

SHADE GARDEN



EVERGREEN VINES



SIDEWALK RETAIL



SECTION AT GARDEN





JAPANESE MAPLE



BEESIA



GOLDEN FOREST GRASS



HOSTA



JAPANESE FOREST GRASS



DWARF GOATS BEARD



MAHONIA CARESS



BRUNNERA



SWORD FERN



HELLEBORE



CLIMBING VINE - HOLBOELLIA



CARPET BUGLE



AUTUMN FERN



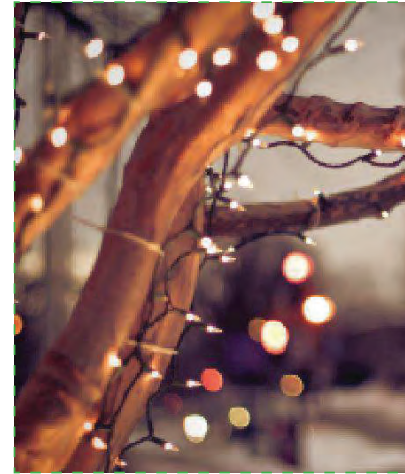
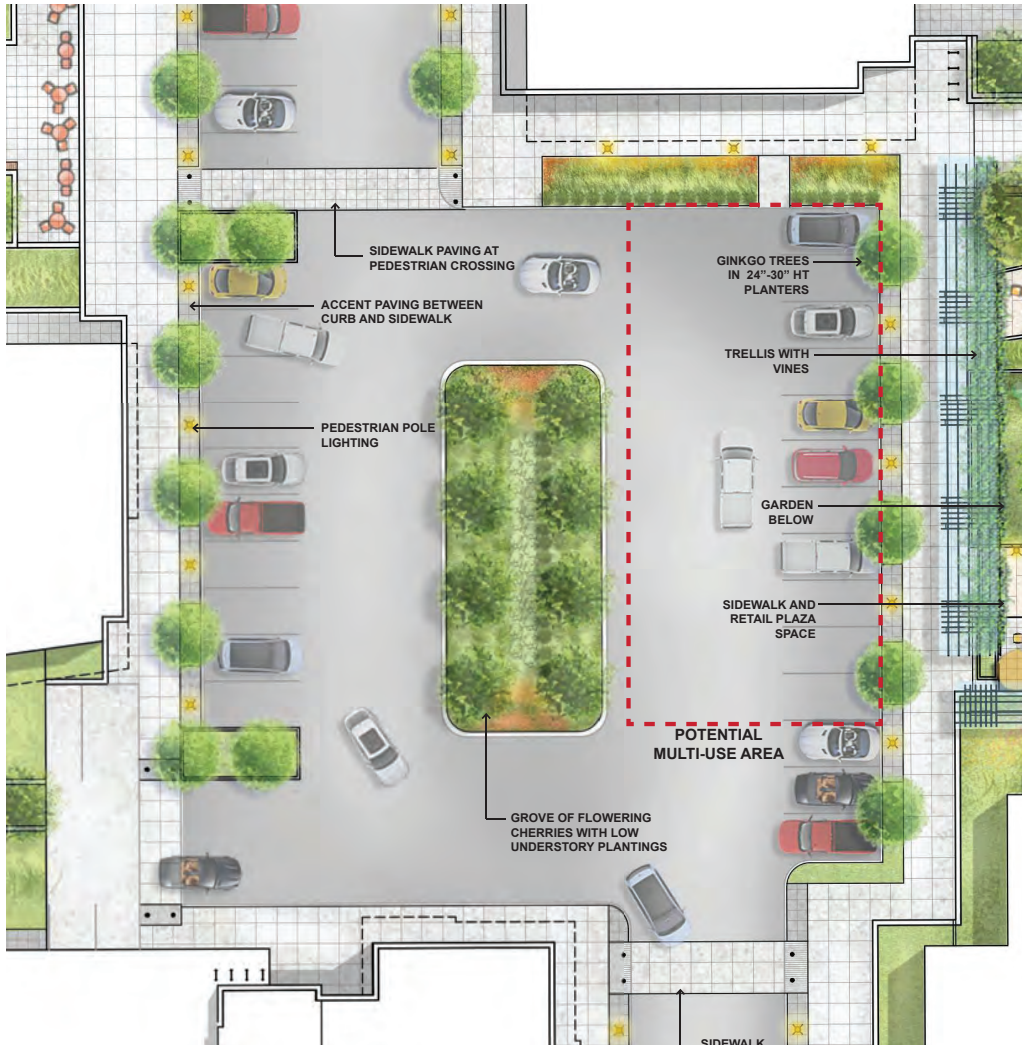
SOLOMONS SEAL



