



**CITY OF KIRKLAND**

**Planning and Community Development Department**  
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**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT**

**DESIGN RESPONSE CONFERENCE**

**STAFF ANALYSIS**

**File No.:** DRC12-00001  
**Project Name:** Transit Oriented Development at South Kirkland Park and Ride  
**Applicant:** Polygon NW  
**Project Planner:** Janice Coogan, Senior Planner  
**Date:** February 6, 2012  
**Meeting Date and Place:** 7:00 p.m., February 13, 2012  
City Hall Council Chambers  
123 5<sup>th</sup> Avenue, Kirkland

**I. RECOMMENDATION**

- A.** The DRB should conduct a Design Response Conference and determine if the proposed Transit Oriented Development (TOD) at the South Kirkland Park and Ride is consistent with the design guidelines contained in *Design Guidelines for the Yarrow Bay Business District YBD 1 zone*, as adopted in Kirkland Municipal Code (KMC) Section 3.30.040.

At the Design Response Conference, the DRB should resolve the key issues identified with the following topics. See Section VI and VII below for related direction from the Conceptual Design Conference and discussion of applicable design guidelines. Staff and the applicant anticipate a follow up Design Response Conference, so the Board should also identify materials that are needed for the next meeting and final project review.

**1. Building Scale and Massing**

- Does the project respond to the context of the surrounding uses from various vantage points (considering both present and potential development)?
- Guideline 2.b. establishes that portions of buildings facing NE 38<sup>th</sup> PI and the gateway area should provide upper story step backs above the 2<sup>nd</sup> story to create receding building forms to maintain human scale.
  - Discuss with the applicant how primarily the affordable housing building can be designed to meet the upper story step back guideline and to provide horizontal and vertical building modulation along NE 38<sup>th</sup> PL
  - In the gateway area are the upper story step backs adequate?
- Are the buildings designed to adequately define their top, middle and bottom?
  - Top- Predominately flat roof design is discouraged. Evaluate the proposed

roof design for the two buildings. Discuss the treatment to screen the rooftop mechanical and elevation/stair structures.

- Middle-The affordable housing building shows no decks or balconies as a technique to reduce building scale and massing. Does the DRB support no balconies on the affordable housing building?
- Bottom-At the street level does the project provide strong pedestrian oriented elements? Should the applicant explore alternatives to the design of both corners of the parking structure façades along NE 38<sup>th</sup> PI?
- Are additional architectural scale elements needed?

## 2. **Pedestrian Connections and Amenities**

- Is the pedestrian access around the buildings, through the site, the parking lot and to adjacent properties adequate?
- Is the through block pathway designed to:
  - Provide a clear and inviting pathway for the public crossing through the site from NE 38<sup>th</sup> PI?
  - As an open space feature?
  - Is the type of landscaping materials appropriate based on solar access, security, providing a welcoming environment and pedestrian access?

## 3. **Streetscape**

- Discuss the streetscape materials planned for NE 38<sup>th</sup> PI (type of street tree; lighting fixtures).
- Does the design of the building/parking garage façades at the street level provide sufficient variety and visual relief?
- Are more windows, awnings, landscaping needed to provide an active pedestrian commercial/retail façade along NE 38<sup>th</sup> PI?

## 4. **Gateway Design**

- Does the gateway design create a landmark or focal point for the TOD and neighborhood?
- Does the landscaping reflect the importance of the gateway on both sides of the driveway entrance?

## 5. **Parking Facilities**

- What comments about the transit parking garage would you like to pass on to the City of Bellevue?
  - Are the building façade treatments adequate to obscure the view of parked cars?
  - How can the exterior of the garage reflect the design of the gateway? The mixed use building?
  - What type of exterior façade screening treatment is appropriate to reduce the visual impact?

- Is the park and ride parking lot designed to provide adequate pedestrian circulation within the lot and connections between uses on the site?

6. **Transit Center Design**

- Discuss with the applicant the design for the transit center portion of the project regarding the planned sidewalk materials, decorative lighting, type of bus shelters etc.

7. **Public Amenities and Open Space**

- Are the public open spaces adequate and well defined for the general public, residents and transit users and contain adequate amenities such as outdoor seating areas, art, water features, lighting and landscaping?
- Does the landscaping enhance the pedestrian experience along the project frontages and from within the subject property?

8. **High Quality Building Materials, Color and Detail**

- Discuss and provide direction to the applicant on the types of building materials, color, and where ornament and applied artwork are recommended.
- Discuss the exterior building materials of both the affordable and market rate building to be sure they will be compatible and comparable in quality.

B. If approved, the following conditions of approval are recommended. As part of the application for a building permit, the applicant shall submit detailed plans for staff review that reflect the following items:

1. This application is subject to the applicable requirements contained in the KMC, Kirkland Zoning Code (KZC), Fire and Building Code, and Public Works Standards. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 1, Development Standards, is provided to familiarize the applicant with some of the additional development regulations.
2. A site plan and building elevations consistent with the plans approved by the DRB.
3. A final landscaping plan consistent with the landscape plan approved by the DRB.
4. Proposed building materials and colors consistent with those approved by the DRB.
5. Any additional revisions required by the DRB at the Design Response Conference.

II. **SITE INFORMATION**

A. **Location:** 3801 108<sup>th</sup> Avenue NE (see Attachment 2).

B. **Project Description:** The entire South Kirkland Park and Ride campus is being reviewed as an integrated coordinated site plan even though the subject property is divided by a jurisdictional boundary between Kirkland and Bellevue. Attachment 3 contains a project description. Attachment 5 contains the project plans. The three major project components are described in more detail below:

- **King County Metro parking garage and upgraded transit facility-**
  - Parking Garage- On the Bellevue portion of the campus, a three story, 530 stall open air parking structure for transit riders is proposed (screened on two sides by the hillside). With the anticipated increased demand in parking stalls a result

of SR 520 tolling, funding for a fourth story is being explored. Rooftop parking would be part of either option.

- Transit Center and Surface Parking Lot Improvements- The transit facility includes changes to the surface parking lot to achieve an additional 323 parking stalls, new bus circulation and waiting areas. The combined surface parking lot and above parking garage will expand the number of parking stalls to 853 parking stalls for exclusive use of METRO park and ride users.
- **Affordable Housing-** A four to five story building with approximately 58 affordable housing units for a range of 30-60 percent of area median income will be owned and managed by Imagine Housing. Of the 58 units, 29 apartments would serve households who earn 30% of the area median income and remaining residences equally proportioned to households earning 40% and 60% of the area median income. A parking modification is being requested to reduce the required parking ratio of 1.15 to .76. A parking study was submitted and a final decision will be made by the Planning Official. A rooftop patio will provide private open space for residents.
- **Mixed Use Market Rate Housing and Commercial Uses-** The mixed use five to six story building will contain approximately 181 market rate apartments and 10,440 sq. ft. of commercial space over a two level parking garage podium. An interior courtyard will provide open space for residents. The garage will contain 295 stalls shared by the commercial uses and both residential buildings.
- **Public Open Space and Pedestrian Amenities-** NE 38<sup>th</sup> Place is designated as a pedestrian oriented street requiring 10' wide sidewalks with street trees and decorative lighting and active pedestrian oriented building façades. A 30' wide "through block" pedestrian pathway between the two buildings to the transit facility is planned. Public open space will be provided along the pathway. A public gateway plaza is proposed at the southeast corner of the property at the 108<sup>th</sup> Avenue entrances to the park and ride facility. A wide sidewalk along the transit garage will provide pedestrian connection to the transit center and mixed use building. A future connection to the Eastside Rail corridor for bikes and pedestrians is shown but unfunded as part of this project.
- **Green Building Techniques-** The specific details of green building techniques are still to be determined based on the outcomes of an eco-charette to be held on February 8, 2012. The market rate mixed use building will be certified using Built Green's Multi Family 4 Star for the residential portion and a Tenant Fit Out program for the commercial and shared garage portion of the project. The affordable housing building will be certified using the Evergreen Sustainable Development standards. Both buildings propose using green roofs to help reduce storm water runoff.

**C. Existing Conditions:**

1. Lot Size: The entire subject property is 7 acres (divided in half between Kirkland and Bellevue).
2. Land Use: The subject property is currently operating as the Metro King County Park and Ride and surface parking lot for 603 stalls (see Attachment 2).
3. Terrain: The subject property slopes 66' from the highest point on the east side of the property to low point along NE 38th Pl. The steep hillside on the north and east portion of the site in Bellevue is considered a sensitive area.

4. Vegetation: The site contains a number of trees within the parking lot which will need to be removed to reconfigure the parking lot. New trees are shown to be replanted in the parking lot. See Section V.14 below for discussion regarding the City's tree retention standards.

**D. Zoning**: YBD 1

- E. Surrounding Land Uses and Zoning**: The site is bounded by NE 38<sup>th</sup> Place and 108<sup>th</sup> Avenue on two sides (see Attachment 2).

West: To the northwest is the Yarrow Bay Office Park (YBD 2 allows maximum building height of 55'). To the southwest, across NE 38<sup>th</sup> PI is the Linbrook office development and Eastside Prep school (YBD 3 allows maximum building height of 60').

East: To the east across 108<sup>th</sup> Avenue is the Yarrow Wood condominium development in Bellevue.

North: To the north is a steep hillside and the BNSF rail line (future Eastside Rail Corridor).

South: To the south is a small school, also in Bellevue.

Additional descriptions of the site and vicinity as well as photographs prepared by the applicant are contained in Attachment 5.

**III. PUBLIC COMMENT**

Comment letters and emails regarding the Design Response Conference application are contained in Attachments 8. A public open house was held on February 2, 2012 to provide information about the project. Comments from the meeting are included in Attachment 9. Any comments received between the issuance date of this staff report and the public meeting on February 13, 2012 will be provided to the DRB at the public meeting.

**IV. ENVIRONMENTAL REVIEW**

The State Environmental Policy Act (SEPA) is the state law that requires an evaluation of a development proposal for environmental impacts. The issue most frequently addressed through SEPA is traffic. Design Review is not a project action and thus SEPA is not required at time of Design Review. SEPA review for the mixed use portion of the project located in Kirkland is typically conducted as part of the building permit review process. King County Metro will be the lead agency responsible for issuing a SEPA/NEPA determination for the transit garage. The Cities of Bellevue and Kirkland as well as other agencies with jurisdiction and the public may comment on the SEPA/NEPA determination once it is issued. SEPA review for the mixed use buildings and the transit parking garage is tentatively scheduled for this spring.

**V. ZONING**

**A. YBD 1 Zoning**

Zoning standards for uses in the YBD 1 zone are found in use-zone chart Section 56.10 (see Attachment 6). The following regulations are important to point out as they form the basis of any new development on the site.

1. **Permitted Uses**: Permitted uses in this zone include, but are not limited to attached or stacked dwelling units, retail or grocery store, drug store, laundromat, dry cleaners and office. Commercial uses along NE 38<sup>th</sup> PI may occupy the first two floors of a structure otherwise residential must be above the ground floor.

The mixed use portion of the project includes one building of 58 affordable housing units and one mixed use building with 181 market rate apartments with a variety of commercial uses. Attachment 5, Sheets A2.01 and A2.02 shows commercial uses in three areas: along the NE 38<sup>th</sup> Place, facing the gateway plaza and live/work or commercial space along the transit center (Sheet A2.02).

*Staff Comment: In response to comments raised at the CDC, the applicant added the live/work/commercial space along the transit side of the mixed use building and enlarged the commercial space to wrap around the gateway plaza. The proposal meets the minimum commercial requirements.*

2. **Ground Floor Uses along NE 38th PI:** Special Regulation 5.a requires at least 50% of the linear frontage of the ground floor along NE 38th PI to include identified commercial uses at a specified minimum height and minimum depth.

*Staff Comment: The plans indicate Special Regulation 5a. will be met. The DRB should provide feedback to the applicant on the design for the ground floor retail and commercial uses to ensure that there is an active street level façade (glazing, landscaping, and awnings). See Design Guidelines section.*

3. **Setbacks:**

**Front Yard:** The front yard setback may be reduced from 5' to 0' where retail uses or other ground floor space are designed to provide direct pedestrian access to the street, located adjacent to a pedestrian oriented street, major pedestrian pathway or adjacent to a transit facility. The minimum front yard for any portion of the structure containing parking facilities shall be 10'. The commercial portion of the market rate building along NE 38<sup>th</sup> PI is shown as a 0' setback from the property line.

**Side and Rear Yard Setbacks:** 0' side and rear yard setbacks.

A portion of the property frontage along NE 38<sup>th</sup> PI will need to be dedicated to widen the sidewalk (see Attachment 1). Whether the property is dedicated or within an easement will determine where the front yard setback is measured from. The parking garage podium and affordable housing building are shown to be located 10' from the front property line before dedication. Depending on the final mechanism for dedication, the parking garage may need to be moved back to meet the 10' front yard setback requirement.

*Staff Comment: The City shall determine if an easement or dedication is needed to determine where the new property line will be to determine if the parking structure will meet the 10' front yard setback. See section below regarding design guidelines for commercial uses on the ground floor.*

4. **Building Height:** YBD 1 zoning allows a maximum building height of 65' above average building elevation (ABE). Along NE 38<sup>th</sup> PI structures exceeding two stories in height are limited to 200' in length and must be separated by at least 30' (Special Regulation 7). As discussed above, the minimum ground floor height requirement is 13' which needs to be added into the height calculations.

