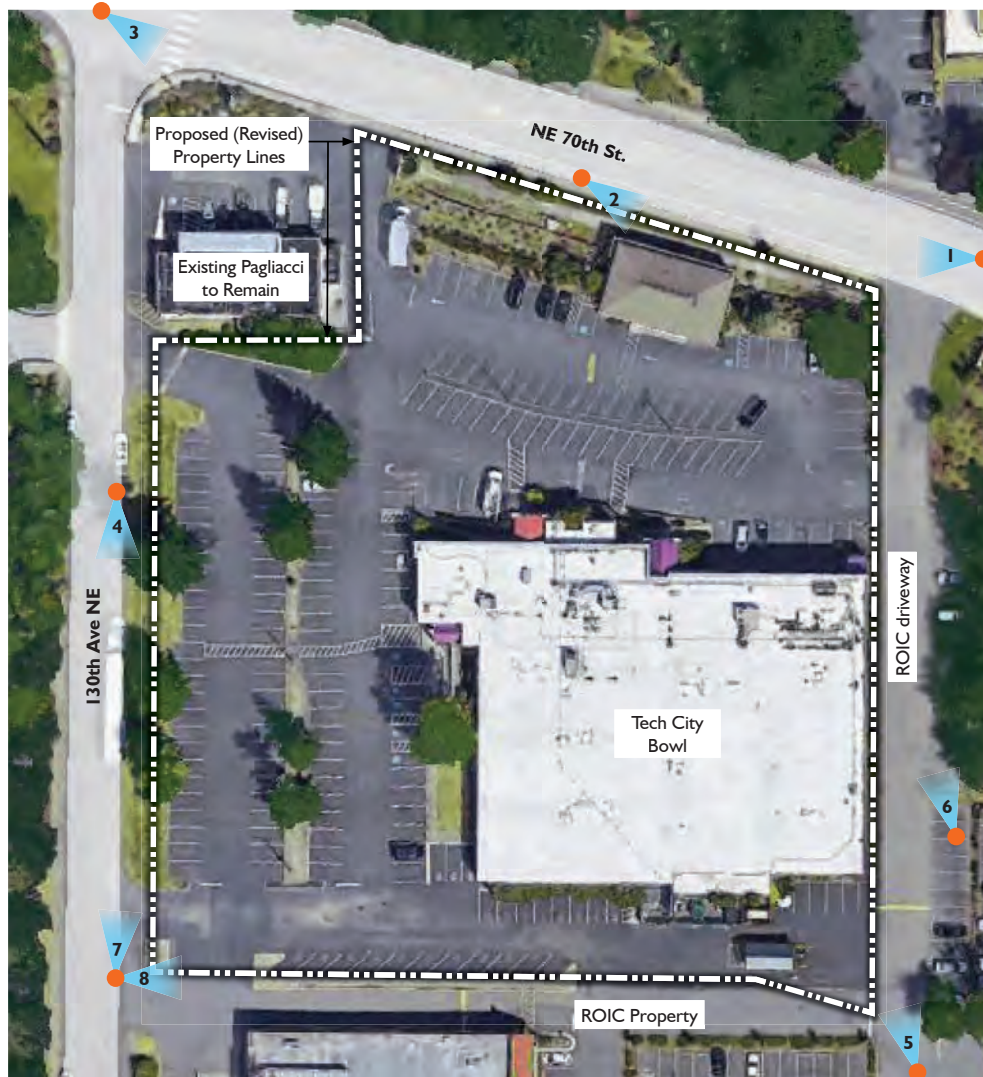


EXISTING SITE



Additional views of the existing site can be found in the appendix.



PROJECT OVERVIEW

Project Description:

The proposed project is a five story mixed-use (multi-family residential and retail) project. The project will include amenities (fitness, lounges, roof deck, etc), two levels of below grade parking for commercial and residential use and approximately 7,000 sf of retail, 368 units and 444 parking stalls, with an additional 14 stalls of on-street parking along 130th Ave NE. Construction type is assumed as Type IIIA over Type IA. The project includes approximately 400,000 SF of development.



BUILDING USE BREAKDOWN:

LEVEL	AMENITY	COMMERCIAL	RESIDENTIAL	PARKING	TOTAL GSF
LEVEL P3	0	0	0	3,426	3,426 SF
LEVEL P2	0	0	0	95,637	110,045 SF
LEVEL P1	1,740	6,978	20,014	53,545	98,293 SF
LEVEL 1	4,821	0	62,043	1,736	77,373 SF
LEVEL 2	0	0	69,227	0	78,062 SF
LEVEL 3	0	0	67,427	0	76,266 SF
LEVEL 4	1,601	0	60,764	0	71,062 SF
LEVEL 5	0	0	57,021	0	65,419 SF
ROOF	0	0	0	0	951 SF
Grand total	8,162	6,978	336,496	154,344	580,897 SF



SITE ADDRESS: 13033 NE 70TH PLACE KIRKLAND, WA 98033

TAX ASSESSOR'S PARCEL NO: 124150-0285, 124150-0276

PROPOSED USE: RESIDENTIAL APARTMENTS AND ASSOCIATED AMENITY SPACES, SMALL RETAIL ON LEVEL P1, WITH 1.5 LEVELS OF BELOW-GRADE PARKING

LOT COVERAGE (TABLE 35.30): ENTERTAINMENT, CULTURAL AND/OR RECREATIONAL FACILITY, RESTAURANT OR TAVERN, OR RETAIL ESTABLISHMENT ALLOWED AT 100% LOT COVERAGE.

MAXIMUM HEIGHT (KZC 35.10.040): MAXIMUM HEIGHT OF STRUCTURE IS SIXTY FEET ABOVE AVERAGE BUILDING ELEVATION (SEE DRC PAGE).