BIG BLUE LIRIOPE



WILD GINGER





SIDEWALK TREES - GINKGO



AUTO COURT - FLOWERING CHERRIES



AUTOCOURT - REDBUD



MT. VERNON LAUREL



DWARF MAIDEN GRASS



SPREADING YEW



ROYAL BURGUNDY BARBERRY



AUTUMN FERN



WHITE ROSE



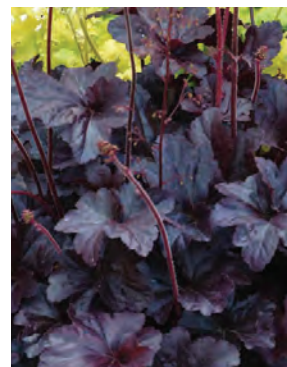
LONICERA PILEATA



WHITE SWAN ECHINACEA



BLUE OAT GRASS



CORAL BELLS



DAYLILY



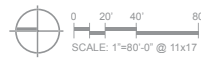
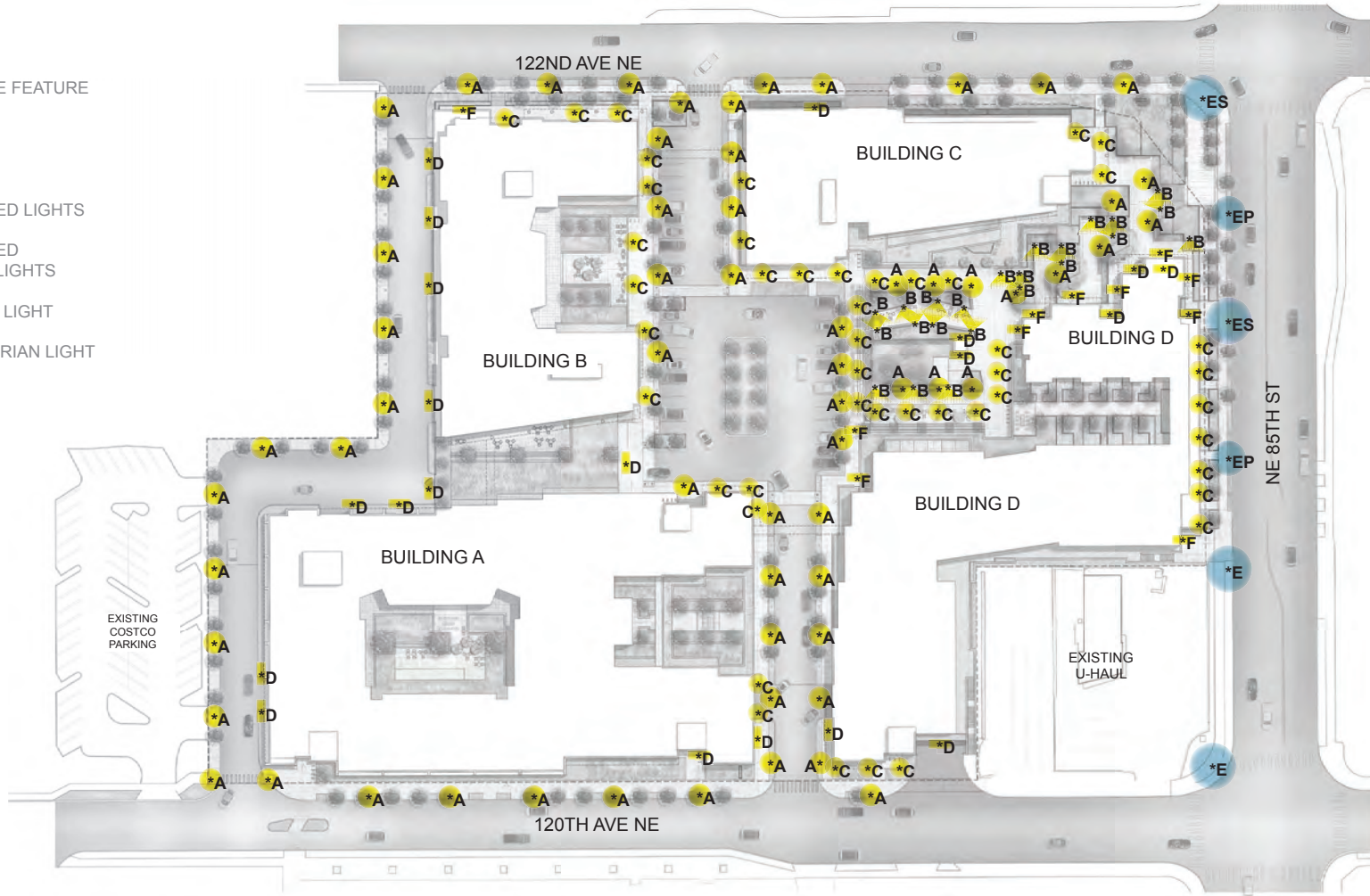
LOOKING NORTHWEST



