

## PRIVATE RESIDENTIAL COURTYARDS

Courtyard D, Level P I Detail Plan



## PRIVATE RESIDENTIAL COURTYARDS

Courtyard D Inspirations and View





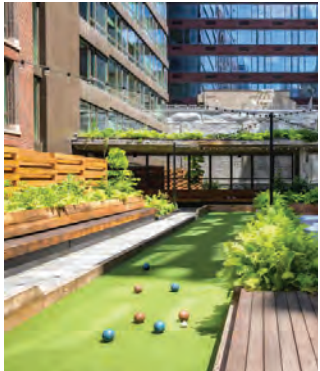
## PRIVATE RESIDENTIAL COURTYARDS

### Courtyard E, Level I Detail Plan



## PRIVATE RESIDENTIAL COURTYARDS

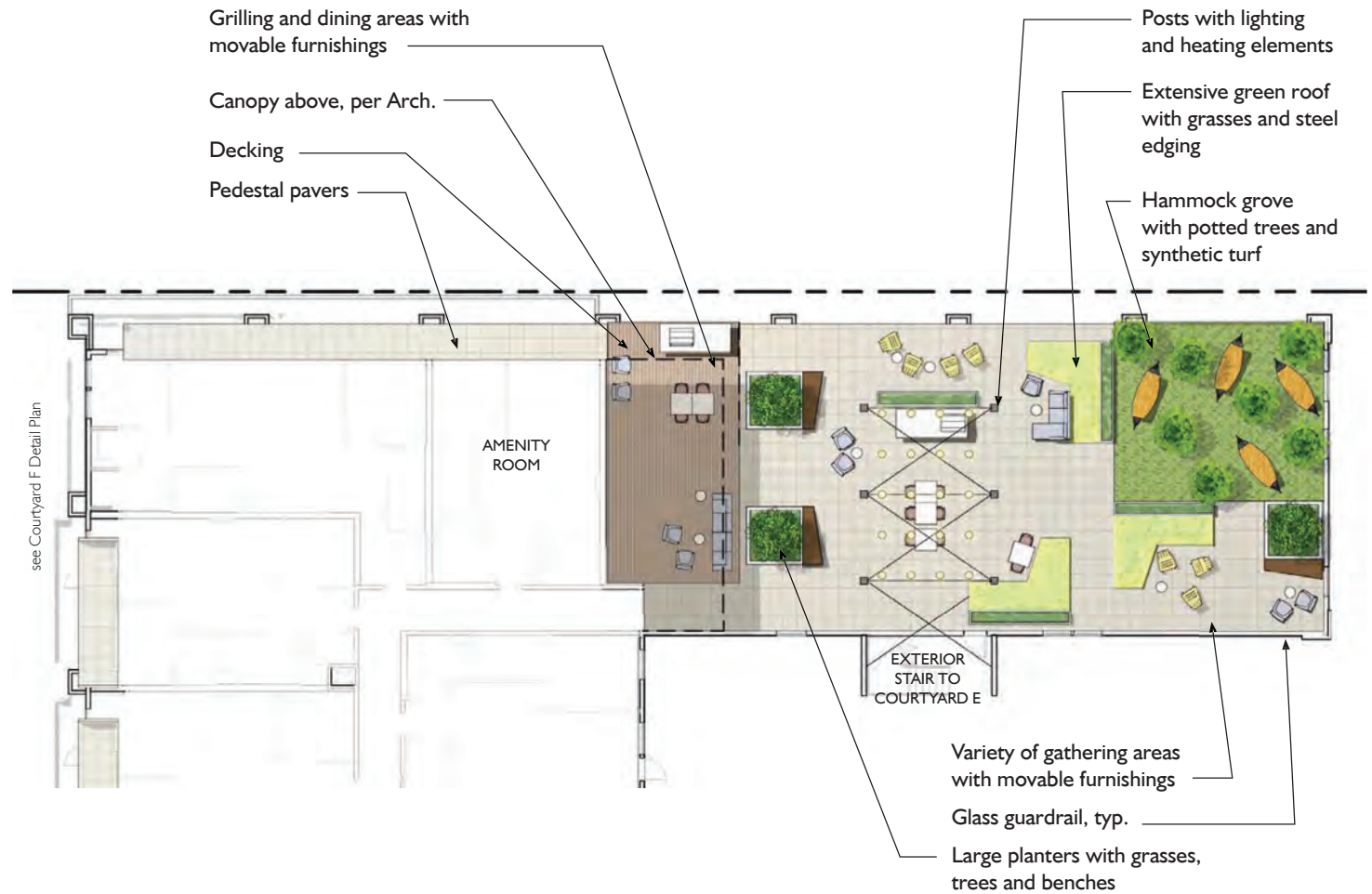
### Courtyard E Inspirations and View





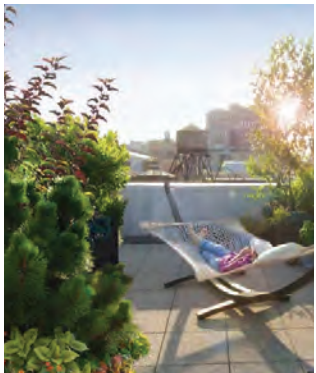
## PRIVATE RESIDENTIAL COURTYARDS

### Roofdeck Amenity Level 4 Detail Plan



## PRIVATE RESIDENTIAL COURTYARDS

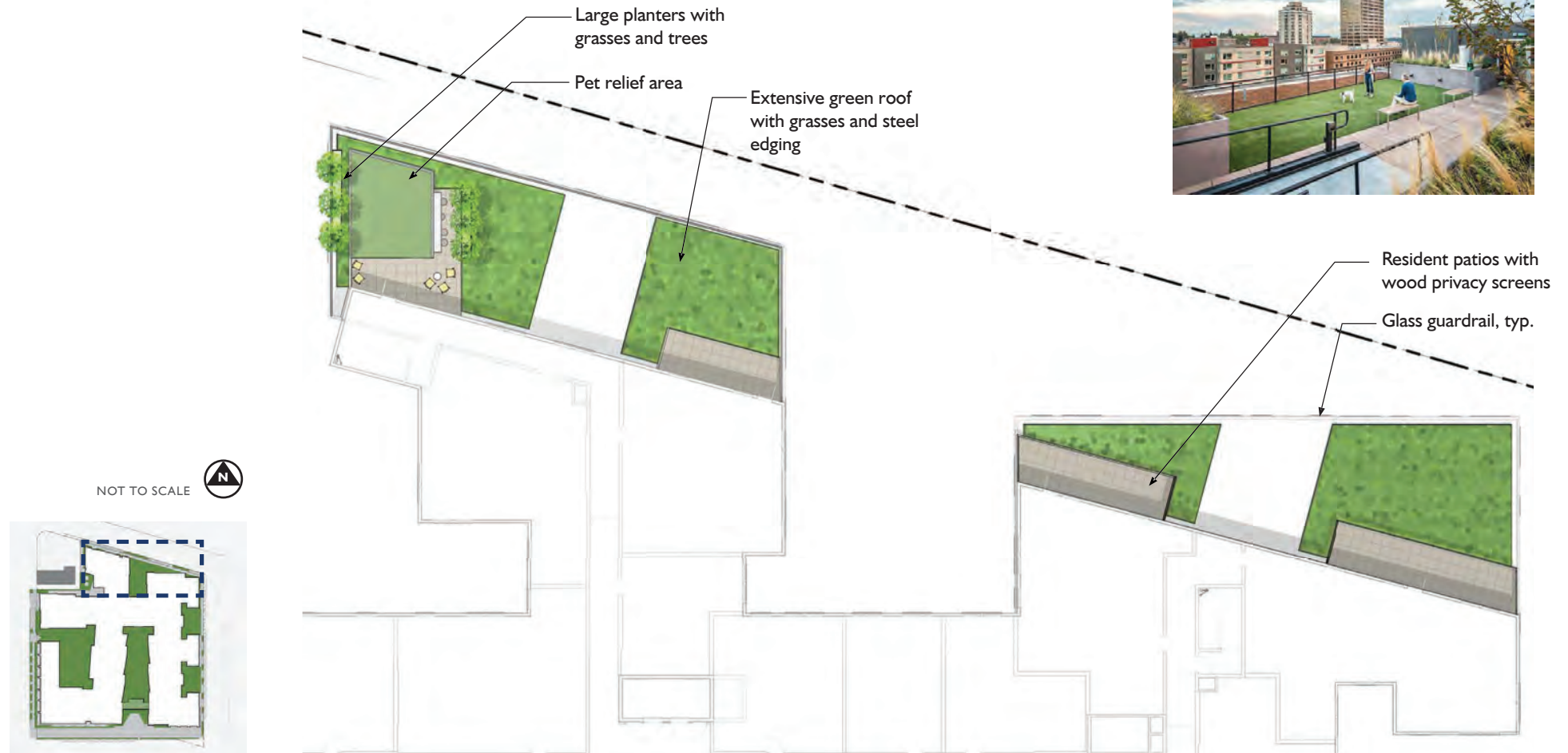
Roofdeck Amenity Level 4 Inspirations and Rendering





