



CITY OF KIRKLAND
Planning and Building Department
123 Fifth Avenue, Kirkland, WA 98033
425.587-3600 - www.kirklandwa.gov

MEMORANDUM

To: Design Review Board

From: Tony Leavitt, Senior Planner

Date: August 29, 2018

File No.: DRV18-00493

Subject: **ROSE HILL MIXED USE PROJECT CONCEPTUAL MASTER PLAN AND PROJECT DESIGN RESPONSE CONFERENCE**

I. MEETING GOALS

At the September 5, 2018 Design Review Board (DRB) meeting, the DRB should conduct a Design Response Conference to review the Conceptual Master Plan and project design and determine if the project is consistent with the design guidelines contained in Design Guidelines for Rose Hill Business District, as adopted in Kirkland Municipal Code (KMC) Section 3.30.040.

During the Design Response Conference, the DRB should provide feedback on the following topics:

- Building massing and modulation
- Pedestrian access and plaza design
- Landscaping
- Materials, colors, and details

II. PROPOSAL

The subject property is located at 12040 NE 85th Street (see Attachment 1). The applicant is proposing to redevelopment of an existing commercial site with a new mixed use development. The project will provide over 200,000 square feet of neighborhood retail. Above the retail and underground parking structure, there will be a total of four 5-level residential buildings totaling approximately 740 residential units with 10% being designated as affordable housing.

III. SITE

The subject property is zoned RH (Rose Hill Business District) 3 and currently contains a large commercial building with multiple tenants including a Petco retail store, an Outback Steakhouse restaurant building, a Kirkland Autoworks building, large surface parking lot and a small parking lot used by Costco. The ownership does not include the U-Haul parcel.

The existing parking lot and building pad are relatively flat with a significant upward grade elevation along NE 85th Street and from 120th Avenue NE to the site.

The property has street frontage along NE 85th Street, 120th Avenue NE and 122nd Avenue NE.

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

- North: LIT and RH 1B. Office Building and Costco Parking Lot. Maximum height is 35 Feet.
- East: RH 5A. Retail shopping center and single family residential use. Maximum height is 35 Feet, except hotels can go to 54' on properties abutting an LIT zone.
- West: RH 1A. Costco and Office Building. Maximum height is 35 feet.
- South: RH 3. Multiple retail and restaurant uses. Maximum height is 35 feet.

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

IV. CONCEPTUAL DESIGN CONFERENCE

A Conceptual Design Conference was held on June 5, 2017. The DRB provided direction to the applicant in preparation for the Design Response Conference. At the meeting, the DRB discussed:

- A. How the design guidelines affect or pertain to the proposed development.
- B. Which guidelines applied to the proposed development; and
- C. The application materials that are needed for the Design Response Conference.

The DRB's feedback from the conference is summarized in Section V.B below under the DRB's discussion on the various design topics.

V. DESIGN RESPONSE CONFERENCE

The Design Review Board reviews projects for consistency with design guidelines for the Rose Hill Business District, as adopted in Kirkland Municipal Code Chapter 3.30. In addition to the standard guidelines contained in the Design Guidelines for Rose Hill Business District, the following information summarizes key guidelines that apply specifically to the project or project area. See also Section VI for information regarding zoning regulations and how they affect the proposed development.

A. Pedestrian-Oriented Design Guidelines

1. General

The following is a list of key design issues and/or design techniques that should be addressed with this project as identified in the design guidelines.

- Design Standards for Master Plans in the RH 3 zone (see Section V.A.2 below)
- Building Location and Orientation
- Pedestrian Friendly Building Facades
- Public Improvements (Sidewalks and Street Trees)
- Pedestrian Connections, Lighting, Amenities and Plazas
- Blank Wall Treatment
- Residential Open Space
- Parking Lots, Parking Garages and Vehicular Circulation

- Architectural Style and Scale
- Human Scale
- Building Details and Materials
- Signs
- Visual Quality of Landscapes

See the adopted Design Guidelines for Rose Hill Business District for complete text and explanations.

2. Conceptual Master Plan

- a. KZC Section 142.35.9 states that The Design Review Board shall consider a Conceptual Master Plan (CMP) in the RH 3 zone within the NE 85th Street Subarea. The CMP shall incorporate the design considerations for the RH 3 zone set forth in the Design Guidelines for the Rose Hill Business District.
- b. KZC Section 53.34.010 requires that the required setback yards, landscape buffers and required parking spaces be established as part of the Conceptual Master Plan review process.
- c. *The DRB should provide direction on these development standards as part of the review process.*

3. Special Considerations for the RH3 Zone

- a. In addition to the standard guidelines contained in the Design Guidelines for Rose Hill Business District, the following design considerations apply to the RH3 Zone:
 - The RH 3 zone should be master-planned to provide coordinated development. For example, Rose Hill Shopping Center could be redeveloped into vibrant mixed-use village, combining local and destination-oriented retail uses with office and residential uses. The Master Plan should be pedestrian oriented and incorporate design standards such as:
 - Buildings and retail storefronts oriented to internal pedestrian and vehicular routes and to surrounding streets with clearly identifiable building and pedestrian access points and entryways to adjacent streets and internal pedestrian pathways.
 - Isolated building pads should be minimized.
 - Design techniques to prevent the dominance of large single occupant structures, such as use of: smaller building footprints, multiple tenant spaces on each floor of a structure abutting a street, stepping back of upper stories along NE 85th Street and corner building treatments at 120th Avenue NE and 122nd Avenue intersections.
 - Incorporate useable public spaces, plazas or pocket parks, and public amenities, such as art, sculptures, fountains or benches.
 - Use landscaping to emphasize entries into buildings, pedestrian areas, and pedestrian routes to enhance public spaces, parking areas, and to screen blank walls and service areas.
 - Placement of loading and service areas shall be located away from NE 85th Street and pedestrian areas.

- b. The DRB should provide direction on compliance with the Design Considerations for Master Plans in the RH 3 zone.*

B. Compliance with Design Guidelines

1. Scale

a. DRB Discussion

The DRB expressed a preference for massing Option 2, the “Hub” (the applicant’s preferred design). The DRB requested the following items for submittal:

- Impacts from the height of structure as viewed from the properties to the north.
- Increase modulation along 120th and 122nd Avenues.
- Ensure that the project design activates all adjoining right-of-ways and does not turn inward.
- Along NE 85th, look at providing food services as part of the grocery store.
- Treatment of large wall adjoining the U-Haul property.
- Residential uses at the ground floor should be encouraged along the sidewalks at both 120th & 122nd. Supporting Design Guidelines

b. The Design Guidelines for Rose Hill Business District contain the following policy statements that address the use of these techniques:

- Encourage design treatments that emphasize street corners through the use of building location and design, plaza spaces, landscaping, distinctive architectural features, and/or signage.
- Encourage all buildings located at or near street corner to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale. This could include a raised roofline, turret, corner balconies, bay windows, special awning or canopy design, and/or distinctive use of building materials (see the following examples).
- Locate and orient buildings towards streets, plazas or common open spaces, and major internal pathways.
- Configure buildings to create focal points especially on larger sites.
- 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):
 - a. Configure buildings and uses to minimize blank walls exposed to public view.
 - b. Provide a planting bed with plant material to screen most of the wall.
 - c. 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.
 - d. Provide artwork on the wall surface.

- e. 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.
 - f. Other treatments may be proposed that meet the intent of the guidelines.
- Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas.
 - Incorporate fenestration techniques that indicate the scale of the building.
 - Encourage vertical modulation on multi-story buildings to add variety and to make large buildings appear to be an aggregation of smaller buildings.
 - Encourage a variety of horizontal building modulation techniques to reduce the architectural scale of the building and add visual interest.
 - Encourage a variety of roofline modulation techniques.
 - Encourage a combination of architectural building elements that lend the building a human scale.
 - Locate and orient buildings towards streets, plazas or common open spaces, and major internal pathways.
 - Configure buildings to create focal points especially on larger sites.
 - Configure development to provide opportunities for coordinated pedestrian and vehicular access. Configure internal access roads to look and function like public streets. This is most applicable larger sites, such as those in the Regional Center, 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.
 - Mitigate the intrusive qualities of parking garages. Along streets, pedestrian pathways, and in pedestrian areas, ground-level commercial uses should be incorporated into parking structures. Extensive landscaping should be used to screen the parking garage near residential areas and in high visibility locations.
 - Design and site parking garage entries to complement, not subordinate the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.
 - Locate parking structure service and storage functions away from the street edge and generally not visible from the street or sidewalks.
 - 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.
- c. Staff Analysis

As requested by the DRB, the applicant has provided detailed plans of massing Option 2 for review (see Attachment 2). Additionally the applicant

has revised the design to incorporate some elements of the Piazza Design (Option 3 from the CDC meeting)

The DRB should provide input on the following items:

- Do the buildings provide enough horizontal and/or vertical modulation when viewed from key vantages?*
- Is the NE 85th Street/ 122nd Avenue street corner adequately treated including the building and plaza?*
- Are the buildings activating the street frontages?*
- Does the proposed internal access road and pedestrian network work?*

2. Open Space and Landscaping

a. DRB Discussion

The DRB had the following recommendations regarding open space and landscaping:

- Provide detail design solutions for the piazza, onsite pedestrian pathways, and the entry plaza from 85th / 122nd street corner.
- Provide plans for residential common space areas.

b. Supporting Design Guidelines

The Design Guidelines and Zoning Regulations contain the following guideline addressing the visual quality of landscapes:

- KZC Chapter 95 requires that a landscape plan be approved as part of the Design Review Process.
- Encourage special landscaping elements on all street corners in the Rose Hill Business District. Such landscaping elements should incorporate a variety of plant types and textures that add seasonal interest.
- Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants.
- Provide landscaping between the sidewalk and building or parking lot to provide visual relief and enhance the pedestrian experience along the corridor. Such landscaping should include a combination of ground cover, shrubs, and trees and be trimmed to maintain visibility into the site and buildings.
- Consider the purpose and context of the proposed landscaping. The pedestrian/auto oriented landscape requires strong plantings of a structural nature to act as buffers or screens. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults while not blocking views of the business or signage.
- Provide pedestrian amenities along all sidewalks, interior pathways, and within plazas and other open spaces.

- Design all buildings abutting a public sidewalk or major internal pathways to provide direct pedestrian access to the sidewalk or pathway.
- Provide pedestrian plazas in conjunction with nonresidential uses.
- Position plazas in visible locations on major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.
- 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.
- Provide private open space for multi-family residential units.

c. Staff Analysis

The DRB should review the landscape treatment around the buildings, within the pedestrian plaza and piazza, and on the building terraces. Landscaping should be placed in areas to help mitigate building massing and enhance the pedestrian experience along the project frontages.

The DRB should provide input on the following items:

- *What changes, if any, are needed to the pedestrian plaza and piazza plans?*
- *Are there other opportunities for landscaping?*

3. Building Materials, Color, and Details

a. DRB Discussion

This topic was not discussed in detail at the Conceptual Design Conference.

b. Supporting Design Guidelines

The Design Guidelines contain the following policy statements that address the use of these technique:

- 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.
- Utilize 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.

