



DESIGN REVIEW BOARD DECISION

FILE NUMBER: DRV18-00312

PROJECT NAME: CONTINENTAL DIVIDE MIXED-USE PROJECT
CONTINENTAL DIVIDE LLC

APPLICANT:

PROJECT PLANNER: TONY LEAVITT, SENIOR PLANNER

I. SUMMARY OF DECISION

Continental Divide LLC applied for design review of the Continental Divide LLC project at 8505 132ND Avenue NE (see Attachment 1). The applicant is proposing to construct a four-story mixed-use building and a standalone single-story commercial building. The main building will have ground-floor commercial space along NE 85th Street and 3 stories of residential units above a parking level. The standalone building will be located near NE 85th Street. The proposal includes a minor variation request to allow encroachments into the required front yard setback along NE 85th Street.

Kirkland Zoning Code Section 142.35.3 states that the Design Review Board shall review projects for consistency with the following:

- The Design Guidelines for Rose Hill Business District, as adopted in Chapter 3.30 KMC.
- The Design Guidelines for Residential Development, as adopted in KMC 3.30.040, for review of attached and stacked dwelling units located within the Rose Hill Business District (RHBD).

On January 6, 2020, the Design Review Board (DRB) approved the project as shown on the plans dated January 6, 2020 (see Attachment 2) subject to the following conditions:

- A. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, intended to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations.
- B. As part of the application for a building permit the applicant shall submit the following:
 1. Construction plans demonstrating compliance with the project plans approved by the DRB as shown in Attachment 2.
 2. Revised plans that show the second story balcony at the southwest corner of the main building as being removed. The southwest corner of the main building shall

be redesigned to match the design of the main building's southeast corner (see Conclusion III.B).

3. A lighting plan that shows compliance with the requirements of KZC Section 115.85.2 (Exterior Lighting Requirements for the Rose Hill Business District) (see Conclusion III.C).

- C. Prior to final inspection of a building permit by the Planning Official, the project architect shall submit a letter stating that they have evaluated the project to ensure it is consistent with the plans approved through Design Board Review and no modifications have been made that were not previously approved by the City.

II. DESIGN RESPONSE CONFERENCE MEETINGS

A. Background Summary

The DRB held four Design Response Conference meetings for the project. The staff report, plans, and applicant response to the DRB's recommendations from each meeting can be found listed by meeting date at this online web address:

http://www.kirklandwa.gov/depart/Planning/DRB_Meeting_Information.htm

Below is a summary of the Board's discussions at the four Design Response Conferences held for the project.

July 2, 2018 Conference: The Design Review Board reviewed the plans submitted by Encore Architects dated July 2, 2018. Staff provided an overview of the Zoning Code and Comprehensive Plan policies for the Rose Hill Business District (RH) 8 zone and the key design issues for the project. Staff's memo dated June 25, 2018 provides an analysis of project consistency with applicable zoning regulations, Comprehensive Plan policies and Design Guidelines for Pedestrian Oriented Districts.

After receiving public comment on the project and deliberating, the Board requested the applicant to return for a second meeting to respond to the following DRB comments:

- Include two design options for the gateway feature area. The building at the corner of 132nd and 85th needs additional treatment.
- Look at ways to decrease the impacts on neighboring properties - specifically the properties to the north. This could include minimizing the number of windows and balconies on this façade.
- Include additional information regarding the treatment of the 132nd Avenue NE blank wall including full landscape renderings.

- Provide seating areas and other amenities near the bus stop and sidewalks.
- Provide a pedestrian connection between the north building exit and 131st Avenue NE.
- Windows need to be more residential in nature. Create variety and decrease size to match neighboring residential uses.
- Increase the amount of vertical and horizontal modulation, specifically along the longer east and north facades. Varying roof heights and forms would help to create the look of smaller buildings. Increase depth and width of horizontal modulations.
- The masonry material on the commercial façade needs more texture and interest.
- Provide a detailed landscaping plan.

This meeting was continued to August 6, 2018.

August 6, 2018 Conference:

The Design Review Board reviewed the revised plans submitted by Encore Architects dated August 6, 2018. Staff's memo dated July 27, 2018 provides an analysis of project consistency with applicable zoning regulations, Comprehensive Plan policies and Design Guidelines for Pedestrian Oriented Districts.

After receiving public comment on the project and deliberating, the Board requested the applicant to return for a third meeting to respond to the following DRB comments:

- Update plans and elevations to match the renderings. Include dimensional information on plans to help show the depth of modulations and other related items.
- Refine the renderings and models. Bringing the model to the meeting would be beneficial.
- The Board preferred the curved planters for the 85th/ 132nd Corner but would like to see how the curb cuts and utilities impact the design.
- Comparison of the fenestration changes along the north façade from the July 2nd plans to the August 6 plans.
- Provide updated materials boards and sheets.
- Provide more information on the southeast corner building design including upper deck design and material treatment.

- Parapets on the backside of commercial building need additional material treatment.
- Ensure that the project complies with the modulation requirements in the Architectural Scale design guidelines (Section 17).

This meeting was continued to September 17, 2018. Prior to the meeting, the applicant requested that the meeting be cancelled in order to complete the SEPA review.

November 18, 2019 Conference:

The Design Review Board reviewed the revised plans submitted by Encore Architects dated November 18, 2019. Staff's memo dated November 6, 2019 provides an analysis of project consistency with applicable zoning regulations, Comprehensive Plan policies and Design Guidelines for Pedestrian Oriented Districts.

After receiving public comment on the project and deliberating, the Board requested the applicant to return for a fourth meeting to respond to the following DRB comments:

- Submit an updated formal setback modification request. The request should address the criteria in KZC Section 142.37.
- Submit a lighting plan that addresses the Design Guidelines contained in Section 9 - Lighting.
- Ensure that all plans are coordinated throughout the entire packet including landscape plans.
- Provide elevations for all facades for each building including the north facade of the standalone commercial building.
- The design of the southeast street corner needs to ensure compliance with Design Guideline 3.d. The Board requested that the lap siding be replaced with a more commercial looking material. Include the proposed artwork in elevation drawings.
- Look at a reduction in the width of the landscape strip along NE 85th Street, an increase in the sidewalk width, and including more pedestrian amenities and planters along the building facades. See Design Guideline Section 10 for ideas.
- More development of the plaza area. The Board would like to see more hardscape and less landscaping in the area north of the bus stop and between the two buildings. See Design Guidelines Section 12 for ideas.
- Additional development of the standalone commercial façade to create a superior design to offset the modification request. Ideas include materials changes on the parapets and

cornice treatments. The Board recommended looking at the Hectors Building on Lake Street and the Park Lane Public House for some ideas. Also address any blank walls on the backside of the building (see Design Guideline Section 8).

- Incorporate any plans that were submitted at the November 18th meeting into the December 6th packet.

This meeting was continued to January 6, 2020.

January 6, 2020 Conference:

The Design Review Board reviewed the revised plans submitted by Encore Architects dated January 6, 2020. Staff's memo dated December 30, 2019 provides an analysis of project consistency with applicable zoning regulations, Comprehensive Plan policies and Design Guidelines for Pedestrian Oriented Districts.

The applicant presented revised plans, which addressed the requested items from the DRB. The DRB discussed the changes proposed by the applicant and at the conclusion of the meeting voted to approve the project. See Section III below for further information regarding the DRB's discussions and conclusions.

B. Public Comment

All public comment letters and e-mails received during the Design Response Conference meetings were forwarded to the Board for consideration (see Attachment 4). In addition, oral comment from interest parties were provided at the public meetings. All written comments are contained in the City's official file. Below is a summary of the general public comment themes that emerged through the design review process:

- The setback minor modification does not meet the requirements for approval
- The building's east, north and west façades should be mitigated to reduce impacts on neighboring residential properties.
- Neighboring residents were concerned about the project's impacts on their privacy along the northern edge of the site.
- The overall scale of the project is too large for the neighborhood.
- Concerns about traffic impacts on neighboring roads.
- Noise, lighting, and solar access impacts of the project.
- Project does not comply with the Neighborhood Plan.
- Impacts of a future 132nd Avenue right-of-way dedication on the project's gateway feature.

III. DESIGN REVIEW BOARD DISCUSSION AND CONCLUSIONS

Below is a summary of the key issues and conclusions reached by the Design Review Board during the design review process. For more background on these issues and evaluation of how the project meets the Zoning Code see the staff advisory reports from the design response conferences contained in File DRV18-00312 and online on the previously mentioned DRB meeting page.

A. MINOR VARIATION TO REDUCE NE 85TH STREET FRONT YARD SETBACK

The RH 8 Zoning District requires a minimum 10-foot front yard setback along NE 85th Street.

KZC Section 142.37.1.a allows an applicant to request minor variations to the minimum required setback in the RH8 zone. The DRB may grant a minor variation only if it finds that the following are met (KZC Section 142.37.4):

- The request results in superior design and fulfills the policy basis for the applicable design regulations and design guidelines;
- The departure will not have any substantial detrimental effect on nearby properties and the City or the neighborhood.

The applicant requested the following minor setback variations along NE 85th Street:

- 2.5 foot to 7.5 foot encroachment for the standalone commercial building.
- 1.5-foot encroachment for the main building.
- Approximately 575 square feet of total setback encroachment.

The plans show the proposed minor variations and the applicant's response to the criteria (see Attachment 2, Sheets 3 and 4).

DRB Conclusions: The DRB concluded that the proposed minor variations meet the criteria in KZC Section 142.37.4 and that the minor variation results in superior design by helping to create a pedestrian-oriented façade along NE 85th Street. The DRB concluded that superior design elements were the materials used on the NE 85th Street facades (including brick, metal panel siding, architectural concrete, and metal canopies), cornice detailing, the amount of glazing used on the NE 85th Street facades, the revised plaza design, and pedestrian amenities (including seating and potted plants).

The minor variation is supported by Section 5 of the Design Guidelines (Building Location and Orientation) – East End NE 85th Street Frontage, which encourages locating and orienting buildings towards the street with parking to the side or the rear, primary building entries facing the street, façades with transparent windows, and weather protection along the facades.

Additionally, the DRB found that the reduction will not have a substantial detrimental effect on nearby properties and the City or the neighborhood. The reduction is adjacent to NE 85th Street and over 100 feet from the nearest building (two office building on the south side of NE 85th Street) and the reduction results in a superior experience for pedestrians on NE 85th Street.

B. BUILDING MASSING, ARCHITECTURAL AND HUMAN SCALE

DRB Discussion:

The DRB agreed with the applicant's preferred massing model for the site from the Conceptual Design Conference. The applicant's preferred design included an additional 15-foot setback from the north property line (for a total of 30 feet). The zoning code limits any structure within 30 feet of the north property line adjacent to single family residential uses to 15 feet in height if the structure exceeds 50 feet in the width. The applicant chose to keep the entire structure back 30 feet from the north property line.

After review of the plans and listening to public comments, the DRB was concerned about the visual impacts of the north and east façades. They requested that the applicant increase the amount of vertical and horizontal modulation along these facades, decrease the number of windows and balconies along the north façade and treatment of the parking garage along NE 132nd Street. Additionally, the DRB emphasized the importance of the entry gateway feature and the design of the highly visible NE 85th Street and 132nd Avenue NE street corner. Over the next three meetings, the DRB provided feedback on the applicant's responses to the Board's direction.

DRB Conclusions:

The DRB concluded, with conditions, that the proposed buildings are consistent with the applicable Design Guidelines for Rose Hill Business District and the Design Guidelines for Residential Development. The DRB concluded that the additional setback from the northern property line and the reduction in the number of balconies and windows along the north facade helped to reduce impacts on neighboring residential properties.

The DRB agreed that the following design changes throughout the process were successful in addressing the concerns regarding architectural scale (through vertical and horizontal modulation), blank wall treatment, street corner design and entry gateway features:

- Treatment of the main building facades with small recesses, residential scale windows, and varying roofline modulation.
- The incorporation of balconies, changes in building color and materials, and vertical building modulation based on individual units.

- The southeast street corner of the main building utilizes a recessed building entry, pedestrian-oriented space with seating, landscaping, and an entry gateway feature to enhance the appearance of the highly visible location.
- The entry gateway feature utilizes a vertical rose sculpture to enhance the character and identity of the Rose Hill Business District.
- Treatment of the blank parking garage walls along 132nd Avenue NE with landscaping between the building and the sidewalk.

During the DRB's deliberation, the DRB discussed how the second story balcony at the southwest corner of the main building did not fit the commercial design of the building and should be designed to match the southeast corner of the building. The applicant agreed to the design change. As a result, the DRB approval includes a condition that as part of the application for the building permit, the applicant should submit revised plans that show the second story balcony at the southwest corner of the main building as being removed. The southwest corner of the main building should be redesigned to match the design of the main building's southeast corner.

C. VEHICULAR AND PEDESTRIAN ACCESS

DRB Discussion:

Staff provided the DRB background information regarding vehicular access. Vehicular access to and from the property is limited. City guidelines prohibit access from NE 85th Street and the driveway off 132nd Avenue NE will be restricted to right-turn in and out with a median barrier. The Public Works Department approved a driveway modification to allow two driveways off 131st Avenue NE and to allow the driveway accessing the surface parking lot to be less than 75 feet from the intersection of NE 85th Street and 131st Avenue NE. Additional concerns regarding traffic impacts were addressed through the SEPA Process.

Therefore, at the meetings the DRB focused their discussion on pedestrian access to and from the buildings and the adjacent streets, pedestrian amenities located onsite and along NE 85th Street, and the design of the pedestrian plaza located between the standalone commercial and main building along NE 85th Street. Additionally, site lighting was discussed.

Along NE 85th Street, the DRB was concerned that the initial landscaping plan for the large planter strip created too much of a "tunnel effect" for pedestrians and requested a reduction in the width of planter strip and wider sidewalks. They also discussed the need for pedestrian seating areas and planters along the commercial building façade. In regard to the plaza area, the DRB felt that the area had too much landscaping and not enough hardscape to provide for amenities including seating areas.

DRB Conclusions:

The DRB concluded that the proposed plans for the site are consistent with the applicable design guidelines. The DRB agreed that the following design changes throughout the process were successful in addressing the concerns regarding pedestrian access to and around the site, pedestrian amenities, commercial plaza, and lighting throughout the site:

- Widening of the sidewalk along NE 85th Street and a decrease in the width of the landscape strip.
- The addition of planters and seating along NE 85th Street to create a more pedestrian friendly building façade.
- The revised plaza design (with the increase in paved areas) adds additional pedestrian amenities that enrich the pedestrian environment and increases pedestrian activity in the area. The plaza area also provides a small gathering area for commercial customers and tenants, residents and their guests, and transit riders.
- The submitted lighting plan enhances pedestrian safety, creates inviting pedestrian area and provide adequate lighting without creating excessive glare or light levels. As part of the building permit application, the applicant will be required to submit a lighting plan that shows compliance with the requirements of KZC Section 115.85.2 (Exterior Lighting Requirements for the Rose Hill Business District).

C. LANDSCAPING

DRB Discussion:

The DRB discussed the need for landscaping to help soften building massing, screen the parking garage blank wall along 132nd Avenue NE, enhance the pedestrian experience, and provide visual interest. Opportunity areas discussed for landscaping included the residential building courtyard, along the NE 85th façade of the commercial building, plaza area, entry gateway area, and along the west, north and east facades of the main building. The DRB expressed an interest in the landscaping providing year round screening of the building and year around interest. The DRB also discussed the future impacts of a future 132nd Avenue turn lane on the entry gateway area and the landscaping along 132nd Avenue NE. The DRB did not provide direction on this topic since the street improvements and timing were uncertain.

DRB Conclusions:

The DRB concluded that the project was consistent with the guidelines relating to landscaping.

D. BUILDING MATERIALS, COLOR AND DETAIL

DRB Discussion:

Throughout the design review process, the DRB evaluated the proposed materials and colors. The DRB requested that the applicant increase the texture and interest of the masonry material on the commercial façade, incorporate material changes to the parapets and cornices on the commercial façade, and requested that lap siding on the commercial portions of the structure be replaced with material with a more commercial aesthetic. For the residential portion, the DRB was accepting of the materials, color, and details.

The DRB was accepting of the materials that the applicant chose for the final design of the commercial spaces including modular brick, metal panel siding, and architectural concrete. The DRB also ensured that the project utilized materials and color changes on the residential portion to help mitigate building massing.

DRB Conclusions:

The DRB concluded that the project was consistent with the guidelines relating to building materials, colors, and details.

IV. STATE ENVIRONMENTAL POLICY ACT (SEPA) AND CONCURRENCY

The City issued a SEPA Determination of Nonsignificance on December 2, 2019 for the project. Multiple appeals of the determination were filed within the appeal period.

Pursuant to KMC 24.02.230(f), if a land use permit does not include an open record public hearing but provides for an open record appeal (such as Design Review Board and Process I decisions), the SEPA appeal will be consolidated with the open record appeal and decided upon by the hearing examiner. A timely SEPA appeal will be placed on hold until the City's final decision on the underlying permit is issued. Then, if the underlying permit decision is appealed administratively, both appeals will be decided at a consolidated open record appeal hearing. If the underlying permit decision is not appealed, then there will be no administrative SEPA appeal available and judicial appeal procedures may be followed.

V. DEVELOPMENT REVIEW COMMITTEE

Comments and requirements placed on the project by City departments are found on the Development Standards, Attachment 3.

VI. SUBSEQUENT MODIFICATIONS

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

VII. APPEALS OF DESIGN REVIEW BOARD DECISIONS AND LAPSE OF APPROVAL

A. Appeals

Section 142.40 of the Zoning Code allows the Design Review Board's decision to be appealed to the Hearing Examiner by the applicant or any person who submitted written or oral comments to the Design Review Board. The appeal must be in the form of a letter of appeal and must be delivered, along with any fees set by ordinance, to the Planning and Building Department by 5:00 p.m., March 5, 2020, fourteen (14) calendar days following the postmarked date of distribution of the Design Review Board's decision.

Only those issues under the authority of the Design Review Board as established by Kirkland Zoning Code 142.35(3) are subject to appeal.

B. Lapse of Approval

The applicant must begin construction or submit to the City a complete building permit application for the development activity, use of land or other actions approved under this chapter within five (5) years after the final approval of the City of Kirkland on the matter, or the decision becomes void.

The applicant must substantially complete construction for the development activity, use of land or other actions approved under this chapter and complete the applicable conditions listed on the notice of decision within seven (7) years after the final approval on the matter or the decision becomes void.

VIII. ATTACHMENTS

1. Vicinity Map
2. Plans dated January 6, 2020
3. Development Standards
4. Public Comments

IX. PARTIES

A list of parties that submitted written or oral comments to the DRB have been attached to file no. DRV18-00312.

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X. APPROVAL

A handwritten signature in black ink, appearing to read "Brown", is written over a horizontal red line.

Chair, Design Review Board

Date: 2/14/2020

**CONTINENTAL DIVIDE
MIXED USE
DRV18-00312**

**City of
Redmond**

SUBJECT PROPERTY

RH 8





DESIGN RESPONSE CONFERENCE

**8505 132nd Avenue NE
Kirkland, WA**

January 6, 2020



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1. SETBACK MODIFICATION	3
<ul style="list-style-type: none"> Submit an updated formal setback modification request. The request should address the criteria in KZC Section 142.37. <ul style="list-style-type: none"> Also include a site plan that highlights all the encroachments. 	
2. LIGHTING PLAN	5
<ul style="list-style-type: none"> Submit a lighting plan that addresses the Design Guidelines contained in Section 9 - Lighting. 	
3. COORDINATION	8
<ul style="list-style-type: none"> Ensure that all plans are coordinated throughout the entire packet including landscape plans. <ul style="list-style-type: none"> We would strongly recommend having the landscape architect at the next meeting. 	
4. ELEVATIONS	12
<ul style="list-style-type: none"> Provide elevations for all facades for each building including the north facade of the standalone commercial building. 	
5. SE STREET CORNER	20
<ul style="list-style-type: none"> The design of the southeast street corner needs to ensure compliance with Design Guideline 3D. <ul style="list-style-type: none"> The board requested that the lap siding be replaced with a more commercial material Include the proposed artwork in elevation drawings. 	
6. LANDSCAPE, SIDEWALK, AMENITIES	23
<ul style="list-style-type: none"> Look at reduction in the width of the landscape strip along NE 85th Street, an increase in the sidewalk width, and including more pedestrian amenities and planters along the building facades. See Design Guideline 10 for ideas. 	
7. PLAZA DEVELOPMENT	28
<ul style="list-style-type: none"> More development of the plaza area. They would like to see more hardscape and less landscaping in the area north of the bus stop and between the two buildings. See Design Guideline Section 12 for ideas. 	
8. COMMERCIAL FACADE DEVELOPMENT	31
<ul style="list-style-type: none"> Additional development of the standalone commercial facade to create a superior design to offset the modification request. Ideas include material changes on the parapets and cornice treatments. We recommend looking at the Hectors Building on Lake Street and the Park Lane Public House for some ideas. <ul style="list-style-type: none"> Also address any blank walls on the backside of the building (See Design Guideline Section 8) 	
9. FINAL PACKET	34
<ul style="list-style-type: none"> Incorporate any plans that were submitted at the meeting into the final packet. 	

ITEM 1 | SETBACK MODIFICATION

1. SETBACK MODIFICATION

- Submit an updated formal setback modification request. The request should address the criteria in KZC Section 142.37.
 - a. Also include a site plan that highlights all the encroachments.