## PRIVATE RESIDENTIAL COURTYARDS

### Roofdeck Amenity Level 5 Detail Plan



## DEPARTURE REQUESTS



# RESIDENTIAL FRONTAGE COMPLIANCE ON NE 70TH: INITIAL INTERPRETATION

## INITIAL UNDERSTANDING OF LINEAL FRONTAGE

### 35.10.040.02.m -- RESIDENTIAL LOBBIES & AMENITIES

LOBBIES AND AMENITY SPACE FOR RESIDENTIAL OR ASSISTED LIVING USES MAY BE ALLOWED WITHIN THE COMMERCIAL FRONTAGE PROVIDED THEY DO NOT EXCEED 20 PERCENT OF THE BUILDING'S LINEAR COMMERCIAL RETAIL FRONTAGE ALONG THE STREET OR THROUGH-BLOCK PATHWAY. THE DESIGN REVIEW BOARD (OR PLANNING AND BUILDING DIRECTOR IF NOT SUBJECT TO DR) MAY APPROVE A MINOR INCREASE TO GROUND FLOOR RESIDENTIAL LOBBIES AND AMENITIES IF THEY ARE CONNECTED TO RETAIL USE AND THE DESIGN OF THE GROUND FLOOR FRONTAGE WILL MAXIMIZE VISUAL INTEREST.

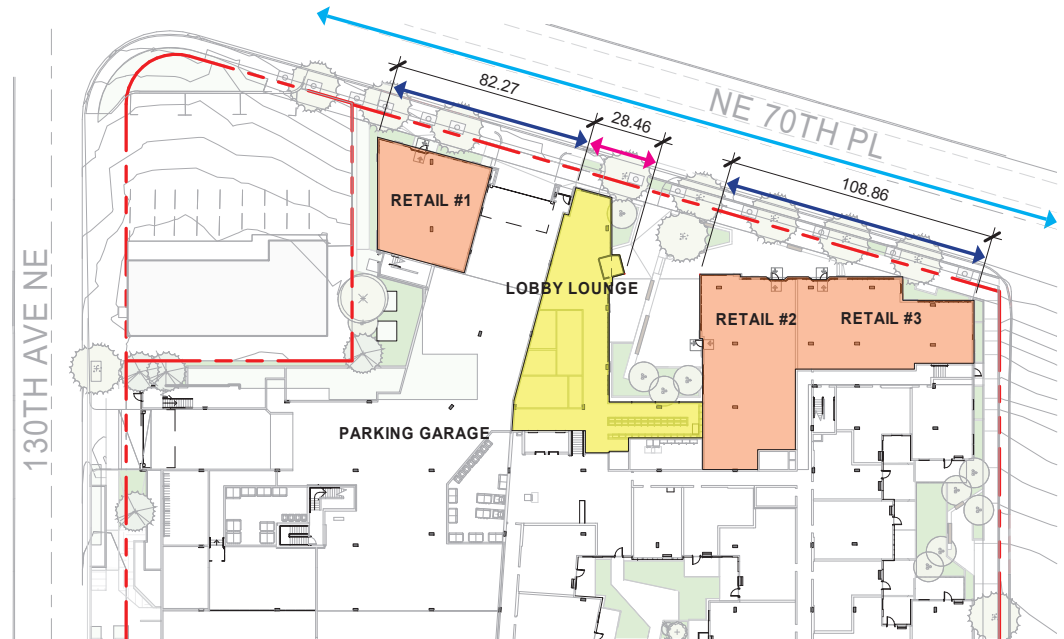
### 5.10.475 -- LINEAR FRONTAGE OF SUBJECT PROPERTY

THE FRONTAGE OF THE SUBJECT PROPERTY **ADJACENT OR PARALLEL TO** ALL OPEN IMPROVED PUBLIC RIGHTS-OF-WAY. FRONTAGE ADJACENT TO I-405 IS NOT APPLICABLE EXCEPT FOR PROPERTIES WITHIN TL 4A AND TL 6B (EAST OF 116TH AVENUE NE). IF THE SUBJECT PROPERTY DOES NOT HAVE FRONTAGE ON AN OPEN IMPROVED RIGHT-OF-WAY, THE FRONTAGE OF ANY PUBLIC ACCESS EASEMENTS WHICH SERVE THE SUBJECT PROPERTY AND UNOPENED RIGHTS-OF-WAY WHICH FRONT ON THE SUBJECT PROPERTY IS THE LINEAR FRONTAGE OF THE SUBJECT PROPERTY.

TOTAL FRONTAGE =  $82.27' + 28.46' + 108.86' = 219.59'$

TOTAL LOBBY & AMENITY FRONTAGE =  $28.46'$

% LOBBY & AMENITY FRONTAGE =  $28.46' / 219.59' * 100 = 12.96\% < 20\%$ , MEETS REQUIREMENT



The city has clarified all facades, including those fronting the public open space, are considered part of the NE 70th lineal frontage and should be measured parallel to the building frontage not NE 70th. See Following page.