- Limit the use of concrete block, metal siding, and stucco or similar materials including Exterior Insulation and Finish System (EIFS) on all visible building facades from the street and pedestrian routes and near primary entrances. Such materials should be trimmed properly and used in conjunction with other preferred materials. EIFS should be sheltered from extreme weather by roof overhangs or other methods.
- The use of a range of colors compatible within a coordinated color scheme should be encouraged.

c. Staff Analysis

The plans show renderings with materials and colors on them but detailed material samples are not included in the packet. The applicant has been directed to bring material details to the DRB meeting. The DRB should provide feedback to the applicant regarding the proposed materials and colors.

VI. KEY ZONING REGULATIONS

The applicant's proposal is also subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, Fire and Building Code, and Public Works Standards. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, is provided to familiarize the applicant with some of these additional development regulations. These regulations and standards are not under the review authority of the DRB and will be reviewed for compliance as part of the building permit review for the project.

In terms of zoning, development on the subject property is subject to the regulations in RH 3 (see Attachment 4) as well as other applicable KZC sections. The following regulations are important to point out as they form the basis of any new development on the site. Below are some of the key zoning standards that apply to the development followed by staff comment in italics.

A. Design Review Process: Requires approval of a Conceptual Master Plan that incorporates the design considerations for the RH 3 zone set forth in the Design Guidelines for the Rose Hill Business District.

B. Conceptual Master Plan:

-

C. Permitted Uses:

- Commercial, office, and residential (stacked dwelling units) are allowed in this zone.
- At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.
- Individual retail uses in this zone are limited to a maximum gross floor area of 65,000 square feet.

Staff Comment: The proposed uses within the development comply with these requirements.

D. Height:

- A maximum height of 45 feet above the midpoint of the frontage of the subject property along NE 85th Street to a maximum of 67 feet along the northern property line.
- The ground floor of all structures on the subject property shall be a minimum of 15 feet in height.

Staff Comment: The applicant's plans will need to show compliance with the applicable height limit. The applicant is pursuing a code amendment that would increase the maximum height from 67 feet to 75 feet to allow decorative parapets, rooftop amenity spaces, railings and landscape planters.

- E. Lot Coverage: The maximum lot coverage for the site is 80 percent.

Staff Comment: The applicant's plans will need to show compliance with the maximum lot coverage requirement. The applicant is pursuing a code amendment that would increase the maximum lot coverage from 80 percent to 100 percent.

- F. Setbacks, Landscape Buffers and Parking: As established in the Conceptual Master Plan process.

Staff Comment: The DRB should review the proposed setbacks and landscape buffers. Staff will provide direction on the required parking spaces after review Traffic Impact Analysis and Parking Study has been completed.

- G. Affordable Housing Requirements: The project is required to provide at least 10 percent of the units as affordable housing units as defined in KZC Chapter 5.

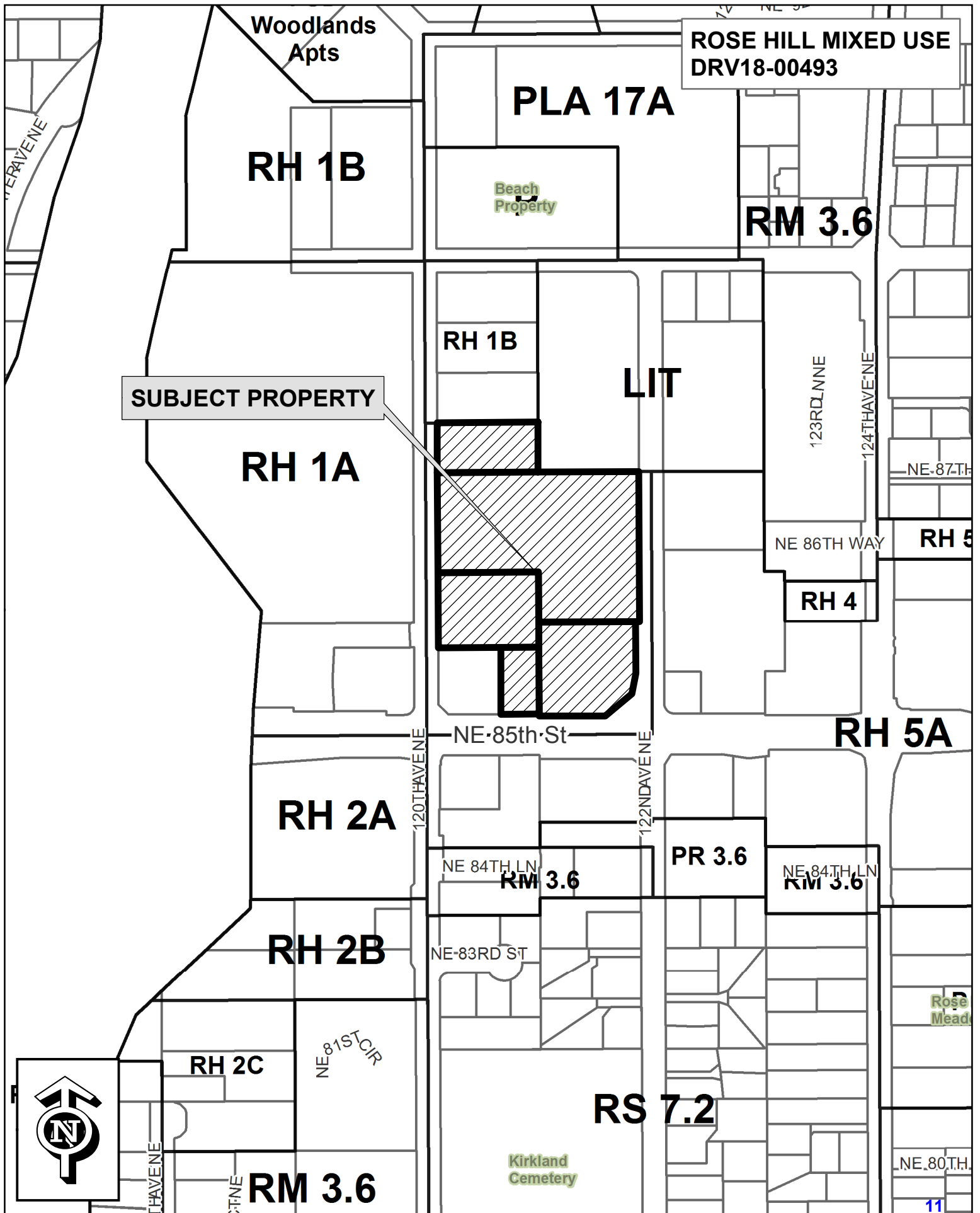
Staff Comment: Staff has not yet evaluated the proposed project for compliance with the City's Affordable Housing Regulations. The review will occur as part of the building permit.

VII. PUBLIC COMMENT

Prior to the finalization and distribution of this staff memo, no public comments were received.

VIII. ATTACHMENTS

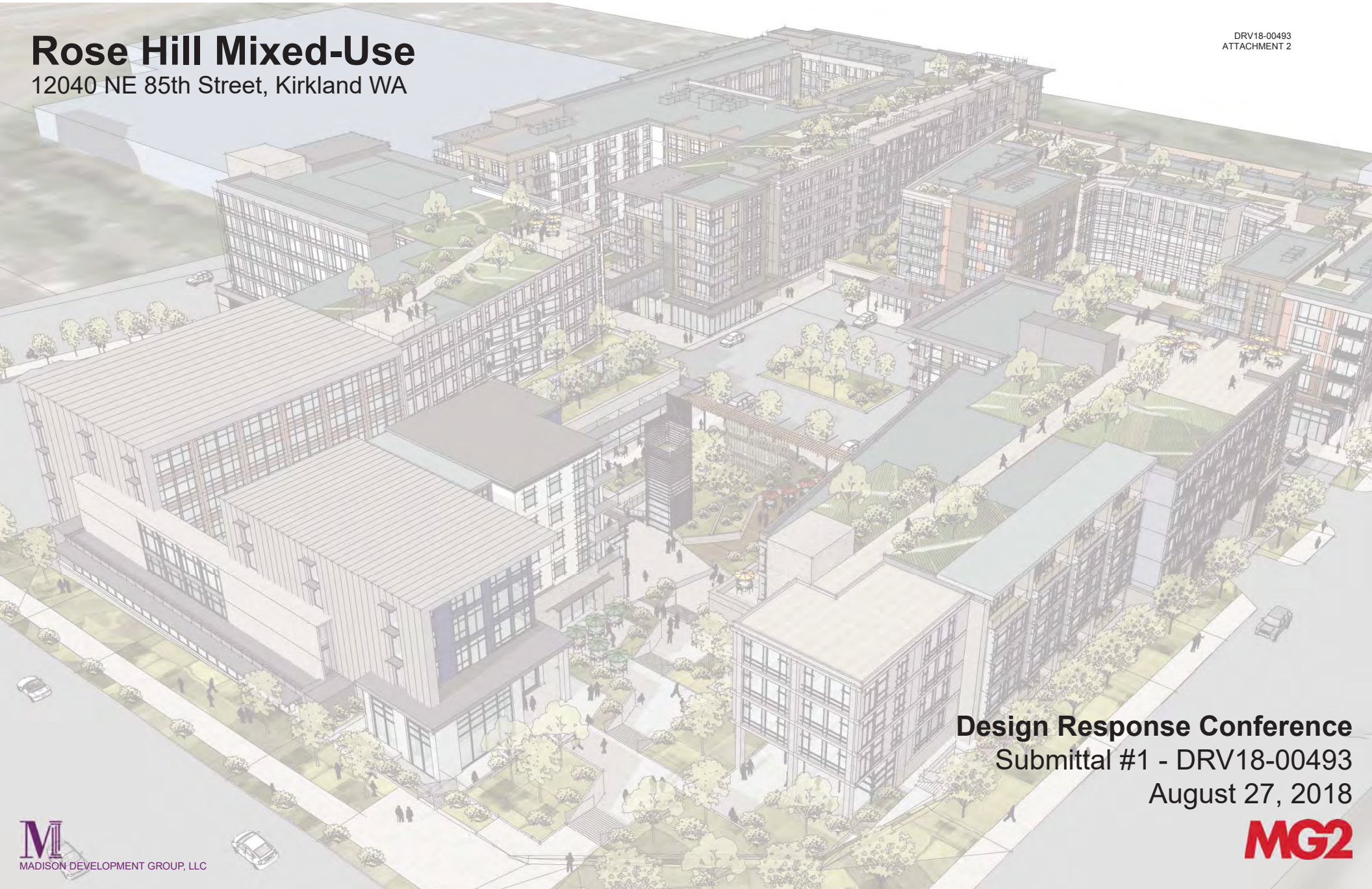
1. Vicinity Map
2. Applicant's Plan Submittal
3. Development Standards
4. RH3 Use Zone Chart



