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

DESIGN REVIEW BOARD DECISION

DATE: December 1, 2022

FILE NUMBER: DRV22-00466

PROJECT NAME: Swyft Mixed-Use

APPLICANT: Marc Boettcher, with MSPT CIII LLC

PROJECT PLANNER: Aoife Blake, Associate Planner

I. SUMMARY OF DECISION

Marc Boettcher, with MSPT CIII LLC, has applied for a Design Response Conference for a new mixed-use development on the subject property located at 11919 NE 128th Street and 12707 120th Avenue NE (see Attachment 1). The project consists of an 8 to 16-story mixed use building consisting of approximately 311 residential units, a ground floor residential lobby, 50,000 square feet of medical office space, and a parking garage. Parking will be provided in a parking structure that is partially below grade. Vehicular access is proposed from NE 128th Street and from 120th Avenue NE via an access easement on the Village at Totem Lake property to the south.

On September 19, 2022, the Design Review Board (DRB) approved the proposed project subject to the following conditions:

A. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 2, Development Standards, intended to familiarize the applicant with some of the additional development regulations. This attachment does not include all of the additional regulations.

B. As part of the application for a building permit the applicant shall submit the following:

1. Construction plans demonstrating compliance with the project plans approved by the DRB based on the applicable design guidelines and all zoning regulations (see Attachment 3). Compliance with zoning regulations will be confirmed as part of the permit review process.

2. A summary of any project changes that are not consistent with the DRB approval indexed to the permit drawings. Based on the scope of the changes, staff may require a minor modification application (see Section V below).

C. Prior to final inspection of a building permit by the Planning Official:

1. The applicant shall record on a form acceptable to the City a perpetual maintenance agreement that requires maintenance of the bird mural and associated sculptural metal birds along 120th Ave NE for the life of the development.

2. The project architect shall submit a letter stating that they have evaluated the project to ensure it is consistent with the plans approved through Design Board Review and no modifications have been made that were not previously approved by the City.

II. DESIGN RESPONSE CONFERENCE MEETINGS

A. Background Summary

Staff reports and associated materials for the meetings referenced below can be found online at the DRBs meeting webpage:

https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Design-Review-Board/DRB-Meeting-Materials-Archive

To prepare for the Design Response Conference, the DRB held two Conceptual Design Conferences on March 7, 2022 and March 21, 2022 on the proposed project. At the meetings, the DRB provided direction to the applicant in preparation for the Design Response Conference.

Below is a summary of the Board's discussions at the August 4, 2022 and September 19, 2022 Design Response Conferences.

August 4, 2022 Design Response Conference: The Design Review Board reviewed the plans submitted by the applicant dated July 15, 2022. Staff provided an overview of the Zoning Code and the key design issues for the project. Staff's memo dated July 25, 2022, provides an analysis of project consistency with the Zoning regulations and Design Guidelines for Pedestrian Oriented Districts. After receiving public comment on the project and deliberating, the Board requested the applicant to return for a second meeting to respond to the following DRB comments:

- Further treatment of the blank wall along 120th Avenue NE
- Explore more opportunities for street activation and pedestrian engagement along 120th Avenue NE
- Enhance the entrance at south-east corner of the building to make it more inviting
- Investigate a destination for the through-block connection from NE 128th Street to the Village at Totem Lake property
- Refine material concept for gate and railing at mid-block connection,
- Provide material examples of different paving options proposed with the landscape plan
- Provide a lighting plan with specific lighting types

September 19, 2022 Design Response Conference: The DRB reviewed the plans submitted by the applicant dated September 6, 2022. Staff's memo dated also September 6, 2022, provided an overview of the items discussed at the August 4th conference and how they have been addressed by the applicant. See Section III below for further information regarding the DRB's discussion and conclusions.

B. Public Comment

No public comment was provided as part of the Design Response Conference meetings for the project.

III. DESIGN REVIEW BOARD DISCUSSION AND CONCLUSIONS

Below is a summary of the key issues and conclusions reached by the Design Review Board during the design review process. For more background on these issues and evaluation of how the project meets the Zoning Code and design guidelines, see staff advisory reports from the design response conferences contained in File DRV22-00466.

A. BUILDING HEIGHT, ARCHITECTURAL AND HUMAN SCALE

DRB Discussion: The DRB reviewed the "two-tower" scheme that addressed comments of light and privacy in relation to the neighboring property to the west. A stack of units from the podium were removed in response to the DRB's request to create greater separation from the neighboring property and allow more light into the courtyard. An additional two levels of residential units were added as a "tower" on the south building.

The project used techniques such as upper story setbacks, communal balconies, and overhanging roof forms to achieve horizontal modulation. The building is designed intentionally to have three distinct building forms (base, podium and tower), coupled with façade angles, balconies, notches, and materials that are used to create vertical modulation in the building mass. The DRB commended the applicant for creating a landmark building and supported the effective use of horizontal and vertical modulation techniques. Additionally, a number of elements were proposed throughout the project to create a human scale such as arcades, balconies, courtyards, roof decks, art, trellises, and landscaping.

The DRB also discussed the design of the garage wall along 120th Avenue NE that were treated with board-form concrete, smooth stained concrete at regular intervals, steel cables to support vine growth, landscaping on podium top, lighting, and sculptural art accents. The applicant later revised the blank wall treatment to maintain the board form concrete and added a painted bird mural with some metal bird sculptures. The mural emerges from the mid-block connection northward along 120th Avenue NE and fades out towards NE 128th Street intersection. This treatment addressed blank wall and pedestrian scale concerns.

DRB Conclusions: The DRB concluded that the proposed building and overall site design are consistent with the applicable design guidelines found in the Design Guidelines for Pedestrian Oriented Business Districts, provided that the proposed bird mural and associated sculptural metal birds are maintained for the life of the project.

B. VEHICULAR AND PEDESTRIAN ACCESS

DRB discussion: The DRB reviewed plans that illustrate the proposed street activation techniques and pedestrian engagement along 120th Avenue NE, such as balconies and patios which overlook the street, a mid-block seating area, a visual connection from street to the tenant space, artwork, lighting, and landscaping. The DRB also reviewed the private mid-block pathway from 120th Avenue NE through the project to connect to a public pedestrian easement on the west of the site. Light, art, architectural features, landscaping, seating, and recreational activities are proposed to activate this mid-block pass through.

The DRB discussed the pedestrian-oriented elements of the project, in particular:

- NE 128th Street Entry Plaza: The DRB requested the applicant look at ways to activate the space with street furniture or other opportunities. The applicant revised the space to illustrate different paving materials, further seating arrangements, and lighting. This space meets the required size and dimensions for the public plaza required by KZC 55.09.040, Special Regulation 3.a.1.b

- South-East Corner of Building: The DRB requested the applicant look at refining the entrance at the south-east corner of the building to make it more inviting and align with the scale of the rest of the building. The applicant addressed these comments by changing landscape species to create an unobstructed visual connection to the interior, added an accent material (phenolic wood panel) and lighting to highlight the entry.

- Through block connection (south-west of site): The DRB reviewed the end point for this through block connection. The purpose of this through block connection is to connect pedestrians from NE 128th Street to the Village at Totem Lake property. It is intended to link up with a pedestrian connection on the Village at Totem Lake property.

DRB conclusions: The DRB concluded that the proposed project was consistent with the design guidelines found in the Design Guidelines for Pedestrian Oriented Business Districts that relate to vehicular and pedestrian access.

C. LANDSCAPING

DRB discussion: The DRB reviewed the landscape and amenity plan for the public and private areas and a lighting plan. Landscaping was placed in placed in areas to help mitigate building massing and enhance the pedestrian experience along the project frontages. The DRB also reviewed the paving details that consisted of several different finishes to the concrete paving for the project such as light and heavy sandblasting, light and heavy broom finishes. In regard to lighting, the DRB reviewed a lighting plan that illustrated the type and location of lighting for the project on private property and in the right-of-way. Main entry points to the building and pedestrian areas appeared well-lit.

DRB conclusions: The DRB concluded that the proposed project was consistent with the design guidelines found in the Design Guidelines for Pedestrian Oriented Business Districts that relate to landscaping.

D. BUILDING MATERIALS, COLOR AND DETAIL

DRB discussion: The DRB evaluated the proposed materials, colors, and details. The Board supported the applicants color palette for the project and celebrated the use of color. The Board wanted to see a design concept for the rail/gate at the mid-block connection that separates public and private open space. The revised plans show a transparent glass guardrail with a metal panel gate with graphic bird cut outs at the entrance to the mid-block connection. The swift bird decal is imprinted on the glass and cut out of the gate connecting with the mural on 120th Avenue NE.

DRB conclusions: The DRB concluded that the proposed project was consistent with the design guidelines found in the Design Guidelines for Pedestrian Oriented Business Districts that relate building materials, color, and details.

IV. DEVELOPMENT REVIEW COMMITTEE

Comments and requirements placed on the project by City departments are found on the Development Standards, Attachment 2.

V. SUBSEQUENT MODIFICATIONS

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

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

Appeals

Section 142.40 of the Zoning Code allows the Design Review Board's decision to be appealed to the Hearing Examiner by the applicant or any person who submitted written or oral comments to the Design Review Board. The appeal must be in the form of a letter of appeal and must be delivered, along with any fees set by ordinance, to the Planning and Building Department by 5:00 p.m., December 27, 2022, fourteen (14) calendar days following the postmarked date of distribution of the Design Review Board's decision.

Only those issues under the authority of the Design Review Board as established by Kirkland Zoning Code 142.35(2) are subject to appeal.

