



CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Design Review Board
From: Jon Regala, Planning Supervisor
Date: December 1, 2015
File No.: DRV15-01765
Subject: VILLAGE AT TOTEM LAKE (AKA TOTEM LAKE MALL)
DESIGN RESPONSE CONFERENCE – Continued from November 2, 2015

I. MEETING GOALS

At the December 7, 2015 Design Review Board (DRB) meeting, the DRB should continue the Design Response Conference from November 2, 2015. The DRB should focus their discussion and provide feedback on the following Phase I (lower Mall) components:

- Phase I site plan (includes landscaping, pedestrian connections, pedestrian amenities, etc.)
- Building A (Whole Foods)
- Building B
- Wells Fargo Bank

The DRB's discussion and feedback should be based on the design guidelines and conditions found in the Totem Lake Mall Amended Conceptual Master Plan (CMP).

A complete design response packet was not provided to staff in advance of preparing this memo, so the analysis below is limited. The focus of this memo is to provide the DRB background information regarding the Amended CMP conditions and design guidelines relative to the different project components.

II. AMENDED CONCEPTUAL MASTER PLAN CONDITIONS & DESIGN GUIDELINES

The Design Review Board approved the Totem Lake Mall Conceptual Master Plan (CMP) on December 5, 2005 (see Attachment 1 for main CMP exhibits). On April 21, 2015, CenterCal Properties, LLC, a retail development company, acquired the Totem Lake Mall property. Prior to the acquisition, CenterCal submitted an application on January 28, 2015 to modify the CMP. The changes to the CMP can be generally summarized as a reconfiguration of the proposed uses and site plan within the previously approved/identified building areas. Among the changes, the Amended CMP now depicts the western parking lot of the lower Mall adjacent to Totem Lake Boulevard, as a future redevelopment site with the potential for additional office, residential, restaurant, and retail uses.

On February 11, 2015 staff approved the minor modification to the CMP. The Amended Conceptual Master Plan (main plan exhibits) can be found in Attachment 2. The design guidelines and conditions can be found in Attachments 3 and 4.

Exhibit 5 in the Amended CMP (see Attachment 2) contains very conceptual perspective drawings of the proposed project. It was anticipated that further refinement of the building locations and massing occur as part of the design review process. This is also reflected in the Amended CMP site plan in Exhibit 4 (see Attachment 2) which calls out in general terms building areas and a mix of allowed uses. This approach with the CMP allows for flexibility during the design review process and eliminates the need to constantly update the CMP. Therefore, there will be some differences between the applicant's current proposal and the preliminary perspective drawings in the Amended CMP exhibits. However, the key site design concepts in regards to an east west connection between the lower and upper Mall, pedestrian access, 120th Avenue NE, and the public plaza will remain an important component of the DRB's review. The review of these items should correspond to the appropriate project phase.

DESIGN RESPONSE CONFERENCE

The DRB should review the project for consistency with Amended CMP design guidelines and conditions. At the November 2nd DRB meeting, the DRB requested that the applicant respond to the items/topics listed below. The applicant's design response materials can be found in Attachment 5. Each item/topic below is followed by a brief summary of the DRB's comments, staff analysis, and supporting Amended CMP condition and/or design guideline.

GENERAL SITE & BUILDING DESIGN

DRB Direction: The DRB was in agreement that the general massing concept for Building A (Whole Foods) and Building B (adjoining Whole Foods) was acceptable given that the two buildings were only one to two stories in height. In regards to Building C (mixed-use residential building), the DRB was unable to provide substantive direction on the building's final massing due to the lack of information provided at the previous meeting. The DRB did agree that additional density and a larger building was appropriate for Building C.

For the December 7th meeting, the DRB requested the applicant walk the DRB through the proposal in a thoughtful and organized manner addressing the issues below:

- Provide a clearly labeled site plan.
- Further building massing and façade refinement to include information on building heights, building articulation, color, and materials where applicable.
- Provide details on building modulation.
- Describe the development program and overall architectural approach for the retail portion of the project. The applicant should describe the portions of the buildings that they would have control over and to what extent would individual tenants be able to modify the exterior/architectural design.
- Explore designing the site plan/project to reflect more of a 'village' concept instead of a typical suburban mall

Staff Analysis/Comments: The proposed site plan is consistent with the site plan layout depicted in the CMP. The site plan focuses on concentrating the density and creating the desired pedestrian-oriented environment along 120th Avenue NE (the new 'main street'), since it has frontage on both the lower and upper Mall, and along the new east/west plaza-boulevard. This approach is supported by several design guidelines and conditions in the Amended CMP. The Amended CMP also calls out the west surface parking lot at the lower Mall as a future building area. Therefore, there is the potential for having multiple 'streets' and smaller blocks with future development. The creation of

this smaller scaled grid pattern would allow for more liner retail opportunities as part of a future project phase.

The applicant has responded to the DRB's comments above by providing detailed information regarding the proposed site and building design (see Attachment 5).

As part of the DRB's review, the following topics should be considered:

1. Is the DRB in agreement with the design of:
 - a. Building A (Whole Foods)?
 - b. Building B
 - c. Wells Fargo building

If not, what are the concerns regarding the building's design?

2. Overhead weather protection should be varied and located where adjoining a pedestrian walkway. Is the DRB in agreement with the applicant's approach on this topic?
3. Does the DRB have any comments on the roofscapes? On rooftop appurtenance screening?
4. In regards to the DRB process, would the DRB allow administrative review for future façade changes based on tenant design requirements? If so, what design framework should staff adhere to in reviewing future changes?
5. Are additional materials needed in order to conduct additional review of the project design?

Supporting CMP Conditions

- *Buildings fronting the public plaza and along the East/West Connector between Totem Lake Boulevard and 120th Avenue NE shall contain continuous retail frontage except for circulation areas or public amenities that contribute to the pedestrian environment, or as otherwise provided in the next bullet list item below. Design techniques shall be used to prevent the dominance of large single occupant structures.*
- *Uses other than retail, restaurants, taverns, fast food restaurants, cinemas, fitness facilities, spas, entertainment, and banking facilities may be permitted on the ground floor of structures only if the use and location do not compromise the desired pedestrian orientation and character of the development*
- *The Project shall include diverse forms of overhead weather protection where adjoining a pedestrian walkway*
- *Changes of color and materials shall be utilized to help break up the mass of the buildings*
- *The portions of the lower Mall to be retained shall be architecturally consistent with the new construction.*
- *Roofscapes shall be considered*

Supporting CMP Guidelines

- *Fenestration Patterns. Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.*

- Architectural Elements. Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged. Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated into the building and not "tacked on".
- Building Modulation – Vertical. Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.
- Building Modulation – Horizontal. Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes.
- Ornamental and Applied Art. Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-created details should be considered in special places.
- Color. Color schemes should adhere to the guidelines enumerated above. The use of a range of colors compatible with a coordinated color scheme should be encouraged.
- Street Corners. Property owners and developers should be encouraged to architecturally enhance building corners.
- Pedestrian Coverings. Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.
- "Pedestrian-Friendly" Building Fronts. All building fronts should have pedestrian-friendly features, such as transparent or decorative windows, public entrances, murals or artwork, bulletin boards, display windows, seating, or street vendors. Blank walls should be mitigated where feasible using architectural techniques such as recessing the wall with niches, artwork on the surface, or installation of trellises or similar architectural features. Since pedestrians move slowly along the sidewalk, the street level of buildings must be interesting and varied.

Since the potential exists for large tenants to locate within TL 2, efforts should be made to minimize the impacts of these uses along pedestrian-oriented streets and concourses. Along 120th Avenue NE, buildings should be designed to add vitality along the sidewalk, by providing multiple entrance points to shops, continuous weather protection, outdoor dining, transparency of windows and interactive window displays, entertainment and diverse architectural elements. Ground floor development in TL 2 should be set close to the sidewalk along pedestrian streets and concourses to orient to the pedestrian and provide appropriately-scaled environment.

- Upper-Story Activities. All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises

and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.

- *Lighting From Buildings. All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy – or awning-mounted lights, and display window lights. Encourage a variety in the use of light fixtures to give visual variety from one building façade to the next. Back-lit or internally-lit translucent awnings should be prohibited.*
- *Blank Walls. Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.*

EAST/WEST PLAZA-BOULEVARD PARKING AREA DESIGN

DRB Comment: The DRB requested additional details regarding the east/west plaza-boulevard including the proposed pedestrian amenity spaces. The DRB expressed concern that this area is too auto-oriented and does not contribute to the desired pedestrian friendly environment in terms of its design and scale.

Staff Analysis/Comments: A condition of the Amended CMP was for the project to utilize the narrower design for the east/west plaza-boulevard as shown in the original CMP. In 2005, as part of the original CMP review process by the DRB, staff requested additional input from LMN Architects (Seattle), Walker/Macy Landscape Architects (Portland), and Citiventure Associates (Denver) (see Attachment 6, Item 1). The recommendation from the consultants was to modify the boulevard concept to have a narrow design reflective of a typical shopping street with pockets of wider areas called 'village squares'. The concern with the wider boulevard concept was that it would not be wide enough to truly serve as an active green space and retail along the boulevard may not thrive due to less visibility and greater distance between uses. The CMP was revised to incorporate this approach and a condition was added (see Attachment 1).

The Amended CMP condition does allow for modifications to the boulevard design but questions regarding its pedestrian-oriented nature as expressed by the DRB should be addressed by the applicant. For example, how could the wider boulevard be designed to be more of a shared and comfortable space for both pedestrians and cars, similar to the Park Lane redesign in Downtown Kirkland? The applicant has proposed the wider boulevard area to create a larger view/access corridor to the east, with the public plaza and theatre a major focal point (Phase II – upper Mall). The applicant has also stated that the additional parking within the proposed boulevard is critical to the high quality retail tenants being sought after.

Supporting CMP Conditions

- *Unless otherwise mutually agreed between the City and CenterCal, incorporate the narrower design approved for the East/West Connector between Totem Lake Boulevard and 120th Avenue NE approved in the original CMP.*
- *Buildings fronting the public plaza and along the East/West Connector between Totem Lake Boulevard and 120th Avenue NE shall contain continuous retail frontage except for circulation areas or public amenities that contribute to the pedestrian environment, or as otherwise provided in Condition 8 below. Design techniques shall be used to prevent the dominance of large single occupant structures.*

Supporting CMP Guidelines

- *Pedestrian Connections – Commercial. Developments should have well-defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.*
- *Parking Lot Location and Design. Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking. Throughout Totem Center, parking areas located between the street and the buildings should be discouraged. This is particularly critical in TL2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.*
- *Circulation within Parking Lots. Parking lot design should be clear and well organized. Space should be provided for pedestrians to walk safely in all parking lots.*
- *Pedestrian-Oriented Plazas. Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety. Public spaces, such as landscaped and/or furnished plazas and courtyards should be incorporated into the development, and be visible and accessible from either a public sidewalk or pedestrian connection. Primary pedestrian access points to retail development in TL 2 along 120th Avenue NE may be especially effective locations for public plazas.*
- *Parking Lot Landscaping. Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact. Screening and landscaping should be required where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter.*

Within TL 2, the provision of landscaping to soften the impacts of cars and pavement is important. Clusters of trees rather than single trees may be more effective in certain portions of the mall's parking areas. Visibility of the mall from the freeway should be considered when evaluating the locations and types of landscaping to be used.

LOADING/UNLOADING AREA

DRB Comment: The DRB requested additional information regarding the proposed loading/unloading area that would serve Whole Foods and the tenants in Building B. The DRB was concerned about impacts to the pedestrian and retail environment along 120th Avenue NE, including the width of the proposed entry driveway (40').

Staff Analysis/Comments: The Amended CMP contains a condition that loading and service areas are required to be located away from 120th Avenue NE. The intent of this condition is to prevent loading and service areas from impacting the desired high quality pedestrian and retail environment and 'main street' aesthetic along 120th Avenue NE. The DRB should review the applicant's loading/unloading proposal and determine if it does enough to comply with the requirement.

Staff is still awaiting the submittal of a traffic study that analyzes the project driveways and intersections, including the function/turning movements of the proposed loading/unloading area and how it would impact 120th Avenue NE in terms of vehicular and pedestrian traffic. The traffic study would be reviewed by the City Transportation Engineer and recommendations provided.