Rose Hill Mixed-Use

12040 NE 85th Street, Kirkland WA

DRV18-00493
ATTACHMENT 2



Design Response Conference
Submittal #1 - DRV18-00493
August 27, 2018

MG2

PROJECT INFORMATION

SITE ADDRESS:	12040 NE 85th Street Kirkland, WA 98033
PARCEL NUMBERS:	1238500110 1238500115 1238500125 1238500135 1238500140
LOT AREA:	300,500 SF
ZONING:	RH 3 (Rose Hill Business District)
OVERLAY DISTRICT:	85th Sub-Area Plan
LOT COVERAGE:	Actual: 91% Required: 80% (Proposed Zoning Amendment for 100%)
CURRENT USES:	Mixed Retail Food Service Residential Surface Parking
BLDG. MAX. HEIGHT:	Actual: 73'-0" Required:67'-0" (Proposed Zoning Amendment for 75'-0")

PROJECT TEAM

DEVELOPER Madison Development Group, LLC Jim Gallagher 141 Front Street North Issaquah, WA 98027 425.889.9500	ARCHITECT MG2 Gabriel Reed 1101 Second Ave, Suite 100 Seattle, WA 98101 206.962.6839
CIVIL ENGINEER Barghausen Consulting Engineers, Inc Daniel Balmelli 18215 72nd Avenue South Kent, WA 98032 425.251.6222	LANDSCAPE ARCHITECT Brumbaugh & Associates Kristen Lundquist 600 North 85th Street, Suite 102 Seattle, WA 98103 206.297.4430
TRANSPORTATION ENGINEER Transportation Engineering NorthWest Jeff Haynie 11400 SE 8th Street, Suite 200 Bellevue, WA 98004 425.250.5001	
MEP WSP USA 999 3rd Ave #3200 Seattle, WA 98104	

VERTICAL TRANSPORTATION
Lerch Bates, Inc
Carl Cary
19515 North Creek Parkway #304
Bothell, WA 98011
425.205.2205



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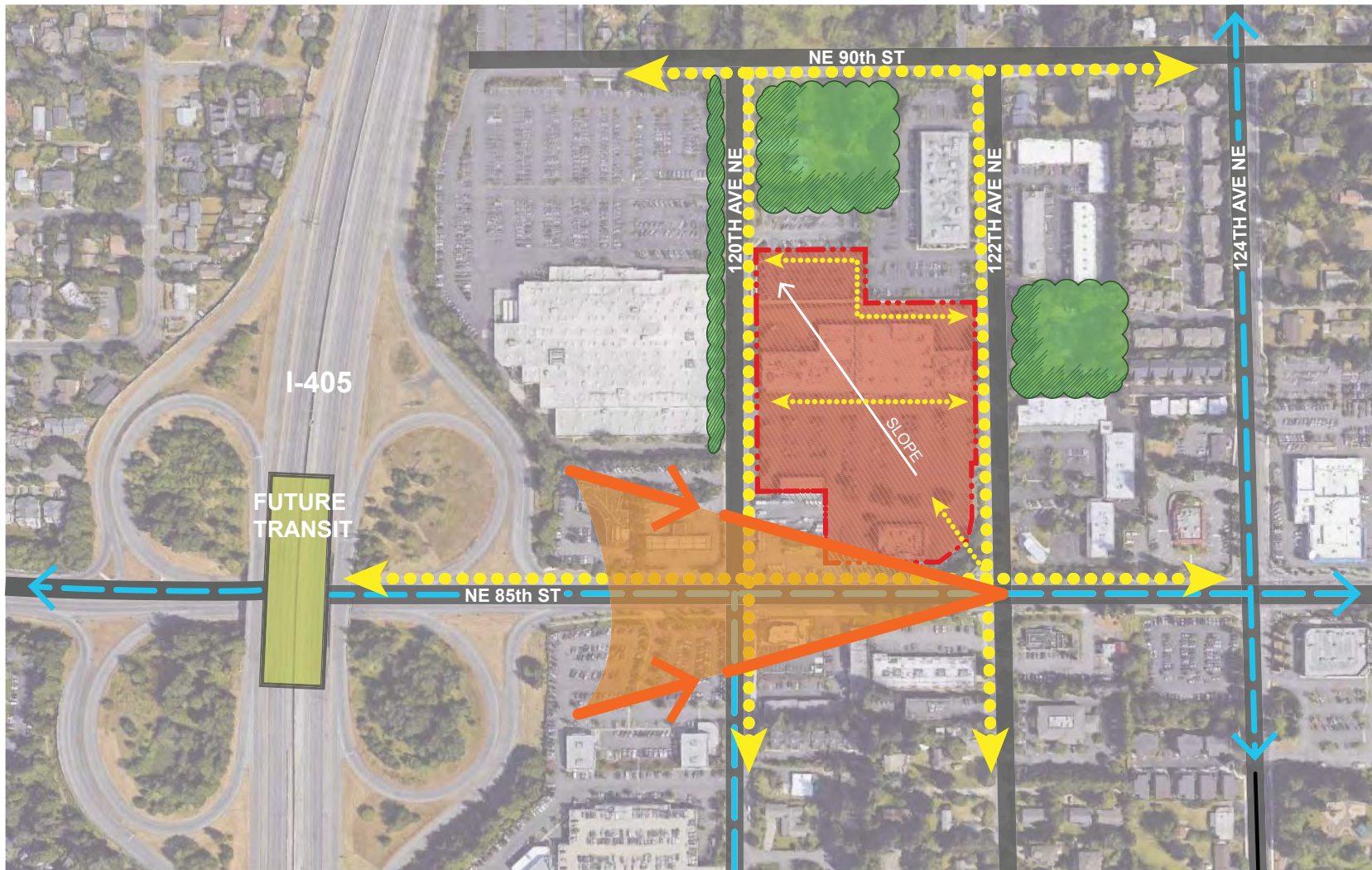
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GROSS FLOOR AREA SUMMARY	
SITE AREA	300,500 SF
GROSS FLOOR AREA (LEVEL 1 & ABOVE)	
RESIDENTIAL (4 BUILDINGS)	633,900 SF
COMMERCIAL	115,800 SF
PARKING/BOH	39,000 SF
TOTAL GFA (LEVEL 1 & ABOVE)	788,700 SF
GROSS FLOOR AREA (BELOW LEVEL 1)	
RESIDENTIAL	0 SF
COMMERCIAL	79,600 SF
PARKING/BOH	626,000 SF
TOTAL GFA (BELOW LEVEL 1)	705,600 SF
TOTAL GFA	1,494,300 SF
PARKING COUNTS	
ABOVE GRADE (LEVEL 1)	65
BELOW GRADE (LEVEL P1-P3)	1,246
TOTAL PARKING COUNT	1,311

DEVELOPMENT SUMMARY - BY BUILDING					
BUILDING	RESIDENTIAL (SF)	COMMERCIAL (SF)	PARKING/BOH (SF)	TOTAL GFA (SF)	UNITS
A	225,240	119,200	-	344,440	279
B	120,560	20,500	-	141,060	152
C	100,400	21,900	-	122,300	122
D	187,700	33,800	-	221,500	224
TOTAL	633,900	195,400	665,000	1,494,300	777



- Property Line
- ... Pedestrian Access
- Transit
- Scale Transition
- Existing Trees

REGIONAL CENTER ← → NEIGHBORHOOD CENTER

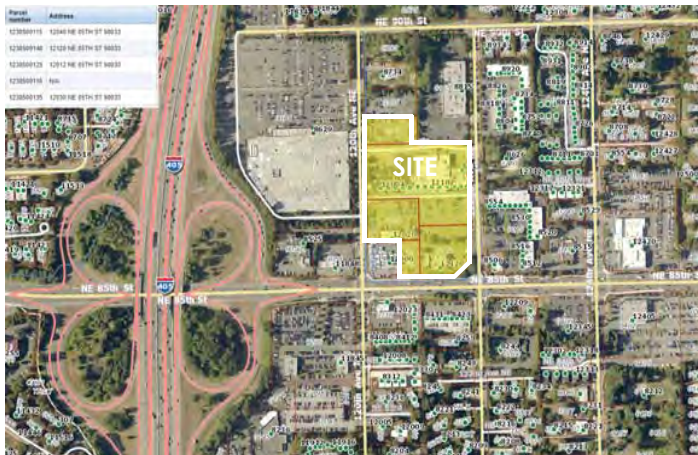


URBAN DESIGN DIAGRAM | 4
ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018

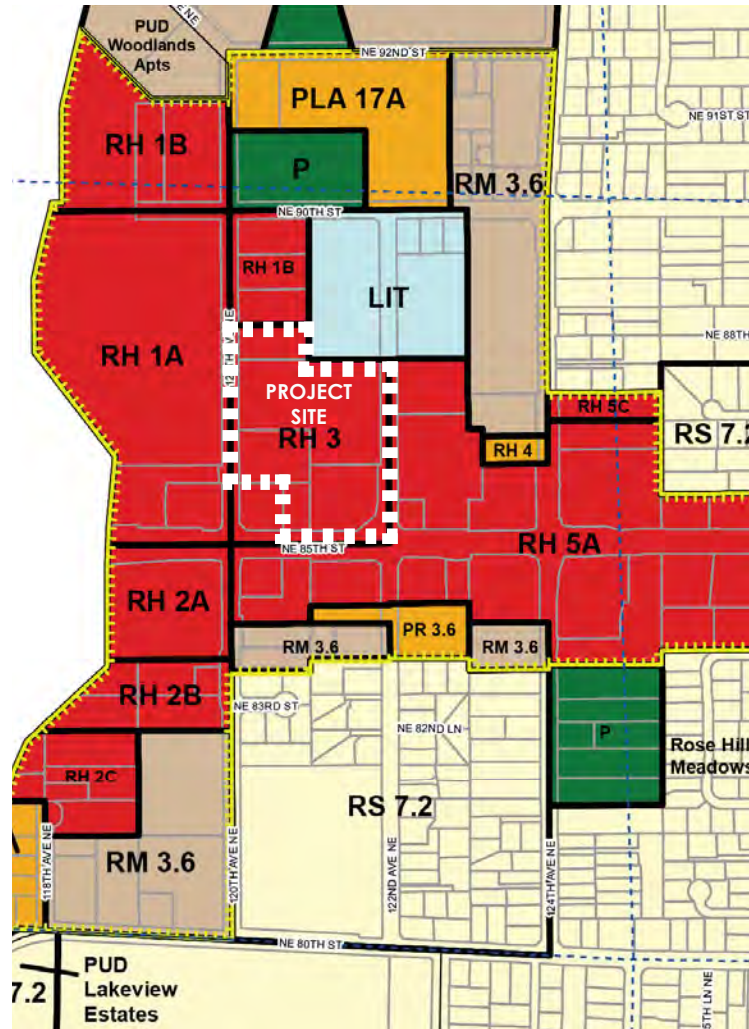




VICINITY MAP



PARCEL MAP



ZONING MAP



ZONING CODE

SECTION 53.32 - GENERAL REGULATIONS

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.

2. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimensions of such elements may not exceed 25 percent of the length of the structure.

3. Individual retail uses in this zone are limited to a maximum gross floor area of 65,000 square feet.

4. At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through block pedestrian pathway or an internal pathway.

5. The ground floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:

- The following uses: Vehicle service stations, automotive service centers, private lodges or clubs, attached or stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community facilities.
- Parking Garages.
- Additions to existing nonconforming

Development where the planning official determines it is not feasible.

6. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works official may:

- Require access from side streets; and/or
- Encourage properties to share driveways, circulation and parking areas; and/or
- Restrict access to right turn in and out; or
- Prohibit access altogether along NE 85th Street.

7. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.

8. Access for drive-through facilities must be approved by the Public Works official. See KZC 105.96 for requirements.

9. A through-block pedestrian pathway shall be installed pursuant to the through-block pathway standards in KZC 105.19; see Plate 34k:

- Along the north portion of the zone to make an east-to-west pedestrian connection between 124th Avenue NE and 120th Avenue NE as designated in the Comprehensive Plan; and
- Connecting the north end of the zone to NE 85th Street.

10. For lighting requirements associated with development, see KZC 115.85(2).



- 1 U-Haul
- 2 Costco
- 3 76 Gas Station
- 4 Avio Office Building
- 5 Arris Building
- 6 Mercury's Coffee
- 7 Rose Hill Plaza
- 8 McDonalds
- 9 Honda of Kirkland
- 10 Taco Time
- 11 Starbucks
- 12 Walgreens
- 13 Safeway
- 14 Lee Johnson Mazda
- 15 Kirkland Retail & Car Center
- 16 Kirkland Court
- 17 Jiffy Lube
- 18 Jonesco Business Park
- 19 Rose Hill Presbyterian Church

Transit

- Future I-405 BRT Station & Interchange
- Kirkland Way Park & Ride
- Transit Network
- Secondary Transit Network
- Bus Stop





1

120TH AVE NE AT CROSSWALK



2

NORTHEAST CORNER OF THE SITE



3

INTERSECTION OF NE 85TH ST AND 120TH AVE NE



4

INTERSECTION OF NE 85TH ST AND 122ND AVE NE



CONTEXT PHOTOS | 7

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018

MG2



5

NE 90TH ST AND 120TH AVE NE



6

MID-BLOCK 122ND AVE NE



7

MID-BLOCK NE 85TH ST



8

MID-BLOCK 120TH AVE NE



CONTEXT PHOTOS | 8

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018

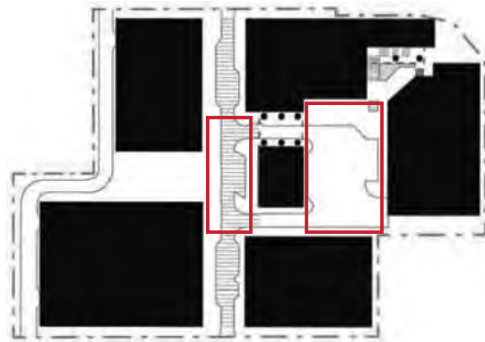


CONCEPTUAL DESIGN CONFERENCE SUMMARY & COMMENTS

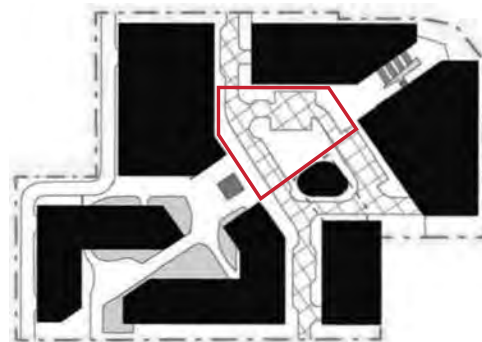
Presented on June 5, 2017 by Hewitt Architects

In general, the board appreciated the overall massing of the buildings.
They would like to see further development of the north side and facade along 85th.
They also encourage further development of the hub scheme design.
The size of the hub scheme's open space seemed about right.

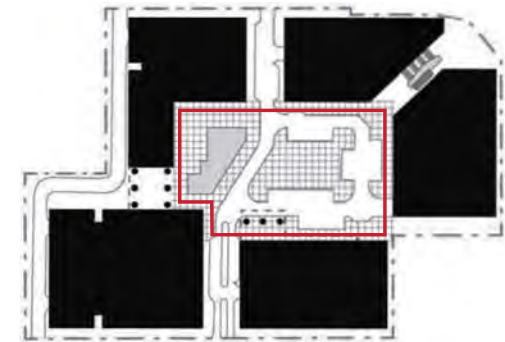
1 - DRB: Concern for the north facade and the height of the structure when viewed from the neighborhood to the north.	RESPONSE: The massing along the north side of the project has been carefully considered to no impose upon the adjacent properties. The building facades have been held back from the north property line approximate 45' to provide perimeter auto and pedestrian circulation and landscape buffering which minimizes the impact of the proposed buildings via landscaping and distance. In addition, the north building facades of building A and B have upper level step-backs, are broken into two separate buildings and provide generous modulation.
2 - DRB: Thinks the interior could be simplified with a diagonal piazza or simpler shape at the interior.	RESPONSE: Previous DRB deliberations favored the size of the Hub Scheme while preferring the well defined, strong form of the Piazza Scheme. Our proposed plaza configuration is a well-defined rectangular space that has been divided into distinctive automobile and pedestrian plazas. The space is well organized and easily comprehended which aids in clear circulation with a central focus.
3- DRB: Food services from the grocery store could engage 85th, ensure activation happens along 85th.	RESPONSE: Activation of the SE corner terraces and entrance stairs is very important to the success of the pedestrian access to the intersection. The grocery mezzanine will likely include a food service dining area, is positioned to spill out onto one of these mid-level terraces. The 85th street frontage will be well engaged via a continuous clerestory storefront which looks down into the grocery store. The east end of this frontage will provide a commercial space and a residential entrance/ lobby which is well-connected to the SE corner plaza.
4 - DRB: The abruptness of the approach to U-Haul, may also be an issue. We want to make sure that we don't end up with a very abrupt wall here, which is along 85th.	RESPONSE: Any previous abruptness between the building mass along 85th st. Relative to the U-Haul site, has been mediated by bifurcating our south facade into two buildings. In addition, the west elevation adjacent to u-haul of our residential massing has been held back from the property line and broken into two distinct building masses. This variation in facade design and orientation helps provide visual interest adjacent to the U-Haul Property.
5- DRB: Would like to see how the long walls will be modulated and/or broken up along 120th and 122nd.	RESPONSE: The previous scheme's long walls along the east and west elevations have been broken into more equal lengths, as well as been well modulated into distinctive facade types.
6- DRB: How will pedestrians like kids travel through the site? It's clear that the east is friendlier then west.	RESPONSE: Pedestrians well access and travel through the site via well defined access points. The southeast corner plaza will invite the visitors with a generous and well organized sequence of terraces connected via a grand stair. Entrance drives with generous sidewalks and landscaping will connect both 120th and 122nd Street's to the interior plaza. The need for any exterior circulation between the northwest in northeast side corners isn't relevant to off-site or on site circulation.
7 - DRB: The dilemma is that the project faces inward. I'm going to encourage the applicant to also face outward along 120th & 85th, in the same way that happens along 122nd.	RESPONSE: The previous scheme fronted parking garages along both 120th and 122nd. This exposed parking garage layout has been eliminated. The 122nd street elevation now provides street level commercial to residential entrance lobby's, with some residential units buffered by landscaping. The 120th street elevation now provides street level health club storefronts and residential entrances. Both 120th and 1202nd now provide pedestrian oriented frontages which provide an interesting and active walk and experience.
8 - DRB: I'm not sure that the Costco is a destination, or that the pedestrian pathway needs to extend all the way to the north. Signalization will be required at some point in the future.	RESPONSE: The existing pedestrian crosswalk will likely need to be relocated to provide direct access from the Costco store to the remaining Costco parking opposite 120th st. Whether signalization is necessary is yet to be determined.
9 - DRB: Residential uses at the ground floor should be encouraged along the sidewalks at both 120th & 122nd. Would like to see ground floor connections with section or elevations.	RESPONSE: Please see previous response regarding project facing outwards towards 120th and 122nd streets.
10 - DRB: Would like to see some of the clarity of the strong interior piazza form brought into the hub scheme, through the use of paving, landscape material, and edges of buildings.	RESPONSE: The strength of the previous interior piazza scheme was in the clarity of it's geometric space. Unfortunately, the development of the parking and pedestrian areas appeared very suburban and reminiscent of the strip retail center. Comparatively, we have reduce the size of the plaza, defined distinctive automobile versus pedestrian areas, and suggest clearly defined circulation patterns and casual seating areas, separated by generous landscaping. Please see the illustrated site plan.
11 - DRB: Definition of the outdoor room configuration is important. Sun exposure is important to preserve along the north edge of the grocery store, and the massing of the housing above.	RESPONSE: The central plaza is well defined by the adjacent commercial spaces, with the pedestrian implies a space appropriately scaled to appear well utilized and active. The upper residential facades are stepped back from the commercial massing to provide a secondary upper plaza scale which affords generous sunlight. The upper residential mass along 85th ST is divided to provide excellent midday sun exposure. The pedestrian plaza as well as the north grocery frontage will be an excellent outdoor experience.