SET BACKS (35.10.040.02.b): SEE DRC PAGES

STEP BACKS (35.10.040.02.d): SEE DRC PAGES

VEHICLE PARKINGSUMMARY:

RETAIL PARKING:

PER KZC 35.40.160, 1 STALL IS REQUIRED FOR EVERY 300 SQFT OF GROSS FLOOR AREA.
7014 SQFT OF RETAIL SPACE = 24 RETAIL STALLS REQUIRED
 300 SF

TOTAL RETAIL STALLS REQUIRED: 24 RETAIL STALLS, 12 OF THESE MAY BE COMPACT
TOTAL RETAIL STALLS PROVIDED: 24 RETAIL STALLS, MEETS REQUIREMENT

RESIDENTIAL PARKING:

SECURE RESIDENT STALLS PROVIDED = 407 RESIDENT STALLS
GUEST STALLS PROVIDED = 23 GUEST STALLS
TOTAL RESIDENTIAL STALLS PROVIDED = 430 STALLS**

**FOR ANALYSIS OF RESIDENTIAL PARKING DEMAND, REFERENCE THE 8/16/22 TRANSPORTATION IMPACT ANALYSIS PREPARED BY HEFFRON AND ASSOCIATES, WHICH IS CURRENTLY UNDER CITY REVIEW.

BICYCLE PARKING REQUIREMENTS:

PER KZC 105.32: BICYCLE PARKING SPACES SHALL BE PROVIDED AT A RATIO OF ONE (1) BICYCLE SPACE FOR EACH 12 REQUIRED MOTOR VEHICLE PARKING SPACES.
 PER KMZ 105.34: IF COVERED AND SECURED BICYCLE STORAGE IS PROVIDED ON SITE, A CREDIT TOWARDS PARKING REQUIREMENTS AT A RATIO OF ONE (1) LESS PARKING STALL PER SIX (6) BICYCLE SPACES WILL BE GRANTED.

RETAIL BICYCLE STALLS REQUIRED: 24 REQUIRED VEHICLE STALLS** / 12 = 2 BICYCLE STALLS REQUIRED
RETAIL BICYCLE STALLS PROVIDED: 2 STALLS, MEETS REQUIREMENT

RESIDENTIAL BICYCLE STALLS REQUIRED: 436 REQUIRED VEHICLE STALLS** / 12 = 37 BICYCLE STALLS REQUIRED
 MINUS SECURED STORAGE REDUCTION 37/6
 = 31 BICYCLE STALLS REQUIRED

RESIDENTIAL BICYCLE STALLS PROVIDED: 31 STALLS, MEETS REQUIREMENT

TOTAL BICYCLE PARKING REQUIRED: 33 STALLS
TOTAL BICYCLE PARKING PROVIDED: 33 STALLS, MEETS REQUIREMENT

**SEE "VEHICLE PARKING SUMMARY" SECTION FOR REQUIRED PARKING CALCULATIONS.

GARBAGE AND RECYCLING REQUIREMENT: SEE DRC PAGE

RESPONSES TO DESIGN GUIDELINES

GUIDELINE	RESPONSE	GUIDELINE	RESPONSE
PE-1 SIDEWALK WIDTH: MOVEMENT ZONE A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10' and 18'. New buildings on pedestrian-oriented streets should be set back a sufficient distance to provide at least 10' of sidewalk. If outdoor dining, seating, vending, or displays are desired, an additional setback is necessary.	Pages 45-46 A direct 10' wide sidewalk is provided along all NE 70th frontage in keeping with design guidelines as well as code requirements for pedestrian oriented streets.	PE-5 "PEDESTRIAN-FRIENDLY" BUILDING FRONTS Building fronts should have pedestrian-friendly features transparent or decorative windows, public entrances, murals, bulletin boards, display windows, seating, or street vendors that cover at least 75 percent of the ground-level storefront surface between 2' and 6' above the sidewalk.	Pages 27-29, 32, 46, 51, 54 Commercial frontage is prioritized along 70th where commercial uses are likely to be most successful. NE 70th provides the best storefront visibility as well as the easiest access to on site parking both of which are critical for commercial success. The project strategically places other active uses, like residential amenities, along the through-block connections to activate the pedestrian experience and better accommodate grade related challenges on this sloping site. The ground-level facade between 2' and 6' above the sidewalk is primarily transparent at commercial and active uses to provide views into active spaces. Grade-related amenity spaces throughout the building maintain commercial floor heights so they may be converted at a later date if adjacent properties redevelop and the frontage becomes more conducive for true commercial use. This design response works best with the existing context, but allows for flexibility as redevelopment occurs in the future. The active use space adjacent to the southern public open space includes a patio adding an additional layer of activation and engagement to the open space. Similarly, the southeast corner amenity space includes a patio fronting the small public open space just to the north for additional activation.
PE-2 SIDEWALK WIDTH: CURB ZONE Street elements trees, parking meters, signs should be organized in the curb zone to reduce congestion. During busy periods, pedestrians may use the curb zone for walking. Where pedestrian traffic is the heaviest, sidewalk bulbs can be constructed to accommodate bike racks, waste receptacles, and newspaper racks. Corner bulbs also increase pedestrian visibility.	Pages 45-46 Street trees and other pedestrian amenities are provided within the curb zone of the sidewalk.	Special Considerations for Bridle Trails Neighborhood Center (BCX Zone) Continuous commercial building fronts should be provided along adjoining arterials and through-block pathways. Consideration should be made to maximize the usage of through-block pathways with commercial and other public activations. Any non-commercial building fronts should be located in areas where less successful commercial activity may occur. Special attention should be made in locating commercial building fronts near intersecting through-block pathways and where transit services are located.	
PE-3 SIDEWALK WIDTH: THE STOREFRONT ACTIVITY ZONE New buildings should be set back a sufficient distance from the front property line a minimum of 10' to allow enough room for pedestrian movement. Wider setbacks should be considered to accommodate other sidewalk uses that would benefit their businesses and the pedestrian environment. Lighting and special paving of the storefront activity zone are also beneficial.	Pages 45-46 Retail storefronts angle away from the primary sidewalk, graciously opening towards the central plaza. This angle creates wider sidewalk areas along the retail frontage and opportunities for retail to spill out, engaging pedestrians without impeding their movement.	PE-6 UPPER-STORY ACTIVITIES OVERLOOKING THE STREET All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged.	Pages 27, 30-32, 67-69 Resident outdoor amenity space and private residential decks are provided at upper story setbacks adding an additional level of activation along the pedestrian-oriented street frontages and through-block connections.
PE-4 PEDESTRIAN COVERINGS Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.	Pages 46, 51, 54 Canopies are provided along all of 70th. In keeping with larger development and arterial frontage guidance, the canopies are similar in design and style. However the canopy above the primary residential entry is located higher on the facade highlighting this entry and providing variety along the street frontage.	PE-7 LIGHTING FROM BUILDINGS All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy or awning-mounted lights, and display window lights. Encourage variety in the use of light fixtures to give visual variety from one building facade to the next. Back-lit or internally-lit translucent awnings should be prohibited.	Pages 46, 54, 57 Masonry pilasters throughout the development are highlighted by accent lights that add detail to the facade and illumination to the street frontage. Additional down lights on canopies illuminate retail entries and sidewalks for pedestrian. Bollard lights line the southern through-block pathway since this wider walkway is further from the building frontage. Where soffits occur above apartment patios, soffits include lighting that will be controlled by residents. These features add to the safety of both residents and pedestrians.

