



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: December 21, 2020

File No.: DRV20-00621

Subject: **SLATER MIXED USE PROJECT
DESIGN RESPONSE CONFERENCE**

I. MEETING GOALS

At the January 4, 2021 Design Review Board (DRB) meeting, the DRB should conduct a Design Response Conference and determine if the project is consistent with the design guidelines contained in Design Guidelines for the Totem Lake Neighborhood, 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 Scale
- Pedestrian and Vehicular Access
- Open Space and Landscaping
- Building Materials, Color, and Details

II. PROPOSAL

The subject property is located at 12045 Slater Avenue NE (see Attachment 1). The applicant is proposing to construct a three-building, 7 story mixed-use project with residential apartments (486 units) and retail space (approximately 18,650 sq. ft.) (see Attachment 2). The proposal would have retail and residential in Building 1 and residential only in Buildings 2 and 3. Parking is proposed within structured parking below the buildings. Vehicular access to the property is proposed from both NE 120th Street and Slater Avenue NE.

III. SITE

The subject property (approximately 4.80 acres) currently contains offices and a service yard for Frontier Communications. The northeast corner of the site has a no-building easement (see Attachment 2, Sheet P4). The area is being preserved to allow Frontier Communications to continue to operate and maintain the existing remote switching station building.

The site elevation has a significant upward grade change from the western edge of the property to Slater Avenue NE. The property has street frontage along NE 120th Street and Slater Avenue NE. Both streets are designated as minor arterials.

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

North: TL 6A, 35-foot to 75-foot max, currently developed as Public Storage, Francis Village Residential Buildings and the Totem Place commercial building.

East: RM 2.4, 30-foot max, currently developed as the Evergreen Villas Condominiums

South: TL 6A, 35-foot to 75-foot max, currently developed as Lee Johnson Nissan of Kirkland

West: TL 6A, 35-foot to 75-foot max, currently developed with vehicle service and commercial uses

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 July 20, 2020. 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 as adopted in Kirkland Municipal Code Chapter 3.30. In addition to the standard guidelines contained in the Design Guidelines for the Totem Lake Neighborhood, the following information summarizes key guidelines which 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. Design Guidelines for the Totem Lake Neighborhood

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.

- Building Orientation
- Building Scale
 - Vertical and horizontal modulation
 - Architectural scale
- Pedestrian Orientation
 - Sidewalk and Pathway Widths
 - Pedestrian Coverings
 - Pedestrian friendly building fronts
 - Blank Wall and Parking Garage Treatments
 - Pedestrian Amenities including lighting

- Landscaping
 - Visual Quality
 - Residential Open Space
- Building Materials, Colors, and Details

See the adopted Design Guidelines for the Totem Lake Neighborhood for complete text and explanations.

B. Compliance with Design Guidelines

1. Building Scale

a. DRB Discussion

At the July 20th CDC Meeting, The DRB expressed a preference for Scheme 3 (the applicant's preferred plan). As part of their discussion, the DRB requested the following items as part of the DRC submittal:

- 3D Massing or Sketch Up model of the building to help visualize massing and design treatments. Include basic massing diagrams of the neighboring properties to the west and northwest based on potential redevelopment of those sites.
- Façade elevations for each building including elevation for the courtyards. Also show building and ground relationship along the perimeter of each building.
- Detailed wall cross sections throughout the buildings

b. Supporting Design Guidelines

The Design Guidelines for the Totem Lake Neighborhood contain the following statements that pertain to building scale:

- Incorporate fenestration techniques that indicate the scale of the building.
- 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.
- Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas.
- 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.
- 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 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.).

c. Staff Analysis

As requested by the DRB, the applicant has pursued Scheme 3 and has provided detailed plans for review (see Attachment 2).

Staff has reviewed the plans and has the following comments regarding the scale of the building and the use of the applicable design guidelines.

- The height of the buildings (7 stories) requires the use of vertical and horizontal modulation and architectural elements to help break up the façades of the buildings (specifically the NE 120th Street and Slater Avenue façades).
- The proposal does a good job of incorporating fenestration, vertical modulation and architectural elements (including balconies, awnings and material changes) to help break up the NE 120th Street and Slater Avenue façades and add visual interest from the adjoining right-of-way.
- A majority of the facades adjacent to the west and north property line will be visible until development of the neighboring properties occurs. The applicant has done a good job of utilizing vertical modulation and balconies to help break up these facades, but additional window variety and materials changes could help to break up the facades. The screening of the lower level parking garage is proposed with materials and landscaping.
- The applicant has provided multiple façade elevations for each building that include the building and ground relationships (see Attachment 2, Sheets P24 thru P35).
- The applicant has provided detailed wall cross sections through the buildings (see Attachment 2, Sheets P36 thru P48).
- The applicant has provided perspective drawings for each building (Sheets P49 thru P56) and been instructed to present a digital model to the January 4th 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?
- Do the facades include enough fenestration and architectural building elements?
- Are the parking garage facades screened enough from visible locations?

2. Pedestrian and Vehicular Access

a. DRB Discussion

The DRB supported the proposed vehicular access to the site, but recommended the following items to address vehicular and pedestrian access:

- Detailed plans for any pedestrian sidewalks or walkways.

- Detailed plans for each of the required public pedestrian easements.

b. Supporting Design Guidelines

The Design Guidelines for the Totem Lake Neighborhood contain the following statements that pertain to vehicular and pedestrian access:

- Locate and orient buildings toward streets, plazas or common open spaces, and major internal pathways, with parking to the side and/or rear.
- Encourage buildings located adjacent to any street to orient to the street. This includes pedestrian entries from the sidewalk and windows facing the street.
- Incorporate transparent windows and doors and weather protection features along all non-residential facades adjacent to a sidewalk or internal pathway. Weather protection features could include awnings, canopies, marquees, or other permitted treatments.
- Provide pedestrian amenities along all sidewalks, interior pathways and within plazas and other open spaces. Desired amenities include lighting, seating, plantings, unit paving, etc.
- Provide pedestrian plazas in conjunction with non-residential uses.

c. Staff Analysis

Vehicular Access

The proposed plans show the Public Works approved vehicular access from NE 120th Street and Slater Avenue NE.

Pedestrians

Public pedestrian connections will be located from Slater Avenue NE to the Francis Village pedestrian easement in the northeast corner of the site and along the west property line from NE 120th Street to the Public Storage site for a future pedestrian connection.

A street level public pedestrian plaza, accessed from NE 120th Street, will be located between Buildings A and B. An additional entry plaza will be located near the residential lobby for Building b.

Back-of-House Functions

The applicant has been instructed to provide the plans for back of house functions (including trash collection) at the meeting.

The DRB should provide input on the following items:

- Are the pedestrian and vehicular access points to the building adequate?
- Are the designs of the public pedestrian connections adequate?
- Do the designs of the pedestrian plazas meet the applicable design guidelines?
- How will back of house functions (including trash collection) work?
- Design and location of the loading and unloading areas.

3. Open Space and Landscaping

a. DRB Discussion

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

- Roof plan details including rooftop appurtenances and/or amenities.
- Detailed plans for the public plaza areas required by KZC Section 55.43.4. Submit preliminary plans for review by Staff before development of detailed plans begin.
- Detailed landscape plans

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.
- The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens.
- The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults.
- Incorporate common open space into multi-family residential uses. In the Totem Lake Neighborhood, 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.
- Landscaping around urban buildings, particularly buildings with blank walls, can reduce scale and add diversity through pattern, color, and form.

c. Staff Analysis

The applicant has submitted preliminary landscape and amenity plans for the public and private (resident) areas (see Attachment 2, Sheets P64 thru P77).

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 are needed to the landscape plan?
- What additional details and plans are needed?
- Are there other opportunities for additional landscaping?

4. **Building Materials, Color, and Details**

a. DRB Discussion

The DRB provided the following direction regarding building materials, colors, and details:

- Ensure that plans in the DRC packet are coordinated. For example, detailed plans should match elevations and site plans.
- Building material details

b. Supporting Design Guidelines

c. The Design Guidelines for the Totem Lake Neighborhood contain the following statements that pertain to building materials:

- 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.

d. Staff Analysis

Attachment 2, Sheet P61 contains a proposed material board with callouts. The DRB should provide feedback to the applicant regarding the proposed materials and colors. The DRB should discuss whether additional or larger samples of materials and colors should be provided at a future Design Response Conference.