LOOKING SOUTHEAST

LIGHTING LEGEND

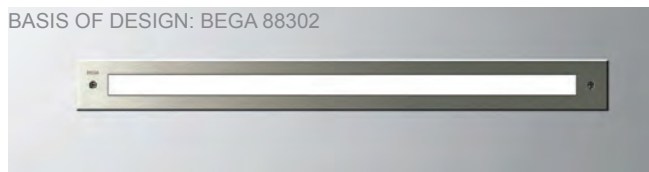
- ***A** PEDESTRIAN POLE FEATURE
- ***B** STAIR LIGHTS
- ***C** CANOPY LIGHTS
- ***D** BUILDING MOUNTED LIGHTS
- ***F** BUILDING MOUNTED ARCHITECTURAL LIGHTS
- ***ES** EXISTING STREET LIGHT
- ***EP** EXISTING PEDESTRIAN LIGHT





BASIS OF DESIGN:
BEGA 9002LED

***A** PEDESTRIAN POLE FEATURE



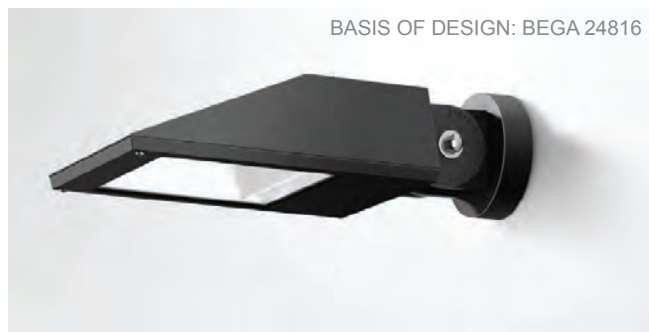
BASIS OF DESIGN: BEGA 88302