At the southeast corner of the building in the gateway area, a maximum building height of 55' above average building elevation is required (gateway area is defined as within a 50' radius from where the existing property line along NE 38th PI intersects with the Kirkland/Bellevue city boundary -See Special Regulation 11).

*Staff Comment: The proposal shows that the building meets the 55' height requirements in the gateway area and below the 65' height in the other areas. As part of the building permit, the applicant will need to show compliance with the maximum building height calculations for the entire project. The DRB should provide feedback on the roof design and rooftop mechanical units, elevator/stair towers.*

5. **Lot Coverage:** YBD 1 zoning regulations allow 100% lot coverage.
6. **Number of Parking Stalls:** For residential uses 1.1 stalls plus .05 guest stalls per unit is required. Restaurants and taverns must provide one parking space for each 125 square feet of gross floor area. Retail and office uses must provide one parking space for each 350 square feet of gross floor area. For entertainment, cultural, recreational uses the parking will be determined on a case by case basis per KZC 105.25.

*Staff Comment: Staff has not confirmed whether or not the proposed project meets the City's parking regulations because the project is still conceptual and the types of uses have not been finalized. The Planning Official will complete the review of a parking study and modification request for the affordable housing portion of the project separately from the design review process. With the building permit review process the final parking counts will be determined.*

7. **Pedestrian Connectivity and Parking Lot Design:** Chapter 105 establishes general design standards for pedestrian circulation for the subject property and parking area design related to the Metro park and ride surface parking lot.

*Staff Comment: Proposed pedestrian circulation around the site meets the code requirements except for within the parking area discussed above and along the west side of the affordable housing building along the driveway. See also design guideline section for design of parking lots.*

*Staff is requiring a 5' wide sidewalk be added along the west side of the affordable housing building to avoid pedestrian's walking along the driveway from NE 38<sup>th</sup> PI to the transit center. Given the large size of the parking lot, staff also believes a pedestrian path through the parking lot is necessary to provide a clear path to the other buildings on the campus and transit center and avoid walking through driving aisles.*

*Compliance with the perimeter and internal parking lot landscaping required by both cities will need to be coordinated.*

*At their previous meeting the DRB indicated that the pedestrian connections should be emphasized as a unifying theme for the site. The DRB should provide feedback on the general pedestrian access through the site, connections to other properties and design for the parking lot including pedestrian circulation and landscaping. As part of the building permit application compliance with the parking lot design, stall and driving aisles will need to be evaluated.*

8. **Sidewalks:** KZC Plate 34 M describes the required street improvements for NE 38th PI. Sidewalks shall be designed with 10 foot wide sidewalks, street trees in tree grates and decorative street lights. Attachment 5, Sheet A1.0 shows the proposed street design for NE 38<sup>th</sup> PI and 108<sup>th</sup> Avenue NE (by the gateway plaza) with 10' wide sidewalks, street trees in tree grates and a few on street parking stalls.

*Staff Comment: The street improvements meet the minimum zoning standards. The DRB should provide input on the proposed design for the sidewalks surrounding the*

*property.*

9. **Through Block Pathway, Special Regulation 12:** A through block pathway must provide pedestrian access between NE 38th PI and the transit center and meet the minimum standards in KZC 105.19.3 (5-8 foot wide decorative paved surface, trees, pedestrian lighting (max. 12' in height). The final design will be determined during the DRB process.

*Staff Comment: The DRB should review the design for the through block connection. See discussion below regarding public open space and design guidelines section.*

10. **Affordable Housing Requirements:** Special Regulations 13 and 14 describe the requirements applicable to the affordable housing portion of the project.

Special Regulation 14.d. establishes that the interior and exterior design of the affordable housing units must be comparable with the rest of the units in the development.

*Staff Comment: The DRB should review the proposed exterior design and materials of the affordable housing units to determine if they are comparable in quality to the market rate units. As part of a building permit application, the applicant will need to show compliance with the affordability requirements, number of bedrooms and unit size requirements based on the total number of residential units proposed.*

11. **Public Open Space, Special Regulations 8 and 9:** The minimum required amount of public open space for the mixed use project is 2,500 sq. ft. to be designed consistent with the design guidelines. A visible and welcoming pedestrian oriented space is also required between the sidewalk and the building in the gateway area.

The applicant proposes 6,196 sf of public open space within the through block connection and 5,945 sf of public open space in the gateway plaza (Sheet G1.0-B). A rooftop garden will provide private open space for the affordable housing residents. An interior courtyard is shown to serve the market rate housing residents.

*Staff Comment: The proposal meets the minimum public open space size and location requirements. Plans show landscaping in the public open spaces. The DRB should discuss the design for all the open public spaces evaluate if they meet the guidelines including the design for the Gateway plaza.*

12. **Upper Story Setback, Special Regulation 10:** For all floors above the second story located within 40' of the property line abutting NE 38th PI., upper story setbacks that average 15' are required. The Total Upper Story Setback Area must be calculated using KZC Plate 35. The setback is measured from the existing property line prior to dedication.

Portions of the structure located within the gateway area (50' radius) must also provide upper story setbacks of five feet above the second story and 10' at the fourth story. The final building façade design for both requirements shall be based on the design guidelines through the DRB process.

Attachment 5, Sheet G1.0-B shows how the applicant proposes to measure the average upper story setbacks along NE 38<sup>th</sup> PI and the gateway area.

*Staff Comment: The applicant has demonstrated compliance with the Total Upper Story Setback regulation. However, upper story step backs above the second story are not*

*provided on the affordable housing building (Attachment 5, sheet 34) but are for the market rate building. The DRB should review the design guidelines massing and scale section below regarding upper story step backs.*

13. **Master Sign Plan, Special Regulation 15:** Signs within the development must be approved as a Master Sign Plan per KZC 100.80 for a coordinated sign theme. One vertical sign on a building façade is shown. No conceptual plans for a coordinated sign plan have been submitted.

*Staff Comment: As part of the Design Response Conference materials the applicant should show general concepts for what is planned for a coordinated sign plan. Review of the actual Master Sign Plan will be done later and is a Planning Director decision.*

14. **Tree Retention:** Attachment 5, Sheet L1.4 shows that a majority of the trees will be removed with the development of the project except along the hillside and along the west property line. Pursuant to KZC 95.30 a Tree Retention/Protection Plan prepared by a certified arborist should be submitted to evaluate the health of the existing trees located along perimeter of the west and north property lines to evaluate if they can be retained and describe how the trees located on the adjacent property will be protected during construction per city standards.

*Staff Comment: The applicant will need to submit a tree retention/protection plan according to the City's requirements in Chapter 95.*

## **VI. CONCEPTUAL DESIGN CONFERENCE**

A Conceptual Design Conference for this project was held on January 9, 2012. At the meeting, the DRB provided feedback to the applicant as to how the design guidelines affect and pertain to the proposed project. The DRB requested additional materials be submitted as the project moves towards the Design Response Conference.

The DRB comments at the Conceptual Design Conference focused on:

- Evolution of the current site plan, orientation of the market rate, affordable housing and transit parking garage structures and vehicular access for buses and cars.
- Orientation of the market rate interior courtyard in relation to solar access.
- The need for additional retail/commercial uses on the transit center side of building and near gateway area to wrap around to NE 38<sup>th</sup> Pl.
- Providing an organized theme or approach to the pedestrian connections throughout the site.
- The need for a design element to the 108<sup>th</sup> driveway entrance opposite the gateway to provide an attractive entrance to the property.
- The architecture of the transit garage should complement the market rate portion of the project.
- The DRB requested the applicant provide:
  - A solar study of the site
  - Examples of screening techniques for the transit garage
  - building elevations from the street level in all directions (including transit garage from 108<sup>th</sup> Avenue NE)
  - Provide perspective views of the gateway.

- Provide more detail of the building and site materials.

## **VII. COMPLIANCE WITH DESIGN GUIDELINES**

The DRB reviews projects for consistency with design guidelines contained in *Design Guidelines for the Yarrow Bay Business District YBD 1*, as adopted in Kirkland Municipal Code (KMC) Section 3.30.040. The following subsections contain a summary of the DRB's comments discussed at the January 9, 2012 Conceptual Design Conference, followed by a brief staff analysis of the guidelines. See Attachments 4 and 5 for the applicant's response to DRB comments.

### **A. SITE PLAN**

1. **DRB Discussion:** The DRB discussed the proposed site plan and layout of the market rate, affordable housing and transit parking garage structures in relation to each other, traffic and pedestrian circulation and the orientation of the market rate interior courtyard in relation to solar access. The DRB requested a general solar study of the site.
2. **Staff Analysis:** *In Attachment 4 and 5 the applicant describes a more detailed summary of how the site plan has evolved and the requirements of each of the major components of the project (Metro transit, affordable housing, market rate and commercial needs).*

*A solar study shows the sun's movement over the site (Attachment 5, sheet 44). The current southern exposure of the market rate building and interior courtyard provides greater solar and pedestrian access to the space.*

*In response to comments regarding the amount of commercial space, additional commercial space was added to the transit center side of the market rate building as potential live/work or commercial space and the commercial space expanded around the gateway plaza to wrap around the corner to NE 38<sup>th</sup> Pl.*

3. **DRB Direction Needed:**
  - The DRB should provide input on the site plan, orientation of the buildings and the solar study.

### **B. SCALE AND MASSING**

1. **DRB Discussion:** The DRB spent less time on the scale and massing of the mixed use portion of the project.

YBD 1 Design Guidelines describe the expectations for how buildings should be designed to reduce the massing and scale of buildings using such techniques as upper story step backs, vertical and horizontal modulation, treatment of roof forms, use of decks or balconies, and landscaping at the base. Buildings above the 2nd story primarily along NE 38<sup>th</sup> Pl and the gateway area should use upper story step backs to create receding building forms to maintain human scale. The DRB should provide feedback on the final arrangement of building mass, gateway features and location of plazas and open space visible from surrounding streets and properties.

2. **Staff Analysis:** *The applicant submitted more detailed plans and a narrative of how the project complies with the scale and massing guidelines (see Attachment 4 and 5). Staff agrees that providing two separate buildings at different height and the two open spaces break up the mass of the mixed use project.*

*Affordable housing building-* Staff recommends the affordable housing building could do more to meet the intent of the guidelines. The building does not provide upper story step backs above the second story, does not include decks or balconies and the single bump out on the front of the building along NE 38<sup>th</sup> PI does not provide for significant vertical or horizontal modulation. The building shows a flat roof with no variation. The building design does not communicate a middle section of the building. Where the building meets the street at the southwest corner, landscaping is shown to screen one side of the parking garage corner. The parking garage at the street could be designed to reduce the blank façade and add more visual interest for the pedestrian.

*Mixed Use building-* The mixed use building uses several of the recommended techniques to reduce the mass of the building. The building provides horizontal modulations by pushing the building back above the ground floor commercial space along NE 38<sup>th</sup> PI, varied building color at the middle of the building and a different color from the affordable housing building. The open courtyard reduces building mass. Upper story indentations are shown on upper stories with the use of decks, balconies and bay windows. The building is divided into four distinct columns on both sides of the building which provide horizontal and vertical modulation. A varied, tilted roofline is shown but the DRB should provide feedback to determine if the angle or pitch of the roof is adequate given the guidelines discourage flat roofs.

*Transit Garage-* See parking facilities section below.

3. DRB Direction Needed:

- Does the project respond to the context of surrounding uses (considering both present and potential development)?
- The DRB should provide feedback on how the mixed use project could be enhanced to meet the intent of the massing and scale guidelines, particularly the affordable housing building.
- Should the applicant explore alternatives to the design of the mixed use building ground floor parking structure façade at the street?
- Do the roof forms meet the intent of the guidelines?

**C. PEDESTRIAN FEATURES AND AMENITIES**

1. DRB Discussion: The DRB indicated they wanted to see a more unifying theme for the pedestrian circulation on the campus. Guidelines for pedestrian access encourage connections between the residential, commercial, transit center uses, adjacent properties and streets. Pedestrian pathways and bicycles paths should be designed to be well defined, in a central location, safe and well lit. The through block pathway should be designed to be welcoming, safe and have an attractive entry at both ends, contain landscaping in raised beds trees and plants appropriate for the amount of solar access.
2. Staff Analysis: To address the DRB comments and guidelines the applicant proposes the following pedestrian connections:
  - At the 30' wide through block connection, an 8' wide pedestrian walkway with landscaping in containers.
  - At the base of the transit garage a 12' wide sidewalk with trees in grates to provide direct connection from the garage to the transit center and mixed use buildings (and

*future Eastside Rail corridor).*

- *Along NE 38<sup>th</sup> Pl 10' wide sidewalks with tree grates.*
- *Along the transit center side of the mixed use building wide sidewalks with trees in grates and planters.*
- *An existing pedestrian access gate with the Yarrow Bay Office Complex will be maintained to provide access to the transit facility.*
- *A future pedestrian connection to the Eastside Rail Corridor is shown but not included with this project.*

*Pedestrian amenities such as landscaping, trees, lighting, overhead weather protection, and pedestrian friendly facades are proposed along the building frontages. More detail is needed as to the type of lighting throughout the site for pedestrians. The DRB should discuss the overall design for pedestrian circulation.*

3. DRB Direction Needed:

- Is the pedestrian access (location and design of access) to the building from the sidewalk, to adjacent properties and parking lot adequate?
- The DRB should assess how the through block connection meets the street along NE 38<sup>th</sup> Pl. Is the space open, and designed to be welcoming and inviting for pedestrians to want to enter?
- Are additional pedestrian improvements and amenities needed?

