



CITY OF KIRKLAND
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MEMORANDUM

To: Design Review Board
From: Janice Coogan, Senior Planner
Date: December 21, 2011
File No.: CDC11-00003
Subject: **CONCEPTUAL DESIGN CONFERENCE FOR TRANSIT ORIENTED DEVELOPMENT AT THE SOUTH KIRKLAND PARK AND RIDE**

I. MEETING GOALS

At the January 9, 2012 Design Review Board (DRB) meeting, the DRB will review the concept design for the proposed Transit Oriented Development (T.O.D.) mixed use project at the South Kirkland Park and Ride. Following a brief presentation by staff and the project team, the DRB should determine:

- A. How the Design Guidelines for the Yarrow Bay Business District YBD 1 zone affect or pertain to the proposed development.
- B. Determine which guidelines apply to the proposed development.
- C. Determine what other application materials are needed for the Design Response Conference.
- D. While the King County Metro parking garage and gateway are located in the City of Bellevue, the staff of both cities and project team are reviewing the entire project as an integrated site plan. Therefore, the DRB should provide suggestions on the design of the parking garage and gateway plaza to the applicant and to the City of Bellevue staff for consideration in their administrative design review process.

II. BACKGROUND INFORMATION

The subject property is located at NE 38th PI and 108th Avenue NE and currently owned by King County Metro (see Attachment 1). The jurisdictional boundary between the City of Kirkland and Bellevue divides the property diagonally in half (Kirkland on the west /Bellevue on the east). Policies in the Lakeview Neighborhood Plan within the Comprehensive Plan and Zoning Code regulations for YBD 1 support the subject property to redevelop as a mixed use residential and commercial transit oriented development campus.

Project Team

As a result of an RFQ/RFP process, Polygon Northwest was selected by King County Metro as the preferred developer for the proposed T.O.D. project including the market rate and commercial portion of the project. The affordable housing partner on the team is Imagine Housing a non-profit affordable housing developer. Weber Thompson will be the lead architect for the project and SMR Architects will design the affordable housing component. Attachment 2

contains a description of the project proposal, how the proposal fits within the context of the surrounding area, context photos, and the alternative site planning and massing studies describing how they arrived at the preferred site layout.

Project Description

The T.O.D. proposal includes on the Kirkland portion of the site, a mixed use project including two buildings with affordable and market rate housing and ground floor commercial uses over a shared parking garage. Metro King County proposes a new Park and Ride transit facility with improved circulation, parking lot and waiting areas and an above ground parking garage (on the Bellevue parcel) for transit users (see Attachment 2).

The three major project components are described in more detail below:

- **King County Metro parking garage and upgraded transit facility-**
 - **Parking garage-** A three story, 530 stall open air parking structure for transit riders is proposed in the northeast corner of the property (screened on two sides by the hillside). With the anticipated increased demand in parking stalls a result of SR 520 tolling, the feasibility of a fourth story is being explored. Rooftop parking would be part of either option.
 - **Transit and Surface Parking Lot Improvements-** The park and ride transit facility includes changes to the transit circulation, waiting areas and restriping of the existing parking lot to achieve 323 parking stalls.

The combined surface parking lot and above parking garage will expand the number of parking stalls for a total of 853 parking stalls for exclusive use of METRO park and ride users.

- **Affordable Housing-** Along NE 38th Pl a four story building with approximately 58 affordable housing units for a range of 30-60 percent of area median income to 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.
- **Mixed Use Market Rate Housing and Commercial Uses-** Also along NE 38th Pl a five story mixed use building containing approximately 177 apartments and 8,000 sq. ft. of commercial space is proposed over a two level parking garage podium containing 256 stalls shared by the commercial uses and both residential buildings.
- **Pedestrian Amenities-** NE 38th Place is designated as a pedestrian oriented street requiring wide sidewalks with street trees and decorative lighting and an active pedestrian oriented building façades. Direct pedestrian access from the street through the two buildings to the transit facility is planned. Open space will be provided along the pedestrian corridor between the two residential buildings. A gateway plaza is proposed at the southeast corner of the property at one of the entrances to the park and ride facility. 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 market rate mixed use building will target LEED Homes/Multi family Gold Level Certification. The affordable housing building will target the Evergreen Sustainable Development Standard Gold Level on the King County Sustainable Infrastructure Scorecard. Both buildings will contain a percentage of green roof. The project team is working with the City of Kirkland "Green Building Team" to explore green building techniques that could be incorporated into the project.

Development Permit Coordination

Because the proposed project involves the Cities of Bellevue, Kirkland, King County Metro, Imagine (a non-profit housing agency), ARCH, federal and state funding, staff from both cities, organizations, agencies and the developer continue to meet on a regular basis to coordinate environmental review and development permit requirements. The permit review process will be conducted separately within each city and include design review, compliance to SEPA and NEPA, land surface modification and building permits. King County Metro plans on selling portions of the property to the two developers and therefore the lot lines are proposed to be reconfigured. King County Metro plans on being SEPA lead agency for the transit parking garage only. Completion of the project is scheduled for 2014.

III. SITE AND SURROUNDING USES

The seven acre subject property currently is used as a Park and Ride transit facility and surface parking lot for 603 stalls. The grade change across the site is 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 portion of the site in Bellevue is considered a sensitive area.

Following are the uses, zoning and allowed heights of properties adjacent to the subject property. Photographs have been submitted by the applicant to show the site in the context of the surrounding properties (See Attachment 2):

North: The north property line borders the eastside rail corridor (BNSFR). On the other side of the rail corridor are The Village Park condominiums and office park within the City of Bellevue (R20/O). Zoning allows a maximum height of 30 ft.

East: To the east is The Yarrow Wood condominiums (R 15) and Yarrow Bay Village (R 3.5) single family development within the City of Bellevue. Zoning allows a maximum height of 30'-35'.

South: To the south is the one story Eastside Prep, a private school in Linbrook Office Park (YBD 3) and the Chestnut Montessori (in Bellevue) (O). YBD 3 zoning allows a maximum height of 60' above average building elevation.

West: The three story Yarrow Bay Office Park (Paccar) (YBD 2) is located to the west. YBD 2 allows a maximum height of 55' above average building elevation.