***B** STAIR LIGHTS



BASIS OF DESIGN: BEGA 66978

***C** CANOPY LIGHTS



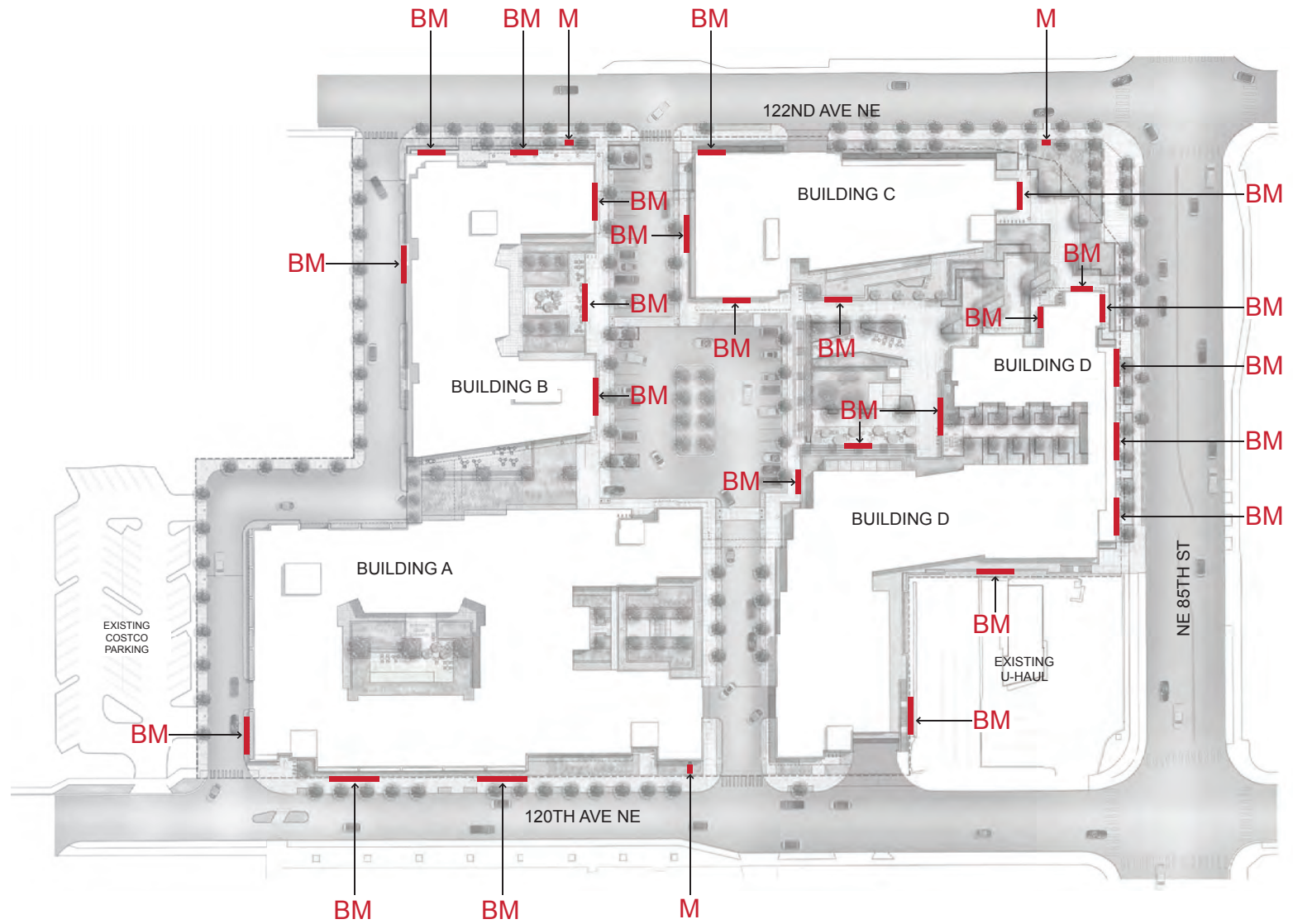
BASIS OF DESIGN: BEGA 24816

***D** BUILDING MOUNTED AND ARCHITECTURAL LIGHTS

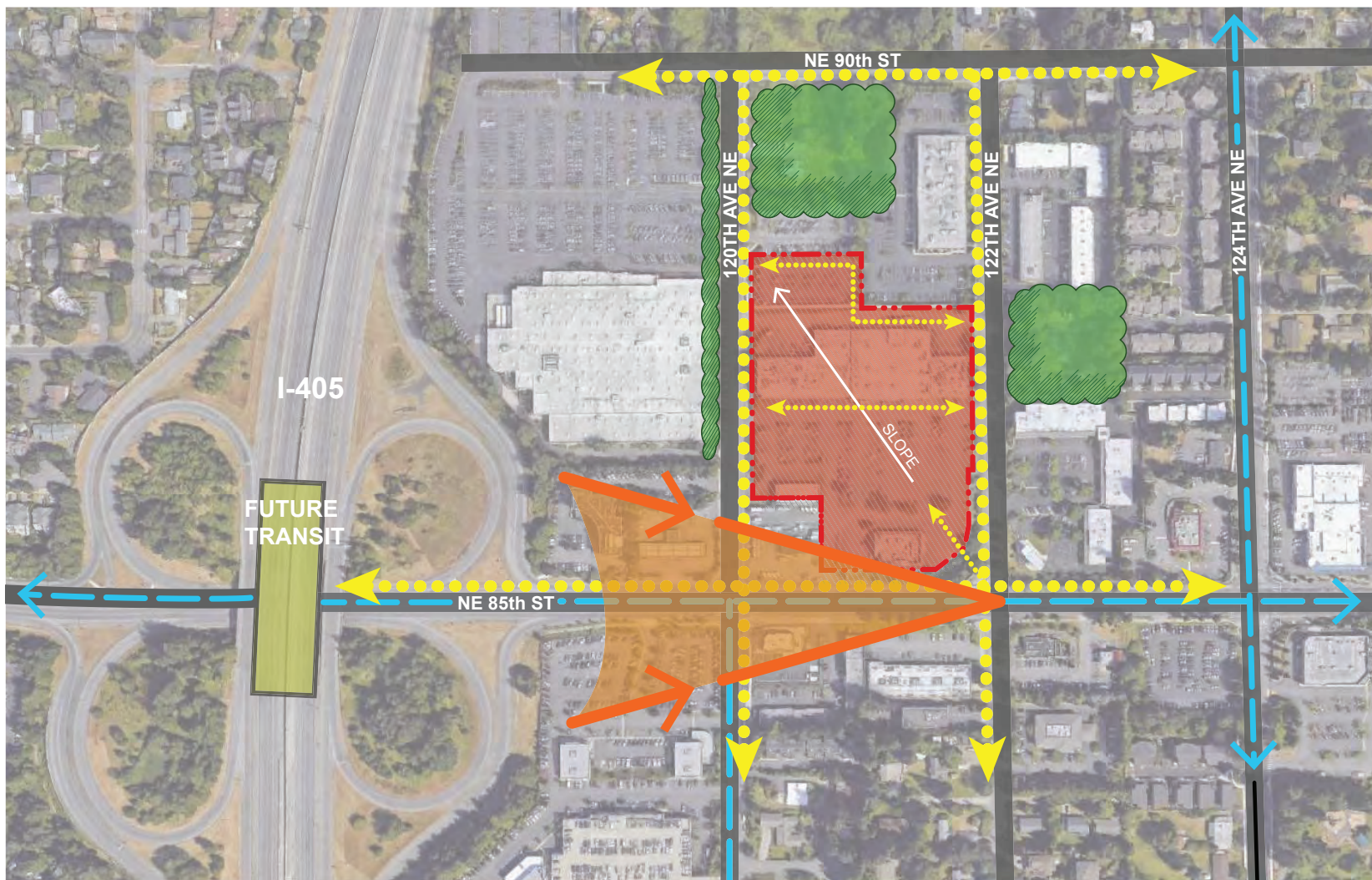







SIGNAGE LEGEND

- M** MONUMENT SIGN
- BM** BUILDING MOUNTED SIGN



APPENDIX



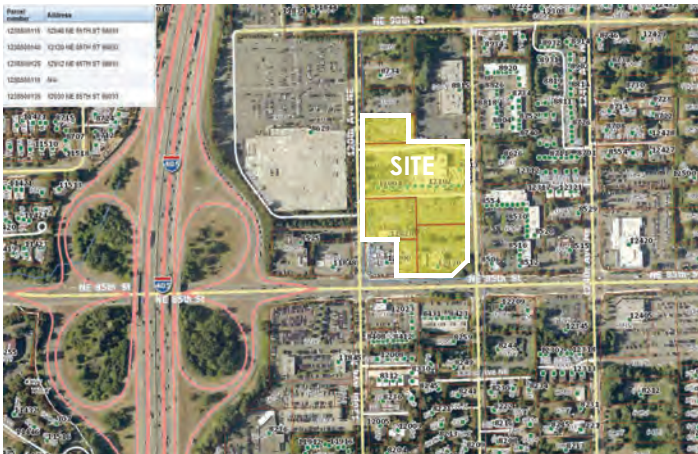
-  Property Line
-  Pedestrian Access
-  Transit
-  Scale Transition
-  Existing Trees

