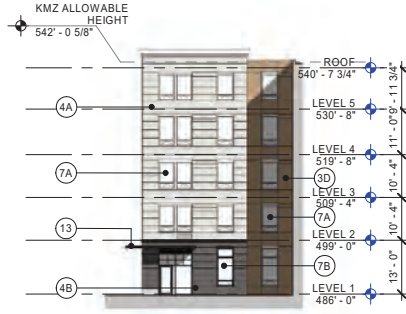


# BUILDING ELEVATIONS: EASTERN COURTYARDS C & B

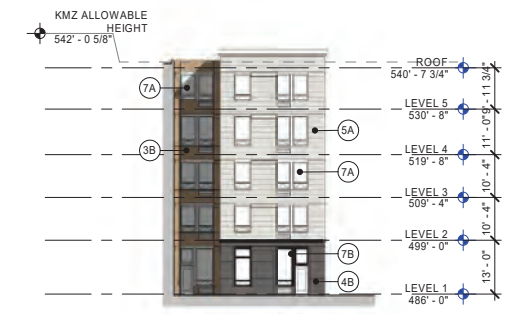
SOUTH ELEVATION: COURTYARD C



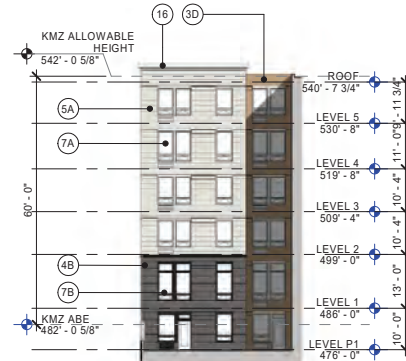
WEST ELEVATION: COURTYARD C



NORTH ELEVATION: COURTYARD C



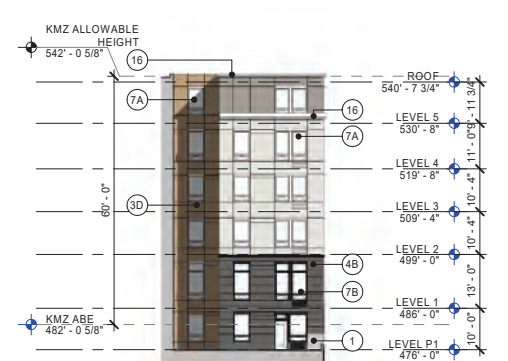
SOUTH ELEVATION: COURTYARD B



WEST ELEVATION: COURTYARD B



NORTH ELEVATION: COURTYARD B



## MATERIAL LEGEND

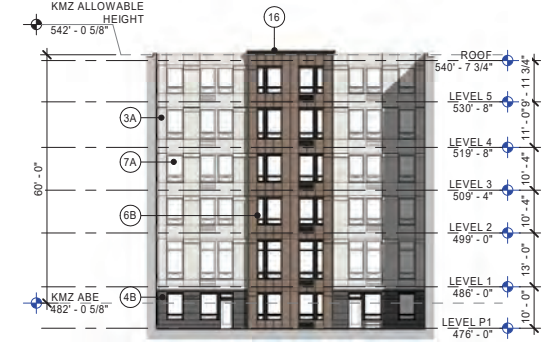
- |                                  |   |                                 |                                      |
|----------------------------------|---|---------------------------------|--------------------------------------|
| (1) Concrete, Cast in Place      | (3D) Fiber Cement Panel: Color D                        | (6A) Wood-Look Panel            | (13) Metal and Glass Canopy          |
| (2A) Masonry: Dark Color         | (4A) Horizontally Expressed Fiber Cement Panel: Color A | (6B) Wood-Look Board and Batten | (14) Metal and Glass Guardrail       |
| (2B) Masonry: Light Color        | (4B) Horizontally Expressed Fiber Cement Panel: Color B | (7A) Vinyl Windows: White       | (15) Metal and Glass Bolt-on Balcony |
| (3A) Fiber Cement Panel: Color A | (5) Fiber Cement Plank                                  | (7B) Vinyl Windows: Black       | (16) Cornice                         |
| (3B) Fiber Cement Panel: Color B |   | (8) French Doors                | (17) Roll Up Garage Door             |
| (3C) Fiber Cement Panel: Color C |   | (9) Aluminum Storefront         |                                      |

## BUILDING ELEVATIONS: SOUTHERN COURTYARD D

COURTYARD D WEST ELEVATION



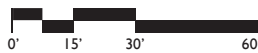
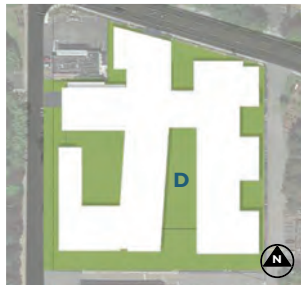
COURTYARD D NORTH ELEVATION



COURTYARD D EAST ELEVATION



COURTYARD D SOUTH ELEVATION



### MATERIAL LEGEND

- |                                  |   |                                 |                                      |
|----------------------------------|---|---------------------------------|--------------------------------------|
| (1) Concrete, Cast in Place      | (3D) Fiber Cement Panel: Color D                        | (6A) Wood-Look Panel            | (13) Metal and Glass Canopy          |
| (2A) Masonry: Dark Color         | (4A) Horizontally Expressed Fiber Cement Panel: Color A | (6B) Wood-Look Board and Batten | (14) Metal and Glass Guardrail       |
| (2B) Masonry: Light Color        | (4B) Horizontally Expressed Fiber Cement Panel: Color B | (7A) Vinyl Windows: White       | (15) Metal and Glass Bolt-on Balcony |
| (3A) Fiber Cement Panel: Color A | (5) Fiber Cement Plank                                  | (7B) Vinyl Windows: Black       | (16) Cornice                         |
| (3B) Fiber Cement Panel: Color B |   | (8) French Doors                | (17) Roll Up Garage Door             |
| (3C) Fiber Cement Panel: Color C |   | (9) Aluminum Storefront         |                                      |

## BUILDING ELEVATIONS: WESTERN COURTYARD E

COURTYARD E: NORTH ELEVATION



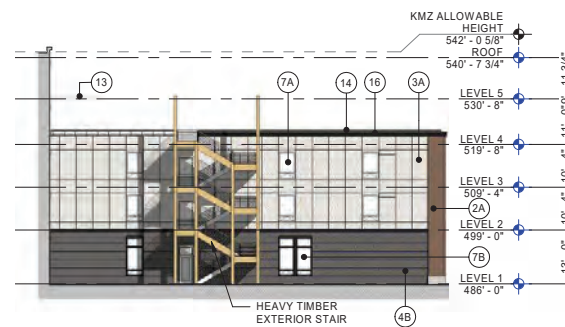
COURTYARD E: EAST ELEVATION



COURTYARD E: SOUTH ELEVATION



COURTYARD E: WEST ELEVATION



COURTYARD E: ELEVATION AT END OF 3 STORY BAR



### MATERIAL LEGEND

- ① Concrete, Cast in Place
- ②A Masonry: Dark Color
- ②B Masonry: Light Color
- ③A Fiber Cement Panel: Color A
- ③B Fiber Cement Panel: Color B
- ③C Fiber Cement Panel: Color C

- ③D Fiber Cement Panel: Color D
- ④A Horizontally Expressed Fiber Cement Panel: Color A
- ④B Horizontally Expressed Fiber Cement Panel: Color B
- ⑤ Fiber Cement Plank