IV. KEY ZONING REGULATIONS

Zoning for the Kirkland portion of the subject property for the mixed use housing and commercial project is YBD 1. Zoning regulations for uses in the YBD 1 zone are found in Section 56.08 and 56.10 use zone chart (see Attachment 3). The following regulations are important to point out as they form the basis of any new development on the site.

- A. 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 (prohibited above the ground floor and not to exceed 3,000 sq. ft.) etc, retail, restaurants, and office.
- B. Ground Floor Uses along NE 38th PI: At least 50% of the linear frontage of the ground floor along NE 38th PI must include retail or other commercial uses. For uses on the ground floor along NE 38th PI there is a minimum height of 13' and minimum depth of 20' (average depth of 30'). Commercial uses along NE 38th PI may occupy the first two floors.

Staff Comment: The applicant is proposing two separate residential buildings above ground floor retail uses above a shared parking garage podium. The applicant will need to show compliance with YBD 1 development standards for the proposed uses.

- C. Setbacks:

Front Yard: 5'. The front yard setback may be reduced to 0' where retail uses or other ground floor space is designed to provide direct pedestrian access to the street and 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 is 10'.

Side and Rear Yard Setbacks: 0'.

Upper story setbacks: See section IV.I below for design related requirements related to upper story setbacks along NE 38th PI.

Staff Comment: The applicant proposes to reconfigure the lot lines. The applicant will need to meet Zoning Code and Building Department setback requirements. The reconfiguration of lot lines should be completed prior to building permit submittal.

- D. Building Height: YBD 1 zoning allows a maximum height of 65' above average building elevation. At the southeast corner of the building in the gateway area, a maximum building height is 55' above average building elevation. In special regulation 11, this limitation is defined as within a 50' radius from where the existing property line along NE 38th PI intersects with the Kirkland/Bellevue city boundary. As discussed above, the minimum ground floor height requirement is 13'. Additional height is allowed for peaked roofs and/or parapets. KZC 115.120 establishes exceptions to height and screening requirements for rooftop appurtenances.

Staff Comment: The applicant will need to show compliance with the maximum building height requirements.

- E. Lot Coverage: YBD 1 zoning regulations allow 100% lot coverage.
- F. Parking: 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.

Special Regulations 17 and 18 establish that parking stalls to serve the residential and commercial uses must be in addition to those provided as part of the expansion of capacity for the Park and Ride facility.

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. Staff will need to review additional parking information with the submittal of a parking study including a complete breakdown of the existing and proposed uses and their associated square footage and parking demand.

- G. Sidewalks: Sidewalks along NE 38th PI shall be a minimum width of 10 feet and include street trees in grates and decorative lighting fixtures. Zoning Code Plate 34 L and M establish the required street and pedestrian improvements within the Yarrow Bay Business District. On street parking is encouraged. The sidewalk configuration shall be approved through the design review process.

Staff Comment: The Design Response Conference application should show a detail of the proposed street improvements for the property frontage along NE 38th PI.

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

Staff Comment: Attachment 2 describes the preliminary breakdown of the number of affordable housing units and ratio of median income. As part of a building permit application, the applicant will need to show compliance with the affordability requirements based on the total number of residential units proposed.

- I. Design Related Special Regulations: Summarized below are design related requirements of 56.10 Special Regulations related to building mass and modulation, the size and location of public open space, location and design of a through block pathway and upper story setbacks along NE 38th PI:

Special Regulation 7- Structures located along NE 38th PI exceeding two stories in height may not exceed 200' in length and must be separated by at least 30 feet.

Special Regulation 8- At least 2,500 sq. ft. of public open space shall be provided and designed per the guidelines.

Special Regulation 9- A visible and welcoming pedestrian oriented space must be located between the sidewalk and the building in the gateway area.

Special Regulation 10- An upper story setback for all floors above the second story within 40' of the property line abutting NE 38th PI shall average 15'. The Total Upper Story Setback Area shall be calculated using Plate 35. Portions of the structure within the gateway area (50'radius) shall provide upper story setbacks of five feet above the second story and 10' at the fourth story. The final building façade design shall meet the design guidelines through the DRB process.

Special Regulation 12- A through block pathway must provide pedestrian access between NE 38th PI and the transit center and designed per KZC 105.19.3 and the design guidelines.

Special Regulation 15- Signs within the development must be approved as a Master Sign Plan per KZC 100.80 for a coordinated sign theme.

Staff Comment: As part of the Design Response Conference materials the applicant will need to show how the design of the project meets these design special regulations.

V. DESIGN GUIDELINES FOR THE YARROW BAY BUSINESS DISTRICT YBD 1 ZONE

Design Guidelines for the Yarrow Bay Business District contains the relevant guidelines that pertain to the YBD 1, 2 and 3 zones. Attachment 4 is an excerpt from the guidelines pertaining to YBD 1 related to the proposal. The following is a list of key design issues and/or design techniques that should be addressed with this project.

- Building orientation and connections to NE 38th PI as a pedestrian oriented street
- Attractive gateway at the corner of NE 38th PI and 108th Avenue NE
- Pedestrian-oriented space and plazas
- Vertical and horizontal definition
- Architectural scale including providing upper story setbacks for portions of the building above the 2nd story in the gateway area and along NE 38th PI
- Horizontal modulation
- Change in roofline
- Pedestrian amenities- through block pathway from NE 38th PI to the transit facility, pedestrian walkways throughout the site with landscaping and decorative lighting and direct access to transit and commercial uses.
- High quality building material, color, and detail
- Coordinated signage
- Streetscape along NE 38th PI with wider sidewalks with street trees and pedestrian lighting
- Active pedestrian oriented facades along the ground floor spaces on NE 38th PI designed for multiple storefronts, glazing, awnings and landscaping.
- Treatment of parking facilities
- Public amenities and open space

Attachment 2 describes the massing studies that were conducted to transition into the preferred site plan shown in Option 3 on page 16.

VI. CONTEXT

The context or setting in which the proposed development will be located are important in determining the appropriate design regulations that should apply. The following are several questions that are geared towards identifying the physical environment around and on the subject property. These questions will help supplement the discussion on the key design guidelines appropriate for the proposed project.