## RESIDENTIAL FRONTAGE COMPLIANCE ON NE 70TH: **DEPARTURE REQUEST**

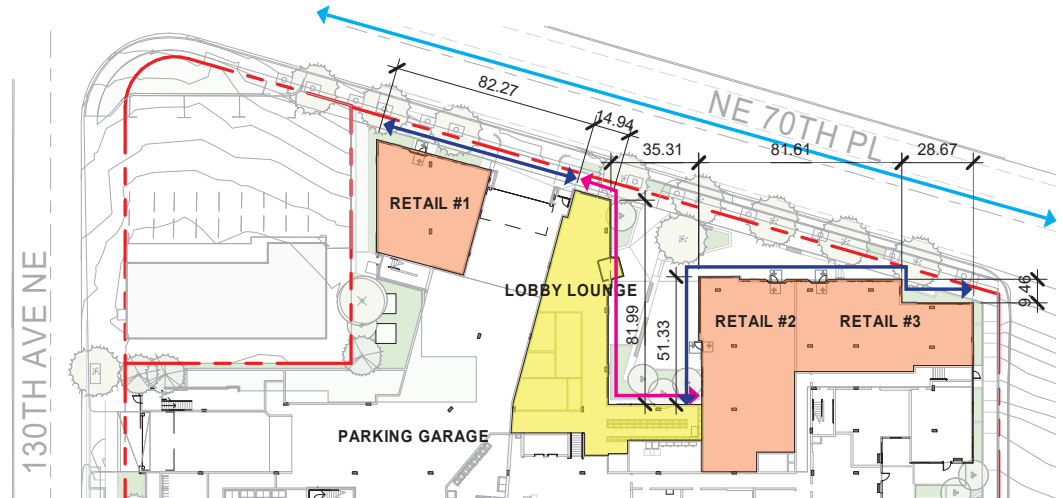
### CITY OF KIRKLAND INTERPRETATION OF LINEAL FRONTAGE

TOTAL FRONTAGE =  $82.27' + 14.94' + 81.99' + 35.31' + 51.33' + 81.61' + 9.46' + 28.67' = 385.58'$

TOTAL LOBBY & AMENITY FRONTAGE =  $14.94' + 81.99' + 35.31' = 132.24'$

% LOBBY & AMENITY FRONTAGE =  $132.24' / 385.58' * 100 = 34.3\% > 20\%$ , **REQUIRES DEPARTURE**

The almost perpendicular frontage of the lobby which faces the public open space coupled with the lobby frontage set back over 100 feet from the ROW push the residential frontage to over 20% of the building frontage.



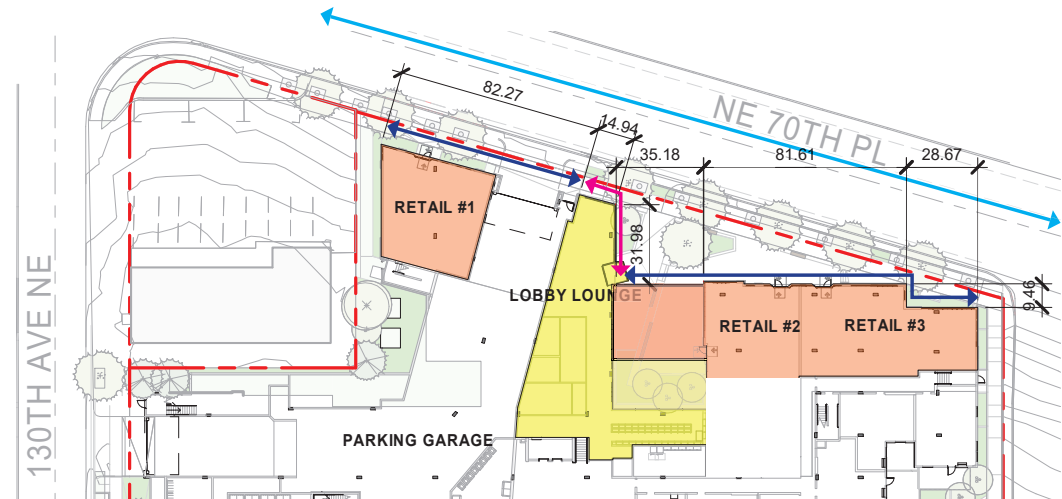
### IF THERE WAS NO PUBLIC OPEN SPACE FACING 70TH:

TOTAL FRONTAGE =  $82.27' + 14.94' + 31.98' + 35.18' + 81.61' + 9.46' + 28.67' = 284.11'$

TOTAL LOBBY & AMENITY FRONTAGE =  $14.94' + 31.98' = 46.92'$

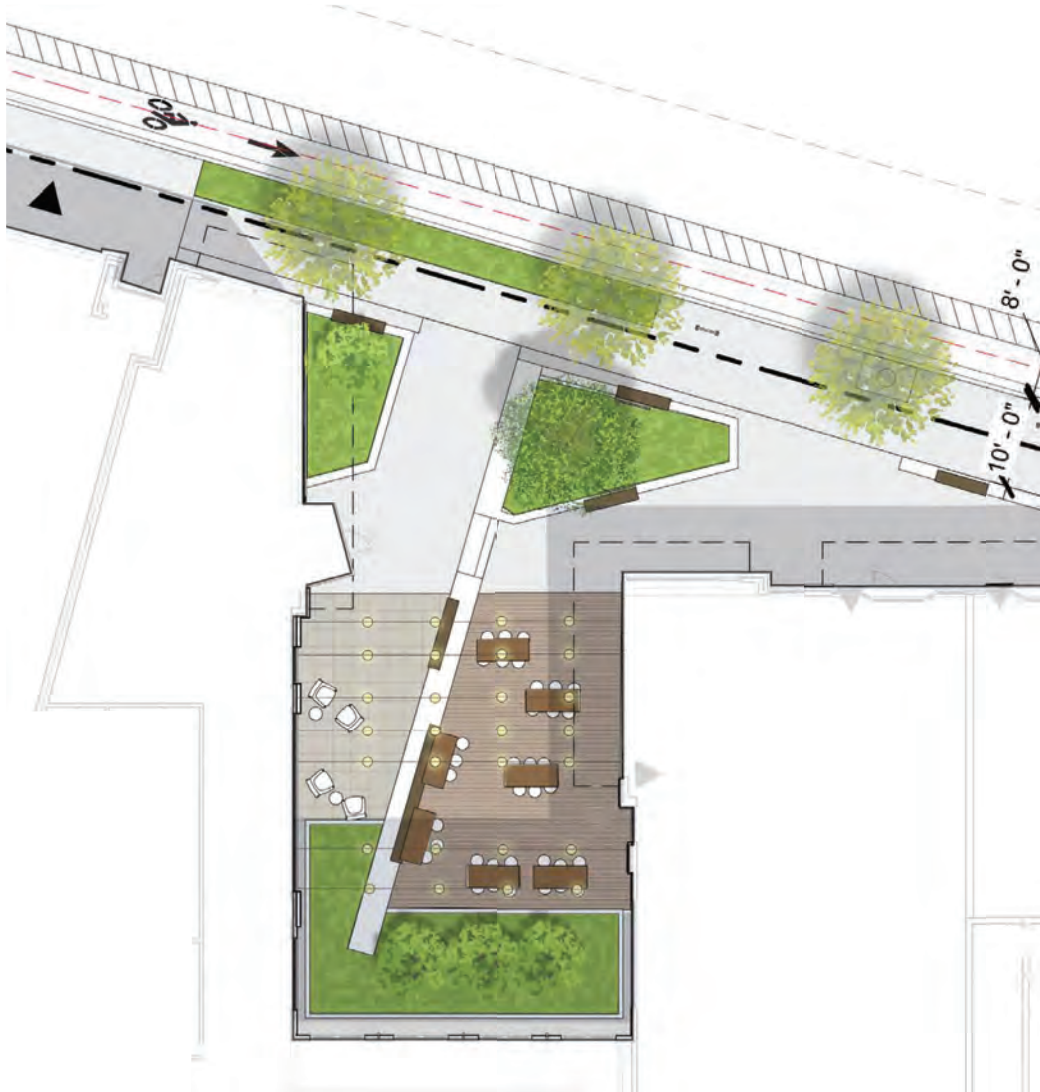
% LOBBY & AMENITY FRONTAGE =  $46.92' / 284.11' * 100 = 16.51\% > 20\%$ , **MEETS REQUIREMENT**

By carving out public open space fronting NE 70th, the project has inadvertently created more residential frontage. The public open space was desired by the design review board and will activate the streetscape like commercial frontage does. The projects seeks a departure related to residential frontage limitation in order to best respond to design guidance by providing active uses and public amenities on NE 70th.