The proposed driveway location for the loading area does appear to provide the least disruption to the pedestrian environment along 120th Avenue NE. The driveway entrance is located at the southernmost end of the liner retail spaces along 120th Avenue NE near where 120th Avenue NE begins to bend to the southwest. South of the proposed driveway, the sidewalk continues along the side of Whole Foods, transitioning to the corner building entrance located further south. East of the driveway, across the street, is another driveway that will serve uses proposed with Phase II, adjacent to the existing Chase Bank. The loading/unloading entrance is proposed to be screened by a solid fence. The area where trucks will be parked and loading dock is located internal to the site and is surrounded on all sides by buildings.

The DRB should review the detailed plans of this area and address the following topics:

- Is the proposed driveway location and actual loading/unloading dock is acceptable?
- Is the proposed driveway width is the minimum necessary?
- Has the area been designed to give a high priority to the pedestrian? Is the design of the loading/unloading clearly secondary to the pedestrian?
- Is additional information needed to determine if the visual impacts of the area have been mitigated? Is the proposed fencing adequate?

Supporting CMP Condition

- *Loading and service areas shall be located away from 120th Avenue NE and pedestrian areas. Plans shall address and mitigate impacts of loading and service areas on adjoining properties.*

Supporting CMP Guidelines

N/A

PEDESTRIAN CONNECTIONS

DRB Comment: The DRB's discussion on this topic was limited. The DRB did request that the applicant explore additional pedestrian connections along the north property line, a pedestrian node or entry point near the existing AutoZone building, and additional safe east/west pedestrian and bicycle connections from Totem Lake Boulevard to the building entrances.

Staff Analysis/Comments: The DRB should review the pedestrian plan for compliance with the KZC and CMP conditions described in the sections below. The requirements pertain to the design of 120th Avenue NE, Totem Lake Boulevard, and internal pedestrian connections throughout the site and to adjoining properties.

A section of frontage improvements along Totem Lake Boulevard are shown near the existing wetland at the southwest corner of the site between the parking lot and Totem Lake Boulevard. The improvements include a new sidewalk and bicycle path. Staff will work with the applicant to determine how KZC Chapter 90 – Drainage Basins would apply to the proposed improvements.

Supporting Zoning Code Regulations

Totem Lake Boulevard has been identified as a 'Major Pedestrian Sidewalk' street which requires a sidewalk width of at least 8' to be installed on and/or adjacent to the subject property consistent with the standards in KZC Section 110.52.3.

120th Avenue NE has been identified as a Pedestrian-Oriented Street which requires 10' wide sidewalks along the entire 120th Avenue NE frontage of the subject property.

In addition, pursuant to Kirkland Zoning Code Section 55.19.3, the applicant shall install at least one through-block pathway pursuant to the standards in KZC 105.19 from Totem Lake Boulevard to 120th Avenue NE, between the upper and lower portions of TL 2 and within TL 2 where necessary to strengthen pedestrian connections to streets between buildings, parking areas, and public spaces. Pedestrian connections to surrounding uses, including the Transit Center, the EvergreenHealth campus, and to the TL 1 zone shall also be provided.

In addition, KZC Section 105.18 contains requirement for pedestrian access. In particular, KZC Section 105.18.3.d requires walkways through parking areas as follows:

The applicant shall install pedestrian walkways through parking areas and parking garages pursuant to the following standards (see Figure 105.18.B):

- 1) *Must be installed pursuant to the standards described in subsection (3)(a) of this section;*
- 2) *Walkway shall not use vehicle entrance or exit driveways from the parking area to a public right-of-way;*
- 3) *Must connect from the parking spaces to the pedestrian entrance of the building*

Pedestrian Access From Street or Pedestrian Walkway to Building Entrance

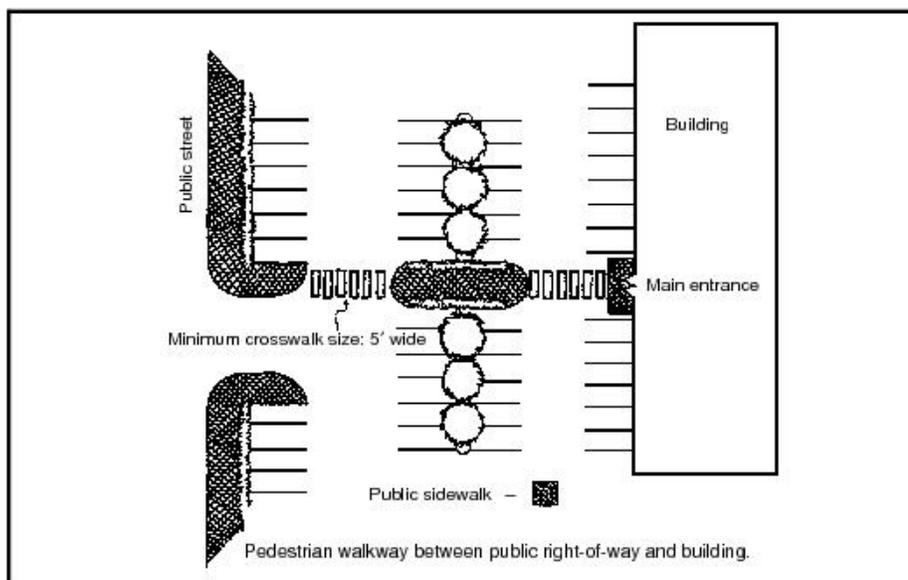


FIGURE 105.18.B

served by the parking.

- 4) *All parking lots that contain more than 25,000 square feet of paved area, including access lanes and driveways, must include clearly identified pedestrian routes from the parking stalls to the main building entrance or central location (see Figure 105.18.C). At a minimum, walkways must be provided for every three (3) driving aisles or at a distance of not more than 150-foot intervals, whichever is less, and meet the standards of subsection (3)(a) of this section.*

Pathways must be provided through parking areas.

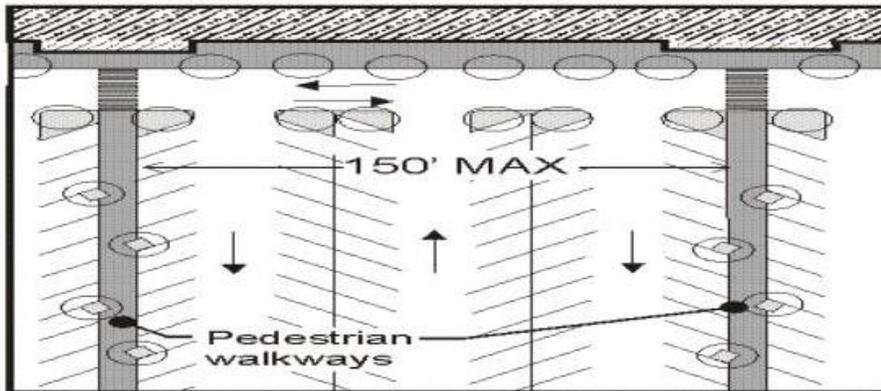


FIGURE 105.18.C

Supporting CMP Condition

- *Clarification of the overall pedestrian circulation patterns relating to Totem Lake Boulevard, the cinema, and the stand alone retail adjacent to the west parking lot.*
- *Continued existence of a pedestrian connection on the lower Mall that connects to an adjoining medical office building at 12707 120th Avenue NE (northeast of lower Mall).*
- *Establishment of a pedestrian connection at the south end of the existing lower Mall to facilitate pedestrian circulation between 120th Avenue NE and Totem Lake Boulevard.*
- *Identify suitable locations for public amenities, such as art, sculptures, fountains, and benches.*

Supporting CMP Guidelines

- *Sidewalk Width – Movement Zone. A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10' and 18'. New buildings on pedestrian oriented streets should be set back a sufficient distance to provide at least 10' of sidewalk. If outdoor dining, seating, vending or displays are desired, an additional setback is necessary. New development in TL 2 should provide sidewalks at the recommended width, to contribute to the pedestrian-orientation of new development. Public gathering places, such as pedestrian-oriented plazas linked to the sidewalk, should be encouraged.*
- *Sidewalk Width – The Storefront Activity Zone. New buildings should be set back a sufficient distance from the front property line a minimum of 10' to allow enough room for pedestrian movement. Wider setbacks should be considered to accommodate other sidewalk uses that would benefit businesses and the pedestrian environment. Lighting and special paving of the storefront activity zone are also beneficial.*
- *Lighting From Buildings. All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy – or awning-mounted lights, and display window lights. Encourage a variety in the use of light fixtures to give visual variety from*

one building façade to the next. Back-lit or internally-lit translucent awnings should be prohibited.

- *Pedestrian Connections – Commercial. Developments should have well-defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.*
- *Pathway Width. Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide. Through-site connections from street to street, between the upper and lower portions of TL 2, and within TL 2 are needed to provide convenient pedestrian mobility, and to contribute to the village-like character desired for TL 2. Pedestrian connections to surrounding related uses, such as the hospital campus and transit center should also be provided.*
- *Parking Lot Location and Design. Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking. Throughout Totem Center, parking areas located between the street and the buildings should be discouraged. This is particularly critical in TL2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.*
- *Circulation within Parking Lots. Parking lot design should be clear and well organized. Space should be provided for pedestrians to walk safely in all parking lots.*

LANDSCAPING

DRB Comment: The DRB requested a creative landscape plan that considers a variety of colors, species, and long term viability given the purpose of the landscaping.

Staff Analysis/Comments: The DRB should review the applicant's landscape plan for consistency with the CMP conditions and guidelines described below. Landscape species should be appropriate to Kirkland and context of the site.

Supporting CMP Condition

Provide a conceptual landscape plan, with performance standards/goals, that show trees in the following areas:

- *Pedestrian walkway along western frontage of lower Mall;*
- *120th Avenue NE and the public plaza;*
- *Totem Lake Boulevard fronting the Autozone store;*
- *Lower Mall parking lot; and*
- *Landscaping or other design features on the top level of parking structures*

Supporting CMP Guidelines

- *Street Trees. Street trees within this area [TL 2] should be selected to achieve the varying objectives of the district. Some preliminary ideas for a street tree planning plan are:*
 - *Totem Lake Boulevard. South of NE 128th Street, trees should be planted that balance the goals of creating a "greenway" along the boulevard, providing a safe and inviting pedestrian experience and enabling visibility of the site's businesses to the freeway traveler. Smaller trees planted at*

frequent intervals anchored by larger, "boulevard" trees at primary site entrances would achieve this objective. As an alternative or additional component, groupings of trees planted behind a meandering sidewalk may also be effective.

- *120th Avenue NE. South of NE 128th Street, choose street trees that will emphasize the pedestrian connection between the upper and lower mall, such as the use of larger trees at crossings and major points of entry. Choose spacing and varieties to create a plaza-like character to encourage pedestrian activity. Trees in planters and colorful flower beds will soften the area for pedestrians but allow visual access to adjoining businesses.*
- *Landscaping. The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults.*
- *Natural Features. An important goal in the Totem Lake Neighborhood Plan is to establish a "greenway" extending in an east/west direction across the neighborhood. Portions of the greenway follow Totem Lake Boulevard, along the western boundary of TL 2. Properties abutting the designated greenbelt should be landscaped with materials that complement the natural areas of the greenway where possible.*

III. PUBLIC COMMENT

Prior to the finalization and distribution of this staff memo, one comment from the general public was received (see Attachment 7). The email describes concerns and potential design solutions regarding the applicant's proposals.