It is important to note, however, that this project will be the first in the Yarrow Bay Business District to be developed under new regulations and design guidelines. Consequently, it will be more important for this development to set an appropriate pattern for future development than to conform to the existing pattern.

A. How does the site relate to its surroundings?

The applicant and Design Review Board should discuss the physical and built environment on and around the subject property. Topics include height of neighboring structures, topography, landscaping and gateway.

B. What are the Opportunities and Constraints of the Site and Vicinity given the following topics?

- Relationship of the mixed use residential and commercial project to the street and transit facility
- Urban Form
- Activities and Uses in the area
- Pedestrian Patterns and Environment
- Character of surrounding uses
- Landscaping/Open Space
- Gateway design

VII. DISCUSSION ISSUES

The role of the DRB at the Conceptual Design Conference is to help determine how the design guidelines for the Yarrow Bay Business District YBD 1 zone apply to the proposed development. The following sections and questions below are representative of the City's design guidelines. These questions are to be used as a tool to help identify how design guidelines would apply to the proposed project.

A. Scale

1. What are the key vantages of the project from the north? East? Along NE 38th PI?
2. Identify appropriate mitigation techniques for building massing of the proposed buildings including the portion of the parking structure along the street and Metro parking garage. Possible techniques include vertical and horizontal modulation, corner treatment, and roof forms. The applicant has provided several massing schemes including a preferred option for the DRB's review and comment (see Attachment 2).

B. Pedestrian Access

1. How does the proposed massing and location of structures relate or respond to the pedestrian environment?
2. What are opportunities for pedestrian oriented spaces at the street level (plazas, outdoor dining)?
3. What are the key pedestrian connections?
4. How would the project engage pedestrians?

C. Open Space and Landscaping

What are opportunities for landscaping and/or open space on the subject property? The Gateway area?

VIII. ITEMS REQUIRED FOR DESIGN RESPONSE CONFERENCE

The Design Review Board shall determine what models, drawings, perspectives, 3-D CAD/Sketchup model, or other application materials the applicant will need to submit with the design review application.