Lapse of Approval (KZC 142.55)

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

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

VII. ATTACHMENTS

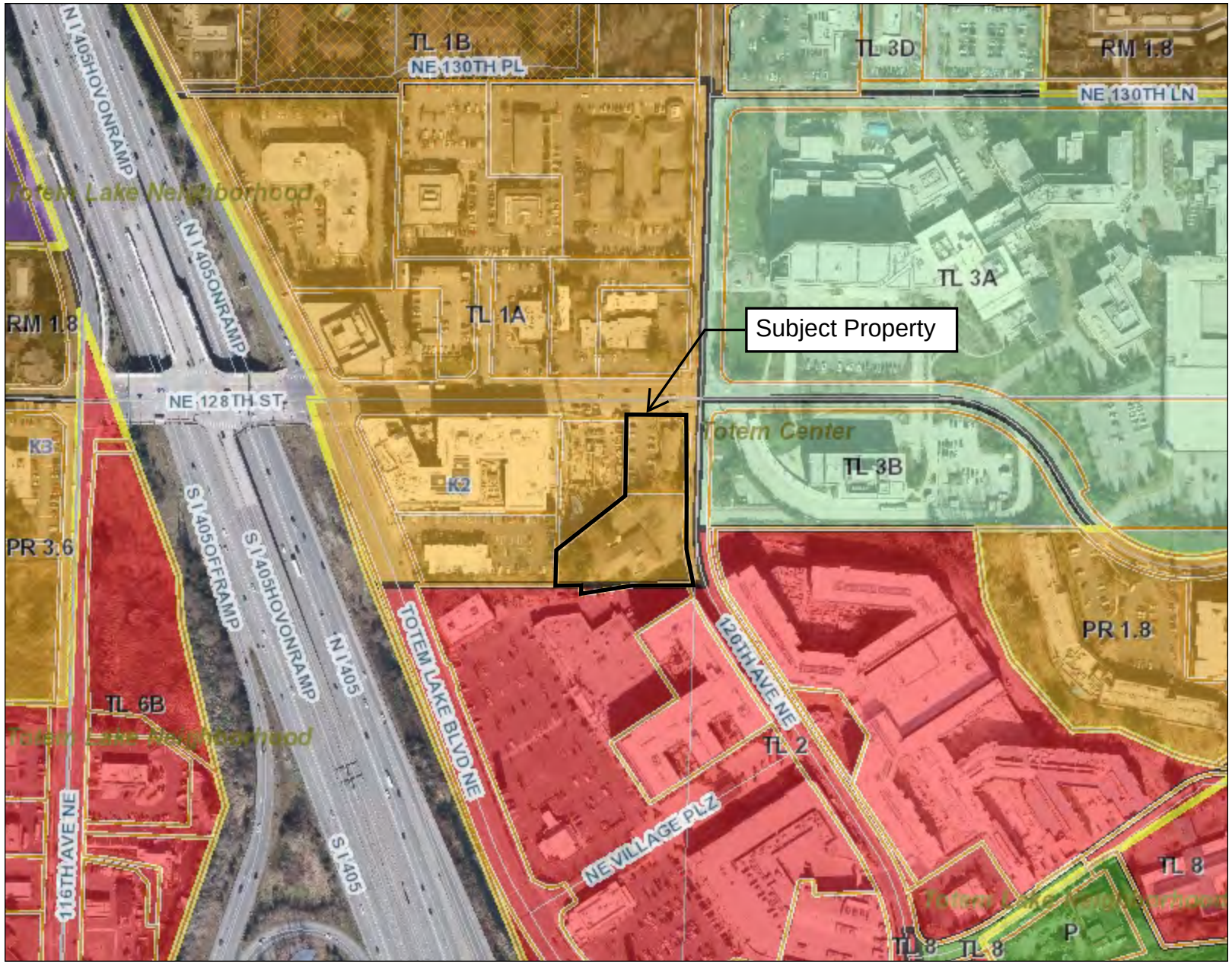
1. Vicinity Map
2. Development Standards
3. Applicant Plans

VIII. APPROVAL

Shoshana Cohen, Design Review Board Chair

Date: 12.06.2022

City of Kirkland GIS



Legend

- City Limits
- Grid
- QQ Grid
- Cross Kirkland Corridor
- Regional Rail Corridor
- Streets
- Parcels
- Lakes
- Schools
- Overlay Zones
  - (EQ)
  - (HL)
  - (HP)
- Planned Unit Development
- Design District
- City Zoning
  - Commercial
  - Industrial
  - Transit Oriented Development
  - Office
  - High Density Residential
  - Medium Density Residential
  - Low Density Residential
  - Institutions
  - Park/Open Space
- Olympic Pipeline Corridor

1: 3,777

Notes

629.6 0 314.79 629.6 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

DEVELOPMENT STANDARDS
DRV22-00466

PLANNING DEPARTMENT

ZONING CODE STANDARDS
95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.
95.50 Tree Installation Standards. Installation of supplemental trees to be planted shall conform to Kirkland Zoning Code Section 95.50.
95.52 Prohibited Vegetation. Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City. These plants include Himalayan and Evergreen Blackberry, English Holly, Fragrant water lily; Bindweed or Morning Glory, Bird Cherry, English and Atlantic Ivy; Herb Robert; Bohemian, Giant, Himalayan, and Japanese Knotweed; Old man's beard, Poison hemlock, Reed canary grass, Scotch broom, Spurge laurel, Yellow archangel, and Yellow flag iris. Other plants, while not prohibited, are discouraged, including Butterfly bush, Black Locust, European Mountain Ash, Tree-of-Heaven, Common Hawthorn, and English laurel.
100.25 Sign Permits. Separate sign permit(s) are required. In JBD and CBD cabinet signs are prohibited.
105.18 Pedestrian Walkways. All uses, except single family dwelling units and duplex structures, must provide pedestrian walkways designed to minimize walking distances from the building entrance to the right of way and adjacent transit facilities, pedestrian connections to adjacent properties, between primary entrances of all uses on the subject property, through parking lots and parking garages to building entrances. Easements may be required. In design districts through block pathways or other pedestrian improvements may be required. See also Plates 34 in Chapter 180.
105.32 Bicycle Parking. All uses, except single family dwelling units and duplex structures with 6 or more vehicle parking spaces must provide covered bicycle parking within 50 feet of an entrance to the building at a ratio of one bicycle space for each twelve motor vehicle parking spaces. Check with Planner to determine the number of bike racks required and location.
105.18 Entrance Walkways. All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.
105.18 Overhead Weather Protection. All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.
105.18.2 Walkway Standards. Pedestrian walkways must be at least 5’ wide; must be distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20’ above the ground.
105.18.2 Overhead Weather Protection Standards. Overhead weather protection must be provided along any portion of the building adjacent to a pedestrian walkway or sidewalk; over the primary exterior entrance to all buildings. May be composed of awnings, marquees, canopies or building overhangs; must cover at least 5’ of the width of the adjacent walkway; and must be at least 8 feet above the ground immediately below it. In design districts, translucent awnings may not be backlit; see section for the percent of property frontage or building facade.
105.19 Public Pedestrian Walkways. The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way. If in a design district, see section and Plate 34 for through block pathways standards.
105.65 Compact Parking Stalls. Up to 50% of the number of parking spaces may be designated for compact cars.
105.60.2 Parking Area Driveways. Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.
105.60.3 Wheelstops. Parking areas must be constructed so that car wheels are kept at least 2’ from pedestrian and landscape areas.
105.77 Parking Area Curbing. All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6” high vertical concrete curb.
110.52 Sidewalks and Public Improvements in Design Districts. See section, Plate 34 and public works approved plans manual for sidewalk standards and decorative lighting design applicable to design districts.
110.60.5 Street Trees. All trees planted in the right-of-way must be approved as to species by the City. All trees must be two

inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.
115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.
115.40 Fence Location. Fences over 6 feet in height may not be located in a required setback yard. A detached dwelling unit abutting a neighborhood access or collector street may not have a fence over 3.5 feet in height within the required front yard. No fence may be placed within a high waterline setback yard or within any portion of a north or south property line yard, which is coincident with the high waterline setback yard.
A detached dwelling unit may not have a fence over 3.5 feet in height within 3 feet of the property line abutting a principal or minor arterial except where the abutting arterial contains an improved landscape strip between the street and sidewalk. The area between the fence and property line shall be planted with vegetation and maintained by the property owner.
115.45 Garbage and Recycling Placement and Screening. For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be setback from property lines, located outside landscape buffers, and screened from view from the street, adjacent properties and pedestrian walkways or parks by a solid sight-obscuring enclosure.
115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.
115.90 Calculating Lot Coverage. The total area of all structures and pavement and any other impervious surface on the subject property is limited to a maximum percentage of total lot area. See the Use Zone charts for maximum lot coverage percentages allowed. Section 115.90 lists exceptions to total lot coverage calculations See Section 115.90 for a more detailed explanation of these exceptions.
115.95 Noise Standards. The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.
115.115 Required Setback Yards. This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.
115.115.3.g Rockeries and Retaining Walls. Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.
115.115.3.p HVAC and Similar Equipment: These may be placed no closer than five feet to a front, side, or rear property line, and may only be located in a required front yard for single-family residential uses pursuant to subsection (3)(p)(2) of this section; provided, that HVAC equipment may be located in a storage shed approved pursuant to subsection (3)(m) of this section or a garage approved pursuant to subsection (3)(o)(2) of this section. All HVAC equipment shall be baffled, shielded, enclosed, or placed on the property in a manner that will ensure compliance with the noise provisions of KZC 115.95.
115.115.d Driveway Setbacks. Parking areas and driveways for uses other than detached dwelling units, attached and stacked dwelling units in residential zones, or schools and day-cares with more than 12 students, may be located within required setback yards, but, except for the portion of any driveway which connects with an adjacent street, not closer than 5 feet to any property line.
115.120 Rooftop Appurtenance Screening. New or replacement appurtenances on existing buildings shall be surrounded by a solid screening enclosure equal in height to the appurtenance. New construction shall screen rooftop appurtenances by incorporating them in to the roof form.
115.135 Sight Distance at Intersection. Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