KZC 142.37 DESIGN DEPARTURE AND MINOR VARIATIONS

4. CRITERIA— The Design Review Board may grant a design departure or minor variation only if it finds that all of the following requirements are met:
- The request results in superior design and fulfills the policy basis for the applicable design regulations and design guidelines;
 - The departure will not have any substantial detrimental effect on nearby properties and the City or the neighborhood.

BACKGROUND:

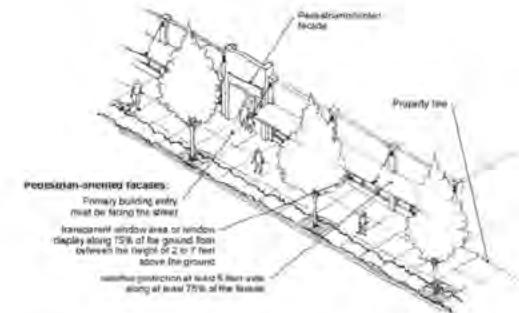
There were originally 4 Minor Variation Setback Requests (balconies facing 131st and 132nd, the NW driveway, and the buildings facing 85th Street). As shown by the red dashed line on the accompanying site plan, the balconies and driveway all comply with the prescribed setbacks and therefore no Design Departures or Minor Variations for these features are requested.

BUILDING PLACEMENT NE 85TH STREET FRONTAGE:

Criteria 4.a.: The most relevant aspect of design with regard to this request is the placement itself of the buildings on the site plan. The question regarding building placement on the NE 85th Street Frontage is,

"GIVEN THE 3 OPTIONS IN FIGURE 19, PAGE 15 OF THE DESIGN GUIDELINES FOR ROSE HILL EAST END NE 85TH STREET FRONTAGE, WHICH IS A SUPERIOR DESIGN TO THE STATED SETBACK REQUIREMENT?"

Considering that the goal of the policy basis is to create pedestrian friendly storefronts on NE 85th Street, the top option (shown below) is the one that conforms with best planning practices to have the storefronts right at the edge of the sidewalk. That is, at the property line where the pedestrian interface occurs; not setback from the property line. Note that in this Design Guideline recommended option, the building is placed such that the storefronts are at the property line.



CONCLUSION CRITERIA 4.A.:

The request does result in a superior design and fulfills the policy basis for the applicable design regulations and design guidelines. It is specifically implementing a recommended and preferred street frontage option directly from the Design Guidelines for Rose Hill East End NE 85th Street Frontage (page 15).

CONCLUSION CRITERIA 4.B.:

The departure request actually produces a better pedestrian experience and a more viable business environment. It will not have any detrimental (let alone substantial) effect on nearby properties, the City, or the neighborhood.



ITEM 2 | LIGHTING PLAN

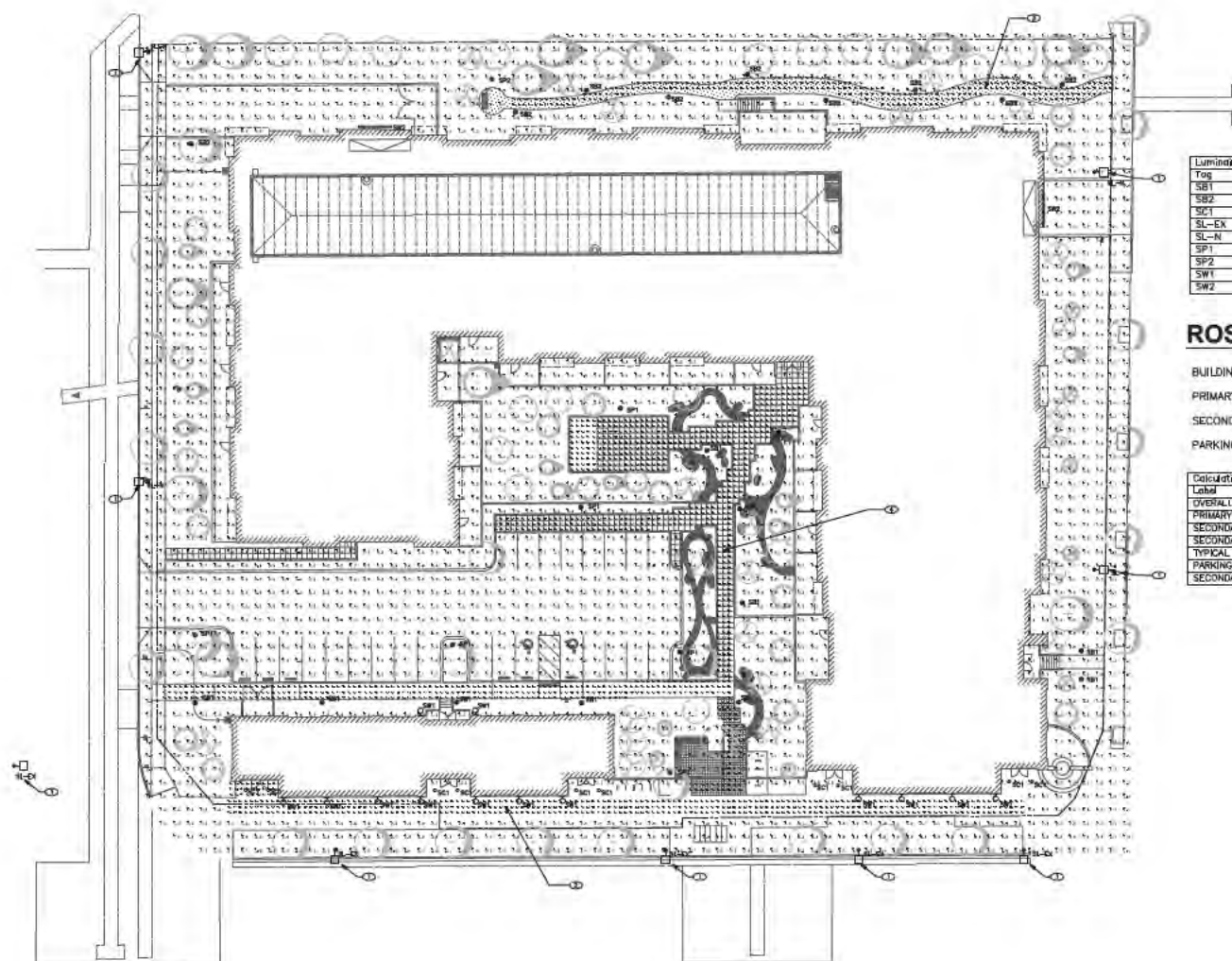
2. LIGHTING PLAN

- Submit a lighting plan that addresses the Design Guidelines contained in Section 9 - Lighting.

DESIGN GUIDELINES SECTION 9 - LIGHTING

- Provide adequate lighting levels in all areas used by pedestrians and automobiles, including building entries, walkways, parking areas, circulation areas, and open spaces. Recommended minimum light levels:
 - Building entries: 4 foot candles
 - Primary pedestrian walkway: 2 foot candles
 - Secondary pedestrian walkway: 1-2 foot candles
 - Parking lot: .60 -1 foot candle
 - Enclosed parking garages for common use: 3 foot candles
- Lighting should be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas.
- Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building mounted lights, canopy- or awning-mounted lights, and display window lights. Encourage variety in the use of buildingmounted light fixtures to give visual variety from one facade to the next.
- Minimizing impacts of lighting on adjoining activities and uses should be considered in the design of lighting. This is particularly important adjacent to residential uses.
- Parking lot light fixtures should be non-glare and mounted no more than 15'-20' above the ground. Lower level light fixtures are preferred to maintain a human scale. Ideally, all exterior fixtures should be fitted with a full cut-off shield to minimize light spill over onto adjoining properties

ITEM 2 | SITE PLAN - LIGHTING



Luminaire Schedule				
Tag	Description	Qty	Lum. Watts	Lum. Lumens
SB1	42-IN BOLLARD	11	13.2	871
SB2	22-IN PATHLIGHT	8	8	350
SL1	SURFACE MOUNTED DOWNLIGHT - MOUNTED @ 10' AFF	10	8,416	799
SL-EX	EXISTING STREET LIGHT - MOUNTED @ 32' AFF	5	176	17718
SL-N	NEW STREET LIGHT - MOUNTED @ 32' AFF	4	111	13000
SP1	POST-TOP POLE MOUNTED LUMINAIRE (TYPE 3) - MOUNTED @ 18' AFF	5	36	3134
SP2	POST-TOP POLE MOUNTED LUMINAIRE (TYPE 5) - MOUNTED @ 18' AFF	3	36	3370
SW1	DECORATIVE WALL SCONCE - MOUNTED @ 10' AFF	14	9.43	919
SW2	WALL MOUNTED LINEAR DOWNLIGHT - MOUNTED @ 10' AFF	2	19.1	2000

ROSE HILL LIGHTING DESIGN GUIDELINES

BUILDING ENTRIES: 4FC MINIMUM AVERAGE

PRIMARY PEDESTRIAN WALKWAYS: 2FC MINIMUM AVERAGE

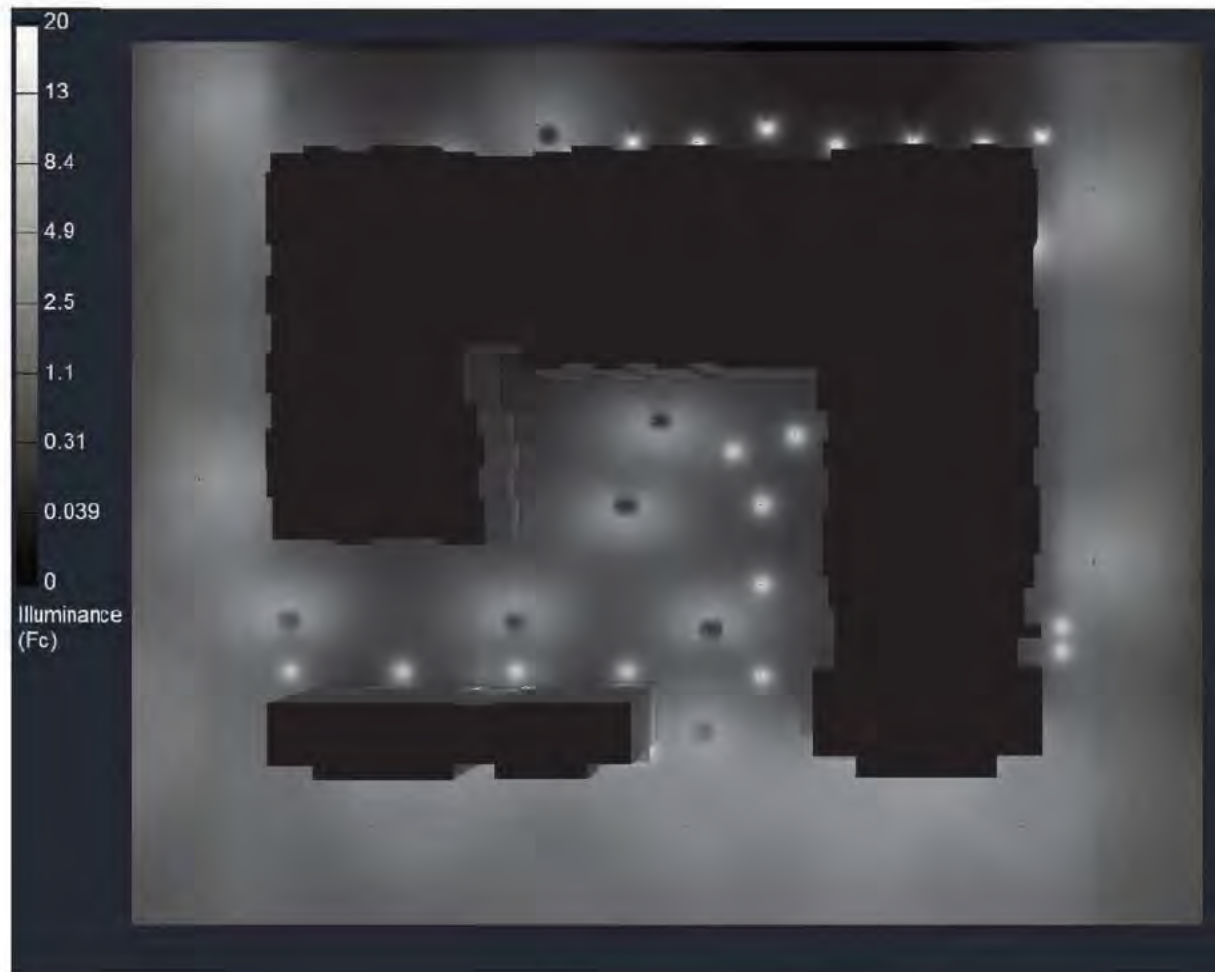
SECONDARY PEDESTRIAN WALKWAYS: 1-2FC MINIMUM AVERAGE

PARKING LOTS: .80-1FC MINIMUM AVERAGE

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Avg/Min
OVERALL SITE	Illuminance	Fc	1.16	17.3	0.0	N.A.
PRIMARY WALKWAY (SIDEWALK)	Illuminance	Fc	3.33	6.4	1.9	1.75
SECONDARY WALKWAY (COURTYARD)	Illuminance	Fc	1.39	9.3	0.1	13.90
SECONDARY WALKWAY (GARDEN PATH)	Illuminance	Fc	1.00	17.9	0.0	N.A.
TYPICAL BUILDING ENTRY	Illuminance	Fc	10.92	14.6	4.9	2.15
PARKING LOT	Illuminance	Fc	0.94	3.6	0.2	4.70
SECONDARY PEDESTRIAN WALKWAY 2	Illuminance	Fc	1.05	17.9	0.0	N.A.

1 SITE PLAN - LIGHTING
SCALE 1/8"=1'-0"

ITEM 2 | SITE PLAN - PHOTOMETRIC



1 SITE PLAN - PHOTOMETRIC
SCALE: NTS

PELLETIER + SCHAAR ARCHITECTS

GLUMAC

engineers for a sustainable future™

1801 Fifth Ave, Suite 2210
Seattle, WA 98101
T: 206.202.1010 www.glumac.com
Project Manager: Alex Martin
Engineer/Designer:
Job Number: 05.18.00947

Issue	Date	Description

PROJECT NAME
CONTINENTAL DIVIDE
KIRKLAND, WA

SHEET NO.
SITE PLAN - PHOTOMETRIC

DATE
AS NOTED 12.15.2019
BY
DRC



ITEM 3 | COORDINATION

3. COORDINATION

- Provide Ensure that all plans are coordinated throughout the entire packet including landscape plans.
 - a. We would strongly recommend having the landscape architect at the next meeting.

PLANS, INCLUDING LANDSCAPE PLANS, HAVE BEEN COORDINATED PER COMMENT 3.

LANDSCAPE ARCHITECT IN ATTENDANCE.

ITEM 3 | LANDSCAPE MASTER PLAN



- (A) PERMEABLE PAVER PLAZA (B) BUS SHELTER (C) ENTRY GATEWAY FEATURE (D) PEDESTRIAN PATHWAY
(E) GARAGE ENTRY (F) APARTMENT AMENITY SPACE (G) LANDSCAPE PLANTING, TYP.

PELLETIER + SCHAAR ARCHITECTS

Rose Hill Business District Design Guideline #22:

Continental Divide's landscape planting enhances the visual quality of the urban environment. The site contains pedestrian/auto, pedestrian, and building-oriented landscapes. Pedestrian/auto landscapes focus on robust plantings to protect pedestrians from traffic with street trees, creating a more hospitable environment. The pedestrian landscape emphasizes plant materials that provide color, texture, shape, and year-round interest. Finally, the building landscape serves to complement the building while screening any faults and maintaining views. Over the site there is a colorful mix of drought-tolerant and low-maintenance plantings including roses in many highly visible locations.

(Design Guidelines for Rose Hill Business District - <https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Rose+Hill+Design+Guidelines.pdf>)

Land Use Buffer Summary:

The applicant shall provide a 15' wide landscape strip to be planted with trees spaced at a rate of 1 tree every 20'. Deciduous trees are to be 2.5" caliper minimum and coniferous trees are to be 8" minimum in height, and at least 70% of trees shall be evergreen. A mix of various shrubs are to be planted to obtain at least 60% coverage within 2 years.

(KZC 95.42.1 Minimum Land Use Buffer Requirements)

Landscape plan data:

Types of plantings: The site is composed of a mix of evergreen and deciduous trees, shrubs, and groundcover to provide year-round structure and interest. While various grasses and perennials add seasonal interest and character, a few prominent plants in the proposed landscape plan are: Vine Maple, Vanderwolf Pine, Western Red Cedar, Western Hemlock, Red & Yellow Twig Dogwood, Rugosa Rose, Flowering Currant, Japanese Pieris, Mountain Laurel, Viburnum, Switch Grass, Lavender, Coreopsis, and Creeping Mahonia, among many others.

Proposed landscape plan by the numbers:

Trees: 119 - Avg. size: 2" cal. / 8' high min.

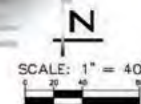
Shrubs/Grasses: 2,633 - Avg. size: Shrub 5-gal / Grass 2-gal

Groundcover: 2,528 - Avg. size: 4" pot

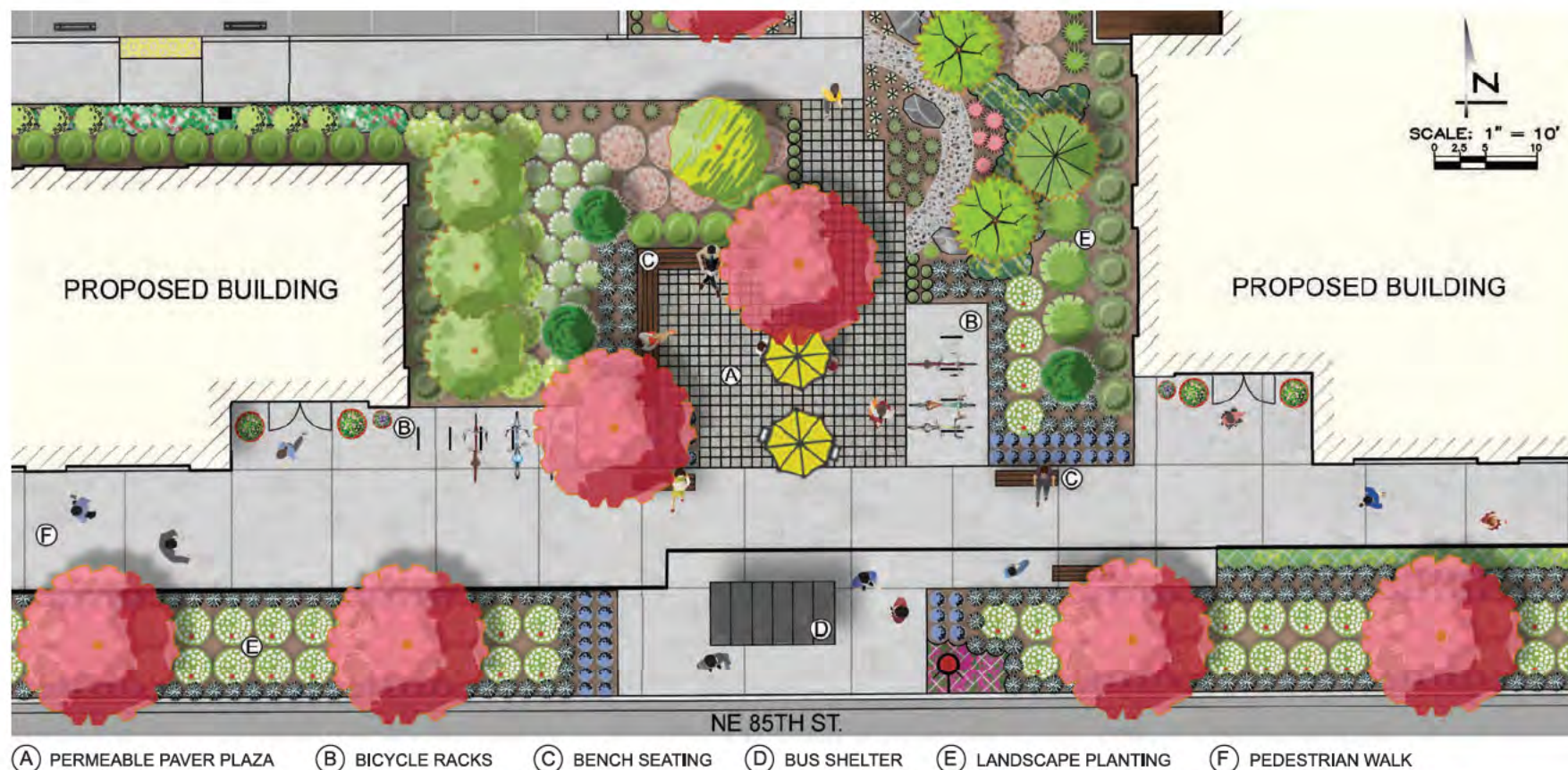
Total number of plants on site: 5,280

Evergreen tree coverage in 15' buffer (Min. 70% Req.): 87.2%

Plant totals represented are approximate and are subject to change



ITEM 3 | PLAZA DEVELOPMENT



PEDESTRIAN AMENITIES

The site frontage and plaza along NE 85th creates an active and comfortable pedestrian environment that incorporates many amenities such as various seating options, mixed planting beds of trees, shrubs, and groundcover creating year-round interest, bicycle racks, lighting, varied paving types defining spaces and adding interest, as well as easy access to commercial spaces and public transportation.