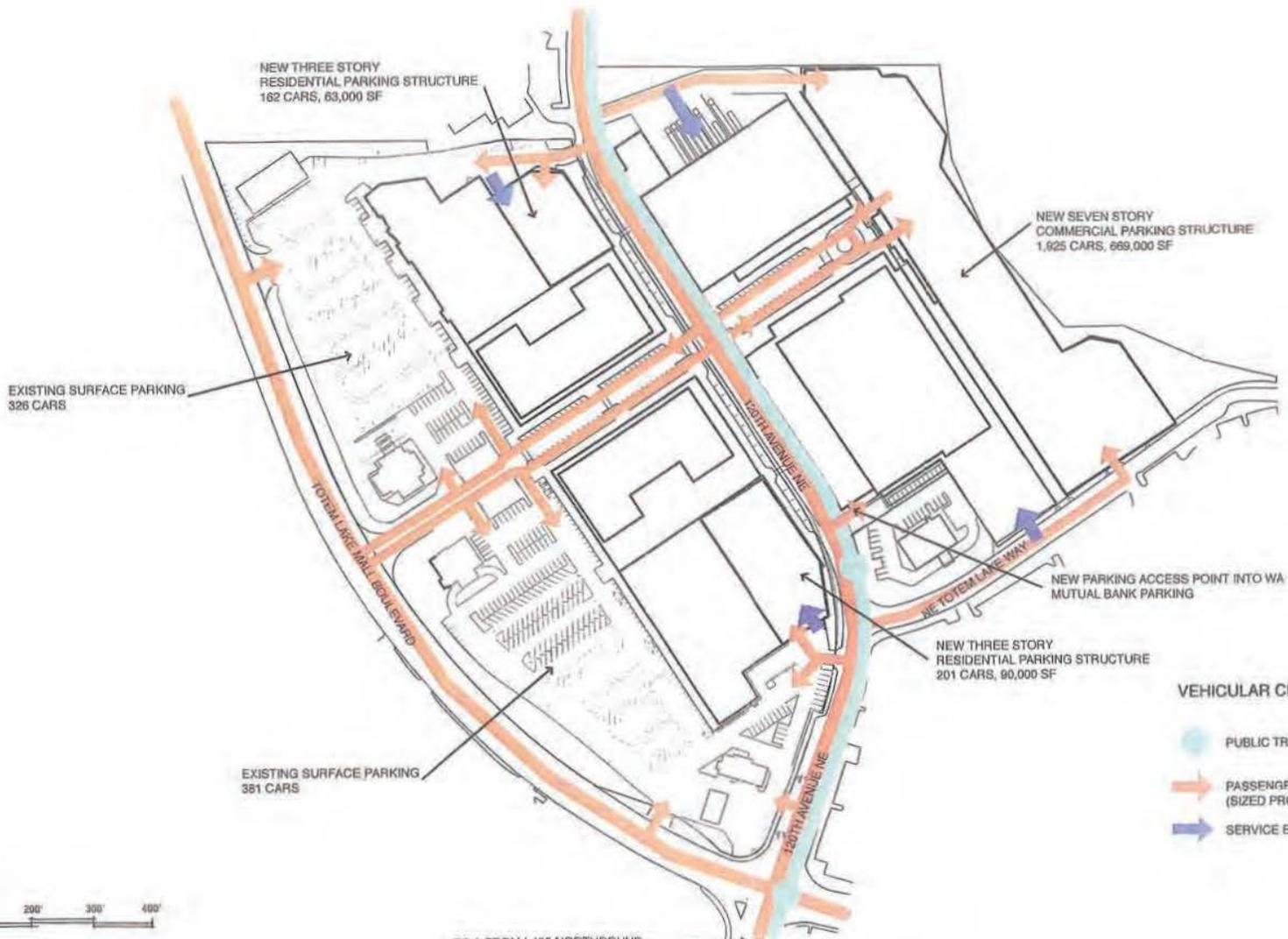
IV. ITEMS FOR FUTURE MEETING

The following Phase I project components should be deferred to a future DRB meeting:

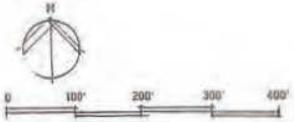
- Further massing development of Building C to include the parking garage being located above the ground floor retail space. Special design attention should be paid to the upper story west façade.
- Design approach for the existing building's facades (Ross, Car Toys, etc.).
- Building design for the proposed one-story stand-alone buildings (other than Wells Fargo).

V. ATTACHMENTS

1. Old CMP Exhibits
2. Amended CMP Exhibits
3. Amended CMP Design Guidelines
4. Amended CMP Conditions
5. Applicant's Design Response
6. LMN Architecture Memo dated August 22, 2005
7. Public Comment email



- VEHICULAR CIRCULATION LEGEND**
- PUBLIC TRANSPORTATION / BUS SERVICE
 - PASSENGER CAR CIRCULATION / POINT OF ENTRY (SIZED PROPORTIONAL TO TRAFFIC VOLUME)
 - SERVICE ENTRY / LOADING



November 7, 2005

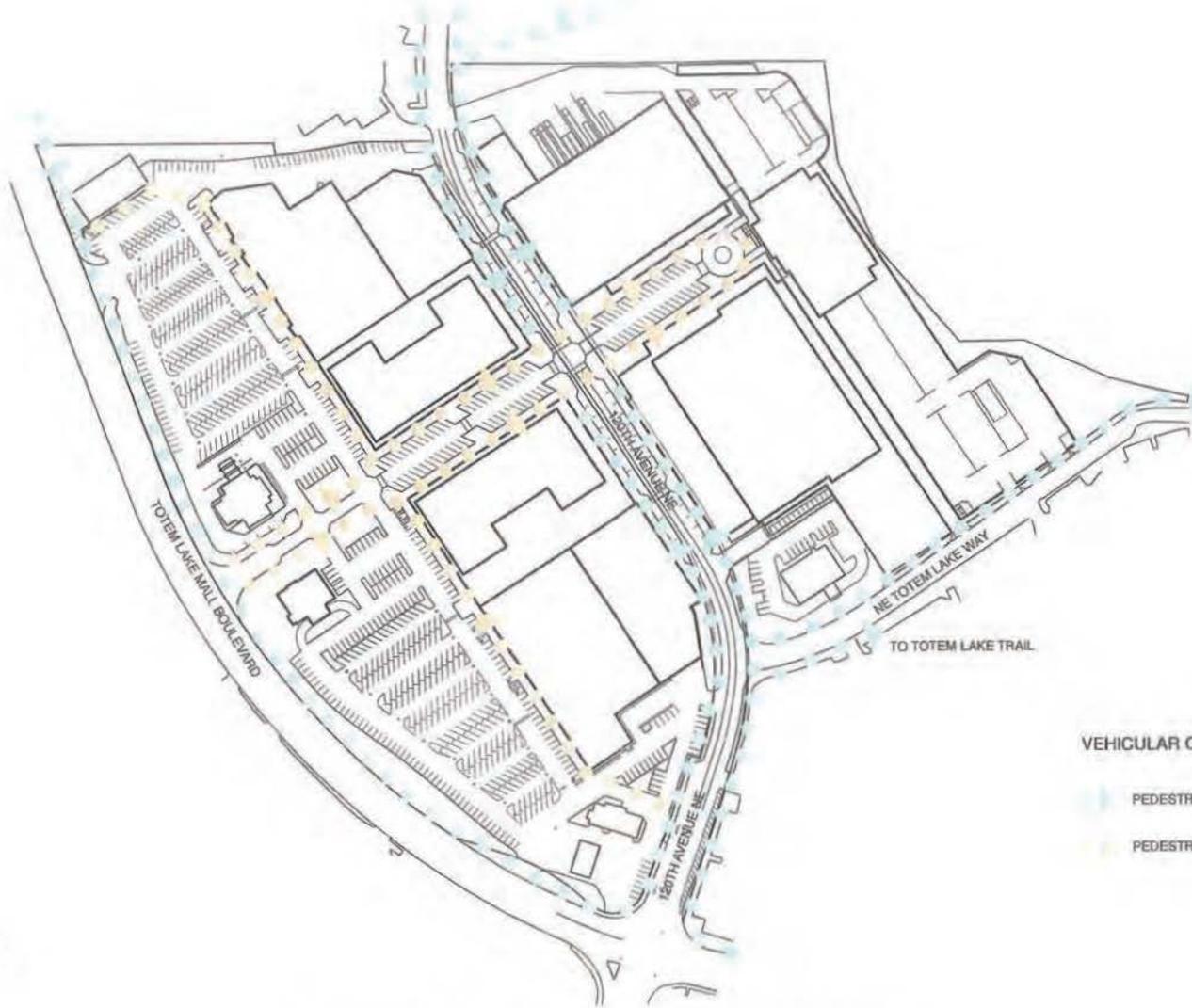
FULLER SEARS
ARCHITECTS

VEHICULAR CIRCULATION TOTEM LAKE MALL - CONCEPTUAL MASTER PLAN

EXHIBIT 2



ATTACHMENT 1
 FILE NO. DRV15-01765
 PREVIOUS CONCEPTUAL MASTER PLAN DIAGRAMS



VEHICULAR CIRCULATION LEGEND

PEDESTRIAN EXTERIOR CONNECTION

PEDESTRIAN INTERIOR CONNECTION

PEDESTRIAN CIRCULATION TOTEM LAKE MALL - CONCEPTUAL MASTER PLAN

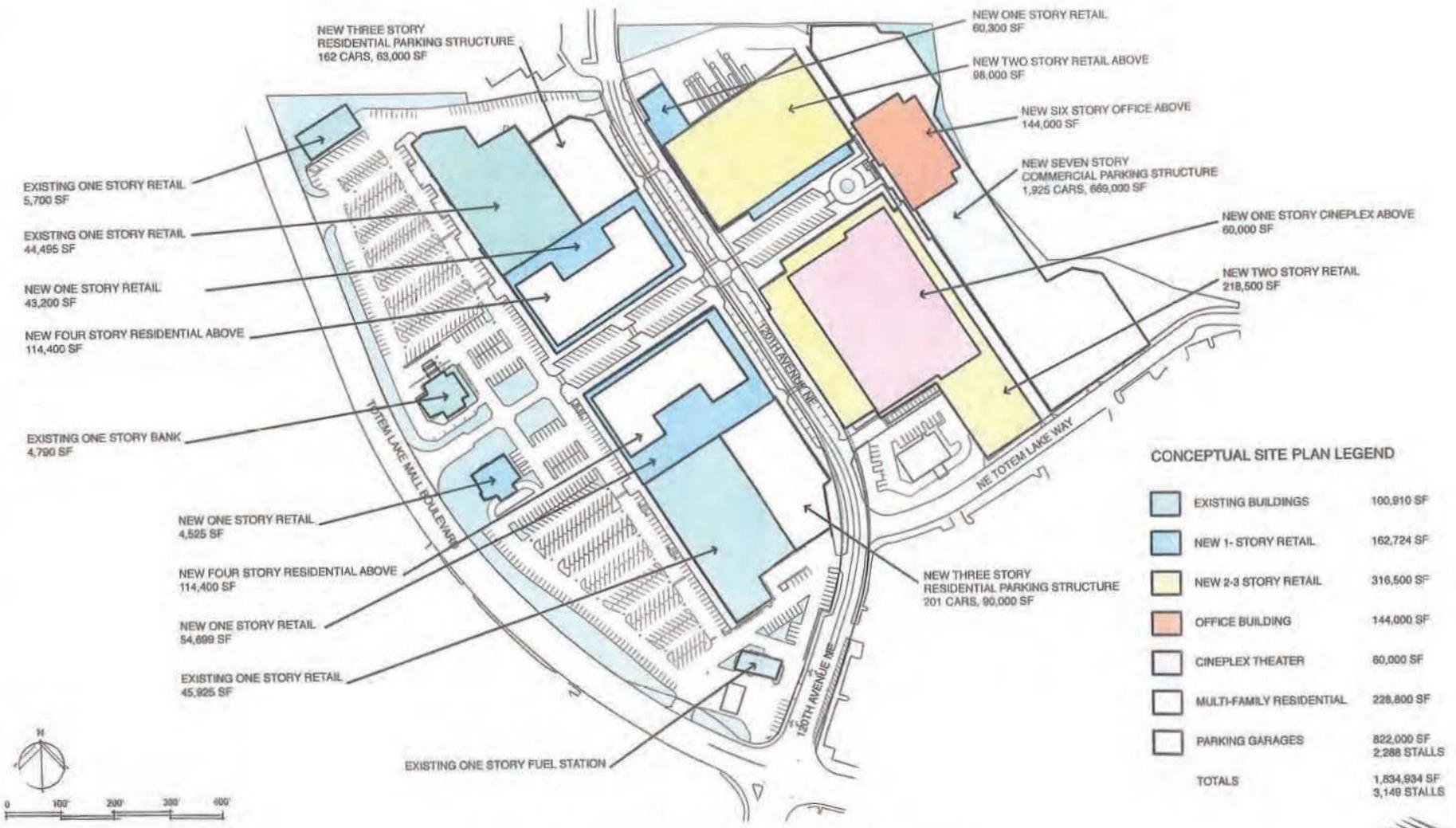
November 7, 2005

FULLER SEARS
ARCHITECTS

EXHIBIT 3

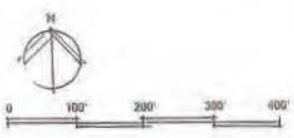
**DEVELOPERS
DIVERSIFIED
REALTY**

ATTACHMENT 1
FILE NO. DRV15-01765
PREVIOUS CONCEPTUAL MASTER PLAN DIAGRAMS



CONCEPTUAL SITE PLAN LEGEND

	EXISTING BUILDINGS	100,910 SF
	NEW 1-STORY RETAIL	162,724 SF
	NEW 2-3 STORY RETAIL	316,500 SF
	OFFICE BUILDING	144,000 SF
	CINEPLEX THEATER	60,000 SF
	MULTI-FAMILY RESIDENTIAL	228,800 SF
	PARKING GARAGES	822,000 SF 2,288 STALLS
	TOTALS	1,834,934 SF 3,149 STALLS



