

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

MEMORANDUM

To: Design Review Board

From: Jennifer Anderer, Associate Planner

Date: May 2, 2023

File No.: DRV22-00407

Subject: THE FOUNDRY CONCEPTUAL DESIGN CONFERENCE

I. <u>MEETING GOALS</u>

At the May 15, 2023, Design Review Board (DRB) meeting, the DRB should review the concept design for the Foundry project. At the meeting, the DRB should determine:

- A. How the design guidelines affect or pertain to the proposed development.
- B. Which guidelines apply to the proposed project.
- C. What other application materials are needed for the Design Response Conference.
- D. What site and building design techniques should be incorporated into the design to meet the standards for projects adjacent to the CKC.
- E. How the landscape buffer minor variation would result in superior design and not have a substantially detrimental effect on nearby properties, the City, and/or the neighborhood.

Also see Section VIII – Discussion Issues for a list of questions that help frame the DRB's project review.

II. PREVIOUS MEETING SUMMARY

At the February 6th DRB meeting, the applicant presented a conceptual design for a 7-story mixeduse project. After deliberation, the DRB requested that the applicant return to a future meeting for an additional Conceptual Design Conference. The DRB was concerned about the lack of variation in the massing options, specifically noting that Option #1 is similar the applicant's preferred massing Option #3. They also discussed the need for more horizontal modulation, vertical modulation, pedestrian connections and engagement, and compliance with Kirkland Zoning Code (KZC) requirements such as landscape buffers and the Cross Kirkland Corridor (CKC) design standards.

In preparation for a second Conceptual Design Conference, the DRB requested that the applicant provide:

- Three viable massing options that are distinctly different from each other and reflective of the property's slope.
- Elevation drawings that clarify the grade changes and their impacts on each of the massing option designs.
- An analysis of alternative access drive designs.

- An analysis of the relevant design guidelines and how each of the proposed massing concepts complies with the design guidelines.
- Façade length and modulation depth measurements for each massing option.
- A solar analysis of the interior courtyards, residential units, and the CKC.
- An analysis of how each massing option complies with the design standards for projects adjacent to the CKC and additional perspective drawings of the facades visible from the CKC.
- A landscape buffer analysis, including responses to the modification criteria.
- A footprint comparison with the Village at Totem Lake.
- Clarification on the retail space and pedestrian engagement spaces for each of the proposed massing options.

III. BACKGROUND INFORMATION

The subject property is comprised of two parcels located at 12700 NE 124th Street and 12704 NE 124th Street (see Attachment 1). The applicant is proposing to construct a 7-story mixed-use building consisting of approximately 449 to 465 residential units and 13,500 to 14,000 square feet of street level commercial space along NE 124th Street. Parking is proposed within an underground parking garage. Vehicular access to the property is proposed from NE 124th Street and 128th Lane NE. The applicant has provided a program description and general project information, which includes three building massing options (see Attachment 2). The applicant's preferred building massing option 3.

IV. <u>SITE</u>

The subject property (containing 19,910 square feet) currently contains the Totem Commercial Center, a distribution center with two single-story industrial buildings. The property has street frontage along NE 124th Street, which is designated as a principal arterial, and 128th Lane NE, which is designated as a neighborhood access street. The site is positioned lower than the NE 124th Street right-of-way, 128th Lane NE right-of-way, and the CKC by an average of 4 feet, and higher than the adjacent property to the west by an average of 2 feet. Overall, the site is relatively flat, with a drop in elevation from NE 124th Street to the Cross Kirkland Corridor of approximately 8 feet or a 1.5% grade change.

The site contains a wetland buffer in the northwest corner of the subject property. An approved critical area determination (SAR22-00631) identified a 75-foot buffer with a 10-foot buffer setback from an off-site wetland.

The following list summarizes the zoning designation, uses, and allowed heights of properties adjacent to the subject property:

North: TL 9A – Industrial Use – 45 feet above average building elevation

Cross Kirkland Corridor - open public right-of-way – height is not applicable

South: TL 6A – Commercial Use – 45 feet above average building elevation

East: TL 7B – Commercial Use – 45 feet above average building elevation

West: TL 7A – Commercial Use – 80 feet above average building elevation

Additional photographs prepared by the applicant that show the surrounding properties are contained in Attachment 2.

V. <u>KEY ZONING REGULATIONS</u>

Zoning regulations for uses in the TL 7A zone are found in the use-zone chart (see Attachment 3). The following regulations are important to point out as they form the basis of any new development on the site.

A. <u>Permitted Uses</u>: Permitted uses in this zone include but are not limited to mixed-use developments containing attached dwelling units.

<u>Staff Comment</u>: The applicant is proposing a mixed-use development containing attached dwelling units.

B. <u>Height</u>: The TL 7A zone allows a maximum height of 80 feet as measured above the average building elevation.

KZC section(s) 55.51.005 Special Regulation 3 allow(s) the following exceptions to this height:

• The ground floor of structures shall be a minimum of 13 feet in height. Where necessary for the ground floor of the building to be at the elevation of an abutting street, the building may exceed the permitted maximum height of the structure by up to five feet.

<u>Staff Comment</u>: The applicant will need to submit height calculations with the Design Response Conference application. Staff will review the project for compliance with the City's height regulations during the Design Response phase.

- C. <u>Parking</u>: The project is required to comply with the following parking standards:
 - Residential
 - 1.2 stalls per studio unit
 - 1.3 stalls per 1 bedroom unit
 - 1.6 stalls per 2 bedroom unit
 - 1.8 stalls per 3 or more bedroom unit
 - Guest Parking: A minimum 10% of the total number of required parking spaces shall be provided for guest parking and located in a common area accessible by guests. If the required number of guest parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.
 - Commercial
 - Retail and Office: 1 stall per 300 square feet of gross floor area
 - Restaurant: 1 stall per 100 square feet of gross floor area
 - Medical Office: 1 stall per 200 square feet of gross floor area

<u>Staff Comment</u>: The applicant will be required to demonstrate compliance with applicable City parking requirements during the Design Response phase.

D. <u>Pedestrian Connection</u>: KZC Section 55.51.005 Special Regulation 4 requires that the project design must accommodate future pedestrian connections to the CKC.

<u>Staff Comments</u>: The applicant is proposing pedestrian access from both NE 124th Street and 128th Lane NE to the CKC. The final alignment and design of the walkway will be completed as part of the Design Response Conference review process.

E. <u>Cross Kirkland Corridor</u>: KZC Section 115.24 establishes setback and design guidelines for properties adjoining the Cross Kirkland Corridor as follows:

- <u>Required Yards</u>: There must be at least a 10-foot required yard along the north property line adjacent to the CKC.
- <u>Site Design</u>: The development should be designed in a manner to complement the public nature of the CKC by incorporating the following:
 - i. Landscape islands pursuant to KZC 95.44 should be provided so that no more than 8 contiguous parking stalls are located along the corridor.
 - ii. In addition to the landscape buffering required in the KZC (see below) the design needs to integrate with and complement the corridor functions.
 - iii. A pedestrian entrance facing the CKC with a pedestrian pathway installed pursuant to KZC 105.18.2.a. Any stairs require a bicycle runnel.
 - iv. Bicycle parking as required under KZC 105.32 needs to be provided at a ratio of 1 bicycle stall for every 6 motor vehicle stalls and need to be accessible by bicycle to the CKC.
- <u>Building Design</u>: Building design should focus on the high visibility from the CKC by incorporating the following:
 - i. Facades that face the CKC must comply with the blank wall treatments described in KZC 92.15.3.
 - ii. Any parking or garages visible from the CKC need to comply with the standards in KZC 92.15.4.a.
 - iii. Building facades visible from the CKC need to incorporate similar building materials and window treatments as other building facades.
 - iv. Building facades facing the CKC cannot exceed 120 feet without vertical definition, such as a change in color and materials, modulation of sufficient width and depth to define the vertical element, or some combination of these elements that carry through all floors of the building.

<u>Staff Comments</u>: The Design Board will review the project for compliance with the adjoining properties standards as part of the Design Response Conference review process. At the Conceptual Design Conference, the Design Board should provide design guidance and identify any required submittal materials that the applicant should include in the Design Response Conference application.

F. <u>Landscape Buffer:</u> KZC Section 55.51.005 Special Regulation 5 requires that the subject property comply with the landscape buffer 1 standards in KZC 95.42. Landscape buffer 1 requires a 15-foot side landscape strip vegetated to the standards detailed in KZC 95.42 with a 6-foot-high solid fence or wall along the outside edge of the land use buffer or on the property line when adjacent to a private property. A fence or wall is not required, with the landscape buffer is adjacent and parallel to an improved public right-of-way. The buffer is not required when the subject property is directly across the street from a principal or minor arterial.

Based on this requirement, the subject property is subject to the following landscape buffer standards:

- North Property Line (adjacent to the CKC): 15-foot landscape strip
- South Property Line (adjacent to NE 124th St): No landscaping buffer is required because NE 124th Street is classified as a principal arterial.
- East Property Line (adjacent to 128th Place NE): 15-foot landscape strip

• West Property Line (adjacent to private property): 15-foot landscape strip and a 6-foot-high solid fence or wall.

KZC 142.37 permits minor variations to the landscape buffer requirements in the Totem Lake Business District. This section of the code grants the Design Review Board the authority to approve a minor variation from these standards based on the following criteria:

- The request results in superior design and fulfills the policy basis for the applicable design regulations and design guidelines;
- The departure will not have any substantial detrimental effect on nearby properties and the City or the neighborhood.