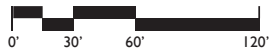
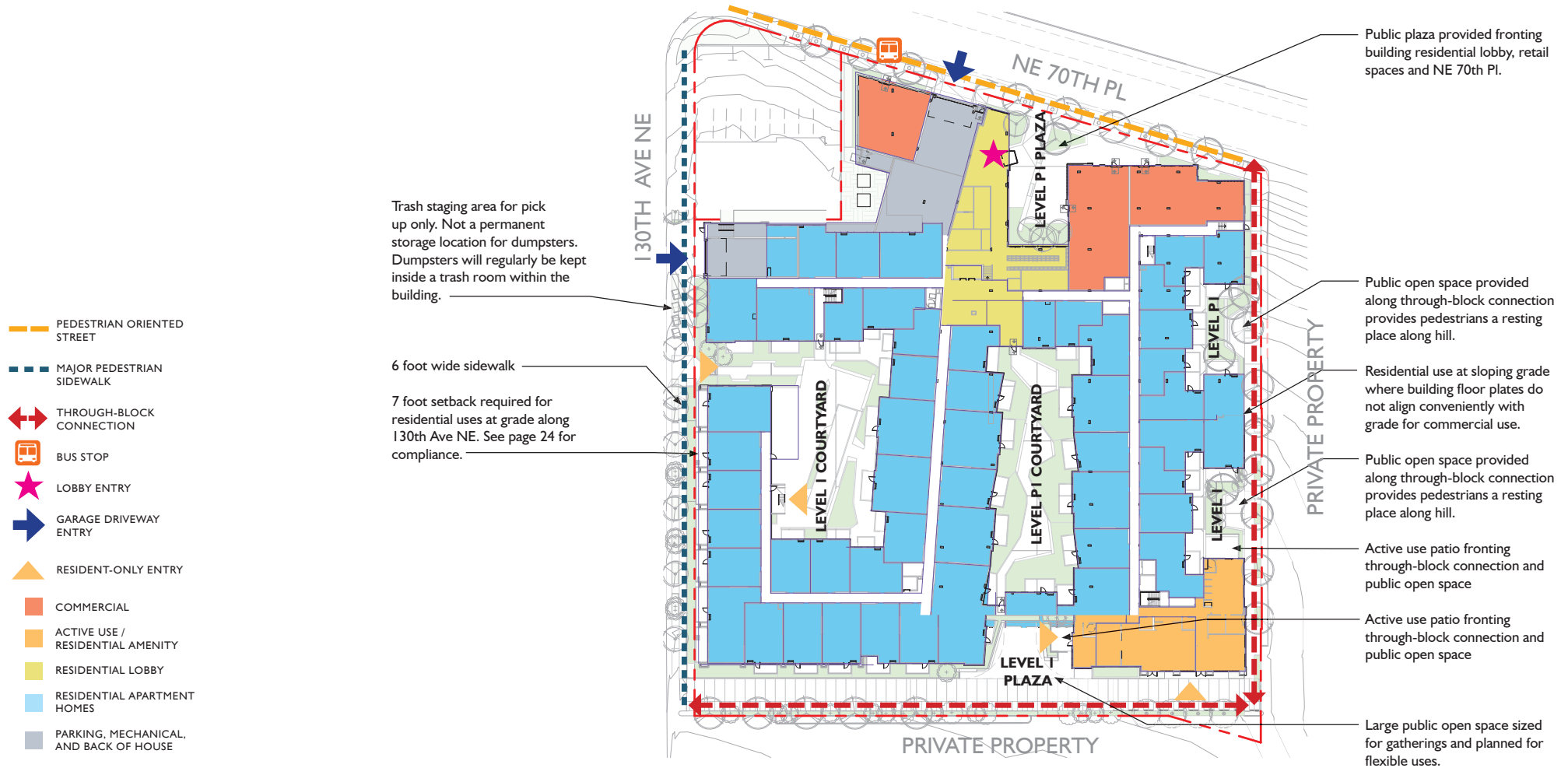
- ⑥A Wood-Look Panel
- ⑥B Wood-Look Board and Batten
- ⑦A Vinyl Windows: White
- ⑦B Vinyl Windows: Black
- ⑧ French Doors
- ⑨ Aluminum Storefront

- ⑬ Metal and Glass Canopy
- ⑭ Metal and Glass Guardrail
- ⑮ Metal and Glass Bolt-on Balcony
- ⑯ Cornice
- ⑰ Roll Up Garage Door

## APPENDIX B: COMMERCIAL USE DEPARTURE REQUEST FROM DRC I

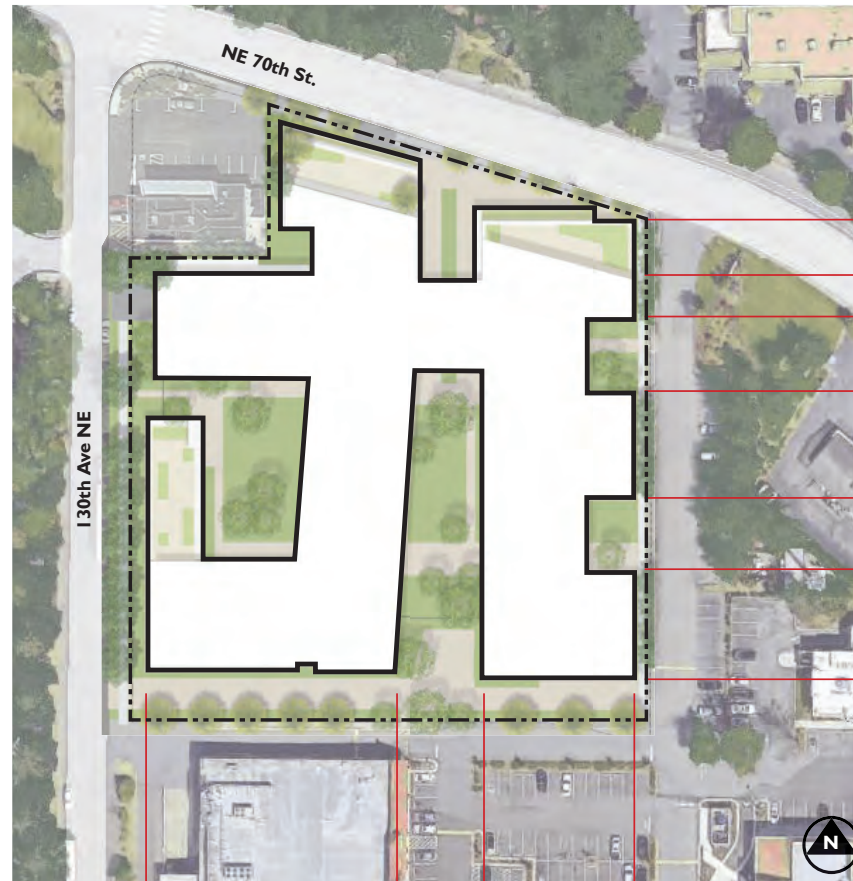


## GRADE RELATED USES



## 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.



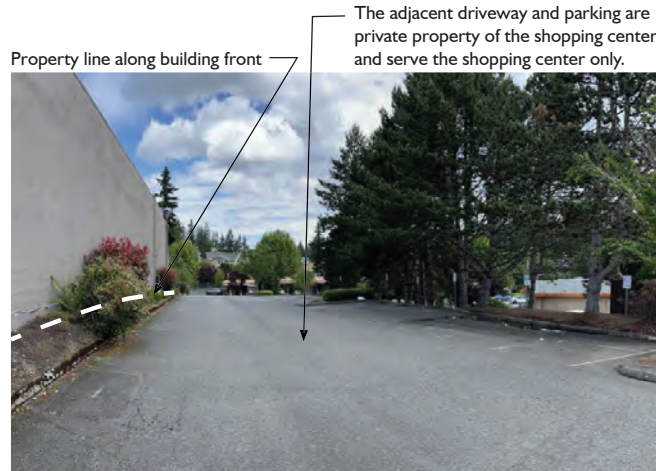
- Retail already included.
- Floor Levels do not reach grade.
- Open space requested by DRB. Helps modulate building.
- Floor Levels do not reach grade.
- Open space requested by DRB. Helps modulate building.
- Active residential uses provided create link between building residents and surrounding properties.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

New development faces adjacent retail service, trash, loading, and blank wall. Existing condition not feasible for successful commercial frontage.