ITEM 3 | PLAZA DEVELOPMENT

DECIDUOUS TREES



ARMSTRONG MAPLE



VINE MAPLE



CALLERY PEAR



IN SPRING



CORAL BARK MAPLE



IN SPRING

EVERGREEN TREES



VANDERWOLF PINE



WEEPING ALASKA CEDAR

GROUND COVER



CREeping THYME



LILY TURF

SHADE PLANTINGS



WESTERN RED CEDAR



WESTERN HEMLOCK



PACHYSANDRA



BUNCHBERRY DOGWOOD

EVERGREEN SHRUBS



MOUNTAIN LAUREL



HEAVENLY BAMBOO



SPRING BOUQUET VIBURNUM



RHODODENDRON

SHRUBS + GRASSES



BLUE OAT + LAVENDER



DWARF FOUNTAIN GRASS



MOONLIGHT TICKSEED



RUGOSA ROSE



FLOWERING CURRANT



NINEBARK



ITEM 4 | ELEVATIONS

4. ELEVATIONS

- Provide elevations for all facades for each building including the north facade of the standalone commercial building.

SEE FOLLOWING ELEVATIONS.



ITEM 4 | MATERIALS & ELEVATIONS



^ EAST ELEVATION



^ SOUTH ELEVATION

ITEM 4 | MATERIALS & ELEVATIONS



^ WEST ELEVATION



^ NORTH ELEVATION

PELLETIER + SCHAAR ARCHITECTS

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ITEM 4 | MATERIALS & ELEVATIONS



^ NORTH OFFICE ELEVATION



^ EAST OFFICE ELEVATION

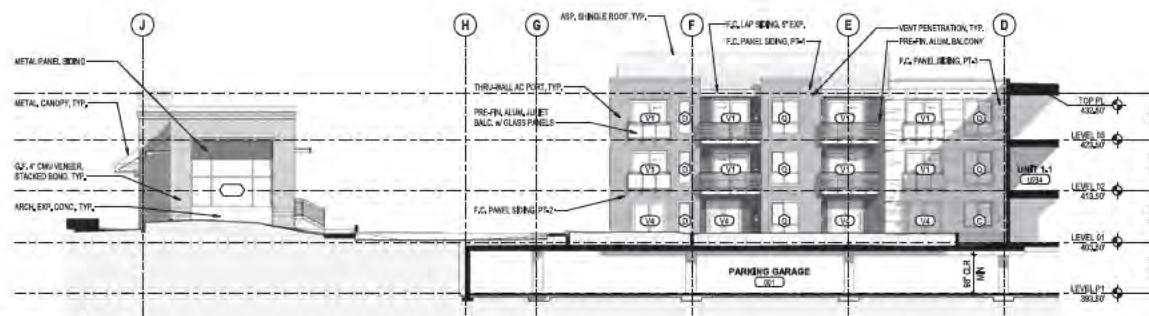


^ WEST OFFICE ELEVATION

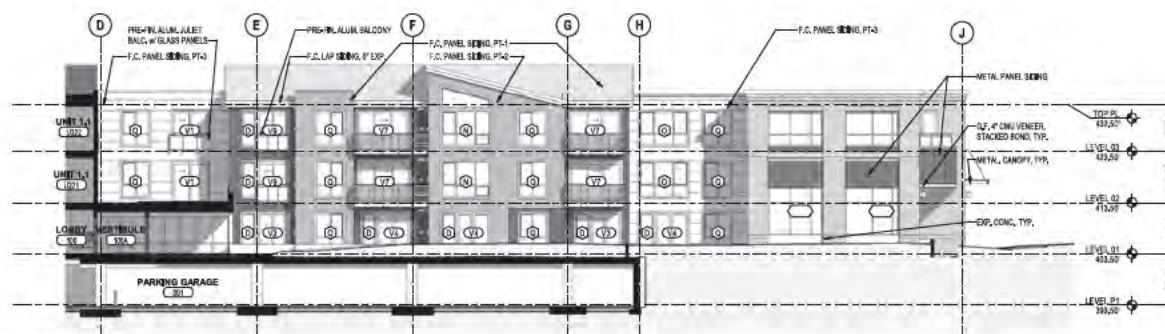


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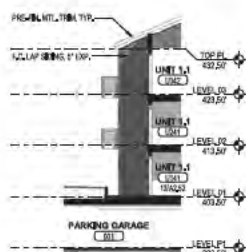
ITEM 4 | ELEVATIONS



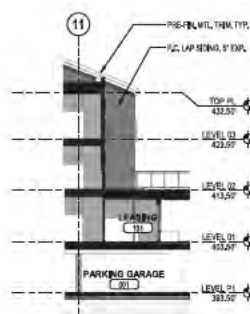
^ 5-EAST COURTYARD ELEVATION



^ 6-WEST COURTYARD ELEVATION

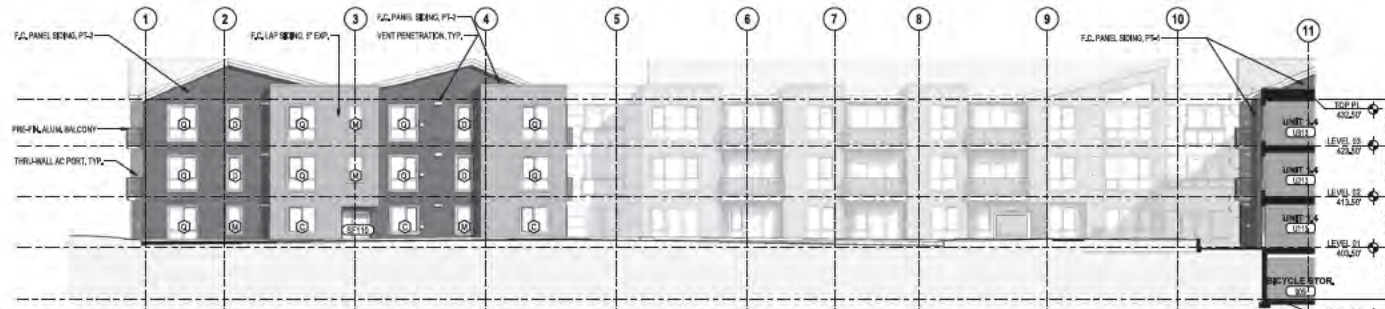


^ 7-EAST COURTYARD INSIDE CORNER ELEVATION

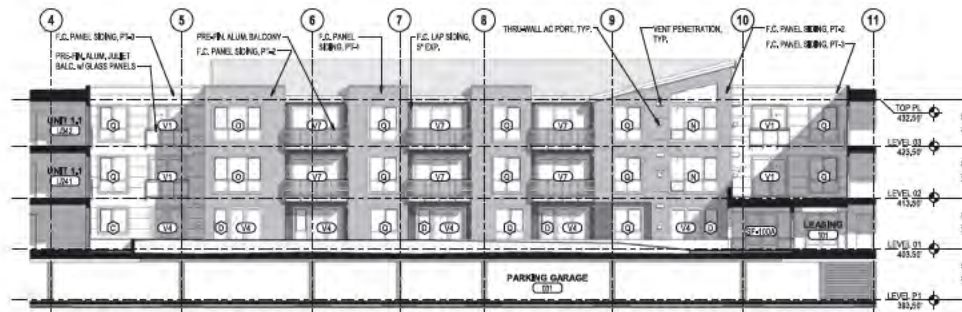


^ 8-WEST COURTYARD INSIDE CORNER ELEVATION

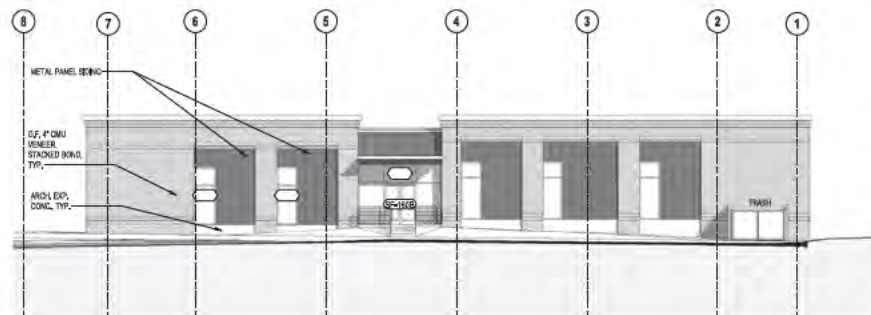
ITEM 4 | ELEVATIONS



^ 9-SOUTH PARTIAL ELEVATION



^ 10-SOUTH COURTYARD ELEVATION



^ 11-NORTH OFFICE ELEVATION

PELLETIER + SCHAAR ARCHITECTS

ITEM 5 | SE STREET CORNER

5. SE STREET CORNER

- The design of the southeast street corner needs to ensure compliance with Design Guideline 3D.
 - a. The board requested that the lap siding be replaced with a more commercial material
 - b. Include the proposed artwork in elevation drawings.

DESIGN GUIDELINE #3:

Objective: Encourage all buildings located at or near street corner to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale. This could include a raised roofline, turret, corner balconies, bay windows, special awning or canopy design, and/or distinctive use of building materials

Incorporate entry gateway features in new development on NE 85th St. at 120th AND 132nd

Avenues. Gateway features should include the following:

- Distinctive landscaping including an assortment of varieties of roses
- Artwork (e.g. vertical sculpture)
- A gateway sign with the city logo
- Multicolored masonry forming a base for an entry sign
- Decorative lighting elements

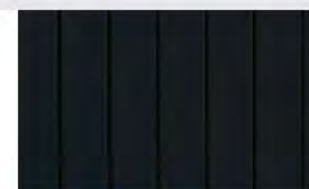
3d. Encourage all buildings located at or near street corner to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale. This could include a raised roofline, turret, corner balconies, bay windows, special awning or canopy design, and/or distinctive use of building materials (see the following examples).

ITEM 5 | ROSE HILL NEIGHBORHOOD GATEWAY



View of Corner of NE 85th St. & 132nd Ave. NE

ITEM 5 | MATERIALS & ELEVATIONS



METAL PANEL SIDING
DARK GREY



MODULAR BRICK
MUTUAL MATERIALS "PEWTER"



ARCHITECTURAL CONCRETE
FINE / SACKED FINISH



STOREFRONT
BLACK ANODIZED

^ PARTIAL ELEVATION @ COMMERCIAL SPACES

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ITEM 6 | LANDSCAPE, SIDEWALK, AMENITIES

6. LANDSCAPE, SIDEWALK, AMENITIES

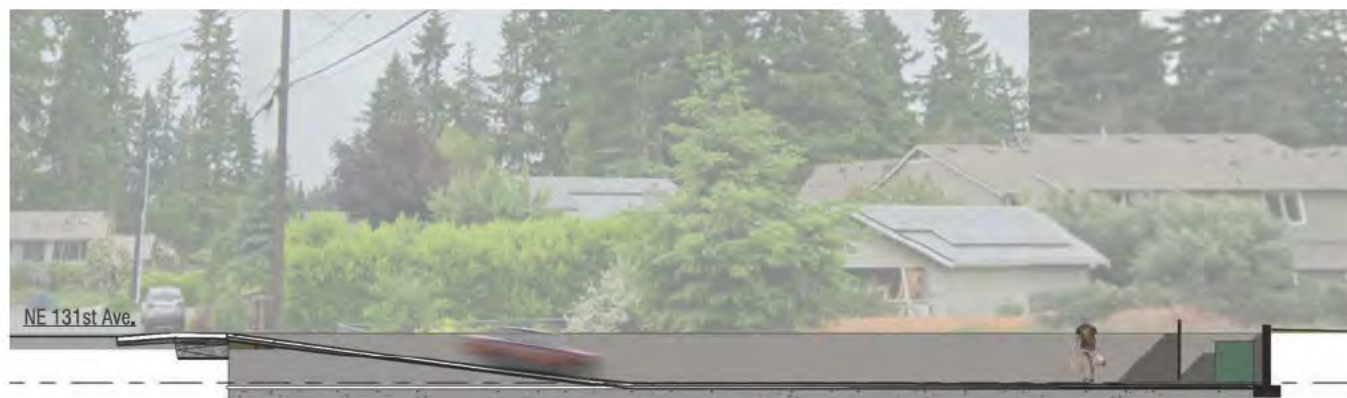
- Look at reduction in the width of the landscape strip along NE 85th Street, an increase in the sidewalk width, and including more pedestrian amenities and planters along the building facades. See Design Guideline 10 for ideas.

DESIGN GUIDELINE #10:

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

- a. Pedestrian-scaled lighting (placed between 12'-15' above the ground).
- b. Seating space. This can include benches, steps, railings and planting ledges. Heights between 12" to 20" above the ground are acceptable, with 16" to 18" preferred. An appropriate seat width ranges from 6" to 24".
- c. Pedestrian furniture such as trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains.
- d. Planting beds and/or potted plants.
- e. Unit paving such as stones, bricks, or tiles.
- f. Decorative pavement patterns and tree grates.
- g. Water features.
- h. Informational kiosks.
- i. Transit shelters.
- j. Decorative clocks.
- k. Artwork.

ITEM 6 | NW DRIVEWAY SECTION



LEVEL P1
393.50'

^ NW DRIVEWAY SECTION

- Tertiary Access to the Site:
- Tertiary egress from parking garage, one way traffic.
 - Access only to minor, unclassified street.



ITEM 6 | LANDSCAPE MASTER PLAN



- (A) PERMEABLE PAVER PLAZA (B) BUS SHELTER (C) ENTRY GATEWAY FEATURE (D) PEDESTRIAN PATHWAY
(E) GARAGE ENTRY (F) APARTMENT AMENITY SPACE (G) LANDSCAPE PLANTING, TYP.

PELLETER + SCHAAR ARCHITECTS

Rose Hill Business District Design Guideline #22:

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(KZC 95.42.1 Minimum Land Use Buffer Requirements)

Landscape plan data:

Types of plantings: The site is composed of a mix of evergreen and deciduous trees, shrubs, and groundcover to provide year-round structure and interest. While various grasses and perennials add seasonal interest and character. A few prominent plants in the proposed landscape plan are: Vine Maple, Vanderwolf Pine, Western Red Cedar, Western Hemlock, Red & Yellow Twig Dogwood, Rugosa Rose, Flowering Currant, Japanese Pieris, Mountain Laurel, Viburnum, Switch Grass, Lavender, Coreopsis, and Creeping Mahonia, among many others.

Proposed landscape plan by the numbers:

Trees: 119 - Avg. size: 2" cal. / 8' high min.

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Groundcover: 2,528 - Avg. size: 4" pot

Total number of plants on site: 5,280

Evergreen tree coverage in 15' buffer (Min. 70% Req.): 87.2%

*Plant totals represented are approximate and are subject to change

SCALE: 1" = 40'



ITEM 6 | PLAZA DEVELOPMENT



NE 85TH ST.

- (A) PERMEABLE PAVER PLAZA (B) BICYCLE RACKS (C) BENCH SEATING (D) BUS SHELTER (E) LANDSCAPE PLANTING (F) PEDESTRIAN WALK



PEDESTRIAN AMENITIES

The site frontage and plaza along NE 85th creates an active and comfortable pedestrian environment that incorporates many amenities such as various seating options, mixed planting beds of trees, shrubs, and groundcover creating year-round interest, bicycle racks, lighting, varied paving types defining spaces and adding interest, as well as easy access to commercial spaces and public transportation.

ITEM 6 | PLAZA DEVELOPMENT

DECIDUOUS TREES



ARMSTRONG MAPLE



VINE MAPLE



CALLERY PEAR



IN SPRING



CORAL BARK MAPLE



IN SPRING

EVERGREEN TREES



VANDERWOLF PINE



WEEPING ALASKA CEDAR

GROUND COVER



CREeping THYME



LILY TURF

SHADE PLANTINGS



WESTERN RED CEDAR



WESTERN HEMLOCK



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BUNCHBERRY DOGWOOD

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RHODODENDRON

SHRUBS + GRASSES



BLUE OAT + LAVENDER



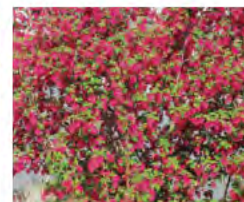
DWARF FOUNTAIN GRASS



MOONLIGHT TICKSEED



RUGOSA ROSE



FLOWERING CURRANT



NINEBARK



ITEM 7 | PLAZA DEVELOPMENT

7. PLAZA DEVELOPMENT

- More development of the plaza area. They would like to see more hardscape and less landscaping in the area north of the bus stop and between the two buildings. See Design Guideline Section 12 for ideas. Blueline to handle considering max impervious surfaces as well.

DESIGN GUIDELINE #12:

Objectives

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

Guidelines

- Provide pedestrian plazas in conjunction with nonresidential uses.
- Position plazas in visible locations on major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks. For large sites, development should be configured to create a focal plaza or plazas. Plazas should be no more than 3' above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.
- Incorporate plenty of benches, steps, and ledges for seating. A combination of permanent and moveable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, or people watching.
- Provide storefronts, street vendors, or other pedestrian-oriented uses, to the extent possible, around the perimeter of the plaza.
- Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants.
- Incorporate pedestrian amenities, as described in Section 10.
- Consider the solar orientation and wind patterns in the design of the open space and choice of landscaping.
- Provide transitional zones along building edges to allow for outdoor eating areas and a planted buffer.

ITEM 7 | PLAZA DEVELOPMENT



- (A) PERMEABLE PAVER PLAZA (B) BICYCLE RACKS (C) BENCH SEATING (D) BUS SHELTER (E) LANDSCAPE PLANTING (F) PEDESTRIAN WALK



PEDESTRIAN AMENITIES

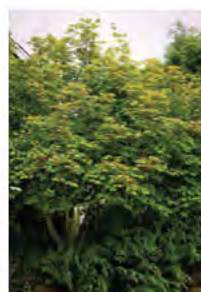
The site frontage and plaza along NE 85th creates an active and comfortable pedestrian environment that incorporates many amenities such as various seating options, mixed planting beds of trees, shrubs, and groundcover creating year-round interest, bicycle racks, lighting, varied paving types defining spaces and adding interest as well as easy access to commercial spaces and public transportation.

ITEM 7 | PLAZA DEVELOPMENT

DECIDUOUS TREES



ARMSTRONG MAPLE



VINE MAPLE



CALLERY PEAR

IN SPRING



CORAL BARK MAPLE

IN SPRING

EVERGREEN TREES



VANDERWOLF PINE



WEEPING ALASKA CEDAR

GROUND COVER



CREEPING THYME



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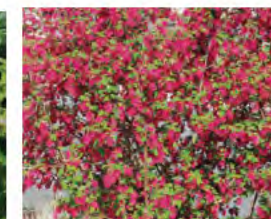
DWARF FOUNTAIN GRASS



MOONLIGHT TICKSEED



RUGOSA ROSE



FLOWERING CURRANT



NINEBARK

ITEM 8 | COMMERCIAL FACADE DEVELOPMENT

8. COMMERCIAL FACADE DEVELOPMENT

- Additional development of the standalone commercial facade to create a superior design to offset the modification request. Ideas include material changes on the parapets and cornice treatments. We recommend looking at the Hectors Building on Lake Street and the Park Lane Public House for some ideas.
 - a. Also address any blank walls on the backside of the building (See Design Guideline Section 8)

DESIGN GUIDELINE #8:

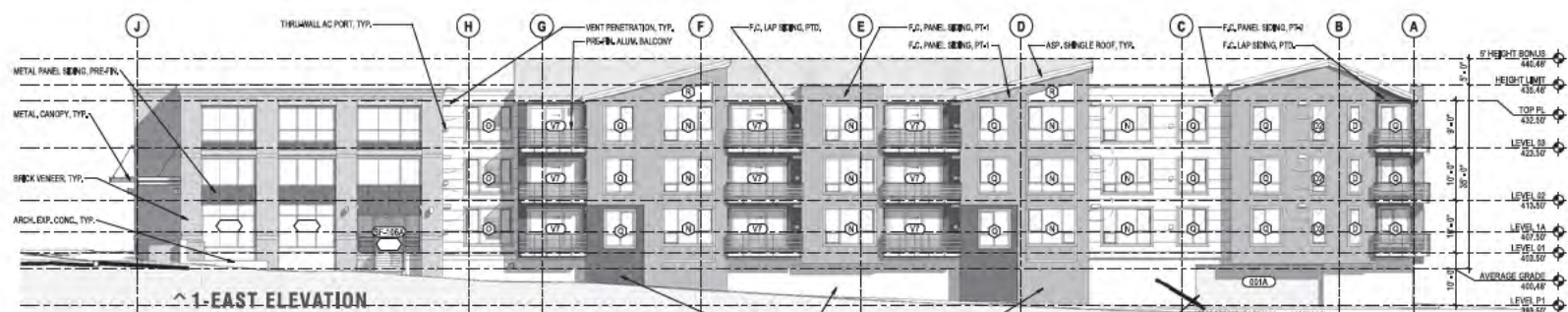
Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas. The following treatments mitigate the negative effects of blank walls (in order of preference):

- a. Configure buildings and uses to minimize blank walls exposed to public view.
- b. Provide a planting bed with plant material to screen most of the wall.
- c. Install trellises with climbing vines or plant materials to cover the surface of the wall. For long walls, a trellis or trellises should be combined with other design treatments to avoid monotony.
- d. Provide artwork on the wall surface.
- e. Provide architectural techniques that add visual interest at a pedestrian scale. This could include a combination of horizontal building modulation, change in building materials and/or color, and use of decorative building materials.
- f. Other treatments may be proposed that meet the intent of the guidelines.

ITEM 8 | COMMERCIAL FACADES



ITEM 8 | BLANK WALLS



ITEM 9 | FINAL PACKET

9. FINAL PACKET

- Incorporate any plans that were submitted at the meeting into the final packet.

FINAL PACKET HAS BEEN COORDINATED.