## PUBLIC OPEN SPACE IN FRONT OF RESIDENTIAL FRONTAGE ON 70TH

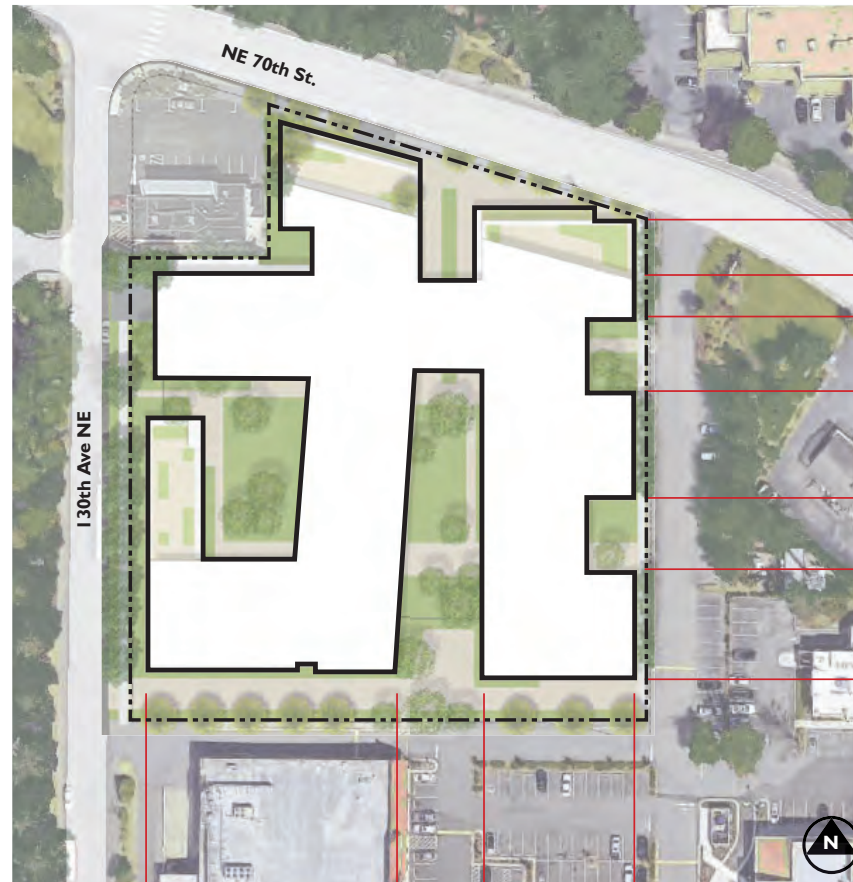


The public open space desired by the design review board is designed to enhance the streetscape and commercial spaces fronting 70th. The exterior provides spaces for pedestrians to linger and enjoy the landscaping as well as places to engage with the adjacent commercial spaces. The public open space provides active and engaging “frontage” along 70th, essentially replacing the residential frontage behind.



## FRONTAGE CONDITIONS ON THROUGH-BLOCK CONNECTIONS

The project seeks a departure regarding non-commercial frontage along the through block pathways due to the lack of visibility and access for commercial spaces. See subsequent pages for analysis.



- Retail already included.
- Floor Levels do not reach grade.
- Open space requested by DRB. Helps modulate building.
- Floor Levels do not reach grade.
- Open space requested by DRB. Helps modulate building.
- Active residential uses provided create link between building residents and surrounding properties. Facing inaccessible parking not conducive for commercial uses.

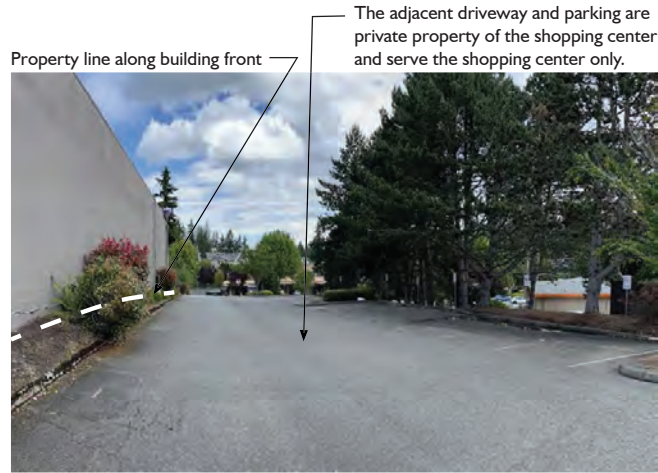
Regarding Eastern Frontage See pages 75 & 76

- New development faces adjacent retail service, trash, loading, and blank wall. Existing condition not feasible for successful commercial frontage.
- Open space requested by DRB. Helps modulate building.
- Active residential uses provided create link between building residents and surrounding properties. Facing inaccessible parking not conducive for commercial uses.