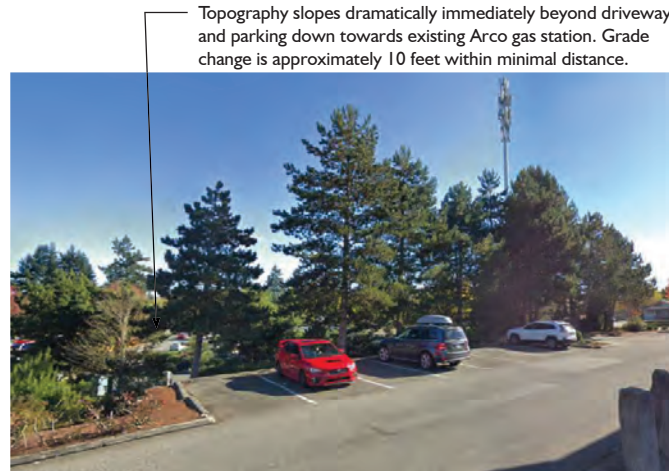
Open space requested by DRB. Helps modulate building.

Active residential uses provided create link between building residents and surrounding properties. Facing inaccessible parking not conducive for commercial uses.

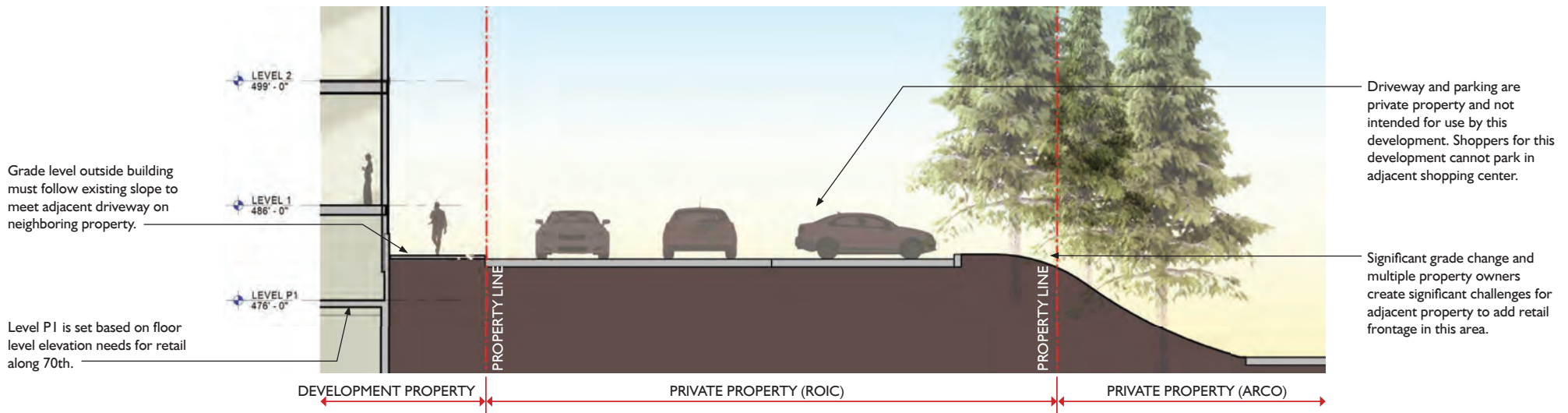
## EASTERN FRONTAGE CONDITIONS



Existing Adjacent Frontage



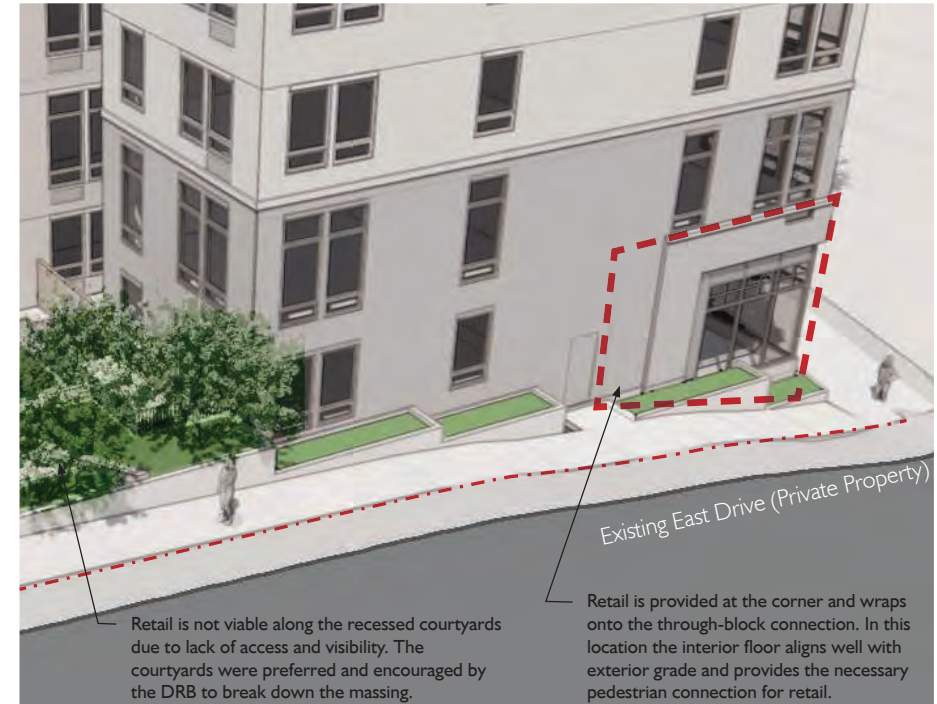
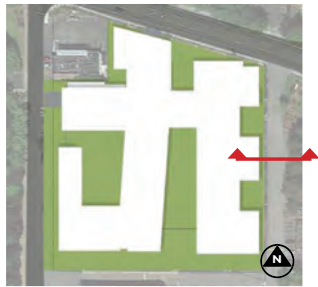
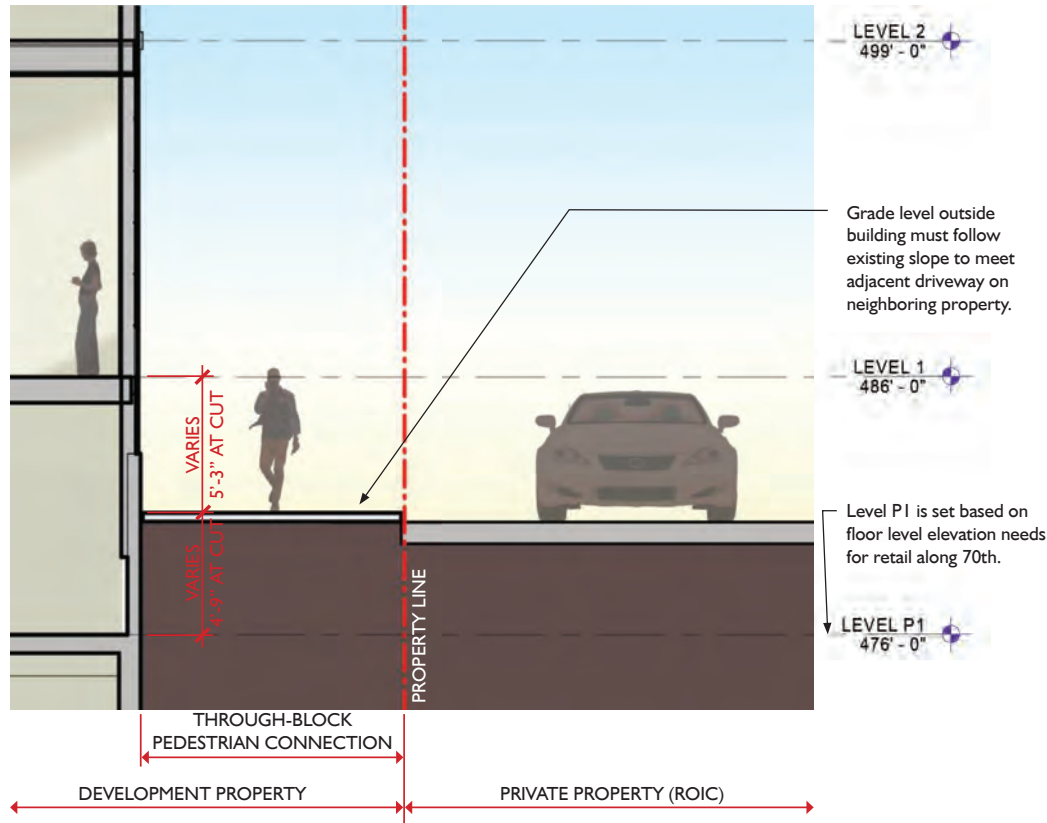
It is likely the new development will face a driveway and parking that are not intended for use by this development in perpetuity due to the narrow adjacent properties, access needs of neighboring property, multiple property owners, and steep grade changes.