IX. ATTACHMENTS:

1. Vicinity Map
2. Proposed Development Plans

3. YBD 1 Use Zone Chart
4. YBD 1 Design Guidelines

**SOUTH KIRKLAND PARK & RIDE
TRANSIT ORIENTED DEVELOPMENT
CDC11-00003**

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



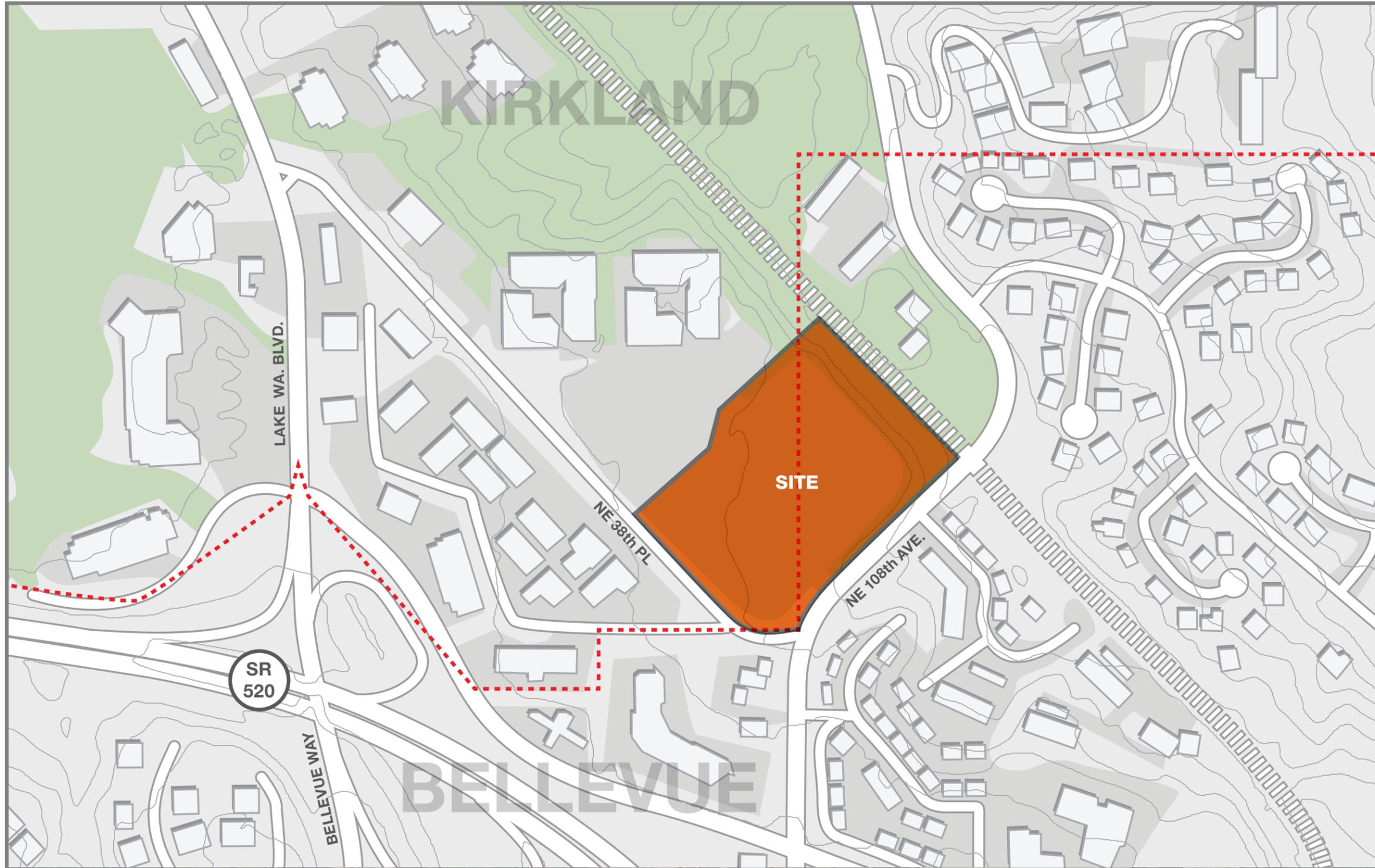


KIRKLAND TOD

Conceptual Design Conference

JANUARY 9, 2012



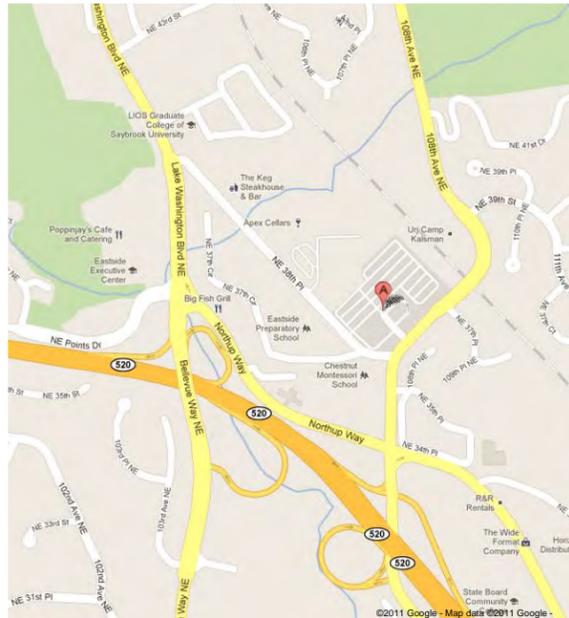


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PROJECT DESCRIPTION

The South Kirkland Park and Ride site is located at the southernmost end of the City, at the intersection of 108th Avenue NE and NE 38th Place. The property is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. It is bordered by NE 38th Place to the West, 108th Avenue NE to the South, the Rail Corridor to the East and the PACCAR Office complex to the North.



PARK AND RIDE FACILITY

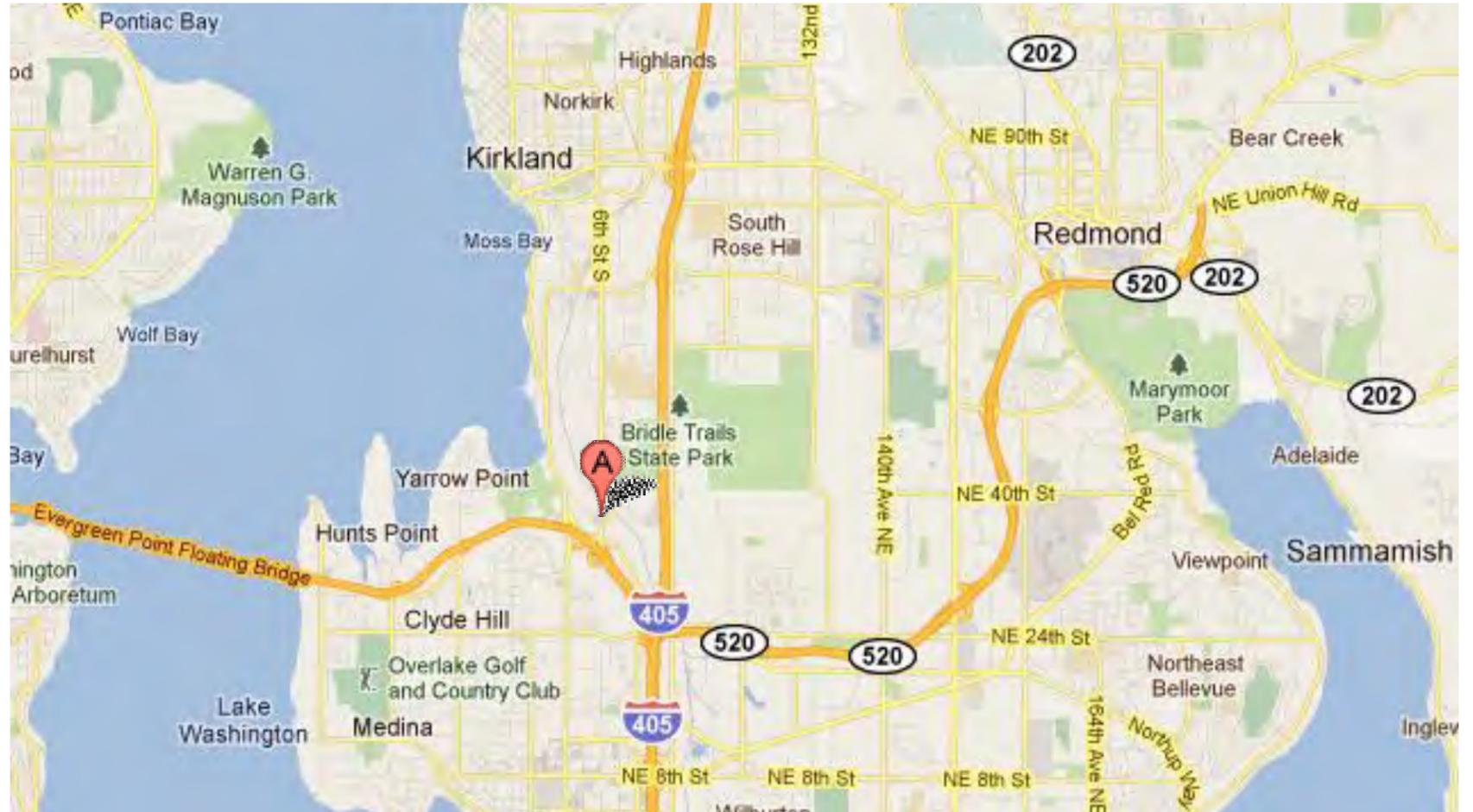
The proposed project concept consists of a 530 stall, three story, above-grade parking garage on the Bellevue parcel, improvements to the surface lot to achieve an additional 323 stalls, improvements to the transit facilities to improve bus loading and waiting areas, an affordable housing multi-family building containing approximately 58 units and a market rate mixed-use building containing approximately 177 apartment units and approximately 8,000 square feet of retail space. An optional 4th floor and additional parking stalls is being considered by Metro and will be confirmed in February. The freestanding parking garage combined with the 323 surface stalls will provide a total of 853 parking stalls for exclusive use of Metro park and ride users. This concept allows Metro to manage its own parking independently, simplifying the overall parking management strategy and reducing potential use conflicts.