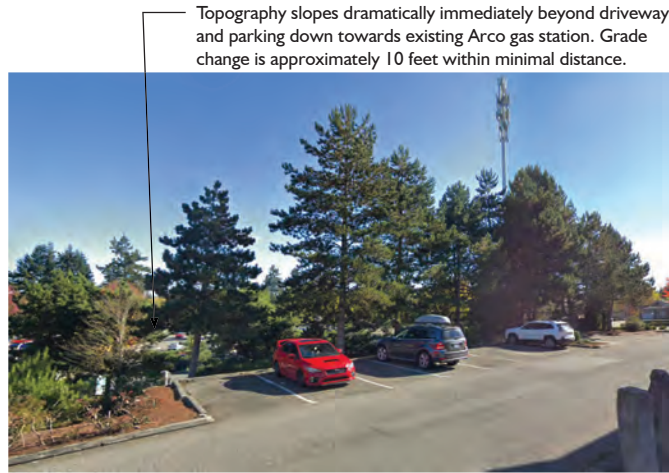
Regarding Southern Frontage See page 77



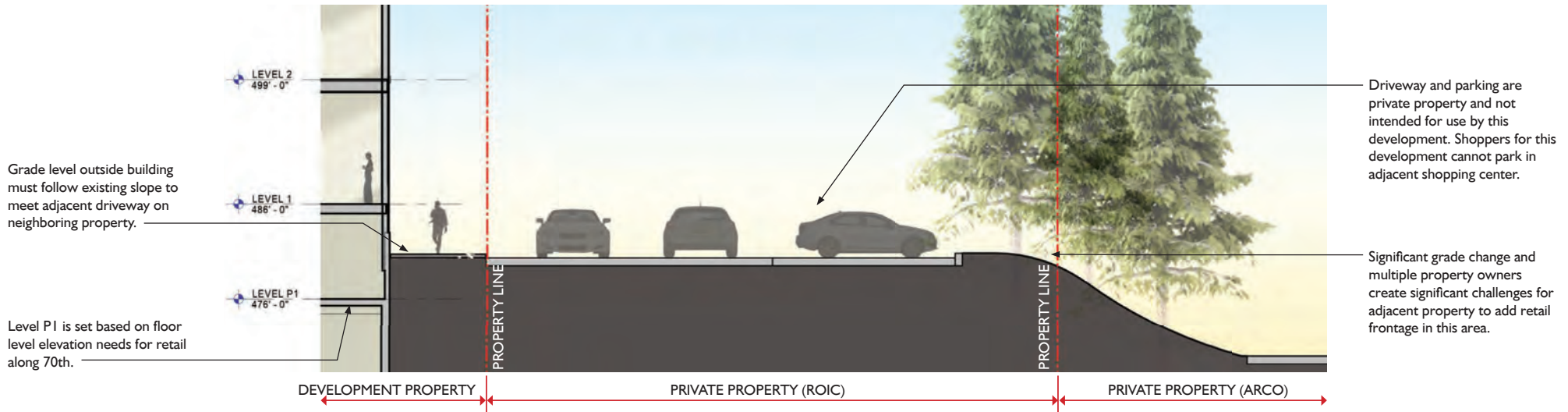
## EASTERN FRONTAGE CONDITIONS



Existing Adjacent Frontage

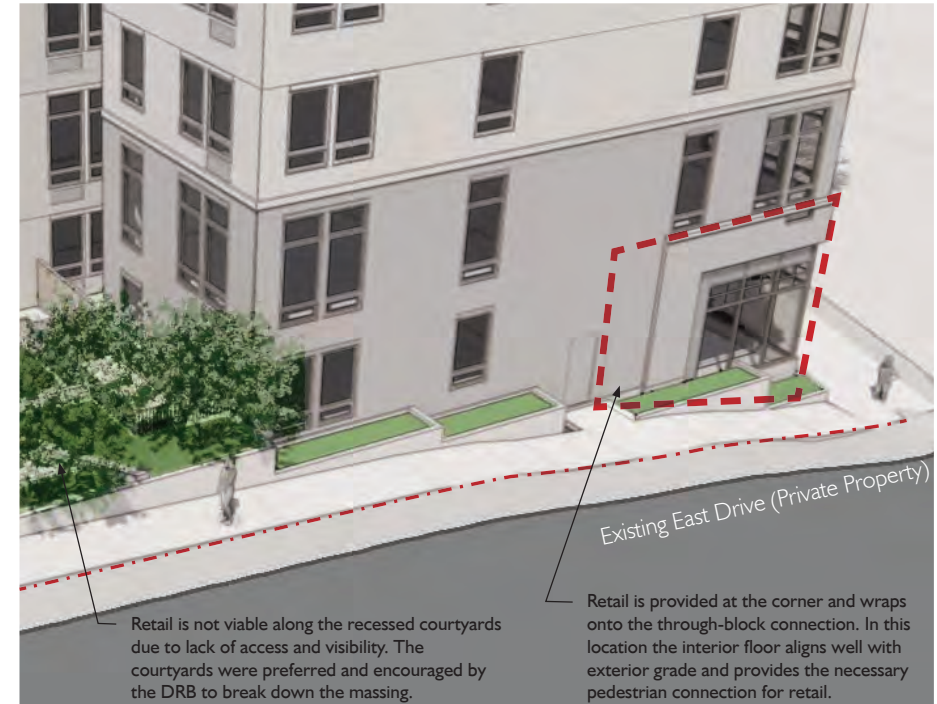
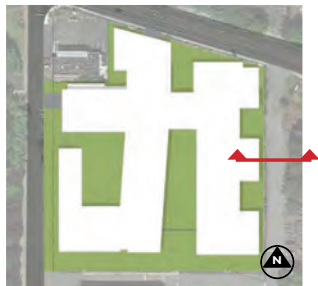
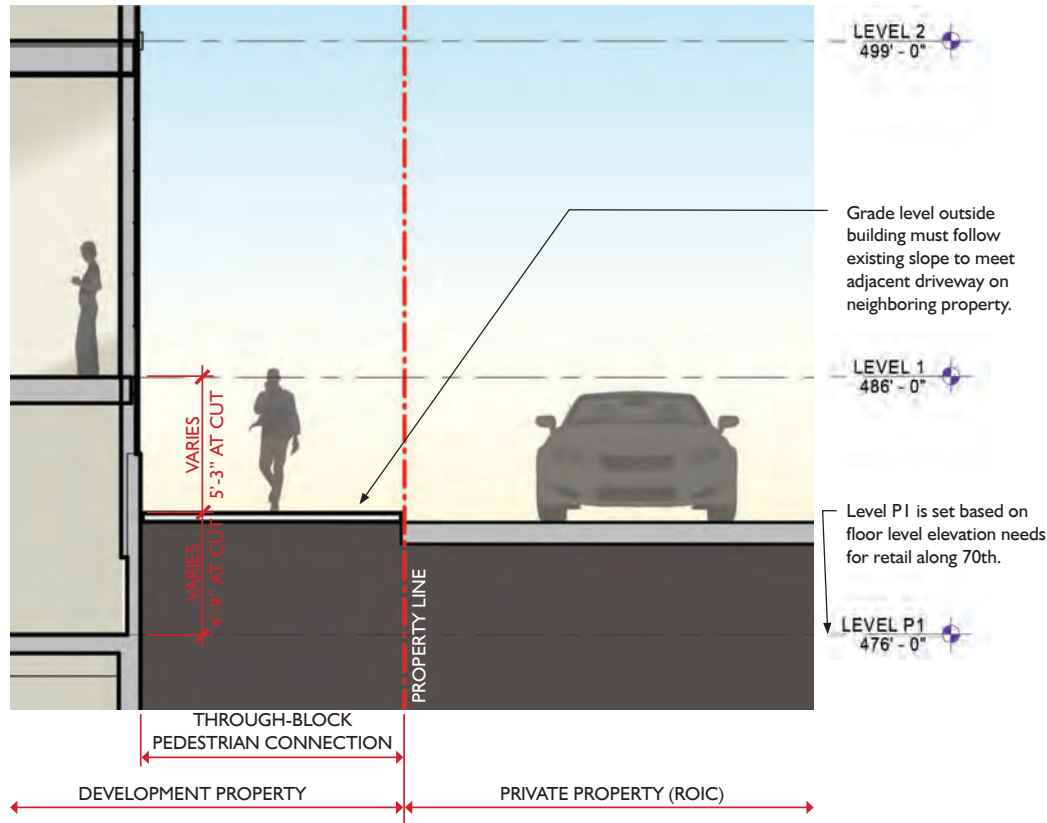


It is likely the new development will face a driveway and parking that are not intended for use by this development in perpetuity due the narrow adjacent properties, access needs of neighboring property, multiple property owners, and steep grade changes.



Section Through Eastern Edge Condition

## EASTERN FRONTAGE ENLARGED SECTION



Because the surrounding topography slopes significantly along the eastern edge the building, exterior grade and interior floor levels only become close enough for access at far north and far south of the frontage.



## SOUTHERN FRONTAGE CONDITIONS

Neighboring property's parking is inaccessible and not allowed to be used by the new development. Patrons of commercial uses for the new development cannot park in this lot even though it is highly visible from the frontage.

Neighboring property drive lane aligns with new development's open space. This was a preferred condition at the CDC meeting.

The neighboring existing blank facade extends across approximately half of the new development frontage. This frontage is not conducive to successful commercial uses.