APPENDIX |

PROJECT VISION | SUMMARY

HOUSING FOR A GROWING CITY

Build 134 new Affordable & Market Rate Apartments to meet the growing demand for housing in the City of Kirkland. Kirkland and the Seattle Metro region are growing rapidly, and there is a shortage of affordable housing throughout the region.

ROSE HILL NEIGHBORHOOD GATEWAY

Create a gateway marker with art and landscaping to celebrate the Rose Hill Neighborhood and mark the east entrance to the City of Kirkland at the corner of NE 85th St. and 132nd Ave NE.

NE 85TH ST. PEDESTRIAN EXPERIENCE

Develop a new pedestrian experience for NE 85th St., to make a more walkable neighborhood and set precedence for future projects in the Rose Hill Business District.

NEW PUBLIC & PRIVATE OUTDOOR SPACE

Make new outdoor spaces for the neighborhood along NE 85th St. and within the site for the tenants and residents of the project.

TRANSITION TO RESIDENTIAL SCALE

Design the project with architectural transitions in mass and scale from commercial uses to residential uses along 131st Ave. NE and 132nd Ave. NE.

LANDSCAPING TO ENHANCE THE SITE

Plant extensive landscaping all across the site to protect the privacy of neighbors, enhance the pedestrian experience of public spaces, and provide amenities for the tenants and residents of the project.



Commercial Space on NE 85th St.

PROJECT DATA

8505 132ND AVE, NE
KIRKLAND, WA 98033

PARCEL NO.:

LOT 3 - 8635700015
LOT 4 - 8635700020
LOT 5 - 8635500025
LOT 6 - 8635500030
LOT 7 - 8635500035
LOT 8 - 8635700025
LOT 9 - 8635700030
LOT 7 BF - 1241900025

ZONE: RH-8 (ROSE HILL BUSINESS DISTRICT)

LOT AREA: 98,109 SF
(2' DEDICATION ON 131ST)

MAX. LOT COVERAGE: 70%

HEIGHT LIMIT: 35'
5' BONUS (PEAKED ROOF)

MIN. FRONT SETBACK: 10' (0')
(PED. STORE FRONTS)

MIN. SIDE SETBACK: 20'

MIN. REAR SETBACK: 15' (30')
(35' HT. BLDG @ RSX ZONE)

ALLOWABLE LOT COVERAGE: 68,676 SF
ACTUAL LOT COVERAGE: 67,907 SF

AVERAGE BLDG. ELEVATION: 400.48'

REQUIRED PARKING:

COMMERCIAL	25 STALLS
RESIDENTIAL	164 (169 - 5)*
GUEST PARKING	16**
TOTAL REQ'D	189

* REDUCTION FOR BICYCLE PARKING (KZC 105.34)

** SHARED FACILITIES (KZC 105.45)

PARKING PROVIDED: 200 STALLS

CONSTRUCTION TYPE: I-A / V-A
(GARAGE / BLDG ABOVE)

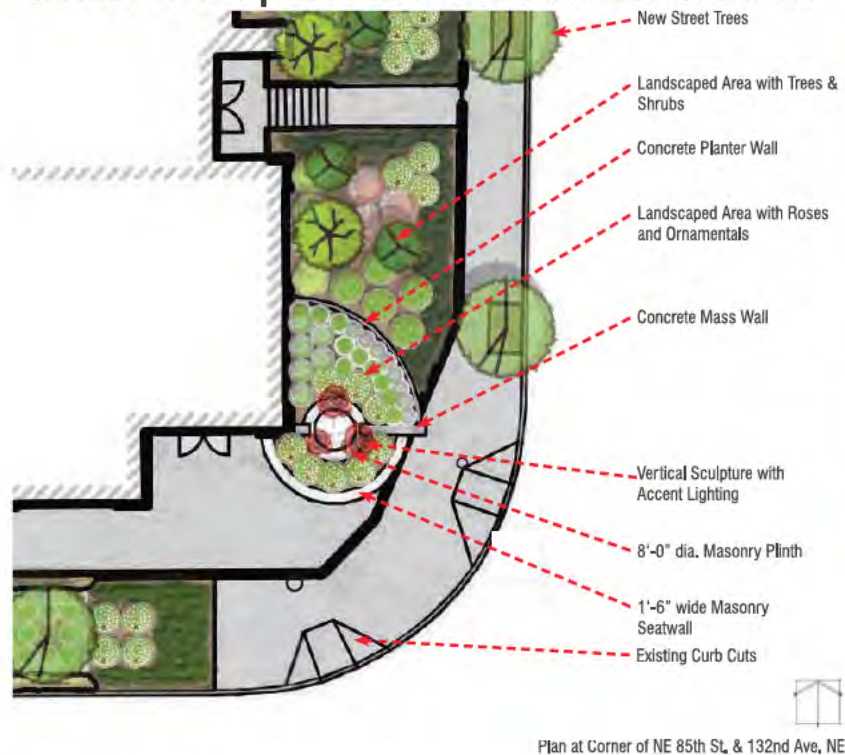
BUILDING AREA:

GROUND FLR / P1	54,798
LEVEL 1	46,994
LEVEL 2	39,520
LEVEL 3	41,926
TOTAL	183,239 GSF

COMMERCIAL AREA: 7,378 GSF

RESIDENTIAL UNITS: 134
AFFORDABLE HOUSING: 13 UNITS

PROJECT VISION | ROSE HILL NEIGHBORHOOD GATEWAY



GATEWAY FEATURES:

- Landscaping, including ornamental shrubs and rose varieties.
- Vertical sculpture (to be designed / selected with community input).
- Feature lighting to highlight artwork.



View of Corner of NE 85th St. & 132nd Ave, NE



View of Corner of NE 85th St. & 132nd Ave, NE (from distance)

DESIGN GUIDELINE #1:

Objective: To enhance the character and identity of the Rose Hill Business District.

Incorporate entry gateway features in new development on NE 85th St. at 120th AND 132nd Avenues. Gateway features should include the following:

- Distinctive landscaping including an assortment of varieties of roses
- Artwork (e.g. vertical sculpture)
- A gateway sign with the city logo
- Multicolored masonry forming a base for an entry sign
- Decorative lighting elements

PROJECT VISION | NE 85TH ST. PEDESTRIAN EXPERIENCE



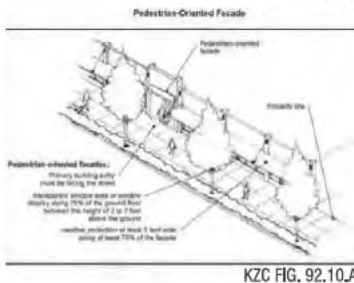
Existing NE 85th St. Streetscape - View Looking West



Existing NE 85th St. Streetscape - View Looking East



NE 85th St. Sidewalk - View Looking East



KZC 92.10.2:

Definition of Pedestrian-Oriented Facade:

- Primary entrance on this facade.
- Transparent windows for 75% of facade between 2' and 7' above sidewalk.
- Weather protection feature(s) at least 5' wide for 75% of facade.

KZC 92.10.3.a:

Buildings featuring a Pedestrian-Oriented Facade may be located adjacent to the sidewalk in the RHBD zone

DESIGN GUIDELINE #4:

Objectives:

- To **enhance the pedestrian environment** within the Rose Hill Business District.
- To **create safe and active sidewalks** and pathways.

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

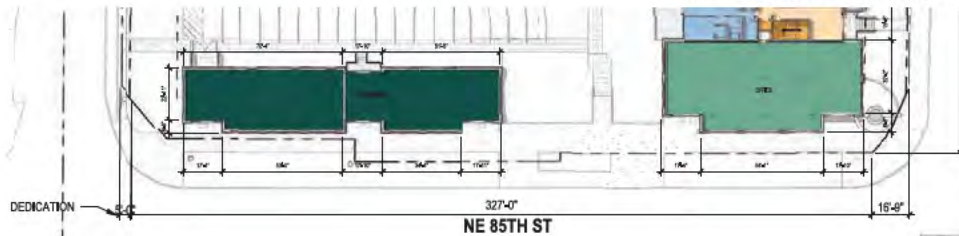
PROJECT VISION | NE 85TH ST. PEDESTRIAN EXPERIENCE



NE 85th St. Sidewalk - View Looking East



NE 85th St. Sidewalk - View Looking West



Plan @ NE 85th St. Storefronts

ENCORE architects



Design Guidelines and Zoning Code both indicate that buildings at the sidewalk, with Pedestrian-Oriented Facades, are most preferred location for new buildings on NE 85th St. in the Rose Hill Business District.

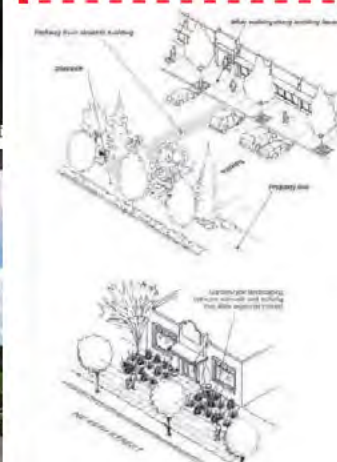


Figure 19. NE 85th St. Storefronts (caption for the East End proprietors. The option in the middle with the parking lot in front, is the least preferred option. Note the required pedestrian sidewalk and landscaping features.

Design Guidelines Fig. 19

DESIGN GUIDELINE #5:

Objectives:

- To enhance the character and identity of the Rose Hill Business District.
- To upgrade the appearance of streets with the Rose Hill Business District.
- To increase pedestrian circulation.

East End NE 8th St. Frontage:

- Encourage development to locate and orient buildings towards the street
- Non-residential facades located directly adjacent to the sidewalk.
- Building entries and windows facing the street.

PROJECT VISION | NE 85TH ST. PEDESTRIAN EXPERIENCE

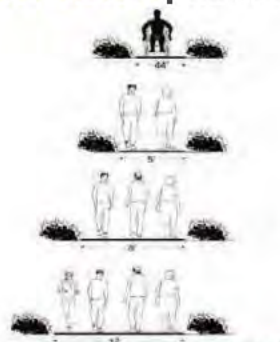


Figure 20. Pathway widths depend on level of activity and location.

Design Guidelines FIG. 20



Figure 21. High-traffic streets without on-street parking warrant wider planting strip buffers.

Design Guidelines FIG. 21

DESIGN GUIDELINE #6:

Objectives: To provide wide sidewalks and pathways that promote an increase in pedestrian activity within the Rose Hill Business District.

- Sidewalks or pathways adjacent to moving vehicular traffic need generous buffers to make them safer....
- Design sidewalks and pathways to support a variety and concentration of activities and provide a separation for the pedestrian from the busy street.



Partial Plan - NE 85th St. Sidewalk



Partial Plan - NE 85th St. Sidewalk

PROJECT VISION | NE 85TH ST. PEDESTRIAN EXPERIENCE



ENCORE architects



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

DESIGN GUIDELINE #7:

Objectives:

- To provide shelter for pedestrians.
- To provide spatial enclosure and add design interest to retail or office streetscapes activity.
- Provide weather protection along the primary exterior entrance of all businesses, residential units, and other buildings.
- Design weather protection features to provide adequate width and depth at building entries.
- Pedestrian covering treatments may include: covered porches, overhangs, awnings, canopies, marquees, recessed entries or other similar features. A variety of styles and colors should be considered, where compatible with architectural style of the building and the ground floor use.

| MERIT HOMES | CONTINENTAL DIVIDE | DRC PRESENTATION | 11.18.2019 11

PROJECT VISION | NEW PUBLIC & PRIVATE OUTDOOR SPACE

DESIGN GUIDELINE #10:

Objectives:

- To provide amenities that enrich the pedestrian environment.
- To increase pedestrian activity in the Rose Hill Business District.

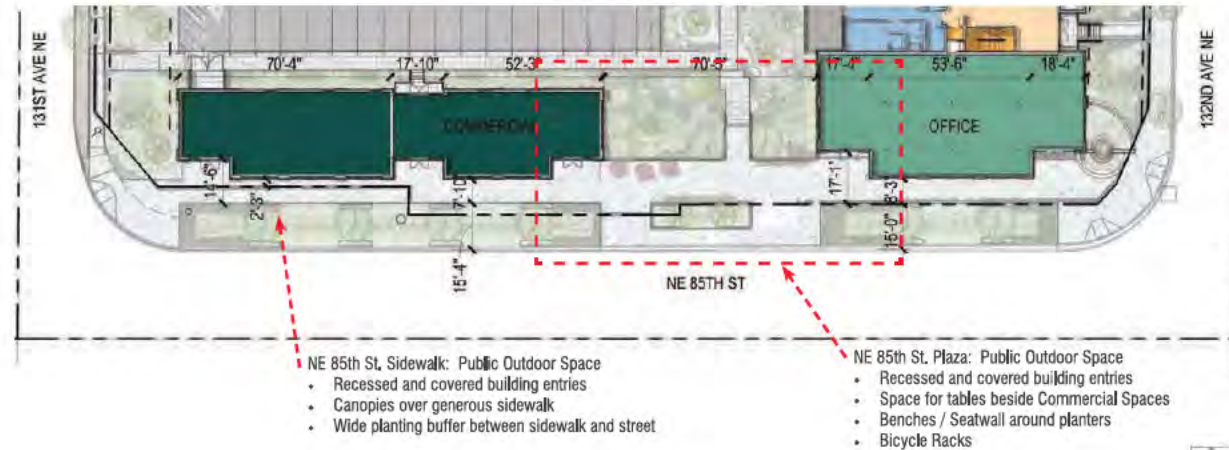
Provide pedestrian amenities along all sidewalks, interior pathways, and within plazas and other open spaces. Desired amenities include:

- Pedestrian-scaled lighting (12'-15' above ground).
- Seating space, (benches, steps, railings and planting ledges, 16" to 18" above ground, 6" to 24" wide.)
- Pedestrian furniture (trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains).
- Planting beds and/or potted plants.
- Unit paving, such as stones, bricks or tiles.
- Decorative pavement patterns and tree grates.
- Water features.
- Informational kiosks.
- Transit shelters.
- Decorative clocks.
- Artwork.

DESIGN GUIDELINE #12:

Objectives:

- To provide a variety of pedestrian-oriented areas to attract shoppers to commercial areas and enrich the pedestrian environment.
- To create gathering spaces for the community.
- To configure buildings and uses to encourage pedestrian activity and pedestrian focal points.
- Provide pedestrian plazas in conjunction with non-residential uses.
- Position plazas in visible locations...close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.
- Incorporate pedestrian amenities.



Partial Plan - NE 85th St. Plaza



Partial Elevation - NE 85th St. Plaza

PROJECT VISION | NEW PUBLIC & PRIVATE OUTDOOR SPACE



View of Plaza from NE 85th St.



View of Plaza Looking West



Plaza Area Bird's Eye View



View of Plaza Looking East

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PROJECT VISION | NEW PUBLIC & PRIVATE OUTDOOR SPACE



Residential Courtyard Style/Sample Images



DESIGN GUIDELINE #13:

Objectives:

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

Incorporate common open space into multi-family residential uses.

- Consider open space as a focal point...
- Open space should feature paths, seating, lighting, and other pedestrian amenities....it should be oriented to receive sunlight, (preferable south).

Provide private open space for multi-family residential units....provide patios, decks, and/or landscaped yards....provide balconies large enough to allow for human activity.

PROJECT VISION | NEW PUBLIC & PRIVATE OUTDOOR SPACE



View of Residential Courtyard

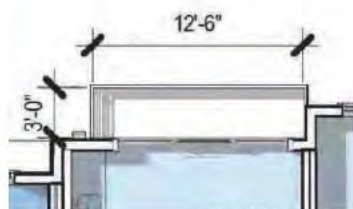


View of Patio @ Club Room



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- Balconies are large enough for activity and furniture
- Sliding Doors provide access without taking away space

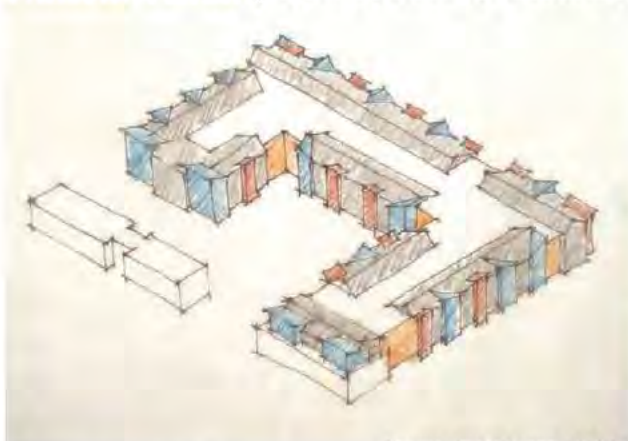


Plan of Typical Balcony



Plan of Patio @ Club Room

PROJECT VISION | TRANSITION TO RESIDENTIAL SCALE



Previous Massing Diagram - DRC #1

DESIGN GUIDELINE #17:

Objectives:

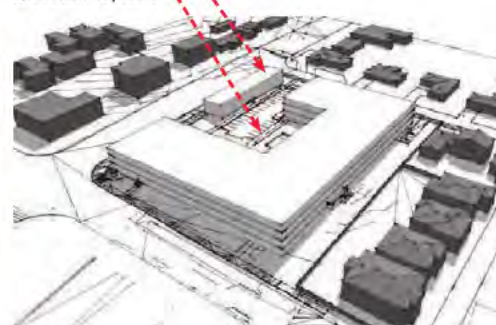
- To encourage an architectural scale of development that is compatible with the vision for the three design districts withing the Rose Hill Business District.
- To add visual interest to buildings.

A combination of techniques is desirable to reduce the architectural scale of buildings. Specifically, these techniques are encouraged at intervals (30 feet in the East end....)....Alternatives will be considered provided they meet the intent of the guidelines.

- Incorporate fenestration techniques that indicate the scale of the building.
- Encourage vertical modulation on multi-story buildings to add variety and to make large buildings appear to be an aggregation of smaller buildings.
- Encourage a variety of horizontal building modulation techniques to reduce the architectural scale of the building and add visual interest.
- Encourage a variety of roofline modulation techniques.

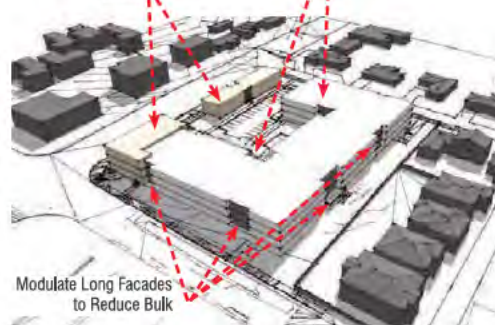
"C" Shape w/ Courtyard

Smaller, Stand-Alone
Commercial Bldg
Central Courtyard
w/ Southern Exposure



Material Changes
@ Commercial
Spaces

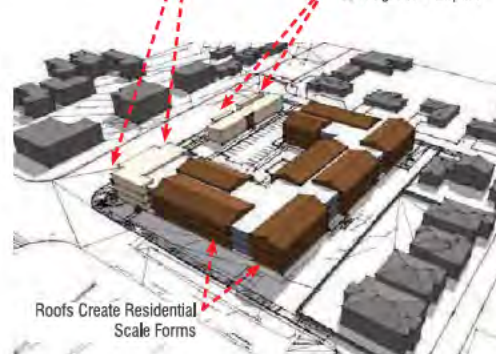
Carve Away Inside
Corners for Light & Air at
Courtyard