Prior to issuance of a grading or building permit:

95.30.4 Tree Protection Zone (TPZ). A description and location of tree protection measures during construction for trees to be retained must be shown on demolition and grading plans, including the TPZ distance specified in feet from the face of each tree trunk.
95.30.3 Tree Retention Plan Requirements. All required Tree Retention Plan components must be submitted pursuant to KZC 95.30(3), including the identification of Landmark Trees and Groves, planned over-excavation and impacts to retained trees,

and individual tree viability ratings pursuant to KZC 95.30(3)(c).
95.30.4 Tree Retention Standards. All High Retention Value trees shall be retained and protected. High Retention Value Trees are defined as (1) viable regulated trees with any portion of the trunk located in a required yard, land use buffer, and/or common open space; (2) viable Landmark Trees with a minimum 26-inch DBH located anywhere on a property; and (3) Grove trees with three or more viable regulated trees with overlapping or touching crowns, one of which is located in a required yard, land use buffer, and/or common open space.
95.30.4.a High Retention Value Tree Removal Authorization. An assessment of available Site Plan Alterations, Arboricultural Methods, and Variations to Development Standards shall be explored prior to the Planning Official authorizing the removal of High Retention Value Trees pursuant to KZC 95.30(6). This may include multiple schematics illustrating site constraints that do not support retention of the subject trees while still meeting the development guarantees per KZC 95.30(2), accompanied by a comment response letter providing a narrative and Qualified Professional Arborist Report.
95.30.4.b Landmark Tree and Grove Removal Authorization. In addition to the standards in KZC 95.30(4)(a), additional Site Plan Alterations, Arboricultural Methods, and Variations to Development Standards shall be explored prior to the Planning Official authorizing the removal of Landmark Trees and Groves pursuant to KZC 95.30(6). This may include multiple schematics illustrating site constraints that do not support retention of the subject trees while still meeting the development guarantees per KZC 95.30(2), accompanied by a comment response letter providing a narrative and Qualified Professional Arborist Report.
95.32 Tree Protection. Prior to development activity or initiating tree removal on the site, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities. Protection measures for trees to be retained shall include (1) placing no construction material or equipment within the protected area of any tree to be retained; (2) providing a visible temporary protective chain link fence at least 6 feet in height around the protected area of retained trees or groups of trees until the Planning Official authorizes their removal; (3) installing visible signs spaced no further apart than 15 feet along the protective fence stating “Tree Protection Area, Entrance Prohibited” with the City code enforcement phone number; (4) displaying site plans showing approved tree retention/protection in plain view with general contractor or other responsible party’s phone number; (5) prohibiting excavation or compaction of earth or other damaging activities within the barriers unless approved by the Planning Official and supervised by a qualified professional; and (6) ensuring that approved landscaping in a protected zone shall be done with light machinery or by hand.
95.23 Landmark Tree Mitigation Standards. Landmark Trees that are authorized for removal by the Planning Official must be replaced on-site at a 3:1 ratio. Mitigation trees must be selected from the Approved Landmark Tree List. Fee-in-lieu pursuant to KZC 95.23(5) may be pursued if the Planning Official and applicant, after working in good faith, conclude there is inadequate space to replant on-site. Landmark mitigation is in addition to the Tree Density Credits required per KZC 95.34.
27.06.030 Park Impact Fees. New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a “credit” for that unit shall apply to the first building permit of the subdivision.

Prior to occupancy:
95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City
110.60.5 Landscape Maintenance Agreement. The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.
110.60.6 Mailboxes. Mailboxes shall be installed in the development in a location approved by the Postal Service and the Planning Official. The applicant shall, to the maximum extent possible, group mailboxes for units or uses in the development.

BUILDING DEPARTMENT

Building Department Conditions
Please call 425-587-3600 for Building Department questions related to this permit.

Permits Required:
Separate Building, Mechanical, and Plumbing permits are required.
The Building permits can be broken up by construction type, not construction phases.

FIRE DEPARTMENT

FIRE DEPARTMENT COMMENTS
Contact: Captain Chappell at 425-587-3655; or jchappell@kirklandwa.gov

ACCESS
The building fronts on two rights of way. The fire department access is NOT confirmed as met. Discussions have been ongoing. Latest concern is grade of FD access /parking access road on west side.

FIRE FLOW
Fire flow requirement is based on total square footage of the building and type of construction. With allowed IFC reduction, required fire flow for this building appears to be 2000 gpm.
This area is serviced by NUD and I do not have access to their fire flow data. Available fire flow will need to be confirmed with NUD.

HYDRANTS
Fire hydrants will need to be placed so that there is a hydrant within 150 feet of every part of the building accessible by fire department vehicles. Final layout is not confirmed so it is not known if hydrants are adequate. This area is serviced by NUD so access to all of the existing hydrants is not complete. Currently, it appears as there is no hydrant located on NE 128th St close enough to provide adequate fire hydrant spacing. This will need to be confirmed with NUD.

HIGH-RISE BUILDING
Several requirements are specific to high-rise buildings. Two particular requirements include Fire Command Center (FCC) and secondary water supply due to seismic region.

FIRE SPRINKLERS
A sprinkler system is required to be installed throughout the building. Submit plans, specifications and calculations electronically for approval at www.MyBuildingPermit.com. All plans shall be designed and stamped by a person holding a State of Washington Certificate of Competency Level III certification. The system shall be installed by a state licensed sprinkler contractor. REF RCW 18.60 State of Washington.

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

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

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

STANDPIPES
Standpipe systems shall be installed throughout buildings where the floor level of the highest story is located more than 30 feet above the lowest level of the fire department vehicle access, or where the floor level of the lowest story is located more than 30 feet below the highest level of fire department vehicle access.

A standpipe is required. Submit plans, specifications and calculations electronically for approval at www.MyBuildingPermit.com. The plans shall include isometric elevation drawing of the entire standpipe system including location of any isolation valves. It may be incorporated into the fire sprinkler system.

Note: Per the IFC 3313, standpipes shall be operational when the progress of construction is not more than 40 feet in height above the lowest level of fire department access. The standpipe shall be extended as construction progresses to within one floor of the highest point of construction having secured decking or flooring.

FIRE ALARM

A fire alarm system is required to be installed throughout the building. A separate permit is required from the Fire Department prior to installation. Submit plans and specifications for approval electronically at MyBuildingPermit.com. The system shall comply with Washington State Barrier Free requirements regarding installation of visual devices and pull stations. The low-frequency requirement is also required for this project. The specific requirements for the system can be found in Kirkland Operating Policy 10.

FIRE EXTINGUISHERS
Portable fire extinguishers are required per Section 906 of the IFC. Minimum rating is 2A10BC. Extinguishers shall be mounted or in cabinets so that the top of the extinguisher is no more than 5 feet above the finished floor. Travel distance to a fire extinguisher shall not exceed 75 feet as measured along the route of travel.

COMMERCIAL COOKING
If any of the tenants are restaurants, a commercial cooking hood and duct extinguishing system is required to be installed. The permit may be applied for electronically at MyBuildingPermit.com. The system shall be listed for application or specifically designed for such application. In addition, a K-class (Kitchen) fire extinguisher with a UL rating of 1-A:K is required to be installed within 30 feet of cooking equipment. The hood and duct suppression system is required to be tied into the building fire alarm system.

KEY BOX
A Key box is required (Knox Box 4400, recessed, and tampered). It shall be installed in an approved accessible location at approximately six feet above grade. In most cases it will be located at the front entrance to the building. The box may be purchased on-line at www.knoxbox.com; or by filling out an order form which is available from the Fire Department office. Contact the Fire Prevention Bureau at 425-587-3661 for more information.

EMERGENCY RADIO COVERAGE (Effective 7-1-16)
This is a required fire protection system for this project. The permit may be applied for electronically at MyBuildingPermit.com. More information can be found in Section 510 of the Kirkland Municipal Code.

GATES INSTALLED ON ACCESS ROADS
In most cases, primary access roads may not be obstructed by gates. However, the installation of security gates may be approved when, in the opinion of the Fire Marshal, firefighting or medical and/or rescue operations would not be impaired.
1. General Requirements:
a. A building permit is required from Kirkland Building Department prior to installing automated gates. The permit will be routed to Fire for approval and conditions. A final inspection by a Fire Department representative is required.
b. The use of directional-limiting devices (tire spikes) is prohibited.
c. Gates shall have an approved means of emergency operation. Examples include the following:
1)The gate fails to the “open” position when the power is off. It shall remain open until power is restored.
2) Battery or generator power backup providing normal use of the gate.
3) Approved manual operation of the gate.
2. Acceptable means of gate access:
a. Automatic switch controllers such as Click2Enter or another approved access system. Gates equipped with Click2Enter shall be identified by an approved sign
b. When there are only one or two homes behind a security gate, a Knox switch or keypad may be used.
c. A Knox padlock may be approved on a case by case basis, such as when the gate is for secondary access or service vehicle/fire department access only.
d. Where a fence is provided on each side of a gate for a commercial property, a man door shall be provided at an approved location with a Knox key for access to the man door.
e. The unobstructed width of gates shall be as follows:
1) For commercial or multifamily applications, the gate shall open a full 20 feet.
Exception: For split gates on commercial or multifamily projects where there is a post in between the exit and entrance to a facility, the minimum unobstructed width of each lane shall be 12 feet.
2)For short plats or subdivisions, the gate shall open the width as dictated by the required width of the access road (i.e. 16 or 20 feet, see D.1.b)
3)For gates accessing one single family home via a driveway, the gate width shall be a full 10 feet.