REGIONAL CENTER ← ● → NEIGHBORHOOD CENTER

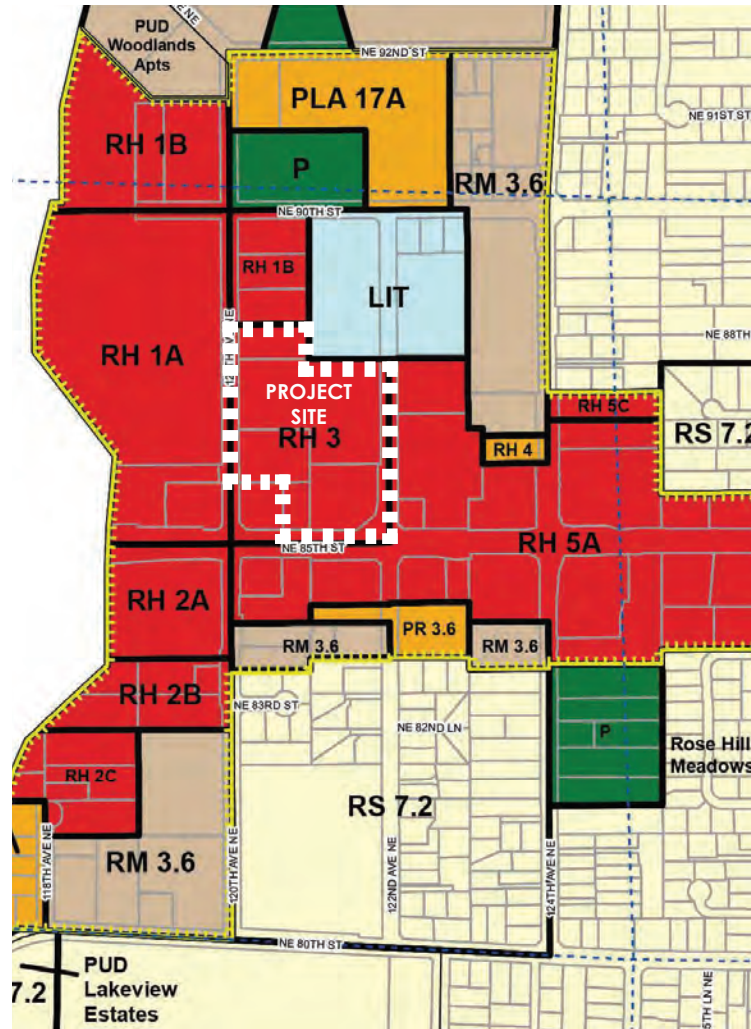




VICINITY MAP



PARCEL MAP



ZONING MAP



ZONING CODE






SECTION 53.32 - GENERAL REGULATIONS

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimensions of such elements may not exceed 25 percent of the length of the structure.
3. Individual retail uses in this zone are limited to a maximum gross floor area of 65,000 square feet.
4. At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through block pedestrian pathway or an internal pathway.
5. The ground floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:
 - a. The following uses: Vehicle service stations, automotive service centers, private lodges or clubs, attached or stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community Facilities.
 - b. Parking Garages.
 - c. Additions to existing nonconforming
 Development where the planning official determines it is not feasible.
6. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works official may:
 - a. Require access from side streets; and/or
 - b. Encourage properties to share driveways, circulation and parking areas; and/or
 - c. Restrict access to right turn in and out; or
 - d. Prohibit access altogether along NE 85th Street.
7. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
8. Access for drive-through facilities must be approved by the Public Works official. See KZC 105.96 for requirements.
9. A through-block pedestrian pathway shall be installed pursuant to the through-block pathway standards in KZC 105.19; see Plate 34k:
 - a. Along the north portion of the zone to make an east-to-west pedestrian connection between 124th Avenue NE and 120th Avenue NE as designated in the Comprehensive Plan; and
 - b. Connecting the north end of the zone to NE 85th Street.
10. For lighting requirements associated with development, see KZC 115.85(2).



- 1 U-Haul
- 2 Costco
- 3 76 Gas Station
- 4 Avio Office Building
- 5 Arris Building
- 6 Mercury's Coffee
- 7 Rose Hill Plaza
- 8 McDonalds
- 9 Honda of Kirkland
- 10 Taco Time
- 11 Starbucks
- 12 Walgreens
- 13 Safeway
- 14 Lee Johnson Mazda
- 15 Kirkland Retail & Car Center
- 16 Kirkland Court
- 17 Jiffy Lube
- 18 Jonesco Business Park
- 19 Rose Hill Presbyterian Church

Transit

-  Future I-405 BRT Station & Interchange
-  Kirkland Way Park & Ride
-  Transit Network
-  Secondary Transit Network
-  Bus Stop





1
120TH AVE NE AT CROSSWALK



2
NORTHEAST CORNER OF THE SITE



3
INTERSECTION OF NE 85TH ST AND 120TH AVE NE



4
INTERSECTION OF NE 85TH ST AND 122ND AVE NE





5
NE 90TH ST AND 120TH AVE NE



6
MID-BLOCK 122ND AVE NE



7
MID-BLOCK NE 85TH ST



8
MID-BLOCK 120TH AVE NE

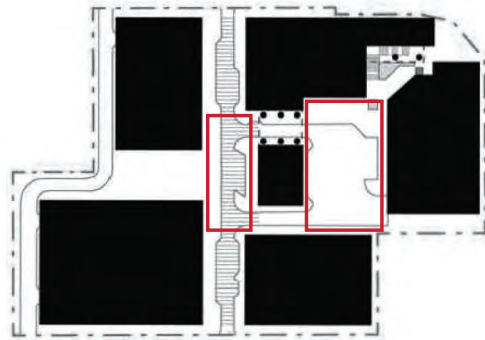


CONCEPTUAL DESIGN CONFERENCE SUMMARY & COMMENTS

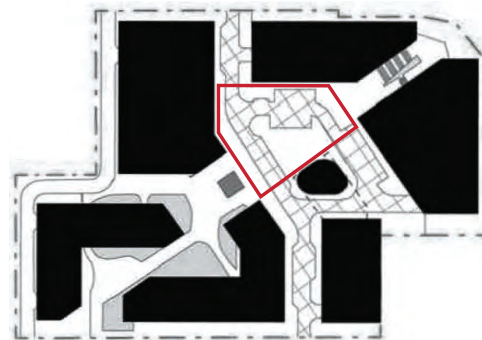
Presented on June 5, 2017 by Hewitt Architects

In general, the board appreciated the overall massing of the buildings. They would like to see further development of the north side and facade along 85th. They also encourage further development of the hub scheme design. The size of the hub scheme's open space seemed about right.