November 7, 2005

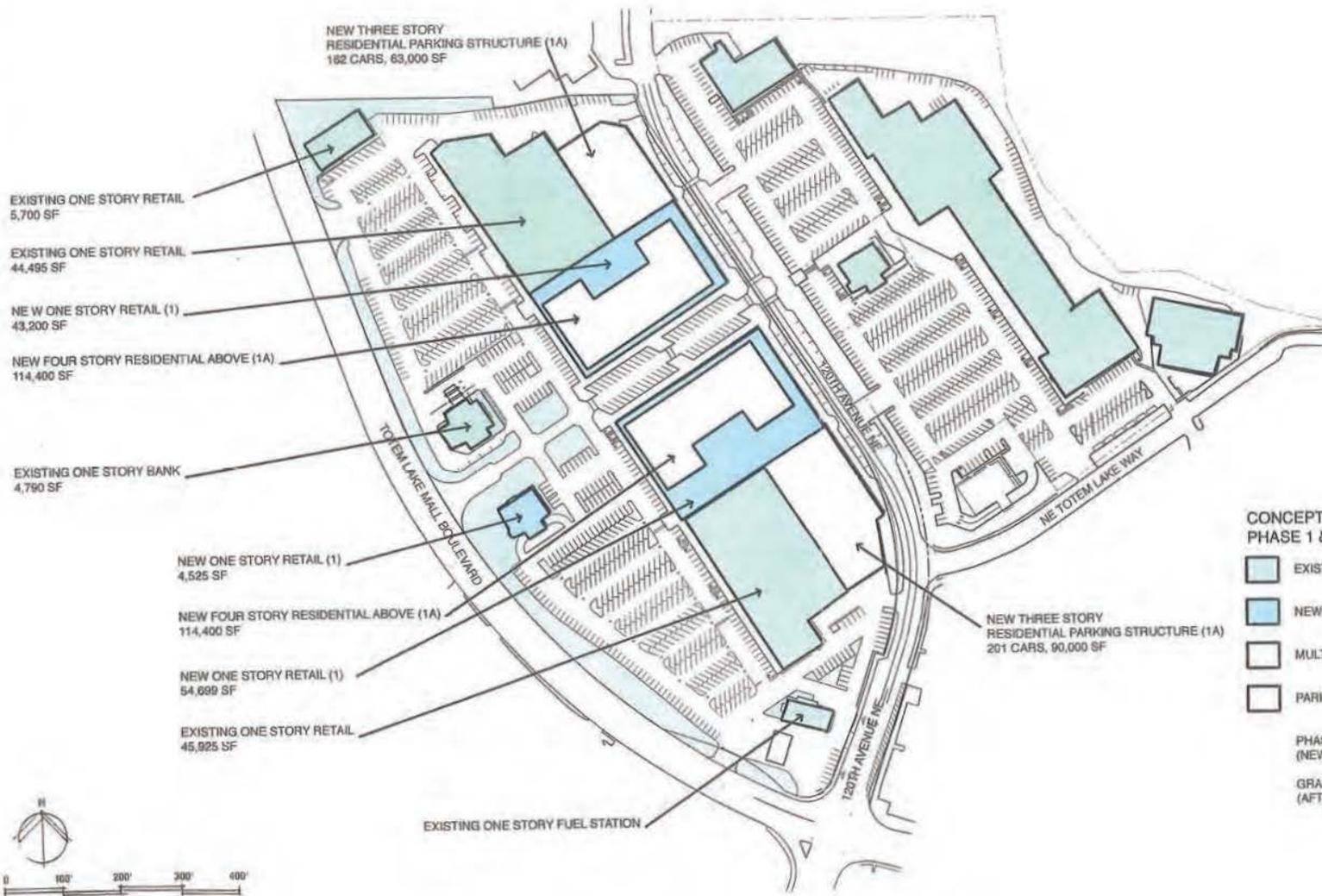
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CONCEPTUAL SITE PLAN TOTEM LAKE MALL - CONCEPTUAL MASTER PLAN

EXHIBIT 4

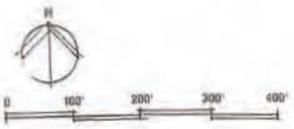


ATTACHMENT 1
FILE NO. DRV15-01765
PREVIOUS CONCEPTUAL MASTER PLAN DIAGRAMS



**CONCEPTUAL SITE PLAN LEGEND
PHASE 1 & 1A**

	EXISTING BUILDINGS	192,734 SF
	NEW 1- STORY RETAIL	102,424 SF
	MULTI-FAMILY RESIDENTIAL	228,800 SF
	PARKING GARAGES	153,000 SF 363 STALLS
	PHASE 1 & 1A (NEW CONSTRUCTION)	484,224 SF 363 STALLS
	GRAND TOTAL (AFTER PHASE 1 & 1A)	676,958 SF 1,771 STALLS



November 7, 2005

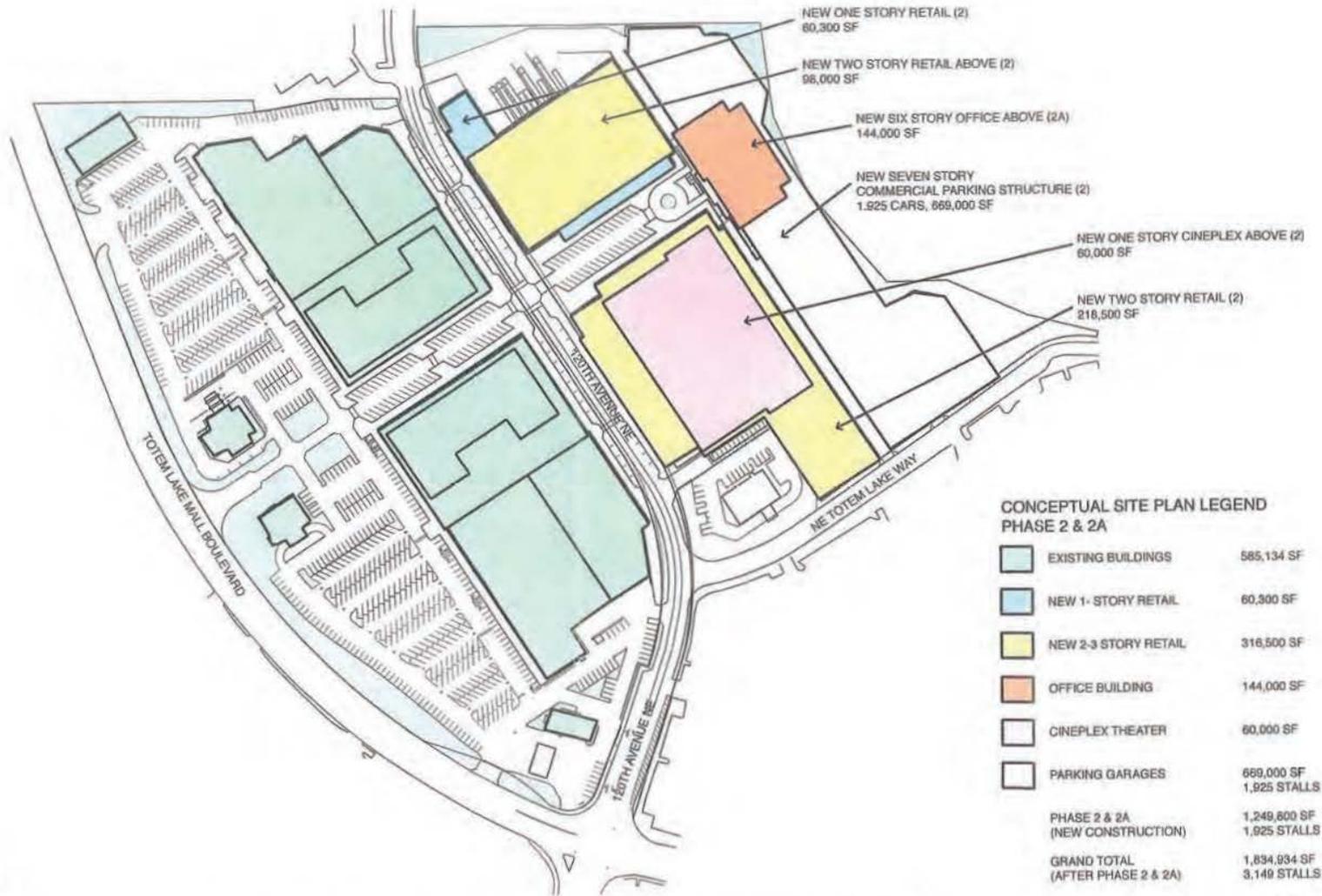
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CONCEPTUAL SITE PLAN - PHASE 1 & 1A
TOTEM LAKE MALL - CONCEPTUAL MASTER PLAN

EXHIBIT 7



ATTACHMENT 1
FILE NO. DRV15-01765
PREVIOUS CONCEPTUAL MASTER PLAN DIAGRAMS



November 7, 2005

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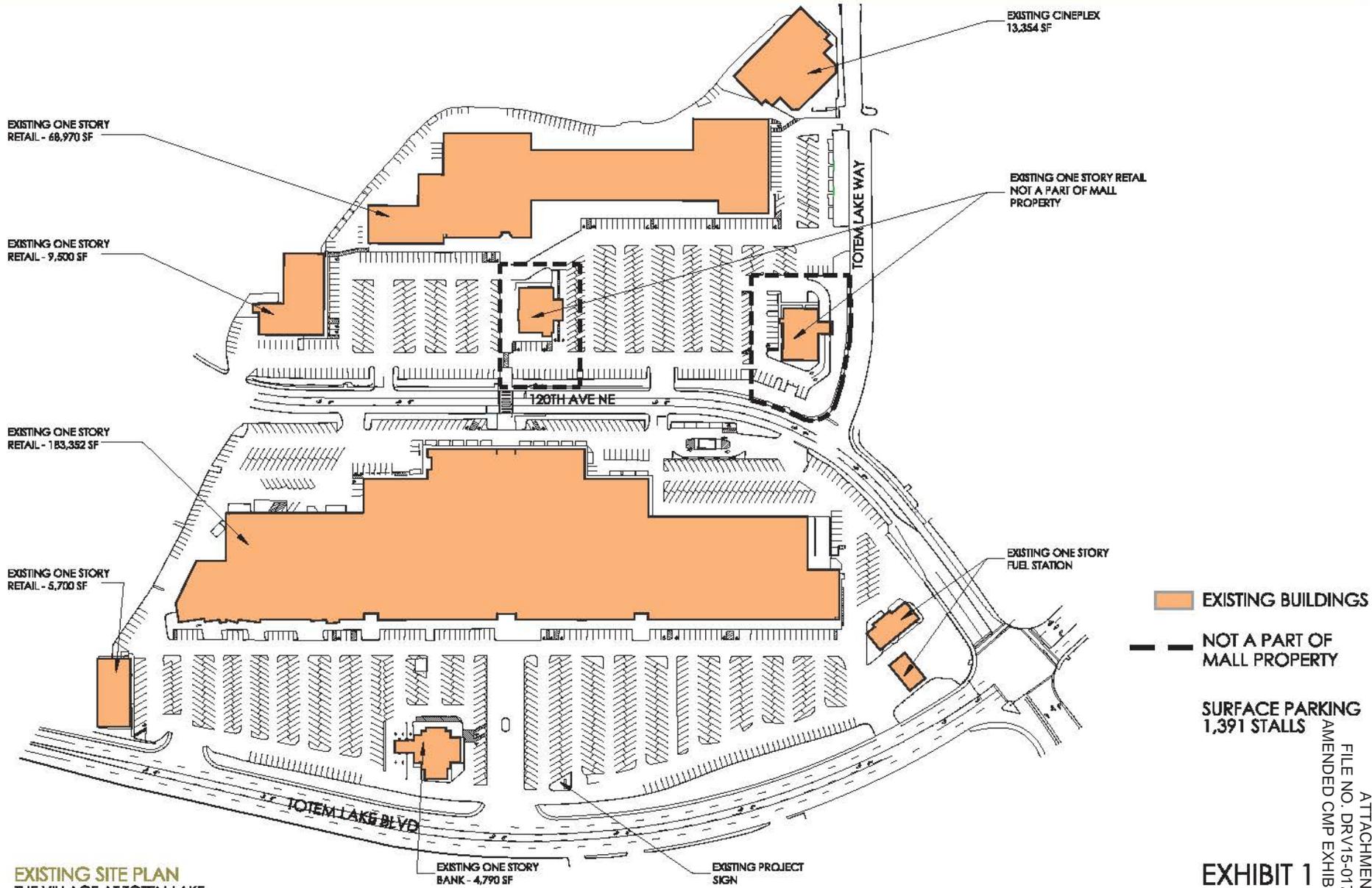
CONCEPTUAL SITE PLAN - PHASE 2 & 2A