<u>Staff Comments</u>: The revised conceptual plans state that the north property line complies with the landscape buffer standards and the applicant intends to pursue a landscape buffer modification for both the west and east property lines. It remains unclear how the project meets the modification criteria particularly KZC 142.37.5.a, which requires the design departure to result in a superior buffer design. Staff completed a preliminary review of the modification requests and made the following observations:

• West Property Line Modification

The applicant states that the majority of the west property line buffer complies with the 15-foot buffer width and specifically notes that the majority of the buffer will exceed 15 feet (see page 21 of Attachment 2). The plan set does not appear to support this statement. According to page 18 of Attachment 2, the west property line buffer measures a total of 533 feet. It appears that only 157 feet (29.5%) of the buffer meets or exceeds 15 feet, 243 feet (45.5%) is less than 15 feet, and 123 feet (23%) of the buffer could meet the 15-foot buffer width but proposes structures within the buffer including a pedestrian path. Of the 157 feet of buffer that appears to meet the buffer width, only 68 feet (12.7% of the total buffer) is shown to exceed the buffer width.

• East Property Line Modification:

The exact modification request is unclear as page 18 of Attachment 2 states that the landscape buffer is approximately 9 feet 7 inches in length and page 22 of Attachment 2 states that the buffer cannot exceed approximately 5 feet on average.

The applicant highlights that one of the challenges in meeting the landscape buffer standards are grade changes between the right-of-way and the subject property. Images throughout the revised conceptual plans appear to show the subject property being brought up to grade to match the right-of-way. It is unclear how the existing grade change impacts the ability to meet the landscape buffer standards.

The applicant also notes that the proposal results in superior design in part because it allows for a new sidewalk, but right-of-way improvements including sidewalk installation is already a requirement.

At the Conceptual Design Conference, the Design Board should provide design guidance and identify any required submittal materials that the applicant should include in the Design Response Conference application. The feedback should be based on the criteria for a modification. The applicant will be required to demonstrate compliance with applicable City landscape buffer requirements or as otherwise modified during the Design Response phase. G. <u>Ground Floor Retail:</u> KZC Section 55.51.005 Special Regulation 2 requires at least 20 percent of the total gross floor area located on the street-level floor along NE 124th Street of the building shall include commercial use. Residential uses may be located on the street level floor of a structure only if there is an intervening commercial use with a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on NE 124th Street), between this use and NE 124th Street. Lobbies for residential use are allowed within the commercial frontage, provided they do not exceed 20 percent of the building's linear commercial frontage along the street.

The Design Review Board 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.

<u>Staff Comments</u>: The applicant will be required to demonstrate compliance with the ground floor retail requirements during the Design Response phase.

H. <u>Wetland Buffer</u>: The project is required to comply with the wetland buffer requirements. No portion of the development may encroach into the wetland buffer unless the work is exempt under KZC 90.35 or permitted to do so under KZC section 90.40.

<u>Staff Comments</u>: Staff will review the project for compliance with the City's stream and wetland buffer regulations during the Design Response phase.

- I. <u>Vegetative Buffer</u>: To apply the standard buffer widths, the project is required to vegetate the on-site stream and wetland buffers to the following standards:
 - Native cover of at least 80 percent on average throughout the buffer area. Additionally, the first two of the following strata of native plant species each must compose at least 20 percent areal cover, and the third may compose no more than 20 percent areal cover:
 - i. Multi-age forest canopy (combination of existing and new vegetation);
 - ii. Shrubs; and
 - iii. Woody groundcover (such as kinnikinnick, salal and sword fern) or unmowed herbaceous groundcover;
 - At least three (3) native species each making up a minimum of 10 percent coverage (for diversity);
 - Less than 10 percent noxious weeds cover using King County weed list and permanent removal of all knotweed; and
 - Removal of lawn and any illegal fill as determined by the City.

<u>Staff Comments</u>: The critical area determination (SAR22-00631) confirmed that the existing site conditions do not meet the vegetative buffer standards. The applicant will be required to submit vegetative buffer plan prepared by a qualified critical area professional and fund a peer review of the plan. During the Design Response phase, staff will review the project for compliance with the City's vegetative buffer standards.

VI. <u>PEDESTRIAN ORIENTED DESIGN GUIDELINES</u>

In addition to the standard guidelines contained in the *Design Guidelines for Totem Lake Business Districts,* the list in Attachment 4 highlights some of the key guidelines and special considerations that apply specifically to the project or project area. The following is a list of key design issues and/or design techniques that should be addressed with this project.

- Pedestrian-oriented space and plazas
- Blank wall treatment
- Vertical and horizontal definition
- Architectural scale
- Horizontal modulation
- Change in roofline
- Human scale
- Building material, color, and detail
- Signage
- Interior pedestrian connections (special consideration for TL7A zone)

See adopted Design Guidelines for Totem Lake Business Districts for complete text and explanations.

VII. <u>CONTEXT</u>

The context or setting in which the proposed development will be located is important in determining the appropriate design regulations that would apply. The following are several questions that are geared towards identifying the physical environment around and on the subject property. These questions will help supplement the discussion on the key design guidelines appropriate for the proposed project.

A. How does the site relate to its surroundings?

The applicant and Design Review Board should discuss the physical and built environment on and around the subject property. Topics include height of neighboring structures, topography, and landscaping.

B. What are the Opportunities and Constraints of the Site and Vicinity given the following topics?

- Streetscape
- Urban Form
- Activities and Uses in the area
- Pedestrian Patterns and Environment
- Character of Adjacent Buildings
- Landscaping/Open Space

VIII. DISCUSSION ISSUES

The role of the DRB at the Conceptual Design Conference is to help determine how the design guidelines found in the Pedestrian Oriented Design Guidelines apply to the proposed development. The following sections and questions below are representative of the City's design guidelines. These questions are to be used as a tool to help identify how design guidelines would apply to the proposed project.

A. Scale

- 1. What are the key vantages of the project?
- 2. Identify appropriate mitigation techniques for building massing of the proposed buildings. Possible techniques include vertical and horizontal modulation, corner treatment, and roof forms. The applicant has provided several massing schemes

including a preferred option (Option 3) for the DRB's review and comment (see Attachment 2).

3. What site and building design techniques should be incorporated into the design to meet the standards for projects adjacent to the CKC?

B. Pedestrian Access

- 1. How does the proposed grade impact pedestrian spaces and engagement?
- 2. How does the proposed massing and location of structures relate or respond to the pedestrian environment?
- 3. What are opportunities for pedestrian oriented spaces at the street level (plazas, outdoor dining)?
- 4. What are the key pedestrian connections?
- 5. How would the project engage pedestrians?
- 6. What are opportunities for the project to accommodate future pedestrian connections to the CKC?
- 7. What are opportunities for the project to provide safe and convenient public pedestrian access between NE 124th Street through the subject property to the CKC?

C. Open Space and Landscaping

- 1. What are opportunities for landscaping and/or open space on the subject property?
- 2. Discuss the proposed landscape buffer minor variation request and provide feedback on whether it would result in superior design and not have a substantially detrimental effect on nearby properties, the City, and/or the neighborhood.

IX. ITEMS REQUIRED FOR DESIGN RESPONSE CONFERENCE

The Design Review Board shall determine what models, drawings, perspectives, 3-D SketchUp model, or other application materials the applicant will need to submit with the design review application.

X. <u>ATTACHMENTS</u>

1. Vicinity Map

- 2. CDC Plan Submittal dated 04/2023
- 3. TL 7A Use Zone Chart
- 4. Design Guidelines Special Considerations for TL 7A





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THE FOUNDRY at Totem Lake

Brought to you by American Capital Group

OBJECTIVES & DRIVERS

We are proud to present our newest proposed Multifamily Development, Foundry at Totem Lake, designed by American Capital Group for the City of Kirkland's Design Review Board consideration. The Foundry earns its name from Kirkland's beginning while ultra-focused on the needs of its future.

This development aims to anchor the Totem Lake business district on the edge of the TL-7A zoning with our sensational new mixed-use building. American Capital Group looks forward to making an additional contribution towards the exciting growth the City of Kirkland has recently experienced in Totem Lake.

While central Totem Lake has benefitted from a surge in development in recent years, the Eastern portions of the TL zoning have fallen a bit behind. The existing light industrial feel of this underutilized area will see significant improvement with the approval of our proposed design.

This development compliments the surrounding community by:

- Providing much needed housing options along the CKC and the South Side of the lake
- Direct ADA accessible access to the CKC from our property
- Improves the storm water system, upgrading the site to today's best practices as outlined in the KCSWM
- Provides fresh, convenient commercial space with a pedestrian plaza entry to serve a wide variety of local businesses and residents
- Balances Totem Lake and Totem Lake Park with the Village Development to the North.
- By embracing nature, extensive use of landscaping, street trees, trees within our site, and a publicly accessible park will replace a site that is 100% hardscape today.
- We have meticulously designed this building with human scale in mind. The seemingly large structure is broken up by alternating courtyards, vertical articulation, horizontal articulation, and roofline modulation throughout.
- Creating synergy and connectivity between the Village at Totem Lake and the opposite side of the lake. Providing a more walkable environment.