**D. STREETSCAPE**

1. DRB Discussion: The DRB should provide feedback on the project design for the streetscape and ground floor spaces related to the following guidelines:

- The species of street trees along NE 38th Pl. should allow for visibility of commercial uses and buffer pedestrians from the street
- Buildings should be orientated to the street
- Continuous street walls along NE 38th Pl. should show vertical and horizontal modulation
- Multiple storefronts and commercial facades should be designed for the pedestrian and include exterior light fixtures, glazing, landscaping, awnings or canopies
- Ground floor windows along NE 38th Pl. should be transparent, clear vision glass for 75% of the façade and no higher than 2' to at least 10' above grade. Include architectural detailing of window jambs, sills, and heads.
- Along NE 38th Place, upper story building facades should be stepped back to provide enough space for decks, balconies overlooking the street
- Avoid blank walls visible from the street or use landscaping, art, other architectural treatments

2. Staff Analysis: *The proposal meets the streetscape design for NE 38<sup>th</sup> Pl including providing a 10' wide sidewalk, trees in grates and on street parking. The design for the decorative street lighting and tree variety needs to be determined in coordination with the City and applicant. To provide a unifying theme, the tree and lighting selection for*

*the other sidewalks other than NE 38<sup>th</sup> PI (including transit center) should be complementary.*

*Regarding ground floor uses, elevation drawings (Attachment 5, sheet 34- 36) show all three commercial spaces designed with direct pedestrian access, glazing, awnings, and landscaping. The mixed use building is stepped back above the commercial use and shows balconies overlooking the street.*

*For the affordable housing building staff understands the limitations of the use to provide commercial uses and glazing along the street but more discussion with the DRB should occur related to how the base of the building can be enhanced for the pedestrian.*

3. DRB Direction Needed:

- The DRB should provide feedback on how the project meets the guidelines for the streetscape including ground floor uses and façade treatment along the street and along internal sidewalks.

**E. GATEWAYS**

1. DRB Discussion: The Lakeview Neighborhood Plan designates a gateway in the southeast corner of the property near the entrance to the subject property on 108<sup>th</sup> Avenue. The *Design Guidelines* contain the following elements that should be included in the design of the gateway:

- Provide a public space that is highly visible, welcoming, located between the sidewalk and building and provides pedestrian amenities.
- Establish a landmark that reflects the TOD
- Create a focal point for the intersection of NE 38<sup>th</sup> PI and 108<sup>th</sup> Avenue NE
- Provide a transition between Kirkland and Bellevue and the Yarrow Bay Business District to the west.
- Integrate the gateway with the TOD building design

The DRB encouraged the applicant to provide more detail about the gateway design, consider expanding the commercial at the gateway to wrap around the building to NE 38<sup>th</sup> PI. and to add a unifying element to the east side of the 108<sup>th</sup> Avenue NE entrance to complement the gateway.

2. Staff Analysis: *The applicant responded by increasing the commercial space at the gateway, provided more detail for the design of the gateway and added landscaping to the east side of the 108<sup>th</sup> Avenue driveway entrance. Attachment 5, Sheet L1.1 shows the design for the gateway area as an elevated plaza accessible from stairs from the sidewalk. Raised planters with landscaping and trees support the grade change. The plaza is large enough for outdoor seating and designed with decorative pavement. Overhead weather protection is shown on the building facade. Staff concludes the gateway design meets the guidelines.*

3. DRB Direction Needed:

- Does the DRB agree that the proposed gateway design meets the design guidelines?

## **F. PARKING FACILITIES**

1. **DRB Discussion:** The DRB focused its discussion on the Metro parking garage location, the treatment of the façade and how it would be screened from view of 108<sup>th</sup> Avenue NE. They recommended that the parking garage and mixed use building reflect a common architectural element.

Design guidelines address the design of parking lots and parking structures. Parking lots should be designed to be behind buildings, minimize access driveways, provide clear vehicular and pedestrian circulation, and include perimeter and interior landscaping to reduce the visual impact of parking to the surrounding neighborhood.

Parking structures should be designed and located to obscure the view of parked cars from adjacent properties and located to the back of buildings or underground with intervening uses along the street. Parking structures visible from the street should provide architectural detail, art work, building setbacks or landscaping to reduce the visual impact along the street. Parking structures located near the gateway should reflect the design of the gateway.

2. **Staff Analysis:** *The parking garage is located within the City of Bellevue and requires administrative design review. Kirkland DRB comments will be passed on to Bellevue staff to consider when making their decision.*

*The applicant responded by describing the challenges of designing the Metro parking garage in relation to the operational requirements for the park and ride use during construction, funding limitations and design issues related to maximizing the number of parking stalls (see Attachment 4).*

*Attachment 5, Sheet A3.02 shows elevations of the open air concrete parking garage with an angled roof above the stair/elevator tower as a common architectural feature with the mixed use building across the parking lot. The first floor openings will have a welded wire mesh screening and green screens with vegetation spaced along all four sides of the façade. The applicant has installed pink tape on a light pole located near the parking garage location showing the proposed height of either a three story structure at elevation 131' or four story at elevation 141'.*

*Staff's analysis of the portion of the mixed use parking structure at the street level is discussed above under the zoning section of the report. The DRB should provide feedback on the design for the Metro parking garage regarding screening treatment and the architectural treatment for the stair/elevator tower.*

3. **DRB Direction Needed:**
  - Does the DRB agree with the proposed design for the parking garage including the use of the green screen for the façade, treatment of the stair tower and landscaping around the building, and architectural compatibility with the proposed mixed use project?

## **G. PUBLIC AMENITIES AND OPEN SPACE**

1. **DRB Discussion:** The *Design Guidelines* describe that public space should be designed to be open to the sky, located in close proximity to commercial and retail uses along NE 38<sup>th</sup> Plan, and provide amenities such as outdoor dining, seating, art water features and landscaping.

2. *Staff Analysis: The design for the public spaces show landscaping, use of decorative pavement, outdoor seating. The proposed design meets the intent of the design guidelines for public open space in the gateway area. The option of incorporating art, outdoor street furniture could be explored by the applicant.*

3. DRB Direction Needed:

- Does the proposal meet all the guidelines for public spaces?
- Are there other public amenities that could be included?

## **VIII. DEVELOPMENT REVIEW COMMITTEE**

The applicant's proposal is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, Fire and Building Code, and Public Works Standards. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 1, Development Standards, is provided to familiarize the applicant with some of the additional development regulations.

## **IX. MODIFICATIONS**

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

## **X. APPEALS AND LAPSE OF APPROVAL**

### **A. Appeals**

Section 142.40 of the Zoning Code allows the Design Review Board's decision to be appealed to the Hearing Examiner by the applicant or any person who submitted written or oral comments to the Design Review Board. The appeal must be in the form of a letter of appeal and must be delivered, along with any fees set by ordinance, to the Planning Department by 5:00 p.m., fourteen (14) calendar days following the postmarked date of distribution of the Design Review Board's decision.

Only those issues under the authority of the Design Review Board as established by Kirkland Zoning Code 142.35(2) are subject to appeal.

### **B. Lapse of Approval**

Section 142.55.1 of the Zoning Code states that unless otherwise specified in the decision granting DR approval, the applicant must begin construction or submit to the City a complete Building Permit application for development of the subject property consistent with the Design Review approval within one (1) year after the final decision to grant the DR approval or that decision becomes void. Furthermore, the applicant must substantially complete construction consistent with the DR approval and complete all conditions listed in the DR approval decision within three (3) years after the final decision on the DR approval or the decision becomes void. Application and appeal procedures for a time extension are described in Sections 142.55.2 and 142.55.3.

## **XI. ATTACHMENTS**

1. Development Standards
2. Vicinity Map
3. Project description
4. Applicant's Response to CDC meeting
5. Applicant Plans

6. YBD 1 Use Zone Chart
7. YBD 1 Design Guidelines
8. Comment letters
9. Public Open House Comments

**XII. PARTIES**

Margaret Bull  
Applicant's project team  
Department of Planning and Community Development  
Department of Public Works  
Department of Building and Fire Services

CITY OF KIRKLAND  
123 FIFTH AVENUE, KIRKLAND, WASHINGTON 98033-6189 (425) 587-3225

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Date: 2/4/2012

DEVELOPMENT STANDARDS

CASE NO.: DRC12-00001  
PCD FILE NO.:DRC12-00001

**\*\*FIRE DEPARTMENT CONDITIONS\*\***

Additional hydrants are required.

A fire sprinkler system and fire alarm system are required. Depending on the height of the building, a standpipe may also be required.

Available fire flow in the area is approximately 2500 gpm. Fire flow requirement will be based on the size of the building and type of construction.

**\*\*\*BUILDING DEPARTMENT CONDITIONS\*\*\***

Building permits must comply with the 2009 International Building, Mechanical Codes and Uniform Plumbing Code as adopted and amended by the State of Washington and the City of Kirkland.

Structures must comply with 2009 Washington State Energy Code.

Structures must be designed for seismic design category D, wind speed of 85 miles per hour and exposure B

Geotechnical report required to address development activity. The report must be prepared by a Washington State licensed Professional Engineer. Recommendations contained within the report shall be incorporated into the design of the subsequent structures.

You can review your permit status and conditions at [www.kirklandpermits.net](http://www.kirklandpermits.net)

**PUBLIC WORKS CONDITIONS**

Permit #: DRC12-00001  
Project Name: South Kirkland Park and Ride TOD  
Project Address: 3801 108th Ave. NE  
Date: February 3, 2012

Public Works Staff Contacts  
Land Use and Pre-Submittal Process:  
Rob Jammerman, Development Engineering Manager  
Phone: 425-587-3845 Fax: 425-587-3807  
E-mail: [rjammer@ci.kirkland.wa.us](mailto:rjammer@ci.kirkland.wa.us)

Public Works Staff Contacts  
Land Use and Pre-Submittal Process:  
John Burkhalter, Development Engineer Supervisor  
Phone: 425-587-3846 Fax: 425-587-3807  
E-mail: [jburkhalter@kirklandwa.gov](mailto:jburkhalter@kirklandwa.gov)

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site at [www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us).
2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The fees can also be review the City of Kirkland web site at [www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us). The applicant should anticipate the following fees:
  - o Water and Sewer connection Fees (paid with the issuance of a Building Permit)
  - o Side Sewer Inspection Fee (paid with the issuance of a Building Permit)
  - o Water Meter Fee (paid with the issuance of a Building Permit)
  - o Right-of-way Fee
  - o Review and Inspection Fee (for utilities and street improvements).
  - o Traffic, Park and School Impact Fee (paid with the issuance of Building Permit). For additional information, see notes below.
3. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit, but a complete Building Permit for one of the structures must be applied for before the LSM can be issued.
4. Prior to submittal of a Building or Zoning Permit, the applicant must apply for a Concurrency Test Notice. Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information.
5. Building Permits associated with this proposed project will be subject to the traffic, park, and school impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s).
6. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy titled ENGINEERING PLAN REQUIREMENTS. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.
7. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.
8. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).
9. A completeness check meeting is required prior to submittal of any Building Permit applications.
10. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.
11. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage storage and pickup. The plan shall conform to Policy G-9 in the Public Works Pre-approved Plans and be approved by Waste Management and the City.

Sanitary Sewer Conditions:

1. The existing sanitary sewer main within NE 38th Street is adequate to serve the TOD portion of the project however the sewer is only approximately 9 ft deep in the street and the design engineers will need to account for this depth in their design. Provide six-inch minimum side sewer from the public sewer main in NE 38th Street to the TOD building.

2. The City of Kirkland Public Works Department has had discussions with the Bellevue Utility Department and has agreed that any sewer and water needed for the parking garage can be served by the Kirkland sewer and water system. A Memorandum of Understanding between the two Cities's will be drafted and signed.

3. A six-inch minimum side sewer can serve the parking garage, but the Kirkland sewer main extension must be within 150 ft of the garage. Kirkland Public Works will work with the project civil engineer on this layout and design.

Water System Conditions:

1. The existing 8-inch water main within the property will need to be extended/looped to the existing 12-inch main in NE 38th Street the said loop shall be within existing right-of-way or encompassed in a 15 ft wide public utility easement.

2. If Kirkland needs to serve the parking garage with a water service and/or fire line, the domestic water meters shall be sized per the UPC; fire lines are not metered. As mentioned above with sanitary sewer, a Memorandum of Understanding regarding water and sewer service will be developed by the two Cities.

3. Provide water services to the TOD building sized per the UPC. The commercial uses shall have a separate water service(s) from the residential uses.

4. In mixed-use projects each use shall have a separate water meter, i.e., the retail use shall have a separate water meter from residential use.

5. A separate irrigation meter is optional, but recommended.

Surface Water Conditions:

2009 KCSWDM

1. Provide temporary and permanent storm water control per the 2009 King County Surface Water Design Manual and the Kirkland Addendum. See Policies D-2 and D-3 in the PW Pre-Approved Plans for drainage review information, or contact City of Kirkland Surface Water staff at (425) 587-3800 for help in determining drainage review requirements. This site qualifies for Full Drainage Review.