C. Minor Variations

1. Applicant's Request

- a. KZC Section 142.37.1.a allows an applicant to request minor variations to the minimum required setback in the Totem Lake Business District.
- b. The DRB may grant a minor variation only if it finds that the following are met (KZC Section 142.37.4):
- 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.
- c. A 10-foot setback is required along NE 120th Street and Slater Avenue NE. The applicant has requested a minor modification to allow upper story balconies that extend up to 5.42 feet into the setbacks (see Attachment 2, Sheet P6).

2. Staff Analysis

- a. The proposed setback variations should result in south and east façades that are superior in design by allowing minor horizontal modulation elements (encouraged by the design guidelines) and by adding visual interest.
- b. Additionally, the reduction will not have a substantial detrimental effect on nearby properties and the City or the neighborhood. The balconies that are located within the setback are very minor in nature relative to the entire building, complement the building, are supported by the applicable design guidelines and adjacent to wide rights-of-way.

- c. The DRB should provide feedback as to whether the proposed variations comply with the criteria described above.

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.

Development of the subject property is subject to the regulations for the TL 6A zone. 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.

Zoning regulations for uses in the TL 6A zone are found in the use-zone chart (see Attachment 4). The following regulations are important to point out as they form the basis of any new development on the site.

A. Permitted Uses:

1. Permitted uses in this zone include but are not limited to retail, office and stacked dwelling units (residential).
2. The street level floor of residential buildings adjacent to NE 120th Street are required to have commercial uses and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building). The Design Review Board 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.
3. Residential lobbies are allowed on the street level provided they do not exceed 20 percent of the building's linear frontage.
4. Pursuant to Zoning Code Interpretation 19.1, the street level commercial use requirement does not apply to residential buildings adjacent to Slater Avenue NE.

Staff Comment:

1. *The applicant is proposing commercial uses along NE 120th Street. Due to grade changes along this right-of-way, the proposed commercial spaces are on two different levels within Building A. A commercial leasing office use is proposed on the ground floor of Building B.*
2. *The proposed street level commercial (retail and office) uses along NE 120th Street comply with the code requirements.*

B. Height:

1. The TL6A zone allows a maximum height of 75 feet as measured above the average building elevation (ABE) for a stacked dwelling unit use.
2. The ground floor of all structures with retail frontage 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 structure by up to five feet.

3. No portion of a structure on the subject property within 40 feet of Slater Avenue in TL 6A may exceed 30 feet above the elevation of Slater Avenue as measured at the midpoint of the frontage of the subject property on Slater Avenue.
4. In addition to the height exceptions established by KZC 115.60, the following exceptions to height regulations in TL zones are established:
 - Decorative parapets may exceed the height limit by a maximum of four feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two feet.
 - For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.
5. KZC Section 115.120 allows specific rooftop appurtenances to exceed the maximum height limit by up to 4 feet. Elevators, associated equipment and stair enclosures may exceed the height limit by 15 feet. These elements are limited to 10 percent of the total building footprint. The Planning Official may approve a modification to allow appurtenances that exceed these limits if specific requirements are met.
6. KZC Section 115.122 allows rooftop amenities (including landscape planters, railings, landscape materials, seating, outdoor kitchens, etc.) and rooftop common rooms to exceed the height limit if specific requirements are met. The amenities are limited to 4 feet and common rooms are limited to 15 feet.

Staff Comment:

1. *The applicant has submitted ABE height calculation that show compliance with height requirements. Staff will ensure compliance as part of the building permit application review.*
2. *The proposal includes rooftop amenity space on Building B including seating areas, fire pits and dog runs. Buildings A and C do not include rooftop amenity spaces.*

- C. Setbacks: The required setbacks are 10 feet from the NE 120th Street (south) and Slater Avenue NE (east) property lines. No setbacks are required from the other property lines.

Staff Comment: *The applicant has requested a minor variation from the NE 120th Street and Slater Avenue NE property line setback requirement pursuant to KZC Section 142.37. See Section V.C above.*

- D. Open Space: The development is required to provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. The proposed development shall provide publicly accessible space(s) ranging from 1,500 to 2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval.

Staff Comment: The proposal includes an approximately 3,800 square foot public plaza between Buildings A and B that is accessed from the NE 120th Street sidewalk. The DRB should provide comments on the design of the plaza, and accessibility from adjacent uses.

E. Parking: The project is required to comply with the following parking standards for the proposed uses:

- 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.
- Retail: 1 stall per 300 square feet of gross floor area

Staff Comment: The applicant will be required to demonstrate compliance with applicable City parking requirements as part of the building permit application.

F. Pedestrian Connection: The Public Works Department is requiring that the project install the following pedestrian connections:

- 10-foot wide pedestrian easement (with 8 feet of paved surface) from Slater Avenue NE to the Francis Village pedestrian easement in the northeast corner of the site.
- 10-foot wide pedestrian easement (with 8 feet of paved surface) along the west property line from NE 120th Street to the Public Storage site for a future pedestrian connection.

Staff Comments: The applicant's design incorporates the required pedestrian connections.

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: A review for compliance with the City's Affordable Housing Regulations will occur as part of the building permit.

VII. STATE ENVIRONMENTAL POLICY ACT

SEPA is the state law that requires an evaluation of a development proposal for environmental impacts. The applicant has submitted an Environmental Checklist and Traffic Report to the City and that review is currently occurring. The review will need to be completed before the Design Review Board makes a decision on the DRC application.