Modulate Long Facades
to Reduce Bulk

Carve Away Corners @
Gateway & Entries

Create Change in Scale
w/ Height of Parapets



Roofs Create Residential
Scale Forms

Increase Facade Modulation
w/ Forms that Reduce Scale
& Add Variety and Rhythm

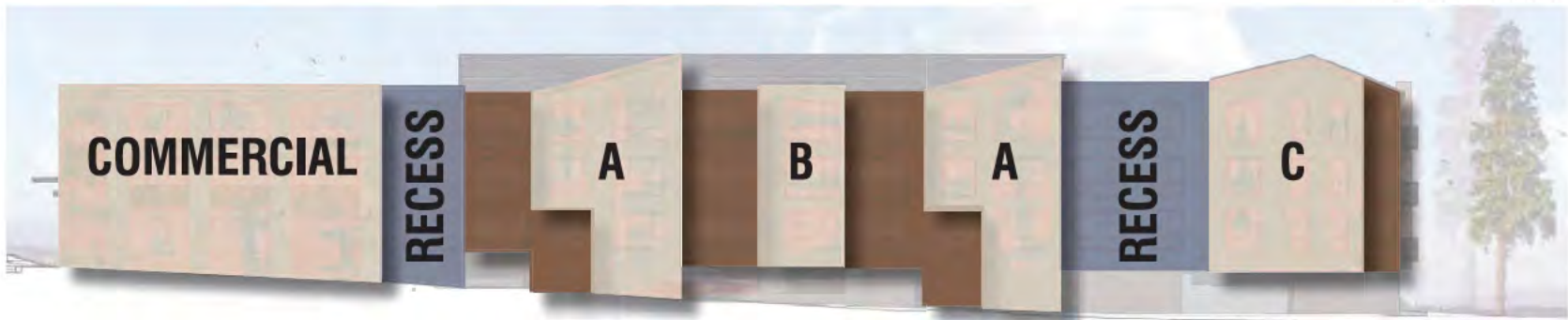


Massing Diagram

PROJECT VISION | TRANSITION TO RESIDENTIAL SCALE



Partial Elevation - 132nd Ave NE



Partial Elevation Diagram - Modulation Along 132nd Ave NE



Partial Plan - Modulation Along 132nd Ave NE

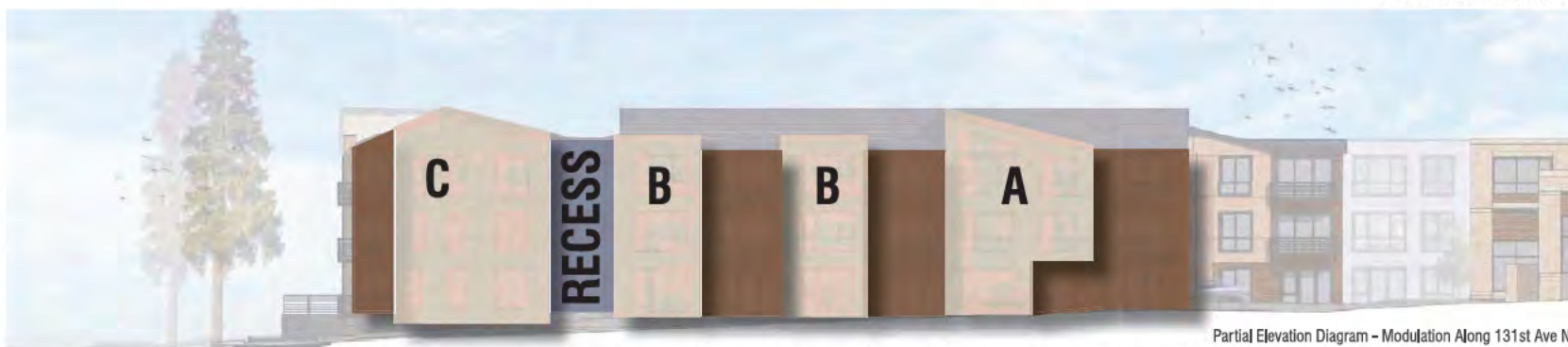
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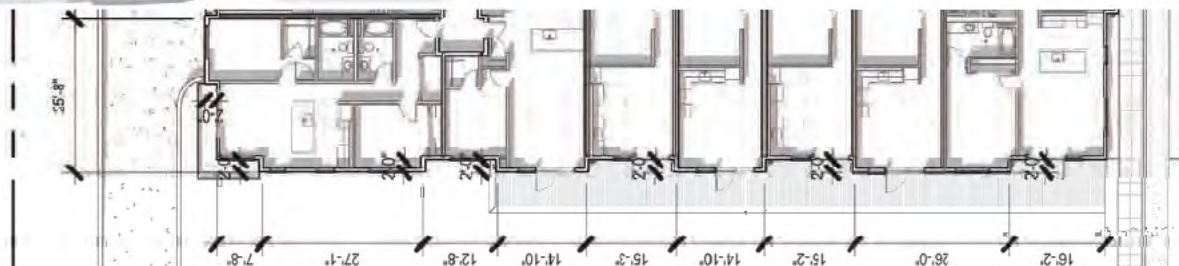
PROJECT VISION | TRANSITION TO RESIDENTIAL SCALE



Partial Elevation - 131st Ave NE



Partial Elevation Diagram - Modulation Along 131st Ave NE

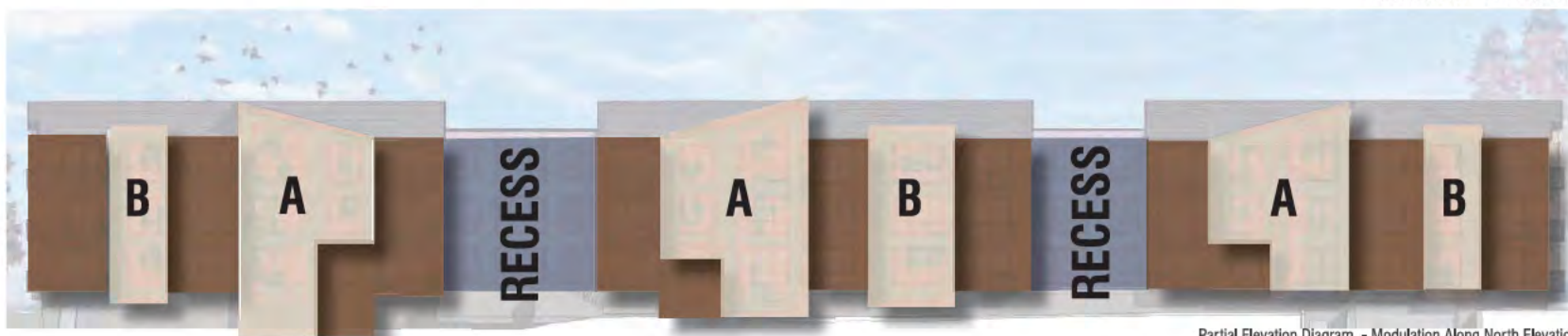


Partial Plan - Modulation Along 131st Ave NE

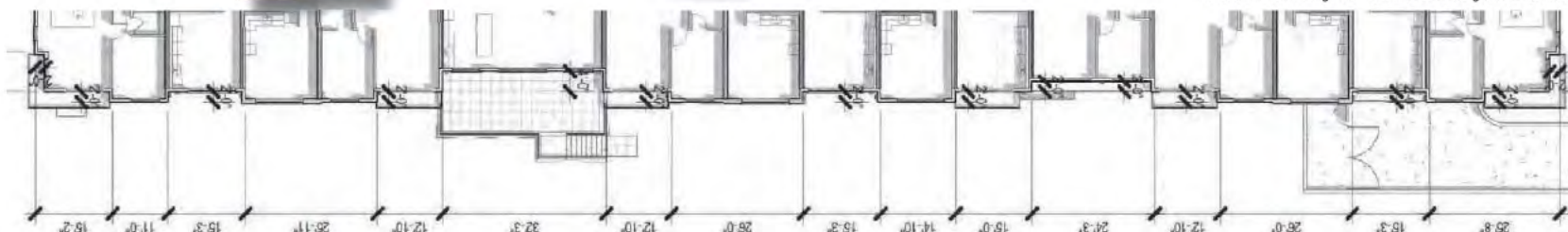
PROJECT VISION | TRANSITION TO RESIDENTIAL SCALE



Partial Elevation - North Elevation



Partial Elevation Diagram - Modulation Along North Elevation



Partial Plan - Modulation Along North Elevation

PROJECT VISION | TRANSITION TO RESIDENTIAL SCALE

Detailed Brick Cornice With Soldier Course & Coping

Partial Glass Deck Railing

Metal Coping Cap

Contrasting Material (Lap Siding)

1" Recess @ Brick

Cornices for Weather Protection

Metal Channel Details

Decorative Lighting

Large Streetfront Openings & Doors

1" Brick Recess & Soldier Course



Partial Elevation Showing Commercial Scale Elements

DESIGN GUIDELINE #18:

Objectives:

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

Encourage a combination of architectural building elements that lend the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards.

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2-Piece Fascia Board & Trim

Balcony with Decorative Railing

Lap Siding for Smaller Scale

Smaller Residential Windows and Doors

Change in Depth @ Material Change

Decorative Trim & Accent Panel

Partial Elevation Showing Residential Scale Elements

PROJECT VISION | TRANSITION TO RESIDENTIAL SCALE



132nd Ave. NE Facade



View Looking North along 132nd Ave. NE



View Looking North along 131st Ave. NE

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View Looking West along North Facade from Club Room Patio

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PROJECT VISION | LANDSCAPING TO ENHANCE THE SITE



LANDSCAPE BUFFER

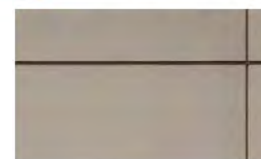
A 15' landscape buffer surrounds the site on 3 sides. This buffer is composed of trees spaced every 20' with an understory of mixed shrubs and groundcovers providing year-round interest. Additionally, the buffer provides a barrier between the neighboring homes and the proposed development to maintain existing privacy.



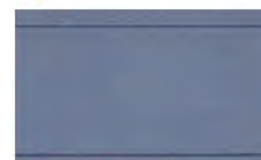
PROJECT VISION | MATERIALS & ELEVATIONS



E F.C. LAP SIDING 7" EXPOSURE
PAINTED "STURDY BROWN"



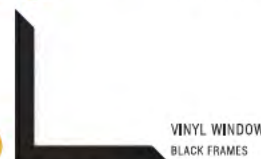
F FIBER CEMENT PANELS
PAINTED "ANALYTICAL GRAY"



G HORIZONTAL FIBER CEMENT PANELS
PAINTED "DOWNING SLATE"



C ARCHITECTURAL CONCRETE
FINE / SACKED FINISH



H VINYL WINDOWS
BLACK FRAMES

^ PARTIAL ELEVATION @ RESIDENTIAL UNITS

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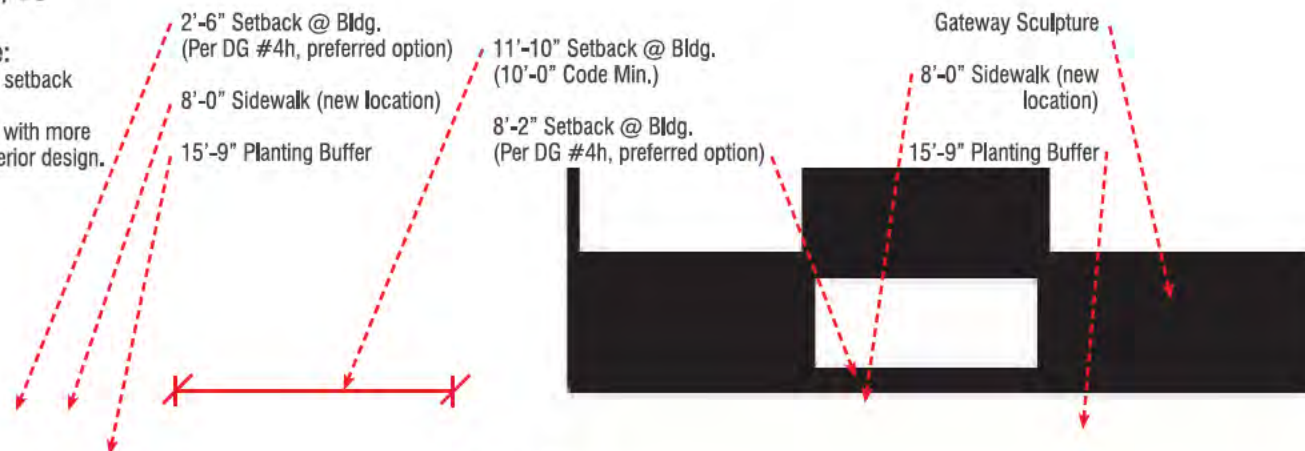
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DRC REVIEW | FROM 8/6/18

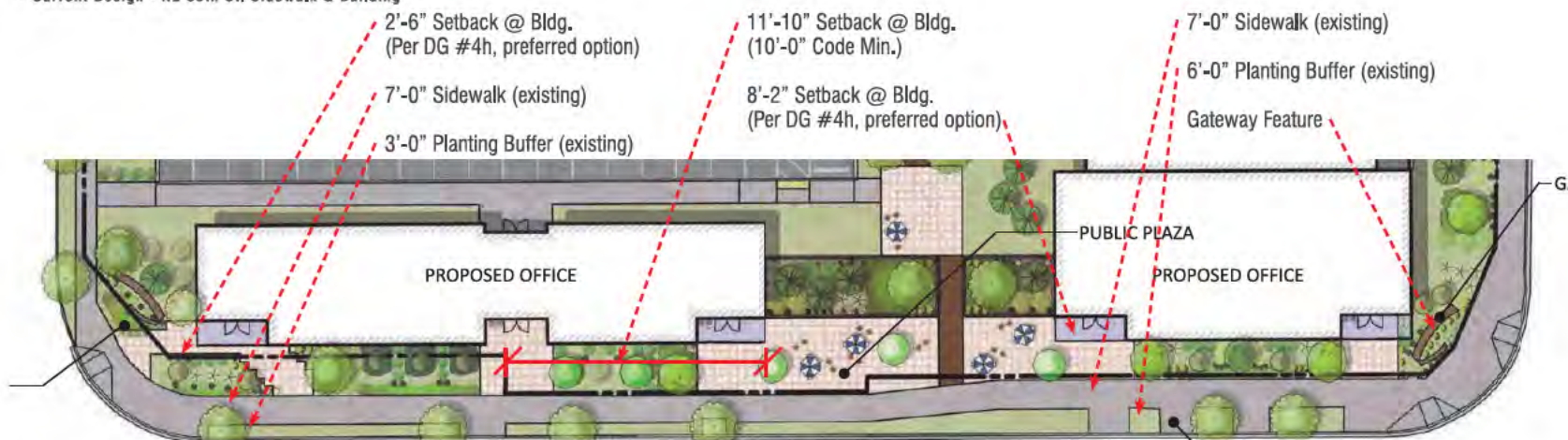
DG #5a, 5b, 5h

NE 85th St. Pedestrian Experience:

- Meets all requirements for requested setback departure.
- Creates more welcoming streetfront, with more separation from vehicle traffic & superior design.



^ Current Design - NE 85th St. Sidewalk & Building



^ DRC #2 - NE 85th St. Sidewalk & Building Setback

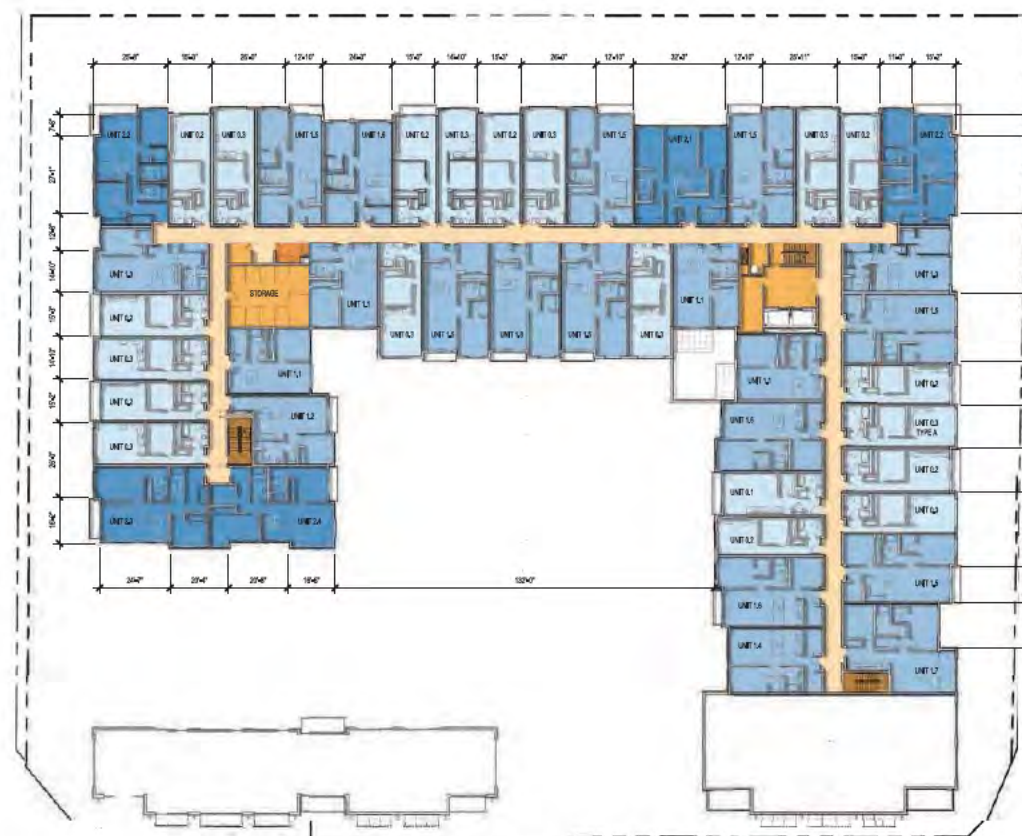
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APPENDIX | SITE PLAN / LEVEL 1 FLOOR PLAN



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-  OPEN 1 BEDROOM
-  1 BEDROOM
-  2 BEDROOM
-  BOH
-  RESIDENTIAL AMENITY SPACE

APPENDIX | LEVEL 3 FLOOR PLAN



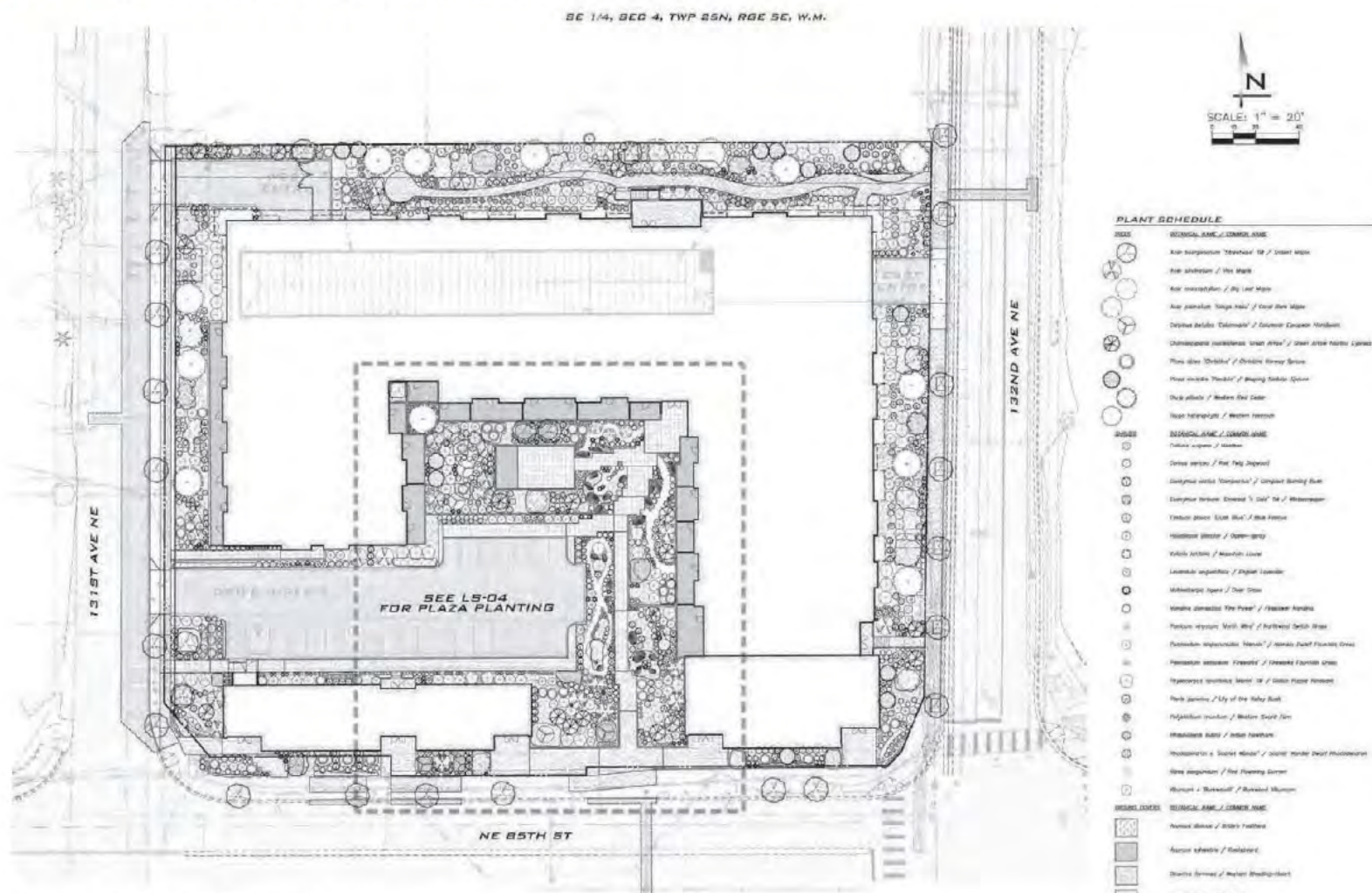
APPENDIX | PARKING / GROUND FLOOR PLAN



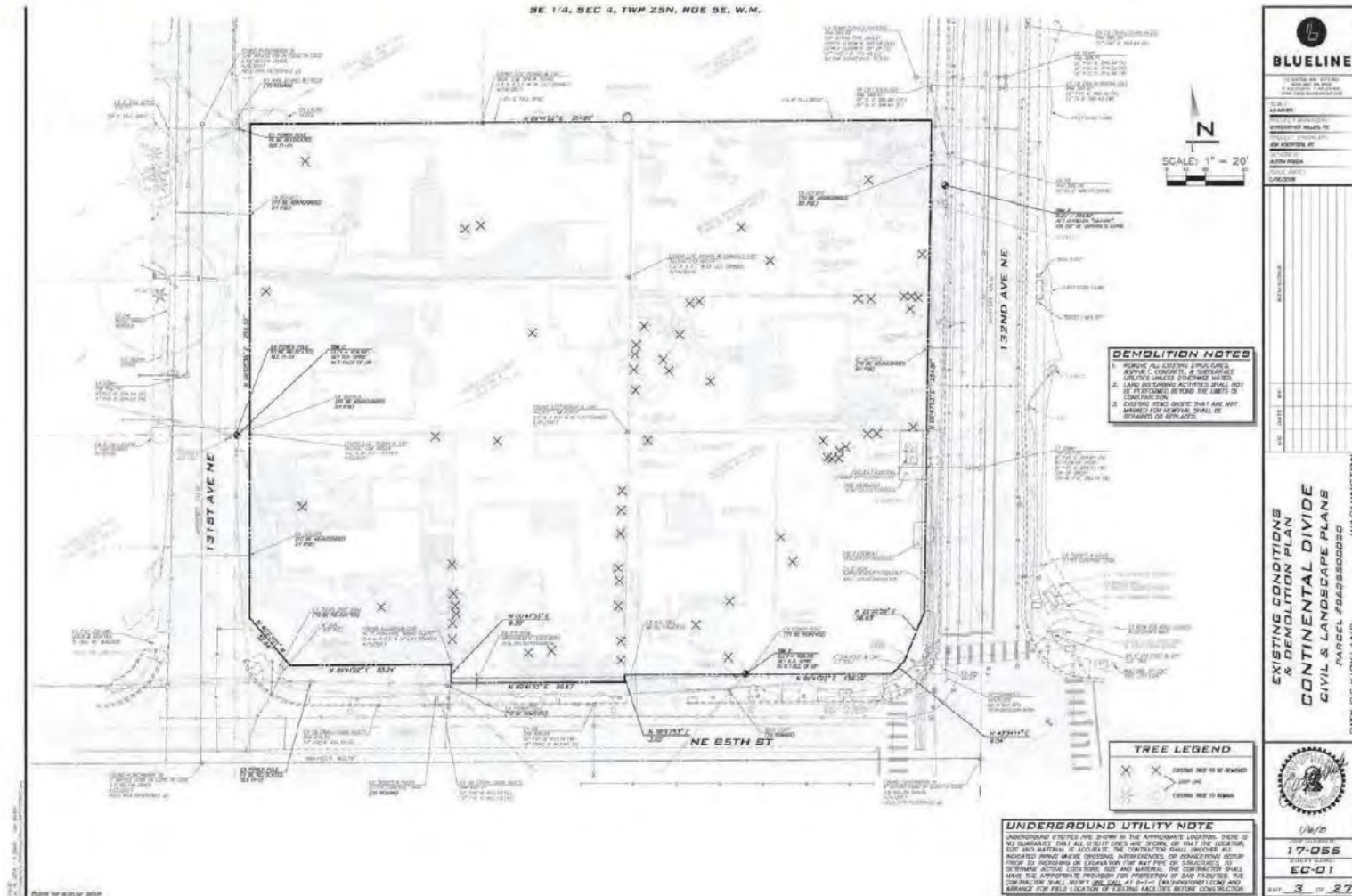
APPENDIX | BUILDING SECTIONS



APPENDIX | PLANTING PLAN (PREVIOUS SUBMITTAL)