TOTEM LAKE MALL - CONCEPTUAL MASTER PLAN

EXHIBIT 8



THE VILLAGE AT TOTEM LAKE



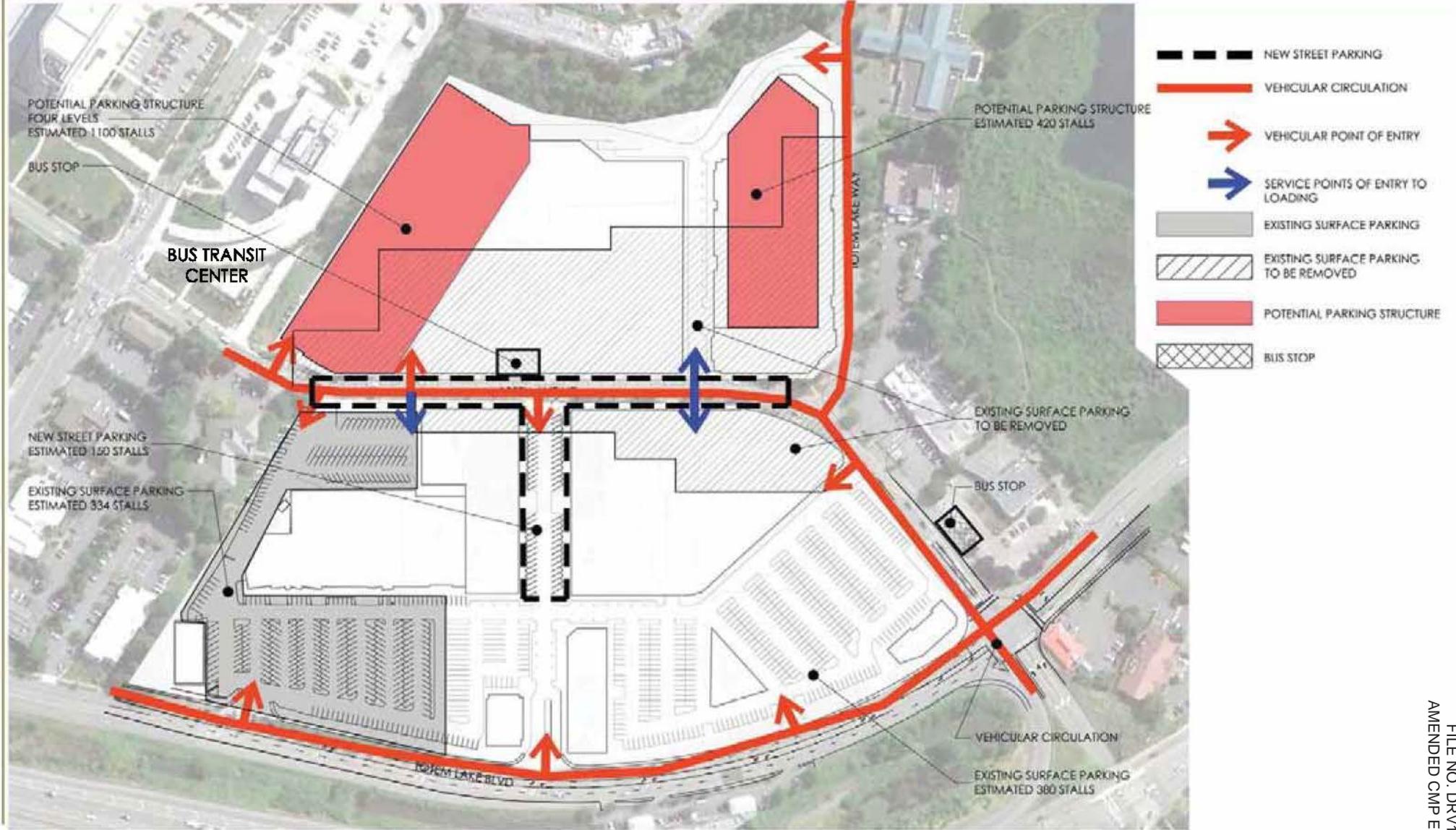
EXISTING SITE PLAN
THE VILLAGE AT TOTEM LAKE



EXHIBIT 1

ATTACHMENT 2
FILE NO. DRV15-01765
AMENDED CMP EXHIBITS

THE VILLAGE AT TOTEM LAKE



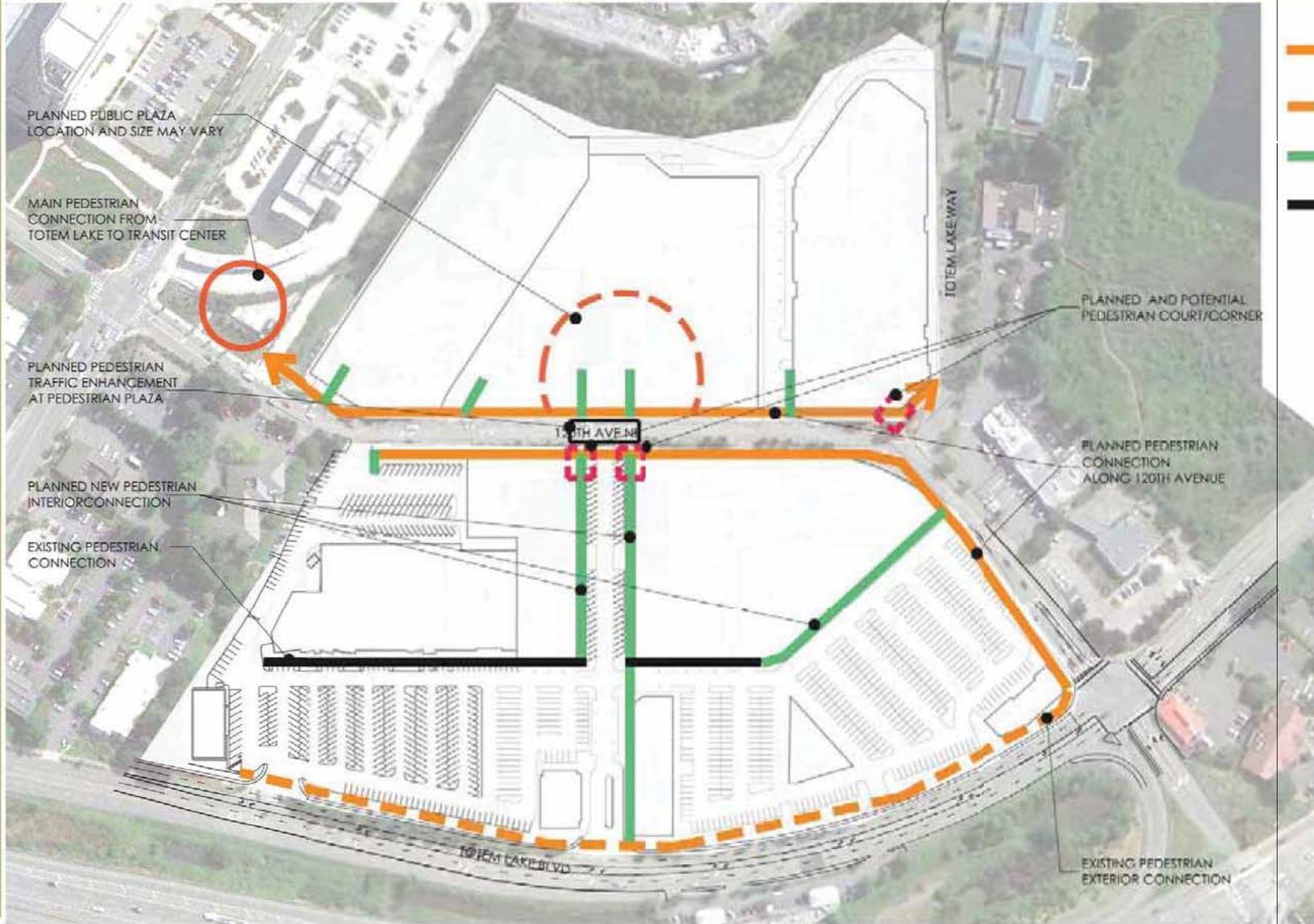
VEHICULAR SITE PLAN
THE VILLAGE AT TOTEM LAKE - VEHICULAR SITE PLAN



EXHIBIT 2

ATTACHMENT 2
FILE NO. DRV/15-01765
AMENDED CMP EXHIBITS

THE VILLAGE AT TOTEM LAKE



- PLANNED PEDESTRIAN CONNECTION ALONG 120TH AVENUE
- EXISTING PEDESTRIAN EXTERIOR CONNECTION
- PLANNED NEW PEDESTRIAN INTERIOR CONNECTION
- EXISTING PEDESTRIAN CONNECTION
- PLANNED AND POTENTIAL PEDESTRIAN COURT/CORNER
- PLANNED PEDESTRIAN PLAZA



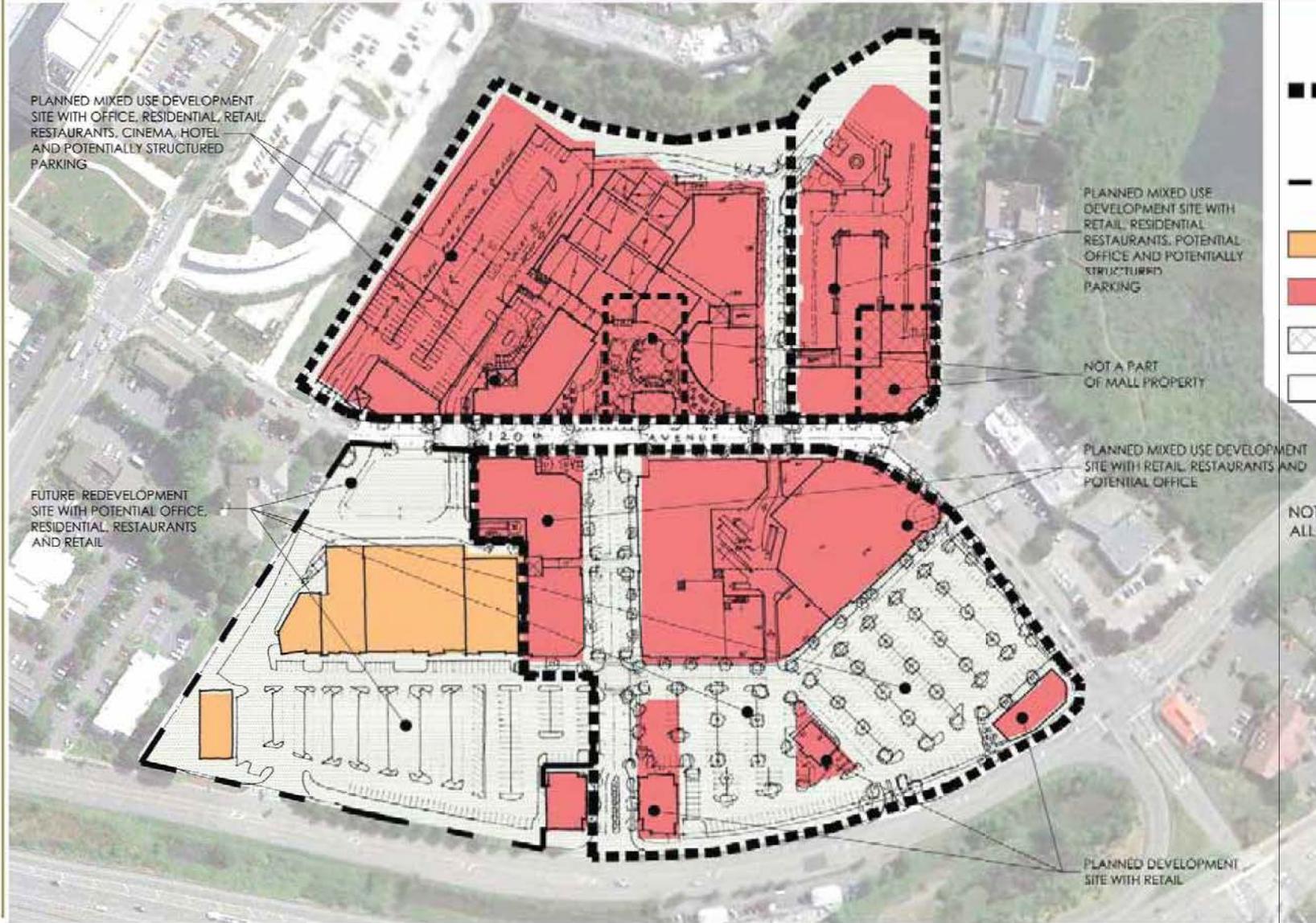
PEDESTRIAN SITE PLAN
THE VILLAGE AT TOTEM LAKE - PEDESTRIAN SITE PLAN



EXHIBIT 3

ATTACHMENT 2
FILE NO. DRV/15-01765
AMENDED CMP EXHIBITS

THE VILLAGE AT TOTEM LAKE



-  PLANNED MIXED USE DEVELOPMENT SITE WITH POTENTIAL OFFICE, RESIDENTIAL, RETAIL, RESTAURANTS, CINEMA AND POTENTIALLY STRUCTURED PARKING AND USES APPROVED BY TL2 ZONE
-  FUTURE REDEVELOPMENT SITE WITH POTENTIAL OFFICE, RESIDENTIAL AND RETAIL
-  EXISTING BUILDINGS
-  PLANNED MIXED USES
-  NOT A PART OF MALL PROPERTY
-  FUTURE REDEVELOPMENT