Full Drainage Review

" A full drainage review is required for any proposed project, new or redevelopment, that will:  
" Add or replaces 5,000ft<sup>2</sup> or more of new impervious surface area,  
" Propose 7,000ft<sup>2</sup> or more of land disturbing activity, or,  
" Be a redevelopment project on a single or multiple parcel site in which the total of new plus replaced impervious surface area is 5,000ft<sup>2</sup> or more and whose valuation of proposed improvements (including interior improvements but excluding required mitigation and frontage improvements) exceeds 50% of the assessed value of the existing site improvements.

2. Because this project site is one acre or greater, the following conditions apply:

" Amended soil requirements (per Ecology BMP T5.13) must be used in all landscaped areas.

" If the project meets minimum criteria for water quality treatment (5,000ft<sup>2</sup> pollution generating impervious surface area), the enhanced level of treatment is required if the project is multi-family residential, commercial, or industrial. Enhanced treatment targets the removal of metals such as copper and zinc.

" The applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Department of Ecology. Provide the City with a copy of the Notice of Intent for the permit. Permit Information can be found at the following website:

<http://www.ecy.wa.gov/programs/wq/stormwater/construction/>

o Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland PW Dept. pre-construction meeting with a completed SWPPP.

" Turbidity monitoring by the developer/contractor is required if a project contains a lake, stream, or wetland.

" A Stormwater Pollution Prevention and Spill (SWPPS) Plan must be kept on site during all phases of construction and shall address construction-related pollution generating activities. Follow the guidelines in the 2009 King County Surface Water Design Manual for plan preparation. Also see Kirkland Storm Water Policy D-12.

3. The storm water detention system shall be designed to Level II standards. Historic (forested) conditions shall be used as the pre-developed modeling condition.
4. Provide a level one off-site analysis (based on the King County Surface Water Design Manual, core requirement #2).
5. When applicable, structural source control measures, such as car wash pads or dumpster area roofing, shall be shown on the site improvement plans submitted for engineering review and approval. Refer to Volume IV in the 2005 Department of Ecology Storm Water Management Manual for Western Washington for further information.
6. Any off-site storm water must by-pass the on-site storm water detention system or accounted for in the design of the detention system.
7. Provide an erosion control report and plan with Building or Land Surface Modification Permit application. The plan shall be in accordance with the 2009 King County Surface Water Design Manual.
8. Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts NE 38th Place (in Kirkland). This street is a Collector type street. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Plate 34 in the Kirkland Zoning Code establishes that this street must be improved with the following:
  - A. The center turn lane, two through lanes and 5 ft wide bike lanes shall be maintained. If the existing bike lane along the property frontage is less than 5 ft wide, it shall be widened to 5 ft.
  - B. On-street parking is encouraged. In the area where on-street parking is proposed, the width of the parking lane shall be 8 ft minimum.
  - C. The sidewalk along the street shall be 10 ft wide behind a 6-inch wide vertical curb and gutter (type A).
  - D. Street trees planted in 4x6 ft tree wells, 30 ft on center will be required.
  - E. Pedestrian lighting (standard is currently being determined) shall be installed 60 ft on-center along the property frontage.
  - F. All public street improvements to the back of the new curb shall be encompassed in dedicated right-of-way. The sidewalk may be encompassed in a public sidewalk easement if approved by the Planning Department.
2. It is recommended, and may be requested as SEPA mitigation, that the project install the missing 150 ft long sidewalk link to the west of the project along NE 38th Street. This project is very pedestrian oriented and people coming to and from the TOD project or the park and ride cannot safely walk along the north side of NE 38th Street due to this missing sidewalk link.

3. The optional garage entry from NE 38th Place will be considered after site distance, turning movements, and queuing are analyzed by the City Transportation Engineer. The Transportation Engineer also raised the possibility of a traffic signal at the driveway on 108th Ave. NE and at the intersection of 108th Ave. NE and NE 38th Street with ITS system linked to the existing traffic signal at 108th Ave. NE and Northup Way. The traffic study will need to review the LOS at these intersections to determine if traffic signals are warranted. The Kirkland Transportation Engineer will be coordinating these issues with the Bellevue Traffic Engineer.
4. A 2-inch asphalt street overlay will be required where three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
5. The project should plan to remove and replace all existing curb and gutter along NE 38th Place.
6. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.
7. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.
8. Underground all new and existing on-site utility lines and overhead transmission lines.



## **Planning and Community Development Standards**

### **LAND SURFACE MODIFICATION AND/OR BUILDING PERMIT REQUIREMENTS**

**KZC 56.08-10 YBD 1 Use Zone Chart.** – The applicant must comply with the requirements of this section including the affordability requirements.

In addition, staff has identified the following improvements that need to be installed associated with the project:

- Install a sidewalk along the NE 38<sup>th</sup> PI property frontage located to the north that connects with the new sidewalks to be installed with the project to provide pedestrian connectivity to the TOD
- Install a lighted mid block crosswalk along NE 38<sup>th</sup> PI in a location approved by the City to mitigate for anticipated increased pedestrians traveling to and from the TOD

**KMC 22.20 Subdivisions.** See this section for the short plat requirements and process. The applicant will need to meet the minimum Building Code setbacks from property lines for openings in structures and/or create “no buildline easements” easements along property.

**KMC 27.06.030 Park Impact Fees.** New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a “credit” for that unit shall apply to the first building permit of the subdivision.

**KZC 95.30(4) Tree Protection Techniques.** A description and location of tree protection measures during construction for trees to be retained must be shown on demolition and grading plans.

**KZC 95.34 Tree Protection.** Prior to development activity or initiating tree removal on the site, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities. Protection measures for trees to be retained shall include (1) placing no construction material or equipment within the protected area of any tree to be retained; (2) providing a visible temporary protective chain link fence at least 6 feet in height around the protected area of retained trees or groups of trees until the Planning Official authorizes their removal; (3) installing visible signs spaced no further apart than 15 feet along the protective fence stating “Tree Protection Area, Entrance Prohibited” with the City code enforcement phone number; (4) prohibiting excavation or compaction of earth or other damaging activities within the barriers unless approved by the Planning Official and supervised by a qualified professional; and (5) ensuring that approved landscaping in a protected zone shall be done with light machinery or by hand.

**KZC 95.40- Required landscaping** -supplemental landscaping

**KZC 95.50 Tree Installation Standards.** All supplemental trees to be planted shall conform to the Kirkland Plant List. All installation standards shall conform to Kirkland Zoning Code Section 95.45.

**KZC 110.60.5 Street Trees.** All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or

driving lanes.

**KZC 95.52 Prohibited Vegetation.** Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

**KZC 105 Parking Area Design, Vehicle and Pedestrian Access and related Improvements-**See requirements for the size of parking stalls, driving aisles; bicycle parking; Through Block pathway details; pedestrian pathways through parking area.

**KZC 105.19 Public Pedestrian Walkways.** The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way. If in a design district, see section and Plate 34 for through block pathways standards.

**KZC 115.25 Work Hours.** It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

**KZC 115.45 Garbage and recycling receptacles and enclosure- Placemnt and Screening.**

**KZC 115.59 Height Regulations- Calculating Average Building Elevation (ABE).** See #3 for partially underground structure or improvements.

**KZC 115.95 Noise Standards.** The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

**KZC 115.135 Sight Distance at Intersection.** Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

**KZC 145.22.2 Public Notice Signs.** Within seven (7) calendar days after the end of the 21-day period following the City's final decision on the permit, the applicant shall remove all public notice signs.

|                           |
|---------------------------|
| <b>PRIOR TO OCCUPANCY</b> |
|---------------------------|

**KZC 110.75 Bonds.** The City may require or permit a bond to ensure compliance with any of the requirements of the Required Public Improvements chapter.

**SOUTH KIRKLAND PARK & RIDE  
TRANSIT ORIENTED DEVELOPMENT  
DRC12-00001**

**PR 8.5**

**RS 12.5**

**YBD 2**

**PUD  
Yarrow Bay  
Office Complex**

**PUD  
Linbrook**

**YBD 3**

**3801 108TH AVE NE**

**City of Bellevue**

**NORTHUP WAY**

**NE 38TH PL**

**108TH AVE NE**



## **Exhibit B: Project Description**

### **Park and Ride Facility**

The proposed project concept consists of development of both a Transit Facility as well as a Mixed use structure. The transit component includes a three story, above-grade parking garage on the Bellevue parcel, improvements to the surface transit lot and the transit facilities to improve bus loading and waiting areas within both jurisdictions, the addition of 250 stalls to the existing transit facility. An optional 4<sup>th</sup> floor and additional transit parking stalls is being considered by Metro and will be confirmed in February. The mixed-use building contains approximately 58 affordable housing units, 181 market rate apartment units, 10,440 square feet of retail space and associated required parking within a podium structure, all within the Kirkland Jurisdiction. The freestanding parking garage combined with the surface stalls will provide a total of 853 parking stalls for exclusive use of Metro park and ride users. All mixed-use parking will be contained within its podium and not shared with the transit parking. This concept allows Metro to manage its own parking independently, simplifying the overall parking management strategy and reducing potential use conflicts.

### **Market-rate, Mixed-use Building**

Apartment units in the five floor market-rate, mixed-use building will contain a mix of studio, one bedroom and two bedroom units targeting a wide tenant demographic. The commercial space will target tenant uses such as a coffee shop, café, dry cleaner, and/or bike shop that will serve the park and ride users as well as the residential tenants. The market-rate, mixed-use building, including its two levels of podium parking and commercial areas, will target code required sustainability certification while the above-grade parking structure will target Gold Level on the King County Sustainable Infrastructure Scorecard.

### **Affordable Housing Building**

The 58 apartment residences in the four floor affordable housing building are being designed to complement the market-rate, mixed-use building and complete the transit orientated development campus. The affordable housing structure is anticipated to be supported by a variety of funding vehicles including CDBG, HOME and Section 8 and tax credit resources; the building will target the Evergreen Sustainable Development Standard. Consistent with market demand and the market-rate, mixed-use building, the affordable building residences will include a mix of studio, 1 bedroom, 2 bedroom and 3 bedroom residences. Of the 58 residences, 29 of the apartments have been allocated to serve individuals and households who earn 30% of the area median income with the remaining residences equally proportioned to individuals and households earning 40% and 60% of the area median income. In addition to a green roof top garden, the affordable housing building anticipates a variety of community amenity spaces for the residents to enjoy.

**South Kirkland Park and Ride TOD  
January 17, 2012 Response  
Responses inserted below**

January 12, 2012

Gary Young  
Polygon Northwest  
11624 SE 5<sup>th</sup> ST, Suite 200  
Bellevue WA 98005

RE: Conceptual Design Conference for TOD at the South Kirkland Park and Ride  
File No. CDC11-00003

Dear Mr. Young and Project Team Members:

On January 9, 2012 the Design Review Board (DRB) held the Conceptual Design Conference for the proposed Transit Oriented Development at the South Kirkland Park and Ride property at NE 38<sup>th</sup> PI and 108<sup>th</sup> Avenue. This letter summarizes some of the key points that the DRB discussed at the meeting, as well as their general recommendations for the project as it proceeds to the Design Response Conference. See also comments from staff to respond to. Note that direction provided on the portions of the project within Bellevue's jurisdiction should be considered advisory to the design team and to Bellevue staff. The Design Response Conference is tentatively scheduled for February 13, 2012.

**Discussion Issues:**

**A. Site Plan and Massing Options**

The DRB listened to the project team explaining how the three site planning and massing studies arrived at the preferred Option 3.

King County Metro's representative Gary Prince described the reasoning for choosing Option 3 from a transit circulation and park and ride perspective. Compared to Option 2, Option 3 provides the best bus circulation, retains and increases the maximum number of surface parking stalls, improves direct pedestrian and vehicular (and bus) access to and from the parking garage to transit center and because of the garage location and grade of the BNSF railroad, the best alternative to achieve a future connection to the Eastside Rail Corridor.

The Board focused its early discussion on the merits and concerns of Options 2 and 3. After hearing all the presenters, the Board recognized the thought process to arrive at Option 3 version regarding bus circulation, pedestrian, vehicular and the functions of the three building forms. Overall, the Board thought all options did a good job addressing vehicular and pedestrian routes, commercial frontage on NE 38<sup>th</sup> PI, and providing access to open space. In conclusion, for the Design Response Conference the Board would like the applicant to incorporate the attributes of Option 2, expressed by the Board below, into the project design where feasible.

The following is a summary of the DRB comments regarding Options 2 and 3 with more detail in sections below on how each topic area needs to address the particular design guidelines for the Design Response Conference.

### Option 2 Comments

#### Attributes noted by DRB:

- Location of transit garage minimizes the view of garage from 108<sup>th</sup> Avenue
- Parking garage is more centrally located and screened by the hillside
- Location of mixed use building is preferred because:
  - provides retail/commercial uses on the eastside of the building allowing greater access to transit riders
  - flipping building allows for commercial activity on eastside and near Gateway area to wrap around corner to NE 38<sup>th</sup> PL
  - prefer courtyard location opening up on the east side allows greater pedestrian, visual, solar access and access to Gateway. A solar study should determine the optimum sun angle for the courtyard.
  - Allows greater commercial access on the north side of building for pedestrians waiting for the buses and commercial uses appear to wrap around to NE 38<sup>th</sup> PI
- May reduce stacking of buses and cars to improve traffic flow into site

#### Disadvantages discussed with applicant:

- Courtyard would be less private because it is angled to the transit center
- Location of the transit garage would reduce surface parking stalls and result in increased distance for pedestrians to walk from garage to transit
- Location of garage and change in grade in relationship to the Eastside Rail Corridor
- Design would likely exceed the max. 200' façade length along NE 38<sup>th</sup> PI. and height requirement in the gateway. The DRB does not have the authority to grant design departures of these two requirements. A Planned Unit Development (PUD) process would need to be requested to modify these requirements.