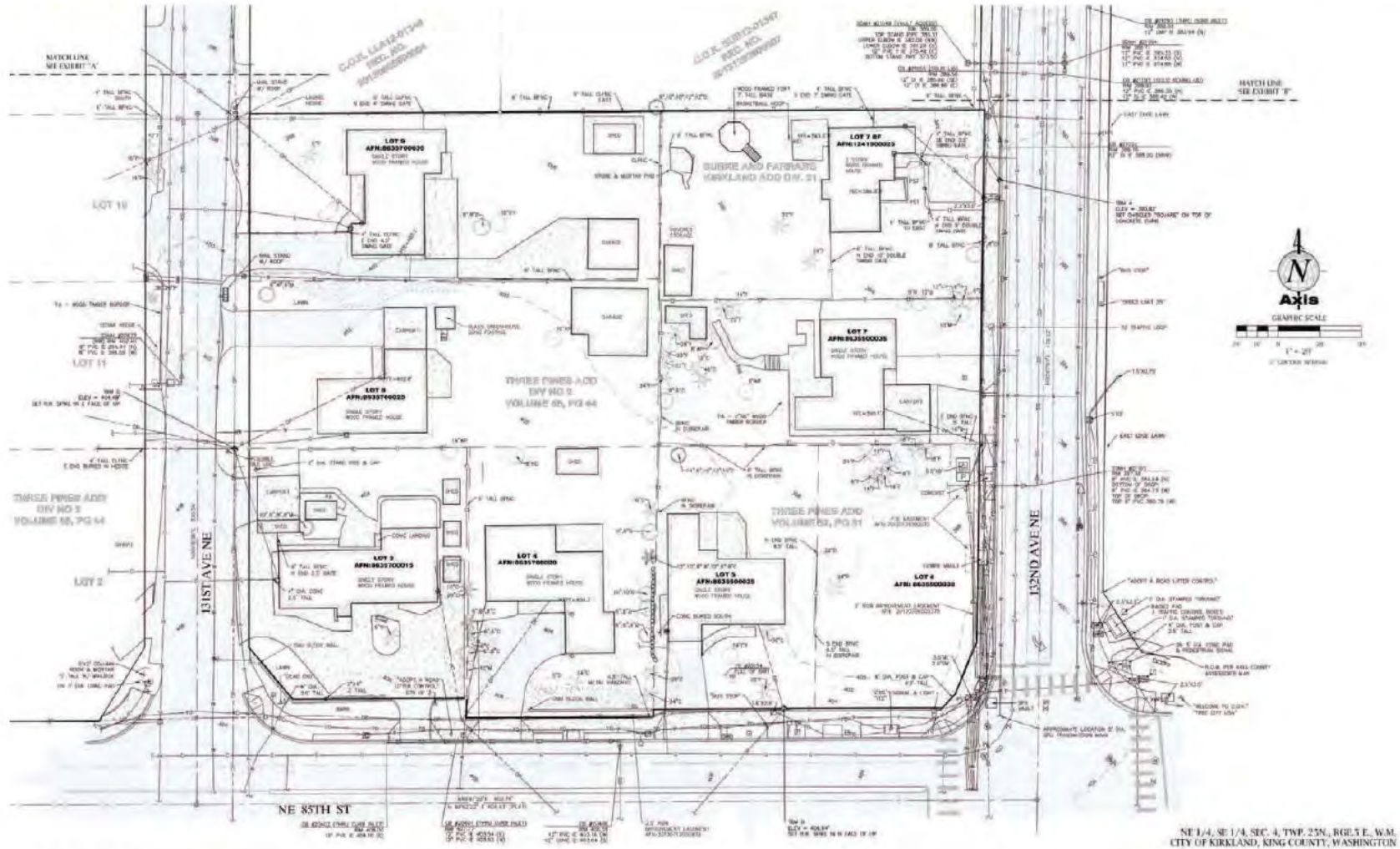
APPENDIX | TREE PLAN

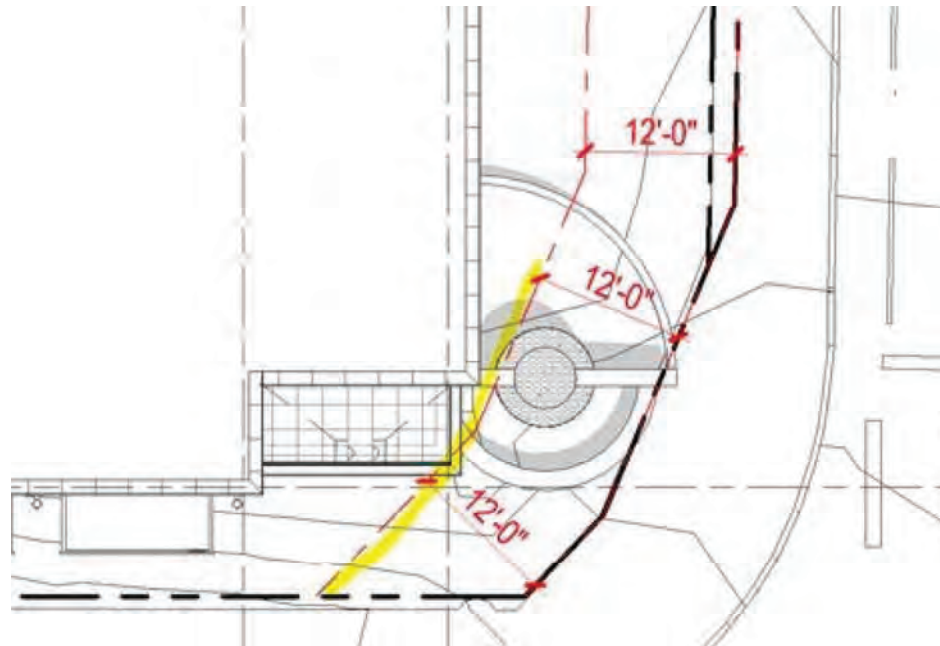


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APPENDIX | SURVEY









CITY OF KIRKLAND
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425.587.3600 ~ www.kirklandwa.gov

DEVELOPMENT STANDARDS LIST

FILE: COMTINENTAL DIVID MIXED USE, DRV17-00312

ZONING CODE STANDARDS

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.

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

100.25 Sign Permits. Separate sign permit(s) are required. In JBD and CBD cabinet signs are prohibited.

105.32 Bicycle Parking. All uses, except single family dwelling units and duplex structures with 6 or more vehicle parking spaces must provide covered bicycle parking within 50 feet of an entrance to the building at a ratio of one bicycle space for each twelve motor vehicle parking spaces. Check with Planner to determine the number of bike racks required and location.

105.18 Entrance Walkways. All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.

105.18 Overhead Weather Protection. All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.

105.18.2 Walkway Standards. Pedestrian walkways must be at least 5' wide; must be distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20' above the ground.

105.18.2 Overhead Weather Protection Standards. Overhead weather protection must be provided along any portion of the building adjacent to a pedestrian walkway or sidewalk; over the primary exterior entrance to all buildings. May be composed of awnings, marquees, canopies or building overhangs; must cover at least 5' of the width of the adjacent walkway; and must be at least 8 feet above the ground immediately below it. In design districts, translucent awnings may not be backlit; see section for the percent of property frontage or building facade.

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

105.58 Parking Lot Locations in Design Districts. See section for standards unique to each district.

105.65 Compact Parking Stalls. Up to 50% of the number of parking spaces may be

designated for compact cars.

105.60.2 Parking Area Driveways. Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.

105.60.3 Wheelstops. Parking areas must be constructed so that car wheels are kept at least 2' from pedestrian and landscape areas.

105.60.4 Parking Lot Walkways. All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

105.77 Parking Area Curbing. All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6" high vertical concrete curb.

105.96 Drive Through Facilities. See section for design criteria for approving drive through facilities.

110.52 Sidewalks and Public Improvements in Design Districts. See section, Plate 34 and public works approved plans manual for sidewalk standards and decorative lighting design applicable to design districts.

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

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

115.45 Garbage and Recycling Placement and Screening. For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be setback from property lines, located outside landscape buffers, and screened from view from the street, adjacent properties and pedestrian walkways or parks by a solid sight-obscuring enclosure.

115.47 Service Bay Locations. All uses, except single family dwellings and multifamily structures, must locate service bays away from pedestrian areas. If not feasible must screen from view.

115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

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

115.115 Required Setback Yards. This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

115.115.3.g Rockerries and Retaining Walls. Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

115.120 Rooftop Appurtenance Screening. New or replacement appurtenances on existing

buildings shall be surrounded by a solid screening enclosure equal in height to the appurtenance. New construction shall screen rooftop appurtenances by incorporating them in to the roof form.

Prior to issuance of a grading or building permit:

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

Prior to occupancy:

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City

110.60.5 Landscape Maintenance Agreement. The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.



DEVELOPMENT STANDARDS

DRV18-00312

FIRE DEPARTMENT

FIRE DEPARTMENT COMMENTS

Contact: Grace Steuart at 425-587-3660; or gsteuart@kirklandwa.gov

ACCESS

The project fronts on 3 rights of way. The distance between 132nd and 131st is approximately 350 feet. The fire department has no additional requirements for vehicular access; access as proposed with a pedestrian pathway across the north side, is adequate. (i.e. a fire lane across the north part of the project is not required).

HYDRANTS

2 new hydrants are required to be installed; one on 131st near the northern property line; and one on 132nd, near the northern property line. Both new hydrants as well as the existing hydrant on 132nd shall be equipped with a 5" Storz fitting.

FIRE FLOW

Fire flow requirement is based on size of building and type of construction. For a 135,000 square foot building and based on worst case scenario for type of construction (V-1hr); from Table B105.1 of the IFC, the fire flow requirement will be 1,800 gpm.

Fire flow on NE 85th and 132nd Ave NE is 6500 gpm, which is adequate.

However, fire flow on 131st is less than 1,500 gpm due to 4" lines. The fire flow on NE 131st must be improved to at least 1,800 gpm.

FIRE SPRINKLERS

A sprinkler system is required to be installed throughout the large building and garage.

A separate permit is required from the Fire Department prior to installation. Submit three sets of plans, specifications and calculations for approval; or submit electronically. All plans shall be designed and stamped by a person holding a State of Washington Certificate of Competency Level III certification. The system shall be installed by a state licensed sprinkler contractor. REF RCW 18.60 State of Washington.

A dedicated sprinkler riser room is required and it shall be placed on an exterior wall. The underground line shall run from the outside directly up into the riser room (meaning, it shall not run under the slab for any distance nor through unheated space which would require the use of heat tape or insulation). If the riser room has direct access from the outside, a PIV is not required. The sprinkler riser room may be used for other mechanical equipment, but not for the main electrical room nor shall it be used for storage; it may be used to house the fire alarm panel.

NOTE: TWO PERMITS are required from the Fire Department for installation of the fire sprinkler system, one for the underground and one for the sprinkler system itself. No work shall be performed on the sprinkler system without a Fire Department permit.

The civil drawings may be used as reference but do not constitute permission to install the fire sprinkler underground. The underground permit is NOT over-the-counter, so should be applied for well in advance of the anticipated date of start of construction.

(If the small office building on the corner of NE 85th and 131st Ave NE is under 5,000 square feet, has no residential component, and it not connected to the underground parking, fire sprinklers are not required in this specific building.)

FIRE ALARM

A fire alarm system is required to be installed throughout the large building/garage. A separate permit is required from the Fire Department prior to installation. Submit three sets of plans and specifications for approval; or the permit may be applied for electronically at MyBuildingPermit.com. The system shall comply with Washington State Barrier Free requirements regarding installation of visual devices and pull stations. The specific requirements for the system can be found in Kirkland Operating Policy 10.

(If the small office building does not require a fire sprinkler system ((see above)), then a fire alarm system is also not required.)

FIRE EXTINGUISHERS

Portable fire extinguishers are required per Section 906 of the IFC. Travel distance to a fire extinguisher shall not exceed 75 feet as measured along the route of travel.

KEY BOX

A Key box is required (Knox Box). It shall be installed in an approved accessible location no higher than six feet above grade. In most cases it will be located at the front entrance to the building. The box may be purchased on-line at www.knoxbox.com; or by filling out an order form which is available from the Fire Department office. Contact the Fire Prevention Bureau at 425-587-3650 for more information.

BUILDING RADIO COVERAGE

This is not a requirement for a radio system per se, only giving information that the building "may" need a radio system because it is not exempted outright from the requirement (via any of the below thresholds). During the construction process, the building shall be evaluated for radio coverage. If it is determined that a radio system is required, a fire department construction permit is required for installation.

IFC 510.1 (KMC amended) Emergency Responder Radio Coverage. All new buildings shall have approved radio coverage for emergency responders within any building meeting any of the following conditions.

1. There are more than five stories above grade plane (as defined by the International Building Code, Section 202);
2. The total building area is 50,000 square feet or more;
3. The total basement area is 10,000 square feet or more;

Exception:

1. Buildings and area of buildings that have minimum radio coverage signal strength levels of the King County Regional 800 MHz Radio System within the building in accordance with Section 510.4.1.

PUBLIC WORKS DEPARTMENT

PUBLIC WORKS CONDITIONS

Public Works Staff Contacts

Land Use and Pre-Submittal Process:

Building and Land Surface Modification (Grading) Permit Process:

John Burkhalter, Development Engineer Supervisor

Phone: 425-587-3846 Fax: 425-587-3807

E-mail: jb Burkhalter@kirklandwa.gov

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the

City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site.

2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The applicant should anticipate the following fees:

- o Water, Sewer, and Surface Water Connection Fees (paid with the issuance of a Building Permit)
- o Side Sewer Inspection Fee (paid with the issuance of a Building Permit)
- o Septic Tank Abandonment Inspection Fee
- o Water Meter Fee (paid with the issuance of a Building Permit)
- o Right-of-way Fee
- o Review and Inspection Fee (for utilities and street improvements).
- o Building Permits associated with this proposed project will be subject to the traffic, park, and school impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s). Any existing buildings within this project which are demolished will receive a Traffic Impact Fee credit, Park Impact Fee Credit and School Impact Fee Credit. This credit will be applied to the first Building Permits that are applied for within the project. The credit amount for each demolished building will be equal to the most currently adopted Fee schedule. In addition, the Project has a \$35,775 impact fee credit for the land they gave as right-of-way for the NE 85th Street Corridor Improvements Project.

3. Performance and Maintenance Securities:

- There is a standard right of way Performance Security ranging from \$10,000.00 to 30,000.00 (value determined based on amount of right-of-way disruption). This security will be held until the project has been completed.
- Once the Project has been completed there will be a condition of the permit to establish a two year Maintenance Security. Value to be determined.

4. Prior to submittal of a Building or Zoning Permit, the applicant must apply for a Concurrency Test Notice. Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information. A separate Concurrency Permit will be created.

5. After Concurrency has passed a certificate will be issued that will read as follows: CERTIFICATE OF CONCURRENCY: This project has been reviewed and approved for water, sewer, and traffic concurrency. Any water and sewer mitigating conditions are listed within the conditions below. Any traffic mitigating conditions will be found in an attached memorandum from the Public Works Traffic Engineering Analyst to the Planning Department Project Planner. Upon issuance of this permit, this project shall have a valid Certificate of Concurrency and concurrency vesting until the permit expires. This condition shall constitute issuance of a Certificate of Concurrency pursuant to chapter 25.12 of the Kirkland Municipal Code.

6. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy G-7, Engineering Plan Requirements. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.

7. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.

8. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).

9. A completeness check meeting is required prior to submittal of any Building Permit applications.

10. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage storage and pickup. The plan shall conform to Policy G-9 in the Public Works Pre-approved Plans and be approved by Waste Management and the City.

11. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Sanitary Sewer Conditions:

1. The existing sanitary sewer main within the public right-of-way along the front of the property is adequate to serve all the lots within the proposed project.
2. The following is the status of the Emergency Sewer Program Liens according to our records for each property associated with this development. These Liens will need to be paid off prior to issuance of any permit. Some of these may have been paid off since 2013, but I didn't recheck their status for this meeting.
 - 8525 132nd Ave NE Released
 - 8519 132nd Ave NE Released
 - 8505 132nd Ave NE Lien - \$19,387.06

 - 8526 131st Ave NE Lien - \$14,735.44
 - 8520 131st Ave NE Released

 - 13104 NE 85th St Released
 - 13112 NE 85th St Released
 - 13112 NE 85th St Lien - \$19,387.06
3. Provide a side sewer stub sized to accommodate the Project.
4. All side sewer stubs serving the property shall be PVC type pipe per Public Works Pre-approved Plans Sanitary Sewer Design Criteria. Any side sewer not meeting this standard shall be removed and replaced.
5. Any businesses serving food or drink are required to have grease interceptor on the waste line prior to discharge to the City sewer system. The interceptor shall be sized per the Uniform Plumbing Code (minimum).

Water System Conditions:

1. The existing water main in the public right-of-way along the front of the subject property is adequate to serve domestic needs, but needs some upgrades to meet fire flow requirements. We will have RH2 model the system to provide a minimum of 2500 gpm in our system adjacent to the Project per Fire Department requirements. The specific area of concern is 131st Ave NE which only has a flow of approximately 1,500 gpm. The results will need to be incorporated into your Civil Design and constructed prior to Building Permit final.
2. Provide water service(s) from the water main to serve the Project; City of Kirkland will set the water meter(s). The water meter size is determined when the Building Permit is submitted and shall be sized per the Uniform Plumbing Code. Residential units typically require ¾" meters, but may be served by one large meter.
3. The existing water service shall be abandoned unless otherwise approved by the Development Engineer or Construction Inspector.
4. In mixed-use projects each use shall have a separate water meter, e.g., the retail use shall have a separate water meter from residential use.

Surface Water Conditions:

1. Provide temporary and permanent storm water control in accordance with the 2016 King County Surface Water Design Manual (the Manual) and the City of Kirkland Addendum (Policy D-10).
2. To determine the drainage review level required, the target impervious surface area is the maximum allowable lot coverage area for the project, plus any offsite improved impervious areas. See Policies D-2 and D-3 in the Public Works Pre-Approved Plans for drainage review information, or contact Kirkland Surface Water staff at (425) 587-3800 for assistance. The Kirkland Drainage Review Flow Chart is a helpful tool to determine a project's

drainage review level. Drainage review levels are summarized below:

- Full Drainage Review
 - o Any non-residential project that creates more than 2,000 sf of new and/or replaced impervious surface, or greater than 7,000 sf of land disturbing activity will trigger a Full Drainage Review.
 - o For single family residential projects that do not fall under Simplified Drainage Review, they will be a Full Drainage Review.
- 3. If a stormwater detention system is required, it shall be designed to Level 2 standards. Historic (forested) conditions shall be used as the pre-developed modeling condition.
- 4. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater Low Impact Development (LID) facilities per the 2016 King County Surface Water Design Manual. If feasible, stormwater LID facilities are required. If LID is determined to be infeasible, a Surface Water Adjustment is required for the project. Also, if LID is infeasible, pervious pavement cannot be used to reduce overall impervious lot coverage.
- 5. Special inspections may be required for LID facilities on this project. Provide documentation of inspections by a licensed geotechnical professional that the facility will function as designed.
- 6. If the project will create or replace more than 5,000 square feet of new impervious area that will be used by vehicles (PGIS - pollution generating impervious surface). Provide stormwater quality treatment per the 2016 King County Surface Water Design Manual. The enhanced treatment level is required for multi-family residential, commercial, and industrial projects.
- 7. Because this project site is one acre or greater, the following conditions apply:
 - Amended soil requirements (Pre-Approved Plan CK-E.12) must be used in all landscaped areas.
 - If the project meets minimum criteria for water quality treatment (5,000 sf pollution generating impervious surface area), the enhanced level of treatment is required if the project is multi-family residential, commercial, or industrial. Enhanced treatment targets the removal of metals such as copper and zinc.
 - The applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Department of Ecology. Provide the City with a copy of the Notice of Intent for the permit. Permit Information can be found at the following website: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>
 - o Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland PW Dept. pre-construction meeting with a completed SWPPP.
 - Turbidity monitoring by the developer/contractor is required if a project contains a lake, stream, or wetland.
 - A Stormwater Pollution Prevention and Spill (SWPPS) Plan must be kept on site during all phases of construction and shall address construction-related pollution generating activities. Follow the guidelines in the 2016 King County Surface Water Design Manual for plan preparation.
- 8. Provide a level one off-site analysis (based on the King County Surface Water Design Manual, core requirement #2).
- 9. Provide an erosion control report and plan with Building or Land Surface Modification Permit application. The plan shall be in accordance with the 2009 King County Surface Water Design Manual.
- 10. Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.
- 11. Provide collection and conveyance of right-of-way storm drainage.
- 12. Provide a plan and profile design for the storm sewer system.