NOTE:
ALL AREAS ANTICIPATED TL2 ZONE USES



CONCEPTUAL SITE PLAN
THE VILLAGE AT TOTEM LAKE - CONCEPTUAL MASTER PLAN



EXHIBIT 4

ATTACHMENT 2
FILE NO. DRV/15-01765
AMENDED CMP EXHIBITS

THE VILLAGE AT TOTEM LAKE



OVERALL SITE VIEW
THE VILLAGE AT TOTEM LAKE

THE VILLAGE AT TOTEM LAKE



OVERALL SITE - SOUTHEAST VIEW
THE VILLAGE AT TOTEM LAKE

ATTACHMENT 2
FILE NO. PRV15-02765
AMENDED EXHIBITS
EXHIBIT 5



PLAZA VIEW AT MAIN ENTRY DRIVE & 120TH AVENUE
THE VILLAGE AT TOTEM LAKE





MAIN ENTRY DRIVE - VIEW NORTHEAST
THE VILLAGE AT TOTEM LAKE



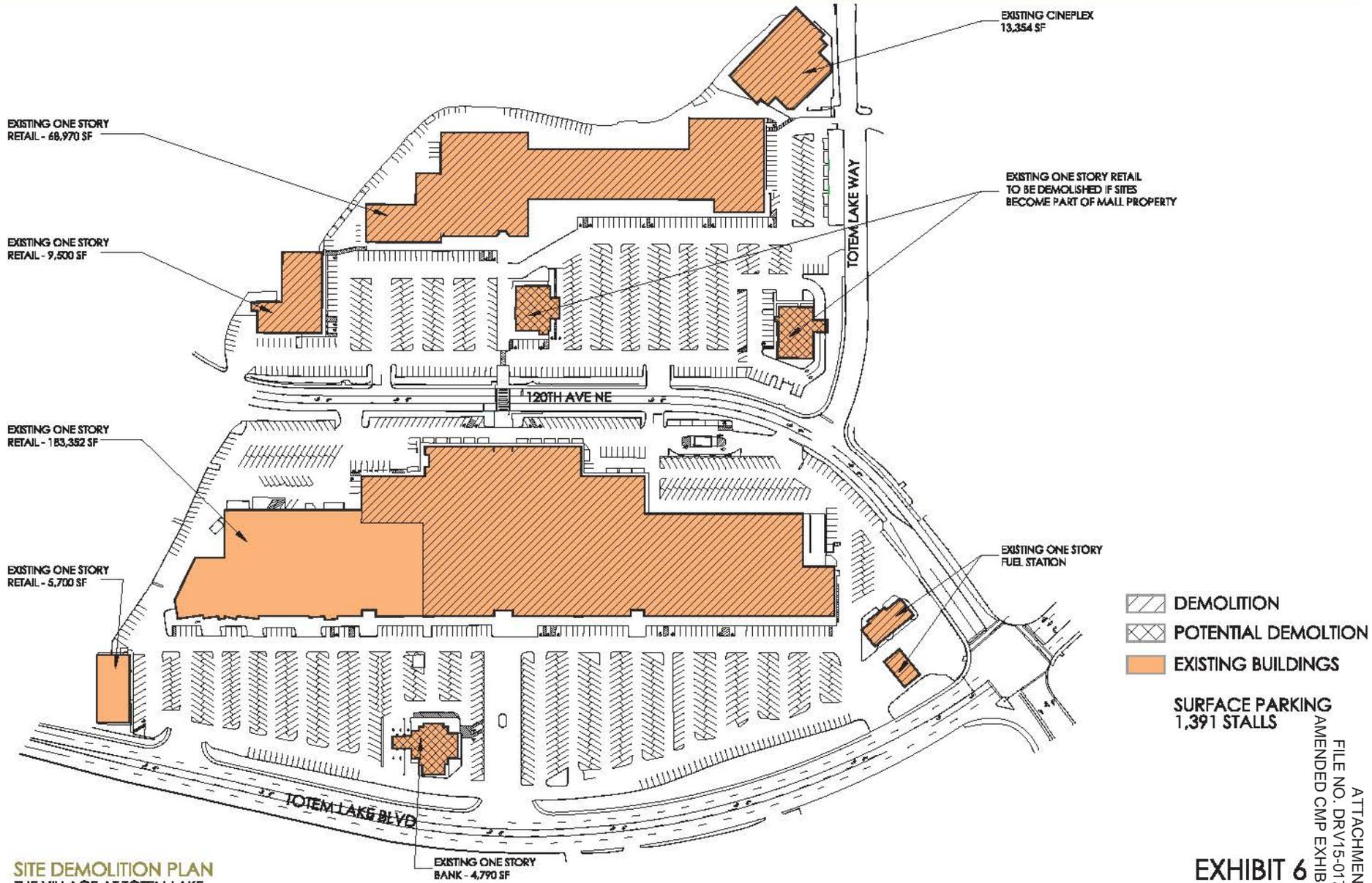
THE VILLAGE AT TOTEM LAKE



120TH AVENUE - SOUTH VIEW
THE VILLAGE AT TOTEM LAKE

ATTACHMENT 2
FILE NO. PRV/15-02765
AMENDED EXHIBITS
EXHIBIT 5

THE VILLAGE AT TOTEM LAKE



SITE DEMOLITION PLAN
THE VILLAGE AT TOTEM LAKE



EXHIBIT 6

ATTACHMENT 2
FILE NO. DRV15-01765
AMENDED CMP EXHIBITS

CHAPTER SEVEN

DESIGN GUIDELINES

A. Vision For Redevelopment.

The Mall should be redeveloped as a contemporary regional shopping center, designed to attract regional customers to amenities commensurate with similarly situated regional malls. It is important that the Mall be redeveloped in a manner that creates a unique identity, with clear boundaries, and a sense of place. Buildings and public space should be functional, pedestrian-oriented, properly scaled and aesthetically pleasing through incorporation of architectural design elements. The architectural character of the buildings within the Mall should present a consistent image with unified design features.

While most customers will continue to arrive by private automobile or public transportation, the Mall should be pedestrian-friendly, with emphasis on the public plaza, generous sidewalks, pedestrian amenities, landscaping and safe internal and external circulation systems. The public plaza should be a focal point within the Mall, providing landscape features and pedestrian amenities to encourage use and provide an aesthetically pleasing transition from the surrounding urban density.

There should be clearly identifiable building and pedestrian access points and entryways. Pedestrian connections should exist (1) between the upper mall and lower mall (east and west of 120th Avenue NE); (2) internal to the Mall; and (3) between the Mall and adjacent properties, including the Evergreen Hospital campus and the Transit Center, along 120th Avenue NE. Realignment and reconstruction of 120th Avenue NE is important to better facilitate pedestrian-oriented use of the Mall and promote connectivity within the Mall. Traffic calming features should be incorporated into the redesign to reduce the speed and increase safety, while also encouraging the use of nearby streets and boulevards for through traffic.

There should be adequate parking provided at various access locations throughout the Mall. Parking should be a combination of surface parking lots, parking structures, and on-street parking strategically located to ensure easy, safe and functional access to the array of mixed uses within the Mall. Efforts should be made to incorporate architectural elements, such as trellises, landscaping, artwork or murals, to soften the impact of parking structures and provide a more aesthetically appealing appearance.

Landscaping and signs throughout the Mall should be addressed through one or more property-wide plans to ensure consistency and allow evaluation of the overall impact on the appearance of the Mall both on-site and as viewed from Interstate-405, Totem Lake Boulevard and adjacent streets.

B. Applicable Design Guidelines.

In 2002, Kirkland adopted the Totem Lake Neighborhood Plan, which sets forth specific goals and objectives for Totem Center. These include the following:

- *Accommodate high density, transit-oriented development, consistent with the district's position in an Urban Center.*
- *Ensure that public and private development contributes to a lively and inviting character in Totem Center.*
- *Reinforce the character of Totem Center through public investments.*
- *Produce buildings that exhibit high quality design, incorporate pedestrian features and amenities and display elements of both continuity and individuality.*
- *Provide public spaces that are focal points for the community.*
- *Provide visual and functional connections between adjacent developments through landscaping, public spaces and pedestrian connections.*

These specific goals and objectives provide strong support for redevelopment of the Mall to meet the desire of Kirkland to encourage urban density development in Totem Center in a way that will enhance the public image and accommodate pedestrian-oriented shopping opportunities within Totem Center.

The “Design Guidelines for Pedestrian-Oriented Business Districts,” adopted by Kirkland on May 6, 2003, and subsequently amended to include specific provisions applicable to the TL 2 Zone on August 4, 2004, are incorporated by reference into the Kirkland Municipal Code, Section 3.30.040 (hereafter “Design Guidelines”). These Design Guidelines are applicable to redevelopment of the Mall. However, the design regulations contained in the Kirkland Zoning Code, Chapter 92, are not applicable to redevelopment of the Mall within the TL 2 Zone.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic role. The Design Guidelines focus on creating a high-quality pedestrian environment, especially along pedestrian-oriented streets. The following are pertinent provisions of the Design Guidelines that should be considered by the DRB when evaluating subsequent design elements of the overall Mall redevelopment:

I. PEDESTRIAN-ORIENTED ELEMENTS:

- *Sidewalk Width – Movement Zone. A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10' and 18'. New buildings on pedestrian oriented streets should be set back a sufficient distance to provide at least 10' of sidewalk. If outdoor dining, seating, vending or displays are desired, an additional setback is necessary. New development in TL 2 should provide sidewalks at the recommended width, to contribute to the pedestrian-orientation of new development. Public gathering places, such as pedestrian-oriented plazas linked to the sidewalk, should be encouraged.*
- *Sidewalk Width – The Storefront Activity Zone. New buildings should be set back a sufficient distance from the front property line a minimum of 10' to allow enough room for pedestrian movement. Wider setbacks should be considered to accommodate other sidewalk uses that would benefit businesses and the pedestrian environment. Lighting and special paving of the storefront activity zone are also beneficial.*
- *Pedestrian Coverings. Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.*
- *"Pedestrian-Friendly" Building Fronts. All building fronts should have pedestrian-friendly features, such as transparent or decorative windows, public entrances, murals or artwork, bulletin boards, display windows, seating, or street vendors. Blank walls should be mitigated where feasible using architectural techniques such as recessing the wall with niches, artwork on the surface, or installation of trellises or similar architectural features. Since pedestrians move slowly along the sidewalk, the street level of buildings must be interesting and varied. Since the potential exists for large tenants to locate within TL 2, efforts should be made to minimize the impacts of these uses along pedestrian-oriented streets and concourses. Along 120th Avenue NE, buildings should be designed to add vitality along the sidewalk, by providing*

multiple entrance points to shops, continuous weather protection, outdoor dining, transparency of windows and interactive window displays, entertainment and diverse architectural elements. Ground floor development in TL 2 should be set close to the sidewalk along pedestrian streets and concourses to orient to the pedestrian and provide appropriately-scaled environment.