### Option 3 Comments

#### Attributes noted by DRB:

- See general comments above at the beginning of section
- Location and height of transit garage would allow easier pedestrian access to transit and potential future connection to Eastside Rail Corridor
- Garage location provides better figure-ground relationship between project components

#### Disadvantages discussed with applicant:

- At the 108th Avenue entrance potential stacking of cars and buses issue as a result of vehicles entering the garage and drop off area

The *Design Guidelines for YBD 1* contain the following guidelines addressing building scale, massing and relationship to NE 38<sup>th</sup> PI related to the DRB comments:

#### Building Scale and Massing

- 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.

- 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.
- 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.

#### Streetscape along NE 38<sup>th</sup> Pl

- Buildings should be oriented towards the street when located along NE 38<sup>th</sup> Place.
- Ground floor spaces along NE 38<sup>th</sup> 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.
- 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.

#### **Response A. Site Plan and Massing Options – YBD Guidelines 2 and 4:**

*The proposed design is developed from the campus plan and components of massing option 3;*

- The transit garage is positioned parallel with 108<sup>th</sup> Ave to:*
  - *reduce construction impacts to the transit facility,*
  - *minimize the view of the garage from 108<sup>th</sup> Ave due to the adjacent steep slope*
  - *provide the shortest elevation visible to Northrup Way rather than the longer elevation*
  - *provide better visibility to future rail corridor connection,*
  - *provide better weather protection from parking to loading areas,*
  - *provide the minimum distance from transit loading to garage entry and circulation to maximize transit rider safety.*
- The relationship of the Affordable and Market rate apartments along NE 38<sup>th</sup> Place is the same as in massing option 2.*
- Positioning the mixed-use courtyard to face south provides better solar access and pedestrian space as illustrated in the attached solar study.*
- Access from the gateway is established with an arcade and pedestrian area wrapping around the corner to NE 38<sup>th</sup> Place.*
- The mixed-use courtyard is more private with elevated access off NE 38<sup>th</sup> Place creating a distinct and separate space from the public gateway plaza and transit areas.*

*The proposed design has also incorporated the following components of massing option 2;*

- The Grade level space facing the transit center has been designed to allow for the possibility of live-work or commercial lease space contingent on market interest*

- b) Commercial lease space is also positioned to wrap from the Gateway area to NE 38<sup>th</sup> Place.

Additional components of Option 2 were not incorporated for the following reasons;

- The view of the parking garage is more significantly minimized in option 3 since an orientation parallel to 108<sup>th</sup> presents the shorter façade to the gateway and places the majority of the long facade below street grade and screens above road grade elevations by hillside plantings.
- Locating the transit garage parallel to 108<sup>th</sup> significantly reduces the construction impact to existing transit operations and reduces the number of displaced stalls.
- The option 3 garage orientation maximizes the visibility to the rail corridor, allows for flexibility and opportunities for development of the future rail connection route.
- Placing the parking garage parallel to 108<sup>th</sup> improves pedestrian safety and centralizes the majority of parking to exit the building across a single drive aisle to the center of the transit loading zone as opposed to across a parking lot as in option 2.
- Transit studies, including 2034 projections, do not show any stacking or traffic flow issues with the garage parallel to 108<sup>th</sup> Avenue as shown in Option 3 so there is no advantage to option 2 in this respect.

YBD Guidelines 2 and 4;

- 2.b The Mixed Use Building has been modulated to better respond to the scale of existing buildings as well as to provide better human scale at the pedestrian oriented street areas. The design creates two buildings of four and five stories in height separated by public and private podium plazas. The two building masses are modeled through a combination of various stepped façade planes along 38<sup>th</sup> including edge of sidewalk commercial podiums, stepping in response to curved property boundaries, prescribed upper story setbacks, modulated bays at the market rate building, additional setbacks to incorporate upper floor bay modulations and balconies and variation of exterior materials and colors. Additionally, the varied rooflines have been held 5-20 feet below that allowed in the YBD 1 zoning.
- 2.d The proposed pedestrian-scale campus design has been carefully considered, taking into account many different functional and jurisdictional requirements but always considering how to minimize the visibility and impacts of the campus to the surrounding streets and properties. Locating the market rate apartments at the gateway with first floor commercial uses best responds to the surrounding residential neighborhoods as well as providing a ground floor use to contribute a welcoming and animated streetscape entry point to the Yarrow Bay Business District. The Affordable apartment component is shorter and acts to step massing from a lower profile building to higher profile building at the gateway intersection. Tucking the transit garage close into the 108<sup>th</sup> hillside allows for the territorial views along 108<sup>th</sup> Avenue to look over the garage to the west and utilizes existing landscaping to screen visibility of the roof top parking from adjacent properties.
- 2.m Horizontal building modulation in the form of a strong podium base assembly of commercial spaces, landscape planters, and generous stairways, bands of storefront glazing, commercial storefront canopies, a middle field of residential units, residential window variety at the top floor, a varied roofline of flat and sloped planes, and horizontal changes in materials and colors, have been incorporated to reduce the perceived building mass and mitigate the vertical scale of the buildings.

- 4.b *Designing to both the YBD1 pedestrian oriented street as well as the functional requirements of the use as a Transit Oriented Development results in the building having two fronts, NE 38<sup>th</sup> Place and the Transit Plaza. Lobby entries are accessed via the pedestrian mid block crossing which links these two fronts. Commercial uses start on NE 38<sup>th</sup> Place, step up twenty-two feet of grade change to the gateway plaza oriented commercial spaces on the south, and terminate at the transit front facing east.*
- 4.d *Due to the twenty-four feet of grade change along 38<sup>th</sup>, building code story limitations, and tax credit funding limitations that preclude the use of tax credit funding for commercial uses within a tax funded affordable housing program it is not possible to achieve commercial space sufficient to provide 75% façade transparency at grade. Where commercial spaces are adjacent to pedestrian plazas street furnishings, street trees and significant planting areas will provide interest at the pedestrian oriented streetscape.*

## B. Pedestrian Access

### DRB Comments:

- Broaden the pedestrian access improvements through the site to be an organizing element and a benefit for the community.
- Add some retail on the transit side of building for transit users
- Consider using vertical circulation element in parking garage to make the grade transition to the Eastside corridor.

Staff has identified the following additional issues that need to be addressed:

- To provide pedestrian connectivity within the district and to the site a mid block, lighted crosswalk across NE 38<sup>th</sup> PL is needed that is centrally located and connects with uses at Linbrook office park and Yarrow Bay office park.
- Because of the lack of sidewalk on the Paccar property frontage directly to the north, an improved sidewalk or pedestrian walkway needs to be installed to provide a pedestrian connection along NE 38<sup>th</sup> Pl.
- Clarify that the site plan includes a sidewalk along the west side of the affordable housing building (where the driveway is) from NE 38<sup>th</sup> Pl into the park and ride property.
- Show the design for bus shelters or canopies for transit center.
- Maintain a pedestrian pathway shown through the parking lot. Along parking lot side of transit garage install a sidewalk with decorative pavement, lighting (on building façade or pedestrian lighting), canopy and trees in grates.

The *Design Guidelines for YBD 1* contain the following guideline addressing pedestrian access related to the DRB or staff comments:

- 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.
- Pedestrian and bicycle pathways and/or connections should be well-defined and safe.
- Pedestrian connections should be provided to adjacent properties to allow for efficient access to the transit facilities and commercial uses.

- Convenient and safe pedestrian areas should be designed in centralized locations to accommodate transit users.
- Lighting should be provided to walkways and sidewalks through building mounted light and canopy or awning mounted lights.
- Through-block pathways should be designed so that it is clear that access by the general public is allowed. The following guidelines also apply:
  - Because the subject property is steep along NE 38<sup>th</sup> Place, stairways may be used in the design of the through-block pathway where connecting to the street. If located along NE 38<sup>th</sup> Place, the stairway should function as a focal entry/exit point and contain design elements that make it a welcoming, safe, and attractive entry.
  - If located within a parking lot, the following guidelines should be incorporated into the design of the through-block pathway.
    - Increased landscaped island size adjoining the pathway. This helps to narrow the driveway width where appropriate to help slow parking lot traffic.
    - Raised landscape beds
    - Raised pathway with pavement material, texture, and color different from traffic lanes
    - Selection of tree species that provide the broadest canopy possible to produce a dense landscaped environment.
  - 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.

**Response B. Pedestrian Access - YBD Guidelines 3:**

*Primary pedestrian access to the site will serve the transit and future circulation from, and to the site, and the surrounding neighborhood via the rail corridor. Secondary pedestrian access will serve the mixed-use building and adjacent retail and pedestrian plazas. Overlaying these uses results in a web of paths all intersecting at the transit plaza. Mid block access parallel to 108<sup>th</sup> Avenue is provided from 38<sup>th</sup> through a welcoming, 30' wide open space, across the transit plaza, to a twelve foot landscaped sidewalk alongside the transit garage to the steep slope where a future vertical connection can be made. The design devotes a significant effort to enhance the mid block pedestrian crossing and seeks to keep the pedestrians separated from the transit exit drive along side the affordable housing as well as providing a landscaping buffer to units overlooking the drive. Additionally, a single primary pedestrian path through the parking lot is proposed due to topography and required parking facility dimensions that limit the ability to have multiple paths through the parking lot. It will also be more comfortable for pedestrians to walk adjacent to the building and landscaping. In support of this proposal the surface parking lot is designed with traffic calming one-way drive aisles and a linear loading island to act as a pedestrian collector. To complement the building frontage along NE 38<sup>th</sup> Place, well-lit, landscaped pedestrian access to the transit, commercial and apartments' entries will be provided on both sides of the vehicle access off 108<sup>th</sup> Avenue. An existing internal pedestrian access gate with the Yarrow Bay Office Complex will be maintained to provide neighboring tenants access to the transit facility. The incorporation of a walkway on*

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*NE 38<sup>th</sup> Place in front of the Yarrow Bay Office Complex remains contingent on use and access negotiations.*

### **C. Open Space and Landscaping**

DRB Comments:

- See Section A above regarding solar access to courtyard.

The *Design Guidelines for YBD 1* contain the following guideline addressing public amenities and open space related to the DRB comments:

- Public open space should be provided on the subject property which can be used by the general public, residents, and transit users.
- 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.
- 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.
- 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.
- A combination of lighting, access to sunlight, paving, landscaping, and seating should be used to enhance the pedestrian experience with the public open space.

#### **Response C. Open Space and Landscaping - YBD Guideline 7:**

*The Public Open space or plaza is located alongside the primary commercial use due to its visibility, good solar access, and ability to provide a large flat site area, close proximity to transit loading areas, and for its significance as the gateway to the Yarrow Bay Business District. The space is planned to have a combination of decorative paving, landscaping, a variety of seating, vertical separation from the transit facility driveway, and the ability for commercial uses to spill out onto the plaza.*

### **D. Parking Facilities**

DRB Comments:

- Show how the Metro transit garage is screened from 108<sup>th</sup> Avenue with possible façade treatment such as green screen while keeping the garage open for security purposes.
- Reflect the architectural vocabulary of the housing components within the design of the parking garage.

The *Design Guidelines for YBD 1* contain the following guidelines addressing parking facilities related to the DRB comments:

- Parking lots should be designed to provide for clear vehicular and pedestrian circulation and be well organized.
- Screening and landscaping should be used to reduce the visual impact of parking lots and/or parking structures to the surrounding neighborhood.
- 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.
- 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.
- If adjacent to the required gateway, the exterior of parking structure should reflect the design elements of the gateway. Design should avoid the appearance of a parking structure.

**Response D. Parking Facilities - YBD Guideline 6:**

*Design of the Parking facility is functionally and physically determined by:*

- *the operations of Metro,*
- *building code,*
- *requirements for efficient phased construction which allows Transit operations to continue on-site during construction,*
- *funding limitations*
- *and dimensional requirements to deliver the required number of additional transit parking stalls.*

*The location of the building is discussed under the site and building massing section and responds primarily to the ability to be screened by the existing hillside, with its roof below the surface of the adjacent 108<sup>th</sup> Avenue roadway, and landscaping while orienting the narrowest width of the building to face the gateway intersection. The building will be open-air concrete structure with long-term durability requirements. The primary vertical elevator/stair core will be treated architecturally and act as a way finding component for pedestrian circulation to and from the parking facility. Security measures including: panic stations, open stair and waiting areas, and the ability to lock down the building, if necessary, will be incorporated into the design. First floor wall openings will have a welded wire mesh screening that will continue in areas to the top floor as green screen elements for landscaping of the building facades.*

**E. Gateway Design**

DRB Comments:

- At the 108<sup>th</sup> Avenue NE entrance, extend the gateway feature on the west side to the east side of the driveway by adding pedestrian, special element or landscaping to create a "sense of arrival" and more dramatic entrance.