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:

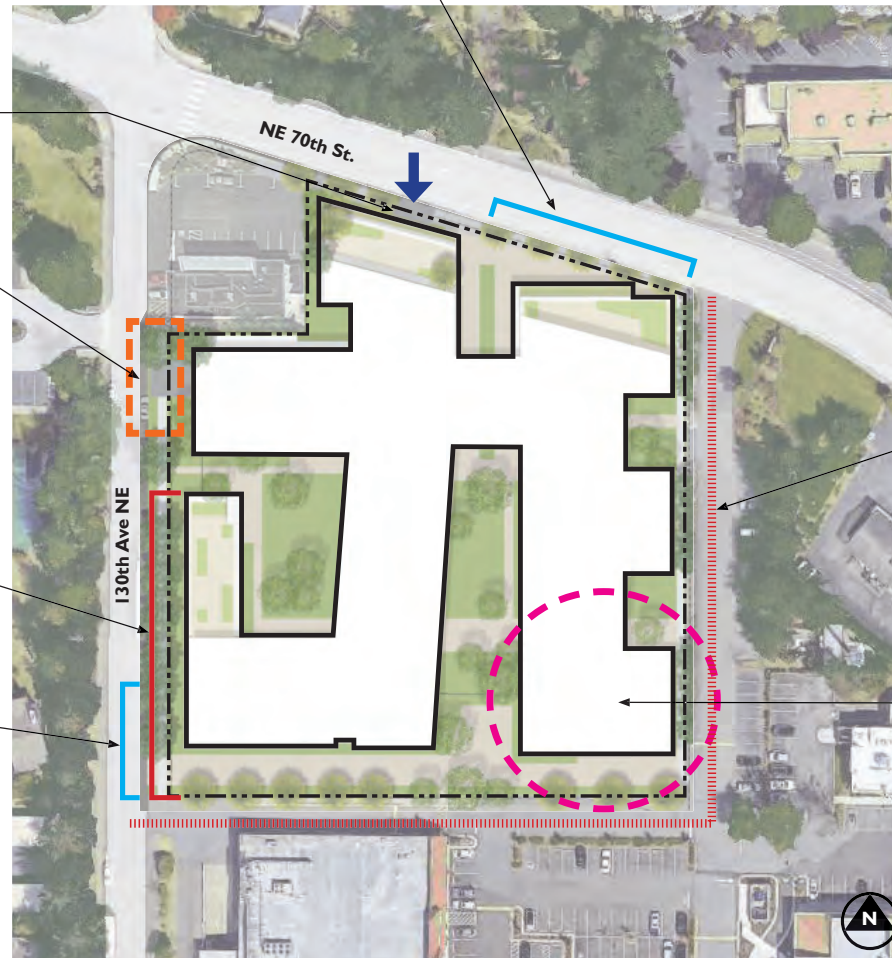
Located on NE 70th, parking access here provides the best visibility and best connection to parking below grade without impacting building frontage and pedestrian experience.

### 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.



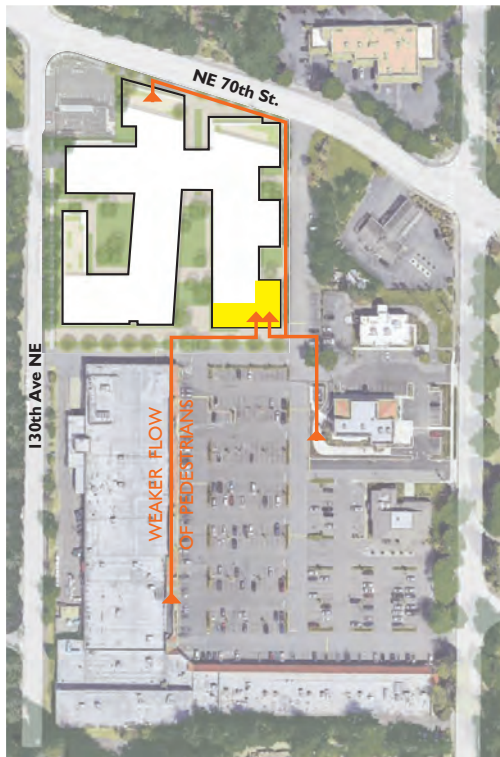
Vehicular access to the southeast corner is not permitted from adjacent, private property. People attempting to reach the southeast corner must park via the garage entrance of 70th and either traverse through the interior of a private residential building, or walk the perimeter of the building with sloping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

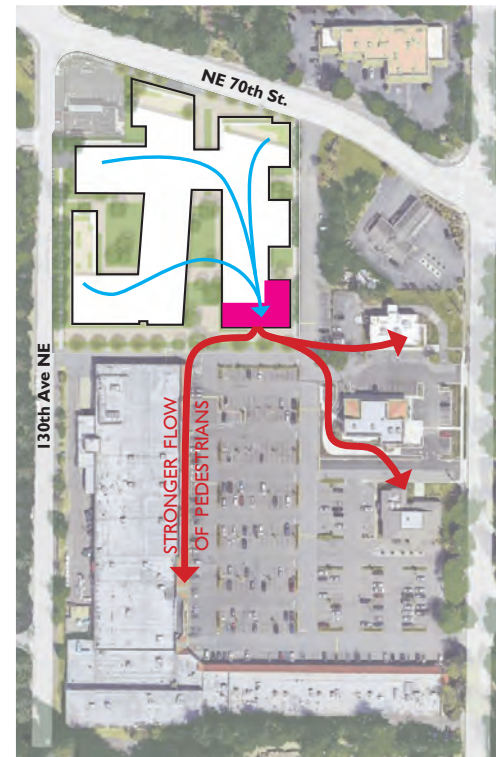


- Commercial use viability relies on visibility from adjacent shopping center parking creating a competitive draw on shopping center patrons. There is no visibility from surrounding streets.
- Access for patrons of commercial uses at southeast corner must know to park via entry on NE 70th, and then walk 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 used 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 through-block 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 through-block connections.

Given the current conditions, active residential amenity space will be most successful at generating connection and strengthening commercial viability throughout the BCX zone.