VIII. PUBLIC COMMENT

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

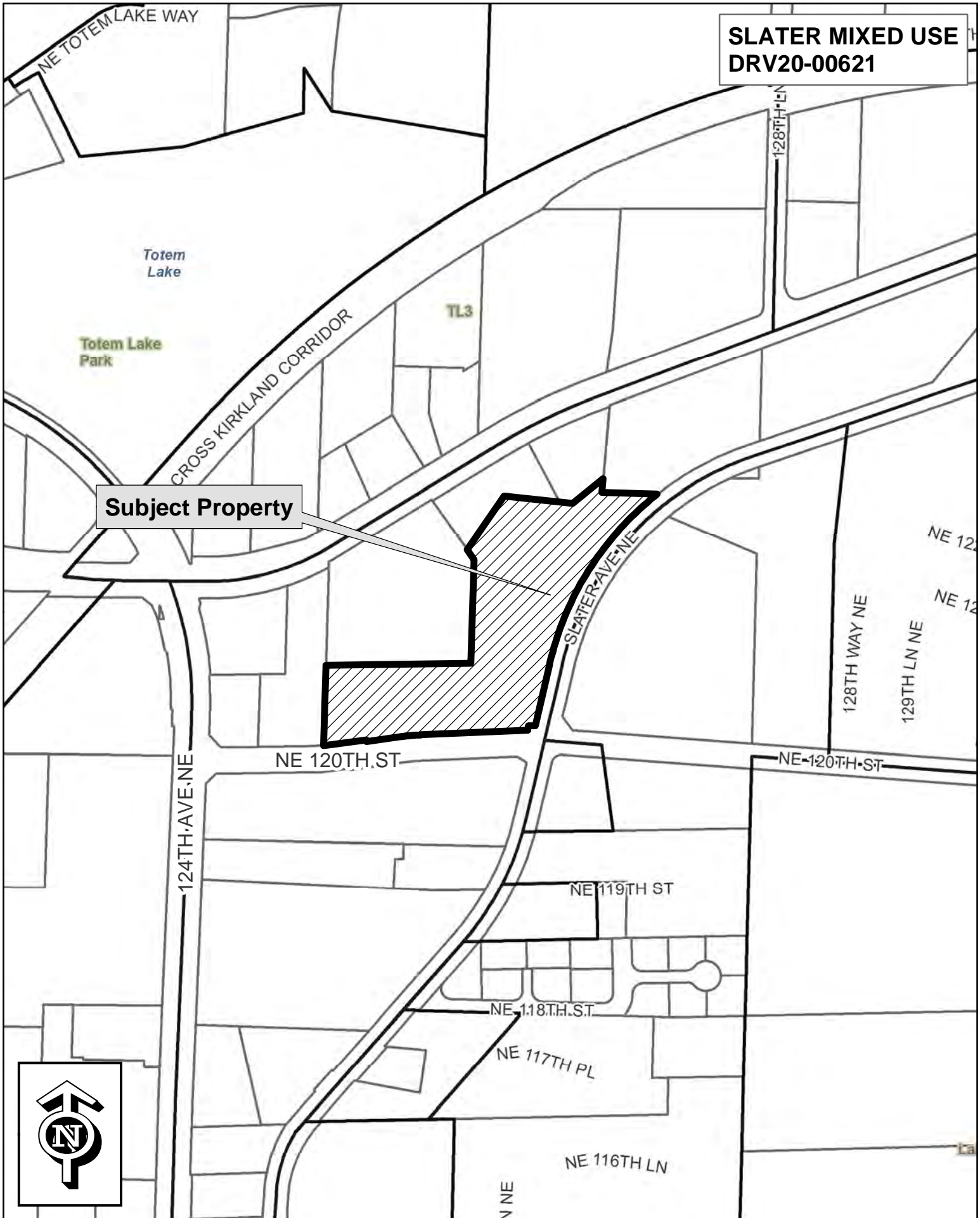
IX. SUBSEQUENT MODIFICATIONS

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

X. ATTACHMENTS

1. Vicinity Map
2. Development Plans
3. Development Standards
4. TL 6A Use Zone Chart

**SLATER MIXED USE
DRV20-00621**



NEW MIXED-USE DEVELOPMENT

City of Kirkland
SLATER

Design Review

October 21st, 2020

FAIRFIELD
RESIDENTIAL

carrierjohnson + CULTURE3

PROJECT LOCATION



PROJECT TEAM

OWNER
FAIRFIELD RESIDENTIAL
5510 Morehouse Drive, Suite 200
San Diego, CA 92121
Tel: 619.787.6100
E: jmartin2@ffres.com
Contact: Jason Martin

ARCHITECT
CARRIER JOHNSON + CULTURE
185 W. F Street # 500
San Diego, CA 92101
Tel: 619.239.2353
Fax: 619.239.6227
E: cce@carrierjohnson.com
Contact: Claudia Escala

CIVIL ENGINEER
CONTOUR ENGINEERING LLC
4706 97th Street
Gig Harbor, Washington
Tel: 253.220.6537
Contact: Jeremy Haug

LANDSCAPE ARCHITECT
ANIL VERMA ASSOCIATES, INC
444 South Flower Street, Suite 1688
Los Angeles, CA 90071
Tel: 213.624.6908
Contact: Jim Keenan

TRAFFIC CONSULTANT
TENW
11400 SE 8TH Street, Suite 200
Bellevue, WA 98004
Tel: 425.466.7072
Contact: Amy Wasserman



DRAWING INDEX

P1	COVER SHEET	P38	WALL SECTION
P2	PROJECT LOCATION, DATA SUMMARY	P39	WALL SECTION
P3	ZONING ANALYSIS	P40	WALL SECTION
P4	BUILDING CALCULATION	P41	WALL SECTION
P5	MINOR VARIATION CANOPY	P42	WALL SECTION
P6	MINOR VARIATION BALCONY	P43	WALL SECTION
P7	FIRE ACCESS PLAN	P44	WALL SECTION
P8	SITE DIAGRAMS	P45	WALL SECTION
P9	DESIGN CONCEPT	P46	WALL SECTION
P10	HISTORICAL BACKGROUND	P47	WALL SECTION
P11	NARRATIVE / CONCEPTUAL DIAGRAM	P48	WALL SECTION
P12	PRELIMINARY ALTA SURVEY		
P13	PRELIMINARY ALTA SURVEY	P49	PERSPECTIVE
P14	SITE PLAN	P50	PERSPECTIVE
P15	LEVEL B1	P51	PERSPECTIVE
P16	LEVEL 1	P52	PERSPECTIVE
P17	LEVEL 2	P53	PERSPECTIVE
P18	LEVEL 3	P54	PERSPECTIVE
P19	LEVEL 4	P55	PERSPECTIVE
P20	LEVEL 5	P56	PERSPECTIVE
P21	LEVEL 6	P57	AERIAL PERSPECTIVE
P22	LEVEL 7	P58	AERIAL PERSPECTIVE
P23	ROOF PLAN	P59	AERIAL PERSPECTIVE
		P60	AERIAL PERSPECTIVE
P24	SOUTH / EAST ELEVATION	P61	MATERIALS BOARD
P25	NORTH / WEST ELEVATION		
P26	ENLARGED SOUTH ELEVATION		
P27	ENLARGED SOUTH ELEVATION		
P28	ENLARGED SOUTH ELEVATION		
P29	ENLARGED EAST ELEVATION		
P30	ENLARGED EAST ELEVATION		
P31	ENLARGED EAST ELEVATION		
P30	ENLARGED EAST ELEVATION		
P31	ENLARGED EAST ELEVATION		
P32	ENLARGED NORTH ELEVATION		
P33	ENLARGED NORTH ELEVATION		
P34	ENLARGED WEST ELEVATION		
P35	ENLARGED WEST ELEVATION		
P36	BUILDING SECTION		
P37	BUILDING SECTION		

LANDSCAPE				
P62	OVERVIEW			
P63	GROUND LEVEL CIRCULATION			
P64	PODIUM LEVEL CIRCULATION			
P65	STREETSCAPE SECTION			
P66	SITE PLAN - STREET LEVEL			
P67	LOW IMPACT DESIGN OPTIONS			
P68	LANDSCAPE IMAGERY			
P69	LANDSCAPE IMAGERY			
P70	SITE PLAN - PODIUM LEVEL			
P71	COURTYARD ENLARGEMENT			
P72	COURTYARD ENLARGEMENT			
P73	SITE PLAN - ROOF LEVEL			
P74	SITE FURNISHINGS			
P75	LANDSCAPE IMAGERY			
P76	NATIVE SPECIES			
P77	READILY AVAILABLE SPECIES			

DATA SUMMARY:

UNIT MIX BY LEVEL - AREA							UNIT MIX PERCENTAGE				
Level	STUDIO	1BR	1BR+D	2BR+1B	2BR+2B	TOTAL	UNIT TYPE	TOTAL AREA	UNIT DISTRIBUTION	UNIT DISTRIBUTION %	AVG AREA
LEVEL 2	1	3	0	0	10	14	STUDIO	54,915 SF	114	24%	481 SF
LEVEL 3	17	33	0	0	28	78	1 BED	130,615 SF	189	39%	691 SF
LEVEL 4 - B.C	25	37	0	3	31	96	2 BED + 1B	14,072 SF	15	3%	938 SF
LEVEL 5 - B.C	24	39	0	4	32	99	2 BED + 2B	178,579 SF	166	34%	1,075 SF
LEVEL 6 - B.C	24	39	0	4	34	101					
LEVEL 7 - B.C	23	38	0	4	31	96					
	114	189	0	15	166	484		378,181 SF	484	100%	

TL 6A, COMMERCIAL

LOT 4 KIRKLAND LLA #LLA-04-00011 REC #20041216900011 SD LLA BEING LOT 1 KCSP #1276025 REC #7705110935 ALL IN & TGW POR NW 1/4 OF SE 1/4 LLY WLY OF SLATER AVE NE & SLY OF NE 124TH ST LESS POR FOR NE 120TH ST PER REC #20130621001280 & LESS POR FOR RDS PER REC# 201505080001554

FRONT: 10' AT NE 120TH ST AND SLATER AVE NE
PER KZC .775.1 FRONT: THAT PORTION OF A LOT ADJACENT TO AND PARALLEL WITH ANY FRONT PROPERTY
LINES AND AT A DISTANCE THEREFROM EQUAL TO THE REQUIRED FRONT YARD DEPTH

LOT AREA:	208,309 SF
LOT AREA AFTER DEDICATION:	204,561 SF
ALLOWABLE LOT COVERAGE: 80%	$204,561 \times .8 = 163,649$ SF

BUILDING A	45,654 SF
BUILDING B	40,165 SF
BUILDING C	36,738 SF
PAVED AREA	36,002 SF
	158,559 SF

75' ABOVE AVERAGE ELEVATION

RESIDENTIAL USE: 1.2 PER STUDIO UNIT
1.3 PER ONE BEDROOM UNIT
1.6 PER TWO BEDROOM UNIT
GUEST PARKING: 10% OF REQUIRED PARKING
COMMERCIAL USE: 1 PER 300 SF

UNIT TYPE	REQ PARKING
STUDIO	137
1 BED	246
2 BED + 1B	24
2 BED + 2B	266
GUEST PARKING	68
COMMERCIAL	63
TOTAL:	803

PER KZC 105.35: IF COVERED AND SECURED BICYCLE STORAGE IS PROVIDED ON SITE, A CREDIT TOWARDS PARKING REQUIREMENTS AT A RATIO OF ONE (1) LESS PARKING STALL PER SIX (6) BICYCLE SPACES WILL BE GRANTED. A MAXIMUM REDUCTION OF FIVE (5) PERCENT OF REQUIRED PARKING STALLS MAY BE GRANTED.