The proposed development is comprised of the following:

- A new 7 story mixed use building
- 449 rental units with 20% affordable, utilizing the MFTE program
- Over 13,000 sf of street level retail space
- Off street structured parking



Why The Foundry?

Back in 1886, Peter Kirk, an enterprising businessman, auctioned off his property and manor in England and headed to America to make a fortune. He found his way to the Pacific Northwest. Like many entrepreneurs in his time, Kirk had big dreams, particularly for the land east of Seattle by the waters of Lake Washington. He thought it was the perfect place to build a steel town to support a mill.

Kirk and his business partners built Moss Bay Iron and Steel Works with high hopes of creating the "Pittsburgh of the West." The steel mill was completed in late 1892. In the City we now call Kirkland.





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PROJECT LOCATION | 12700 NE 124th ST KIRKLAND, WA 98034





PROJECT INFORMATION

OWNER & DEVELOPER American Capital Group

BUILDER American Home Builders

DESIGN/CONSULTANT TEAM

 Architecture
 ACG Design

 Structural
 Fossatti Pawlak

 Landscape
 SCJ Alliance

 Civil
 BRH

 Mechanical/Plumbing
 Electrical

ADDRESS 12700 & 12704 NE 124th ST Kirkland, WA 98034

KING COUNTY PARCEL #'S 2826059039 2826059059

ZONING TL-7A

CONSTRUCTION TYPE Midrise Type VA over Type 1A Podium

USE(S)

Residential Apartments Amenity Spaces Leasing Retail

SCALE

868,632 GSF 449 Units 718 Parking Stalls 13,000 SF of Retail

AFFORDABLE HOUSING

90 MFTE Units 12-Year Exemption 10% @ 50% King County AMI 10% @ 80% King County AMI

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ZONING ANALYSIS

ZONE:

TL-7A

LEGAL DESCRIPTION:

This project is a 2-lot assemblage. A new legal description will be determined after Completion of consolidation and a lot line adjustment. Primary address 12700 NE 124th ST Kirkland, WA 98034.

SETBACKS:

Front:

10 ft

Side & Rear: • 0 ft

HEIGHT LIMIT:

Base height in TL-7A is 80' above average elevation. Bonus of 5' where necessary to accommodate 13' ground floor ceiling height. (KZC 55.51.005 reg 3)

LOT COVERAGE:

LOT AREA: 200,317 HARDSCAPE COVERAGE: 155,990.89 sf (77.88%) ALLOWABLE LOT COVERAGE: 160,253.60 sf (80% Max hardscape)

PARKING REQUIREMENT:

Multifamily dwelling: Base Requirement, see following note for reductions

- Studio units: 1.2 per dwelling unit
- One-bedroom units: 1.3 per dwelling unit
- Two-bedroom units: 1.6 per dwelling unit
- Three-Bedroom plus units: 1.8 per dwelling unit
- Guest Spaces: 10% of required residential spaces
- Retail & Office Parking: 1 per 300 square feet

This development qualifies for a parking space reduction due to proximity to transit In accordance with KZC 105.20.4c and RCW 36.70A.620:

- Studios Reduced to: .75 spaces per dwelling unit
- One Bedrooms Reduced to: 1 space per dwelling unit

BICYCLE PARKING REQUIREMENT:

 One Bicycle Space for every 12 motor vehicle spaces: 718 residential vehicle spaces/12: 60 Bicycle Spaces

COVERED BICYCLE STORAGE BONUS:

Vehicle Parking spaces can be reduced a maximum of 5% of the total spaces in return for 1 Covered Bicycle Space for every 6 Motor Vehicle Spaces.

- Covered Bicycle Spaces Provided: 192
- Parking Reduction: -32 Spaces

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GUIDELINE	RESPONSE
Pg 11 ENTRY GATEWAY FEATURES (A) Incorporate entry gateway features in new development in the vicinity of gateways/nodal intersections identified in the Concept Map (Figure 1 – page 2). Gateway	Pg 11.1 RESPONSE: (A) The Foundry will include a tasteful art installation (sculpture), creative, decorative lighting elements, and a gateway sign adjusted from the City's inspirational photo to better
features should incorporate design elements associated with or desired in the district, depending on available space.	fit in with the design of the development The entire frontage will include a pedestrian plaza and will be landscaped with Corten steel planters at differing heights with plentiful drought resistant plants specifically chosen to flourish in the PNW environment.
Pg 12 STREET TREES	Pg 12 RESPONSE
(A) Incorporate street trees along all streets, internal access roads, and pathway	(A) We have included street trees along all streets, internal access roads, and pathways in excess of the street trees required by City code.
Pg 12 STREET TREES	Pg 12 RESPONSE
(B) Encourage developments to use street trees as a unifying feature of the development.	(B) The existing site does not include any street trees. Our development/improvements to the ROW will include uniform street trees, which will be a unifying feature of our development and Totem Lake
Dg 12 STREFT TREFS	Pg 12 RESPONSE
(C) Select and maintain tree species that will accommodate pedestrian and vehicular	(C) We have selected street trees of the preferred variety from the City and spaced their
traffic, and maintain visibility into and through sites for safety purposes	locations to allow for year-round pedestrian and vehicular visibility.
Pg 13 STREET CORNERS	Pg 13 RESPONSE
(A) Encourage design treatments that emphasize street corners through the use of building	(A) Our primary street corner is located at the intersection of NE 124 th ST and 128 th Lane.
location and design, plaza spaces, landscaping, distinctive architectural features, and/or	This corner will feature distinctive architectural features and unique landscaping treatment
signage. Street corners can be an excellent location for plazas, particularly where adjacent	Due to the corner being the highest point of the site by nearly 10' in some locations, our
storefronts and building entries are provided. In auto-oriented areas, landscaping elements	options for this corner are slightly limited if we wish to deliver a pedestrian plaza and
on street corners can enhance the character of the area and visual relief from pavement	commercial space at the same elevation as the ROW in our new development, which is a
areas. Such landscaping elements should incorporate a variety of plant types and textures	great improvement over the existing condition. Our street corner will be unique, will
that add seasonal interest.	feature signage, and visual interest.
Pg 13 STREET CORNERS	Pg 13 RESPONSE
(B) Encourage all buildings located at or near street corner to incorporate special	(B) At this stage not all aspects of every massing option distinguish specific materials or
architectural elements that add visual interest and provide a sense of human proportion	glazing, however, the intent for each massing is for our street corners to feature unique
and scale. This could include a raised rootline, turret, corner balconies, bay windows,	architectural style and materials, a raised roofline, fenestration specific to the corner,
special awning or canopy design, and/or distinctive use of building materials.	signage, special lighting, and a corner accentuating roofline.
Pg 15 PEDESTRIAN FRIENDLY BUILDING FRONTS	Pg 15 RESPONSE
(A) Incorporate transparent windows and doors and weather protection features along all	(A) Nearly the entire primary frontage will feature transparent windows or storefronts, and
non-residential facades adjacent to a sidewalk or internal pathway. Weather protection	weather protection the full length of the South frontage along NE 124", which is the only
features could include awnings, canopies, marquees, or other permitted treatments.	façade directly adjacent to a ROW. This active use frontage allows for connection and engagement between the pedestrian environment and interior uses.
Pg 15 PEDESTRIAN FRIENDLY BUILDING FRONTS	Pg 15 RESPONSE
(B) Alternative treatments may be considered if they meet the objectives. For example,	(B) N/A All designs will meet this requirement.
reduced transparency and weather protection levels may be considered if an alternative	
configuration provides other amenities above and beyond what is required by KZC Chapter	
92 and the Design Guidelines, and if the building details and architectural treatments	
provide interest at close range and won't "deaden" the pedestrian environment or create a	
potential safety problem.	