The *Design Guidelines for YBD 1* contain the following guidelines addressing gateways related to the DRB comments:

- 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:
  - Contain a highly visible and welcoming public space between the sidewalk and the building which is easily accessible, comfortable, safe, and includes pedestrian amenities;
  - Establish a landmark that reflects the TOD elements of the site;
  - Reinforce NE 38th Place and 108th Avenue NE as a focal point;
  - Transition between Kirkland and Bellevue and the Yarrow Bay Business District to the west; and
  - Are integrated with the TOD building design

### **Response E. Gateway Design – YBD Guideline 5:**

*The gateway is defined as the intersection of 108<sup>th</sup> Avenue and NE 38<sup>th</sup> Place and is enhanced by a large flat open public plaza with a variety of seating, landscaping, overhead weather protection, adjacent commercial uses, and a variation in the façade treatment of the adjacent building. The site slope will need to be significantly modulated to achieve the flat area adjacent to retail uses. Grading will be less challenging to the west side of the transit driveway entry than the east which has a 7.5 – 13% slope along its walkway. The gateway along the east will be enhanced with street tree landscaping and native plants for the steep slope. As many of the large existing trees will be preserved as possible, contributing to the gateway character.*

### **Items required for Design Response Conference**

In addition to the items outlined in the application form for the Design Response Conference, the DRB noted the need for the following items to be submitted for review:

- Try to incorporate the attributes related to Option 2 that the Board discussed or explain why the comments are not feasible.

**Response:** See discussion under item A response above.

- Provide a solar study for the site.

**Response:** A solar study exhibit has been included in the submitted packet which illustrates significantly better solar exposure to the market-rate building courtyard with the courtyard facing due south rather than east.

- Show views of the garage visible from both directions on 108<sup>th</sup> Avenue

**Response:** Perspective views of the parking garage from both directions on 108<sup>th</sup> have been included in the submitted packet. The garage is minimally visible from 108<sup>th</sup> due to its positioning along against the hillside. The top of the third level is at elevation 131' and the top of the fourth level is at 141'. Both top of building heights have been illustrated with pink surveyor tape applied to on an existing light pole in the parking lot. Photos of this height exhibit are included in the submitted packet.

- Provide examples of screening the view of the transit parking garage from 108<sup>th</sup> Avenue while from a security standpoint show how the garage will be open and visible

**Response:** Site photos along with the perspective views illustrate the ability of the natural landscaping and the positioning against the steep slope to screen the garage from 108<sup>th</sup>. The garage facing the transit plaza and the surface parking lot has open wall areas and stairways to promote eyes-on-the-street visibility and security. Additionally METRO has requirements for

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*screening the first floor openings and providing access doors which are lockable. In the event of an emergency, panic stations will be located at all floors at both vertical circulation points.*

- Provide building elevations from the street level in all directions (including transit garage)

**Response:** *Building elevations of all structures have been provided in the submittal.*

- Provide perspective views of gateway

**Response:** *Perspective views of the gateway from both directions on 108<sup>th</sup> have been included in the submitted packet. The gateway incorporates a generous landscape area, retailing walls and stairs to create a flat retail pedestrian animated open space. A retail elevator provides customer access to the gateway plaza from the below grade parking area. Pedestrian weather protection is provided with canopies and a 1-1/2" story colonnade which wraps retail from the gateway around to NE 38<sup>th</sup> Place. At NE 38<sup>th</sup> Place a series of planters and stairs step down to the sidewalk grade. Three floors of residential use are visible above the grade related commercial areas.*

- Provide an organizing theme or approach to the pedestrian connections throughout the site.

**Response:** *See discussion under item B response above.*

- Provide more detail of the details for building and site materials (the types of materials and treatments shown in the development objectives section of Attachment 2 are what are expected but provide more detail).

**Response:** *Perspective views have been developed with color which is illustrative of color and material changes but do not illustrate the actual proposed color at this time. Additional detail will be provided as elevations continue to develop.*

When further refining the proposal and responding to the DRB's comments, please be sure to review the following resources:

- Lakeview Neighborhood Plan contained in the Kirkland Comprehensive Plan.
- *Design Guidelines for the Yarrow Bay Business District.*
- Zoning Code Chapter 56 for YBD 1 zoning regulations

These documents can be accessed at the Planning and Community Development Department page on the City's website, which can be reached at [www.kirklandwa.gov](http://www.kirklandwa.gov)

If you have any additional questions, please feel free to contact me at 425-587-3257 or [jcoogan@kirklandwa.gov](mailto:jcoogan@kirklandwa.gov).

Sincerely,

PLANNING AND COMMUNITY DEVELOPMENT

Janice Coogan  
Senior Planner

Cc: Design Review Board Members  
Project Team:  
Gary Young, Polygon NW

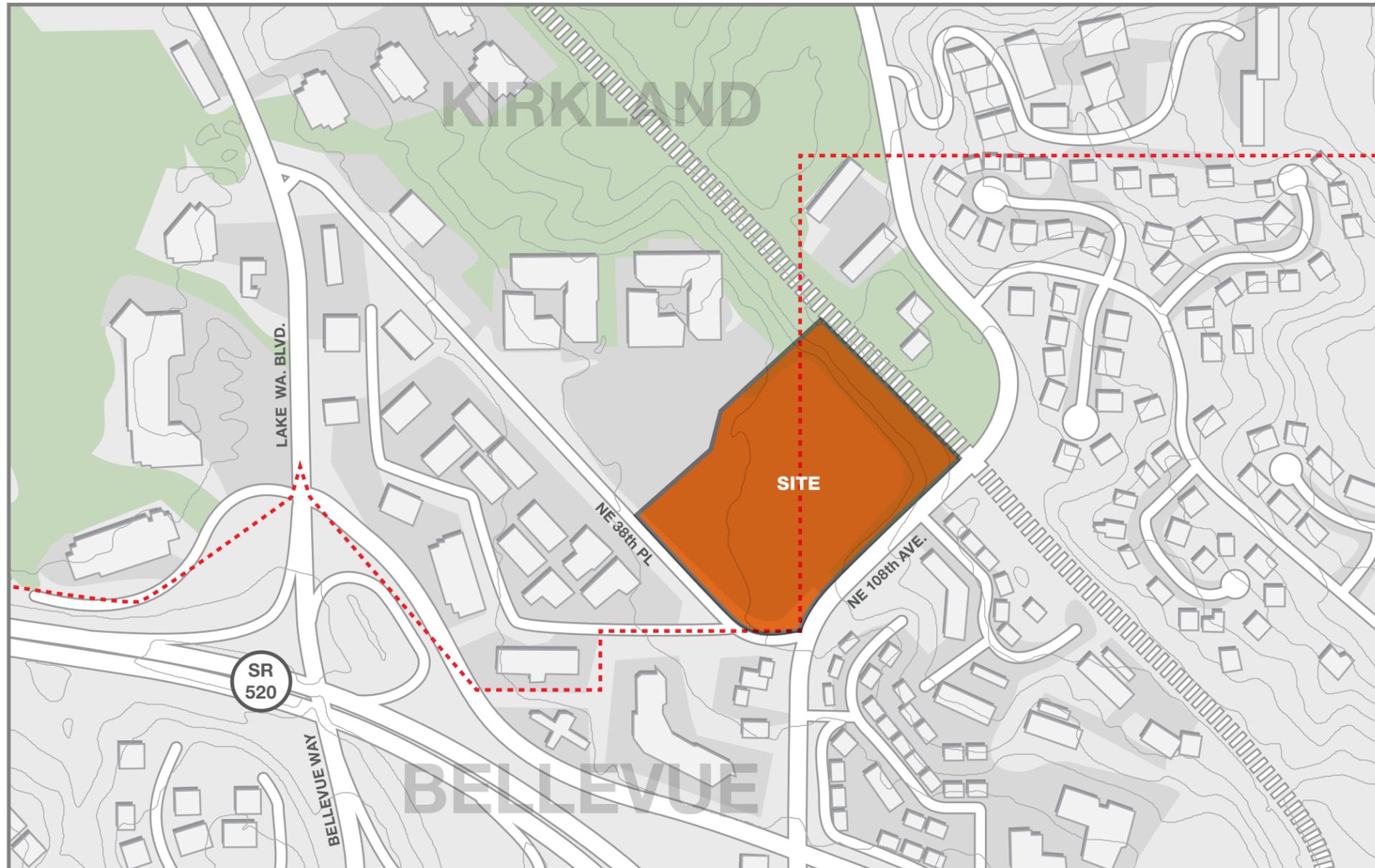


# KIRKLAND TOD

Design Response Conference

JANUARY 17, 2012





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BOUNDARY AND TOPOGRAPHIC SURVEY  
SOUTH KIRKLAND PARK AND RIDE  
FOR  
POLYGON NORTHWEST COMPANY  
CITY OF KIRKLAND, CITY OF BELLEVUE, WA

SEE SHEET 2



SEE SHEET 5



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NO. 00000 470

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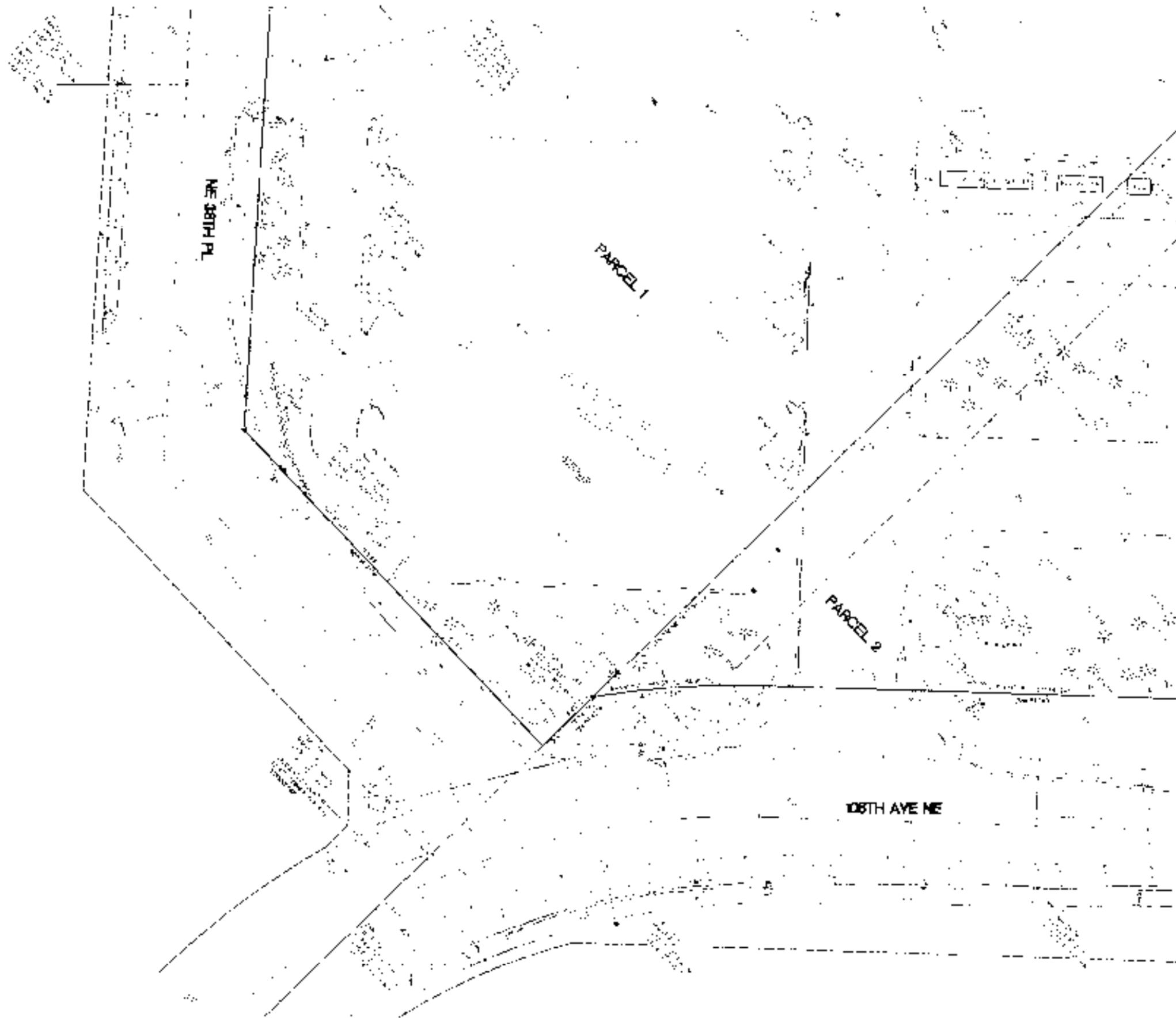
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BOUNDARY AND TOPOGRAPHIC SURVEY  
SOUTH KIRKLAND PARK AND RIDE  
FOR  
POLYGON NORTHWEST COMPANY  
CITY OF KIRKLAND, CITY OF BELLEVUE, WA