13. Provide a 15' wide access easement to the storm detention control manhole; easement must be improved with 10' of asphalt and drainage control to protect against erosion.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts 132nd Ave NE, NE 85th St and 131st Ave NE. These streets are Arterial, Arterial and Neighborhood Access type streets, respectively. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:

A. 132nd Ave NE Improvements:

- Remove curb, gutter and sidewalk, and install an 8 foot wide buffered bike lane, Type A curb, 4.5' wide planter with street trees 30' on center, and a 5' wide sidewalk. (condition revised after discussions with RJ and JP; 5 foot bike lane to remain with current curb alignment and provide/enhance 8 foot sidewalk with street trees 30 foot on-center in 4x6 tree wells).
- The curb radius at the intersection with 85th may remain as is to maintain the existing 5' wide bike lane.

B. NE 85th Street Improvements:

- Replace and cracked or broken curb, gutter and sidewalk.
- Remove curb cuts and replace curb, gutter and sidewalk accordingly.
- The City of Kirkland is open to exploring the possibility of parallel parking along the NE 85th St frontage and would want to review a comprehensive traffic study before granting any approval. Please contact Thang Nguyen for details of the study requirements. In addition, the following improvements would be required.
 - o Move the face of curb back 8 feet to allow for the parking lane.
 - o Provide a 7 foot wide sidewalk, 6.5 foot wide planter with street trees 30 foot on-center, and pedestrian lighting every 60 feet on-center.
 - o Dedicate sufficient right-of-way to encompass the improvements.

C. 131st Ave NE Improvements:

- Install curb and gutter 18 feet from centerline of right-of-way to face of curb.
- Provide a 4.5 foot planter strip with street trees 30 foot on-center and a 5 foot sidewalk.
- Dedicate 5 foot of right-of-way along the frontage.

2. When three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline, the street shall be overlaid with new asphalt or the existing asphalt shall be removed and replaced per the City of Kirkland Street Asphalt Overlay Policy R-7.

- Existing streets with 4-inches or more of existing asphalt shall receive a 2-inch (minimum thickness) asphalt overlay. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
- Existing streets with 3-inches or less of existing asphalt shall have the existing asphalt removed and replaced with an asphalt thickness equal or greater than the existing asphalt provided however that no asphalt shall be less than 2-inches thick and the subgrade shall be compacted to 95% density.

3. Meet the requirements of the City of Kirkland Driveway Pre-Approved Policy R-4.

- Driveways along 132nd Ave NE and 131st Ave NE shall be located a minimum of 150 feet north of the intersections with 85th measured from the face of curb. The presubmittal documents are not dimensioned so this could not be verified. All driveways will be reviewed during SEPA as part of the traffic and parking analysis.
- No driveways from 85th are allowed.

4. For Multi-family projects, the garage access serving more than 1 unit shall be at least 20 ft. wide. This comment is in reference to any parking garage not individual garages for townhomes that may be requested.

5. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle. See Public Works Pre-approved Policy R.13 for the sight distance criteria and specifications.

6. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project associated street or utility improvements.

7. Underground all new and existing on-site utility lines and overhead transmission lines.

8. Underground any new off-site transmission lines.
9. Zoning Code Section 110.60.9 establishes the requirement that existing utility and transmission (power, telephone, etc.) lines on-site and in rights-of-way adjacent to the site must be underground. The Public Works Director may determine if undergrounding transmission lines in the adjacent right-of-way is not feasible and defer the undergrounding by signing an agreement to participate in an undergrounding project, if one is ever proposed. In this case, the Public Works Director has determined that undergrounding of existing overhead utility on NE 85th Street, 132nd Avenue NE and 131st Avenue NE is feasible at this time and the undergrounding of off-site/frontage transmission lines should not be deferred with a Local Improvement District (LID) No Protest Agreement.
10. New LED street lights may be required along the 131st Avenue NE and 132nd Avenue NE Project frontages per Puget Power design and Public Works approval. Contact the INTO Light Division at PSE for a lighting analysis. If lighting is necessary, design must be submitted prior to issuance of a grading or building permit.
11. A striping plan for the street must be submitted with the building or grading permit.

Dear Design Review Board Members,

My family lives in the house at 8402 132nd Ave NE, which is near the subject property for the Continental Divide Mixed Use project. I have concerns about the severe impact this project could have on our neighborhood. I request your help in mitigating the detrimental effects of this project before it is built.

Our Architect's Review

My neighbors and I feel so strongly about the proposed project that we commissioned a Design Review Report from architect John Adams of Adams Architecture. Mr. Adams has analyzed the plans, cited specific design guidelines to support his conclusions, and made recommendations to the Design Review Board. Please see Mr. Adams' report in the attachment.

Please Do Not Award Variances

The Continental Divide project takes maximum advantage of the code. The developer even had the zoning code changed for the entire zone around this property so that this one project could be built according to their exact vision. Furthermore, the developer repeatedly ignores the feedback of the board and shows no willingness to compromise. This board should not reward these tactics with variances.

- **Modulation:** The city's design regulations state that facades longer than 120' need 30' wide and 20' deep modulations every 120' (KZC 92.30.3 Architecture and Human Scale). None of the facades meet this requirement. Alternative approaches are only allowed if there is superior design that is "consistent with the design guidelines and the Comprehensive Plan." (KZC 92.30.4). Until and unless this board considers the Continental Divide project to have a design so superior to the alternatives that it is worthy of a modulation variance, this variance should not be awarded. Horizontal modulation is also needed to create human scale. Our architect points out that "without a balanced amount of horizontal facade modulation the vertical breakup makes the project feel very tall" (page 5.17).
- **Roof Height:** The variance for roof height should not be granted because of the solar impact on the properties to the north. The additional height is used to add shed roofs, which our architect points out is not in keeping with the neighborhood which would typically be a "low slung ranch-style house with shallow gable or hip roofs" (page 5.16). The proposed gabled rooflines will appear flat to pedestrians at the ground level.
- **Buffer from 85th:** The request for the commercial buildings to be 5 feet closer to 85th means a narrower pedestrian area and public sidewalk. The 5 feet should be used for more landscaping and amenities rather than pushing pedestrians closer to the busy street.
- **Encroaching Balconies:** This proposal asks for variances on every side and in every direction, including up by way of the roof height variance. Allowing balconies to encroach onto 132nd Street may seem small, but it sets a precedent and adds to the towering intrusion of the project.
- **Privacy:** This project invades its neighbors' privacy more than single-family or medium density homes. Lower density housing would not direct 69 windows at the 5 properties to the north. Options could be proposed for breaking up or minimizing the wall of windows directed at single-family homes, yet no effort has been made. In one revision, most of the windows removed were transom windows on the third floor. From inside the third floor, a high up window would see the sky, not the neighbors, therefore removal of those windows did not address privacy. Approval of this project would be ignoring the blatant invasion of privacy and the intent of the Design Guidelines for Rose Hill Business District.

Repeatedly ignoring the feedback of the Design Review Board should not be rewarded with variances nor approval of their design.

Violations of the Neighborhood Plan

Two violations of the Rose Hill Neighborhood Plan, which specifically apply to the East End, are still not reflected in the current proposal. Please insist that the developer's proposal adhere to the neighborhood plan.

- The description of the project states it is "a four story mixed use building" however the Rose Hill Neighborhood Plan limits buildings to three stories by stating, "providing incentives including increased building heights up to three stories" (East End Policies, Policy RH-32). This project cannot have four stories if the limit is three stories.
- This project includes a single-story commercial building, however the Rose Hill Neighborhood Plan prohibits such buildings by stating, "Discourage single-story retail buildings" (East End Policies, Policy RH-32). A design which includes a new single-story retail building should not be approved by the Design Review Board.

Poor Pedestrian Experience

Pedestrians on 132nd (the east façade) will see featureless grey, brown, and tan walls. The proposed landscaping doesn't soften or mitigate the walls even when the plants reach maturity.



DRB Packet 01/06/2020, Part 2, Page 104



DRB Packet 01/06/2020, Part 3, Page 102



DRB Packet 01/06/2020, Part 1, Page 36

Inconsistencies Throughout Packet

The board requested that the developer: "Ensure that all plans are coordinated throughout the entire packet including landscape plans." Despite this, the packet for the January 6th meeting contains the same renderings and drawings from previous meetings, making it very difficult to determine what is currently being proposed. The board should not approve a design that is presented so confusingly and incompletely.

Gateway Corner

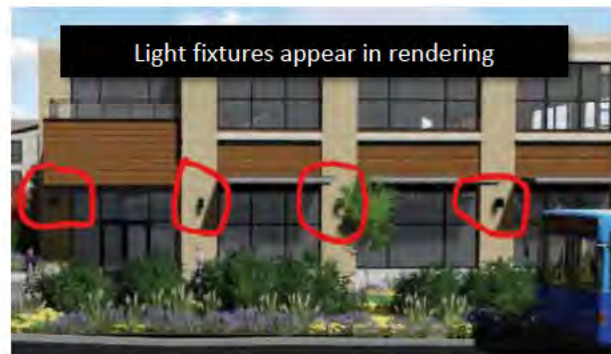


DRB Packet 01/06/2020, Part 3, Page 127



DRB Packet 01/06/2020, Part 3, Page 133

Lighting



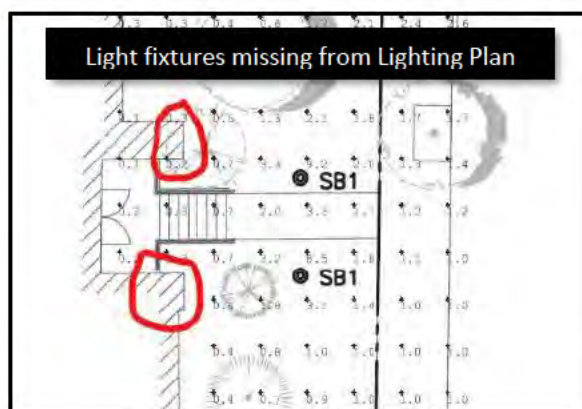
DRB Packet 01/06/2020, Part 2, Page 82



DRB Packet 01/06/2020, Part 2, Page 74



DRB Packet 01/06/2020, Part 2, Page 99



DRB Packet 01/06/2020, Part 3, Page 138

Roofline Configuration

West roofline in rendering



DRB Packet 01/06/2020, Part 2, Page 111

West roofline in elevation



DRB Packet 01/06/2020, Part 3, Page 127

85th Sidewalk



DRB Packet 01/06/2020, Part 3, Page 141



DRB Packet 01/06/2020, Part 1, Page 32



DRB Packet 01/06/2020, Part 2, Page 92

Developer's Public Outreach

In the last Design Review Board meeting on November 18th, the board encouraged the developer to engage in public outreach. On November 24th, the following comment was made on our neighborhood GoFundMe page by Josh Lysen, co-owner of Merit Homes:

Please consider this additional information. The Continental Divide project WILL comply with all zoning and building codes. As a result of EXISTING traffic conditions the CD project has agreed to cooperate with the city and provide 12ft off it's east property line for an additional south bound turn lane into Redmond. This turn lane is NOT a result of any increase in traffic from the project, which the 3rd party traffic report determined did not warrant additional traffic mitigation. 40,000 cars per day move along NE 85th, also known as a Wa State Highway, and 12,000 cars per day move along 132nd Ave NE, making this location one of the busiest in Kirkland. This traffic is all vastly pass through traffic of course from neighboring communities to the north. Limiting Kirkland's own development, along our busiest roads no less, as some sort of stop gap measure makes no sense. Further, Kirkland desperately needs more housing, particular more alternatives to the \$1m+ single family housing, which this project provides as well as 10% "affordable" housing, which is defined and mandated in the code. The Design Review board clearly made a point of stating on the Nov. 18th mtg that they CAN NOT and WILL NOT deny this project because of it's building height or over all size because that complies with code and is outside their scope. They only want some minor changes to the commercial building, more detailed plan set and then they intend to pass it. Any appeal will only add a minor delay, but it will not stop this project because the project WILL comply with all code. IF we delay the project too much longer, the applicant may change and request a 5 story building. 5 Story is more typical for this location, this height was approved for the Bridle Trails location which has far less traffic. All of NE 85th corridor WILL be

redeveloped in the coming years, much of it is already in the process of redevelopment now. 600+ units coming to Petco, 100+ units coming to Baskin Robbins site. Sound Transit with their \$300m investment in the I405 and NE 85th interchange will ensure that this continues. The Continental Divide building will be a stunning looking building, it will be an amenity to the community and property values around it WILL increase.

Please Do Not Approve

I am seeking the following solutions and intervention on the Design Review Board's part:

- The design for this development should not be approved, because it violates the Neighborhood Plan and does not reflect the feedback from the board.
- Upcoming Design Review Board meetings should be cancelled until:
 - The developer proves this development complies with the Rose Hill Neighborhood Plan.
 - The developer demonstrates a willingness to respond to requests from board members.
 - The developer makes concessions to address the concerns of the neighborhood of which this project wants to be a part.
- If the developer does not provide a revised plan within the 7 days required by the city code, the corresponding Design Review Board meeting should be cancelled and rescheduled for no less than 30 days in the future. This will allow board members and community members enough time to be informed about the new meeting.

Please do not set a precedent by allowing this huge, out-of-place development in our neighborhood which does not reflect to the board's requests and clearly conflicts with the Rose Hill Neighborhood Plan. Please do what is in the power of the Design Review Board to help our neighborhood keep its safety, traffic flow, and quality of life. We are counting on you to hear us and make the vital changes necessary before the Continental Divide project is built.

Sincerely,

Olivia Ahna

8402 132nd Ave NE



27 November 2018

Adams Architecture
John & Anne Adams
tel. 206-954-2885 Anne
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www.adamsarchitecture.net
anne@adamsarchitecture.net
john@adamsarchitecture.net

The Rose Hill Community Group
info@comingtokirkland.com

Re: Continental Divide Mixed Use Project - DRV18-00312

Dear Rose Hill Community Group:

At your request, I have reviewed the "Continental Divide" mixed-use project, City of Kirkland project #DRV18-00312. The documents I have reviewed are the latest versions of documents posted on the internet including:

Continental Divide Mixed Use Project DRB Meeting Packet 07022018 -
DRV18-00312.pdf

Design Guidelines for Rose Hill Business District, The City of Kirkland, Jan. 3 2006

The scope of my review has been limited to the compliance of the project proposal with the City of Kirkland design guidelines for the Rose Hill Design District. In particular, the site is located within the "East End" district of the Rose Hill neighborhood. This East End portion of the design area is intended to be the lowest scaled and least intensely developed of the areas in Rose Hill. Issues relatedly directly to the Land Use code such as parking and building height are not within the purview of this review.

My comments below are organized in the same order as the design guidelines are listed. In the document references below "DG" is the 'Design Guidelines for Rose Hill Business District' and "DRB Packet" is the "Continental Divide Mixed Use Project DRB Meeting Packet 07022018".

Page numbers are just noted as p.5 or pp. 5-6. Specific sections of the Design Guidelines are referred to by the outline labeling; so section "5." paragraph "c" will be noted as "DG 5c".

Introductory Sections

The Design Guidelines are consistent in suggesting that smaller scale development is appropriate at the "East End" portion of the Rose Hill District (DG pg. 7). The guidelines also suggest that new developments are "residential in character" and suggests that the "conversion of single-family homes" is an example of a properly scaled development. The proposal as presented is instead almost a "superblock" development with a massive single floor plate hidden behind a series of "western storefront" facade elements. This is clearly shown in the application's design parti diagrams (DRB Packet p. 10) showing a large c-shaped massing with "assembled pieces" shown dropping into place.



The guidelines go on to predict property consolidation but still refer to a “mix of storefronts” and “multi-stories buildings” implying a collection of smaller scale residential and commercial buildings. It is clear from DG Figure 18 and Figure 32 that the intent for the entire Rose Hill District is to front each street block with two or even three buildings. This would be especially applicable at the East End portion of the district where smaller scale building with less density is desired. Except for a mid-block break for the 85th Street plaza, the remaining facades are almost monolithic in their presentation to the neighboring sites (pp. 13-14 DRB Packet).

1. Entry Gateway Features

The design guidelines call for a unique landscaping treatment at the gateway corners of Rose Hill (DG 1a). No discernible “distinctive landscaping” with a rose garden or other distinctive soft-scape elements are visible.

The guidelines also call for an artwork element which is not shown (DG 1b). The southeast corner of the project has a masonry element shown, but it does not appear to be a monument sign nor an architectural “gateway element”. It is crowded by the massing of building directly behind it and is not unique as there is a copy of this element at the west end of the project. It also appears that the element is under-scaled as it is barely visible in the context of the building (DRB Packet p.8).

It is also unclear if the element is the same or different material as the building (see image on p35 vs p32 DRB Packet). Finally no gateway sign with City logo is visible or not sufficiently documented to understand (DG 1c, 1d).

No lighting is shown and needs to be submitted for review (DG 1e).

2. Street Trees

The street trees required by Section 2 of the design guidelines are not documented clearly as trees in the ROW and on the private property are simply shown as graphic elements without species callouts, planting information, tree grates, etc.

It is hard to tell if trees represent a unifying element as called out in Design Guidelines 2b.

3. Street Corners

There does not seem to be any discernible strategy to organize the corner of the building to emphasize the gateway quality of the eastern intersection. Statements made on p8 of DRB Draft Packet are not consistent with the images presented on the same page.

Design guidelines 3a, 3c, 3d suggest the following options (DG p10):

Design treatments that emphasize street corners (DG 3a). - These are not apparent in the proposal. The aspects suggested by the applicant (DRB Packet p8) are neither recognized treatments by the design guideline nor unique to the corner design which is



intended to be “distinctive” and “special”. (DG 3a 3c 3d). Also, no signage program either for the development or gateway element is shown. (DG 3A, DG 1c)

Plaza spaces (DG 3a) - No plazas are present at the corner in fact the corner feels crowded and not a good place for pedestrian gathering.

Special landscaping elements (DG 3c) These are not visible in DRB presentation. There is also no indication how seasonal interest will be provided. The applicant should prepare a planting diagram indicating plants species and which softscape elements will add seasonal interest in all four seasons.

The guidelines also call for visual interest, sense of proportion and human scale. (DG 3d) Suggestions include:

Raised Roof Line - roof line is not raised instead it is a continuation of the residential wing’s roofline.

Turret - no typical corner type architectural element is present

Corner Balconies - a rooftop terrace is proposed but it is hidden behind a parapet wall

Special Awning - no awning or canopies are proposed at corner entry. Instead the entry is simply recessed under the parapet above. This treatment is repeated at all the commercial entries along 85th making the corner element totally indistinct from the other storefronts. Awnings that are proposed adjacent to the corner entry are exact copies of other awnings on building and are not sufficiently scaled to be identifiable as a special element.

Distinctive Building Materials - No special materials are suggested, just a repeat of the CMU and fiber-cement offered everywhere else on the project.

It should be noted that it is unfortunate that the public plaza has been placed at mid-block instead of at the corner. While the plaza is a good design feature, the design proposal has missed the opportunity to “hit two birds with one stone” and create the entry gateway element carefully described in the design guidelines and provide a successful urban gathering space. Figures 8 and 17 of the Design Guideline shows clearly how this can be accomplished. A much smaller corner building uniquely scaled and clearly differentiated from the adjoining residential bar could potentially better address these issues.

4. Pedestrian-Friendly Building Fronts

The applicant is seeking a zoning code departure from KZC 53.84 to reduce the front setback suggesting a Pedestrian-Oriented Facade along 85th to compensate. However, the application is not meeting the intent of such a facade design as they are blocking the facade with a landscape strip, not relocating and/or widening the sidewalk and therefore keeping pedestrians away from the facade. This design compromises both approaches as a smaller planting strip is created, as opposed to the width suggested by the property setbacks and in Figures 15 and 16 of the Design Guidelines. Additionally,



the awnings provided do nothing for the pedestrian because they are located over the planting beds. The design clearly does not meet the intent of a pedestrian-oriented facade (DG figure 19) and the departure should not be granted on this basis.

5. Building Location and Orientation

Section 5 of the design guidelines address multi-story buildings adjacent to single-family residents (north, east, and west of the site in particular). Several suggestions were not incorporated into the design including, minimizing windows to protect privacy and increasing upper-level building setbacks.