5% X 804 = 40 PARKING REDUCTION
PARKING REQUIRED = 804 - 40 = 764 STALLS

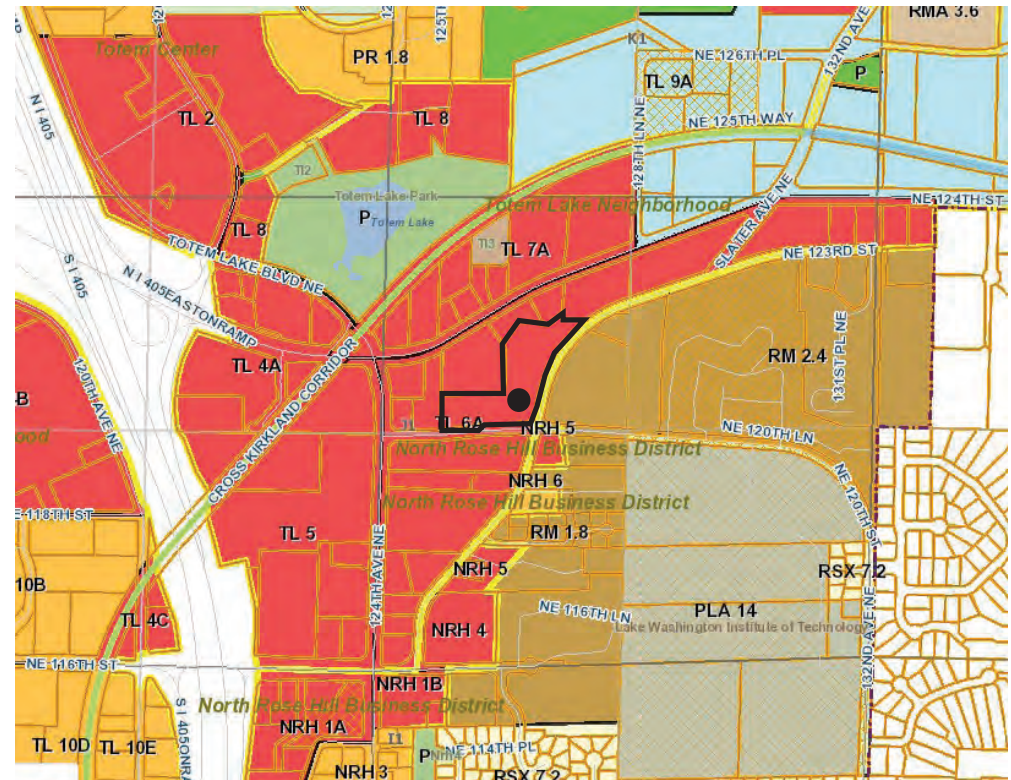
PARKING PROVIDED: 771 STALLS

EXTRA BICYCLE SPACE REQUIRED: $6 \times 40 = 240$

ONE (1) BICYCLE SPACE FOR EACH 12 REQUIRED MOTOR VEHICLE PARKING SPACES IS REQUIRED

BICYCLE PARKING REQUIRED: $803 / 12 = 67$
TOTAL BICYCLE PARKING REQUIRED: $67 + 240 = 307$

BICYCLE PARKING PROVIDED: 310



1- RESIDENTIAL	
B1	1,039 SF
LEVEL 1	3,356 SF
LEVEL 2	21,924 SF
LEVEL 3	75,521 SF
LEVEL 4- B,C	87,146 SF
LEVEL 5- B,C	86,635 SF
LEVEL 6- B,C	88,939 SF
LEVEL 7- B,C	84,740 SF
	449,299 SF

B1	1,039 SF
LEVEL 1	3,356 SF
LEVEL 2	21,924 SF
LEVEL 3	75,521 SF
LEVEL 4- B,C	87,146 SF
LEVEL 5- B,C	86,635 SF
LEVEL 6- B,C	88,939 SF
LEVEL 7- B,C	84,740 SF
	449,299 SF

LEVEL 2	4,276 SF
LEVEL 3	0 SF
LEVEL 4- B,C	0 SF
LEVEL 7- B,C	4,199 SF
	8,476 SF

LEVEL 2	4,276 SF
LEVEL 3	0 SF
LEVEL 4- B,C	0 SF
LEVEL 7- B,C	4,199 SF
	8,476 SF

B1	1,266 SF
LEVEL 1	6,587 SF
LEVEL 2	3,931 SF
	11,784 SF

4- RESIDENTIAL PARKING

B1	59,116 SF
LEVEL 1	125,011 SF
LEVEL 2	78,015 SF
LEVEL 3	25,996 SF
	288,139 SF

B1	1,266 SF
LEVEL 1	6,587 SF
LEVEL 2	3,931 SF
	11,784 SF

4- RESIDENTIAL PARKING

B1	59,116 SF
LEVEL 1	125,011 SF
LEVEL 2	78,015 SF
LEVEL 3	25,996 SF
	288,139 SF

LEVEL 1	8,646 SF
LEVEL 2	10,001 SF
	18,647 SF
TOTAL:	776,345 SF

LEVEL 1	8,646 SF
LEVEL 2	10,001 SF
	18,647 SF
TOTAL:	776,345 SF

TOTAL SITE	204,561 SF	100%
BUILDINGS	119,025 SF	58%
OPEN SPACE	4,582 SF	2%
PEDESTRIAN WALKWAY	12,724 SF	6%
VEHICLE AREAS	18,247 SF	9%

TOTAL SITE	204,561 SF	100%
BUILDINGS	119,025 SF	58%
OPEN SPACE	4,582 SF	2%
PEDESTRIAN WALKWAY	12,724 SF	6%
VEHICLE AREAS	18,247 SF	9%

AVG. BUILDING HT. CALC. (PRESCRIPTIVE)		
LENGTH (IN FEET)	MID-POINT ELEV. (IN FEET)	CALC. MID POINT * LENGTH
a = 8.0	A = 165.95	1,327.60
b = 2.5	B = 165.95	414.88
c = 104.0	C = 164.42	17,099.68
d = 3.6	D = 164.20	591.12
e = 55.4	E = 163.71	9,069.53
f = 356.8	F = 164.50	58,693.60
g = 319.1	G = 159.80	50,992.18
h = 121.7	H = 163.90	19,946.63
i = 240.9	I = 163.97	39,500.37
j = 128.2	J = 181.56	23,275.99
k = 254.0	K = 182.6	46,380.40
l = 10.8	L = 183.5	1,981.80
m = 9.9	M = 183.5	1,816.65
n = 64.4	N = 183.03	11,787.13
o = 4.2	O = 182.89	768.14
p = 44.7	P = 182.3	8,148.81
q = 76.0	Q = 166.4	12,646.40
r = 113.6	R = 166.2	18,880.32
s = 2.6	S = 165.10	429.26
t = 51.9	T = 165.40	8,584.26
u = 3.6	U = 165.51	595.84
v = 66.0	V = 165.28	10,908.48