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GUIDELINE	RESPONSE
Pg 16 BUILDING LOCATION AND ORIENTATION (A) Locate and orient buildings toward streets, plazas or common open spaces, and major internal pathways, with parking to the side and/or rear.	Pg 16 RESPONSE (A) All massing options are oriented toward streets with a special focus on the primary frontage (NE 124 th) and the CKC. The primary frontage an main arterial on NE 124 th will feature a pedestrian plaza, serving outdoor dining options, the retail or commercial space, ADA access to all spaces, and raising the plaza to be level with the ROW. Parking will be structured, partially subgrade, and hidden from view at this location.
Pg 16 BUILDING LOCATION AND ORIENTATION (B) Configure buildings to create focal points of pedestrian activity. This is particularly important on large sites.	Pg 16 RESPONSE (B) As mentioned above, all massing options create a focal point along the primary frontage, increases pedestrian circulation with the site and the CKC, enhances the characte of Totem Lake and significantly upgrades the appearance of streets within the Totem Lake Business District.
Pg 16 BUILDING LOCATION AND ORIENTATION (C) Configure development to provide opportunities for coordinated pedestrian and vehicular access. Where there are no current opportunities for coordinated access, developments should provide the opportunity for future coordination, where desirable, should the adjacent site be redeveloped in the future.	Pg 16 RESPONSE (C) All massing alternatives have taken great care to consider this. There is no public vehicular or pedestrian connection to the CKC currently. We have solved this by improving the circulation of the site and created safe pedestrian and vehicular connections through and around the site to the CKC, the publicly accessible fitness ark, Totem Lake, and 128 th Lane.
Pg 16 BUILDING LOCATION AND ORIENTATION (D) Site and orient multi-story buildings to minimize impacts to adjacent single family residents. For example, if a multi-story building is located near a single family property, provide landscaping elements and/or minimize windows and openings to protect the privacy of adjacent homes. Another consideration is to increase upper level building setbacks.	Pg 16 RESPONSE (D) N/A We are surrounded by ROW on three sides and commercial/light industrial to the West. No SFR Zoning is adjacent to the property.
Pg 16 BUILDING LOCATION AND ORIENTATION (E) Ensure vehicle sales uses locate their showrooms towards the street (with parking to the side or rear):	Pg 16 RESPONSE (E) N/A
Pg 16 BUILDING LOCATION AND ORIENTATION (F) Encourage buildings located adjacent to any street to orient to the street. This includes pedestrian entries from the sidewalk and windows facing the street. Avoid fences or hedges that block visibility between buildings and the street. Exceptions may be considered consistent with the objectives and guidelines herein. Pr 17 SIDEWALK AND PATHWAY WIDTES	Pg 16 RESPONSE (F) All facades are oriented towards the ROW where applicable with pedestrian entries off each ROW. All the massing options position the main residential lobby and other significant pedestrian access points in locations that are visible and conveniently reachable from public sidewalks.
(A) Integrate a "curb zone" into the sidewalk or pathway width. This space can include street trees, newspaper stands, street signs, garbage cans, phone booths, mailboxes, etc. Subtle changes in paving patterns between the curb zone and the movement zone can be effective and should be considered.	(A) Each massing option is designed to increase pedestrian activity, the sidewalks will be widened and shall include street trees, wayfinding, and direct access to the public plaza, storefronts, and the main activity zone.
 Pg 17 SIDEWALK AND PATHWAY WIDTHS (B) Sidewalks or pathways adjacent to moving vehicular traffic need generous buffers to make them safer and more inviting. Landscaping elements are particularly important physical and visual buffers between walkways and streets or other vehicle access areas. As a general rule, the higher the travel speed, the greater the buffer should be between moving cars and 	Pg 17 RESPONSE (B) NE 124 th is classified as a principal Arterial. Currently, there are no buffers between the sidewalk and the busy street. Each massing will include a landscape buffer between the street and the sidewalk, which will incorporate street trees and a generous use of landscape elements. This should promote pedestrian activity and safety in this area. By having retail, a pedestrian plaza, and other active functions facing NE 124th, the building will have extra space where indoor and outdoor activity can flow back and forth as needed.









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GUIDELINE	RESPONSE
Pg 18 SIDEWALK AND PATHWAY WIDTHS (C) Design sidewalks and pathways to support a variety and concentration of activities and provide a separation for the pedestrian from the busy street.	Pg 18 RESPONSE (C) Our sidewalks have been designed to provide separation for pedestrians between the sidewalk and the street with landscape elements and street trees. Where the pedestrian activity zone and retail meet, we have provided a pedestrian plaza with ADA access and room for outdoor tables and chairs.
Pg 19 PEDESTRIAN COVERINGS (A) Provide weather protection along the primary exterior entrance of all businesses, residential units, and other buildings.	Pg 19 RESPONSE (A) All retail, business, and residential entrances will feature a canopy providing pedestrian weather protection with an average width of 6-8 ft. Providing ample protection for each use in all massing options.
Pg 19 PEDESTRIAN COVERINGS (B) Design weather protection features to provide adequate width and depth at building entries and along building facades that are oriented toward sidewalks and pathways Pg 19 PEDESTRIAN COVERINGS (C) Pedestrian covering treatments may include: covered porches, overhangs, awnings,	Pg 19 RESPONSE (B) As mentioned above, all residential and business entry options shall provide pedestrian weather protection. This will be oriented towards the sidewalk where applicable. Pg 19 RESPONSE (C) Where applicable, the proposed pedestrian weather protection for each massing option
conopies, marquees, recessed entries or other similar features. A variety of styles and colors should be considered, where compatible with the architectural style of the building and the ground floor use.	will include a combination of cantilevered portions of the building and canopies.
(D) Back lit, plastic awnings are not appropriate.	(D) N/A, all canopies and weather protection will be constructed of high-quality materials, designed to complement the architecture of the building.
 Pg 20 BLANK WALLS (A) Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas. The following treatments mitigate the negative effects of blank walls (in order of preference): Configure buildings and uses to minimize blank walls exposed to public view. Provide a planting bed with plant material to screen most of the wall. Install trellises with climbing vines or plant materials to cover the surface of the wall. For long walls, a trellis or trellises should be combined with other design treatments to avoid monotony. Provide architectural techniques that add visual interest at a pedestrian scale. This could include a combination of horizontal building modulation, change in building materials and/or color, and use of decorative building materials. Other treatments may be proposed that meet the intent of the guidelines. 	Pg 20 RESPONSE (A) Each massing is meticulously designed to prevent lengthy stretches of blank walls. Along the primary frontage on NE 124th, this is achieved through the placement of the garage, which is situated below street level, and behind/above retail. To enhance safety and aesthetics at street level (in addition to all levels of the building), the remaining facades feature a variety of design elements including but not limited to landscaping, alternating materials, color changes, screening, trellises, art installations, and architectural techniques such as modulation, cantilevers, and balconies.
Pg 21 LIGHTING (A) Provide adequate lighting levels in all areas used by pedestrians and automobiles, including building entries, walkways, parking areas, circulation areas, and open spaces. Recommended minimum light levels: • Building entries: 4 foot candles • Primary pedestrian walkway: 2 foot candles • Secondary pedestrian walkway: 1-2 foot candles • Parking lot: .60 - 1 foot candle • Enclosed parking garages for common use: 3 foot candles	Pg 21 RESPONSE (A) Each massing alternative's lighting plan will achieve the recommended photometrics for building entries, pedestrian pathways, parking lots, garages, and accent lighting. The lighting is designed to enhance safety while avoiding light pollution and improving the nighttime aesthetics of the building.







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GUIDELINE	RESPONSE
Pg 21 LIGHTING (B) Lighting should be provided at consistent levels, with gradual transitions between maximum and minimum levels of lighting and between lit areas and unlit areas	Pg 21 RESPONSE (B) A full photometric schedule will be provided with our lighting plan at a later stage in the land use or building permit process. Our initial design provides gradual transitions between lit and unlit areas by the use of taller bright lighting from streetlights, human-scale lighting for pedestrian areas, and lighting throughout the site for added safety. Where necessary lighting will be fitted with a shield to minimize light spill.
Pg 21 LIGHTING (C) 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 building-mounted light fixtures to give visual variety from one facade to the next.	Pg 21 RESPONSE (C) Each massing will feature building-mounted accent lighting in addition to pedestrian- specific lighting on internal pathways, beneath canopies, entries, and new street lights. A variety of lighting techniques will be used in different locations to add visual interest and building character at night.
Pg 21 LIGHTING(D) Minimizing impacts of lighting on adjoining activities and uses should be considered in the design of lighting. This is particularly important adjacent to residential uses.	Pg 21 RESPONSE (D) There are no adjoining residential uses, however, consideration of the lighting impacts of the entire building and site, have been considered for each use, with the goal of creating inviting spaces with enhanced safety, while mitigating glare.
 Pg 22 PEDESTRIAN AMENITIES (A) Provide pedestrian amenities along all sidewalks, interior pathways and within plazas and other open spaces. Desired amenities include: Pedestrian-scaled lighting (placed between 12'-15' above the ground). Seating space. This can include benches, steps, railings and planting ledges. Heights between 12" to 20" above the ground are acceptable, with 16" to 18" preferred. An appropriate seat width ranges from 6" to 24". Pedestrian furniture such as trash receptacles, consolidated newspaper racks, bicycle racks, and drinking fountains. Planting beds and/or potted plants. Unit paving such as stones, bricks, or tiles. Decorative pavement patterns and tree grates. Water features. Informational kiosks. Transit shelters. Decorative clocks. Artwork 	Pg 22 RESPONSE (A) Each massing provides substantial pedestrian amenities, many reduce the apparent walking distance, and more closely balance the district's visual character, especially for a site that currently receives such low pedestrian traffic. Our goal is to improve that in this location. This site will include a pedestrian plaza with unique paving, and benches built into the landscaping, as well as strategically placed throughout the site. Our pedestrian plaza will feature landscape planters in alternating heights, retail shopping, and/or dining, with the potential of an art installation along the frontage, or in another location depending on the massing chosen. We will have access to bike racks throughout each proposed design, serving a number of pedestrian needs and activities. We are providing a large publicly accessible fitness park along the CKC, and pedestrian- scaled lighting in all proposed alternatives.
Pg 24 INTERIOR PEDESTRIAN CONNECTIONS (A) Provide convenient pedestrian access between the street, bus stops, buildings, parking areas, and open spaces. Internal pedestrian connections are particularly important on large sites where some uses may be placed away from a street.	Pg 24 RESPONSE (A) Each massing option provides an internal pedestrian connection from NE 124 th to 128 th Lane (where the bus stops are) and the CKC. This connection also provides access to the parking garages, retail parking, bike lockers the CKC, the new CKC connections, and the new fitness park. Full circulation is imperative to the success of this site. This connection makes it much easier to walk between each use, the faster access to public transportation, and the CKC could reduce vehicle trips within the district.