It would also stand to reason that breaking the building up into smaller buildings on the site would also encourage the type of scale that would “minimize negative impacts to adjacent single-family residential areas” (DG 5 Objectives) and “Locate and orient building toward streets, **plaza or common open space, and major internal pathways** (emphasis mine) (DG 5a). The “super-block” aspect of the massing does not support the type of development suggested in Section 5 of the Design Guidelines. The mass and bulk of the design is made more imposing by the fact that the building has not been set back at any of the upper levels overlooking the residential neighbors.

The height and width of the unbroken mass of building render is totally out of scale with anything in the East End district if not within the whole of the Rose Hill Design District.

6. Sidewalk And Pathway Widths

Documents indicating that the sidewalks existing adjacent to the site are sufficient to meet the design guidelines were not available for review.

No “curb zone” is suggested or documented per DG 6a and 6b. This should be documented in the application.

A cross-section through these facades out to the roadway would be appropriate to validate if the guidance of DG Section 6 is being met.

7. Pedestrian Coverings

Very few functional pedestrian coverings are provided. Generally, the only pedestrian weather protection offered are roof overhangs directly above individual doorways. This may be appropriate for the design as it is further developed. But as presented, and as noted above, the opportunity for true pedestrian coverings in the form of awnings was missed when the applicant planted the facades. The metal awnings provided at the storefronts serve only to shade the glass (desirable) and the planting areas below (undesirable).

9. Lighting

Proper lighting plans or design were not available for review. Applicant should be required to submit an exterior lighting design for review by the DRB.



11. Interior Pedestrian Connections

As has been noted several times already the large block wide “superblock” type of structure presents a massive facade fronting the adjoining neighbors. In addition, it prevents the interior pedestrian connections envisioned by the design guidelines (see DG figure 32).

16. Architectural Style

DG 16b specifically encourage projects in the East End to adopt common residential styles, arguably low slung ranch-style house with shallow gable or hip roofs. The repetitive shed roofs set on highly vertical facade modulation bays is not in keeping with these types of homes.

In addition, very few opportunities to relate to human scale are offered on the east or west facade as there are few grade level doors, stoops, or porches; items that typically give large residential developments a more human scale. The location of the bottom level parking garage has the effect of creating long sections of blank facades along the east elevation.

17. Architectural Scale

The residential facades facing the surrounding neighborhood seem especially tall. This is emphasized by the proposal the break up the face into many vertical “assembled pieces” (DRB Packet p. 10). While this type of facade modulation is helpful, without a balanced amount of horizontal facade modulation the vertical breakup makes the project feel very tall. A more thoughtful approach to differentiating floors by changing the fenestration sizes and patterns, changing materials at upper levels, upper level set backs etc. should be considered to more effectively mitigate the apparent height of the building.

DG 17a suggests limiting the size of fenestration to 35 square feet (sf). A standard 6’x7’ double entry door would exceed this criterion.

As can be seen on the application (DRB Packet pp. 13-14) there are many windows well in excess of the size of the double entry doors. While the guidelines also call for a good deal of transparency facing 85th, the application shows a fenestration pattern and scale more typical in an office or large commercial building. In other words, the intent of the design guidelines is to encourage many, smaller “punched openings” and discourage larger “walls of glass” seen in more contemporary and larger scale buildings. The project proposed is in conflict with this intension.

Several of the windows in the residential section of the project also seem to be larger that 35sf but it is difficult to tell for sure with the application materials available.

Please see also the related discussion above to architectural scale under 5. Building Location and Orientation



18. Human Scale

On the commercial frontage, the size of the glazing and tall parapet wall combine to make the project feel scale-less. Few mitigating elements are present. Suggestions of these mitigating elements include arcades, balconies, bay windows, trellis, landscaping, awnings, cornices, friezes, art concepts, and courtyards (DG 18a).

Since the awnings do not cover pedestrians (as discussed above) only the landscape areas and the courtyard serve to help mitigate scale. However, these will be kept low as requested by the City and there will do less to mitigate the scale of the facades.

The elevations as presented (DRB Packet pp. 13-14) do not have scale figures placed in the drawings. This makes it difficult for reviewers to judge the scalar qualities of the building. Nevertheless, given the apparent height of the glazing and tall parapet wall, lack of mitigating elements, and the fact that almost all of the entries seemed raised above the sidewalk, it is my opinion that the project does not have a desirable human scale as suggested in section 17b of the Design Guidelines.

The applicant should provide rendered elevations and perspective views with properly scaled human figures to better evaluate the human scale of the proposal.

19. Building Details and Materials

In reviewing page 12 of the DRB Draft Packet, it is unclear where building materials are located. In particular, the two tan colors of fiber-cement siding vs. fiber-cement panels.

The design guidelines section 19 suggests limiting the use of "concrete block, metal siding, stucco or similar materials..." (DG 19c). Almost the entire project is made up of concrete block and fiber-cement panels (which is visually similar to stucco or EIFS). No natural brick, stone, timber, metal or other "quality building materials" are present as suggested in DG 19b and DG 9-Objectives.

No ornament nor any particular emphasis on "highlighting building features such as doors..." (DG 19a) is apparent in the design. Doors, for example, are for the most part incidental panels in a large storefront facade. These storefront doors are set deep into the building, de-emphasizing them even more.

20. Signs

A visual representation of the signage program is missing. The large open expanses of concrete block parapet facing 85th suggest that an uncontrolled, mixed-bag of surface-mounted tenant signs will be installed. Pedestrian-oriented blade signs do not seem possible with this design as suggested by DG 10a (for pedestrian-oriented facades).

Given the size of this project, the signage would ideally be combined together into a shared signage program integrated with the architecture as suggested in DG 20e. That suggestion does not seem to be considered in the application materials reviewed.



Conclusion

The design guidelines seemed to anticipate that a project of larger scale than the current development density was inevitable. (DG p.7) However, the overall intent of the East End sub-district was to maintain lower scaled building, to emphasize a residential and small-business character (DG Fig. 3) and provide "a setting compatible with the surrounding residential uses" (DG p. 3). Several primary issues conspire to make this project, as designed, inappropriate for the site. These include:

Huge floor plate and building bulk. The project size dwarfs any other building footprint in the area creating a "superblock" feel to the proposal and creating a cascade of other design problems relating to the design guidelines include scale parity with neighboring houses, lack of interior connections, and missing human scale. This is exasperated by the number of stories proposed which is not addressed directly in the Design Guidelines but should be noted here due to the impact of the overwhelming sense of bulk that the project presents.

Total lack of a gateway aspect to the design. The very small corner arch element made out of concrete block seems totally dwarfed by the building that is crowding it at the corner. The building itself offers almost no clue to the pedestrian or driver that they are entering the Rose Hill Neighborhood or the City of Kirkland.

Conflicted approach to the facades facing 85th. The facades are neither pedestrian-friendly nor set back far enough to meet code and provide a large landscape buffer. The scale of the facade is not human-scaled and the awnings on the facade are too small and inaccessible to be of any value urbanistically.

Numerous other issues, such as material choices, further make the proposal out of step with the design guidance provided by the City of Kirkland. As the very real gateway project to Kirkland the project should, as much as any other proposal, meet the primary design objective of the district which includes "Ensure that new developments meet high standards building and site design." (Design Guidelines pg. 2, "Design Objectives")

I hope these observations help you understand the building proposal in front of you and give positive suggestions to help address your concerns. If you have any questions or comments on the above please do not hesitate to contact me.

Sincerely,

John H Adams, AIA

Tony Leavitt

From: Michele Westmorland <michele@westmorlandimages.com>
Sent: Friday, January 03, 2020 12:29 PM
To: Kurt Triplett; Tony Leavitt; Design Review Board
Subject: Public Comment on Continental Divide Project DRV18-00312

PLEASE IMMEDIATELY DELIVER TO ALL DESIGN REVIEW BOARD MEMBERS

Dear Design and Review Board Members,

After trying to assess the multiple designs over the past 2 years, there seems to be a lot of questions remaining and not answered. I'm asking that the DRBMs to look at this project and provide better solutions to the myriad of questions that those of us living in the Rosehill Neighborhood have.

- The walkway at the north end of the project is proposed? Or Not?
- Exterior materials and windows: It is apparent that little or no concern as to the Native Growth Protection Areas directly to the east of the project is current with City of Kirkland's own Green Building Program. Are the materials for siding consistent with guidelines that are bird friendly? What is the material? Is there enough modulation, especially on the east, so that avian species that nest close by are not killed or impacted by this high of a structure? How is the glass on the commercial and residential units treated? This is one of the major causes of bird kill identified by ornithologists throughout the United States.
- It is not clear that a licensed forester/arborist has evaluated the existing trees on the property.
- It is also not clear that the number of windows have been addressed properly for this dense and height project. How will both residential, commercial and access lighting be addressed as mentioned in the Green Building Program?
- Parking and access to these areas, with sufficient turnaround space, is still not adequately addressed.
- Neighbors to the north will be impacted by less sunlight hours, especially the significant investment for solar panels by one of the neighbors. Less sunlight will also lessen the ability for the residents on the north to have much of a garden or, more important, privacy.
- There are too many contradictions in the layouts/drawings provided. This is causing a lot of confusion.
- Most important: THIS IS TOO DENSE OF A PROJECT FOR THE ROSEHILL NEIGHBORHOOD. It does not matter if you're a resident on the City of Kirkland side or the City of Redmond side of 132nd. It is completely out of character, design function, ingress and egress and a multitude of other problems.

Sincerely,

Michele Westmorland, Resident of The Pointe

Photographer, Director
425-896-8113



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www.headhuntrevisited.org

Tony Leavitt

From: Mary Yax <maryyax@cbbain.com>
Sent: Monday, December 30, 2019 9:47 PM
To: Tony Leavitt
Subject: CONTINENTAL DIVIDE DESIGN REVIEW

PLEASE IMMEDIATELY DELIVER TO ALL DESIGN REVIEW BOARD MEMBERS

Dear Design Review Board Members:

Please take a good look at the following items in your review of the Continental Divide:

- Where is walkway from apartments to 131st Ave NE
- Roof design that fits into neighborhood. No shed roofs within blocks.
- Hammerhead in parking lot over 150' . At a minimum 6' turnaround for cars, Not shown
- Where are significant trees designated by forester to be protected. Not on landscape plan.
- Not one street light. Not one potted plant, Not one trellis. All suggestions in RHBD Guide
- Where are less windows and balconies for privacy of neighbors as you suggested.
- Less landscaping. More amenities in a larger tenant outdoor area.
- Solar plans put neighbors in the dark during winter months.
- Where is garbage compactor, elevator equipment, unisex showers. Not shown
- Turnaround for trucks on 131st. not shown
- Design of southeast corner showing 12' ROW and easement for moving traffic light. Also no turret, balcony, special windows as suggested in RHBD Guide. Image I do not believe is to scale.
- Confusing. Some drawings show deck above entry to the SE office. Now some show entry with just a flat hanging roof. The is getting worse not better. To many contradictions in these drawings.
- Which are the affordable housing units as you requested.
- **Code Summary 92.30** regarding techniques to moderate bulk and mass in RHBD along all streets and public open spaces maximum facade length is 120'. Any facade that exceeds 120' require: (1) shall be divided by 30' modulation and (2) Modulation shall be 20' depth and start at finish grade and extend through all floors. You all have emphasized this over and over again and it's code.
- Not a large enough parking lot for guests and patrons. No clear statement of where office and retail folks will park.
- Merit should get **NO VARIANCE** on NE 85th. They have PUSHED THE ENVELOPE TOO FAR. The applicant chose to move his building further towards NE85th so he would qualify for a 5" bonus in height. He could have set the building further back and built a slightly smaller complex which would have benefited the neighborhood. The variance is NOT A SUPERIOR PLAN and DOES NOTHING for the neighborhood. It does not "pass the test".

Lets take it slow and make sure all the facts, details and measurements are clear and precise prior to making this very important decision that sets the standard for Rose Hill. There is a reason why we continue to struggle with this project. Things are not clear enough to make a rational and convincing decision. Still trying to put 10 pounds in an 8 pound box. It just doesn't fit right and adjustments are yet to be made.

Mary Yax
8624 133rd Avenue NE

Tony Leavitt

From: S. Davis <spicker76@yahoo.com>
Sent: Friday, January 03, 2020 3:56 PM
To: Design Review Board; Tony Leavitt
Cc: Adam Weinstein
Subject: Public Comment on Continental Divide Project DRV18-00312
Attachments: lysenthreat.PNG

Dear Design Review Board,

I wanted to write an email on the Continental Divide DRB Packet. My email is a little long so I think you ahead of time for reading it. I am trying to write in my own words but I need to include actual the city code for "evidence". **I think they should get absolutely no design departure or "minor" variations. The city is giving them plenty of variances in other areas.** The developer is not even fixing the areas the DRB requested. I will not get into all of the issues with the "new" design vs requested by DRB since I know you will get a few detailed emails on this subject.

I am not an expert and I have tried to understand the codes and laws. I have learned a lot about the city by researching this project over the past 18 months. I have also met a few lifelong friends in a nearby neighborhood as the neighborhoods in the area have come together to make sure this development follows code.

I believe the planning department has not made the applicant follow the code with many requirements that would impact the design of this project. Issues - parking, number of driveways, location of driveways, traffic impact, interpretation of the agreed upon neighborhood plan (up to three stories), vision of 85th street (low impact on east end), ADA access, and many issues with code related to Chapter 105 – PARKING AREAS, VEHICLE AND PEDESTRIAN ACCESS, AND RELATED IMPROVEMENTS and Chapter 92 – DESIGN REGULATIONS.

The main one being the parking lot with required landscaping every spaces, handicap and pedestrian walkways since there are at least 8 spots. There should be at least 28 spots based on basic need (2 need to be Handicap), landscaped island every 8 spaces, all parking stalls located at the end of a dead-end parking aisle must be provided with adequate backing and turnaround space, and then per ADA they need to add another handicap spot. Where will they get this space for the required landscaped islands and the space for another handicap space which needs more room than a typical spot? Take it out of the already too small courtyard and other outdoor pedestrian areas? Parking area is a part of design review per the below. The developer does not qualify for modifications based on the criteria. Also, the developer's own traffic report states the 26 parking stalls available do not support peak need. I know the planning department says parking will be handled but this is obviously a big issue and the design will change once the above requirement are added. Per 95.44 the DRB should review the parking area design. I think number of appropriate stalls is directly linked to the design. We know how many stalls have to be available.

95.44 Internal Parking Lot Landscaping Requirements: The following internal parking lot landscape standards apply to each parking lot or portion thereof containing more than eight (8) parking stalls.

1. The parking lot must contain 25 square feet of landscaped area per parking stall planted as follows:

a. The applicant shall arrange the required landscaping throughout the parking lot to provide landscape islands or peninsulas to separate groups of parking spaces (generally every eight (8) stalls) from one another and each row of spaces from any adjacent driveway that runs perpendicular to the row. This island or peninsula must be surrounded by a 6-inch-high vertical curb and be of similar dimensions as the adjacent parking stalls. Gaps in curbs are allowed for stormwater runoff to enter landscape island.

3. **If development is subject to Design Review as described in Chapter 142 KZC, the City will review the parking area design, plant choice and specific plant location as part of the Design Review approval.** The City may also require or permit modification to the required landscaping and design of the parking area as part of Design Review approval.

The next issue is the lack of human scale. This building is just bulk and mass towering over a residential area on a dead end street. I believe the below listed Chapter 92 codes and required distances/measurements are not being followed. There is a lack of horizontal and vertical modulation. There is no set back of 10 ft - **All stories above the second story must be set back at least 10 feet from the ground floor facade along at least two (2) facades of the building.** The modulation shall be 20 feet in depth and shall start at finished grade and extend through all floors. The roof line does not appear to be following the codes.

The third issue is the garage entrance is too close to a residential home by 15ft. This means the building design needs to be smaller or something moved around. This will also impact the design. I am pushing for no variance on the garage entrance as this will be the main entrance and the poor neighbor (Rajesh) will be greatly impacted in another way by this development. We already know he is being impacted by the shade created by this huge, out of place building as his home has solar panels.

This project does not follow the following code - "Multi-Story Buildings on Sites Adjacent to a Low Density Zone in RHBD and TLBD – Multi-story buildings on sites adjacent to a low density zone in RHBD and TLBD shall be configured and designed to minimize privacy impacts on adjacent low density uses. For example, a development may meet this requirement by orienting upper floors towards the street and/or towards interior courtyards."

The fourth issue is the lack of pedestrian space, a thru pedestrian walkway and the need for a 15 ft by 15 ft covered area. Plus safety for the residents by having enough room for firetrucks if they are ever needed.

I also believe there is not enough pedestrian oriented space that is required (required sidewalks and pathways don't count). And there should be no adjacent unscreened parking lots.

I believe they should get absolutely no design departure or "minor" variations. They are not creating a superior design. They are definitely causing a substantial detrimental effect on our neighborhood by trying to push this huge building into our residential neighborhood.

The following code needs to be followed and I don't believe that the current building modulation and other design elements meets **Chapter 92 – DESIGN REGULATIONS** which "prevails". It appears the city may not know some key **Chapter 92 – DESIGN REGULATIONS may not be fully incorporated in the RHBD design guidelines.**

I have included a few important parts that I think may not be followed with the current design. I am not sure from the architectural drawings if the design follows the required measurements. I apologize if this is repetitive and the DRB has already checked these measurements by receiving more detailed drawings. This project is in the East end of RBHD even though it looks like it belongs in the Regional Center!

"General – This chapter establishes the design regulations that apply to development in [Design Districts](#) including the Central Business District (CBD), Finn Hill Neighborhood Center (FHNC), Market Street Corridor (MSC), Neighborhood Business Districts (BN, BNA), Houghton/Everest Neighborhood Center (HENC), Juanita Business District (JBD), **Rose Hill Business District (RHBD)**, Totem Lake Business District (TLBD), North Rose Hill Business District (NRHBD), Business District Core (BDC), Yarrow Bay Business District (YBD) and in PLA 5C.

2. Applicability – The provisions of this chapter **apply to all new development**, with the exception of development in the TL 7 zone. The provisions of Chapters [142](#) and [162](#) KZC regarding Design Review and [nonconformance](#) establish which of the regulations of this chapter apply to developed sites. **Where provisions of this chapter conflict with provisions in any other section of the code, this chapter prevails.** For more information on each [Design District](#) refer to the Design Guidelines applicable to that [Design District](#) adopted by reference in Chapter [3.30](#) KMC."

Are the below Chapter 92 code requirements being followed:

- "3. Techniques To Moderate Bulk and Mass in the RHBD and TLBD Zones
- Along all streets, through-block pathways, and public open spaces, the maximum length of a facade is 120 feet. Any facade that exceeds 120 feet along the right-of-way shall comply with the following requirements (see Figure [92.30.A](#)):
 - Shall be divided by a 30-foot-wide modulation of the exterior wall so the maximum length of the facade is 120 feet without this modulation.
 - The modulation shall be **20 feet in depth** and shall start at finished grade and extend through all floors.
 - Decks and roof overhangs may encroach up to three (3) feet (per side) into the modulation"

"Horizontal Definition in All Zones – The applicant shall comply with the following requirements to moderate the vertical scale of buildings. **All buildings shall include design techniques which clearly define the building's top, middle, and bottom**

(see Figure 92.30.C). The following techniques are suggested methods of achieving vertical articulation:

- a. Top: Sloped roofs, strong eave lines, cornice treatments, horizontal trellises, or sunshades, etc.
- b. Middle: Windows, balconies, material changes, railings, and similar treatments that unify the building design.
- c. Bottom: Pedestrian-oriented storefronts, pedestrian-scale building details, awnings, arcades, "earth" materials such as concrete stone, stucco, etc."

" **Techniques To Achieve Architectural Scale in All Zones – The applicant shall use at least two (2) of the following elements and features in the design and construction of all buildings that are three (3) or more stories or have a building footprint of more than 10,000 square feet.** As an alternative, the applicant may propose slight variations from the required dimensions noted in the following techniques, or other methods to comply with the requirements of this subsection. The City may approve the proposal if it is consistent with the design guidelines and the Comprehensive Plan.

- a. **All stories above the second story must be set back at least 10 feet from the ground floor facade along at least two (2) facades of the building.**
- b. **Horizontal Building Modulation – On all building facades visible from a street or public park, provide horizontal modulation consistent with all of the following standards:**
 - 1) **The maximum allowable horizontal dimension of the facade between modulations is 70 feet;**
 - 2) **The minimum depth of each modulation, except balconies, is 10 feet; and**
 - 3) **The minimum width of each modulation, except balconies, is 15 feet."**

" **Change in Roofline – Provide vertical modulation of the roof line of all facades of the building adjoining a street or public park.** For buildings with flat, gabled, hipped or similar roofs, the maximum length of any continuous roof line, with a slope of less than three (3) feet vertical to 12 feet horizontal, is 50 feet without being modulated. If modulation is necessary, at least one (1) of the following methods must be used (see Figure 92.30.D):

- 1) The height of the visible roof line must change at least eight (8) feet if the adjacent roof segments are less than 50 feet in length.
- 2) The height of the visible roof line must change at least 12 feet if the adjacent roof segments are greater than 50 feet in length."

"6. Achieving Human Scale in All Zones

- a. General
 - 2) BN, JBD, NRHBD, RHBD, MSC, BDC, YBD and TLBD – Except as provided in subsection (6)(a)(3) of this section, the applicant shall use at least one (1) of the elements or techniques listed in subsection (6)(b) of this section in the design and construction of each facade of a 1-story building facing a street or through-block pathway, and at least two (2) of the elements or techniques for a 2-story building facing a street or through-block pathway (see Plate 34 in Chapter 180 KZC).