SEE SHEET 5



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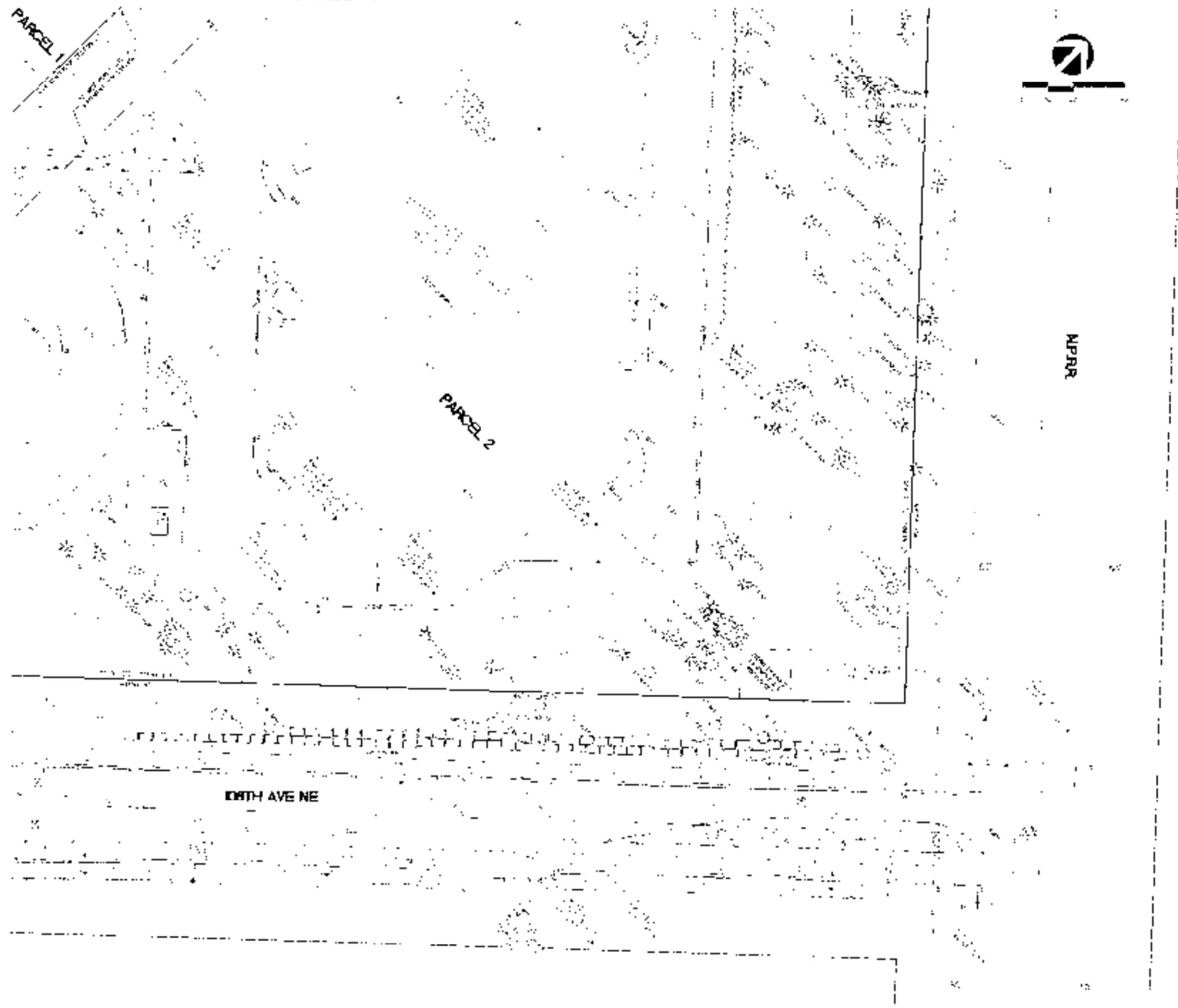
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SOUTH KIRKLAND PARK AND RIDE  
FOR  
POLYGON NORTHWEST COMPANY  
CITY OF KIRKLAND, CITY OF BELLEVUE, WA

SEE SHEET 3

NORTH 1/2 SEC. 20, TWP 25N, RING. 5E., W.M.

ATTACHMENT 5

SEE SHEET 4

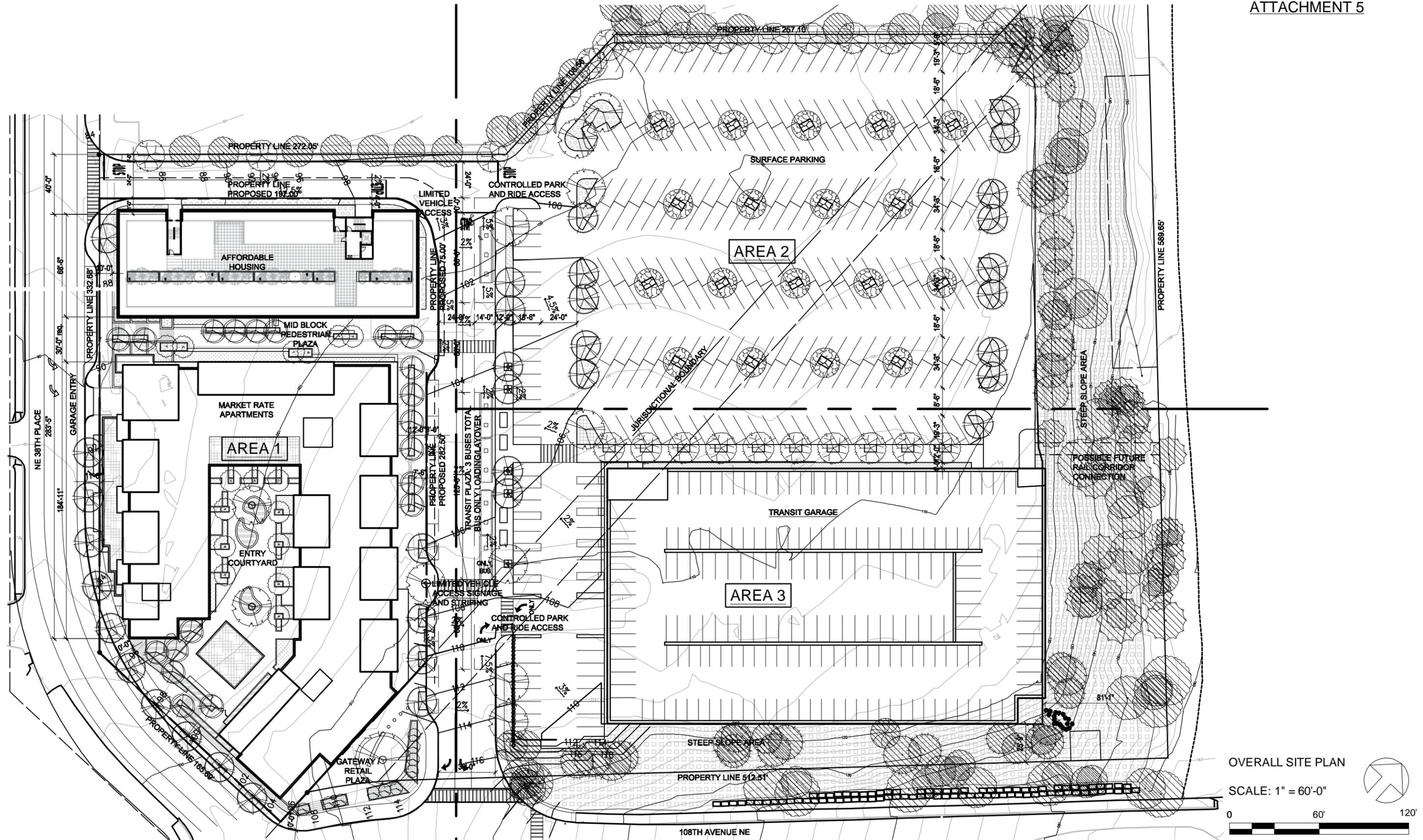


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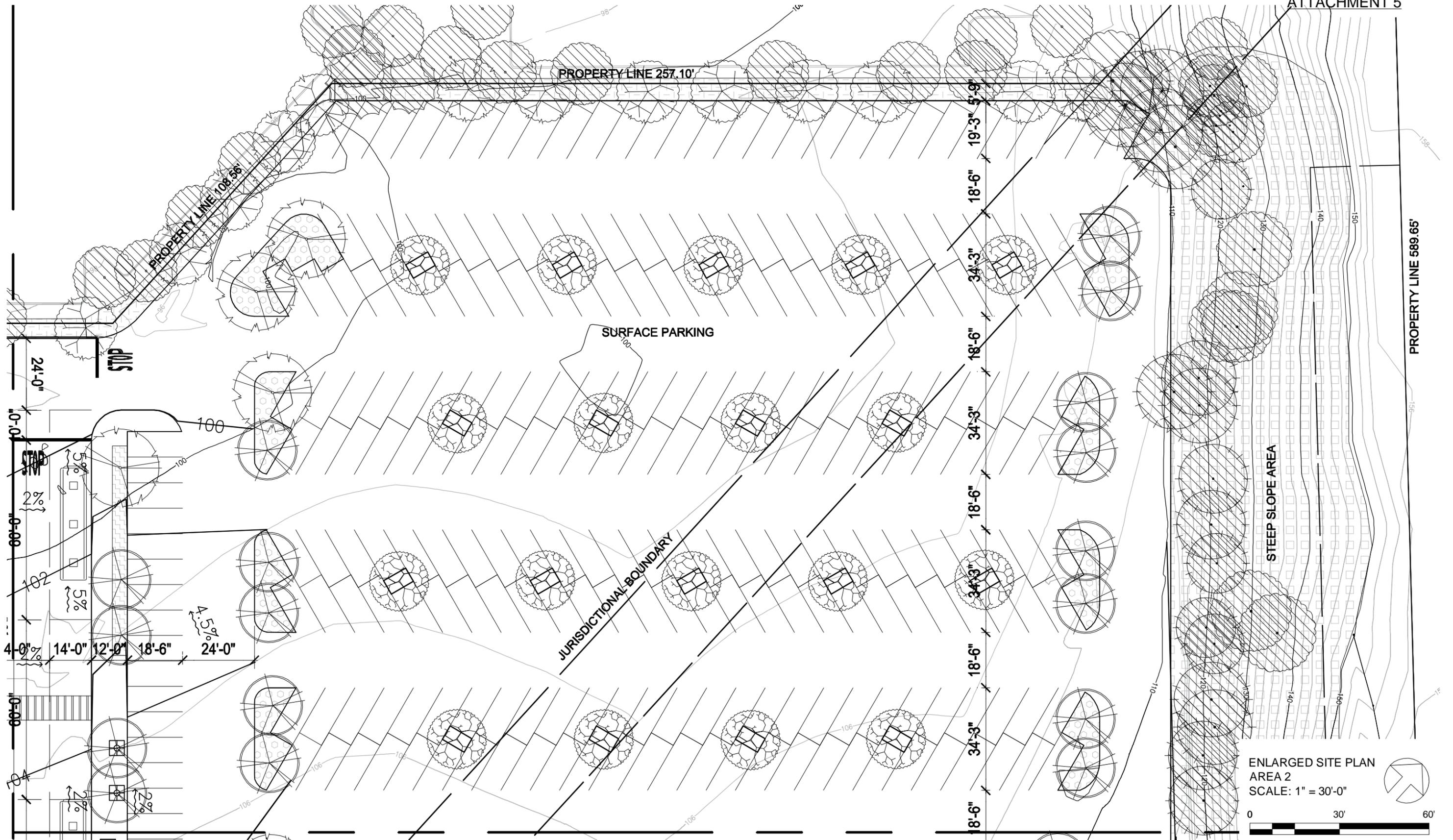
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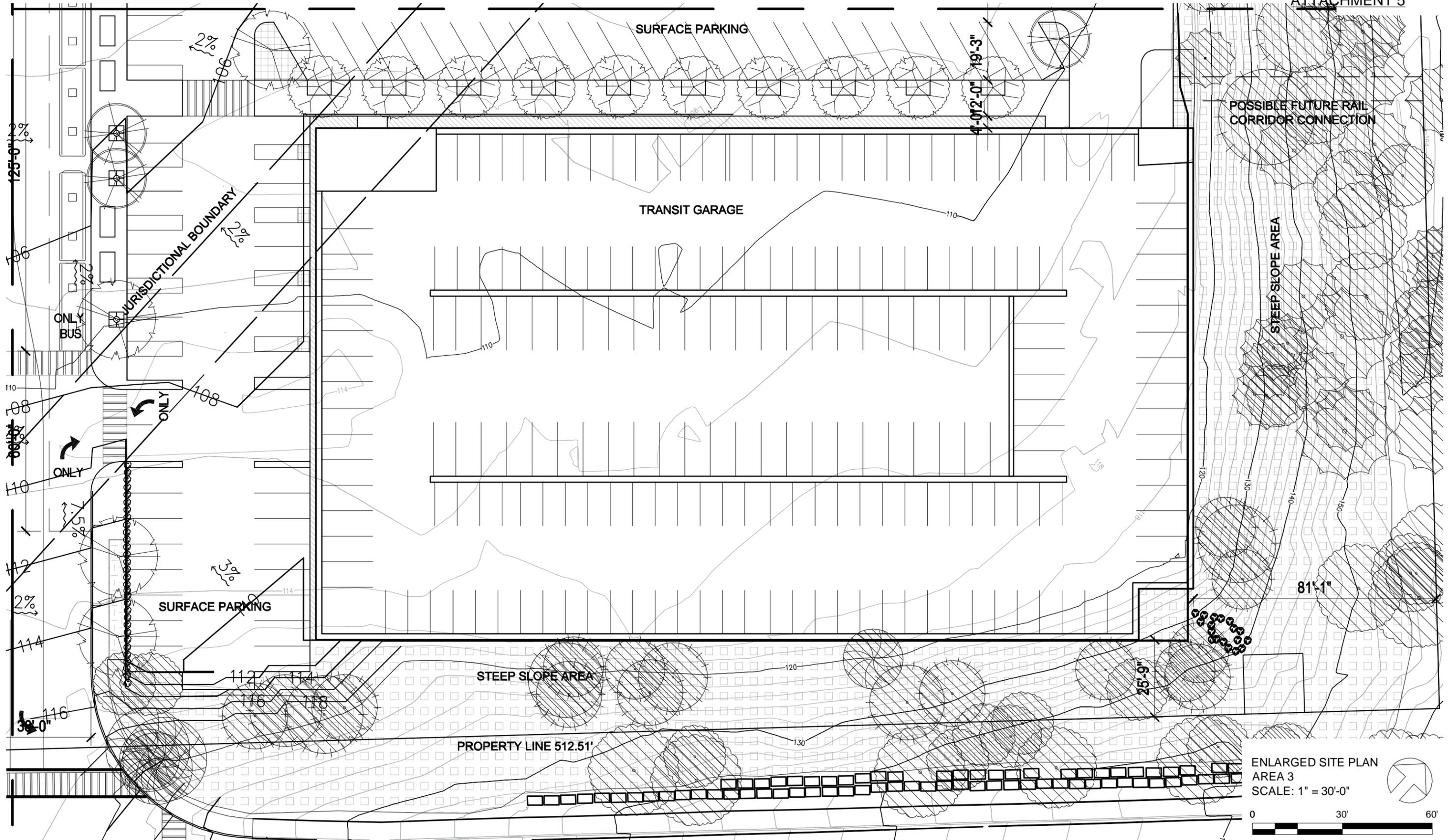
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SOUTH KIRKLAND PARK AND RIDE  
FOR  
POLYGON NORTHWEST COMPANY  
CITY OF KIRKLAND, CITY OF BELLEVUE, WA



