention should also be given to the west sides of the buildings adjacent to the residential uses to mitigate the height and mass of the structures by using modulation or other design techniques described above.

18. Human Scale

Objectives

- To encourage the use of building components that relate to the size of the human body
- To add visual interest to buildings.

Discussion

The term “human scale” is generally used to indicate a building’s size relative to a person, but the actual size of a building or room is often not as important as its perceived size. A variety of design techniques may be used to give a space or structure the desired effect; for example, to make a room either more intimate or spacious, or a building either more or less imposing.

Special elements in a building facade create a distinct character in an urban context. A bay window suggests housing, while an arcade suggests a public walkway with retail frontage. Each element must be designed for an appropriate urban setting and for public or private use. 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 building elements that lend the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards. Window fenestration techniques described in Section 17 can also be effective in giving humans clues as the size of the building. Consider the distances from which buildings can be viewed (from the sidewalk, street, parking lot, open space, etc.).

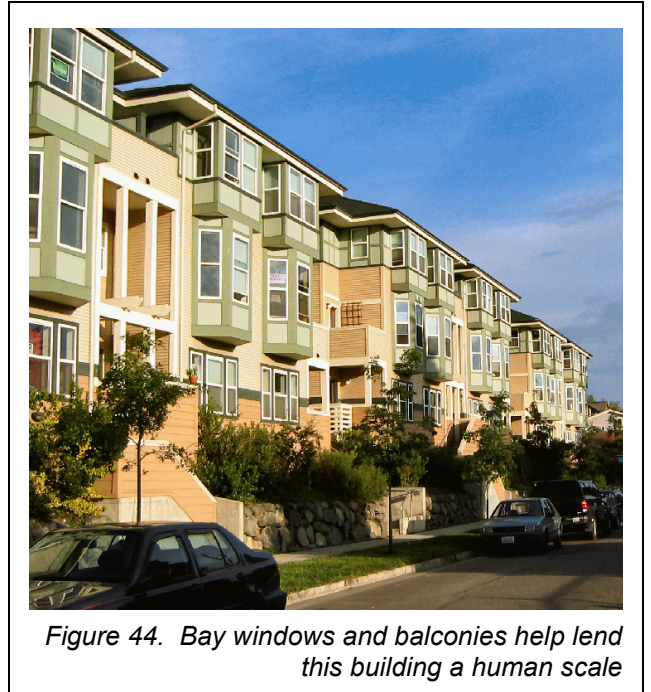


Figure 44. Bay windows and balconies help lend this building a human scale

19. 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, which are appropriate to the Pacific Northwest climate, and complementary to the desired visual character of the district.

Guidelines

- a. Encourage the integration of ornament and applied art with the structures and the site environment. For example, significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-crafted details should be considered in special areas. Ornament and applied art can be used to emphasize the edges and transition between public and private space, and between walls to ground, roof to sky, and architectural features to adjacent elements. Ornament may consist of raised surfaces, painted surfaces, ornamental or textured banding, changing of materials, or lighting.
- 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. Masonry or other durable materials should be used near the ground level (first 2 feet above sidewalk or ground level).



Figure 45. Consider changes in building materials with modulation techniques



Figure 46. A combination of materials is preferred

20. Signs

Objectives

- To encourage the use of creative, well-crafted signs that contribute to the character of the district.

Discussion

Kirkland's Zoning Code regulates signs throughout the city in order to create a high-quality urban environment. Automobile-oriented signs typically found on commercial strips can be overpowering and obtrusive. Pedestrian signs are smaller and closer to viewers; thus, creative, well-crafted signs are more cost effective than large signs mounted high on poles. A balance between the needs of a high traffic corridor and pedestrians should be considered in the design of signs. Signs should be an integral part of a building's façade or act as a center identification for the passing motorist to a commercial center. 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. Signs with quality graphics and a high level of craftsmanship are important in attracting customers. Sculpted signs and signs that incorporate artwork add interest.
- b. External lighting is preferred. If internal lit cabinet signs are used, darker background with lighter lettering is more aesthetically pleasing. Neon signs are appropriate when integrated with the building's architecture.
- c. Ground-mounted signs should feature a substantial base and be integrated with the landscaping and other site features.
- d. Mounting supports should 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. Master-planned, larger commercial centers are encouraged to combine signage for the whole complex that complements the architectural design of the center and oriented to automobile traffic.

21. Service Areas

Objectives

- To provide essential service areas without adversely impacting the quality of development.
- 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 to minimize impacts on the pedestrian environment and adjacent uses. Service elements should generally be concentrated and located where they are accessible to service vehicles and convenient for tenant use.
- b. The design of service enclosures should 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.
- c. Roof-mounted mechanical equipment should be located so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties. Screening features should blend with the architectural character of the building. Equipment screening and preferred location should be included in the early design of a building.

22. Visual Quality of Landscapes

Objectives

- To enhance the visual quality of the urban environment.

Discussion

The relationship between landscaping and architecture is symbiotic; plant materials add to a building's richness, while the building points to the architectural qualities of the landscaping. Foliage can soften the hard edges and improve the visual quality of the urban environment. Landscaping treatment in the urban environment can be categorized as a pedestrian/auto, pedestrian, or building landscape.

The pedestrian/auto oriented landscape applies to where the pedestrian and auto are in close proximity. Raised planting strips can be used to protect the pedestrian from high-speed and high-volume traffic. Street trees help create a hospitable environment for both the pedestrian and the driver by reducing scale, providing shade and seasonal variety, and mitigating noise impacts.

The pedestrian landscape offers variety at the ground level through the use of shrubs, ground cover, and trees. Pedestrian circulation, complete with entry and resting points, should be emphasized. If used effectively, plant materials can give the pedestrian visual cues for moving through the urban environment. Plant materials that provide variety in texture, color, fragrance, and shape are especially desirable.

The Building Landscape. Landscaping around urban buildings, particularly buildings with blank walls, can reduce scale and add diversity through pattern, color, and form.

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

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

Guidelines

- a. Consider the purpose and context of the proposed landscaping. The pedestrian/auto oriented landscape requires strong plantings of a structural nature to act as buffers or screens. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults while not blocking views of the business or signage.

Other considerations:

- Encourage a colorful mix of drought tolerant and low maintenance trees, shrubs and perennials. Except in special circumstances, ivy and grass lawn should be avoided.
- Take advantage of on-site topography to hide parking and enhance views.
- Use wooded slopes as a natural site amenity and to screen unwanted views, where applicable.

23. Territorial Views

Objectives

- To encourage development to take advantage of views, while minimizing impacts to public views.
- To configure buildings and site features to enhance views from surrounding properties.

Guideline

- a. Encourage rooflines to roughly follow the slope of the existing terrain. Parking garages should be terraced into slopes to minimize building bulk, wherever possible. Buildings are encouraged to step down hillsides.