RESPONSES TO DESIGN GUIDELINES

GUIDELINE	RESPONSE	GUIDELINE	RESPONSE
<p>PE-8 PEDESTRIAN-ORIENTED PLAZAS</p> <p>Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety.</p> <p>Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide.</p> <p>Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)</p> <p>Plazas should be located facing pedestrian-friendly building fronts, near intersecting through-block pathways and where transit services are located. Plaza should be a focal point of public gathering and seek opportunities to provide space for performances, passive and children's recreation.</p>	<p>Pages 27, 45-46, 53-54</p> <p>PEDESTRIAN-ORIENTED PLAZAS</p> <p>The large public open space at the south end of the site has excellent solar access and responds well to the existing shopping center organization. Ringed by seat walls and lush planting, the center of the open space includes non-permanent seating to maintain flexibility. Located adjacent to active uses and active use patios, the open space is ideal for larger gatherings.</p> <p>On the north side of the site, retail or restaurants and the primary residential lobby surround and activate a large public plaza on 70th. Located near the block's bus stop, the plaza provides opportunities for gathering and passive recreation.</p>	<p>PI-2 PEDESTRIAN PATHS AND AMENITIES</p> <p>Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)</p> <p>Streets and pathways should enhance the pedestrian experience and find opportunities to provide passive seating areas, cafe seating, green space, small scale performance area, public art, and children's recreation and small public gathering space. Sidewalks along 130th Avenue NE should enhance the City's Greenways connection.</p>	<p>Pages 43-54</p> <p>PEDESTRIAN PATH AND AMENITIES</p> <p>The landscape design throughout includes plenty of seat walls, places for tables, and larger open areas appropriate for gathering or active recreation. On 70th and in the 70th plaza, seat walls and tables create pleasant places for shoppers to linger while in the smaller opens spaces along the north-south through-block connection, public amenities focus on resting places for pedestrians climbing the hill and places for smaller groups and conversations. A comfortable sidewalk and ample planting along 130th enhance the pedestrian experience in keeping with the city's Greenways connection.</p>
<p>PE-9 PEDESTRIAN CONNECTIONS</p> <p>Commercial developments should have well defined, safe pedestrian walkways that minimize distances from the public sidewalk, the Cross Kirkland Corridor and Eastside Rail Corridor, and transit facilities to the internal pedestrian system and building entrances.</p>	<p>Pages 41, 43</p> <p>PEDESTRIAN CONNECTIONS</p> <p>The primary residential entry as well as commercial entries are located adjacent to NE 70th where the block's bus stop is located. Entries are easily identifiable and have clear, convenient access from the public sidewalk.</p>	<p>PI-3 STREET TREES</p> <p>The City should prepare a comprehensive street tree planting plan recommending species and generalized locations.</p>	<p>Pages 43 - 57</p> <p>STREET TREES</p> <p>Street trees are provided along 70th and 130th per Kirkland code and the design guidelines. Although not required, the design treats through-block connections similarly and provides trees in a street tree like cadence.</p>
<p>PE-10 BLANK WALLS</p> <p>Blank walls should be avoided near sidewalks, parks, the Cross Kirkland Corridor and Eastside Rail Corridor, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.</p>	<p>Pages 34-37</p> <p>BLANK WALLS</p> <p>The project does not have blank walls near sidewalks or other pedestrian areas.</p>	<p>PI-4 PUBLIC IMPROVEMENTS AND SITE FEATURES</p> <p>The Planning and Building Department, along with other City departments, should develop a set of public improvement and site feature standards for use in pedestrian-oriented business districts. The standards can be the same or unique for each district. A master plan for public spaces within a district should be adopted to coordinate placement of the features and otherwise carry out the Comprehensive Plan.</p>	<p>PUBLIC IMPROVEMENTS AND SITE FEATURES</p> <p>The design team has reviewed and is actively following applicable codes, guidelines and standards for this site. We will continue to work with city staff to ensure the project design meets the expectations for public improvements and site features.</p>
<p>PI-1 PATHWAY WIDTH</p> <p>Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide.</p> <p>Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)</p> <p>The through-block pathway connecting NE 70th Place to shops and services within the neighborhood center should be designed with amenities and help transition pedestrian traffic from lower grade at the street to the more level grade within the neighborhood center. Design of this pathway should provide places for people to pause and gather and provide a planted buffer from vehicular traffic.</p>	<p>Pages 43, 48, 50-51, 53-54</p> <p>PATHWAY WIDTH</p> <p>The east-west through-block connection varies in width but is over eight feet wide in all locations, providing plenty of space for residential amenities to spill out, as well as space for joggers, kids bike riding, strollers and other pedestrians. The wide through-block connection is safely separated from the adjacent shopping center parking lot by continuous planting and street trees.</p> <p>The project provides two smaller public open spaces along the north-south through-block connection in keeping with the special considerations for BCX. These open spaces provide stopping points along the through-block connection for pedestrians climbing grade between 70th and the center of the BCX zone and are enhanced with seating, and planting.</p>	<p>PI-5 ENTRY GATEWAY FEATURES</p> <p>Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district.</p>	<p>ENTRY GATEWAY FEATURES</p> <p>This development site does not contain an entry gateway feature as noted in the Comprehensive Plan. The project design does appropriately celebrate important nodes for the area through unique materials, strong massing, and opening spaces.</p>
		<p>PI-6 PUBLIC ART</p> <p>Kirkland should continue its tradition of encouraging public art pieces.</p>	<p>PUBLIC ART</p> <p>The project team is researching and contacting local artists to find a good fit for this project and the Bridle Trails neighborhood.</p>
		<p>PL-1 PARKING LOCATIONS & ENTRANCES</p> <p>Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking.</p>	<p>Pages 31, 41</p> <p>PARKING LOCATIONS & ENTRANCES</p> <p>Combined commercial and residential parking entries meet the city requirements for separation from adjacent driveways and are considerate of neighborhood traffic patterns. This project does not provide on grade, visible parking in any yards.</p>

GUIDELINE

S-1 FENESTRATION PATTERNS
Varied Window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized.