## DETAILED LOOK AT SE CORNER RESIDENTIAL AMENITY

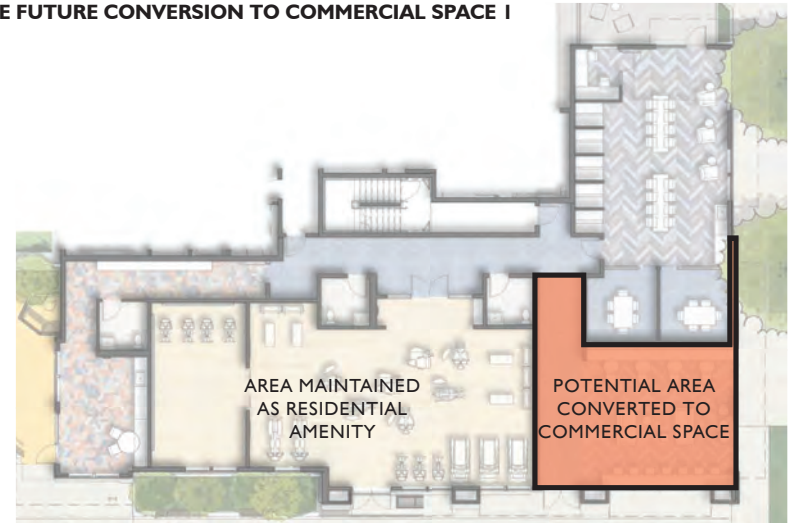




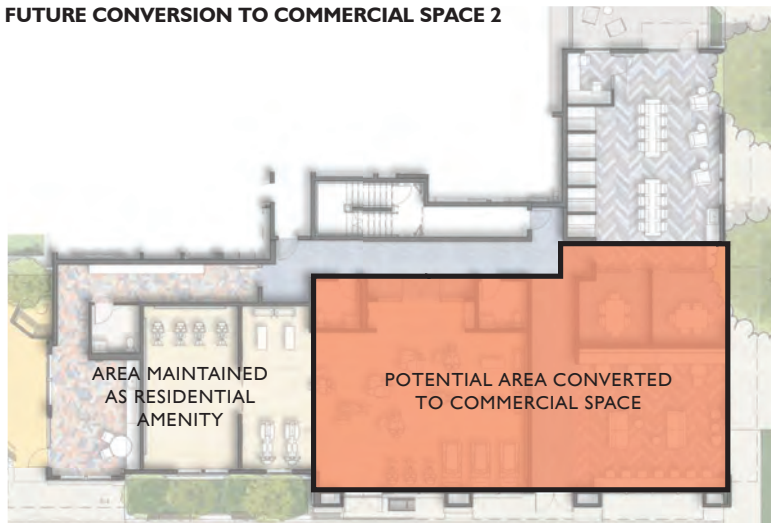
## PLANNED FOR FUTURE FLEXIBILITY

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.