SMOKE CONTROL
Smoke control is required for this project. Operating Policies OP9a and OP9b can be found on our website for complete information. Be advised that the building and trade permits have application and issuance requirements tied to smoke

control approval.

FIRE SAFETY DURING CONSTRUCTION
In addition to the general fire safety requirements in IFC 3308, the Kirkland Fire Department has several requirements for high rise and/or wood-frame buildings more than 50,000 square feet in area.
3308.8.1 Job Site Security. After above grade combustible construction has begun, the job site shall be secured with controlled access. In addition, off hours guard service and/or motion-controlled surveillance may be required at the discretion of the fire code official.
3308.8.2 Job shacks and other temporary structures. Job shacks and other temporary structures located within or less than 20' from the permanent building shall be:

- Constructed of non-combustible materials or 1 hour fire-resistive construction.
- Shall not be equipped with fuel fired heaters
- Shall be equipped with monitored fire alarm system when located below grade
- Shall not function as offices unless protected with automatic sprinkler systems

COURTYARD
Courtyards provide unique Fire Department response challenges. Access to courtyard is required via straight/direct access corridor and/or stairway from exterior to courtyard at a location acceptable to the Fire Code official. If a stairway is used it shall comply with International Fire Code Section 1011 and a corridor shall comply with International Fire Code Section 1020. The access shall have a minimum width of 4 feet (or as directed by the fire code official) and be large enough to carry a 35-foot-long sectional ladder (minimum folded length 20 feet) directly from the exterior to the courtyard without obstructions. The access door shall be marked at the street as “Direct access to courtyard.”

PUBLIC WORKS DEPARTMENT

PUBLIC WORKS CONDITIONS
Permit #: DRV22-00466
Project Name: Swyft
Project Address: 12707 120th Avenue NE
Date: July 7, 2022

Public Works Staff Contacts

Ryan Schauble, Senior Development Engineer
Phone: 425-587-3842 / E-mail: rschauble@kirklandwa.gov

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site.

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

- o Surface Water Connection Fees *
- o Water and Sewer fees per NUD
- o Right-of-way Fee
- o Review and Inspection Fee
- o Building Permits associated with this proposed project will be subject to the traffic, park, and school impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s). Any existing buildings within this project which are demolished will receive a Traffic Impact Fee credit, Park Impact Fee Credit and School Impact Fee Credit. This credit will be applied to the first Building Permits that are applied for within the project. The credit amount for each demolished building will be equal to the most currently adopted Fee schedule.

* Fee to be paid with the issuance of a Building Permit.

3. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit, including the required LSM Checklist.

4. Performance and Maintenance Securities:

- Prior to issuance of the LSM Permit a standard right of way restoration security ranging from $10,000.00 to $75,000.00 (value determined based on amount of ROW disruption) shall be posted with Public Works Department. This security will be held until the project has been completed.

- Prior to Final Inspection of the Land Surface Modification improvements, there will be a condition of the permit to establish a two-year Maintenance security.

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

6. After concurrency has passed, the project will receive a concurrency test notice that allows the applicant to proceed with all development permits. A "Certificate of Concurrency" is established with a development or building permit. It will read as follows: CERTIFICATE OF CONCURRENCY: This project has been reviewed and approved for water, sewer, and traffic concurrency. Any water and sewer mitigating conditions are listed within the conditions below. Any traffic mitigating conditions will be found in an attached memorandum from the Public Works Traffic Engineering Analyst to the Planning Department Project Planner. Upon issuance of this permit, this project shall have a valid Certificate of Concurrency and concurrency vesting until the permit expires. This condition shall constitute issuance of a Certificate of Concurrency pursuant to chapter 25.12 of the Kirkland Municipal Code.

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

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

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

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

11. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage, recycling and composting storage and pickup. The plan shall conform to Policy G-9 in the Public Works Pre-approved Plans and be approved by Waste Management and the City. Important feature is to provide enough storage area for recycling and composting; and being able to pick up containers without storing in the ROW overnight. Submit the plan with a cover letter to explain how Policy G-9 requirements will be met. Please contact John MacGillivray, 425.587.3804, if you have questions.

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

Water and Sanitary Sewer Conditions:

1. Northshore Utility District (NUD) approval required for sanitary sewer and water service. A letter of sewer/water availability is required. Contact NUD at 425-398-4400.

2. See Fire Department conditions for fire flow requirements.

Surface Water Conditions:

1. Provide temporary and permanent storm water control in accordance with the 2016 King County Surface Water Design Manual (KCSWDM) and the City of Kirkland Addendum (Policy D-10).

2. To determine the drainage review level required, the target impervious surface area is the maximum allowable lot coverage area for the project, plus any offsite improved impervious areas. See Policies D-2 and D-3 in the Public Works Pre-Approved Plans for drainage review information, or contact Kirkland Surface Water staff at (425) 587-3800 for assistance. The Kirkland Drainage Review Flow Chart is a helpful tool to determine a project's drainage review level. Drainage review levels are summarized below:

- Full Drainage Review

o Any non-single-family residential project that creates more than 2,000 sf of new and/or replaced impervious surface, or greater than 7,000 sf of land disturbing activity will trigger a Full Drainage Review.

o Single family residential projects that propose improvements greater than the Simplified thresholds explained above will be subject to a Full Drainage Review.

3. Attention to Civil Plan Designers: Kirkland Zoning Code Update and Surface Water Design Policy Update -- Public Works Policy D-10 (City's Addendum to the 2016 KC-SWDM) was updated in July 2019. Follow the new guidelines in D-10 regarding flow control analysis. Effective on July 12, 2019, the City updated KZC Chapter 115.90 – Calculating Lot Coverage.
Background: The regulation update allowed conventional (sand set) pavers to be counted as a "Partially Exempt Material", allowed to received 50 percent exemption for the area they cover, and up to 10 percent of the total lot size. Conventional pavers do not have to meet surface water mitigation specifications (e.g. not designed as LID BMP pervious pavers per Public Works Pre-Approved Plan CK-L-09). As a result, lots are allowed 10 percent more runoff generating surface area, and thus have to provide flow control accordingly.
For calculating impervious coverage for proposed residential and commercial development must be estimated for each specific proposal. Impervious coverage for frontage layouts – streets, sidewalks, trails, etc – shall be taken from the layouts of the proposal. House/driveway or building coverage shall be as follows:

- For commercial or multi-family development, the impervious coverage shall either:

o Assume the maximum impervious coverage permitted by the KZC plus an additional 10% OR

o Estimate impervious coverage from layouts of the proposal. If estimated from the layouts of the proposal, the impervious coverage shall include calculations of all impervious surfaces, including eaves. This option may require a Reduced Impervious Surface Limit to be recorded on the property.

4. This project is in a Level 2 Flow Control Area and is required to comply with core drainage requirements in the KCSWDM. Historic (forested) conditions shall be used as the pre-developed modeling condition for design of the stormwater detention system.

5. The 15-minute time step must be used to perform the flow control analysis. Do not use the 1-hour time step. Approved hydrologic modeling programs are MGS Flood and WWHM 2012.

6. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater Low Impact Development (LID) Best Management Practices (BMPs) per the KCSWDM. If feasible, stormwater LID BMPs are required to the maximum extent feasible. If LID BMPs are infeasible, pervious pavement cannot be used to reduce overall impervious lot coverage. The Private Maintenance Agreement will be recorded on all projects that construct a stormwater LID BMP or facility, per Policy D-7.

7. Soil information may be necessary for designing LID BMPs per the KCSWDM, and there are other reasons a soil report is necessary for a project (e.g., steep slopes, sensitive areas, etc.). Refer to Policy D-8 for details.

8. Special inspections may be required for LID BMPs on this project. Provide documentation of inspections by a licensed geotechnical professional that the BMP will function as designed.

9. If the project will create or replace more than 5,000 square feet of pollution generating impervious surface (PGIS), provide water quality treatment in accordance with the KCSWDM. The enhanced treatment level is required for multi-family residential, commercial, industrial projects, and single family residential projects with eight or more dwelling units per acre density.

10. Soil Amendment per Pre-Approved Plan E.12 is required for all landscaped areas.

11. All roof and driveway drainage must be tight-lined to the storm drain system or utilize low impact development techniques on-site.

12. The building is proposed over an existing storm easement and storm pipe. Re-route and provide new private storm easement to benefited property (ies).

13. A storm sewer "Joint Maintenance Agreement" must be recorded with the property for the jointly used storm sewer lines.

14. Construction Stormwater Pollution Prevention Plan (CSWPPP):

- All proposed projects that will conduct construction activities onsite, or offsite must provide stormwater pollution prevention and spill controls to prevent, reduce, or eliminate the discharge of pollutants (including sediment) to onsite or adjacent stormwater systems or watercourses.
- Refer to Core Requirement No. 5 in the KCSWDM and Policy D-12.
- Provide an erosion control report and plan with the Building or Land Surface Modification Permit application. The plan shall be in accordance with the KCSWDM.
- Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.

15. If the project site is one acre or greater, the following conditions apply:

- The applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Department of Ecology. Provide the City with a copy of the Notice of Intent for the permit. Permit Information can be found at the following website: http://www.ecy.wa.gov/programs/wq/stormwater/construction/

o Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland PW Dept. pre-construction meeting with a completed SWPPP.