$$343,839.07 / 2,041.9 = 168.39$$

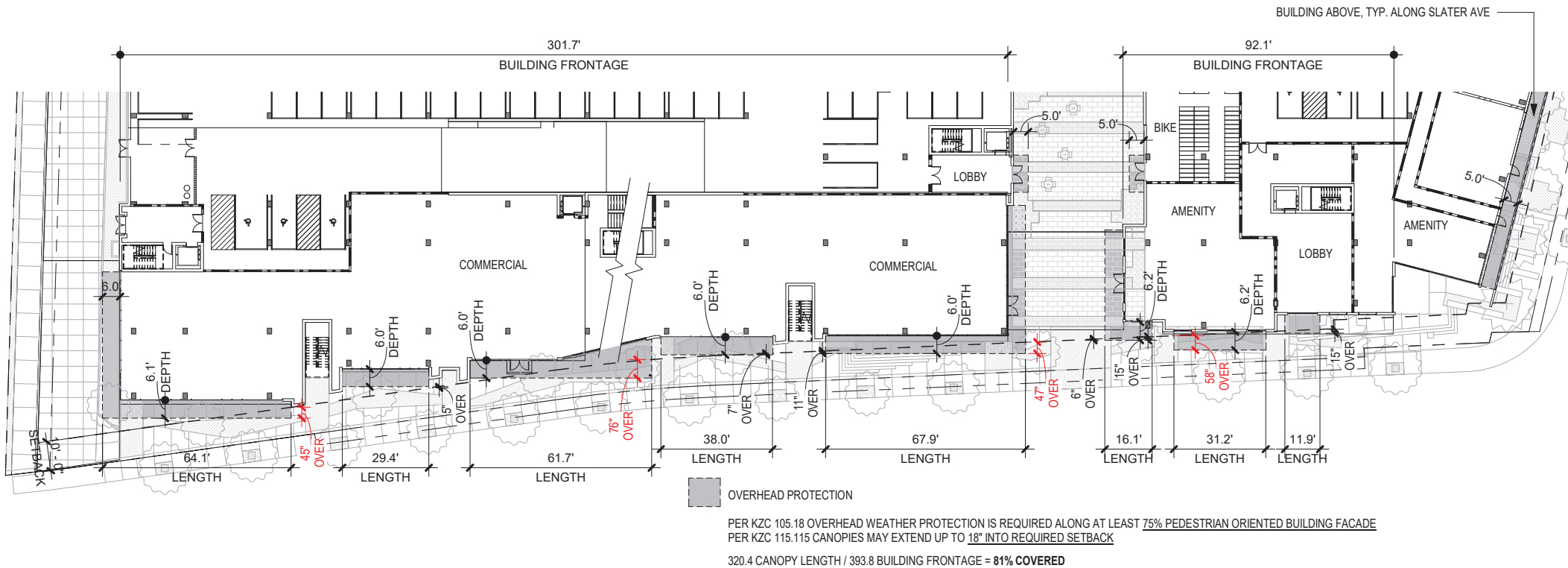
MAX HEIGHT = 248.39



PER KZC 142.37 THE DESIGN REVIEW BOARD MAY GRANT A DESIGN DEPARTURE OR MINOR VARIATION IF IT FIND THAT ALL OF THE FOLLOWING REQUIREMENTS ARE MET:

A. THE REQUEST RESULTS IN SUPERIOR DESIGN AND FULFILLS THE POLICY BASES FOR THE APPLICABLE DESIGN REGULATIONS AND DESIGN GUIDELINGS.

B. THE DEPARTURE WILL NOT HAVE ANY SUBSTANTIAL DETRIMENTAL EFFECT ON NEARBY PROPERTIES AND THE CITY OR THE NEIGHBORHOOD.



MINOR VARIATIONS - CANOPY

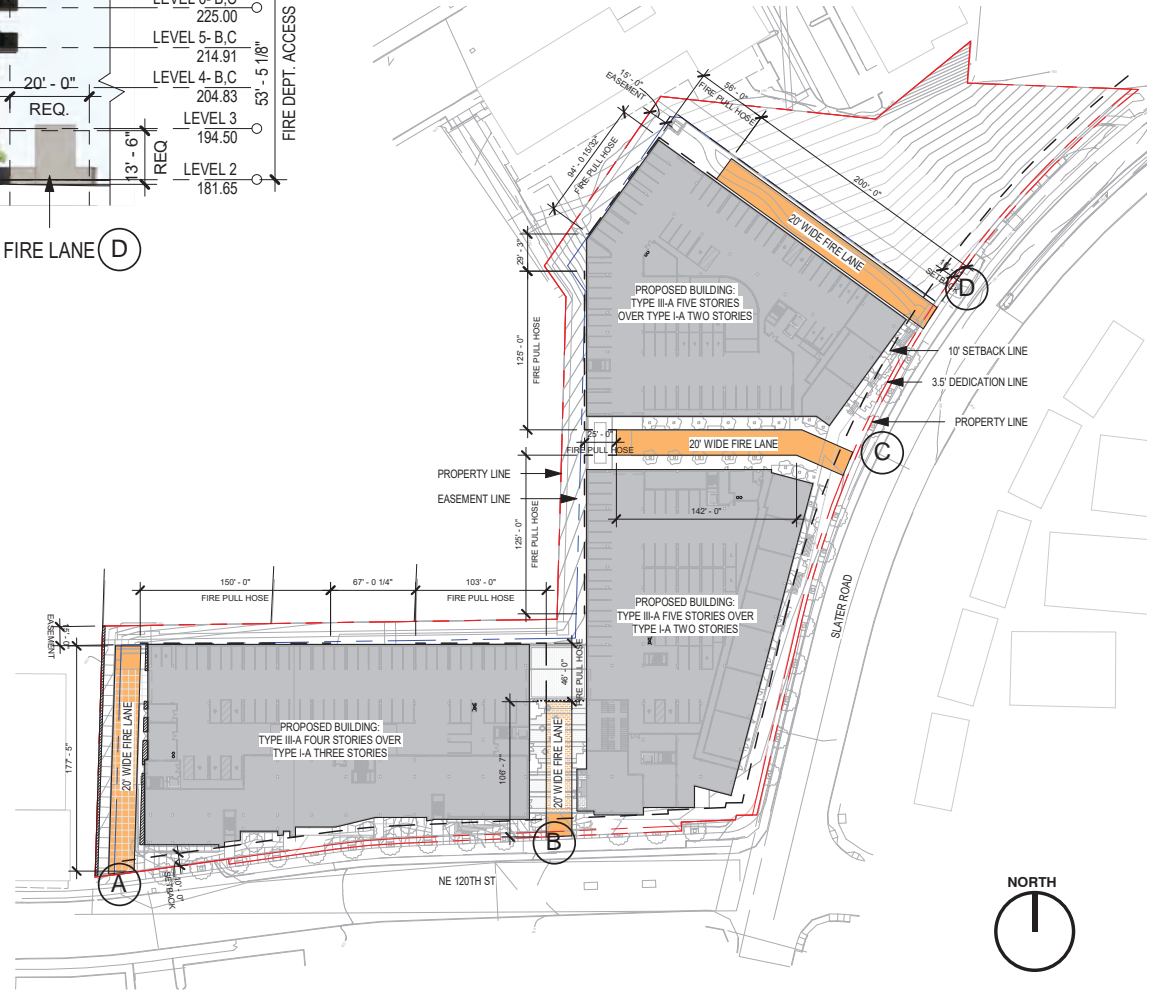
1/32" = 1'-0"

PER KZC 142.37 THE DESIGN REVIEW BOARD MAY GRANT A DESIGN DEPARTURE OR MINOR VARIATION IF IT FIND THAT ALL OF THE FOLLOWING REQUIREMENTS ARE MET:

A. THE REQUEST RESULTS IN SUPERIOR DESIGN AND FULFILLS THE POLICY BASES FOR THE APPLICABLE DESIGN REGULATIONS AND DESIGN GUIDELINGS.