Neighboring Property's loading, and trash pick up faces new development.



The frontage conditions do not create the visibility, pedestrian or vehicle access, or ambiance necessary for viable commercial uses on the new development.

## COMMERCIAL USE PRACTICAL NEEDS

Curb cuts for trash pick up, garage access, or vehicular circulation are not permitted in this area because of proximity to existing curb cuts.

### Public Parking Access:

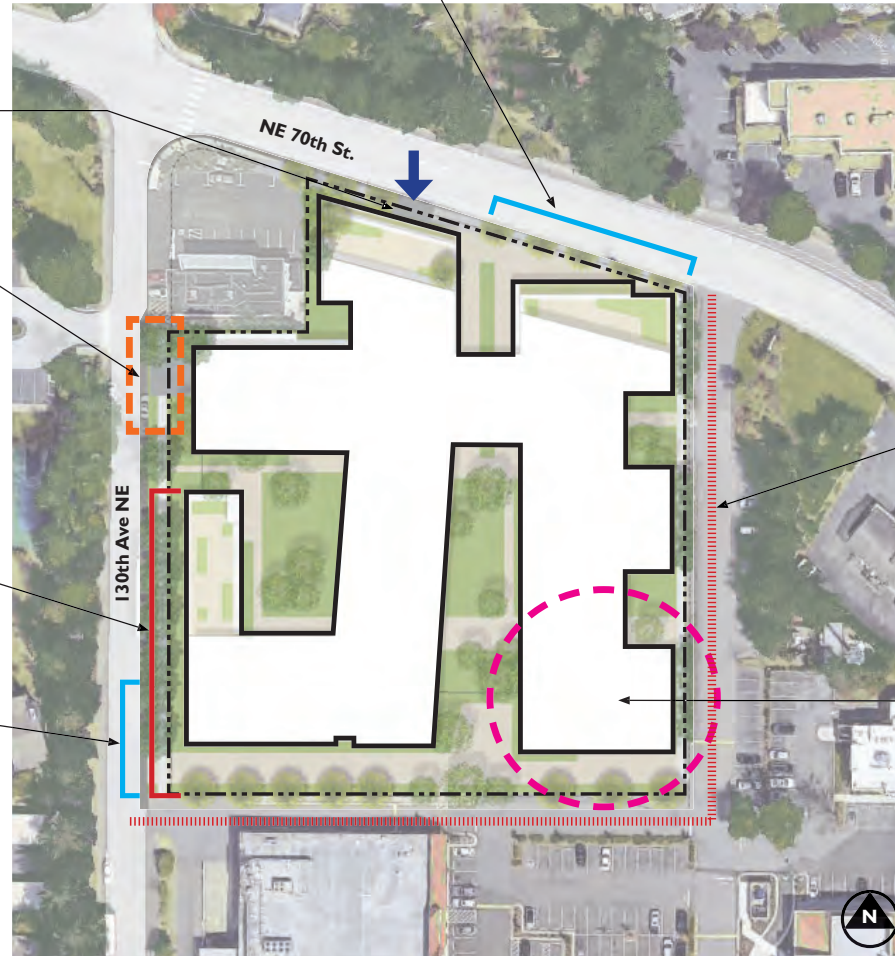
Located on NE 70th, parking access here provides the best visibility and best connection to parking below grade without impacting building frontage and pedestrian experience.

### Waste Staging for Pick Up:

Located adjacent to existing Pagliacci waste pickup, this location was best relative to allowable curb-cut locations and viable truck access.

Waste staging was not preferred in this area at the first CDC meeting because it was too close to residential apartment homes at grade as well as too close to the through-block connection.

Curb cuts for trash pick up, garage access, or vehicular circulation are not permitted in this area because of proximity to existing curb cuts.



Vehicular access to the southeast corner is not permitted from adjacent, private property. People attempting to reach the southeast corner must park via the garage entrance of 70th and either traverse through the interior of a private residential building, or walk the perimeter of the building with sloping grade.

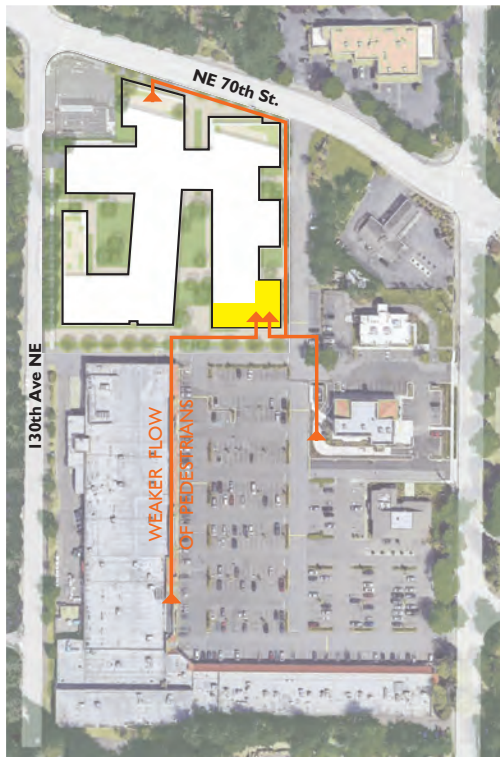
Commercial uses located at the southeast corner of the new development would be as far as possible from parking and waste infrastructure, creating serious wayfinding and operational issues.



## CREATING THE BEST ACTIVATION & CONNECTION WITHIN THE BCX ZONE

### Commercial Uses at the Southeast Corner

Competes with Existing Shopping Center Uses  
Relies on Future Development Changes for Success

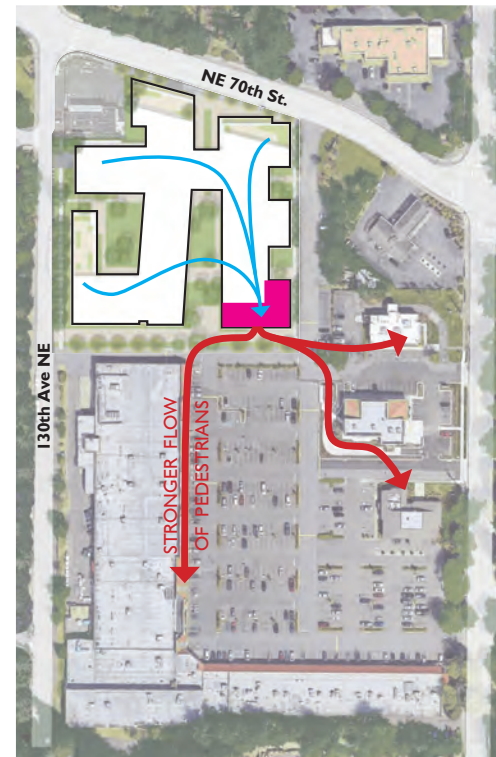


- Commercial use viability relies on visibility from adjacent shopping center parking creating a competitive draw on shopping center patrons. There is no visibility from surrounding streets.
- Access for patrons of commercial uses at southeast corner must know to park via entry on NE 70th, and then walk around perimeter of building. (Travel through building would create a security risk for residents.) The adjacent driveways and surface parking are not available to the new development's residents, retail tenants or customers.
- Worst case, redevelopment of adjacent property could reduce visibility or connection to southeast corner commercial uses.

Vacant storefronts of unsuccessful commercial spaces do nothing to activate throughblock connections or create connectivity within the BCX zone.