S-2 ARCHITECTURAL ELEMENTS: DECKS, BAY WINDOWS, ARCADES, PORCHES
Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged.

S-3 BUILDING MODULATION VERTICAL
Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.

Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)
Façades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all floors above the ground floor combined with changes in color and material.

S-4 BUILDING MODULATION HORIZONTAL
Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.

RESPONSE

Pages 27-32, 34-39 FENESTRATION PATTERNS
Paired and singular punched window openings provide pattern to the façades — a language typical in residential — while finer grain muntins add character to the storefront windows at active uses.

Pages 27-32, 34-39, 57 ARCHITECTURAL ELEMENTS: DECKS, BAY WINDOWS, ARCADES, PORCHES
Balconies fronting the residential street emphasize the residential nature of the building and enhance the human scale of the facade. Roof decks are provided in places where the building steps back and patios are provided for apartment homes at grade. The building design also utilizes a variety of cornice shapes and profiles which add detail to the building modulation.

Pages 25-26, 27-32, 46, 51, 54, 57 BUILDING MODULATION VERTICAL
All building façades are broken down with vertical modulation into segments shorter than 120 feet in length. Material changes add distinction between masses reinforcing how the massing feels more like a collection of smaller buildings.

Pages 25-26, 27-32, 46, 51, 54, 57 BUILDING MODULATION HORIZONTAL
Street-facing portions of the building are required to have large setbacks which provide horizontal modulation and help reduce the apparent height of the building as perceived by pedestrians. While building setbacks are not required along the through-block connections, the building design does step back the massing along much of the southern frontage. Furthermore, the building design adds horizontal modulation and distinguishes the pedestrian realm through material changes. The lowest levels of the facade along the north-south and east-west through-block connection are clad in differentiated materials and capped with trim to add texture to the pedestrian experience and scale to the building. The roof line around the building is distinguished by differentiated cornices that add architectural detail to the building.

GUIDELINE

S-5 UPPER STORY STEP BACKS
Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)
Buildings above the second story (or third story where applicable in the Downtown Plan) should utilize upper story step backs to create receding building forms as building height increases, allow for additional solar access, and maintain human scale at the street level.

The final arrangement of building mass should be placed in context with existing and/or planned improvements, solar access, important street corners, and orientation with the public realm. A rigid stair step or “wedding cake” approach to upper story step backs is not appropriate.

Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building within the required upper story setback area.

In addition to applying setbacks to upper stories, building façades should be well modulated to avoid blank walls and provide architectural interest.

Along pedestrian oriented streets, upper story building façades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street.

Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest. Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.

Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key façades. Special attention to maintain an activated streetscape is important in these areas.

For properties on Park Lane which front multiple streets and upper story setbacks are proposed to be averaged, concentration of upper story building mass along Park Lane should be avoided.

Open Space at Street Level

- Reductions to required upper story setbacks may be appropriate where an equal amount of beneficial public open space is created at the street level consistent with the following principles:

UPPER STORY STEP BACKS CONTINUED...

- Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings).
- The space should appear and function as public space rather than private space. A combination of lighting, paving, landscaping and seating should be utilized to enhance the pedestrian experience within the public open space.
- Public open space should be activated with adjacent shops, outdoor dining, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.
- Where substantial open space “trade-offs” are proposed, site context should be the primary factor in the placement of the public open space (e.g. important corners, solar access).

RESPONSE

Pages 23-24, 27-32 UPPER STORY STEP BACKS
Prescriptive building setbacks are required along 70th and 130th, but the code does allow for averaging which provides opportunities for some areas of coplanar facade. These limited areas where the building continues from grade to roof line reduce the appearance of “wedding cake” massing as desired by the design guidelines. The areas with large setbacks provide horizontal modulation to help reduce the apparent height of the building as perceived by pedestrians.

Occupied roof decks are encouraged and provided in places where the building steps back. To minimize the height of the massing, parapets are kept low at roof decks and a secondary, glass rail is provided behind the parapet as a guardrail for safety.

GUIDELINE

BM-1 ORNAMENTAL AND APPLIED ART

Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-crafted details should be considered in special areas.

RESPONSE

ORNAMENTAL AND APPLIED ART

The project team is researching and contacting local artists to find a good fit for this project and the Bridle Trails neighborhood. This artwork could take a variety of forms and the project team will look for ways to best integrate it into the building design. The building design does include ornamental trim above each window that echoes more traditional styles typically found in the surrounding residential neighborhood. Additionally, windows at active uses include ornamental muntins that add character and detail to these special uses.

BM-2 COLOR

Color schemes should adhere to the guidelines enumerated above. The use of a range of colors compatible within a coordinated color scheme should be encouraged.
Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)
Special attention to the use of colors and materials should be used on a building's upper stories to reduce the appearance of taller buildings.

Pages COLOR

33, 27-32
The building's design focuses on a natural and fresh color palette. A mottled brick has been chosen for the brick frame elements to add variety and depth to the facade and warm, earthy accent colors enhance the color palette. The upper most level fronting 70th is a neutral gray tone that helps the top floor disappear from view while the base of the building is grounded with darker colors. Wood-look board and batten material wraps massing corners adding texture, detail and richness in these areas.

BM-3 STREET CORNERS

Buildings should be designed to architecturally enhance building corners.

Pages STREET CORNERS

27, 29, 30, 31
Many of building corners flanking residential courtyards, are highlighted by massing with contrasting cladding, and raised parapets. At the southwest corner a canopy wraps the frontage where there is amenity space highlighting the building corner as well as the unique use.

BM-4 SIGNS

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

SIGNS CONTINUED...

- Shingle signs and blade signs hung from canopies or from building facades are encouraged.
- Traditional signs such as barber poles are encouraged.

RESPONSE

Pages SIGNS

46
Retail signs are planned to hang below the storefront canopies adjacent to retail entries. This orientation works well for pedestrians. Additional signage is planned for atop the canopy which is easier for passing vehicles to identify.

GUIDELINE

NF-1 VISUAL QUALITY OF LANDSCAPES

The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults. Along the Cross Kirkland Corridor and Eastside Rail Corridor, landscape design should screen where necessary, but generally soften the edge between the public and private space to integrate and complement corridor functions.

Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)

A combination of both street and private trees with associated landscaping should be used to help mitigate the urban edges of the neighborhood center adjacent to residential neighborhoods.

RESPONSE

Pages VISUAL QUALITY OF LANDSCAPES

31, 43, 57, 59-62
Street trees coupled with landscaping and additional on-site trees mimic the lush landscaping of the adjacent neighborhood and soften the development's frontage to feel coherent with the Bridle Trails neighborhood.

NF-3 HEIGHT MEASUREMENT ON HILLSIDES

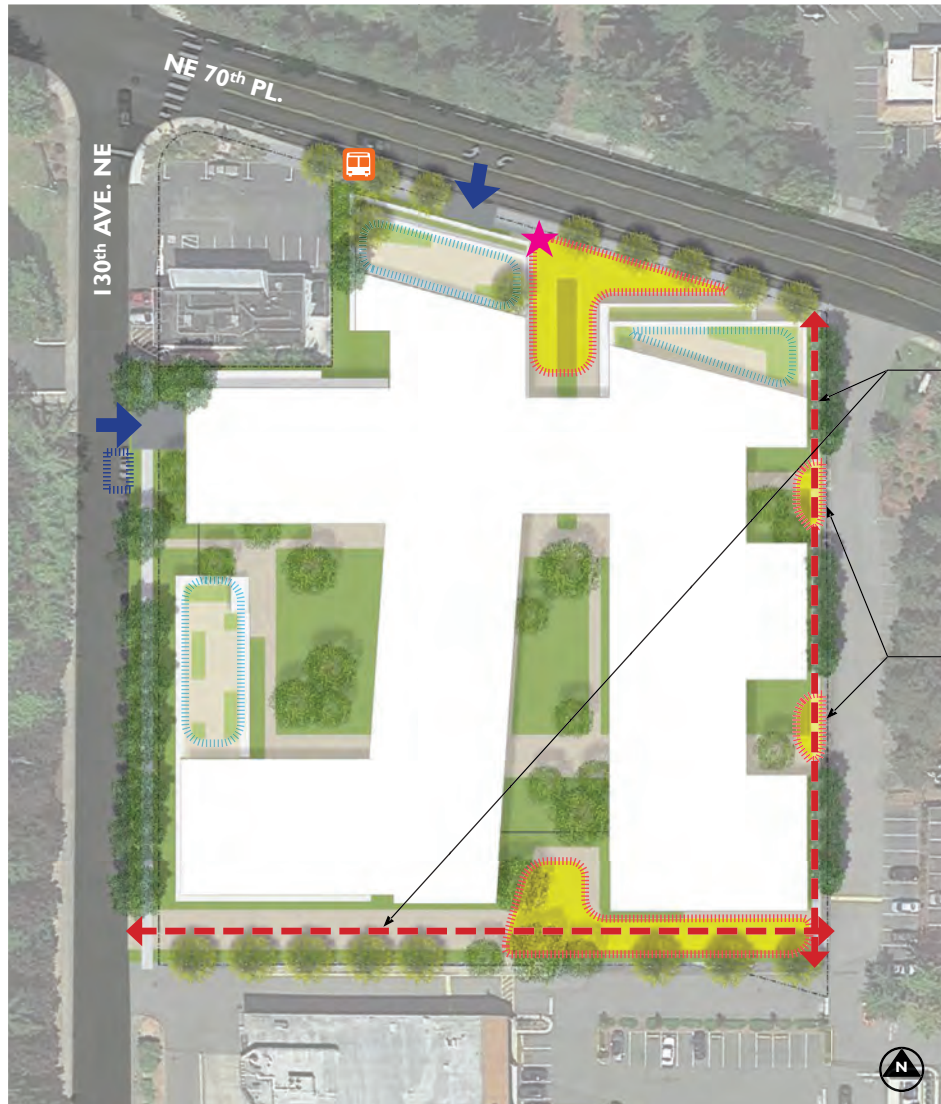
The top of the building should roughly follow the slope of the existing terrain.

Pages HEIGHT MEASUREMENT ON HILLSIDES

21-22, 32,
The building height does roughly follow the height of the existing terrain. The site slopes most dramatically closest to NE 70th; the building includes both a setback and stepback in that area tapering the massing down concurrent with the building slope.

REVIEW OF CDC

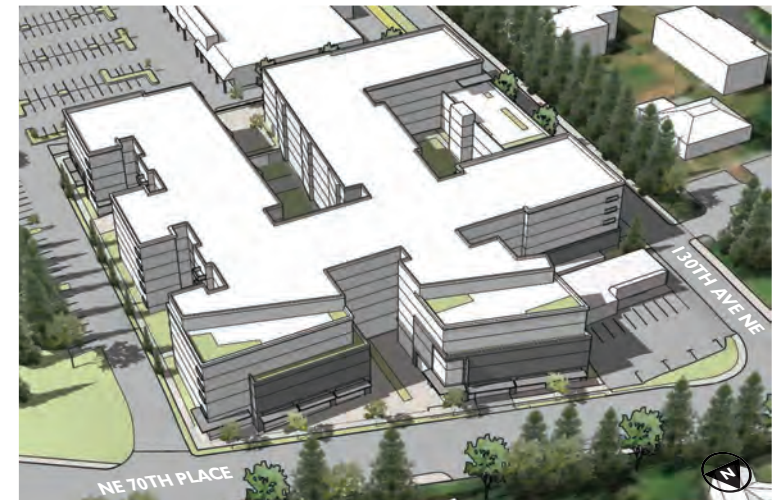
MASSING OPTION 3 (PREFERRED)



The board supported the locations of the through-block connections along the southern and eastern property lines.

The board appreciated the smaller public spaces along the eastern through-block connection for pausing along the slope. The board would like to see seating in these areas.

The Design Review Board supports preferred massing #3, shown here.



Northern Aerial View

- LOBBY ENTRY
- THROUGH-BLOCK CONNECTION
- GARAGE ENTRY
- PUBLICLY ACCESSIBLE PEDESTRIAN-ORIENTED OPEN SPACE*
- AMENITY ROOF DECK
- POTENTIAL TRASH STAGING
- BUS STOP
- ACTIVE USE AT GRADE
- PRIMARY RESIDENTIAL LOBBY AT GRADE
- RESIDENTIAL AT GRADE



Grade Related Uses

MASSING OPTION 3 (PREFERRED): VIEWS



View 1: Street Frontage on NE 70th

The board likes the placement and activation of the public plaza on 70th, located between retail and residential entry.