Entitlement: October 2012
Construction: 6 months
Occupancy: March 2013

MARKET-RATE APARTMENTS, 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 sub-grade parking and commercial areas, will target LEED Homes / Multi-family Gold Level Certification while the above-grade parking structure will target Gold Level on the King County Sustainable Infrastructure Scorecard. Below the affordable housing building and the mixed use building there are two levels of parking below-grade for 256 stalls.

Entitlement: December 2012
Construction: March 2013
Occupancy: October 2014



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.

Entitlement: December 2012
Construction: March 2013
Occupancy: June 2014

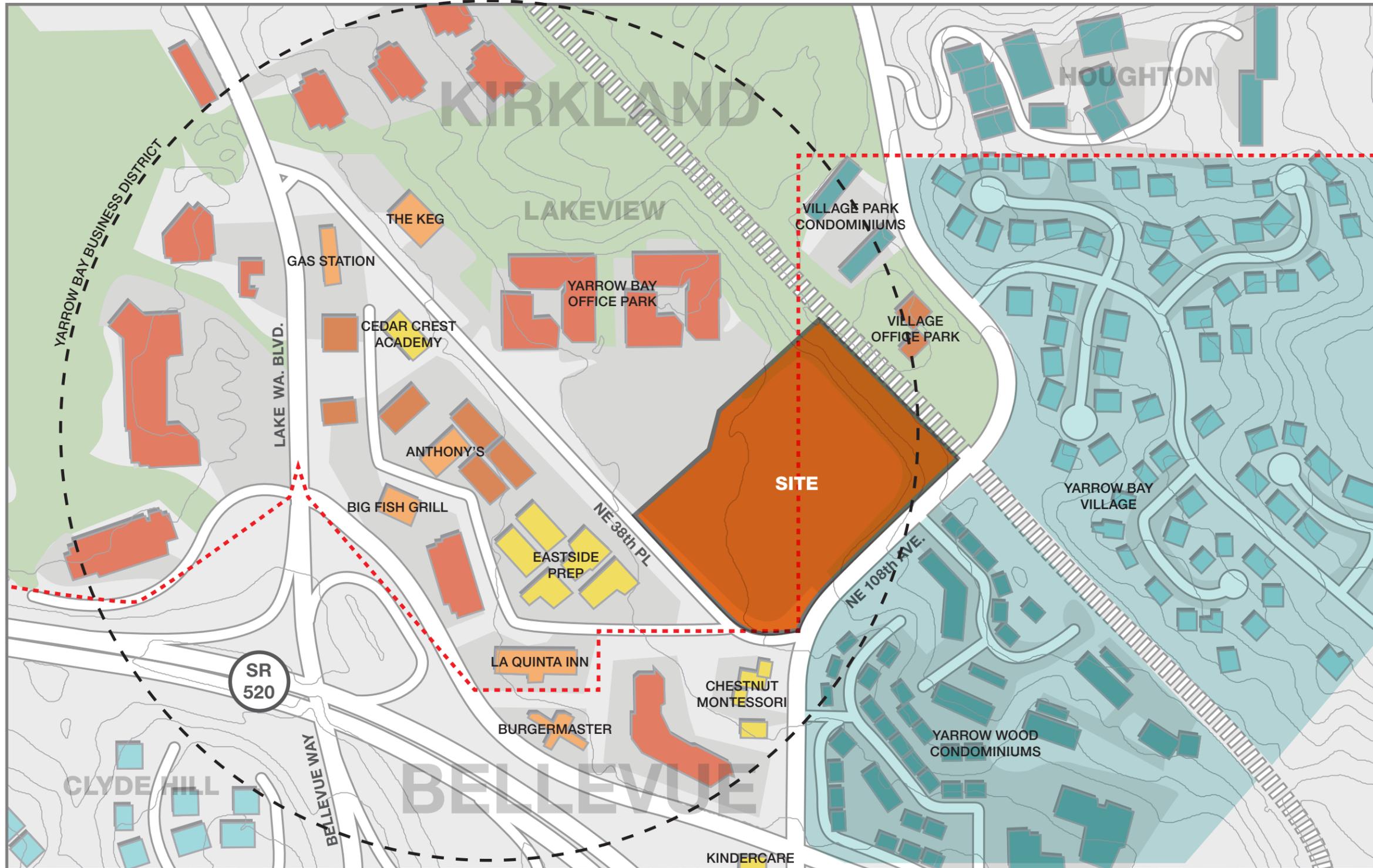
USES & SCALE

- Single Family Residential
- Multifamily Residential

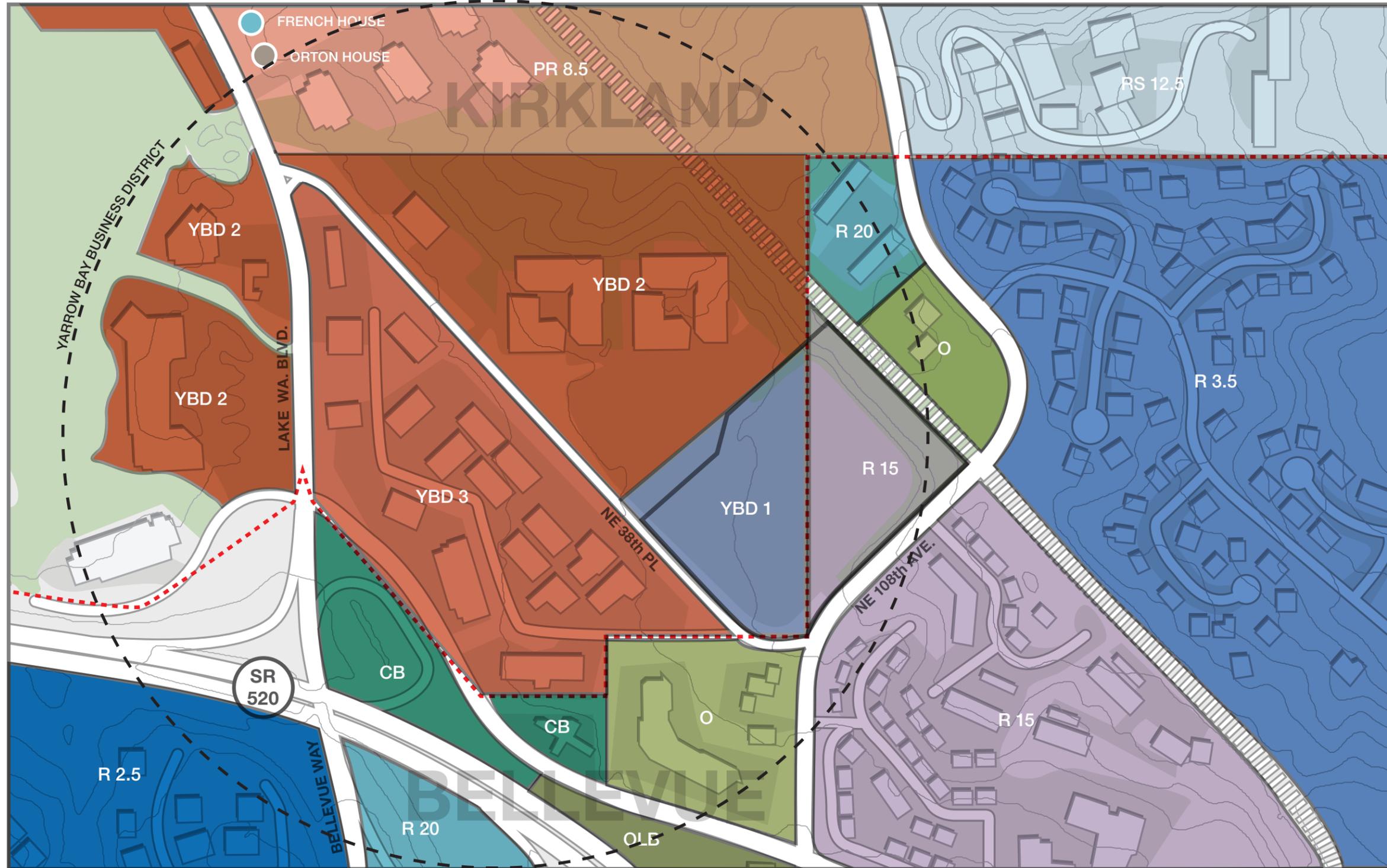
- 2+ Floors Commercial
- 1 Floor Commercial
- Hospitality/Retail

- Educational Facility
- Kirkland/Bellevue Border

The development site is located in the southeast corner of the Lakeview neighborhood and just south of the Houghton Community. The immediate neighborhood, known as the Yarrow Bay Business District is a mix of Commercial and Residential uses including: office, low-rise campus and larger four story stand alone buildings, low density and medium density single family and multifamily residential subdivisions, hotel, and educational facilities.