- Turbidity monitoring by the developer/contractor is required for any surface water leaving the site.
- A Stormwater Pollution Prevention and Spill (SWPPS) Plan must be kept on site during all phases of construction and shall address construction-related pollution generating activities. Follow the guidelines in the Ecology Pollution Prevention Manual for plan preparation.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts 120th Avenue NE, a collector type street, and NE 128th Street, a minor arterial. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:

120th Avenue NE (see section below, note that the 4’ amenity zone will be part of the 10’ sidewalk)

A. Dedicate sufficient right-of-way (ROW) abutting the property to install half-street improvements if needed; The Public Works Department will accept placing these required improvements within a ROW and utilities easement in lieu of ROW dedication. (See Chapter 110.52.1 of the KZC).
B. Ensure the existing turn lane is 12’ wide and provide an 11’ travel lane.
C. Install new Type A curb and gutter along the project frontage to accommodate the required travel lanes.
D. Install a 4.5-ft landscape strip behind the curb, with street trees 30 feet on-center.
E. Install a 5’ raised bike lane behind the planter strip. Bike lane to be a distinguishable color from the sidewalk.
F. Install new 10 ft wide sidewalk behind the raised bike lane. Provide a 1’ wide tactile paver to provide a buffer between the sidewalk and raised bike lane. A portion of this sidewalk may be included within a public pedestrian easement as long as a minimum of 5’ of the sidewalk is in a dedicated right-of-way.
G. Provide pedestrian lights spaced 60’ on-center.
H. Ensure that the building doors do not swing into the sidewalk. Any garage gates must be 25 feet from the back of the sidewalk.

NE 128th Street

The City of Kirkland is actively engaged with King County Metro regarding this frontage. More information will be provided when available.

A. Install new Type A curb; In general, maintain the existing curb alignment matching the west.
B. Install a 10’ wide sidewalk with street tree 30’ on center in 4x6 tree wells. A portion of this sidewalk may be included within a public pedestrian easement as long as a minimum of 5’ of the facility is in a dedicated right-of-way.
C. Provide pedestrian lights spaced 60’ o.c.

2. Access Requirements (KZC Chapter 105.10):
A. Access from 120th Avenue NE is allowed if it meets the requirements KZC 55.07.7.
B. Access from 128th, if allowed, would be a right-in, right-out only access. Approval of this access is contingent on discussions between the City and KC Metro. Per Policy R-4, the recommended driveway separation is 150', the minimum required is 100'. This does not appear to be achieved with the current site plan.

C. Provide a 15 ft public pedestrian easement along the west property line and install a 5 ft wide concrete path; concrete stairs and safety railings may be required. Connect to the existing sidewalk to the north.
D. Provide vehicle turnarounds where needed to allow vehicles to drive forward into the right-of-way
E. For Multi-family projects, the garage access shall be at least 24' wide.

3. Meet the requirements of the Kirkland Driveway Policy R-4. Spacing Table from R-4.

4. Meet the requirements of the Kirkland Intersection Sight Distance Policy R.13. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle.

5. When three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline, the street shall be overlaid with new asphalt or the existing asphalt shall be removed and replaced per the City of Kirkland Street Asphalt Overlay Policy R-7.
- Existing streets with 4-inches or more of existing asphalt shall receive a 2-inch (minimum thickness) asphalt overlay. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
- Existing streets with 3-inches or less of existing asphalt shall have the existing asphalt removed and replaced with an asphalt thickness equal or greater than the existing asphalt provided however that no asphalt shall be less than 2-inches thick and the subgrade shall be compacted to 95% density.

6. Prior to the final of the building or grading permit, pay for the installation of stop and street signs at the new intersections.

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

8. Underground all new and existing on-site utility lines and overhead transmission lines. Underground any new off-site transmission lines.

9. New LED street lights may be required per Puget Sound Energy (PSE) design and Public Works approval. Contact PSE to perform lighting analysis. If new lighting or upgrades are necessary, design plans must be submitted for review prior to issuance of an LSM or building permit. Contact:

Kayla Neckorcuk – Territory Engineer for King County, Intolight, PUGET SOUND ENERGY
Tel 425-577-2392 I Fax 425-462-3149
Email Kayla.Neckorcuk@pse.com | Website: www.intolight.com

10. A striping plan for the street must be submitted with the building or grading permit.

Transportation Comments (Thang Nguyen, tnguyen@kirklandwa.gov, 425-587-3869)

1) No access off 120th Avenue NE. The proposed driveway off 120th Avenue NE would create left-turn conflict with the driveway to the south when the east part of the Village at Totem Lake is occupied and there will be considerable amount of traffic traveling southbound and making a left into the "upper mall".

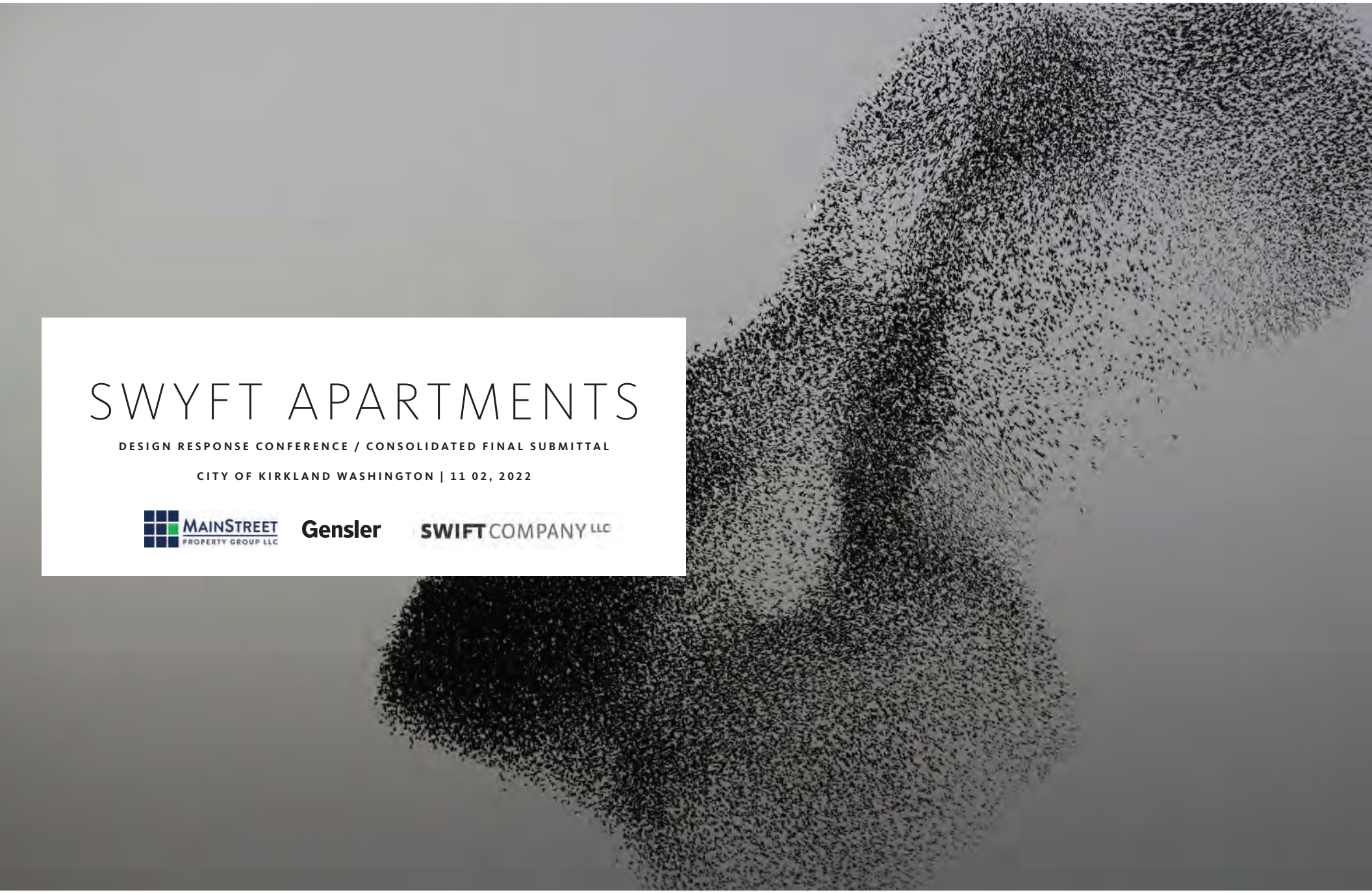
2) Under the zoning requirement for this property, access shall be taken off an easement that connects to the back parking lot of the Village at Totem Lake development. This easement was negotiated many years ago between the two properties and the City. One driveway allowed. If fire requires an emergency fire access, then it needs to be as narrow as possible (20') and it must have bollards to restrict general traffic access.

3) A study will be required to see if a signal is warranted. If so, then a new signal must be installed. There might be a sharing agreement between the two properties. The foundation for a new signal has already been constructed by the Village at Totem Lake.

4) How will a fire-truck turn around with the proposal?

5) South access as proposed is okay if a signal is not required. Otherwise, the driveway will need to be 150 feet from the signalized intersection measured from the stop bar or crosswalk, whichever is closer.

6) 6 parking stalls along the south property line between 120th Avenue NE and the project driveway shall be eliminated.
7) All driveways shall be a minimum of 24 feet wide.
8) A loading zone for delivery trucks and move-in trucks shall be provided on site along the south side of the building. 9) The garage gates shall provide a 24-foot unobstructed access.



SWYFT APARTMENTS

DESIGN RESPONSE CONFERENCE / CONSOLIDATED FINAL SUBMITTAL

CITY OF KIRKLAND WASHINGTON | 11 02, 2022

MAINSTREET PROPERTY GROUP LLC Gensler SWIFT COMPANY LLC

ABOUT US

Art Gensler founded our firm in 1965. We are great designers today because we've spent more than half a century committed to thoughtfully informing design in 28 practice areas.