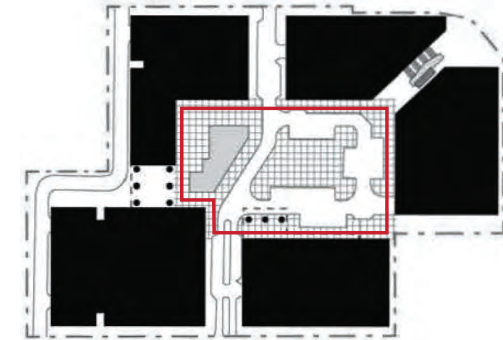
1 - DRB: Concern for the north facade and the height of the structure when viewed from the neighborhood to the north.	RESPONSE: The massing along the north side of the project has been carefully considered to no impose upon the adjacent properties. The building facades have been held back from the north property line approximate 45' to provide perimeter auto and pedestrian circulation and landscape buffering which minimizes the impact of the proposed buildings via landscaping and distance. In addition, the north building facades of building A and B have upper level step-backs, are broken into two separate buildings and provide generous modulation.
2 - DRB: Thinks the interior could be simplified with a diagonal piazza or simpler shape at the interior.	RESPONSE: Previous DRB deliberations favored the size of the Hub Scheme while preferring the well defined, strong form of the Piazza Scheme. Our proposed plaza configuration is a well-defined rectangular space that has been divided into distinctive automobile and pedestrian plazas. The space is well organized and easily comprehended which aids in clear circulation with a central focus.
3- DRB: Food services from the grocery store could engage 85th, ensure activation happens along 85th.	RESPONSE: Activation of the SE corner terraces and entrance stairs is very important to the success of the pedestrian access to the intersection. The grocery mezzanine will likely include a food service dining area, is positioned to spill out onto one of these mid-level terraces. The 85th street frontage will be well engaged via a continuous clerestory storefront which looks down into the grocery store. The east end of this frontage will provide a commercial space and a residential entrance/ lobby which is well-connected to the SE corner plaza.
4 - DRB: The abruptness of the approach to U-Haul, may also be an issue. We want to make sure that we don't end up with a very abrupt wall here, which is along 85th.	RESPONSE: Any previous abruptness between the building mass along 85th st. Relative to the U-Haul site, has been mediated by bifurcating our south facade into two buildings. In addition, the west elevation adjacent to u-haul of our residential massing has been held back from the property line and broken into two distinct building masses. This variation in facade design and orientation helps provide visual interest adjacent to the U-Haul Property.
5- DRB: Would like to see how the long walls will be modulated and/or broken up along 120th and 122nd.	RESPONSE: The previous scheme's long walls along the east and west elevations have been broken into more equal lengths, as well as been well modulated into distinctive facade types.
6- DRB: How will pedestrians like kids travel through the site? It's clear that the east is friendlier than west.	RESPONSE: Pedestrians well access and travel through the site via well defined access points. The southeast corner plaza will invite the visitors with a generous and well organized sequence of terraces connected via a grand stair. Entrance drives with generous sidewalks and landscaping will connect both 120th and 122nd Street's to the interior plaza. The need for any exterior circulation between the northwest in northeast side corners isn't relevant to off-site or on site circulation.
7 - DRB: The dilemma is that the project faces inward. I'm going to encourage the applicant to also face outward along 120th & 85th, in the same way that happens along 122nd.	RESPONSE: The previous scheme fronted parking garages along both 120th and 122nd. This exposed parking garage layout has been eliminated. The 122nd street elevation now provides street level commercial to residential entrance lobby's, with some residential units buffered by landscaping. The 120th street elevation now provides street level health club storefronts and residential entrances. Both 120th and 1202nd now provide pedestrian oriented frontages which provide an interesting and active walk and experience.
8 - DRB: I'm not sure that the Costco is a destination, or that the pedestrian pathway needs to extend all the way to the north. Signalization will be required at some point in the future.	RESPONSE: The existing pedestrian crosswalk will likely need to be relocated to provide direct access from the Costco store to the remaining Costco parking opposite 120th st. Whether signalization is necessary is yet to be determined.
9 - DRB: Residential uses at the ground floor should be encouraged along the sidewalks at both 120th & 122nd. Would like to see ground floor connections with section or elevations.	RESPONSE: Please see previous response regarding project facing outwards towards 120th and 122nd streets.
10 - DRB: Would like to see some of the clarity of the strong interior piazza form brought into the hub scheme, through the use of paving, landscape material, and edges of buildings.	RESPONSE: The strength of the previous interior piazza scheme was in the clarity of it's geometric space. Unfortunately, the development of the parking and pedestrian areas appeared very suburban and reminiscent of the strip retail center. Comparatively, we have reduce the size of the plaza, defined distinctive automobile versus pedestrian areas, and suggest clearly defined circulation patterns and casual seating areas, separated by generous landscaping. Please see the illustrated site plan.
11 - DRB: Definition of the outdoor room configuration is important. Sun exposure is important to preserve along the north edge of the grocery store, and the massing of the housing above.	RESPONSE: The central plaza is well defined by the adjacent commercial spaces, with the pedestrian implies a space appropriately scaled to appear well utilized and active. The upper residential facades are stepped back from the commercial massing to provide a secondary upper plaza scale which affords generous sunlight. The upper residential mass along 85th ST is divided to provide excellent midday sun exposure. The pedestrian plaza as well as the north grocery frontage will be an excellent outdoor experience.