ZONING & FEATURES



KIRKLAND ZONING

- Office/Residential
- Yarrow Bay Business District
- Single-family Residential

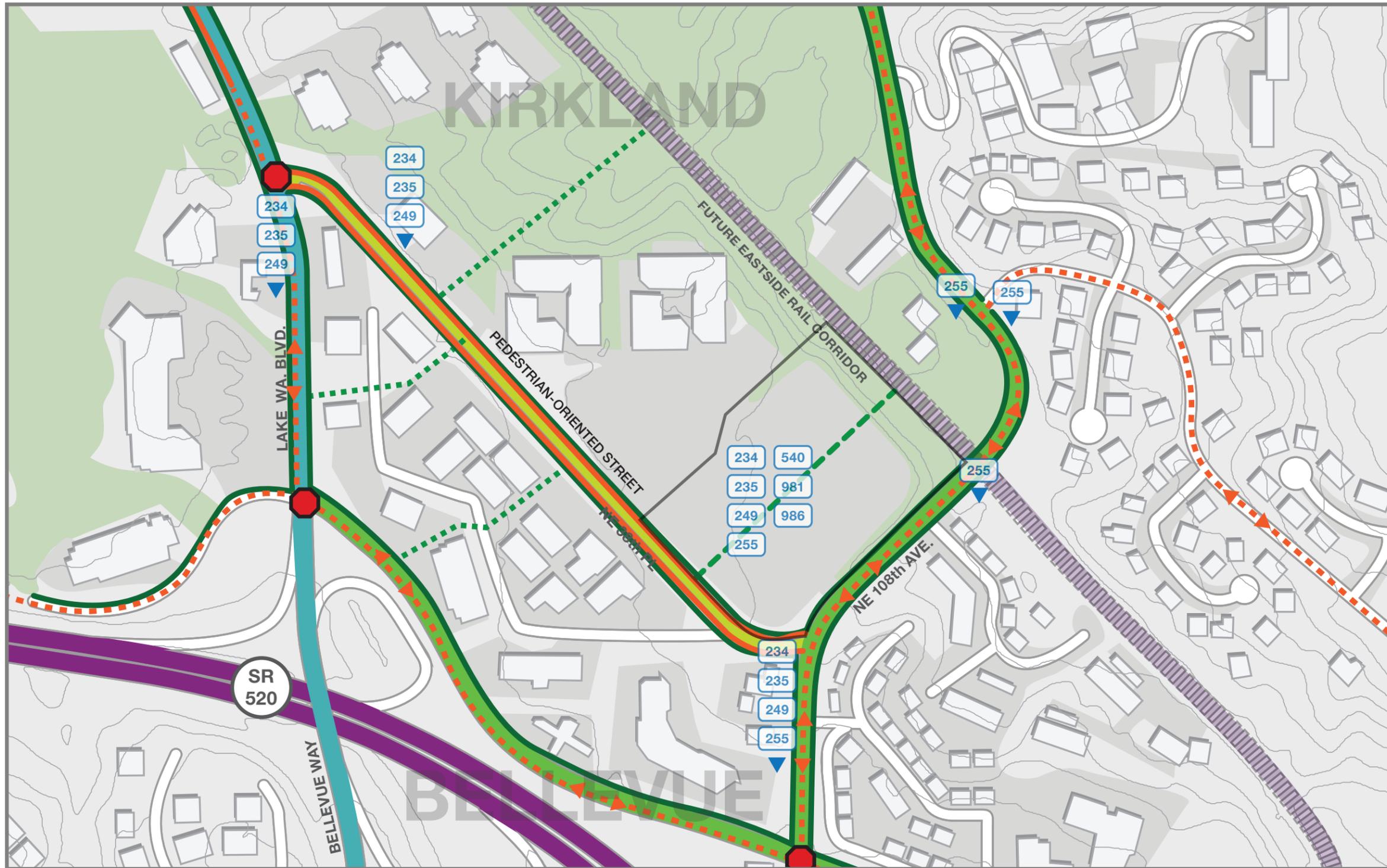
BELLEVUE ZONING

- Multifamily
- Office
- Single Family
- Commercial

The vision of the Lakeview Neighborhood Plan in the newly adopted Yarrow Bay Business District is to transform the large suburban style office park development into a more integrated, mixed use residential and commercial district. The district serves as an employment center containing corporate headquarters, large office complexes, restaurants, a motel, schools, and convenience services for local office workers and freeway travelers along SR 520. In recognition of the existing mix of uses a broad range of commercial uses would be allowed throughout the district, with residential uses located above the ground floor. Pedestrian connections between properties, businesses and the South Kirkland Park and Ride TOD, as well as public plazas, green space and pedestrian amenities would all create a sense of place for employees and residents. The business district is divided into subareas to address differences in topography and maximum building height. Properties within the City of Bellevue are primarily single family and multifamily residential in nature with a limited amount of commercial uses near the SR 520 Lake Washington Boulevard interchange.



ATTACHMENT 2
ACCESS,
CONNECTIONS,
TRANSIT

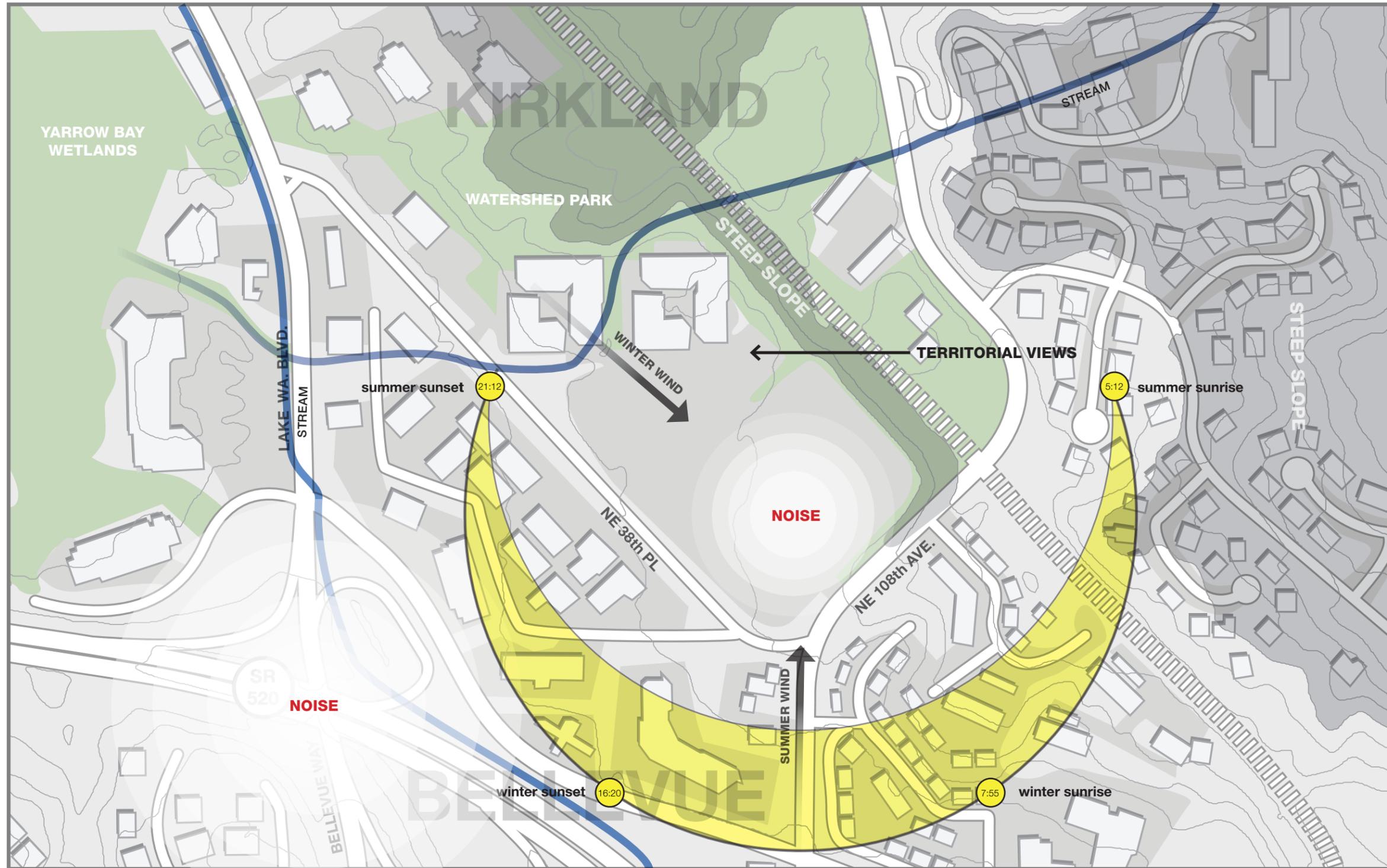


- Dedicated Bike Lane
- - - Bicycle-Friendly Street
- Current Sidewalk
- - - Proposed Pedestrian Path
- - - Proposed Mid-block Connection
- Rail Corridor
- Collector Street
- Minor Arterial
- Principal Arterial
- State Highway
- Traffic Light
- ▾ Bus Stop

The neighborhood and development site are well served by many existing modes of transportation as well as proposed future routes for pedestrian and bike connections to the future Eastside rail corridor. 108th Avenue NE operates as a primary access route from Northrup Way, Lake Washington Boulevard and SR 520 and Bellevue as it continues to the south. 108th Avenue NE also continues north and serves as the west boundary of the Houghton neighborhood on the north side of the site. NE 38th Place acts as a collector street providing access to Lake Washington Boulevard and SR 520. Existing sidewalks and bike lanes are planned for expansion as part of the SR 520 tolling project and will improve access and safety for pedestrians and bicyclist in the area.