- *Upper-Story Activities. All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.*
- *Lighting From Buildings. All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy – or awning-mounted lights, and display window lights. Encourage a variety in the use of light fixtures to give visual variety from one building façade to the next. Back-lit or internally-lit translucent awnings should be prohibited.*
- *Pedestrian-Oriented Plazas. Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety. Public spaces, such as landscaped and/or furnished plazas and courtyards should be incorporated into the development, and be visible and accessible from either a public sidewalk or pedestrian connection. Primary pedestrian access points to retail development in TL 2 along 120th Avenue NE may be especially effective locations for public plazas.*
- *Pedestrian Connections – Commercial. Developments should have well-defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.*
- *Blank Walls. Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.*

II. PUBLIC IMPROVEMENTS AND SITE FEATURES

- *Pathway Width. Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide. Through-site connections from street to street, between the upper and lower portions*

of TL 2, and within TL 2 are needed to provide convenient pedestrian mobility, and to contribute to the village-like character desired for TL 2. Pedestrian connections to surrounding related uses, such as the hospital campus and transit center should also be provided.

- *Gateway Features. Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district. The Transit Center on the hospital campus should be a “landmark” feature for both the Totem Center district and the hospital campus, providing a focal point for residents, employees and visitors. A combination of signs and symbols linking the transit center to the pedestrian connection along NE 128th Street, the flyer stop and the Park and Ride should be provided. A prominent entry to the district exists at the intersection of NE 128th Street and Totem Lake Boulevard, where vehicles and pedestrians arrive from the crossing over I-405. Entry features provided in this area should contribute to the identity associated with the Totem Center district. Public art and private efforts can be used to establish gateway features to strengthen the character and identity of Totem Center and the neighborhood. At the northern entry to Totem Center at 120th Avenue NE and NE 132nd street, a neighborhood entry sign or other identifying neighborhood feature should be provided. Another important entry point identified in the neighborhood plan is along Totem Lake Boulevard, just east of 120th Avenue NE. A feature providing a sense of entry into the Totem Center district at this location would be appropriate.*
- *Parking Lot Location and Design. Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking. Throughout Totem Center, parking areas located between the street and the buildings should be discouraged. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.*
- *Circulation Within Parking Lots. Parking lot design should be clear and well organized. Space should be provided for pedestrians to walk safely in all parking lots.*
- *Parking Lot Landscaping. Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impact. Screening and landscaping should be required where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter. Within TL 2, the provision of landscaping to soften the*

impacts of cars and pavement is important. Clusters of trees rather than single trees may be more effective in certain portions of the mall's parking areas. Visibility of the mall from the freeway should be considered when evaluating the locations and types of landscaping to be used.

- *Parking Garages. The intrusive qualities of parking structures must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas in high visibility locations. On hillsides and near residential areas the stepping back or terracing of upper stories should be considered to reduce scale. The development densities planned for Totem Center may result in the need for large parking structures to support them. Careful design of the structures will be important to retain a visually attractive environment. The location of parking structures along pedestrian-oriented streets or pedestrian pathways should be discouraged. Where parking structures cannot be located underground and must be provided on the ground floor, an intervening use should be provided to retain the visual interest along the street. If parking areas are located in a separate structure from the primary use, the structure must be set back from the street, and screened with substantial landscaping. Within TL 2, if it is not possible or practical to locate parking structures behind a building or underground, structural parking should be developed, oriented and screened to complement adjacent buildings, reduce automobile and pedestrian conflicts, and support the pedestrian environment. Artwork, display windows, trellises and/or dense vegetation are examples of screening devices that may be successful in balancing the scale of the structure with the pedestrian element.*

- *Street Trees. Street trees within TL 2 should be selected to achieve the varying objectives of the district. Some preliminary ideas for a street tree planning plan are:*
 - *Totem Lake Boulevard. South of NE 128th Street, trees should be planted that balance the goals of creating a “greenway” along the boulevard, providing a safe and inviting pedestrian experience and enabling visibility of the site’s businesses to the freeway traveler. Smaller trees planted at frequent intervals anchored by larger, “boulevard” trees at primary site entrances would achieve this objective. As an alternative or additional component, groupings of trees planted behind a meandering sidewalk may also be effective.*

 - *120th Avenue NE. South of NE 128th Street, choose street trees that will emphasize the pedestrian connection between the upper*

and lower mall, such as the use of larger trees at crossings and major points of entry. Choose spacing and varieties to create a plaza-like character to encourage pedestrian activity. Trees in planters and colorful flower beds will soften the area for pedestrians but allow visual access to adjoining businesses.

III. SCALE

- *Fenestration Patterns. Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.*
- *Architectural Elements. Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged. Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated into the building and not “tacked on”.*
- *Building Modulation – Vertical. Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.*
- *Building Modulation – Horizontal. Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes.*

IV. BUILDING MATERIAL COLOR AND DETAIL

- *Ornamental and Applied Art. Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-created details should be considered in special places.*
- *Color. Color schemes should adhere to the guidelines enumerated above. The use of a range of colors compatible with a coordinated color scheme should be encouraged.*
- *Street Corners. Property owners and developers should be encouraged to architecturally enhance building corners.*

- Signs. All signs should be building-mounted or below 12' in height if ground mounted. Maximum height is measured from the top of the sign to the ground plane. No off-premises commercial signs, except public directional signs, should be permitted. No billboards should be permitted. Signs for individual parking stalls should be discouraged. If necessary, they should not be higher than necessary to be seen above bumpers. Parking lot signs should be limited to one sign per entrance and should not extend more than 12' above the ground. Neon signs, sculptural signs, and signs incorporating artwork are encouraged. Signs that are integrated with a building's architecture are encouraged. Shingle signs and blade signs hung from canopies or from building facades are encouraged. Traditional signs such as barber poles are encouraged. Signs within TL 2 should be coordinated through a sign package for the entire property.

V. NATURAL FEATURES

- Landscaping. The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults. Natural Features. An important goal in the Totem Lake Neighborhood Plan is to establish a "greenway" extending in an east/west direction across the neighborhood. Portions of the greenway follow Totem Lake Boulevard, along the western boundary of TL 2. Properties abutting the designated greenbelt should be landscaped with materials that complement the natural areas of the greenway where possible.
- Culverted Creeks. One channel of the Totem Lake tributary extends along I-405, west of Totem Lake Boulevard in a culvert to Totem Lake. If it is feasible, restoration of this streambed could be incorporated into the "greenway" design developed for this segment of Totem Lake Boulevard.

- a. The need for the modification was not known and could not reasonably have been known before the Design Review approval was granted;
 - b. The modification is minor and will not, in any substantial way, change the proposed development or violate any requirement imposed by the Design Review Board. The Planning Official may consult with the Design Review Board in his/her decision; and
 - c. The development that will result from the modification will be consistent with the design regulations, design guidelines, and Comprehensive Plan.
2. Any modification, other than as specified in subsection (1) of this section, must be reviewed and decided upon as a new Design Review approval under this chapter.
-  F. In conjunction with review of Phase Plans, CenterCal shall submit with their design review application, detailed plans and/or detailed language that address the following matters to the extent such matters are applicable to the particular phase being submitted for approval:
1. Clarification of the overall pedestrian circulation patterns relating to Totem Lake Boulevard, the cinema and the stand alone retail adjacent to the west parking lot.
 2. A pedestrian pathway on the Mall property connecting with the approved pedestrian connection on the Evergreen Hospital property, adjacent to the transit center.
 3. Continued existence of a pedestrian connection on the lower mall that connects to an adjoining medical office building at 12707 120th Avenue NE.
 4. Establishment of a pedestrian connection at the south end of the existing lower mall to facilitate pedestrian circulation between 120th Avenue NE and Totem Lake Boulevard.
 5. Unless otherwise mutually agreed between the City and CenterCal, incorporate the narrower design approved for the East/West Connector between Totem Lake Boulevard and 120th Avenue NE approved in the original CMP.

6. Buildings fronting the public plaza and along the East/West Connector between Totem Lake Boulevard and 120th Avenue NE shall contain continuous retail frontage except for circulation areas or public amenities that contribute to the pedestrian environment, or as otherwise provided in Condition 8 below. Design techniques shall be used to prevent the dominance of large single occupant structures.
7. Create a focal point at the eastern terminus of the public plaza.
8. Uses other than retail, restaurants, taverns, fast food restaurants, cinemas, fitness facilities, spas, entertainment, and banking facilities may be permitted on the ground floor of structures only if the use and location do not compromise the desired pedestrian orientation and character of the development.
9. Identify suitable locations for public amenities, such as art, sculptures, fountains and benches.
10. Provide a conceptual landscape plan, with performance standards/goals, that show trees in the following areas:
 - a. Pedestrian walkway along western frontage of lower Mall;
 - b. 120th Avenue NE and the public plaza;
 - c. Totem Lake Boulevard fronting the Autozone store;
 - d. Lower Mall parking lot; and
 - e. Landscaping or other design features on the top level of parking structures.
11. In addition to the design guidelines in this Amended CMP, the following standards shall be applied:
 - a. The Project shall include diverse forms of overhead weather protection where adjoining a pedestrian walkway;
 - b. Changes of color and materials shall be utilized to help break up the mass of the buildings; and
 - c. The portions of the lower Mall to be retained shall be architecturally consistent with the new construction.

12. Loading and service areas shall be located away from 120th Avenue NE and pedestrian areas. Plans shall address and mitigate impacts of loading and service areas on adjoining properties.
13. Roofscapes shall be considered.



THE VILLAGE AT TOTEM LAKE

Mixed-Use Development
Kirkland, Washington

CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc. · Landscape Architect

SUBMITTAL DATE : 11/30/15
PRESENTATION DATE : 12/07/15

DESIGN REVIEW BOARD SUBMITTAL



City of Kirkland Design Board Review

December 7, 2015

Meeting Objectives:

Obtain final design direction for:

- Building A
- Building B
- Wells Fargo Bank
- Phase I Site:
 - Pedestrian walkways
 - Landscaping Elements
 - Amenity spaces

Future meetings:

- Out-parcel buildings
- Existing Retail Facade Redesign (Ross, etc.)
- Building C

The Village at Totem Lake

CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

DECEMBER 7, 2015 MEETING OBJECTIVES



CONCERN:

What makes this project unique to Kirkland, Washington?

SOLUTION:

The Master Plan for the Village of Totem Lake Development is comprised of a unique mix of uses, streets and public spaces that will create a sense of place within the City of Kirkland. The Master Plan calls for a collection of intersecting streets, lined with street-side Grocery stores, Theatres and other Retail stores, all located around generous Public outdoor spaces. The Central Public space will host the weekly Farmer’s market, Car shows, Flea markets, Concerts and other Public events. The Mixed-Use development will contain a Hotel and approximately 1,500 residential units, all located “above the stores”, creating a distinctive Kirkland vernacular.