OPTION 1 STREET



OPTION 2 HUB
CHOSEN CONCEPT

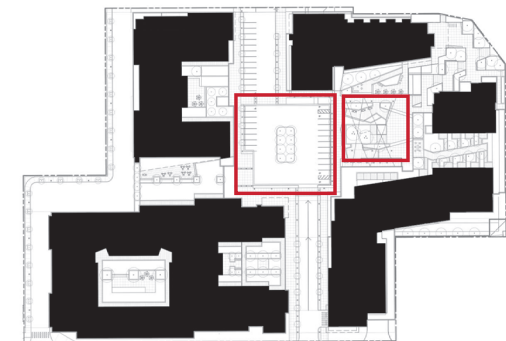


OPTION 3 PIAZZA

CONCEPTUAL DESIGN CONFERENCE CONCEPTS

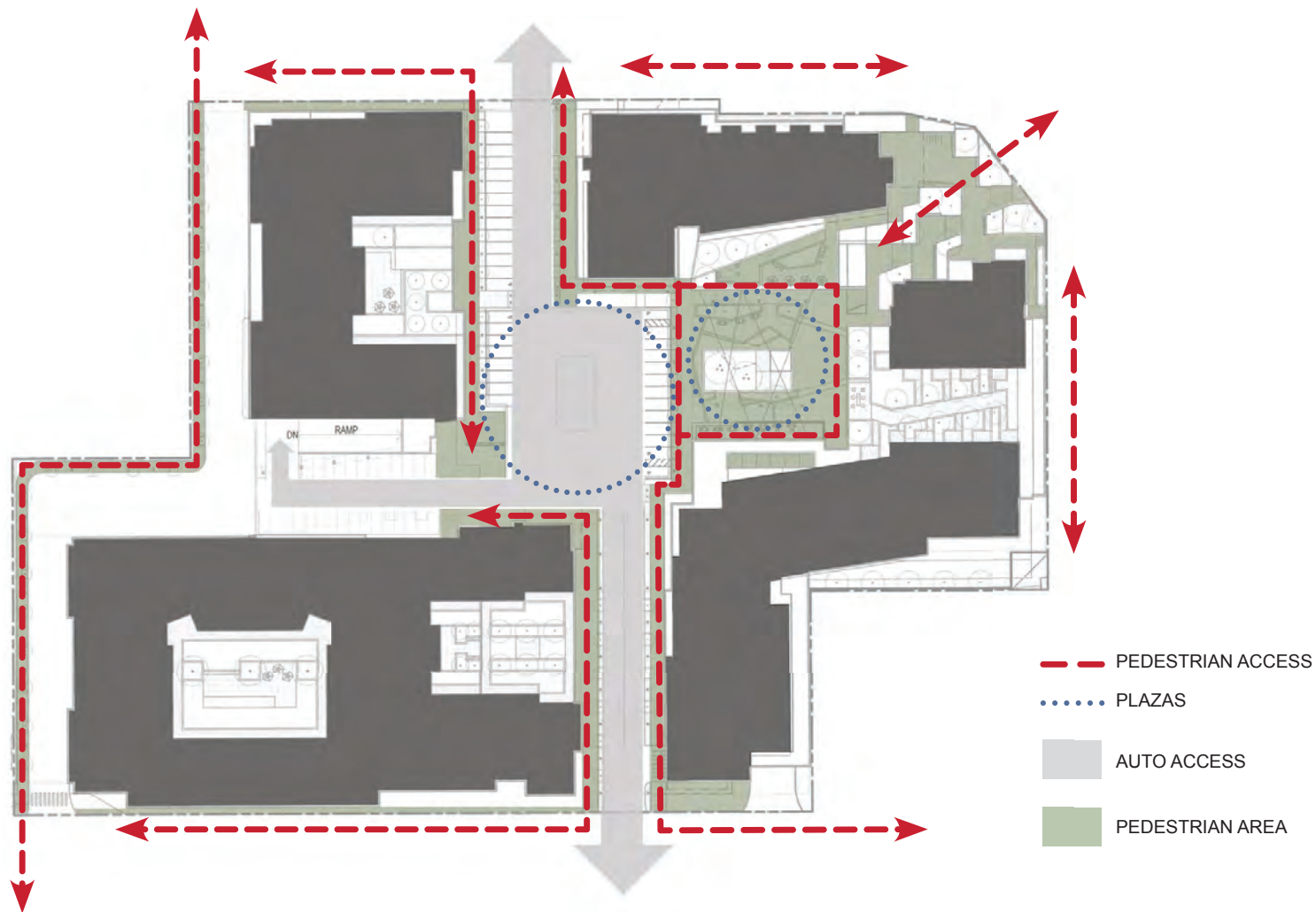
SUMMARY OF CDC COMMENTS

- Height of structure when viewed from the North.
- Interior of plaza should not be complex.
- Food services from grocery could engage 85th, activation is important.
- Entrance to U-Haul should not be too abrupt from 85th.
- Long walls along 120th and 122nd should be modulated.
- Travel through the site should be clear and friendly.
- We are encouraged to have the project face both inward and outward.
- Residential uses at sidewalk should be encouraged along 120th and 122nd.
- Strong interior plaza form is positive.
- Sun exposure to interior spaces is important.



DESIGN REVIEW CONCEPT





DESIGN PART I | A8



ROSE HILL MIXED-USE | DRC CONSOLIDATED PACKAGE | APRIL 24, 2019