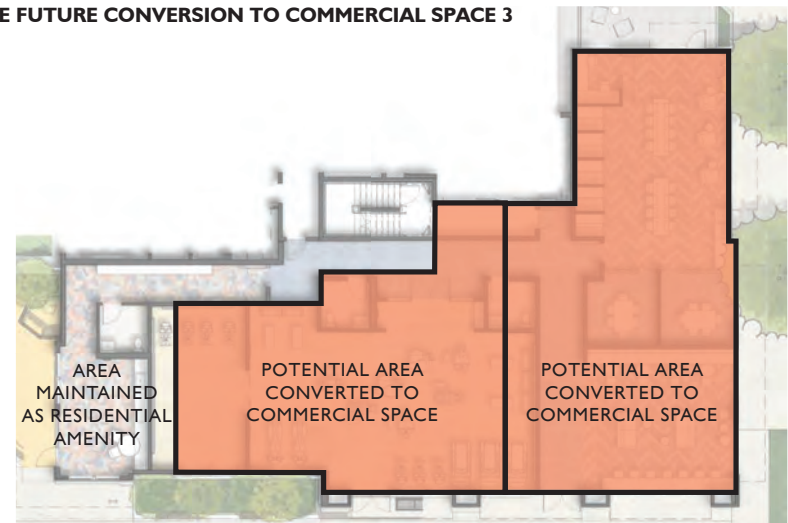
**POSSIBLE FUTURE CONVERSION TO COMMERCIAL SPACE 1**



**POSSIBLE FUTURE CONVERSION TO COMMERCIAL SPACE 2**

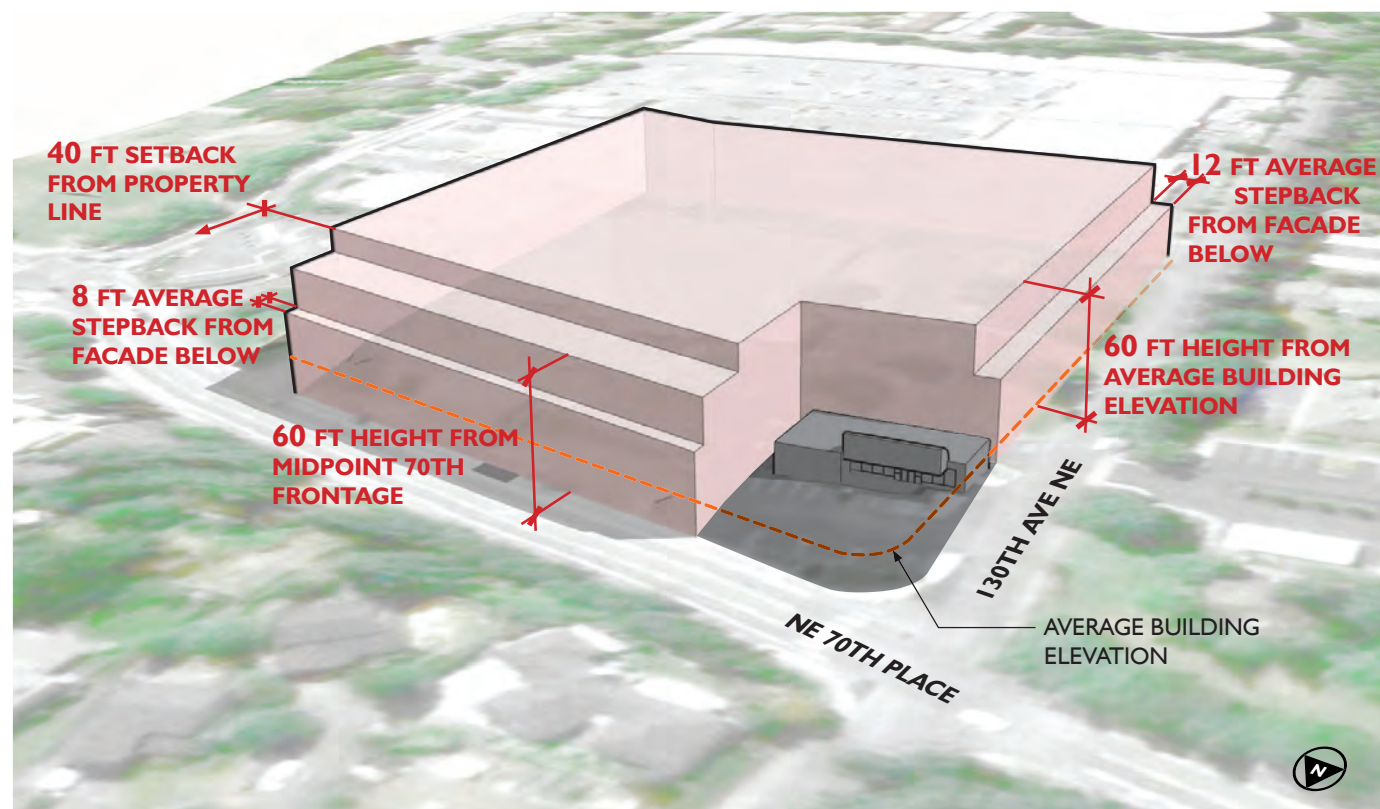


**POSSIBLE FUTURE CONVERSION TO COMMERCIAL SPACE 3**



## APPENDIX C: INFORMATION PRESENTED AT DRC I

## REVIEW OF ZONING ENVELOPE



## ZONING SUMMARY

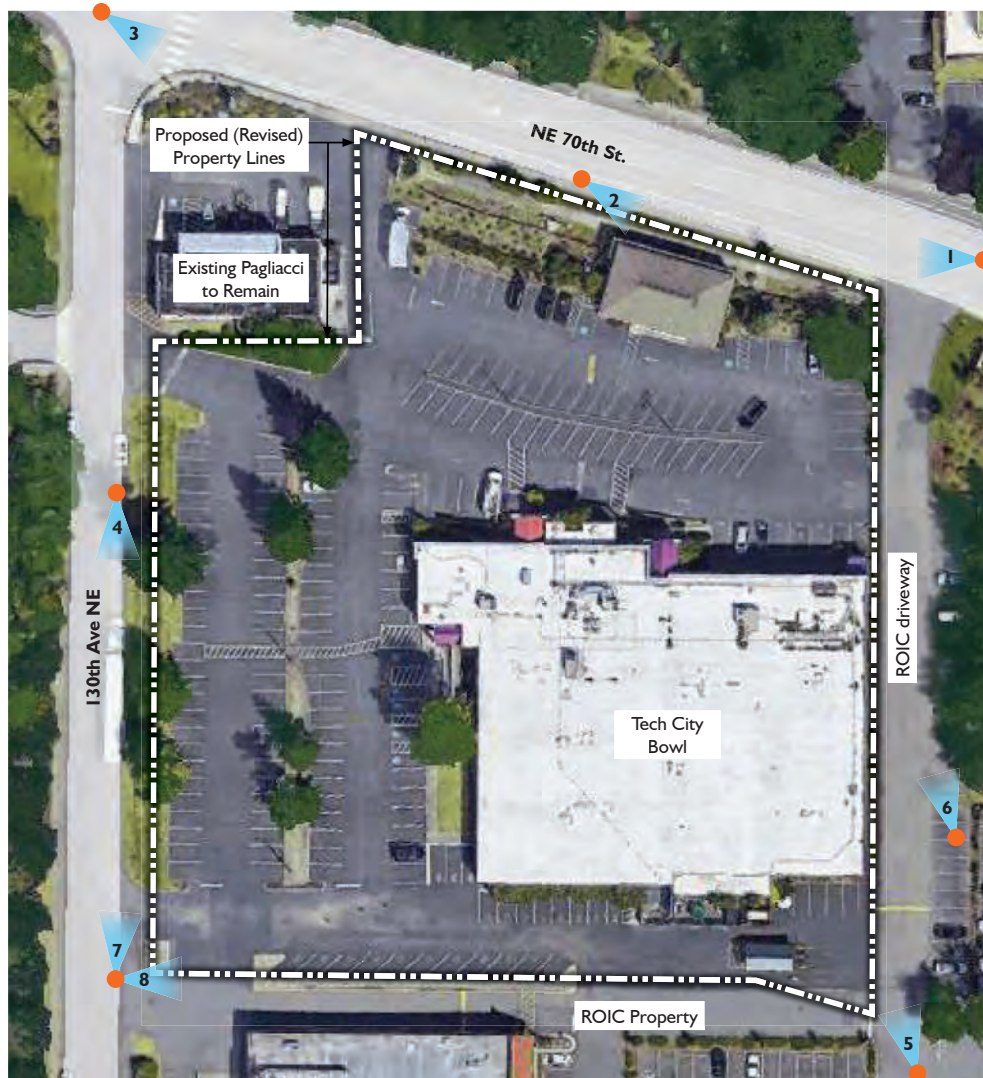
## BCX Zone

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: <ol 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> </ol>
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.



## 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 70<sup>TH</sup> 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
<b>PE-1 SIDEWALK WIDTH: MOVEMENT ZONE</b> 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.	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.	<b>PE-5 "PEDESTRIAN-FRIENDLY" BUILDING FRONTS</b> 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.	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.
<b>PE-2 SIDEWALK WIDTH: CURB ZONE</b> 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.	Street trees and other pedestrian amenities are provided within the curb zone of the sidewalk.	<b>Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)</b> 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.	
<b>PE-3 SIDEWALK WIDTH: THE STOREFRONT ACTIVITY ZONE</b> 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.	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.	<b>PE-6 UPPER-STORY ACTIVITIES OVERLOOKING THE STREET</b> 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.	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.
<b>PE-4 PEDESTRIAN COVERINGS</b> 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.	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.	<b>PE-7 LIGHTING FROM BUILDINGS</b> 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.	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><b>PE-8 PEDESTRIAN-ORIENTED PLAZAS</b></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><b>Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)</b></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 gather and seek opportunities to provide space for performances, passive and children's recreation.</p>	<p><b>PEDESTRIAN-ORIENTED PLAZAS</b></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><b>PI-2 PEDESTRIAN PATHS AND AMENITIES</b></p> <p><b>Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)</b></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><b>PEDESTRIAN PATH AND AMENITIES</b></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><b>PE-9 PEDESTRIAN CONNECTIONS</b></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><b>PEDESTRIAN CONNECTIONS</b></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><b>PI-3 STREET TREES</b></p> <p>The City should prepare a comprehensive street tree planting plan recommending species and generalized locations.</p>	<p><b>STREET TREES</b></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><b>PE-10 BLANK WALLS</b></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><b>BLANK WALLS</b></p> <p>The project does not have blank walls near sidewalks or other pedestrian areas.</p>	<p><b>PI-4 PUBLIC IMPROVEMENTS AND SITE FEATURES</b></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><b>PUBLIC IMPROVEMENTS AND SITE FEATURES</b></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><b>PI-1 PATHWAY WIDTH</b></p> <p>Design all major pedestrian pathways to be at least 8' wide. Other pathways with less activity can be 6' wide.</p> <p><b>Special Considerations for Bridle Trails Neighborhood Center (BCX Zone)</b></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><b>PATHWAY WIDTH</b></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><b>PI-5 ENTRY GATEWAY FEATURES</b></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><b>ENTRY GATEWAY FEATURES</b></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><b>PI-6 PUBLIC ART</b></p> <p>Kirkland should continue its tradition of encouraging public art pieces.</p>	<p><b>PUBLIC ART</b></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><b>PL-1 PARKING LOCATIONS &amp; ENTRANCES</b></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><b>PARKING LOCATIONS &amp; ENTRANCES</b></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.

## RESPONSE

## FENESTRATION PATTERNS

Paired and singular punched window openings provide pattern to the facades — a language typical in residential — while finer grain muntins add character to the storefront windows at active uses.

## 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.

## 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.

## 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)

Facades 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.

## BUILDING MODULATION VERTICAL

All building facades 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.

## 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.

## 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 facades should be well modulated to avoid blank walls and provide architectural interest.

Along pedestrian oriented streets, upper story building facades 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 facades. 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

## 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.

## 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

## VISUAL QUALITY OF LANDSCAPES

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.

## 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.

## COLOR

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.

## STREET CORNERS

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

## SIGNS

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.

## NF-3 HEIGHT MEASUREMENT ON HILLSIDES

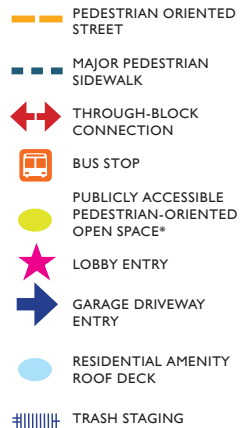
The top of the building should roughly follow the slope of the existing terrain.