### Active Amenity Uses at the Southeast Corner

Imbibes Existing Shopping Center with Patrons  
Creates Lively Frontage Immediately as well as in the Future



- Active amenity spaces are well patroned by residents of the building.
- Grouping active amenity spaces at the southeast corner creates a destination for residents that pulls them to the center of the BCX zone.
- Easy pedestrian access to the shopping center from the southeast corner turns residents into patrons for the shopping center - boosting success and viability of adjacent commercial uses.
- Popular residential amenities provide eyes on the throughblock connections for safety.
- The existing southeast corner frontages are already designed to appear commercial in nature with commercial height ceilings, large glazing, overhead weather protection, and doors.
- The versatile design means if commercial uses become viable after redevelopment of adjacent properties, the owner has the ability to convert to commercial uses.
- Active residential amenities do not rely on exterior access or visibility for success meaning they are immediately successful at activating the throughblock connections.

Active residential amenity space will be most successful at generating connection given the current conditions as well as strengthen commercial viability throughout the BCX zone.

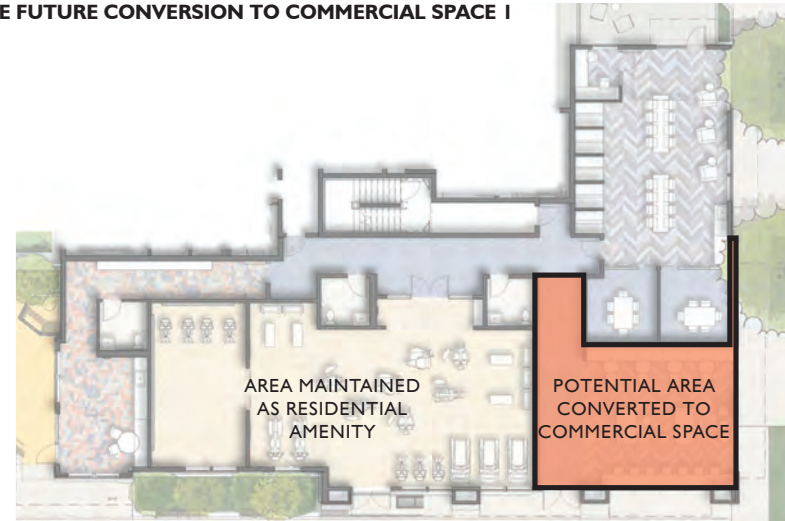
## DETAILED LOOK AT SE CORNER RESIDENTIAL AMENITY



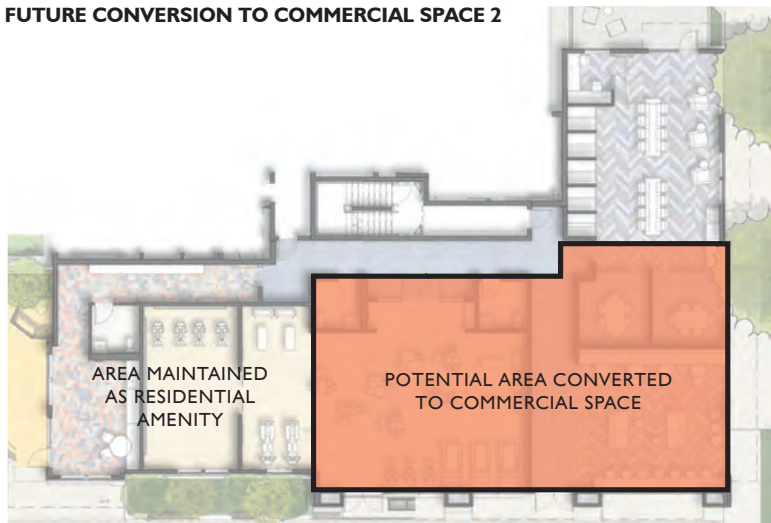
## PLANNED FOR FUTURE FLEXIBILITY

The existing SE corner is designed to commercial standards with taller floor to floor heights, overhead weather protection and large glazing matching that on NE 70th Street. Furthermore, none of the building's apartment homes have doors within the SE amenity spaces. If conditions within the BCX zone change in a way that makes commercial space viable, the building is set to be able to convert to different uses in the future.