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GUIDELINE	RESPONSE
Pg 24 INTERIOR PEDESTRIAN CONNECTIONS	Pg 24 RESPONSE
(B) Design all buildings abutting a public sidewalk or major internal pathways to provide	(B) Each massing option will provide direct pedestrian access to all abutting public
direct pedestrian access to the sidewalk or pathway.	sidewalks.
Pg 24 INTERIOR PEDESTRIAN CONNECTIONS (C) Provide interior pedestrian connections to adjacent properties containing similar uses or complementary uses. This is most applicable to large lots and where storefronts or other uses are set back away from the street. Where an existing connection is not desirable or possible due to the nature of development on the adjacent site, the applicant should provide an opportunity for a future pedestrian connection where such a connection is desirable and future redevelopment of the adjacent site is possible. TL 7A: Provide for safe and convenient public pedestrian access between NE 124th Street through the subject property to the CKC.	Pg RESPONSE (C) Differing elevations make a connection to Volkswagen challenging, however, the site is designed so a future connection could be established should that site be developed into a complimenting development. The site has been designed to provide safe, direct connections to the CKC via the pedestrian connection from NE 124 th in addition to 128 th Lane. The proposed ADA connections open the CKC to a much wider range of users.
Pg 26 PEDESTRIAN PLAZAS (A) Provide pedestrian plazas in conjunction with mixed-use development and non- residential uses.	Pg 26 RESPONSE (A) Each proposed massing is designed around a pedestrian plaza located on NE 124 th ST. NE 124 th is the only location suitable for a plaza, and the site will be elevated to permit direct access off the ROW along NE 124 th to the future retail shopping and dining amenities Anchoring the ROW facing active areas to this frontage will enhance and activate the sidewalk creating a synergy between the development and the district.
Pg 26 PEDESTRIAN PLAZAS	Pg 26 RESPONSE
(B) Publicly accessible space at the primary frontage and between buildings will extend the public realm while creating a transition between public and private spaces, and attract public use by being well-designed, interesting spaces that are integrated with the street environment. The spaces should be of sufficient size to allow for a variety of features, including pedestrian/multi-use paths, plazas, seating, public art and water features	(B) The pedestrian plaza proposed along our primary frontage on NE 124 th will contain a wide variety of interesting spaces that create a seamless integration between the storefronts, the plaza, and the street environment. We are proposing built in seating options, public art, and ADA accessible plaza, well designed landscaping and lighting, and other features to enrich the pedestrian environment and improve the new shopping and dining experiences.
Pg 26 PEDESTRIAN PLAZAS (C) Position plazas in visible locations on major streets, major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks. For large sites, development should be configured to create a focal plaza or plazas. Plazas should be no more than 3' above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.	Pg 26 RESPONSE (C) The proposed pedestrian plaza dramatically improves the existing condition and will be level with the ROW to the East, and slightly raised to the West due to the existing grade of the ROW. This creates an impeccably designed ADA accessible, flat plaza, full of interesting focal points visible from the ROW in the area most likely to experience the highest pedestrian traffic. Pedestrians will have safe access to the internal pathways, retail parking sidewalks, bus stops, and access from the plaza to pathways connecting surrounding amenities, such as Totem Lake, the CKC or the Village.
Pg 26 PEDESTRIAN PLAZAS	Pg 26 RESPONSE
(D) Incorporate plenty of benches, steps, and ledges for seating. A combination of permanent and moveable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, or people watching.	(D) The pedestrian plaza will feature primarily permanent seating options as the benches will be built into the landscaping and designed to provide the best views of the amenities, landscape elements, or people watching. There will be wide steps on the West side of the plaza that could also serve as temporary places to sit.
Pg 26 PEDESTRIAN PLAZAS	Pg 26 RESPONSE
(E) Provide storefronts, street vendors, or other pedestrian-oriented uses, to the extent	(E) 100% of the buildings façade within the plaza will be dedicated to retail, with the
possible, around the perimeter of the plaza.	remainder is dedicated to pedestrian oriented uses.



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GUIDELINE	RESPONSE
Pg 26 PEDESTRIAN PLAZAS	Pg 26 RESPONSE
(F) Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants.	(F) The proposed pedestrian plaza is fully landscaped with a variety of species and colors throughout multiple differing elevations of Corten steel planters. This design is intended to be drought resistant and provide exceptional visual interest in any season.
Pg 26 PEDESTRIAN PLAZAS	Pg 26 RESPONSE
(G) Incorporate pedestrian amenities, as described in Section 10.	(G) We have incorporated many of the amenities from Section 10 into our pedestrian plaza design. The plaza will include, pedestrian scaled lighting on the building, beneath the canopy, and through out the landscaping in the plaza. We are providing seating space, benches, railings, steps, trash receptacles, bicycle racks, planting beds, unique paving in the plaza, and public artwork or a sculpture to encourage pedestrian activity and create multiple focal points.
Pg 26 PEDESTRIAN PLAZAS (H) Consider the solar orientation and the wind patterns in the design of the open space and choice of landscaping	Pg 26 RESPONSE (H) A solar study has been included for each proposed massing in this submission. The pedestrian plaza is on the primary frontage on the South of the development, which should maximize light exposure for most of the year. Wind and solar orientation will be considered when choosing the plant species in all locations.
Pg 26 PEDESTRIAN PLAZAS	Pg 26 RESPONSE
(I) Provide transitional zones along building edges to allow for outdoor eating areas and a planted buffer.	(1) The pedestrian plaza is specifically designed to provide outdoor eating areas in each massing, with a raised, planted buffer creating a transitional zone, in addition to the most likely area to be used for outdoor dining being slightly raised above the ROW.
 Pg 27 RESIDENTIAL OPEN SPACE (A) Incorporate common open space into multi-family residential uses. In the Totem Lake Business District, where very high density residential uses are allowed, the quality of the space in providing respite from the buildings on the site is more critical than the amount of space provided. In some developments, multiple smaller spaces may be more useful than one, larger space. Special recommendations for common open space: Consider open space as a focal point of the residential development. Where possible, open space should be large enough to provide functional leisure or recreational activity. For example, long narrow spaces rarely, if ever, can function as usable common space. Open space should provide for a range of activities and age groups. Children's play areas in particular should be visible from dwelling units and positioned near pedestrian activity. Residential units adjacent to the open space should have individual entrances to the space. Preferably, these units should include a small area of semi-private open space enclosed by low level landscaping or hedges (no taller than 42"). Open space should feature paths, seating, lighting, and other pedestrian amenities to make the area more functional and enjoyable. It should be oriented to receive sunlight, (preferably south). Separate common space from ground floor windows, streets, service areas, and parking lots with landscaping and/or low-level fencing. However, care should be used to maintain visibility from dwelling units towards open space for safety. 	Pg 27 RESPONSE (A) The Foundry proposes ample opportunities for residents to enjoy open space. Each massing option provides different alternatives for residents to use depending on the layout. Each option provides large courtyards, containing multiple amenities, with room for leisure activities. These amenities include bbq areas, gas fire pits, outdoor games like bocce ball, places for outdoor dining, potential for outdoor movies, and/or places to watch the game, and much more. All courtyards will be well designed, and landscaped, feature decorative tasteful lighting, and provide a safe place for residents to relax outdoors. The open space doesn't stop at the courtyards, residents will have access to the fitness park that will include areas for picnics and play in addition to a sprint track and exercise stations. Or residents could enjoy viewing the wetland area at the corner of the park that will be revitalized using native species. These community spaces will be a focal point for our residents in all of our proposed options.







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GUIDELINE	RESPONSE
Pg 27 RESIDENTIAL OPEN SPACE (B) Provide private open space for multi-family residential units. For townhouses and other ground-based housing units, provide patios, decks, and/or landscaped front or rear yards adjacent to the units. For all other units, provide balconies large enough to allow for human activity.	Pg 27 RESPONSE (B) Each courtyard in each option will have units with direct access to the courtyard, which will be semi private, created using tall planters and landscaping. Many residents on upper levels will have a private balcony, large enough for a small table and chairs or other activity
Pg 29 PARKING LOTS AND VEHICULAR CIRCULATION (A) Minimize the number of curb cuts into a development, particularly off of arterials. To the extent possible, adjacent developments should share driveways.	Pg 29 RESPONSE (A) This development has only one option for access due to each corner of the site being at a different elevation. This is discussed in detail in the drive aisle narrative on the site circulation portion of this package. This site has only 2 curb cuts. One curb cut on NE 124 th and one on 128 th Lane. They are predominately in the same location as the existing access and spaced the safest distance from the intersection.
Pg 29 PARKING LOTS AND VEHICULAR CIRCULATION (B) Locate vehicular parking areas to the side or rear of buildings, to the extent possible.	Pg 29 RESPONSE (B) All massing options shield the parking garage behind the retail and pedestrian plaza on our primary frontage. The other facades utilize treatments to shield or screen the garage from view where possible.
Pg 29 PARKING LOTS AND VEHICULAR CIRCULATION (C) Avoid parking layouts that visually dominate a development. Break up large parking lots into smaller ones.	Pg 29 RESPONSE (C) No alternatives have parking lots in open view.
Pg 29 PARKING LOTS AND VEHICULAR CIRCULATION (D) Take advantage of topography to hide parking underneath buildings.	Pg 29 RESPONSE (D) We have utilized the topography to hide the parking beneath, behind, and above retail and other amenities in all proposed options.
 Pg 29 PARKING LOTS AND VEHICULAR CIRCULATION (E) Provide a clear and well-organized parking lot design. Space should be provided for pedestrians to walk safely in all parking lots 	Pg 29 RESPONSE (E) All massing options benefit from an efficient, well organized parking garage. We will include wayfinding, crosswalks, and other items in the garage to create a safe pedestrian environment on all levels.
Pg 29 PARKING LOTS VEHICULAR CIRCULATION (F) Integrate landscaping into parking lots to reduce their visual impact. Provide planting beds with a variety of trees, shrubs, and ground cover to provide visual relief, summer shade, and seasonal interest.	Pg 29 RESPONSE (F) N/A
Pg 29 PARKING LOTS AND VEHICULAR CIRCULATION (G) Provide low level screening and perimeter landscaping where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter. While vertical elements such as trees, are encouraged to define the street edge, all screening methods should maintain visibility at eye level between the street and parking area. For instance, hedges or walls should not be taller than 3 feet and trees should be trimmed to allow visibility between 3 and 8 feet above the ground.	Pg 29 RESPONSE (G) N/A This guideline is in reference to an open parking lot.
Pg 30 PARKING LOTS AND VEHICULAR CIRCULATION (H) Provide extensive screening and landscaping between parking lots and residential uses and open spaces. A combination of a screen wall with a landscape buffer is preferred.	Pg 30 RESPONSE (H) The parking garage will be hidden behind retail spaces, residential programming, decorative screens, and landscaping.