The board likes the special corner treatment at the residential entry and looks forward to seeing it developed further.



View 2: Northeast Eye Level Approach

The board would like to see how materiality is applied to further modulate facades and gave direction to further development of vertical and horizontal modulation to reduce the perceived mass of the building.



NOTE: Some trees are removed from views in order to better see building massing. Landscape shown is purely conceptual and does not indicate exact plant placement or species.

MASSING OPTION 3 (PREFERRED): VIEWS



View 3: Southeast Eye Level Approach

The board appreciates the modulation which makes the building feel more like a collection of smaller buildings.

The board would like to understand what pedestrian amenities are provided along the through-block connections.



View 4: Southeast Eye Level Approach



View 5: Southern Property Line Frontage

NOTE: Some trees are removed from views in order to better see building massing.
Landscape shown is purely conceptual and does not indicate exact plant placement or species.

MASSING OPTION 3 (PREFERRED): VIEWS



View 6: Street Frontage on 130th Ave NE

The board is interested to see how rooftop modulation evolves.



NOTE: Some trees are removed from views in order to better see building massing. Landscape shown is purely conceptual and does not indicate exact plant placement or species.

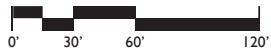
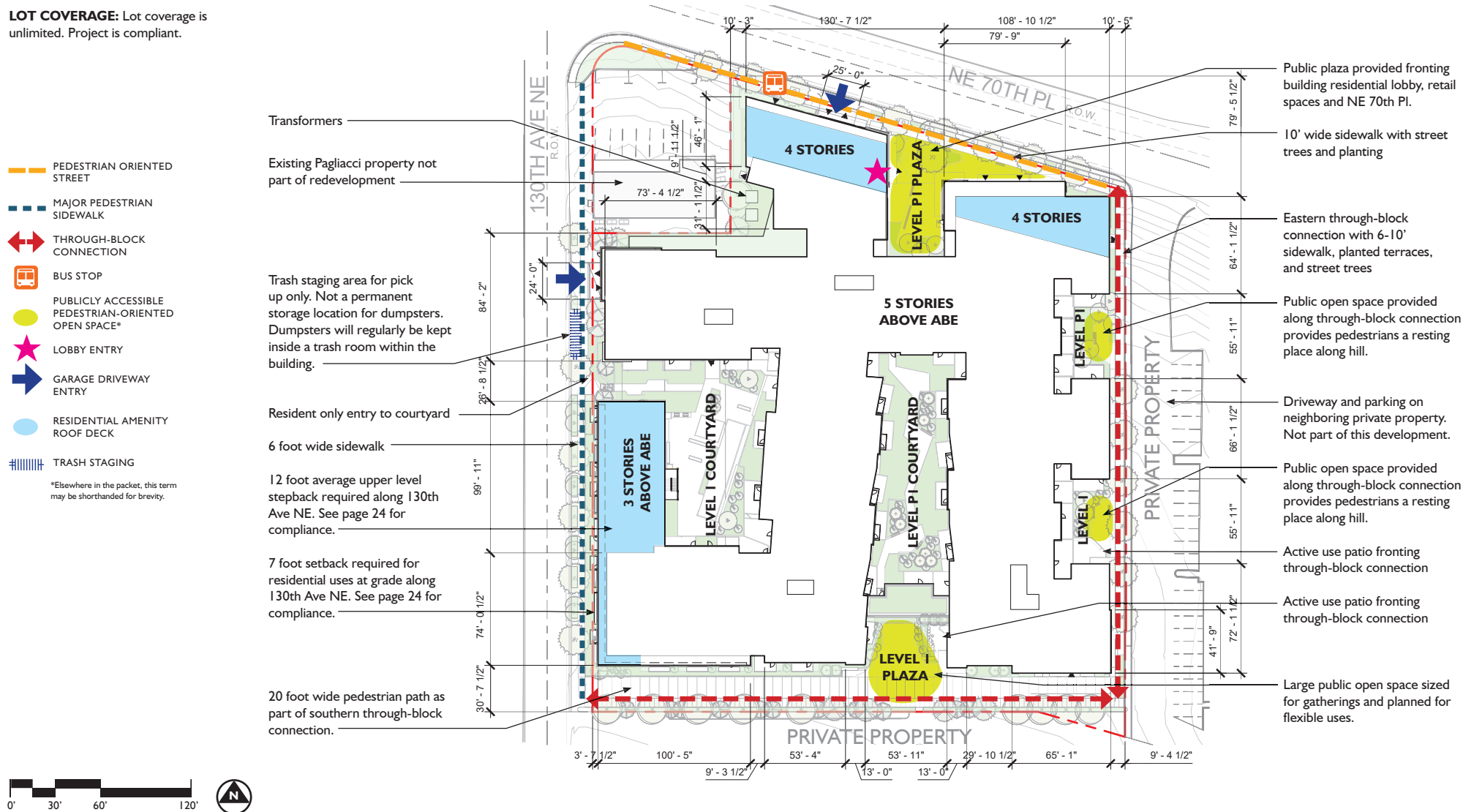