B. THE DEPARTURE WILL NOT HAVE ANY SUBSTANTIAL DETRIMENTAL EFFECT ON NEARBY PROPERTIES AND THE CITY OR THE NEIGHBORHOOD.



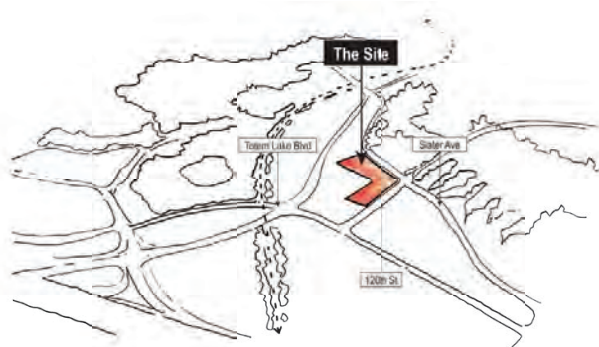


City of Kirkland - Slater Mixed-Use Project | October 21st, 2020 | content:

FIRE ACCESS PLAN

FAIRFIELD
RESIDENTIAL

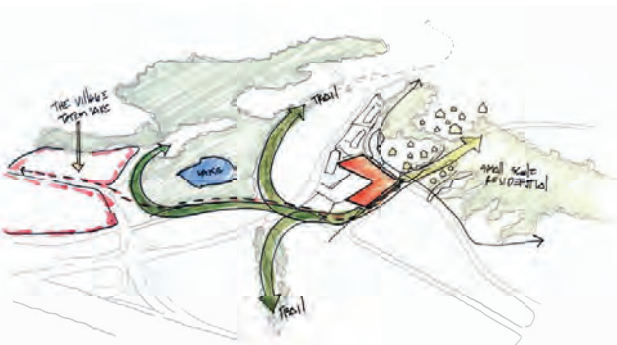
P7
carrierjohnson + CULTURA



Site orientation



Natural surroundings



Connectivity and fabric of the site



Contextual uses



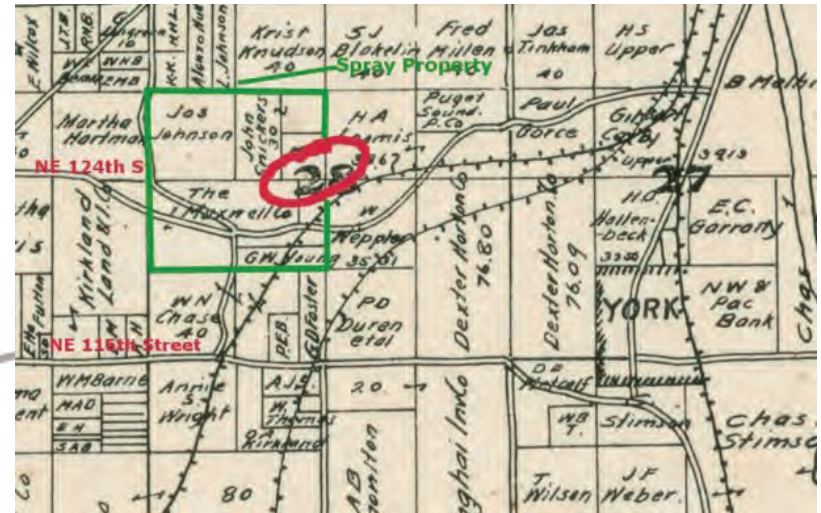
Views



Pedestrian connections and paths

NATURE BECOMES TRAIN LINE – TRAIN LINE BECOMES NATURE

The Cross-Kirkland corridor used to be a Train Line. We wanted to uncover the history and heritage of the site and be inspired by this notion of the train line, trains, and lumber industry that at one point in time made its way through this area and thrived. Today, it is used by many as an active pedestrian nature path. Slater Ave used to be a Train Line. Today it is an active street. The meeting of these 2, Train Line and Natural Trail Path will converge at the Slater Project connecting the Belt Line. Nature meets Trains.





Historical heritage



Train lines



Abandoned infrastructure



Informal pedestrian use



Revitalized pedestrian path



Cross Kirkland Corridor

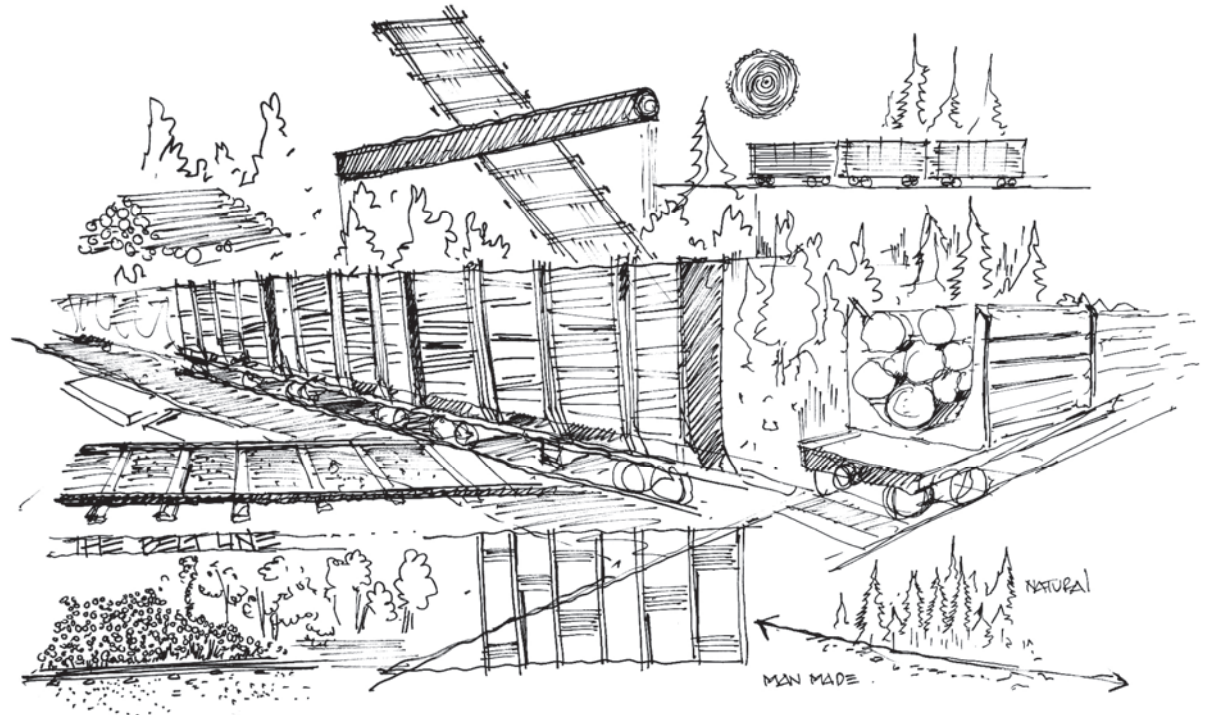
Located in the City of Kirkland, WA, within the Totem Lake area, the site fronts NE 120th to the south and Slater Ave NE to the East. The site is bounded by adjoining properties to the north and the west. The surrounding uses are primarily of commercial mixed-use and residential to the south and east. Because of the site's L shaped configuration, we have two distinct street frontages along 120th St and Slater Ave, coming together at the southeast corner intersection.

As we initiated in our design effort, we wanted to understand the site not just from its current conditions but also understand its history. In researching the area, we found that back in the late nineteen hundreds, Slater Ave used to be part of the Lake Washington Belt Line rail corridor. The lumber industry was a big part of the economic engine for Kirkland and greater surrounding areas, and in turn presented the need for more rail lines to be constructed because of the high demand at the time. Thus the Slater Ave line was built. This line traveled parallel to the more utilized line at the time just north, closer to Totem Lake; which in turn eventually became the Cross-Kirkland Corridor, while the Slater line turned into what it is right now; a network of streets. Although the Slater Ave train line eventually became a street, we wanted to uncover the history and heritage of the site and be inspired by this notion of the train line, trains, and lumber industry that at one point in time made its way through this area and thrived. Nature becomes train line – Train line becomes nature.

The Cross-Kirkland corridor used to be a Train Line. Today, it is used by many as an active pedestrian nature path. Slater Ave used to be a Train Line. Today it is an active street. The meeting of these 2, Train Line and Natural Trail Path will converge at the Slater Project connecting the Belt Line. Nature meets Trains. The idea of manmade infrastructure that cut through nature back in the day, that ultimately became abandoned scars in the landscape, that today serve as revitalized pedestrian nature paths and trails is a big success story and one that we wanted to pay tribute to with the design of our project. We envision this idea of manmade infrastructure and natural paths coming together as one.

The project is broken up into three distinct buildings. Comprised of two "E" shaped buildings and a doughnut configuration for the third. The "E" buildings are arranged in a way that the courtyards front the streets to the south and east. This allows great sun exposure and views out the surrounding areas as well as presenting a more broken-up look and scale. The uses are primarily residential in nature, with amenity spaces interspersed between the 3 buildings. For building A (Southwest Bldg), a 2 story amenity space lives centered between the two courtyards, taking advantage of the views and direction access to the courtyards' open space. For building B (Southeast Bldg) a series of amenity uses at the ground floor as well as top level amenity spaces at the northwest corner of the building. And for building C (Northeast Bldg) and amenity space at the top level, taking advantage of view out to the Totem Lake area. In conjunction to these amenity space, the collection of courtyards, open spaces, and roof decks, animate the project on its exterior spaces. Both buildings A and B present double courtyards open to the views. Between these two at the street level, a pedestrian public plaza exists, further activating the street life and frontage along 120th. The street uses along this frontage are primarily commercially focused, while Slater Ave presents smaller scale residential uses.