## HEIGHT MEASUREMENT ON HILLSIDES

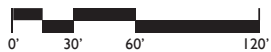
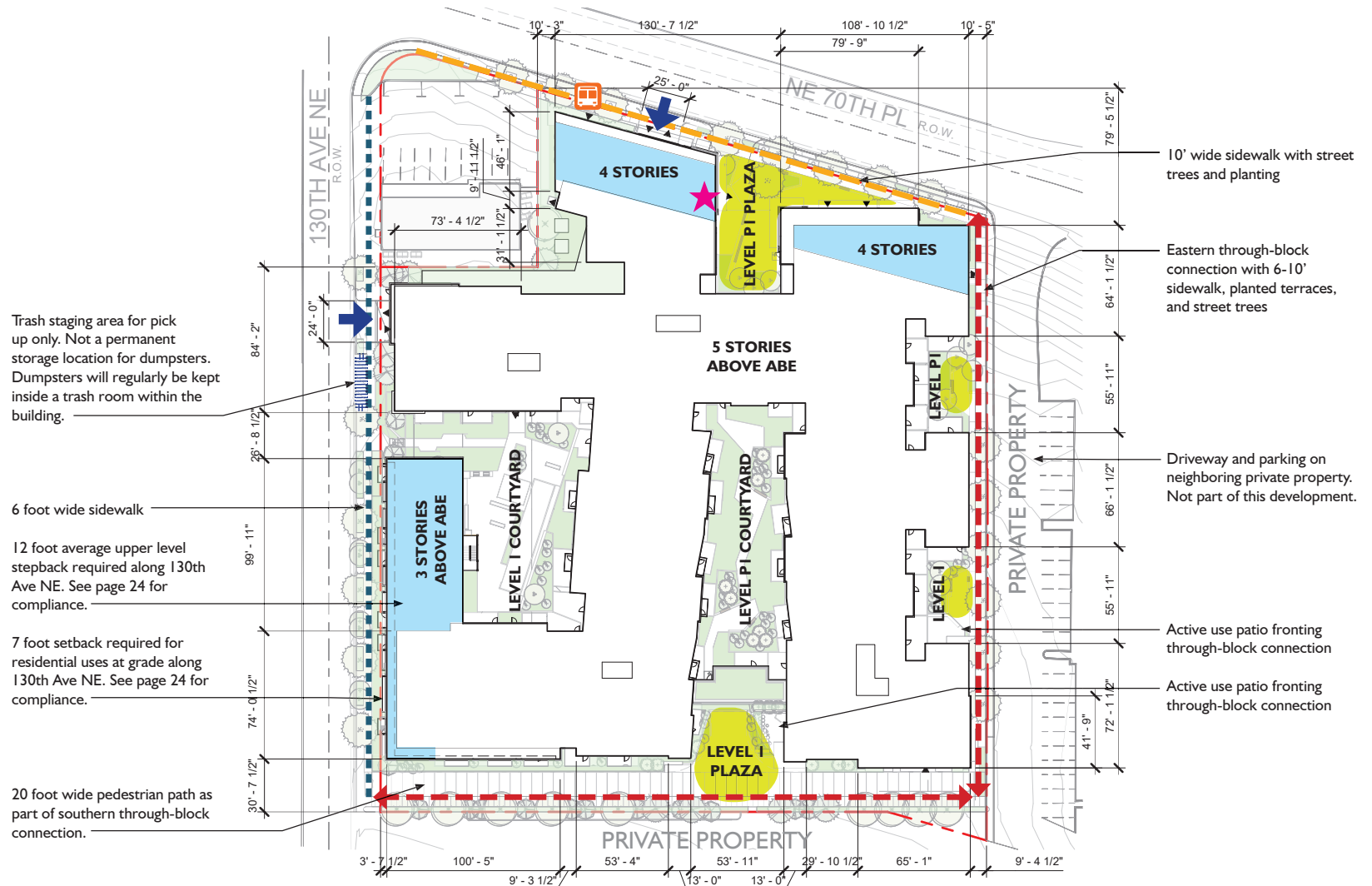
The building height does roughly follow the height of the existing terrain. The site slopes most dramatically closest to NE 70th; the building includes both a setback and stepback in that area tapering the massing down concurrent with the building slope.

## SITE PLAN

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



\*Elsewhere in the packet, this term may be shorthand for brevity.



## BUILDING MODULATION DIAGRAMS: RIGHT OF WAYS

- Major Vertical Modulation (Includes significant plane change)
- Secondary Vertical Modulation (Includes lesser plane change and/or material change)
- Grade to Roof line Vertically Distinct Area
- Major Horizontal Modulation (Includes significant plane change)
- Secondary Horizontal Modulation (Includes lesser plane change and/or material change)
- Major Cornice (Distinguishes roof line and emphasizes individual masses)
- Secondary Cornice (smaller roof line element that adds detail but also contrast from major cornices)
- Expressed Base Material
- Expressed Pedestrian Scaled Massing
- Canopy Plane



Northern Facade Modulation (NE 70th Place)

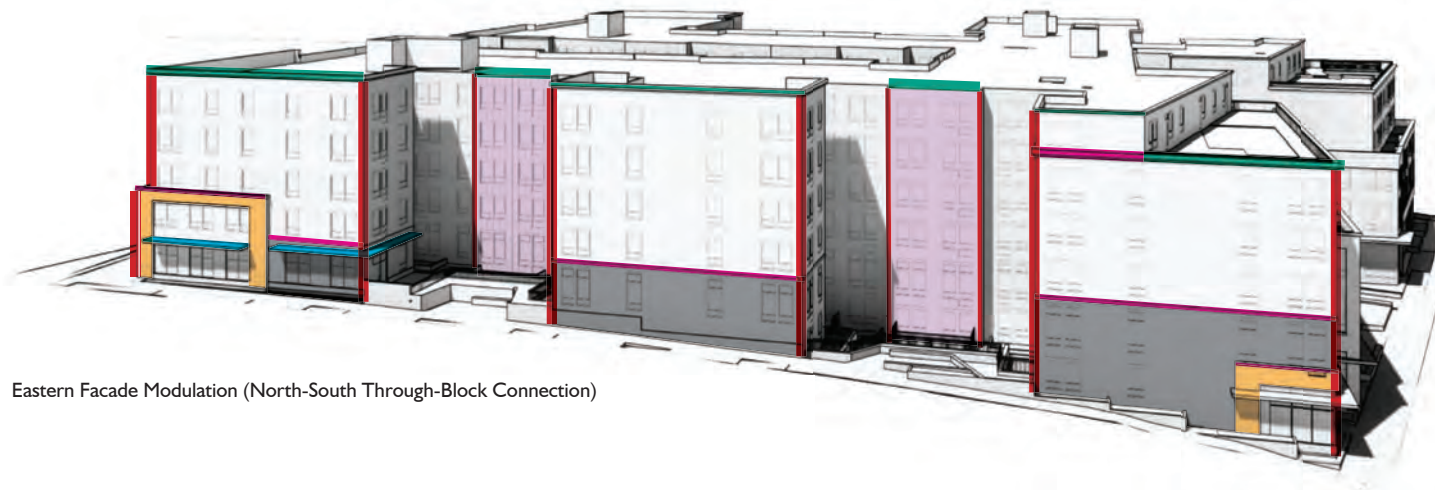


Western Facade Modulation (130th Ave NE)