View 7: Southwest Eye Level Approach

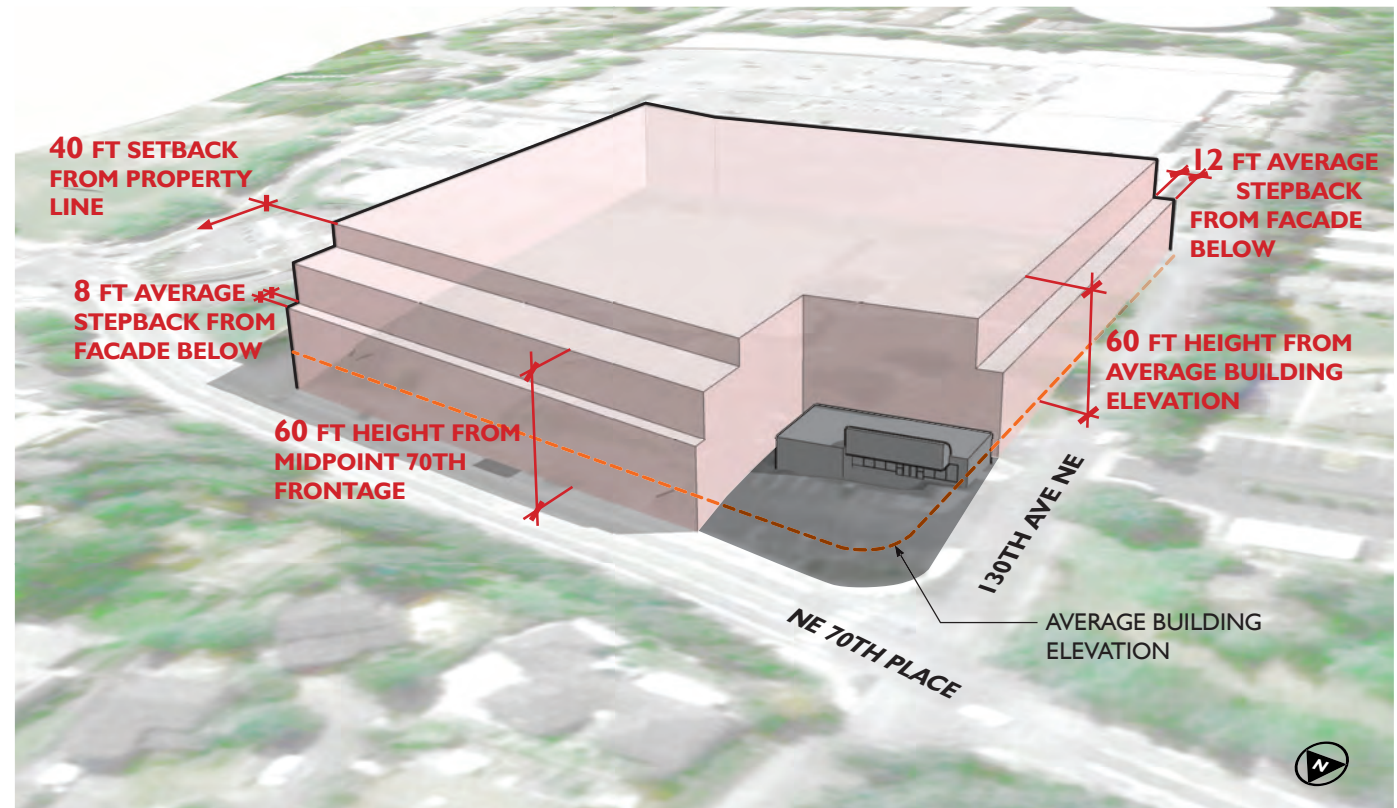
SCALE

SITE PLAN

LOT COVERAGE: Lot coverage is unlimited. Project is compliant.



REVIEW OF ZONING ENVELOPE



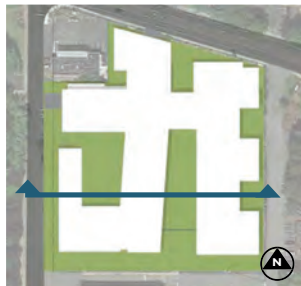
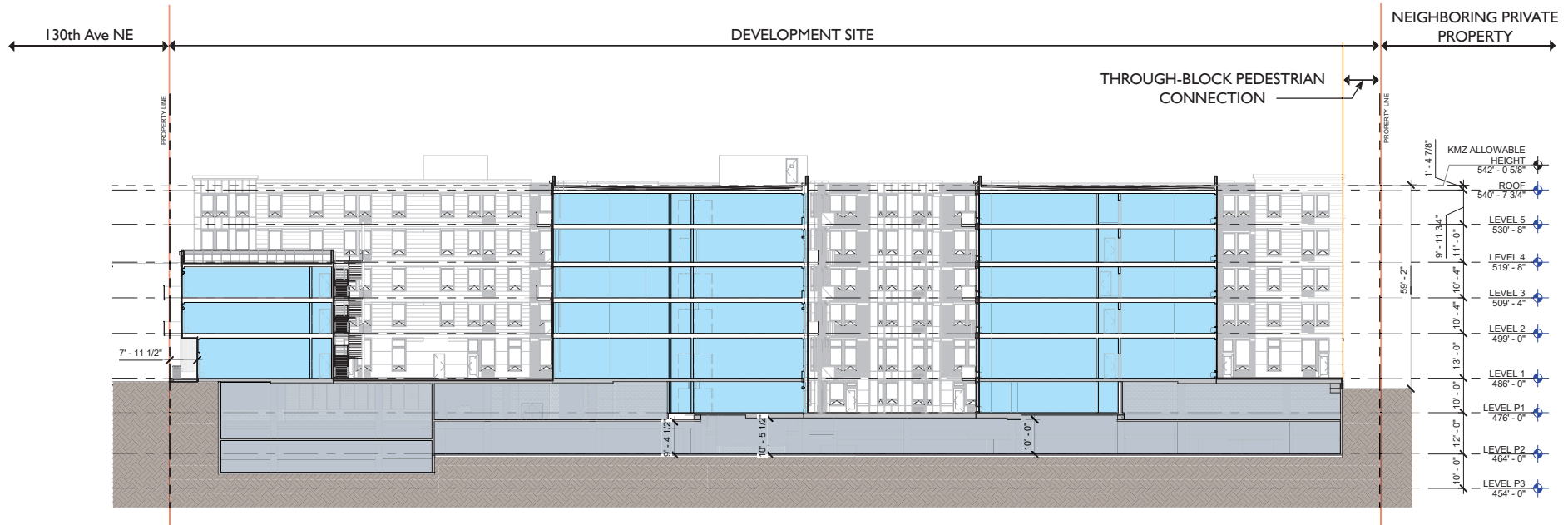
NORTH-SOUTH BUILDING SECTION



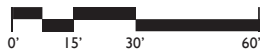
- COMMERCIAL
- ACTIVE USE / RESIDENTIAL AMENITY
- RESIDENTIAL LOBBY
- RESIDENTIAL APARTMENT HOMES
- PARKING, MECHANICAL, AND BACK OF HOUSE