We have called Seattle home for over 20 years, growing steadily to more than 120 people strong. We have been fortunate to work on a great variety of projects all over the Pacific Northwest, ranging from tech and professional service firm offices, to social clubs, restaurants, shopping centers, hotels, and more. This gives us a holistic view of the area's fabric and the unique opportunity to shape the experience of those who live, work, and play here. Beyond the Seattle area, we bring a global perspective on future trends from our 6,200+ designers all over the world. Please refer to the relevant experience section (page 7) for a selection of recent projects.

49
Offices worldwide (please see back page)

6,200+
Employees

Abu Dhabi
Atlanta
Austin
Baltimore
Bangalore
Bangkok
Beijing
Birmingham, UK
Bogotá
Boston
Charlotte
Chicago
Dallas
Denver
Detroit
Dubai
Houston
Hong Kong
La Crosse
Las Vegas
London
Los Angeles
Mexico City
Miami
Minneapolis
Morristown
Munich
New York
Newport Beach
Oakland
Philadelphia
Phoenix
Portland
Raleigh-Durham
San Antonio
San Diego
San Francisco
San José
San Jose
Seattle
Shanghai
Singapore
Sydney
Tampa
Tokyo
Toronto
Washington DC

RESEARCH FUELS OUR CREATIVITY

The status quo is not an option for us, nor for our clients. We view research as central to our ability to support clients, lead our industry, and properly fulfill our role as global citizens and designers. Taking calculated risk in search of solutions has been part of our firm's DNA since its founding. Our research program, the

18%
of annual profits invested in research

33
ongoing research initiatives

250+
Research Grant Awarded since 2009.

City Pulse Survey 2022

How can we reimagine and encourage activity downtown? Gensler Research Institute's City Pulse Survey Spring 2022 takes a closer look at urban residents' evolving relationships with their downtowns and business districts as the COVID-19 pandemic continues to unfold. Click **HERE** to learn more.

Blog: Trends Shaping the Future of Mixed Use and Retail Centers

CONCEPTUAL DESIGN RESPONSE // Index

DESIGN RESPONSE CONFERENCE // CDC2 Comments Recap

DESIGN RESPONSE CONFERENCE // CDC2 Comments Recap

CDC Dates: March 7 and March 21, 2022
Comments: April 7, 2022
Permit No. DRV22-00064
Option 3 was selected to move forward

A - SCALE
Request to further refine the South building to address light and privacy to the Jade and building courtyard.
DRB noted some issues around the suitability of the mass on the north side and around how to mitigate the mass of the building.
They suggested more refinement is needed as the project design develops to break up the mass of the building.
Encouragement to look at a "two-tower" massing concept for complimentary scale to adjoining neighborhood.
DRB expressed concern in terms of light and privacy in relationship to the Jade wanted further exploration.
The applicant was encouraged to explore design approaches in the SW corner of the building, suggesting narrower and greater height.

B - PEDESTRIAN-ORIENTED ELEMENTS

DRB expressed concerns about how the project will engage with pedestrians and how street activation could occur, particularly along the 120th Avenue NE façade.
Expressed interest in the breezeway development
Encouraged team to allow more light and privacy into courtyard

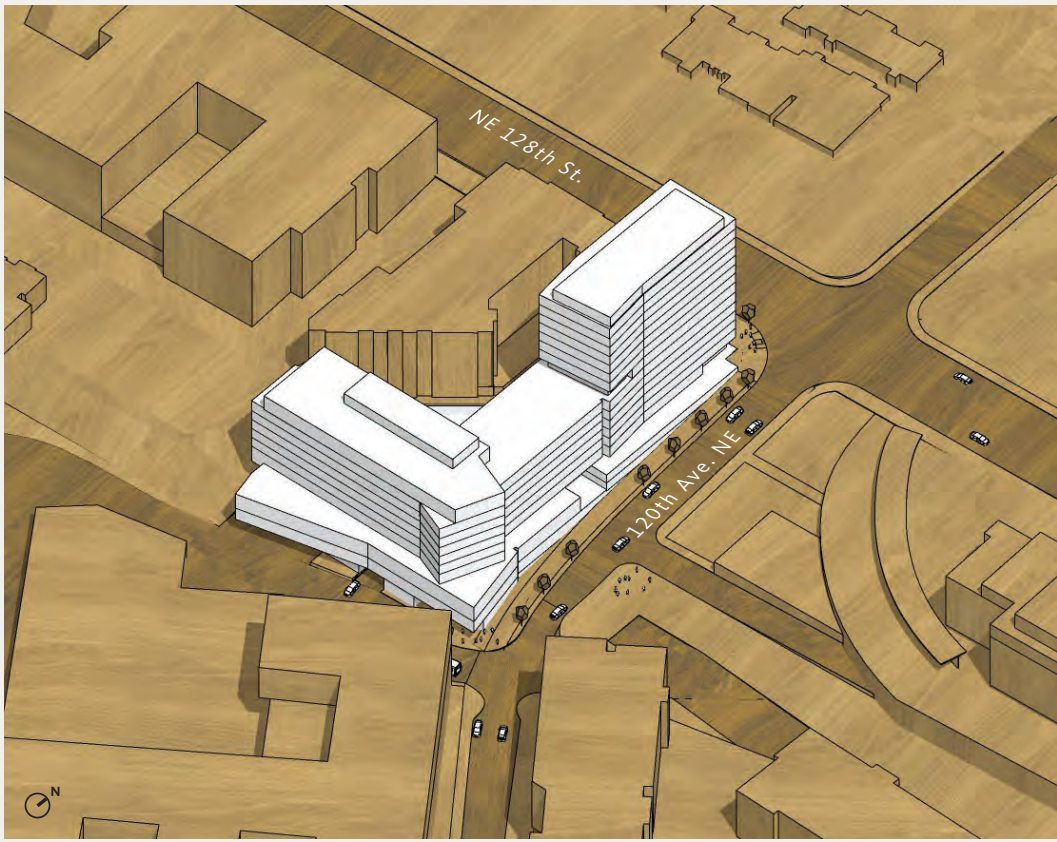
C - BUILDING MATERIAL, COLOR AND DETAIL

Explore how buildings materials can play a role to address scale and mass and provide options

D - ITEMS REQUIRED FOR DRC

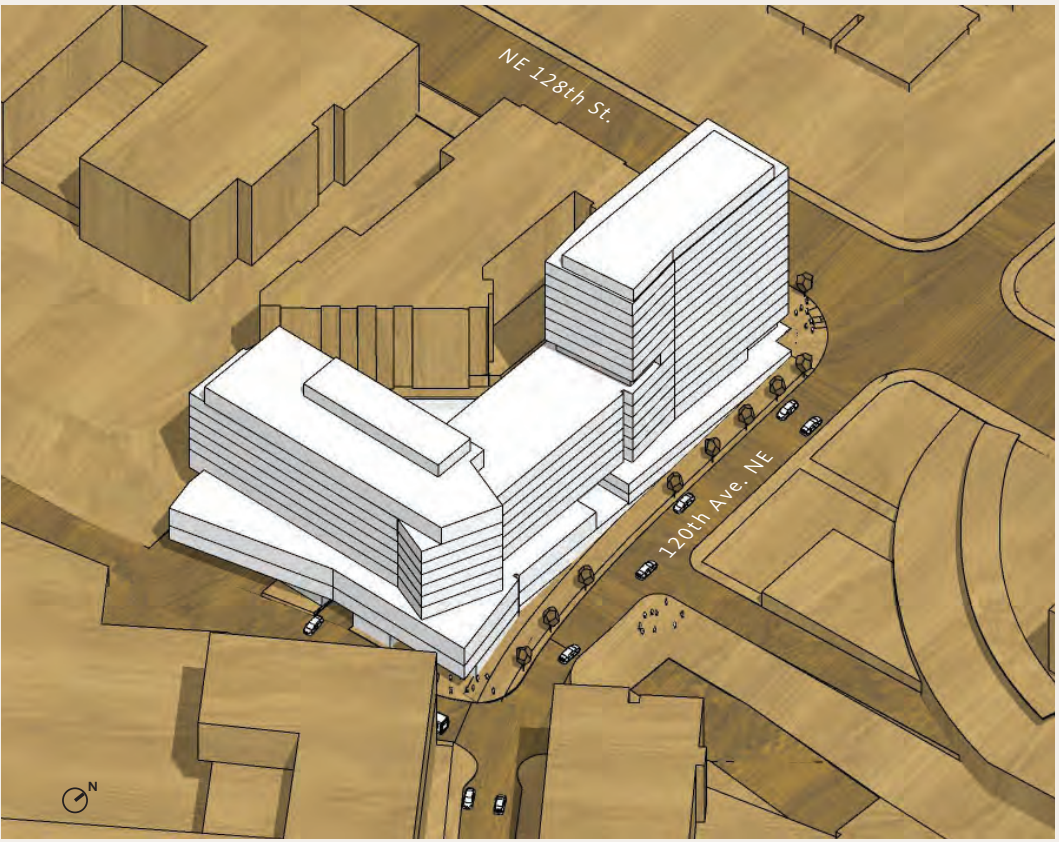
Refinement of South building, especially SW corner with updated shadow studies
Detailed elevations and sections with context. Include dimension of features and blank facades
Renderings of key vantage points
Landscape plan including lighting
Detailed open space plans of courtyard and publicly accessible space proposed
Public art opportunities
Fenestration options
Material samples
3D Model (Requested)