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GUIDELINE	RESPONSE
Pg 30 PARKING LOTS AND VEHICULAR CIRCULATION	Pg 30 RESPONSE
(J) Develop an efficient internal vehicular access system that minimizes conflicts with	(J) The parking levels and vehicular circulation planned for this development minimize
pedestrians and vehicular traffic. For TL 5 and TL 6B, see the illustrations in the Design	conflict with pedestrians and vehicular traffic. Pedestrians can access the plaza, shops, and
Vision for the Totem Lake Business District section	dining from the parking garage safely without having to cross a road or drive aisle. Impacts
	on vehicular traffic have been reduced by creating an internal drive aisle and separate
	garage entrances for the North, South, and Retail portions of the building. Reducing
D- 20 DADIVING LOTS AND VEHICLE AD CIDCUL ATION	reliance and stress on the major arterial, NE 124°.
Pg 30 PARKING LOTS AND VEHICULAR CIRCULATION	Pg 30 RESPONSE
(K) configure development to provide interior venicular confidentions to adjacent uses,	(K) There are no adjacent vehicular connections currently, and it is unlikely such a
desirable in the future, configure development to provide the opportunity for a future	in the off chance a mutually beneficial opportunity to do so presented itself. The difference
connection, should the adjacent site be redeveloped	in elevation between sites makes this a low possibility
connection, should the adjacent site be redeveloped	in elevation between sites makes this a low possibility.
Pg 30 PARKING LOTS AND VEHICULAR CIRCULATION	Pg 30 RESPONSE
(I) Avoid parking lot configurations with dead-end lanes.	(I) In all options the proposed design avoids the use of dead-ends if at all possible. The use
	of dead end lanes may be needed in some cases to maximize efficiency depending on the
	massing we move forward with.
Pg 30 PARKING LOTS AND VEHICULAR CIRCULATION	Pg 30 RESPONSE
(M) Configure internal access roads to look and function like public streets. This is most	(M)
applicable to larger sites, such as those in TL 5 and TL 6B, where an internal vehicular	
circulation system is critical to access interior portions of the sites. The most desirable	
configuration would include on-street parking, street trees and sidewalks on both sides of	
the roadway.	
Pg 30 PARKING LOTS AND VEHICULAR CIRCULATION	Pg 30 RESPONSE
(N) Design drive- through windows to be oriented away from the street frontage and	(N) N/A
a street, avoid large featureless walks and provide sufficient landscaping to soften the visual	
impact of vehicle stacking areas for drive through windows. Locate driving lanes so as not	
to interfere with nedestrian or vehicular circulation	
Pg 30 PARKING GARAGES	Pg 30 RESPONSE
(A) Mitigate the intrusive qualities of parking garages. Along streets, pedestrian pathways	(A) The parking garage in each massing option is located behind the retail space and the
and in pedestrian areas, ground-level commercial uses should be incorporated into	pedestrian plaza as well as below the commercial/retail space. No portion of the parking
parking structures. Where garages cannot be located underground and must be located on	garage is seen from high visibility locations, such as the primary frontage along NE 124 th .
the ground floor, and intervening commercial uses are not required, techniques such as	Other facades, including the internal façades, feature architectural screens, extensive
extensive landscaping around the base of garages, metal or mesh screening or other	landscaping, and on L2.5 most of the garage is wrapped with residential units or amenity
materials on the building facade should be used to screen the parking garage near	spaces, such as the fitness center and yoga studios facing Totem Lake, which mitigates the
residential areas, internal roads and pedestrian paths, and other high visibility locations.	impact of the garage on the urban environment. This property is not adjacent to a
	residential area.
Pg 3U PAKKING GARAGES	Pg 30 RESPONSE
(B) Design and site parking garage entries to complement, not subordinate the pedestrian	(B) Both parking garage entries are set away from the street on the side and back of the
entry. It possible, locate the parking entry away from the primary street, to either the side	building and complement the primary pedestrian entries on the South and North.
or rear of the building.	







GUIDELINE	RESPONSE
Pg 30 PARKING GARAGES (C) Use similar architectural forms, materials, and/or details to integrate the garage with the development.	Pg 30 RESPONSE (C) L22.5 of the parking garage has been wrapped with residential uses. Shielding most of the garage from view and integrating the same architectural forms and materials used on the upper floors.
Pg 31 PARKING GARAGES (D) Locate parking structure service and storage functions away from the street edge and generally not visible from the street, sidewalks, or the CKC.	Pg 31 RESPONSE (D) The parking garage is generally not visible from the primary frontage or the CKC on any level, however, portions of L1 that are not subgrade have utilized architectural treatments, landscaping, and screening to mitigate and improve any visual impact.
Pg 31 ARCHITECTURAL STYLE As there is no single predominate architectural style in the Totem Lake Business District, the guidelines contained in this document provide flexibility on the chosen styles (provided the architectural style, human scale, building details, and building materials and color standards in KZC Chapter 92 and these guidelines are met)	Pg 31 RESPONSE KZC Chapter 92.35 outlines the required elements to be used in all zones. Applicants must choose at least 3 of the suggestions and apply them to each façade As an alternative, the applicant may propose other mechanisms for providing interesting visual detail to buildings, consistent with the design guidelines. Each massing option features one-of-a-kind custom built decorative light fixtures visible on all facades, wood architectural feature walls are located on the NW and SE corners, a freestanding sculpture (art installation) will be incorporated in the design, as well as trellis planted consistent with KZC 95.41.
Pg 31 ARCHITECTURAL SCALE (A) Incorporate fenestration techniques that indicate the scale of the building. For example, the size, location, and number of windows in an urban setting create a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns. This is particularly important on upper floors, where windows should be divided into units no larger than 35 square feet, with each window unit separated by a visible mullion or other element at least 6 inches wide. "Ribbon windows" (continuous horizontal bands of glass) or "window walls" (glass over the entire surface) do little to indicate the scale of the building and are thus discouraged, except in special circumstances where they serve as an accent element. Patterns of fenestration should also vary depending on whether the street is pedestrian- or automobile-oriented. A window pattern that is interesting from a car may be monotonous to a slow-moving pedestrian; likewise, a window pattern that is interesting to a pedestrian may seem chaotic from a fast-moving car. Thus, pedestrian oriented fenestration should allow for more complex arrangements and irregularity while automobile-oriented fenestration should allow for varied treatment of window detailing with unifying features such as 18" to 24" sills, vertical modulation in structure, varied setbacks in elevation, and more highly ornamented upper-story windows.	Pg 31 RESPONSE (A) At this stage of the design process, the massing options do not incorporate specific types of glazing. Nevertheless, as the design progresses, we intend to include larger glazing, such as storefront systems, at commercial and active-use frontages, while considering other suitable fenestration options for residential use.
Pg 32 ARCHITECTURAL SCALE (B) Encourage vertical modulation on multi-story buildings to add variety and to make large buildings appear to be an aggregation of smaller buildings. Vertical modulation may be particularly effective for tall buildings adjacent to a street, plaza, or residential area to provide compatible architectural scale and to minimize shade and shadow impacts. Vertical modulation is well-suited for residential development and sites with steep tonography	Pg 32 RESPONSE (B) Each massing option includes a significant amount of vertical modulation and separation, which visually appears to break the building into smaller components. This gives the building a sense of unity as if it were a collection of smaller, interconnected buildings rather than a single, imposing structure.