OPTION 1 **STREET**



OPTION 2 **HUB**
CHOSEN CONCEPT

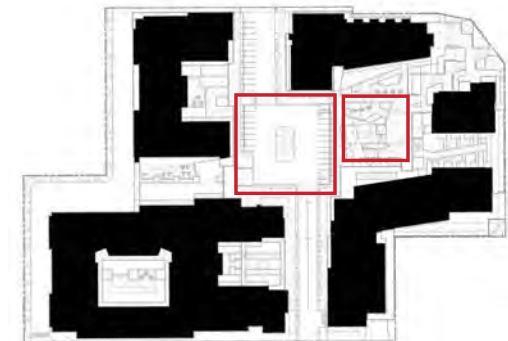


OPTION 3 **PIAZZA**

CONCEPTUAL DESIGN CONFERENCE CONCEPTS

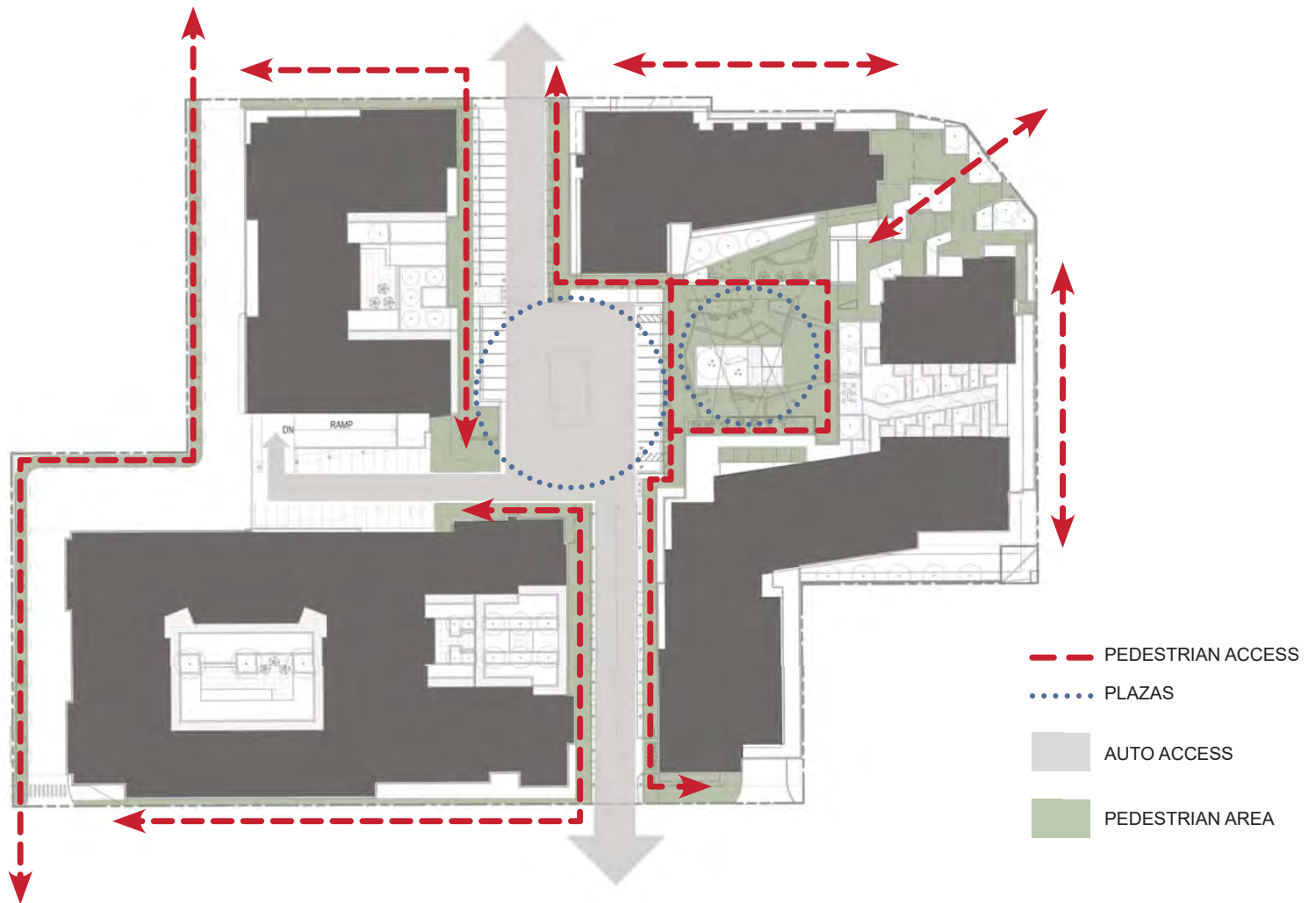
SUMMARY OF CDC COMMENTS

- Height of structure when viewed from the North.
- Interior of plaza should not be complex.
- Food services from grocery could engage 85th, activation is important.
- Entrance to U-Haul should not be too abrupt from 85th.
- Long walls along 120th and 122nd should be modulated.
- Travel through the site should be clear and friendly.
- We are encouraged to have the project face both inward and outward.
- Residential uses at sidewalk should be encouraged along 120th and 122nd.
- Strong interior plaza form is positive.
- Sun exposure to interior spaces is important.



DESIGN REVIEW CONCEPT





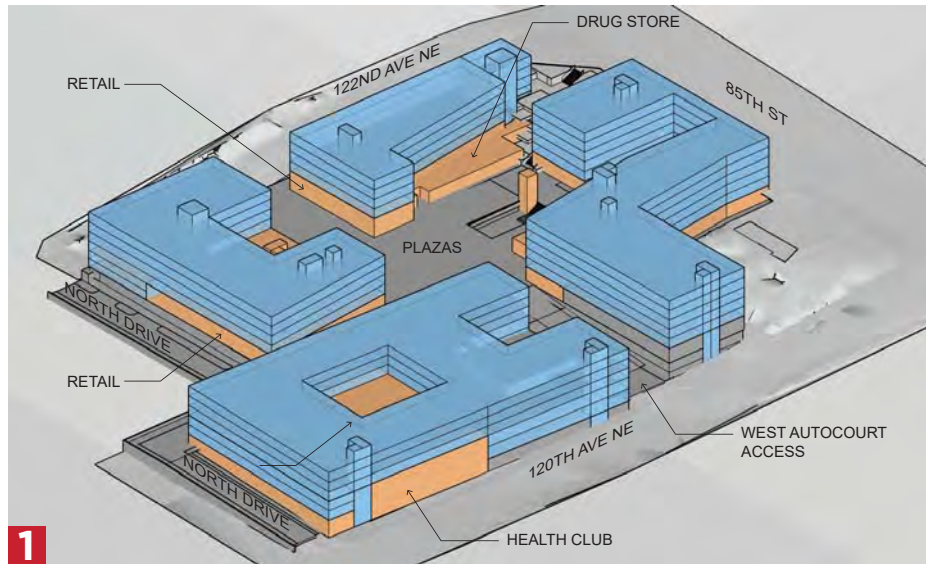


CONCEPTUAL SITE PLAN | 12
 ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018



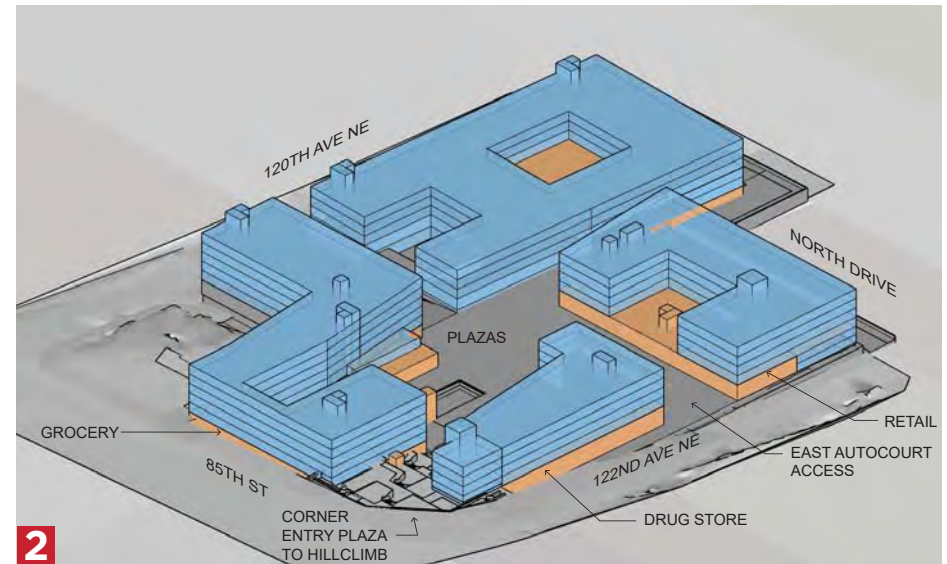
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- RESIDENTIAL
- PARKING / BOH



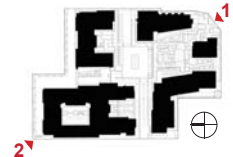
1

VIEW FROM NORTHWEST



2

VIEW FROM SOUTHEAST



MASSING USE DIAGRAM | 13

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018



KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES



LEVEL P3 - FLOOR PLAN | 14

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018



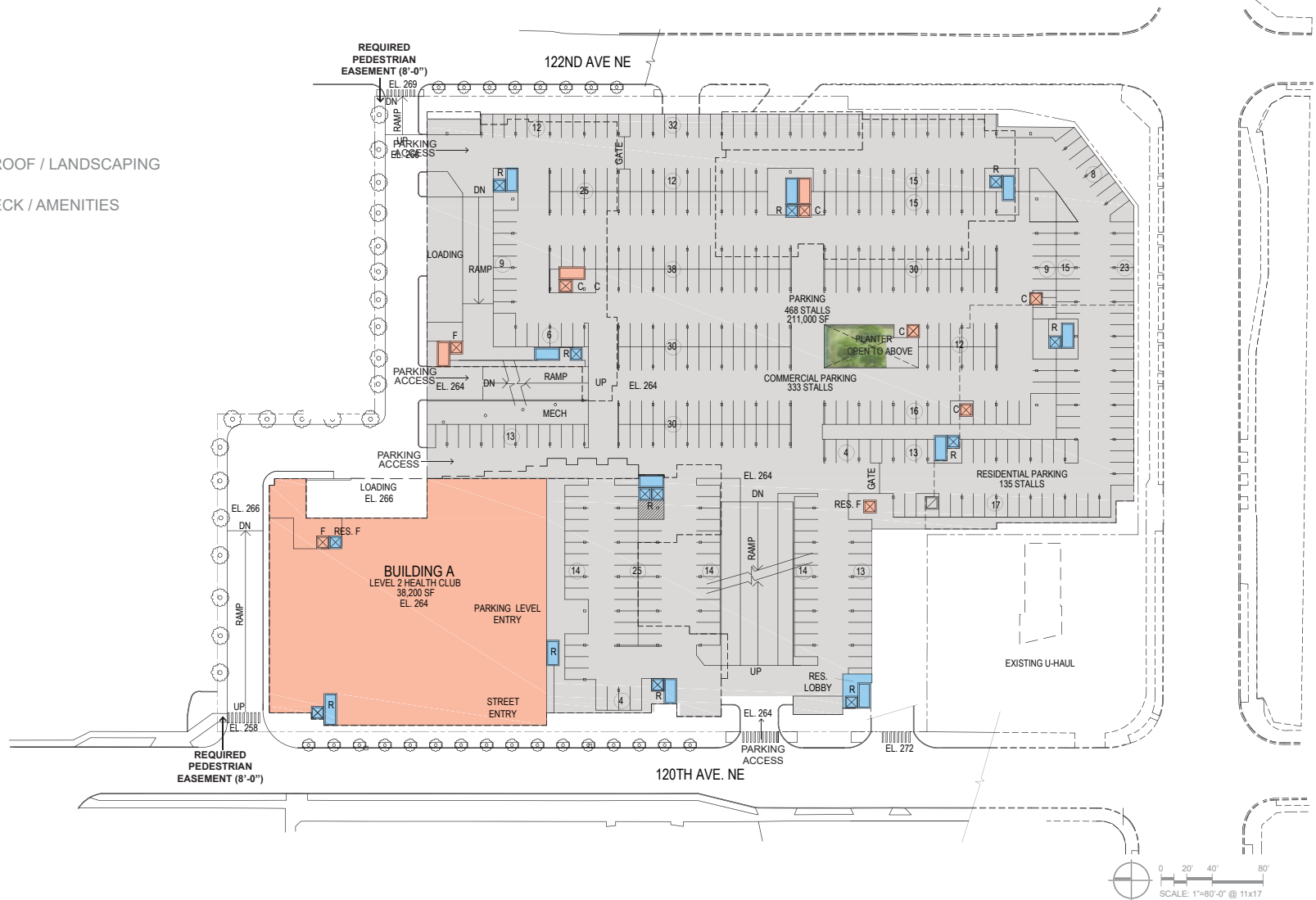
KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES



KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES



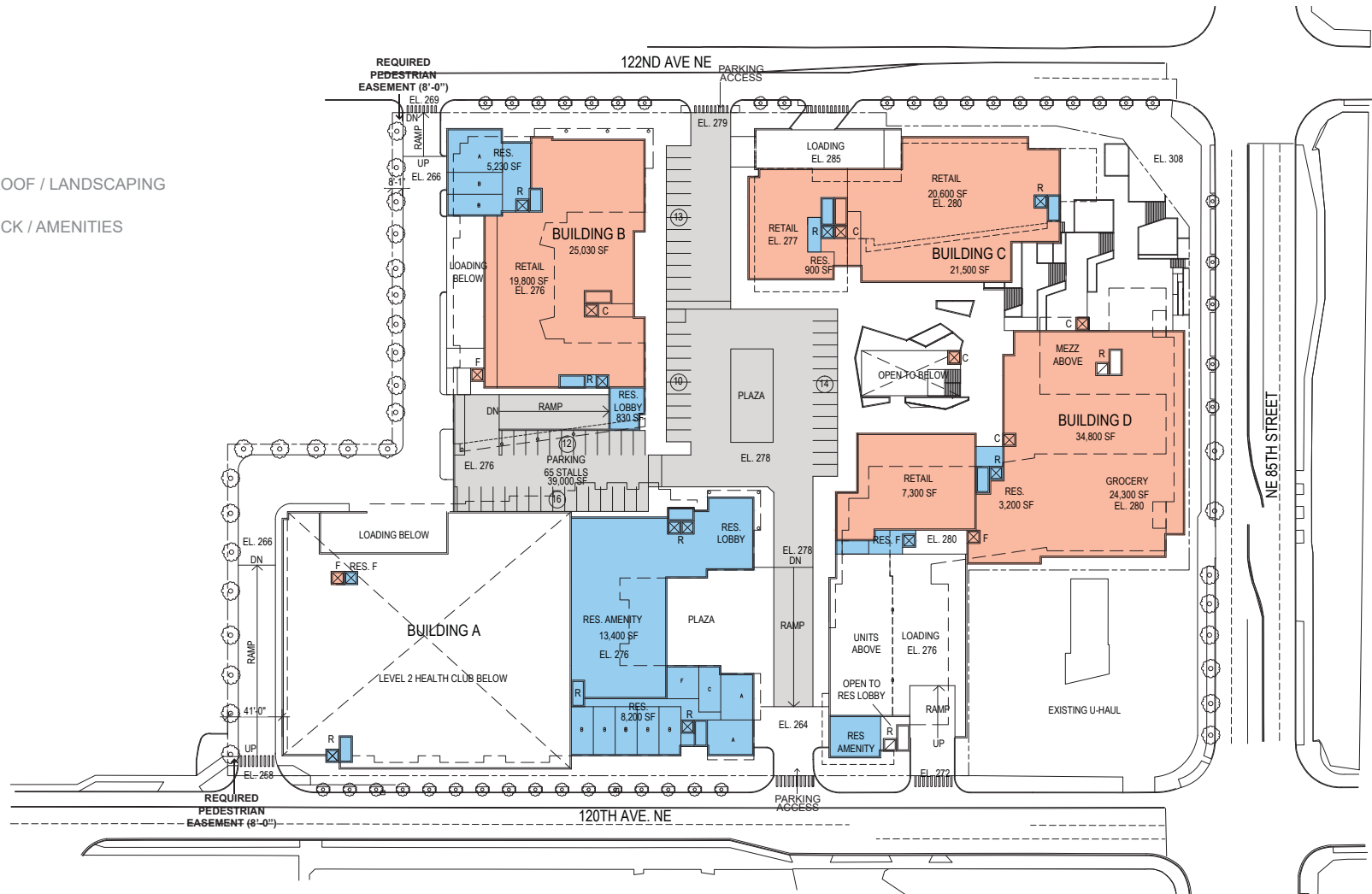
LEVEL P1 - FLOOR PLAN | 16

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018



KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES



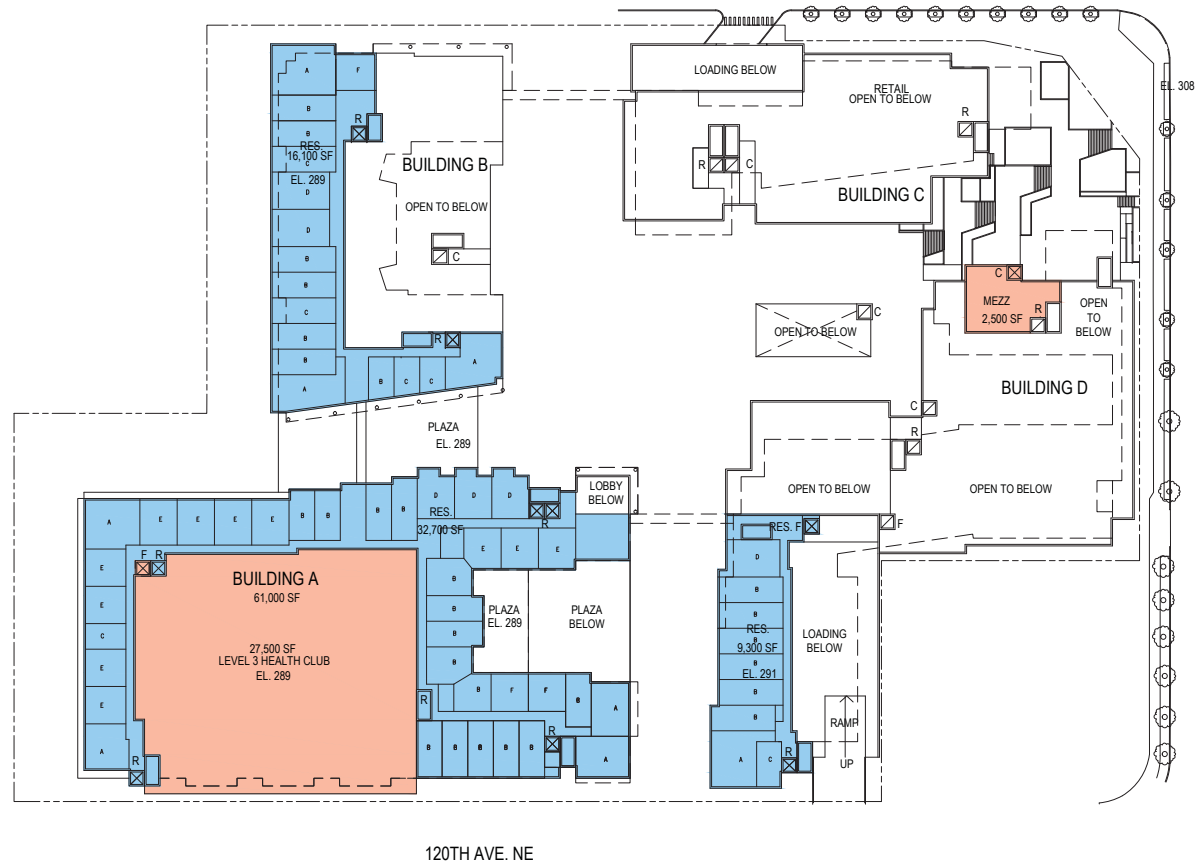
LEVEL 1 - FLOOR PLAN | 17

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018



KEY

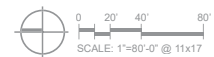
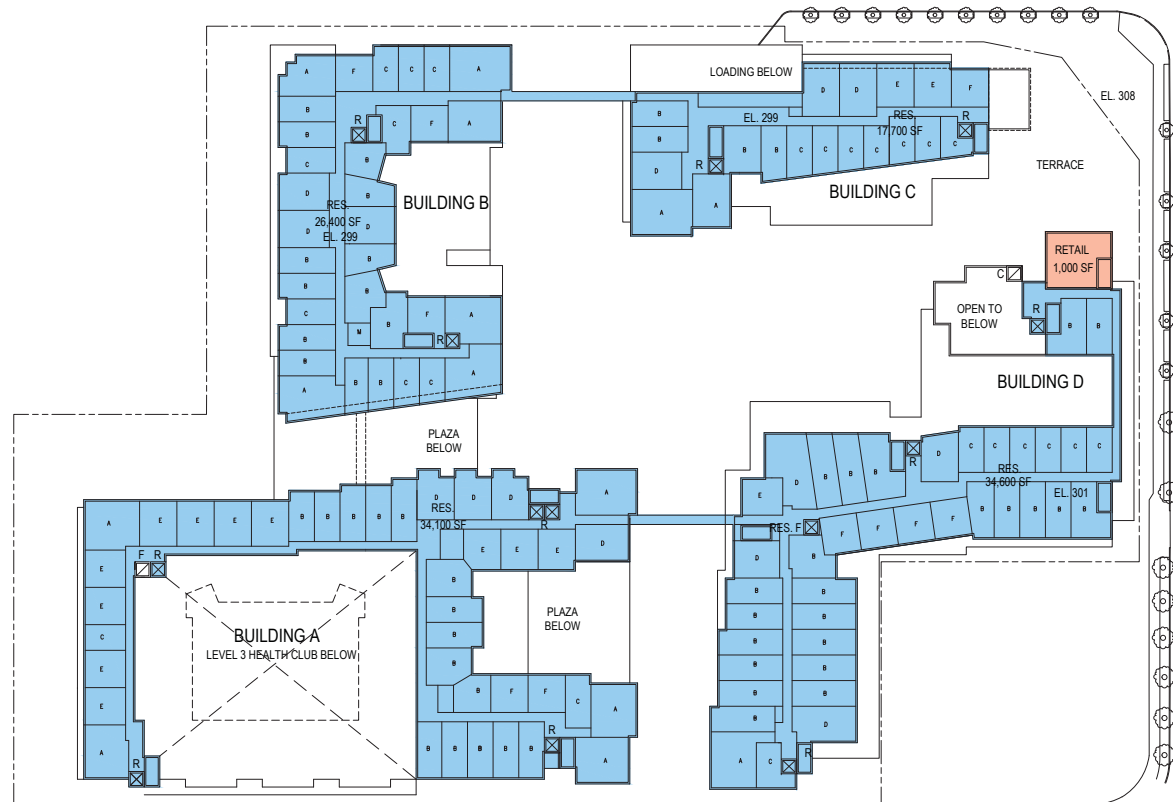
- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES



120TH AVE. NE

KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES



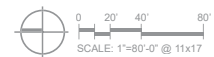
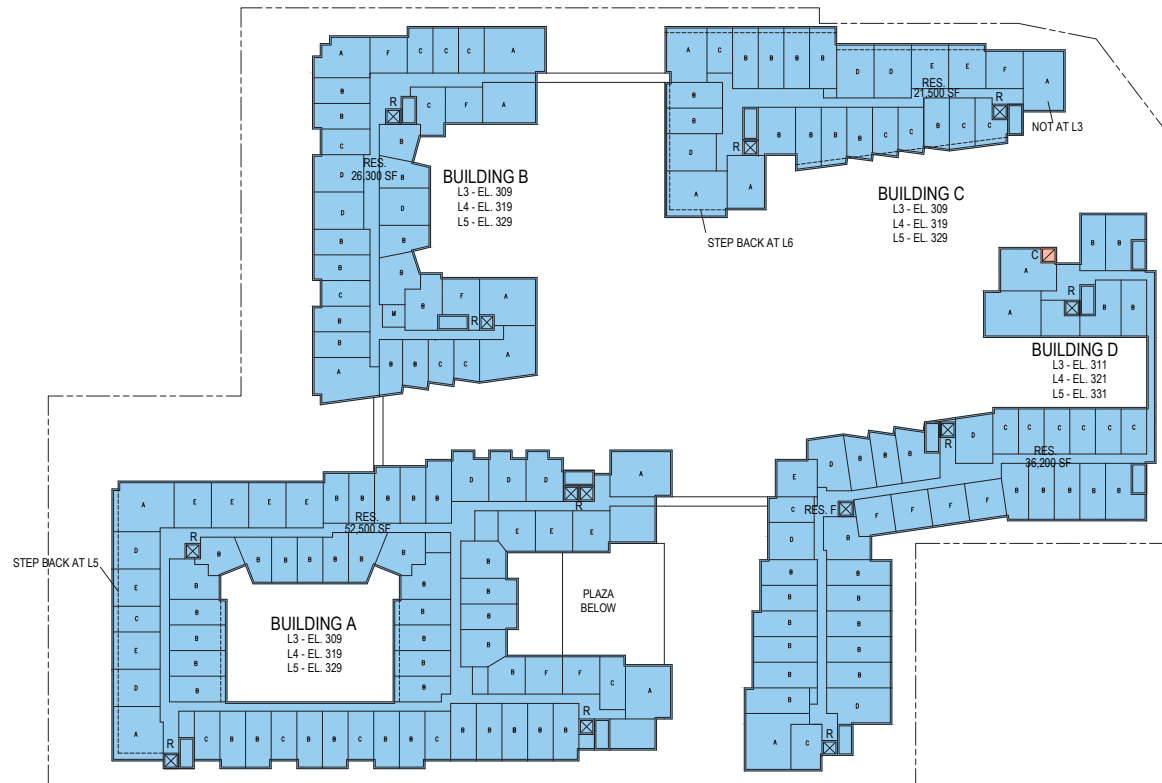
LEVEL 2 - FLOOR PLAN | 19

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018



KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES



LEVEL 3-5 - FLOOR PLAN | 20
ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018



KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES



ROOF/LEVEL 6 - FLOOR PLAN | 21
 ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018



KEY

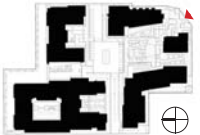
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- PARKING / BOH
- PRELIMINARY GREEN ROOF / LANDSCAPING
- PRELIMINARY ROOF DECK / AMENITIES

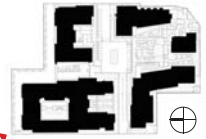


ROOF - FLOOR PLAN | 22

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018

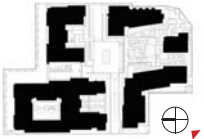


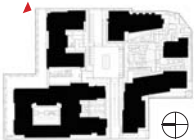




NW AERIAL RENDER | 24

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018







1
CORNER OF NE 85TH ST & 122ND AVE NE



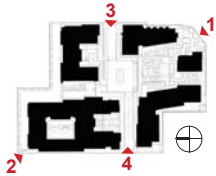
2
LOOKING DOWN 120TH AVE NE & NORTH ACCESS ROAD



3
EAST AUTOCOURT ACCESS FROM MID-BLOCK OF 122ND AVE NE



4
WEST AUTOCOURT ACCESS FROM MID-BLOCK OF 120TH AVE NE





5
120TH AVE NE ST BY U-HAUL



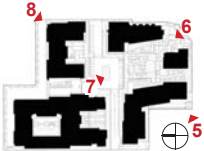
6
SOUTHEAST AERIAL AT HILLCLIMB



7
PLAZA AERIAL LOOKING SOUTHEAST



8
NE CORNER LOOKING DOWN 122ND AVE NE ST & NORTH ACCESS ROAD



PROPOSED MAX. HEIGHT - EL. 357.5'
 BLDG D ROOF - EL. 353'
 BLDG D LEVEL 6 - EL. 341'
 BLDG D LEVEL 5 - EL. 331'
 BLDG D LEVEL 4 - EL. 321'
 BLDG D LEVEL 3 - EL. 311'
 BLDG D LEVEL 2 - EL. 301'
 BLDG D LEVEL 1.5 - EL. 291'
 BLDG D LEVEL 1 - EL. 280'



PROPOSED MAX. HEIGHT - EL. 355'
 BLDG C ROOF - EL. 351'
 BLDG C LEVEL 6 - EL. 339'
 BLDG C LEVEL 5 - EL. 329'
 BLDG C LEVEL 4 - EL. 319'
 BLDG C LEVEL 3 - EL. 309'
 BLDG C LEVEL 2 - EL. 299'
 BLDG C LEVEL 1 - EL. 280'

1 SOUTH ELEVATION ALONG 85TH ST

PROPOSED MAX. HEIGHT - EL. 355'
 BLDG C ROOF - EL. 351'
 BLDG C LEVEL 6 - EL. 339'
 BLDG C LEVEL 5 - EL. 329'
 BLDG C LEVEL 4 - EL. 319'
 BLDG C LEVEL 3 - EL. 309'
 BLDG C LEVEL 2 - EL. 299'
 BLDG C LEVEL 1 - EL. 280'



PROPOSED MAX. HEIGHT - EL. 345'
 BLDG B ROOF - EL. 341'
 BLDG B LEVEL 5 - EL. 329'
 BLDG B LEVEL 4 - EL. 319'
 BLDG B LEVEL 3 - EL. 309'
 BLDG B LEVEL 2 - EL. 299'
 BLDG B LEVEL 1.5 - EL. 289'
 BLDG B LEVEL 1 - EL. 276'
 BLDG B LEVEL P1 - EL. 264'

2 EAST ELEVATION ALONG 122ND AVE NE



PROPOSED MAX. HEIGHT - EL. 345'
 BLDG B ROOF - EL. 341'
 BLDG B LEVEL 5 - EL. 329'
 BLDG B LEVEL 4 - EL. 319'
 BLDG B LEVEL 3 - EL. 309'
 BLDG B LEVEL 2 - EL. 299'
 BLDG B LEVEL 1.5 - EL. 289'
 BLDG B LEVEL 1 - EL. 276'
 BLDG B LEVEL P1 - EL. 264'



PROPOSED MAX. HEIGHT - EL. 345'
 BLDG A ROOF - EL. 341'
 BLDG A LEVEL 5 - EL. 329'
 BLDG A LEVEL 4 - EL. 319'
 BLDG A LEVEL 3 - EL. 309'
 BLDG A LEVEL 2 - EL. 299'
 BLDG A LEVEL 1.5/H3 - EL. 289'
 BLDG A LEVEL 1 - EL. 276'
 BLDG A LEVEL HC2 - EL. 264'
 BLDG A LEVEL HC1 - EL. 249'

3 NORTH ELEVATION ALONG FIRE ACCESS ROAD

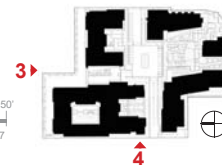
PROPOSED MAX. HEIGHT - EL. 345'
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 BLDG A LEVEL 5 - EL. 329'
 BLDG A LEVEL 4 - EL. 319'
 BLDG A LEVEL 3 - EL. 309'
 BLDG A LEVEL 2 - EL. 299'
 BLDG A LEVEL 1.5/H3 - EL. 289'
 BLDG A LEVEL 1 - EL. 276'
 BLDG A LEVEL HC2 - EL. 264'
 BLDG A LEVEL HC1 - EL. 249'



PROPOSED MAX. HEIGHT - EL. 357.5'
 BLDG D ROOF - EL. 353'
 BLDG D LEVEL 6 - EL. 341'
 BLDG D LEVEL 5 - EL. 331'
 BLDG D LEVEL 4 - EL. 321'
 BLDG D LEVEL 3 - EL. 311'
 BLDG D LEVEL 2 - EL. 301'
 BLDG D LEVEL 1.5 - EL. 291'
 BLDG D LEVEL 1 - EL. 280'

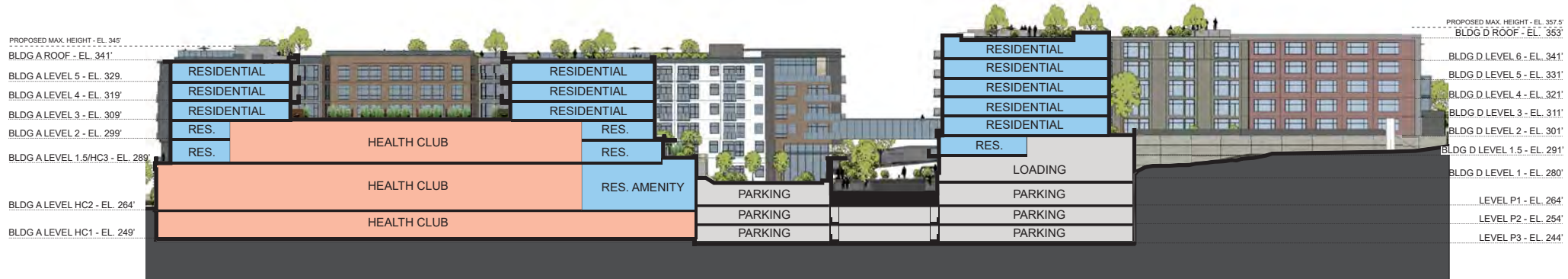
4 WEST ELEVATION ALONG 85TH ST 120TH AVE NE

0 12' 25' 50'
 SCALE: 1"=50'-0" @ 11x17





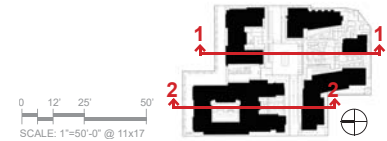
1 NORTH-SOUTH SECTION AT PLAZA LOOKING EAST

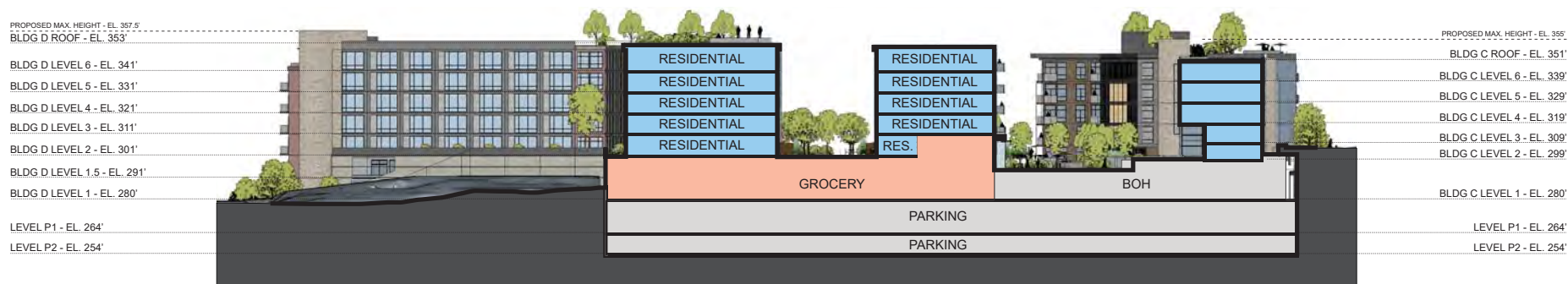


2 NORTH-SOUTH SECTION AT GYM LOOKING EAST

KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH





3 EAST-WEST SECTION AT PEDESTRIAN PLAZA LOOKING NORTH

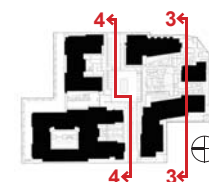


4 EAST-WEST SECTION AT AUTOCOURT LOOKING NORTH

KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH

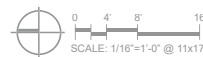
0 12' 25' 50'
SCALE: 1"=50'-0" @ 11x17



SITE SECTIONS | 32

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018

MG2



BLOOMING CANOPY



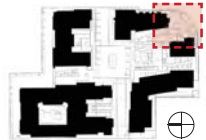
FALL COLOR



STEP AND WALL LIGHTING



SECTION THROUGH HILLCLIMB



ENLARGED HILLCLIMB PLAN | 33
ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018