ENVIRONMENTAL ANALYSIS



- Tree Canopy
- Steep Slope

Noise sources within the vicinity include the area of transit loading and layover while buses idle on the development parcel. Highway 520 to the south also impacts the neighborhood with ambient noise.

The site and the surrounding neighborhood have good solar access on the west facing slope however heavy tree canopy in the area also creates dense areas of screening.

The tree canopy and ravines in the area are frequently associated with areas of steep slopes, some which are landslide prone. The ravines contribute to local streams and the Watershed Drainage Basin. In addition, the trees provide significant aesthetic value as well as habitats for small wildlife.

Views to the west and of Yarrow Bay are possible from uphill sides of streets and upper floors of buildings.

Prevailing winds come out of the South in the summer months and northwest in the winter months.





Entrance to site



Entrance to Yarrow Wood Condominiums



View south on 108th



View south on 108th



View east on NE 38th St.



View south to Chestnut Montessori



View west to Eastside Prep

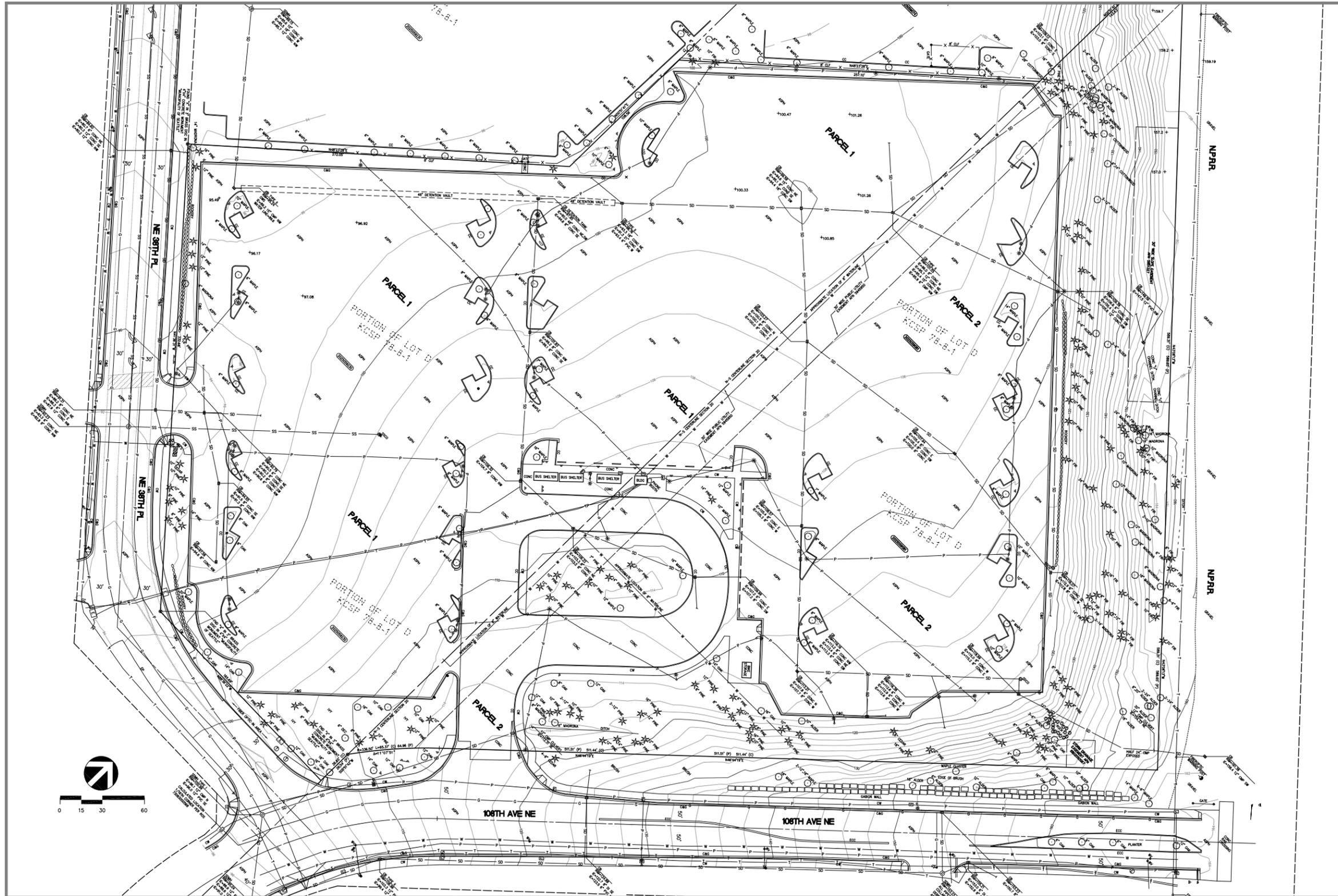


PACCAR Buildings



SITE DESCRIPTION

The site is currently owned and operated as a Park and Ride Transit Center for King County Metro. Current development includes 603 parking stalls and a transit facility. Site Topography slopes down to the northwest and consists of two steep slopes at the south and east property lines. Total grade change across the site is 66' from a high point at the east to a low point at the west along NE 38th Place. Tall trees and heavy vegetation are present within the hillside areas. Vehicular site access is provided by turn lanes and curb cuts along both street frontages. Current bus service enters and exits at the 108th Avenue NE curb cut only. Sidewalks providing pedestrian access are nearly continuous along the adjacent street frontages with the exception of an approximate 100' gap near the intersection of 108th Avenue NE and NE 38th Place. This intersection is currently un-controlled. The development site consists of two parcels divided along the jurisdictional boundary. The parcels are proposed to be reconfigured to accommodate new building locations and ownership and will no longer follow the jurisdictional boundary.





Entrance to site



View from Yarrow Wood Condominiums



View West from Center of Site



View Northwest to PACCAR Office Complex



View Southeast from North Corner of Site