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ATTACHMENT 2 DRV22-00407

RELEVANT DESIGN GUIDELINES

GUIDELINE	RESPONSE
 Pg 32 ARCHITECTURAL SCALE (C) Encourage a variety of horizontal building modulation techniques to reduce the architectural scale of the building and add visual interest. Horizontal building modulation is the horizontal articulation or division of an imposing building façade through setbacks, awnings, balconies, roof decks, eaves, and banding of contrasting materials. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Specifically: For single purpose retail buildings, use horizontal building modulation with roofline modulation and a change in building materials, as necessary to meet objectives of the guidelines from all perceived distances. This is particularly important for large scale retail buildings (over 40,000 square feet) or multi-tenant retail buildings placed adjacent to a parking lot where they can be viewed from relatively great distances. Provide horizontal building modulation for residential uses based on individual unit size. Horizontal modulation is most effective when combined with roofline modulation should be sufficient to meet the objectives of the guidelines. Avoid repetitive modulation techniques, since they may not be effective when viewed from a distance. Larger residential buildings will require greater horizontal modulation techniques to provide appropriate architectural scale. 	Pg 32 RESPONSE (C) Each massing option includes a variety of vertical and horizontal modulation or separation, which adds visual interest. These recessed areas, open courtyards, roofline modulation, mixed with smaller components in each proposed option such as the addition of balconies, contrasting materials, in both color and texture. These changes in the building will be combined with roofline modulation for maximum effect.
Pg 32 ARCHITECTURAL SCALE (D) Office buildings: Use design techniques to break up long continuous walls. A combination of horizontal building modulation, change in fenestration, and/or change in building materials should be used to accomplish this.	Pg 32 RESPONSE (D) N/A
Pg 32 ARCHITECTURAL SCALE (E) Encourage a variety of roofline modulation techniques. This can include hipped or gabled rooflines and modulated flat rooflines. As a general rule, the larger the building or unbroken roofline, the bigger the modulation should be. In determining the appropriate roof type and amount of modulation, consider at what distance the building can be viewed. For example, a large commercial building adjacent to a parking lot is capable of being viewed from a relatively large distance. Consequently, the roofline modulation techniques must be sufficient to provide an appropriate architectural scale that provides visual interest.	Pg 32 RESPONSE (E) From the frontage, this building appears smaller than most other developments of the same type in Totem Lake. The roofline in each massing and façade will modulate with changes in the building and be broken up by open courtyards. From all sides this development will provide visual interest.
Pg 33 HUMAN SCALE (A) Encourage a combination of architectural building elements that lend the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards. Window fenestration techniques described in Section 17 can also be effective in giving humans clues as the size of the building. Consider the distances from which buildings can be viewed (from the sidewalk, street, parking lot, open space, etc.).	Pg 33 RESPONSE (A) Each massing option explores a variety of ways to refine the massing's scale like those listed in the guidelines.







GUIDELINE	RESPONSE
Pg 34 BUILDING MATERIALS AND MATERIALS (A) Encourage the integration of ornament and applied art with the structures and the site environment. For example, 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. Ornament and applied art can be used to emphasize the edges and transition between public and private space, and between walls to ground, roof to sky, and architectural features to adjacent elements. Ornament may consist of raised surfaces, painted surfaces, ornamental or textured banding, changing of materials, or lighting.	Pg 34 RESPONSE (A) This building will be designed to blend in with the environment using ornamental architectural techniques, features, and materials. These could consist of wood facades, and ornamental masonry on feature corners, the lobby entry soffits creating a portal to draw people in, or the Corten steel planters that make up the pedestrian plaza. Each corner will showcase custom built lighting techniques that draw the eye upwards, and even the built in balcony alcoves are intended to be an architectural element.
 Pg 34 BUILDING MATERIALS AND MATERIALS (B) Use a variety of quality building materials such as brick, stone, timber, and metal, to add visual interest to the buildings and reduce their perceived scale. Masonry or other durable materials should be used near the ground level (first 2 feet above sidewalk or ground level). 	Pg 34 RESPONSE (B)
Pg 35 SIGNS (A) Provide pedestrian oriented signs on all commercial facades where adjacent to a sidewalk or walkway. This includes signs located within 15' of the ground plane, such as "blade" signs which hang below canopies. Small signs located on canopies or awnings are also effective along building facades at the street. Signs with quality graphics and a high level of craftsmanship are important in attracting customers. Sculpted signs and signs that incorporate artwork add interest.	Pg 35 RESPONSE (A) Pedestrian oriented signs will be presented below the canopy or in marquee form for all commercial spaces adjacent to the sidewalk. Creative, well crafted signs will be incorporated based on the individual commercial/retail tenants needs and will be well crafted in a design that compliments the development and the character of the district.
Pg 35 SIGNS (B) External lighting is preferred. If internal lit cabinet signs are used, darker background with lighter lettering is more aesthetically pleasing. Neon signs are appropriate when integrated with the building's architecture.	Pg 35 RESPONSE (B) No neon signs will be used. The development's feature signs located at the primary corner of the SE façade and on the NW façade will utilize a backlit LED style sign, the intent is for these signs to use a darker background (or the building itself) with lighter lettering, however, another form of lighting featuring backlit darker letters could be used, depending on final design.
Pg 35 SIGNS (C) Ground-mounted signs should feature a substantial base and be integrated with the landscaping and other site features.	Pg 35 RESPONSE (A) Any proposed monument sign will feature a strong base and be an integral part of the landscaping.
Pg 35 SIGNS (D) Mounting supports should reflect the materials and design character of the building or site elements or both. Too much variety, too much uniformity though unified by common design elements, signs can still express the individual character of businesses.	Pg 35 RESPONSE (A) Aside from commercial signage for future tenants, which would be mounted below the canopy line, we are not proposing a wide variety of signage. Our building signs will be located on the NW and SE oriented toward traffic and on featured corners which will complement the architectural design.
 Pg 35 SIGNS (E) Master-planned, larger commercial centers are encouraged to combine signage for the whole complex that complements the architectural design of the center and oriented to automobile traffic. 	Pg 35 RESPONSE (E) N/A



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GUIDELINE	RESPONSE
Pg 36 SERVICE AREAS	Pg 36 SERVICE AREAS
(A) Locate and design service and storage areas to minimize impacts on the pedestrian	(A) Services areas will be shielded from view in all massing options and in areas accessible
environment and adjacent uses. Service elements should generally be concentrated and	to service vehicles where necessary.
located where they are accessible to service vehicles and convenient for tenant use.	
Pg 36 SERVICE AREAS	Pg 36 RESPONSE
(B) The design of service enclosures should be compatible with the design of adjacent	(B) N/A There are no free standing service disclosures proposed.
buildings. This may be accomplished by the use of similar building materials, details, and	
architectural styles. Such enclosures should be made of masonry, ornamental metal, heavy	
wood timber, or other durable materials	
Pg 36 SERVICE AREAS	Pg 36 RESPONSE
(C) Roof-mounted mechanical equipment should be located so as not to be visible from the	(C) Any roof mounted appurtenances will be shielded by the parapet.
street, public open space, parking areas, or from the ground level of adjacent properties.	
Screening features should blend with the architectural character of the building.	
Equipment screening and preferred location should be included in the early design of a	
building	
Pg 37 VISUAL QUALITY OF LANDSCAPES	Pg 37 RESPONSE
(A) Consider the purpose and context of the proposed landscaping. The pedestrian/auto	(A) Each massing option is surrounded by a type 1 landscape buffer on the North, West,
oriented landscape requires strong plantings of a structural nature to act as buffers or	and East sides. In addition every property line includes street trees and landscape islands
screens. The pedestrian landscape should emphasize the subtle characteristics of the plant	that compliment the design These designs create a natural transitions between the
materials. The building landscape should use landscaping that complements the building's	pedestrian and auto environment.
favorable qualities and screens its faults while not blocking views of the business or	
signage.	
Pg 37 TERRITORIAL VIEWS	Pg 37 RESPONSE
(A) Encourage rooflines to roughly follow the slope of the existing terrain. Parking garages	(A) We do not have a hillside and are unable to follow the incline/decline of the ROW. The
should be terraced into slopes to minimize building bulk, wherever possible. Buildings are	building is broken up using vertical modulation, courtyard separations, roofline modulation,
encouraged to step down hillsides.	and different materials to create the look of many smaller buildings.







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LANDSCAPE BUFFER ANALYSIS

KZC 55.51.005 Special Regulation 5, landscaping for this project must comply with Buffer Standard 1. (KZC 95.45.1)

For standard 1, the applicant shall provide a 15-foot-wide landscaped strip with a sixfoot-high solid screening fence or wall. Except for public utilities, the fence or wall must be placed on the outside edge of the land use buffer or on the property line when adjacent to private property. For public utilities, the fence or wall may be placed either on the outside or inside edge of the landscaping strip. A fence or wall is not required when the land use buffer is adjacent and parallel to a public right-of-way that is improved for vehicular use. See KZC 115.40 for additional fence standards. The land use buffer must be planted as follows:

a. Trees planted at the rate of one tree per 20 linear feet of land use buffer, with deciduous trees of two-inch caliper, minimum, and/or coniferous trees six feet in height, minimum. At least 70 percent of trees shall be evergreen. The trees shall be distributed evenly throughout the buffer, spaced no more than 20 feet apart on center.

b. Large shrubs or a mix of shrubs planted to attain coverage of at least 60 percent of the land use buffer area within two years, planted at the following sizes and spacing, depending on type:

1) Low shrub – (mature size under three-foot tall), one- or two-gallon pot or balled and burlapped equivalent;

2) Medium shrub – (mature size from three- to six-foot tall), two- or three-gallon pot or balled and burlapped equivalent;

3) Large shrub – (mature size over six-foot tall), five-gallon pot or balled and burlapped equivalent.

c. Living ground covers planted from either four-inch pot with 12-inch spacing or onegallon pot with 18-inch spacing to cover within two years 60 percent of the land use buffer not needed for viability of the shrubs or trees.