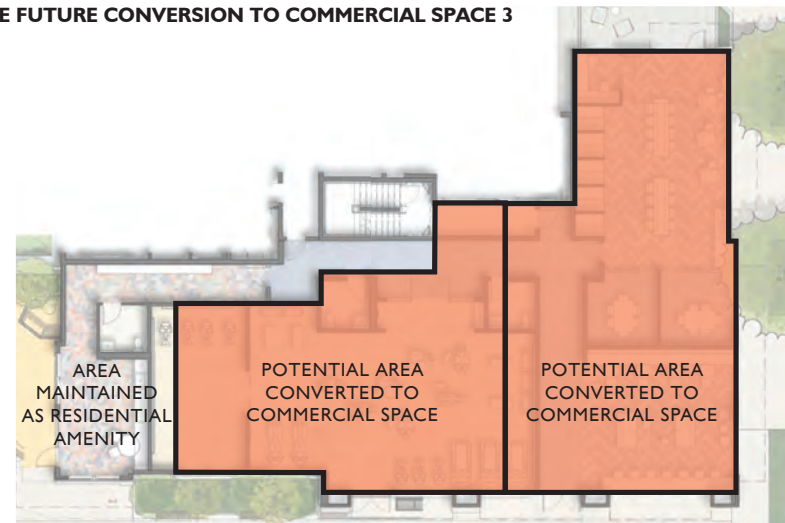
POSSIBLE FUTURE CONVERSION TO COMMERCIAL SPACE 1



POSSIBLE FUTURE CONVERSION TO COMMERCIAL SPACE 2



POSSIBLE FUTURE CONVERSION TO COMMERCIAL SPACE 3





## APPENDIX

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## ZONING SUMMARY

## BCX Zone

Building Height	35.10.040.2	Maximum height of structure is Sixty feet above average building elevation if:
Use limitation	35.10.040.2.a	Uses above the 3rd story are limited to Assisted Living Facility and Attached or Stacked Dwelling Units.
Setback along NE 70th	35.10.040.2.b	No portion of a building within 40 feet of NE 70th Place exceeds a height of 60 feet above NE 70th Place measured at the midpoint of the frontage of the subject property on the NE 70th Place right-of-way. The Design Review Board is authorized to allow rooftop amenities where this height limit is imposed.
Stepbacks along ROW	35.10.040.2.d	For all building facades facing and within 100 feet of the abutting right-of-way, all portions of a structure greater than three stories in height, as measured from the abutting right-of-way, shall be stepped back from the third story façade as follows: <ol style="list-style-type: none"> <li>1. From NE 70th Place by an average of 8 feet.</li> <li>2. From 130th Avenue NE by an average of 12 feet.</li> <li>3. The required upper story step backs for all floors above the third story shall be calculated as Total Upper Story Step Back Area as follows: Total Upper Story Step Back Area = (Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas) x (Required average step back) x (Number of stories proposed above the third story). The Design Review Board is authorized to allow rooftop amenities within the step back area.</li> </ol>
Required Open space	35.10.040.2.e	The development shall provide publicly accessible pedestrian oriented open space(s) adjacent to the street or through-block pathway. The publicly accessible space(s) shall contain a minimum of 1,000 square feet or one square foot per 200 gross square feet of above grade building area, whichever is greater. The size calculation shall not include the required width of abutting sidewalks or pathways. Locations, dimensions, features and improvements (such as plazas, seating, public art, children's recreation space) shall be reviewed and approved through by the Design Review Board based on applicable guidelines.
Affordable housing	35.10.040.2.g	Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing incentives and requirements.
Green Building Standards	35.10.040.2.h	Development shall be designed, built and certified to achieve or exceed the high performance building standards described in KZC 115.62
Commercial Floor Height	35.10.40.2.i	The commercial floor shall be a minimum of 13 feet in height
Commercial Use Placement	35.10.040.2.j	Except along NE 65th Street and 130th Avenue NE, residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building). The Design Review Board (or Planning and Building Director if not subject to Design Review) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest.
Commercial Frontage	35.10.040.2.k	Development shall contain commercial uses oriented to adjoining arterials and through-block pathways. The location and frontages of these commercial uses shall be reviewed through Design Review for consistency with applicable guidelines or regulations.
Through-Block Pathways	35.10.040.2.l	Development shall provide for one north-south through-block pathway connection between NE 70th Place and NE 65th Street and two east-west through-block pathway connections between 130th Avenue NE and 132nd Avenue NE (see Plate 34Q). The Design Review Board shall determine the final location and configuration of the through-block pathway connections based on convenience and utility for nonmotorized access and orientation toward commercial uses and pedestrian-oriented open space.
Residential Lobbies and Amenities	35.10.040.2.m	Lobbies and amenity space for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear retail frontage along the street or through-block pathway. The Design Review Board (or Planning and Building Director if not subject to Design Review) may approve a minor increase to ground floor residential lobbies and amenities if they are connected to retail use and the design of the ground floor frontage will maximize visual interest.
Residential Yards	35.10.040.1.n	Attached or Stacked Dwelling Units and Assisted Living Facilities located at the street level floor along NE 65th Street and 130th Avenue NE shall have a minimum seven-foot required yard.
Height Exceptions	35.10.040.1.o	In addition to the height exceptions established by KZC 115.60, the following exceptions to height regulations zone are established: <ol style="list-style-type: none"> <li>1) An additional 5 feet is allowed for buildings providing a grocery store.</li> <li>2) Decorative parapets may exceed the height limit by a maximum of four feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two feet.</li> <li>3) For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.</li> </ol>

Street Designation	35.10.040.2.i Plate 34Q	<b>NE 70th</b> = Pedestrian Oriented Street / Minor Arterial <b>130th Ave NE</b> = Major Ped Sidewalk / ((R-28 Neighborhood Access Street (KZC 110.22)?))
Lot Coverage	35.30.020 table	Stacked Dwelling Units allowed at 100% lot coverage.
Required Parking	35.40 table	
Attached or Stacked Dwelling Units	35.40.020	Attached Dwelling Units: <ul style="list-style-type: none"> <li>1.2 per studio unit.</li> <li>1.3 per 1 bedroom unit.</li> <li>1.6 per 2 bedroom unit.</li> <li>1.8 per 3 or more bedroom unit.</li> </ul>
Restaurant	35.40 table note D5-15	Within the BCX zone the required parking for Restaurants and Taverns uses is 1 per each 300 sq. ft. of gross floor area.
Retail	35.40.170-190,220-240	1 per each 300 sq. ft. of gross floor area.
Exceptions	35.40 table note D5-2	Within the BCX zone a parking modification to decrease in the required number of spaces for attached or stacked dwelling units is not required to increase the total parking demand rate by fifteen (15) percent per KZC 105.103(3).
Landscape Category	35.40 table Note D5-1	Retail, Restaurant or Tavern = category E Residential Use at grade = category E
Pedestrian Oriented Improvements	92.15.1  92.15.2	All Zones – Pedestrian-Oriented Space and Plazas in Parking Areas – The applicant must provide at least 175 square feet of pedestrian-oriented space at the main building entrance in a central location, or adjacent to a parking area. This area must be raised at least six (6) inches above the parking lot surface and must be paved with concrete or unit pavers.  Pedestrian-Oriented Space and Plazas in BCX Zone a. In BCX – If the subject property abuts a pedestrian-oriented street (see Plate 34 in Chapter 180 KZC) or public park, the space, if any, between the sidewalk and the building must be developed consistent with the following criteria: <ol style="list-style-type: none"> <li>1) Enhance visual and pedestrian access, including handicapped access, onto the subject property from the sidewalk.</li> <li>2) Contain paved walking surface of either concrete or approved unit pavers.</li> <li>3) Contain on-site or building-mounted lighting which provides adequate illumination.</li> <li>4) Contain two (2) linear feet of seating area or one (1) individual seat per 65 square feet of area between the sidewalk and the building.</li> <li>5) Contain landscaping such as trees, shrubs, trellises, or potted plants.</li> <li>6) It may not include asphalt or gravel pavement or be adjacent to an unscreened parking area, a chain link fence or a blank wall which does not comply with the requirements of subsection (3) of this section, Blank Wall Treatment.</li> <li>7) An alternative solution for the pedestrian-oriented space may be established through a Conceptual Master Plan in TL 2.</li> </ol>
Landscape Buffer Requirements	95.42 Footnote	If the adjoining property is zoned Bridle Trails Neighborhood Center (BCX Zone) this section KZC 95.42 does not apply.
Overhead Weather Protection	105.18.3.b	The applicant shall provide pedestrian overhead weather protection along at least 75 percent of a pedestrian-oriented building facade.
Through Block Pathways	105.19.2.b	The through-block pathway shall be installed pursuant to the following standard <ol style="list-style-type: none"> <li>1) A minimum unobstructed pavement width of eight (8) feet, paved with decorative concrete. A minimum of five (5) feet may be approved for residential uses.</li> <li>2) Trees placed at an average of 30 feet on-center between the pathway and any parking or vehicular access area (see Figure 105.19.A). Exceptions:             <ol style="list-style-type: none"> <li>a) To increase business visibility and accessibility, the City may allow modifications in the required tree coverage adjacent to primary building entries; however, no less than one (1) tree per 60 lineal feet of the required pathway</li> <li>5) The through-block pathway may be retained within dedicated rights-of-way, tracts, or easements at the City's option. The width of the pathway right-of-way, tract, or easement will be determined by the Planning Official.</li> <li>6) If subject to Design Review the City will specifically review and approve the material and configuration of all through-block pathways as part of the Design Review decision.</li> </ol> </li> </ol>
Pedestrian Oriented Streets	110.52.2	The applicant shall install a 10-foot-wide sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street.
Major Pedestrian Sidewalk	110.52.3	The applicant shall install that sidewalk on and/or adjacent to the subject property consistent with the following standards: <ol style="list-style-type: none"> <li>a. Install in the approximate location and make the connections shown in Plate 34;</li> <li>b. A sidewalk width of at least eight (8) feet, unless otherwise noted in Plate 34;</li> <li>c. Have adequate lighting with increased illumination around building entrances and transit stops; and</li> <li>d. If parcels are developed in aggregate, then alternative solutions may be proposed.</li> </ol>
Landscape and Street Trees	110.60.4  110.60.4.e	Landscape strips are typically found between the curb and the sidewalk and are planted with grass and street trees spaced 30 feet on-center.  If a landscape strip or street trees in tree grates is not required, street trees planted 30 feet on-center 2.5 feet behind the sidewalk will be required, where feasible.