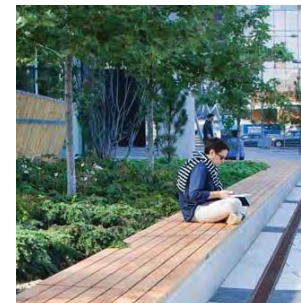




TRELLIS



VERTICAL GREEN ELEMENTS



LINEAR SEATING



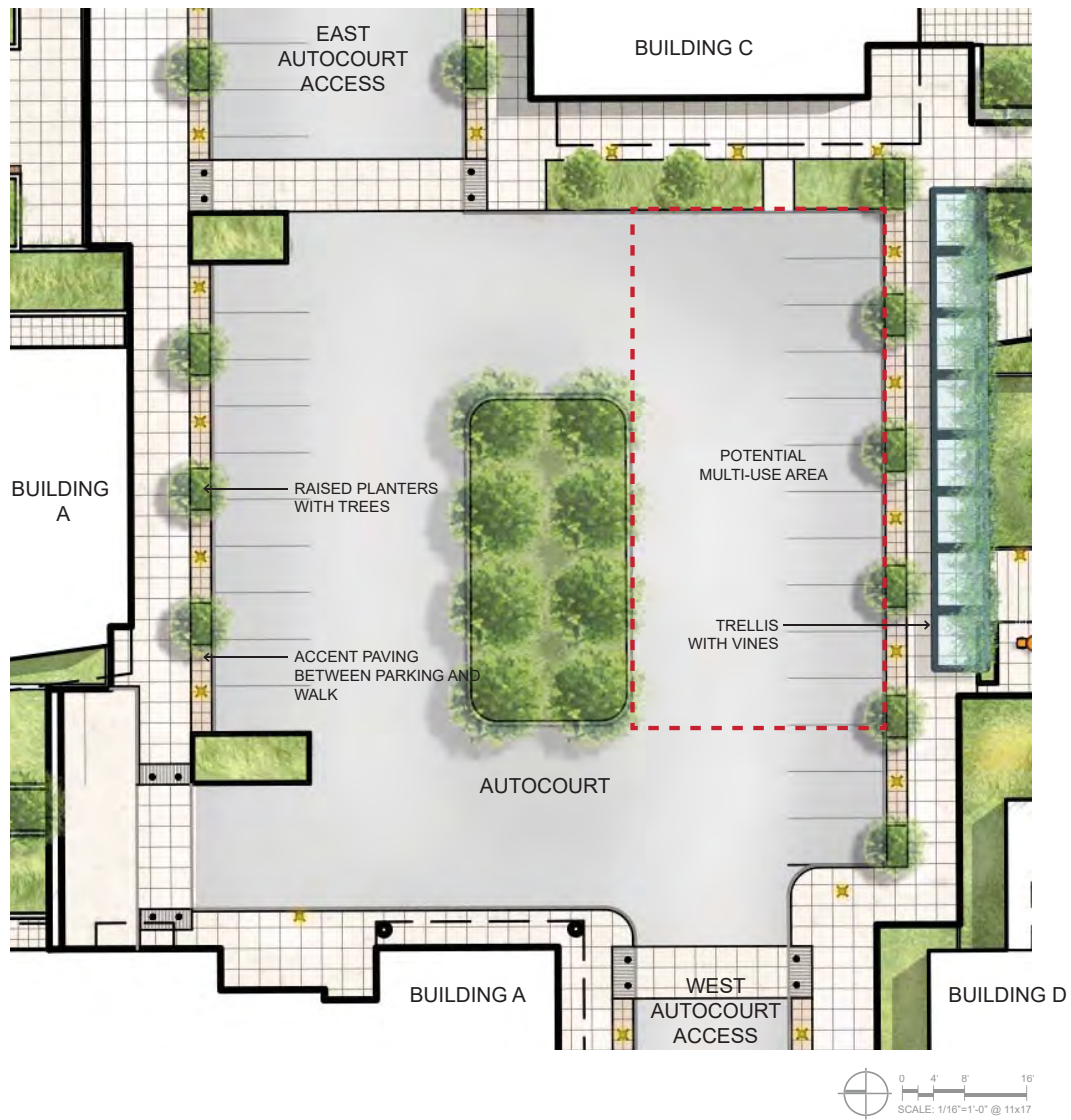
SIDEWALK RETAIL



ENLARGED PEDESTRIAN COURT PLAN | 34

ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018





ACCENT PAVING



MULTI-USE AREA

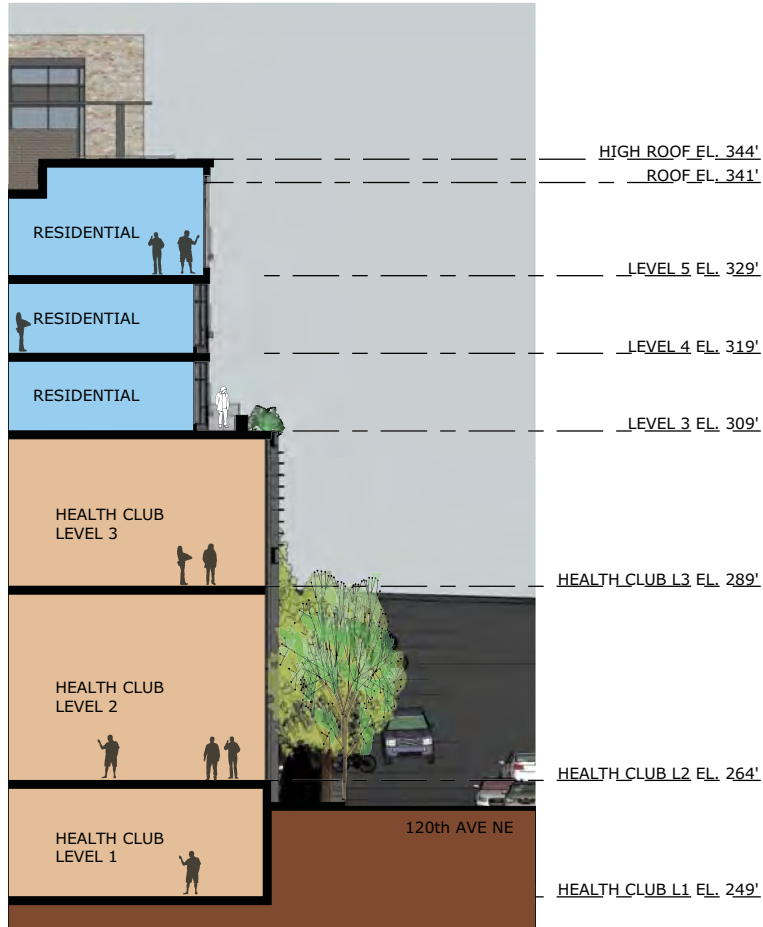


MULTI-USE AREA



ENLARGED AUTOCOURT PLAN | 35
ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018





A BUILDING A - WEST FRONTAGE SECTION

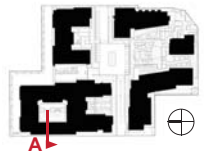


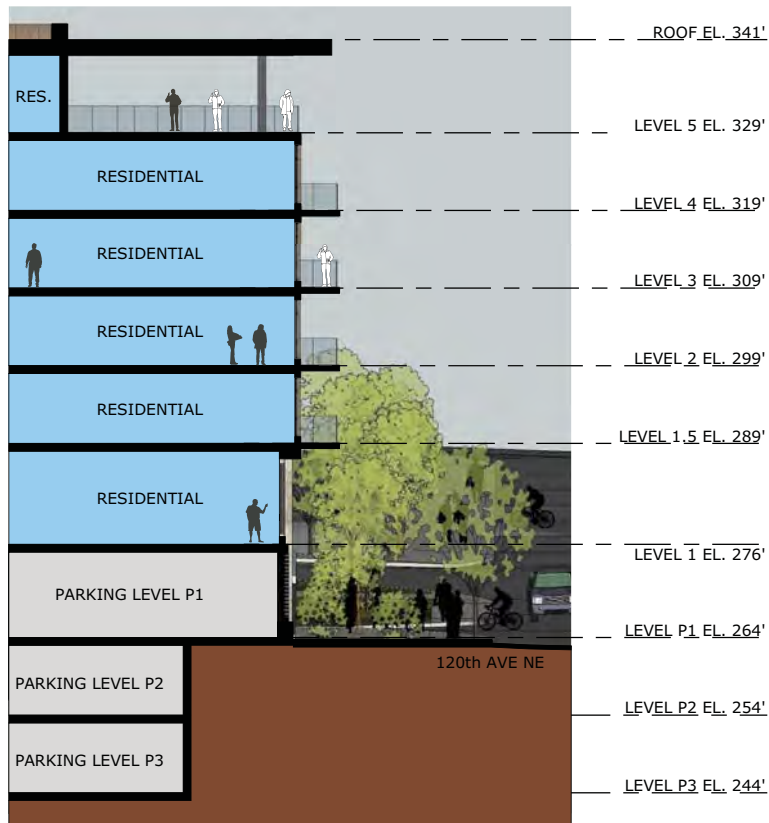
BUILDING A - ELEVATION ALONG 120TH AVE NE



BUILDING A - WEST FRONTAGE PLAN ALONG 120TH AVE NE

- KEY**
- COMMERCIAL
 - RESIDENTIAL
 - PARKING / BOH





B BUILDING A - WEST FRONTAGE SECTION

0 2' 4' 8'
SCALE: 1/16"=1'-0" @ 11x17



BUILDING A - ELEVATION ALONG 120TH AVE NE

0 6' 12' 25'
SCALE: 1"= 25'-0" @ 11x17

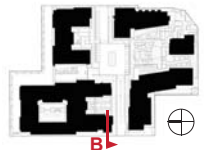


BUILDING A - WEST FRONTAGE PLAN ALONG 120TH AVE NE

0 6' 12' 25'
SCALE: 1"= 25'-0" @ 11x17

KEY

- COMMERCIAL
- RESIDENTIAL
- PARKING / BOH



FRONTAGE SECTIONS - 120TH AVE NE | 37
ROSE HILL MIXED-USE | DRC SUBMITTAL #1 | AUGUST 27, 2018

MG2