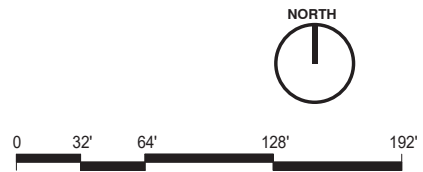
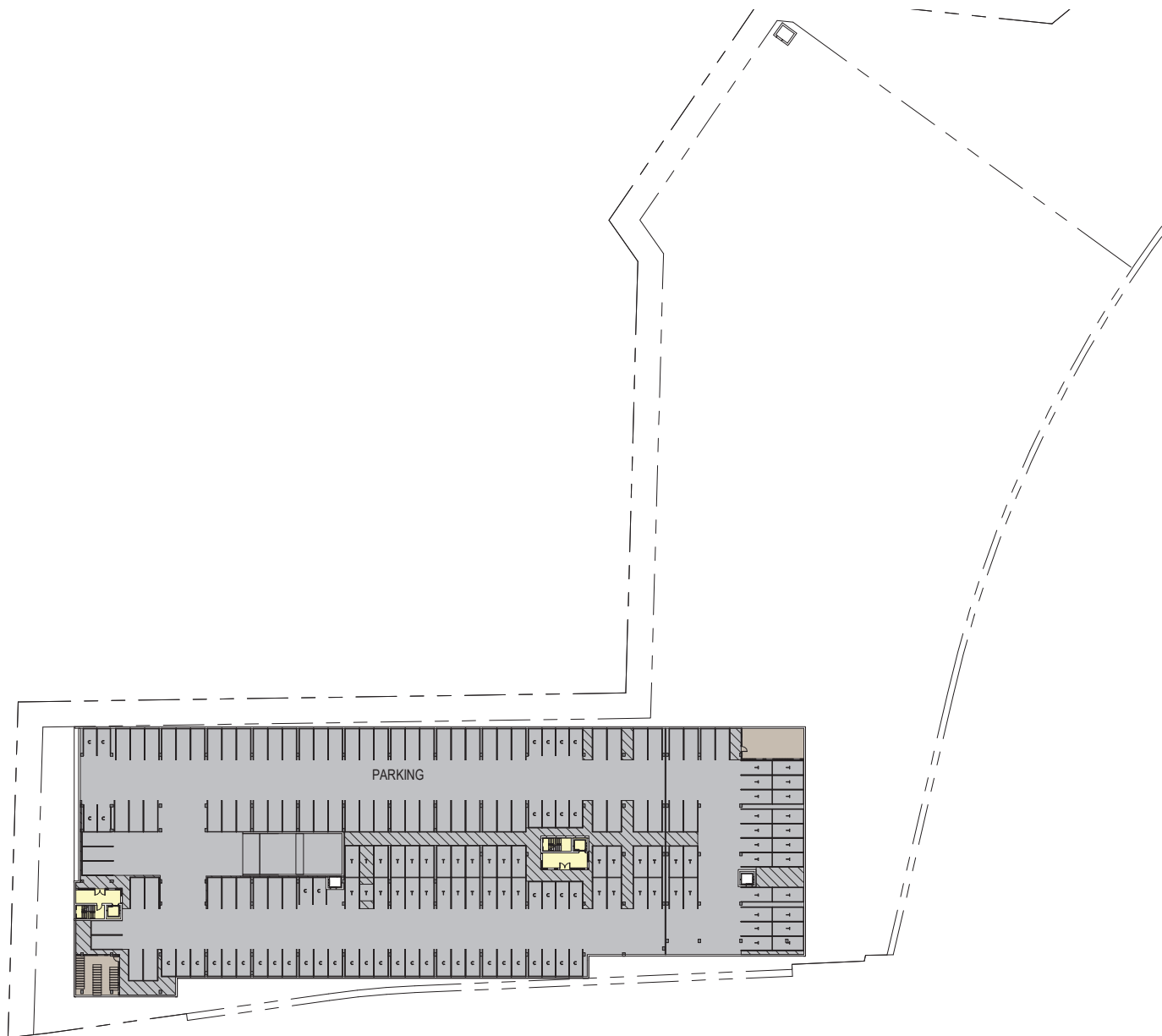
Along Slater Ave, the reinterpretation of the trains become evident in the overall massing of the project. The setback condition that happens along this frontage creates an ideal scale shift from the pedestrian ways, stepping up to the two story residential component, setting back and up again to the main residential body. This step softens the scale of the project down to the street, and in particular presents a smaller profile to its residential neighbors to the east of Slater Ave. We pay tribute to the trains by reinterpreting the train cars on the facades of the project. The lower scale Slater Ave frontage becomes a back-drop to this reinterpretation. The idea of materiality also comes into play as we designed the project by evoking the rich industrial materials and colors of the time. Along 120th, the scale of the train car shifts and presents itself as larger moves that travel through the whole frontage. The uses along 120th are also different, being more commercially active, we wanted to express a different look and feel as well. A series of frames march along 120th creating an abstraction of the train car, in turn creating a distinct break from the lower level street frontages up the residential podium components above. The separation in scale and material further distinguish the base of the project from the top along both streets, enhancing the notion of breaking down the scale.

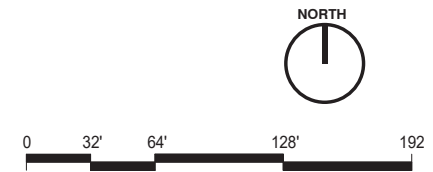
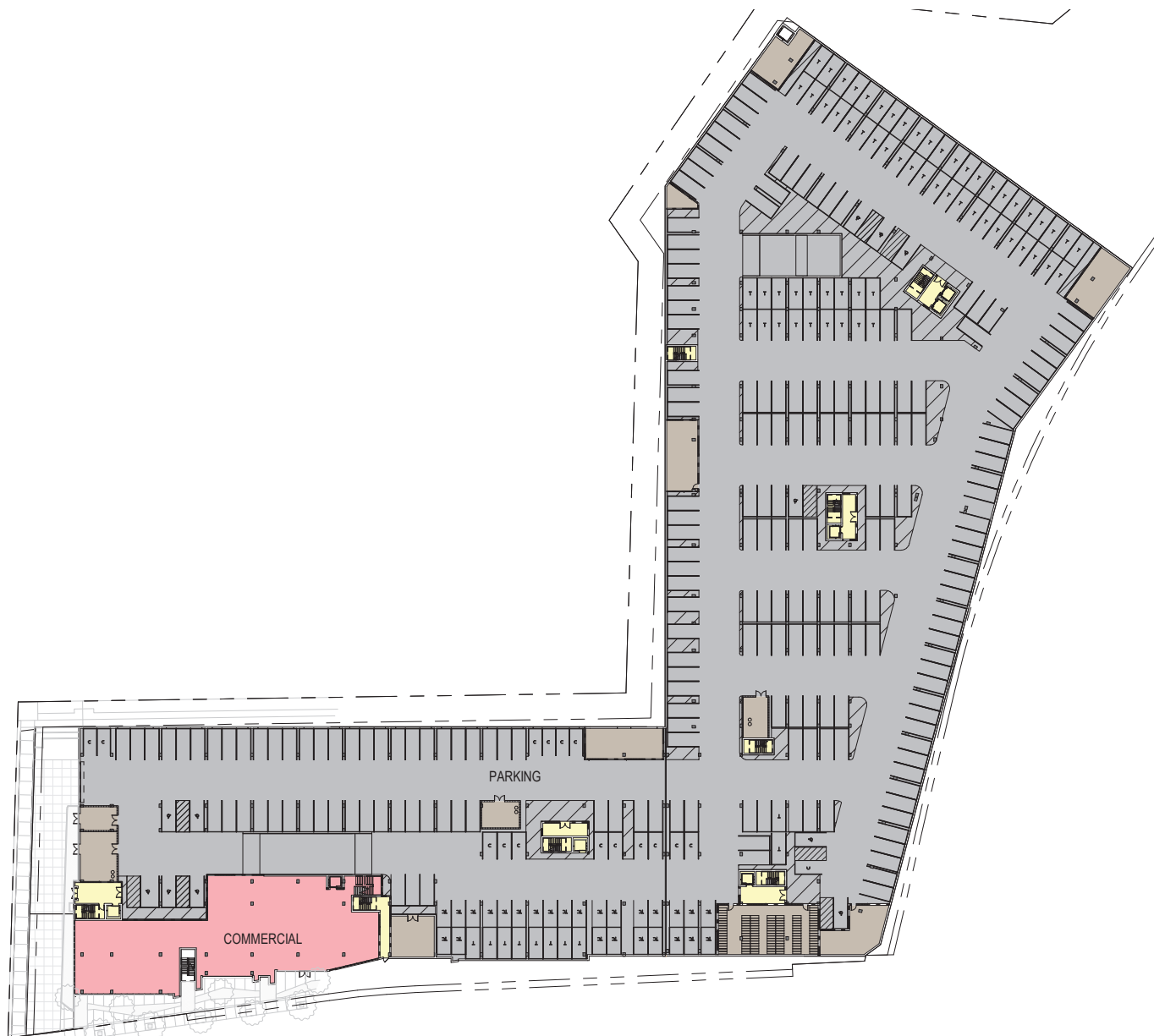