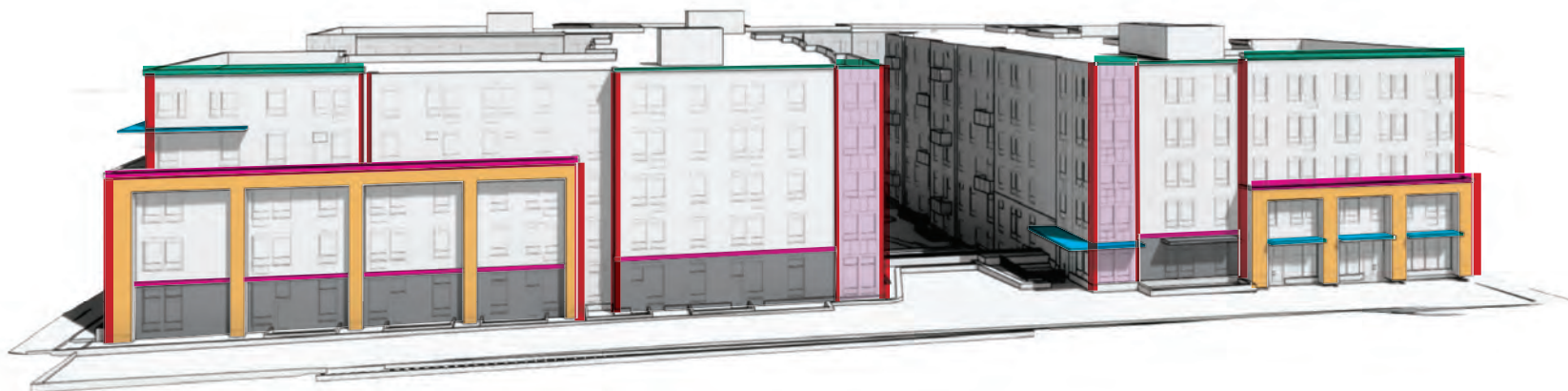


## BUILDING MODULATION DIAGRAMS: THROUGH-BLOCK CONNECTIONS

- Major Vertical Modulation (Includes significant plane change)
- Secondary Vertical Modulation (Includes lesser plane change and/or material change)
- Grade to Roof line Vertically Distinct Area
- Major Horizontal Modulation (Includes significant plane change)
- Secondary Horizontal Modulation (Includes lesser plane change and/or material change)
- Major Cornice (Distinguishes roof line and emphasizes individual masses)
- Secondary Cornice (smaller roof line element that adds detail but also contrast from major cornices)
- Expressed Base Material
- Expressed Pedestrian Scaled Massing
- Canopy Plane



Eastern Facade Modulation (North-South Through-Block Connection)



Southern Facade Modulation (East-West Through-Block Connection)

## NORTHERN FRONTAGE ARTICULATION



### PE-4 PEDESTRIAN COVERINGS

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-5 “PEDESTRIAN-FRIENDLY” BUILDING FRONTS

The ground-level facade between 2' and 6' above the sidewalk is primarily transparent providing views into active uses and retail. Commercial frontage is prioritized along 70th where commercial activity is likely to be most successful.

### PE-6 UPPER-STORY ACTIVITIES OVERLOOKING THE STREET

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 frontage.

### PE-8 PEDESTRIAN-ORIENTED PLAZAS

Retail / 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.

### S-1 FENESTRATION PATTERNS

Paired and singular punched window openings provide pattern to the facades — a language typical in residential — while finer grain muntins add character to the storefront windows at active uses.

### S-2 ARCHITECTURAL ELEMENTS: DECKS, BAY WINDOWS, ARCADES, PORCHES

The building design utilizes a variety of cornice shapes and profiles which add detail to the building modulation.

### S-4 & S-5 BUILDING MODULATION HORIZONTAL, & UPPER STORY STEP BACKS

While prescriptive building setbacks are required along 70th and 130th, 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 coupled with variations in the stepback parapets reduce the appearance of “wedding cake” massing. The areas with large setbacks provide horizontal modulation to help reduce the apparent height of the building as perceived by pedestrians.

### BM-2 COLOR

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 richness of the color palette. The upper most level fronting 70th is a neutral gray tone that helps the top floor disappear from view.

### BM-3 STREET CORNERS

Raised parapets, wrapping storefront windows, and material changes are architectural gestures that help highlight building corners.



## EASTERN FRONTAGE ARTICULATION



### PE-4 PEDESTRIAN COVERINGS

Although overhead weather protection is not required along the through-block connections, the development includes canopies in areas where there is active use frontage as a way to enhance pedestrian comfort and also enhance engagement between interior and exterior activities.

### PE-5 “PEDESTRIAN-FRIENDLY” BUILDING FRONTS

The ground-level facade between 2' and 6' above the sidewalk is primarily transparent at active uses to provide views into active spaces. Commercial frontage is prioritized along 70th where commercial activity is likely to be most successful. However, the project strategically places other active uses, like residential amenities along the through-block connections, to activate pedestrian experience.

### PI-1 PATHWAY WIDTH

The project provides two smaller public open spaces along the north-south through-block connection in keeping with the special considerations for BCX in design guidelines PI-1. These open spaces provide stopping points along the through-block connection for pedestrians climbing grade between 70th and the center of the BCX zone.

### S-1 FENESTRATION PATTERNS

Paired and singular punched window openings provide pattern to the facades — a language typical in residential — while finer grain muntins add character to the windows at active uses.

### S-2 ARCHITECTURAL ELEMENTS: DECKS, BAY WINDOWS, ARCADES, PORCHES

The building design utilizes a variety of cornice shapes and profiles which add detail to the building modulation.

### S-3 BUILDING MODULATION VERTICAL

Two, courtyard recesses in the eastern frontage break the frontage into segments shorter than 120 feet. This building modulation makes the massing feel more like a collection of smaller buildings along the eastern frontage. Above the pedestrian-scale base, the upper exterior material varies between massing segments, reinforcing their distinction from one another. The southern massing is clad in larger horizontal banding, while the center mass's upper stories are clad in a similar, but smaller scale plank. The eastern mass utilizes the same panel as the upper facade on 70th.

### S-4 BUILDING MODULATION HORIZONTAL,

While building setbacks are not required along the through-block connections, the building design does add horizontal modulation and distinguishes the pedestrian realm through material changes. The lowest levels of the facade along the north-south through-block connection are clad in large horizontal bands reminiscent of stone modules and capped with trim adding texture to the pedestrian experience and scale to the building.

### BM-2 COLOR

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 richness of the color palette. The upper most level fronting 70th is a neutral gray tone that helps the top floor disappear from view.



## SOUTHERN FRONTAGE ARTICULATION



### PE-4 PEDESTRIAN COVERINGS

Although overhead weather protection is not required along the through-block connections, the development includes canopies in areas where there is active use frontage as a way to enhance pedestrian comfort and also enhance engagement between interior and exterior activities.

### PE-5 “PEDESTRIAN-FRIENDLY” BUILDING FRONTS

The ground-level facade between 2’ and 6’ above the sidewalk is primarily transparent at active uses to provide views into active spaces. Commercial uses are prioritized along 70th where they are likely to be most successful. The project strategically places other active uses, like residential amenities along the through-block connections activating the pedestrian experience. The ground floor is kept to commercial height for future flexibility.

### PI-1 PATHWAY WIDTH

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.

### S-2 ARCHITECTURAL ELEMENTS: DECKS, BAY WINDOWS, ARCADES, PORCHES

The building design utilizes a variety of cornice shapes and profiles which add detail to the building modulation.

### S-3 BUILDING MODULATION VERTICAL

A large break in the frontage separates the massing into shorter building segments. The resulting two masses are further broken down by vertical gestures running from grade to roof line. These gestures are highlighted by plane changes in the massing as well as material changes on the facades and changes in the roof line. No segment on the southern frontage is over 120 feet long.

### S-4 & S-5 BUILDING MODULATION HORIZONTAL & UPPER STORY STEPBACKS

While building stepbacks are not required along the through-block connections, the building design does step back the massing along much of the southern frontage. Additionally the lowest levels of the facade are clad in large horizontal bands reminiscent of stone modules and capped with trim, further horizontally modulating the massing distinguishing the pedestrian realm.

### BM-2 COLOR

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 richness of the color palette.

### BM-3 STREET CORNERS

At the facade opening at the southern facing residential courtyard, the building corners are highlighted by their massing, contrasting cladding, and raised parapets.