2022_0321 CDC MEETING / OPTION 3



DESIGN RESPONSE CONFERENCE // COMPARISON

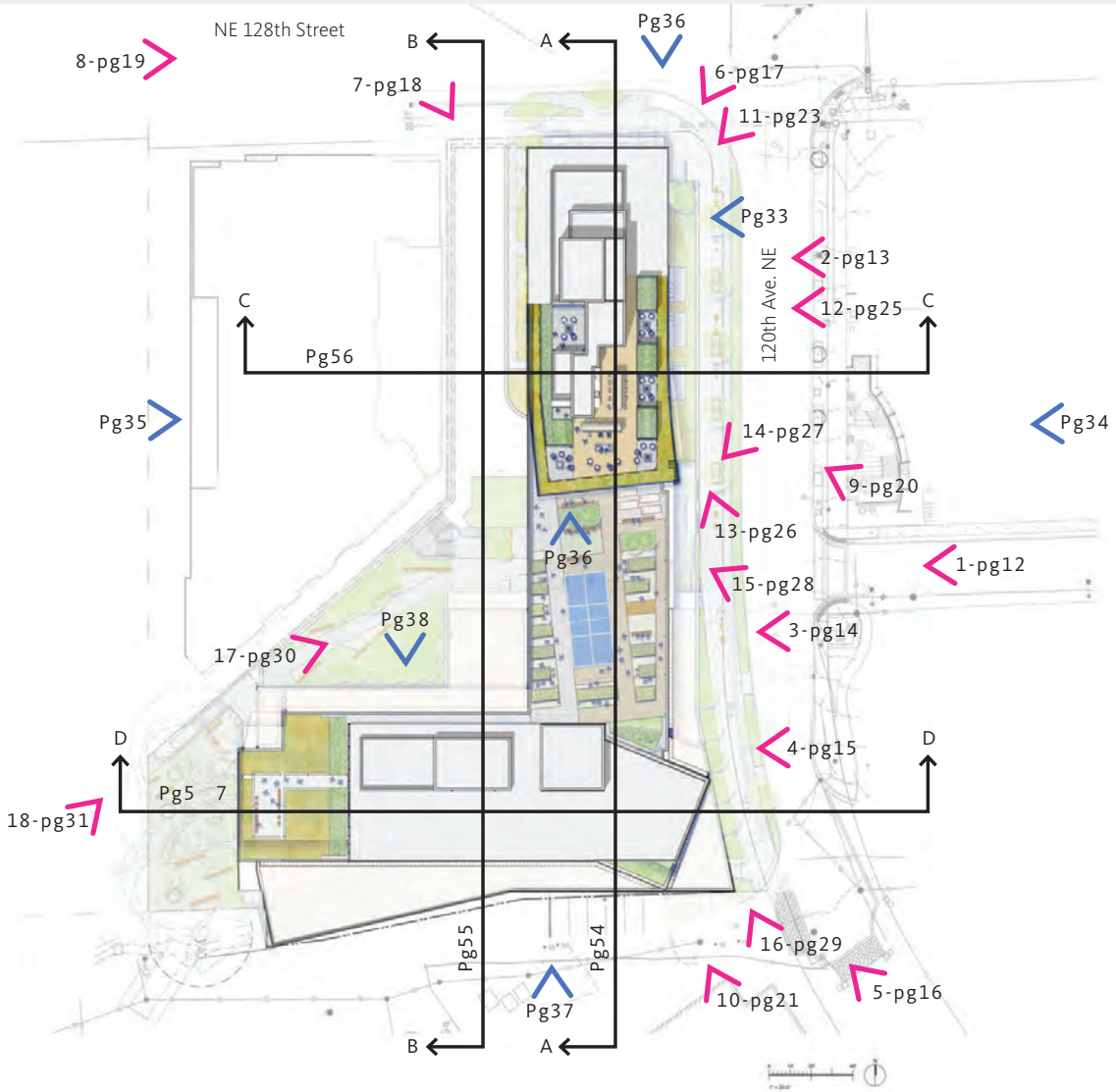
2022_0321 CDC2 MEETING



CURRENT

A / SCALE

DRC // SCALE REFINEMENTS



Building Sections

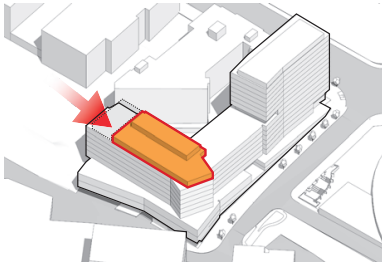
Rendered Views # & Page

Elevation Views # & Page

View Index

DRC // SCALE REFINEMENTS

01



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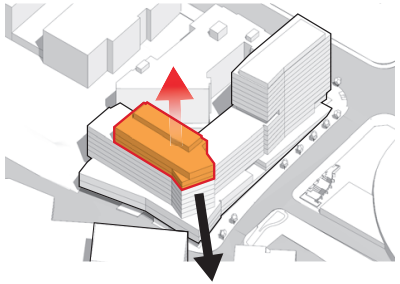

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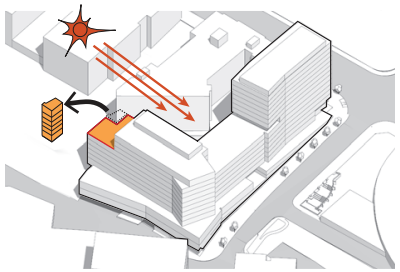
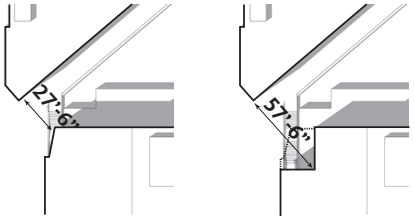


04

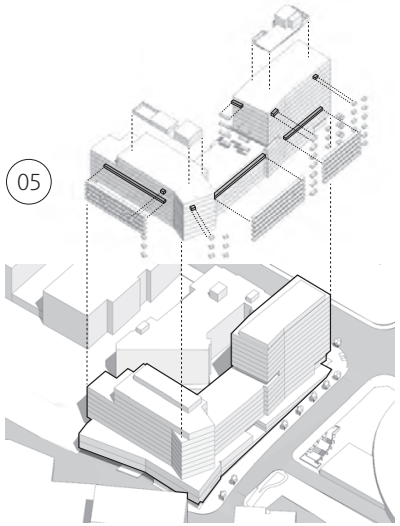
Building corner plan



Previous

Current

05



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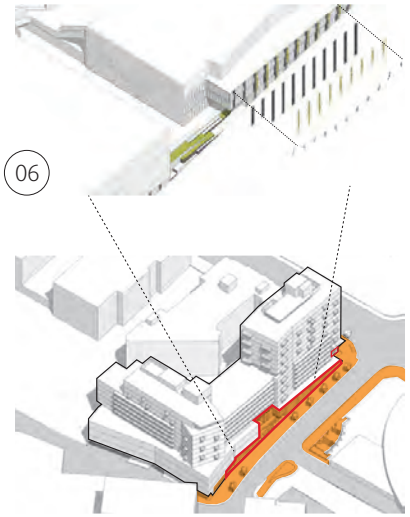


N

DRB COMMENT/REQUEST

DRB noted some issues around the suitability of the mass on the north side and around how to mitigate the mass of the building.
They suggested more refinement is needed as the project design develops to break up the mass of the building.
Encouragement to look at a “two-tower” massing concept for complimentary scale to adjoining neighborhood.
The applicant was encouraged to explore design approaches in the SW corner of the building, suggesting narrower and greater height.

Request to further refine the South building to address light and privacy to the Jade and courtyard.
DRB expressed concern in terms of light and privacy in relationship to the Jade wanted further exploration.

RESPONSE

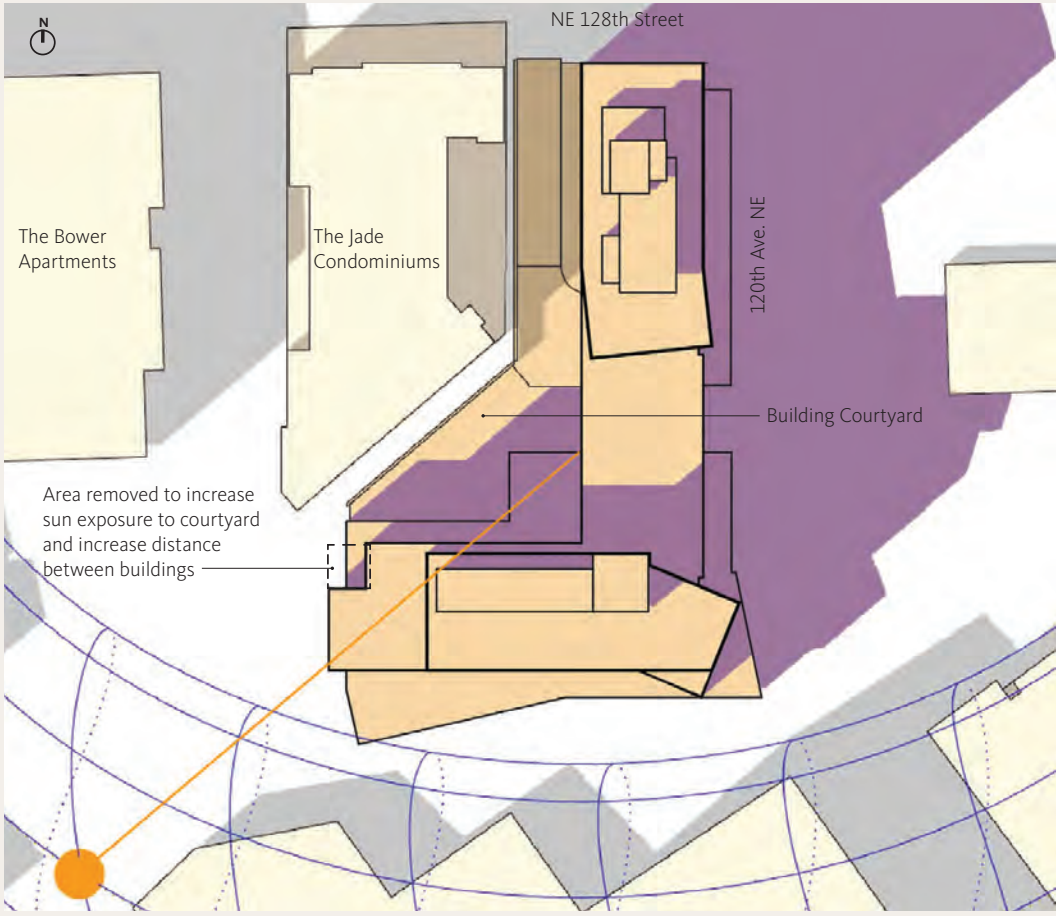
The design team has incorporated a “two -tower“ scheme by making refinements to the southern mass through several design changes:
01
The upper levels were made more narrow, locking the volume into the SW corner and breaking up the upper level massing.
02
The tower was extruded upward by two levels to better compliment the adjoining neighborhood and provide a more fluid transition in height between the existing building on the South and the two proposed stepped tower masses.
03
Removed podium mass to increase distance at adjacent building,
04
Increased level of privacy and increasing solar penetration
05
Facade articulation applied to further break down buildings masses into distinct elements
06
Refinement of pedestrian frontage incorporating detail and art