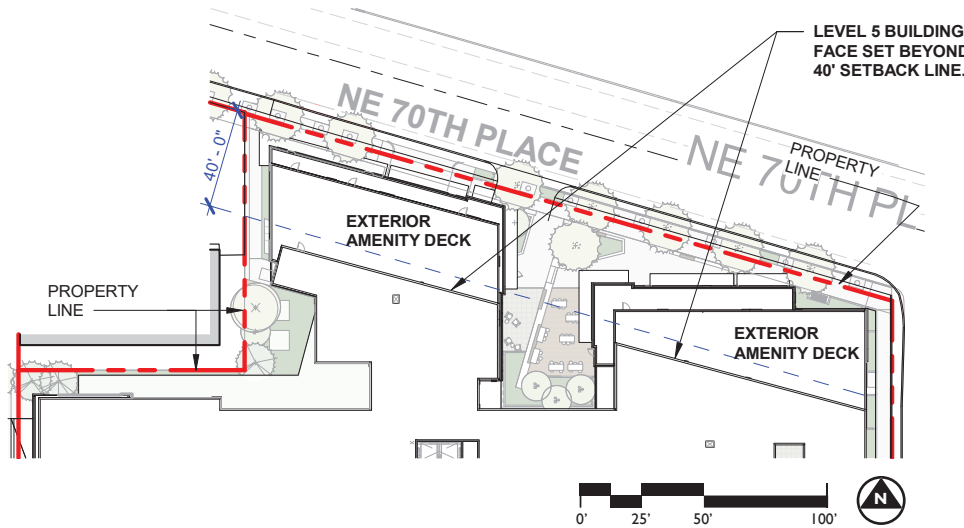
EAST-WEST BUILDING SECTION



- COMMERCIAL
- ACTIVE USE / RESIDENTIAL AMENITY
- RESIDENTIAL LOBBY
- RESIDENTIAL APARTMENT HOMES
- PARKING, MECHANICAL, AND BACK OF HOUSE



SETBACK AND STEPBACK COMPLIANCE: NE 70TH PL

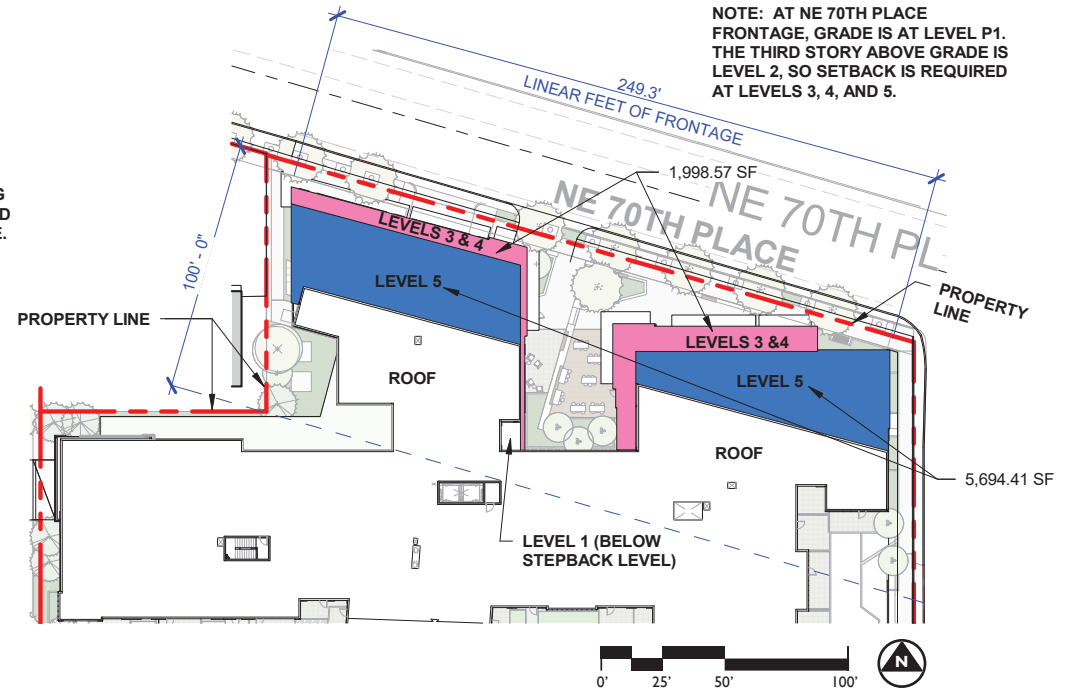


SET BACK @ NE 70TH PLACE

KZC 35.10.040.2.b COMPLIANCE CALCULATIONS-

NO PORTION OF A BUILDING WITHIN 40' OF NE 70TH PLACE SHALL EXCEED A HEIGHT OF 60' ABOVE NE 70TH PLACE MEASURED AT THE MIDPOINT OF THE FRONTAGE OF THE SUBJECT PROPERTY ON THE NE 70TH PLACE RIGHT-OF-WAY.

AS SHOWN IN THE DIAGRAM ABOVE, THE BUILDING IS SETBACK AT LEVEL 5 SUCH THAT NO PART ENCROACHES INTO THE 40' SETBACK LINE.



STEP BACK @ NE 70TH PLACE

KZC 35.10.040.2.d.1 AND d.3 - UPPER STORY STEPBACK COMPLIANCE CALCULATIONS -

FOR ALL BUILDING FACADES FACING AND WITHIN 100 FEET OF THE ABUTTING RIGHT-OF-WAY, ALL PORTIONS OF A STRUCTURE GREATER THAN 3 STORIES IN HEIGHT, AS MEASURED FROM THE ABUTTING RIGHT-OF-WAY, SHALL BE STEPPED BACK FROM THE THIRD STORY BY AN AVERAGE OF 8 FEET (FROM NE 70TH PLACE). THE REQUIRED UPPER STORY STEPBACKS FOR ALL FLOORS ABOVE THE THIRD STORY SHALL BE CALCULATED AS TOTAL UPPER STORY STEP BACK AREA AS FOLLOWS:

REQUIRED UPPER STORY STEP BACK AREA = LINEAR FEET OF FRONTAGE (NOT INCL PORTIONS OF THE SITE WITHOUT BUILDINGS OR FOR VEHICULAR AREAS) * REQUIRED AVERAGE SETBACK * NUMBER OF STORIES ABOVE THIRD STORY
= 249.3 FT * 8 FT * 3 STORIES = 5,983.2 SF

PER DIAGRAM ABOVE

PROVIDED UPPER STORY STEP BACK AREA = STEP BACK @ LEVEL 3 + STEP BACK @ LEVEL 4 + STEP BACK @ LEVEL 5
= 1,998.57 SF + 1,998.57 SF + (1,998.57 SF + 5,694.41 SF)
= 11,690.12 SF > 5,983.2 SF, MEETS REQUIREMENT