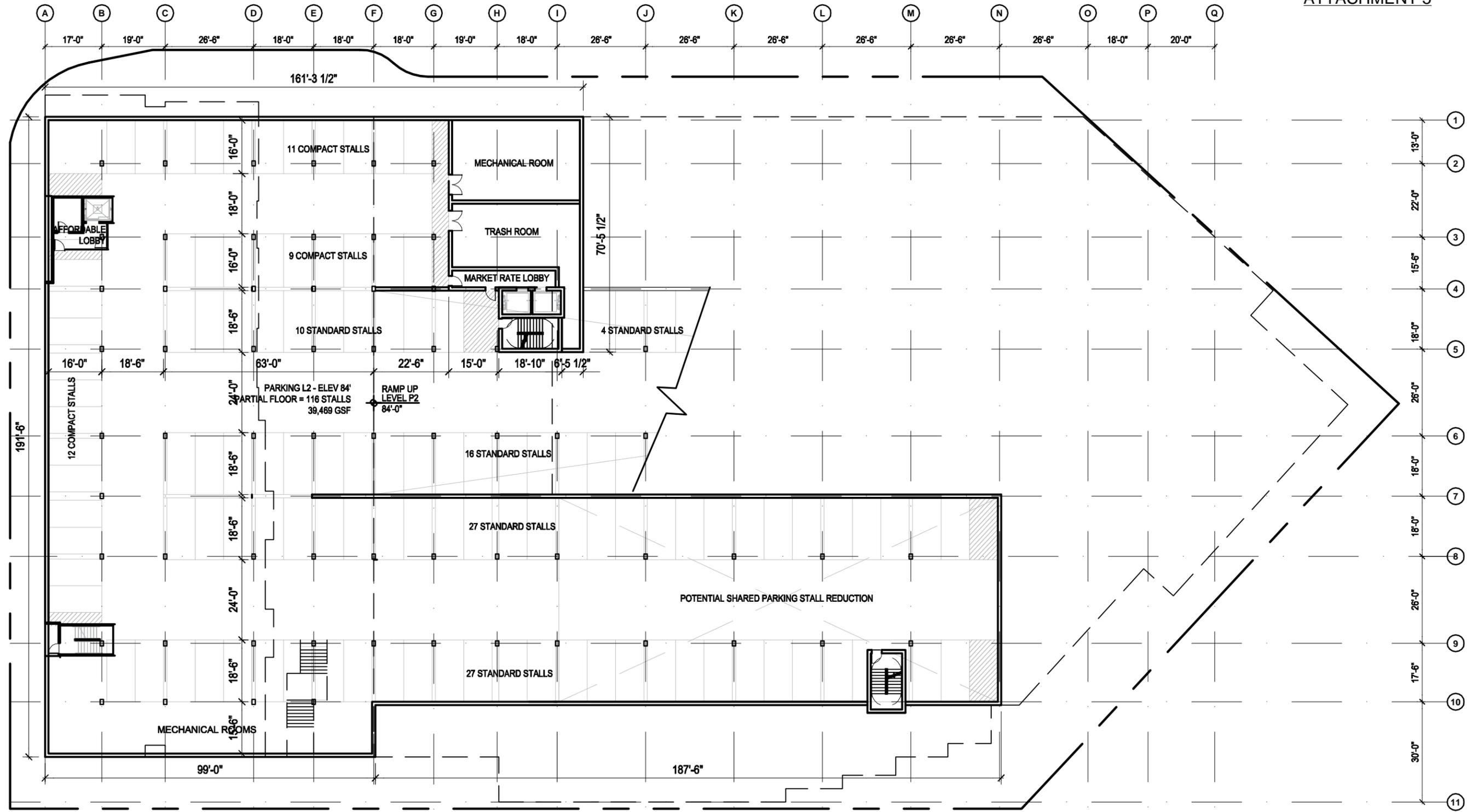
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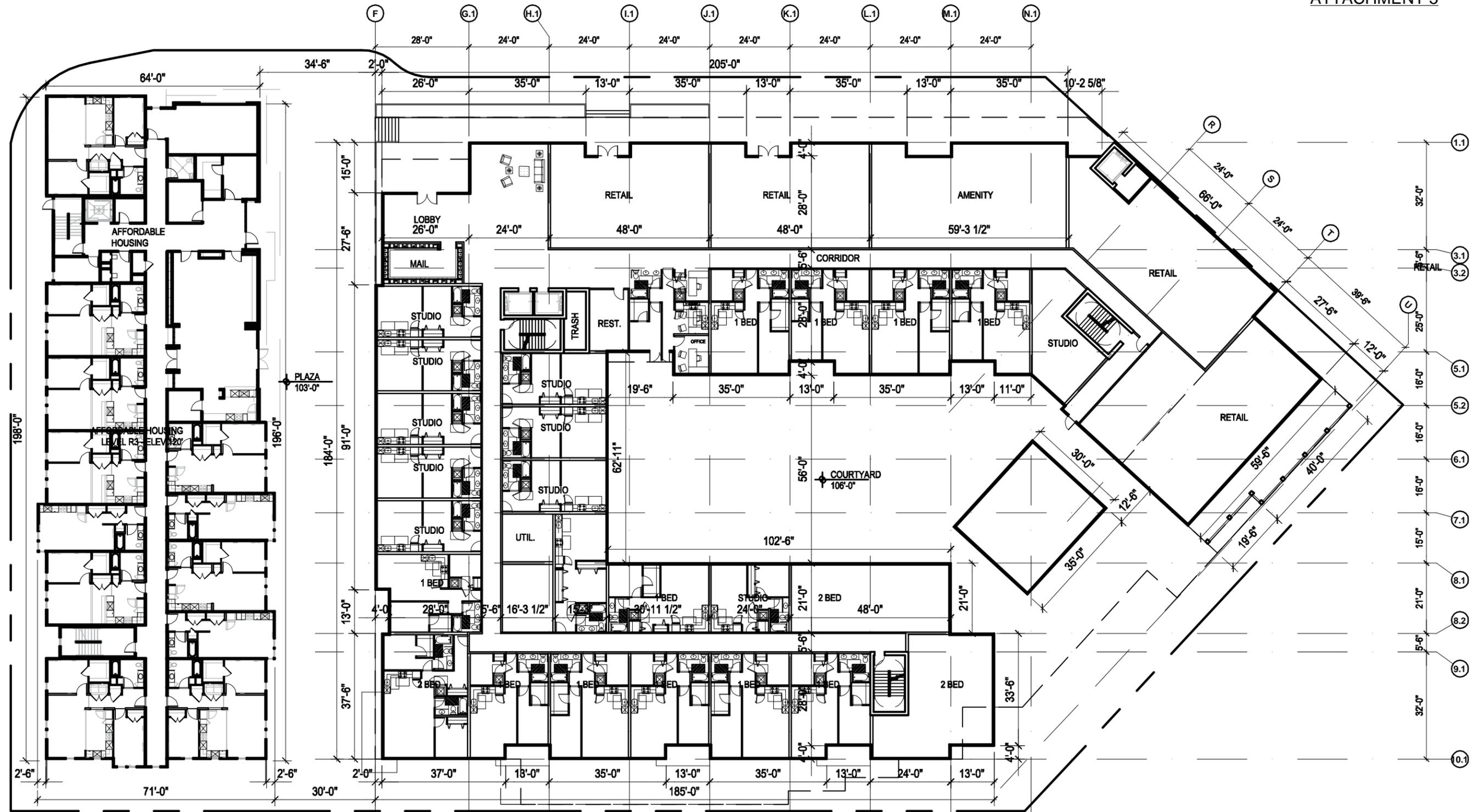






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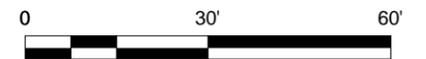


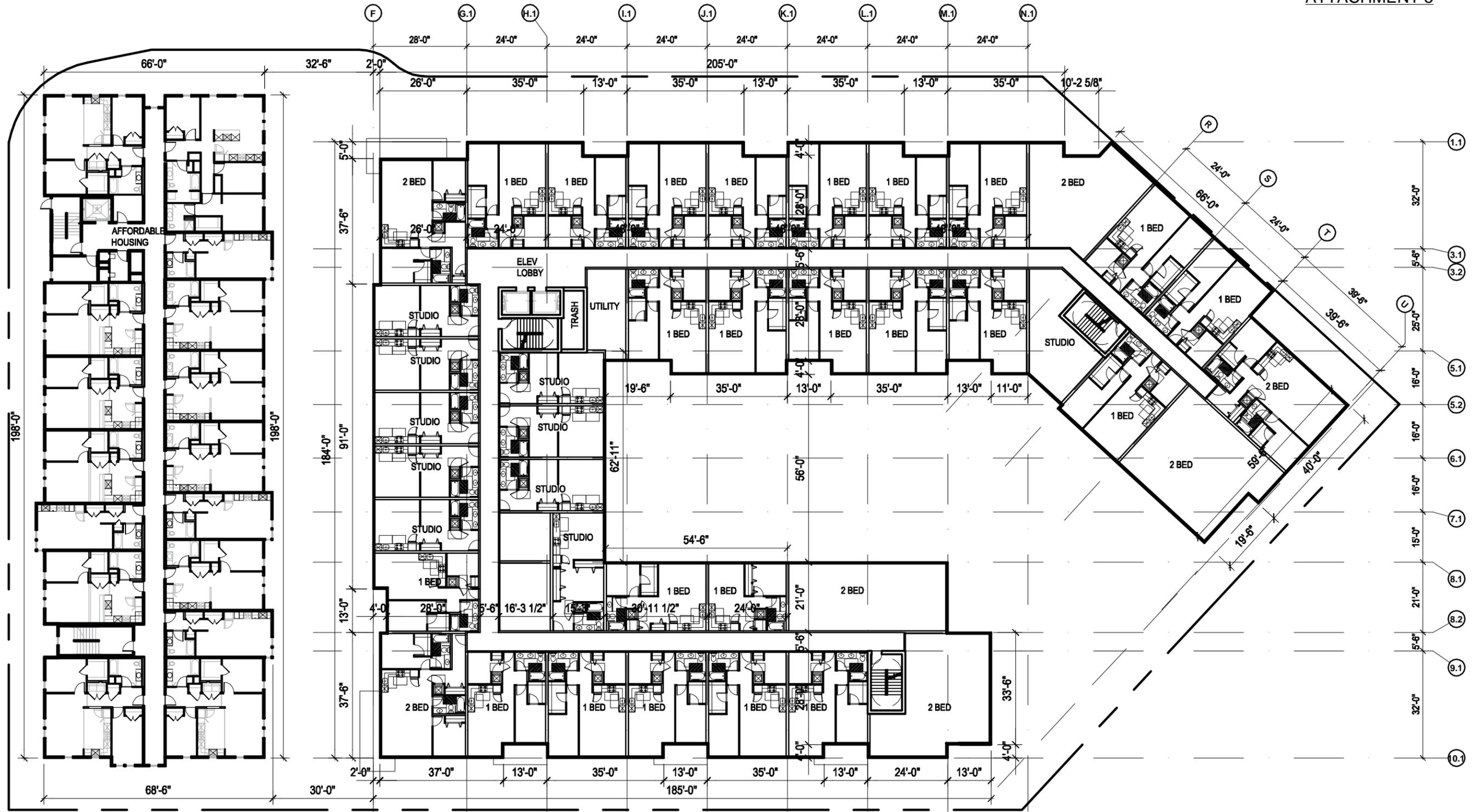
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MARKET RATE  
APARTMENTS L2  
SCALE: 1" = 30'-0"





MARKET RATE  
APARTMENTS L3-4  
SCALE: 1" = 30'-0"