The Village at Totem Lake
CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

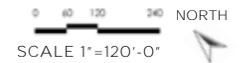
THE VILLAGE OF TOTEM LAKE MIXED-USE DEVELOPMENT



The Village at Totem Lake

CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

SITE ORIENTATION PLAN

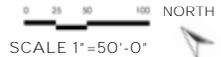




The Village at Totem Lake

CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

LANDSCAPE SITE PLAN





The Village at Totem Lake
CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

PHASE I DEVELOPMENT

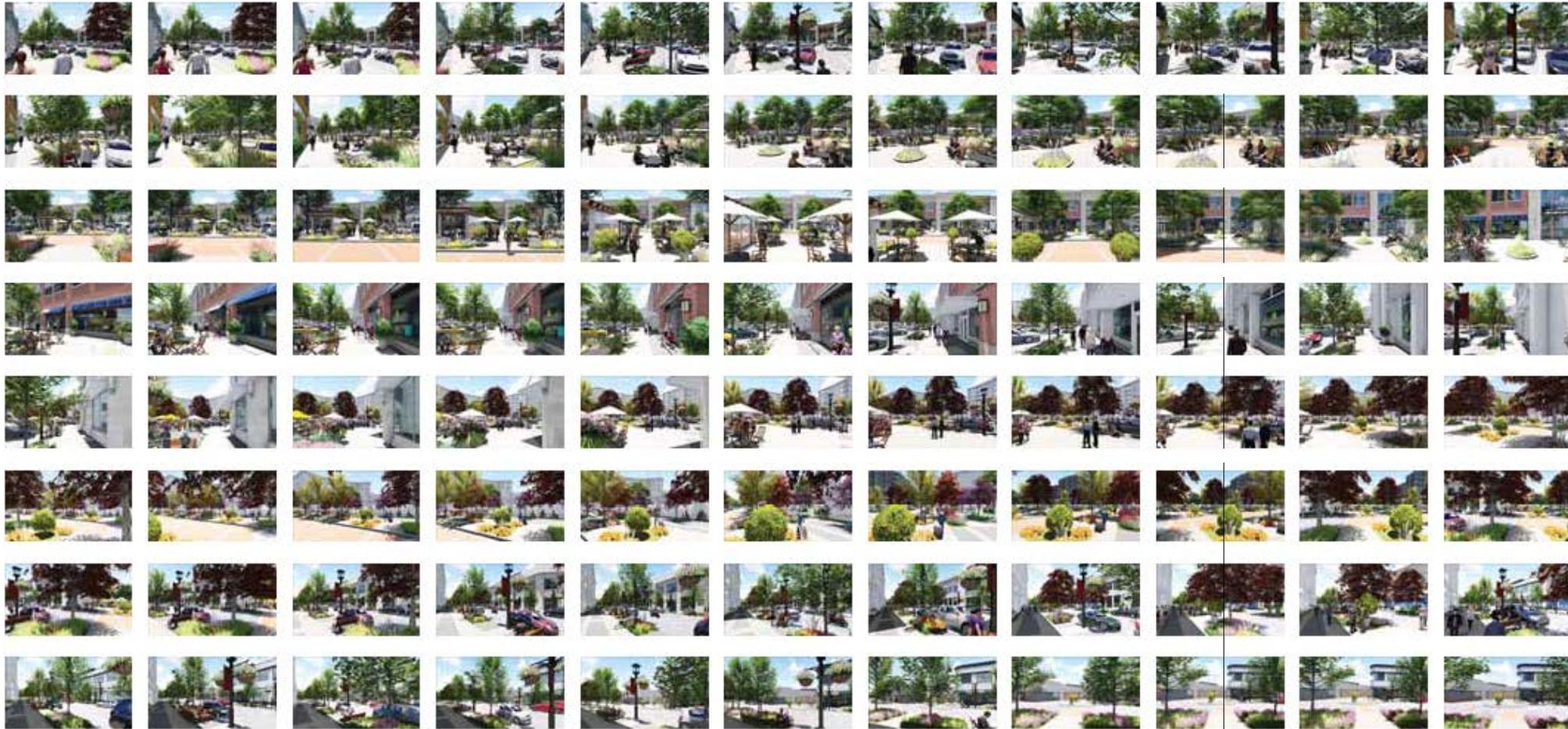


The Village at Totem Lake

CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

SITE PLAN - FUTURE DENSIFICATION

0 25 50 100 NORTH
SCALE 1"=50'-0"



The Village at Totem Lake
CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

PROJECT VIDEO



CONCERN:

Provide more detail on the architecture of Building A.

SOLUTION:

Building A will be occupied by a new 50,000 square foot Whole Foods Grocery Store. CenterCal has been collaborating with Whole Foods on the design of the new store. The enclosed images are a result of that collaboration.



The Village at Totem Lake

CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

BUILDING A



The Village at Totem Lake
CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

BUILDING A - RENDERING



- Stone
- Stucco
- Insulated glass storefront
- Brick
- Decorative light fixture
- Metal and glass canopy
- Cast stone base
- Cast stone

- Painted metal structure
- Painted metal fins
- Insulated glass storefront
- Stucco
- Prefinished metal screenwall beyond
- Prefinished metal spacer
- Painted metal and cedar canopy
- Prefinished aluminum coping

BUILDING A SOUTH ELEVATION



PARTIAL FIRST FLOOR/SIDEWALK PLAN

SCALE 1:20



BUILDING MATERIALS

The Village at Totem Lake

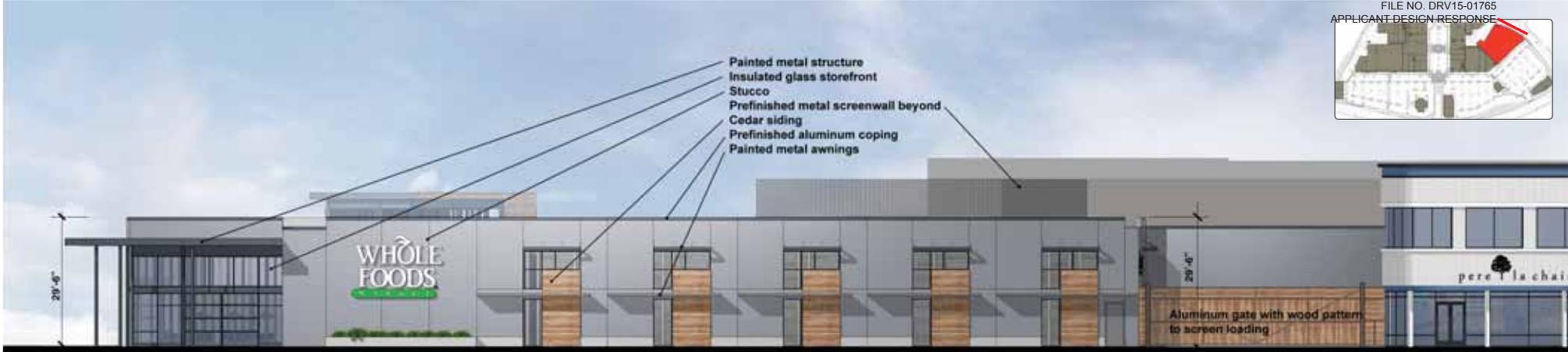
CenterCal Properties, LLC · Developer
 Antunovich Associates · Architect
 Lifescapes International, Inc · Landscape Architect

BUILDING A - SOUTH ELEVATION

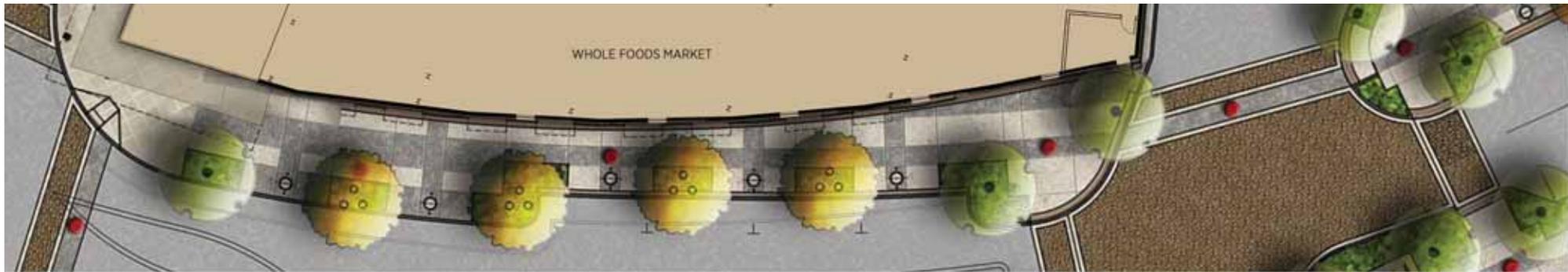


The Village at Totem Lake
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Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

BUILDING A - RENDERING



BUILDING A EAST ELEVATION



PARTIAL FIRST FLOOR/SIDEWALK PLAN

SCALE 1:20



BUILDING MATERIALS

The Village at Totem Lake
 CenterCal Properties, LLC · Developer
 Antunovich Associates · Architect
 Lifescapes International, Inc · Landscape Architect

BUILDING A - EAST ELEVATION



CONCERN:

Provide more detail on the architecture of Building B.

SOLUTION:

Building B will be a two story multi-tenant Retail Building that will be comprised of approximately 92,000 square feet. The new two story Building will contain both two level and single level stores. The design of this Building is documented on the following pages.



The Village at Totem Lake

CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

BUILDING B



The Village at Totem Lake
CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

BUILDING B - RENDERING



BUILDING B NORTHWEST ELEVATION



PARTIAL FIRST FLOOR/SIDEWALK PLAN

⊗ SCALE 1:20



BUILDING MATERIALS

The Village at Totem Lake
 CenterCal Properties, LLC · Developer
 Antunovich Associates · Architect
 Lifescapes International, Inc · Landscape Architect

BUILDING B - NORTHWEST ELEVATION



The Village at Totem Lake
CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

BUILDING B - RENDERING

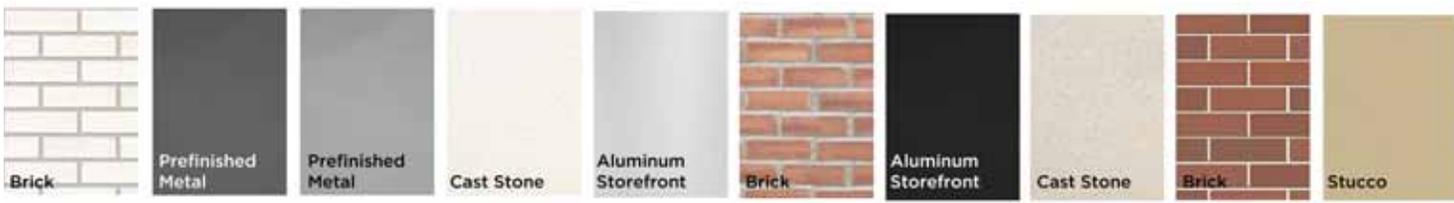


BUILDING B SOUTHWEST ELEVATION



PARTIAL FIRST FLOOR/SIDEWALK PLAN

SCALE 1:20



BUILDING MATERIALS

The Village at Totem Lake
 CenterCal Properties, LLC · Developer
 Antunovich Associates · Architect
 Lifescapes International, Inc · Landscape Architect

BUILDING B - SOUTHWEST ELEVATION

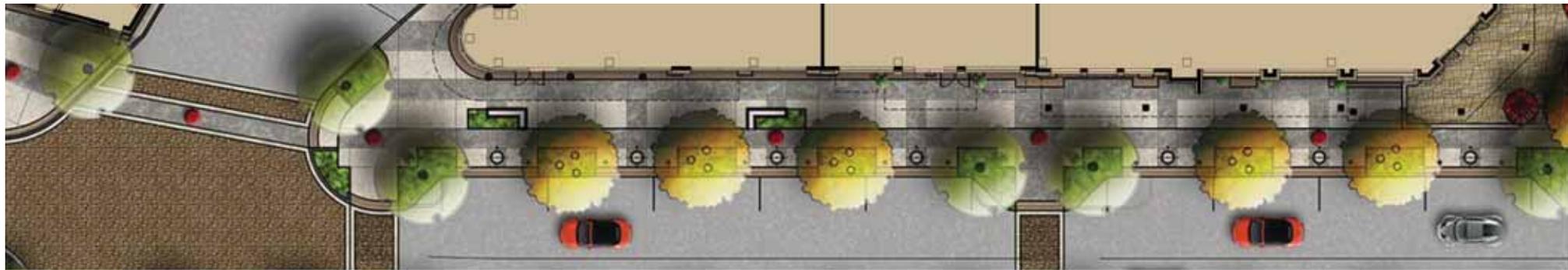


The Village at Totem Lake
CenterCal Properties, LLC · Developer
Antunovich Associates · Architect
Lifescapes International, Inc · Landscape Architect

BUILDING B - RENDERING



BUILDING B NORTHEAST ELEVATION



PARTIAL FIRST FLOOR/SIDEWALK PLAN

⊗ SCALE 1:20



BUILDING MATERIALS

The Village at Totem Lake
 CenterCal Properties, LLC · Developer
 Antunovich Associates · Architect
 Lifescapes International, Inc · Landscape Architect

BUILDING B - NORTHEAST ELEVATION



CONCERN:

Please provide clear strategy for the loading dock and loading dock doors.

SOLUTION:

A combined central Loading Dock will be provided within the center of Building A and Building B accessible from 120th Avenue. The Loading Dock area will contain four truck docks, trash compactors and dumpsters, electrical transformers and other utility service elements. The Loading Dock area will be completely screened from 120th Avenue by two large (25ft. x 10ft.) aluminum swing gates. The swing gates will be enclosed with wood siding.



The Village at Totem Lake

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LOADING DOCK