RESPONSE

Each massing has strived to achieve the necessary buffer requirements per the code. This project requires a landscape buffer on the North, West, and East property lines. Guidelines a, b, and c have been achieved on all property lines while the 15 foot wide landscaped strip could only be fully achieved on the North. We have removed the dog park to properly accommodate the required buffer. The standards of the North property line fall under KZC 142.37.5 and will be analyzed separately. Due to the unique site constraints including the oblong shape of the lot, the great elevation differences at each corner of the site, the pedestrian and vehicular circulation, the sewer easement to the North, the slope in both ROW's, and many more variables the East and West landscape buffers could not achieve a full 15 ft in width the length of the property line. These property lines are shown below, and will be followed with a request for minor modification with the exception of the North façade, which met all requirements as is.

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page.

WEST LANDSCAPE BUFFER

The West landscape buffer includes trees planted every 20 ft, large and medium shrubs, incorporates a variety of ground covers, and is designed to attain a coverage of at least 60% of the buffer within two years. The type 1 buffer standard required 15 ft of buffer the length of the property line. This is outlined in the red hashmark. As you can see the majority of this buffer's width can be met, and the overall average of landscaping between the building and the property line exceeds the requirement. We will be requesting a minor modification to accommodate this change on the following page.

EAST LANDSCAPE BUFFER

The East landscape buffer is located along 128th Lane, includes trees planted every 20 ft, large and medium shrubs, incorporates a variety of ground covers, and is designed to attain a coverage of at least 60% of the buffer within two years.

The type 1 buffer standard required 15 ft of buffer the length of the property line. This is outlined in the red hashmark. The changes in elevation make meeting this standard verbatim, challenging. This landscape buffer is approximately 9' 7" in length. We will need to request a minor modification for this buffer on the following pages.

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LANDSCAPE BUFFER ANALYSIS - NORTH

The North property line runs adjacent to the CKC for the majority of the site. The CKC outlines additional guidelines for properties along the trail. All proposed massing options are designed within the CKC guidelines listed in KZC 115.24 and below in addition to having achieved the design guidelines outlined on the previous page and in KZC 95.45.1. The North property line will feature a 15 foot type 1 landscape buffer with trees planted every 20' consisting of at least 70% evergreen tree species. Over 60 % of this landscape buffer will be covered wit low, medium, and large shrubs in addition to ground cover. Our responses to the CKC guidelines as they pertain to the North landscape buffer are below:

GUIDELINE	RESPONSE	
 KZC 115.24, CKC DESIGN STANDARDS (A) Site Design: Development adjoining the Corridor shall be designed to complement the public nature of the Corridor though the following site design and pedestrian improvements; provided, that subsections (3)(a)(i), (iii) and (iv) of this section shall not apply to A Retail Establishment Providing Vehicle or Boat Sales: i. Landscape islands required pursuant to KZC 95.44 (Internal Parking Lot Landscaping 	RESPONSE, KZC 115.24 (A) The North property line features the same landscape buffer throughout all massing options. Since there are no parking areas adjacent to the CKC in the proposed development, item #'s i and ii do not apply. The North lobby entrance faces the CKC and provides a direct pedestrian connection to the trail. This connection includes an ADA accessible ramp, and stairs with a built in bike runnel. We are providing 12 publicly accessible bicycle parking stalls along the CKC, and multiple	
 Requirements) shall be provided such that there are no more than eight (8) contiguous parking stalls along the corridor. ii. In addition to providing the screening and buffering functions required by the KZC, landscape design shall integrate with and complement corridor functions. 	areas throughout the development. The total number of bicycle parking provided will exceed 1 for every 6 vehicle parking spaces.	
iii. A pedestrian entrance facing the Corridor shall be provided with a pedestrian walkway connecting from the entrance to the Corridor. The walkway shall be installed pursuant to the standards of KZC 105.18(2)(a), except any stairs shall be equipped with a bicycle runnel. The Planning Official may modify the connection requirement where grade or other natural features preclude reasonable access to the Corridor.		
iv. Bicycle parking as required by KZC 105.32 shall be provided at a ratio of one (1) bicycle space for each six (6) required motor vehicle parking spaces and shall be accessible by bicycle to the Corridor. KZC 112 ACCC DECKEN STANDARDS		A Company of the
(B) Building Design: Building design adjoining the Corridor shall acknowledge the high visibility from this active public space through the following building design standards:	(B) Each massing option will follow these design standards, specifically on the North façade. We have incorporated distinctive paving, could have a drinking fountain, and the potential of an art instillation. Our building is set back from the CKC so should have no impact from a	
 All buildings shall be designed so that facades visible from the Corridor comply with the provisions of KZC 92.15(3) (Blank Wall Treatment). 	shading perspective but could be protected in this area from a North wind. We will have a 15' landscaped buffer the length of the property line, and areas for picnics, seating, and outdoor eating.	
ii. All buildings shall be designed so that parking garages visible from the Corridor comply with the provisions of KZC 92.15(4)(a) and (b) (Parking Garages).	We are not proposing asphalt or gravel pavement outside of the permanent connections to the CKC. Those connections will be made from concrete, will be safe, and sustainable. Any blank walls will be screened, will receive their own landscape buffer, or will be	
III. Building facades visible from the Corridor shall incorporate similar building materials and window treatment as other facades of the building.	wrapped with residential and amenity spaces. No walls exceed 120 feet without vertical definition/modulation. These changes will consist of color and material changes, or a full separation, creating an open courtyard.	
definitions. Vertical definition may be in the form of changes in color and materials, modulations of sufficient width and depth to define the vertical element, or some combination of these techniques. This vertical element should carry through all floors of the building.		
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LANDSCAPE BUFFER-NORTH

Below is an example of our North property line and landscape buffer. No modification for this buffer is needed or requested.





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LANDSCAPE BUFFER MINOR MODIFICATION - WEST

1) What is required?

A 15-foot-wide landscaped strip with a six-foot-high solid screening fence or wall facing private property, consisting of a mix of ground cover, low, medium, and large shrubs covering at least 60% of the buffer. The landscape buffer should include trees spaced 20 ft on made up of 70% evergreen species.

2) What is proposed?

Our landscape buffer will include all of the requirements listed above. We will incorporate low, medium, and large shrubs, as well as trees every 20 ft and a screening fence. Our site is extremely limited do the numerous elevation changes, parking requirements, sewer easements, pedestrian plazas, and much more. These limitations allow for us to partially meet this requirement. We will be including all required components, however, in some areas the landscape buffer will need to be reduced to 6 ft in the smallest section but will exceed 15 ft in width over the majority of the buffer.

3) Cross Sections





REQUIRED LANDSCAPE BUFFER-WEST



4) Response to Criteria 1: KZC 142.37.5a, The request results in a superior design and fulfills the policy basis for applicable design regulations and design guidelines.

Applicant response: This request results in a superior design for many reasons. The proposed design allows traffic to be pulled off of a major arterial and increases traffic flow by presenting alternatives to those accessing the site. Our design also allows, for the garage entries to be on the side of the building, pedestrian access to the CKC, pedestrian access to the publicly accessible park, bicycle access to the CKC, access to retail parking from the closest possible location, presents an opportunity for connection to future development, and so much more. The intent of the landscape buffer is being met, the same amount of plants, trees, and shrubs required in the landscape buffer, (if not more) are being included, and the net result is a far superior design that actually offers a benefit to the community while still fulfilling the applicable design regulations and guidelines.

5) Response to Criteria 2: The departure will not have any substantial detrimental effect on nearby properties and the City, or neighborhood.

Applicant Response: Our proposed design does not have any negative impact on the neighboring properties, the City, or the neighborhood. To the contrary, our development presents significant benefits to all aforementioned parties.

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LANDSCAPE BUFFER MINOR MODIFICATION - EAST

1) What is required?

A 15-foot-wide landscaped strip, consisting of a mix of ground cover, low, medium, and large shrubs covering at least 60% of the buffer. The landscape buffer should include trees spaced 20 ft on made up of 70% evergreen species.

2) What is proposed?

Our landscape buffer will include all of the requirements listed above. We will incorporate low, medium, and large shrubs, as well as trees every 20 ft and a screening fence. Our site is extremely limited do the numerous elevation changes, parking requirements, sewer easements, pedestrian plazas, new sidewalks, and much more. These limitations allow for us to partially meet this requirement. We will be including all required components, however, our Eastern landscape buffer adjacent to 128th Lane will can not exceed approximately 5' on average.



REQUIRED LANDSCAPE BUFFER-EAST



PROPOSED LANDSCAPE BUFFER-EAST

4) Response to Criteria 1: KZC 142.37.5a, The request results in a superior design and fulfills the policy basis for applicable design regulations and design guidelines.

Applicant response: This request results in a superior design for many reasons. The East landscape buffer is located adjacent to the ROW on 128th Lane. The existing condition is depressed from the ROW and does not include the sidewalk. The proposed design is superior too the required design because it allows for a new side walk to be installed, further connecting pedestrians to the CKC and creates a better street level presence for the interaction between the new development and pedestrians. The intent of the landscape buffer is still being met, the same amount of plants, trees, and shrubs required in the landscape buffer, (if not more) are being included, and the net result is a far superior design that creates a greater benefit to the community while still fulfilling the applicable design regulations and guidelines.

5) Response to Criteria 2: The departure will not have any substantial detrimental effect on nearby properties and the City, or neighborhood.

Applicant Response: Our proposed design does not have any negative impact on the neighboring properties, the City, or the neighborhood. In fact, our development presents significant benefits to all aforementioned parties.