DRC // SCALE REFINEMENTS

WITHOUT NOTCH

Spring Solstice March 20, 3pm

CURRENT



Spring Solstice March 20, 3pm

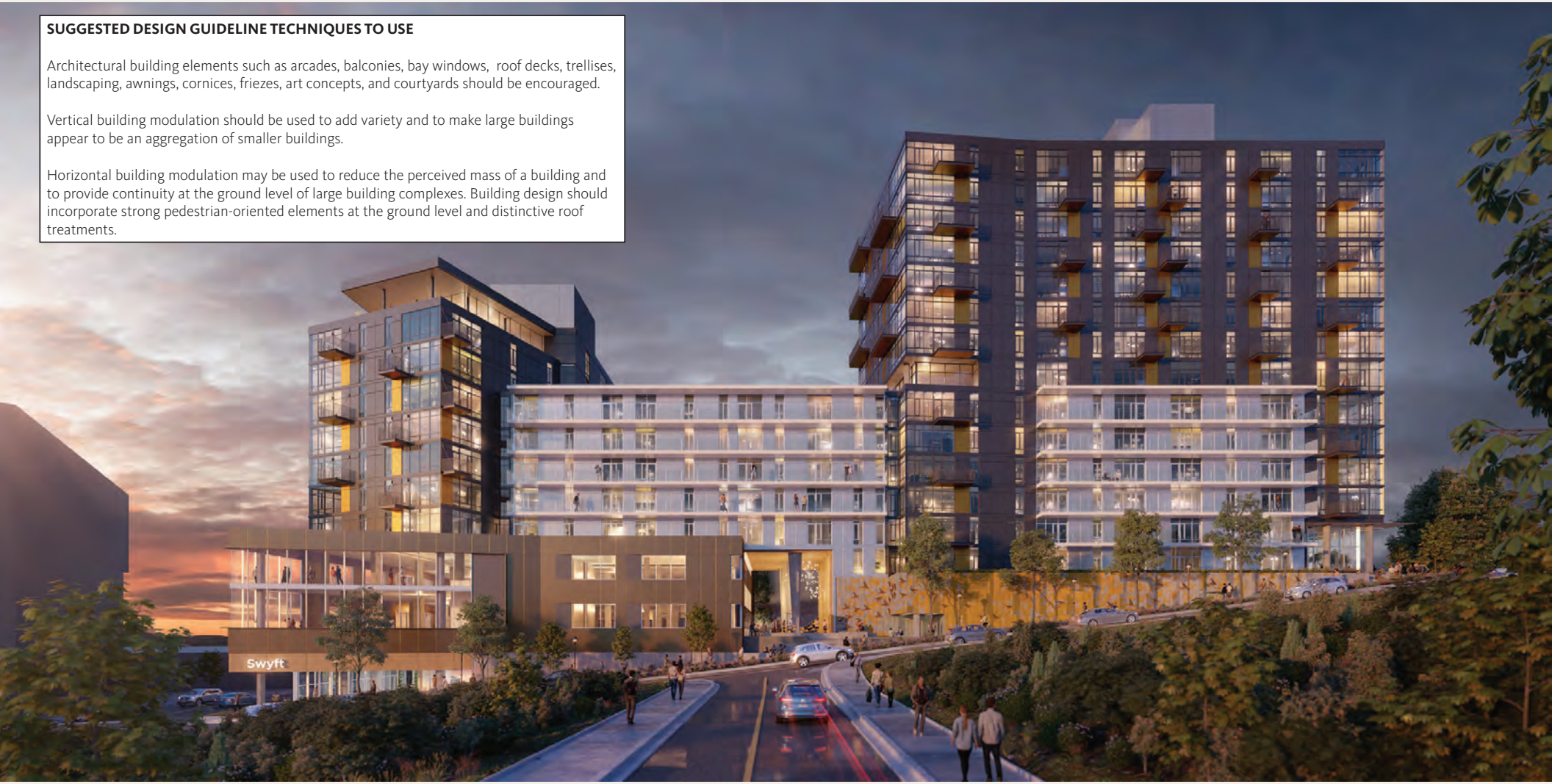
DRC // SCALE REFINEMENT

SUGGESTED DESIGN GUIDELINE TECHNIQUES TO USE

Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged.

Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.

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.



1 - Looking West along 120th Avenue NE

DRC // SCALE REFINEMENT

2 - North tower mass and scale // Looking West along 120th Avenue NE

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(01) Facade angles out to articulate mass while referencing the contextual street grid shift below

(02) Balconies on all floors, varied in scale and staggered in placement to provide articulation, facade interest and structural detail

(03) Notch at amenity adjacent to podium roof with warm ceiling material as a visible accent to pedestrians below

(04) Communal balconies acting as cornices to provide horizontal modulation and articulation at lower levels, emphasizing the middle as vertical relief. Design encourages outdoor access heightening visual activity

(05) Tower corner transitions down to grade, anchoring the tower

(06) Distinct notch provides vertical modulation and tower mass from center band and provide relief through shade and shadow

(07) Entry facade set back, creating a larger public entry plaza, while accentuating the corner

(08) Pedestrian oriented elements at hill climb including art, refer to detailed imagery on Page 24

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3 - Center mass and scale // Looking West along 120th Avenue NE

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(01) Facade angles out to articulate mass while referencing the contextual street grid shift below

(02) Communal balconies acting as cornice lines to provide horizontal modulation and articulation at lower levels, emphasizing the middle as vertical relief. Design encourages outdoor access heightening visual activity to the street

(03) Distinct vertical notch to modulate tower mass from center band and provide relief through shade and shadow

(04) Large scale opening reducing base mass and provides visual connection through at the pedestrian level. Sculptural columns provide interest and detail

(05) Material changes to provide emphasize massing breakdown and provide distinctive contrast to adjacent taller volumes

(06) Facade recessed back to provide massing relief and reprieve along the existing steep grade at 120th Avenue

(07) MOB facade with punched openings provides massing and articulation change at lower podium levels

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4 - South tower mass and scale // Looking West along 120th Avenue

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01 Corner base massing angles to follow street edge connecting with existing buildings on the South and to provide scale change and interest at the SW corner

02 Facade set back at entry level providing pedestrian cover Glazing introduced at pedestrian level to enhance visibility and activate the street front where the steep grade starts to level out at the corner.

03 Tower mass recessed from base and angled providing vertical modulation

04 Balconies on all floors, varied in scale and staggered in placement to provide articulation, facade interest and structural detail

05 Strong roof line to accentuate top

06 Distinct vertical notch to modulate tower mass from center band and provide relief through shade and shadow

07 Material changes to provide emphasize massing breakdown and provide distinctive, repeating patterns at close intervals

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5 - Swyft mass and scale // Looking Northwest along 120th Avenue NE

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01 Horizontal modulation through distinct lower office base massing

02 Clear vertical massing by distinguishing South and North towers from middle massing

03 Center massing accentuated through horizontal modulation

04 Massing steps up gracefully with hill climb

05 Continuation of existing, adjacent to the South, street frontage before steep grade begins

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6 - North mass and scale // Looking Southwest along NE 128th Street

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01 Horizontal modulation provided by setting entry facade back at lower levels and providing larger public entry plaza

02 Edges of communal balconies provide horizontal modulation through variety and detail establishing a distinct middle zone

03 Balconies on all floors, varied in scale and staggered in placement to provide articulation, and facade interest

04 Material changes to provide emphasize massing breakdown and provide distinctive, repeating patterns at close intervals

05 Large canopy provides weather protection at building entry

06 Tower separated to the maximum extent from the adjacent Jade Condominiums

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06 Tower separated to the maximum extent from the adjacent Jade Condominiums

07 Landscaping to soften edges

08 Access drive to garage levels

7 - North mass and scale // Looking Southeast along NE 128th Street

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8 - North mass and scale // Looking East along NE 128th Street

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03 Material changes to provide emphasize massing breakdown and provide distinctive, repeating patterns at close intervals

04 Large canopy provides weather protection at building entry

05 Tower separated to the maximum extent from the adjacent Jade Condominiums

06 Landscaping at sidewalk to soften edges

07 Access drive to garage levels

08 Adjacent residential building (The Jade)

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9 - North mass and scale // Rooftop facing Northwest

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(01) Roof top amenity, including a common room, provides distinct change in roof line

(02) Roof edge with contrasting material, acts as a clean cornice line to cap the top of the building

(03) **Vertical roof modulation at building core** to conceal accessible machine rooms and elevator overrun

(04) Clear glass guardrail set back from building perimeter.

(05) Egress stair enclosure and screened mechanical

(06) Open air outdoor seating areas

(07) Integrated landscape at roof perimeter