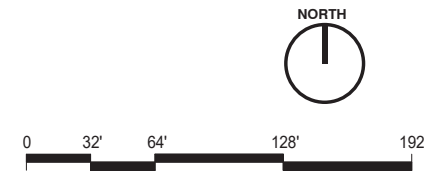


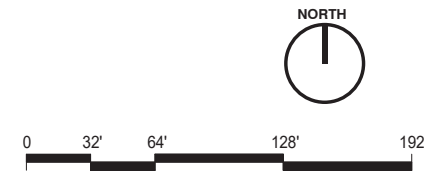


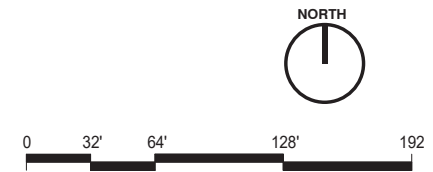


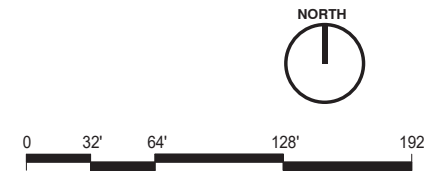


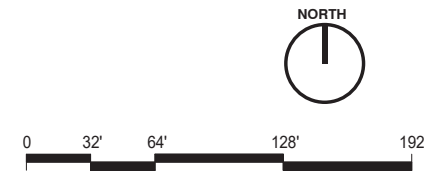


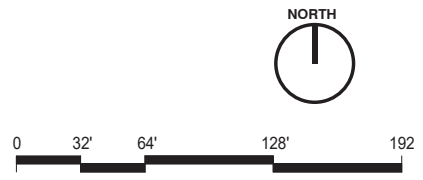
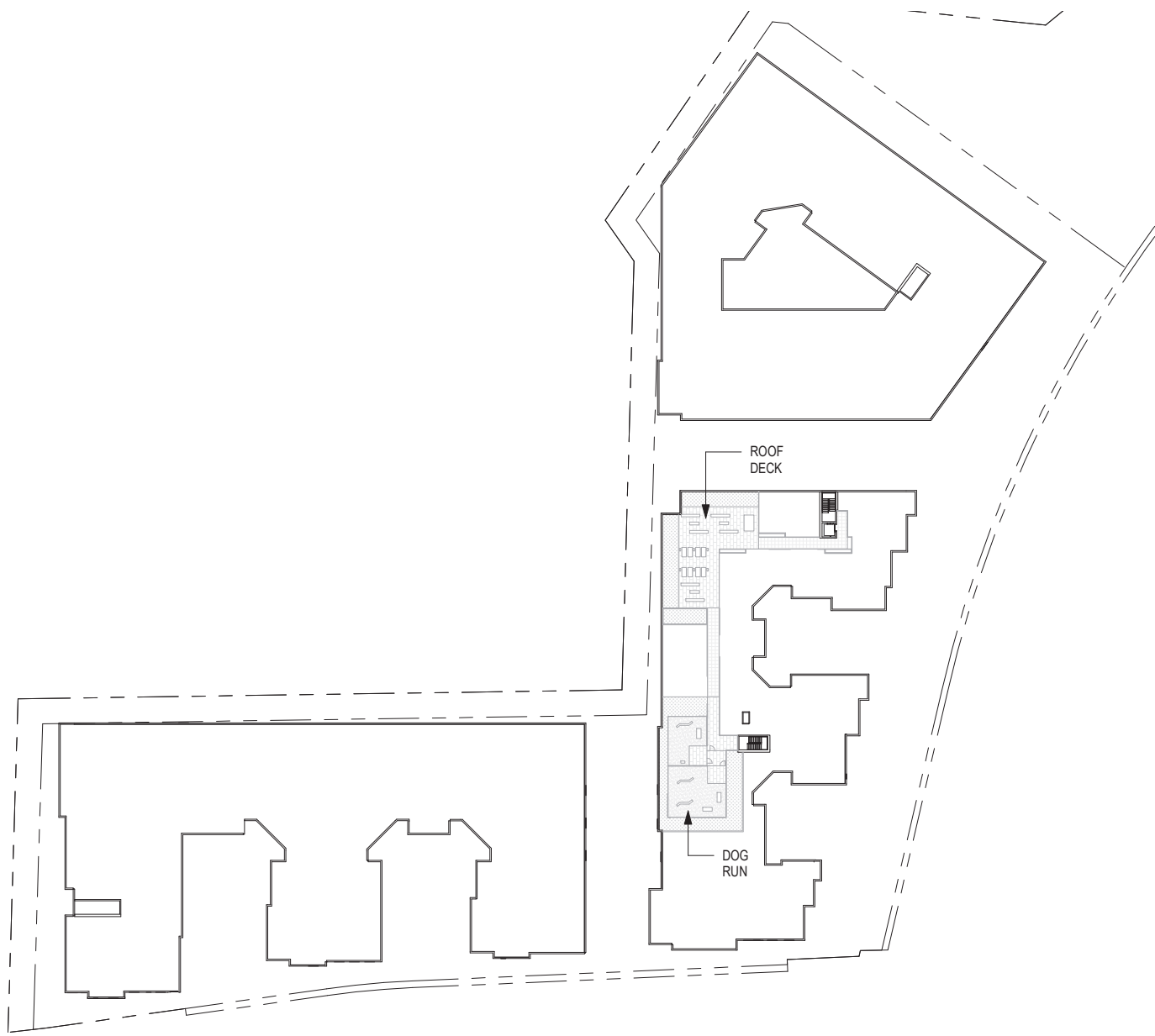














SOUTH ELEVATION



EAST ELEVATION



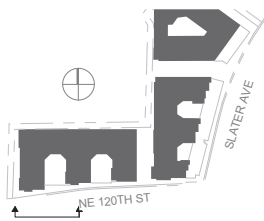


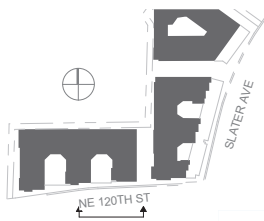
NORTH ELEVATION

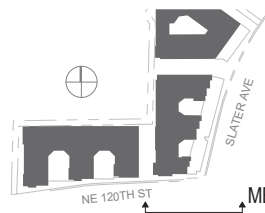


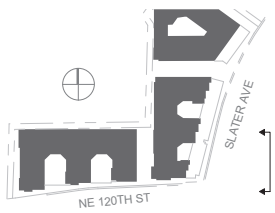
WEST ELEVATION

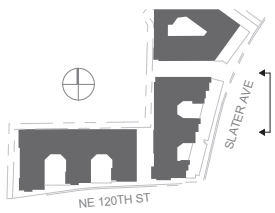


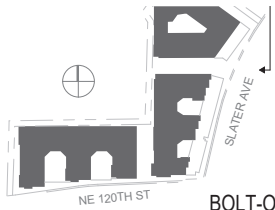


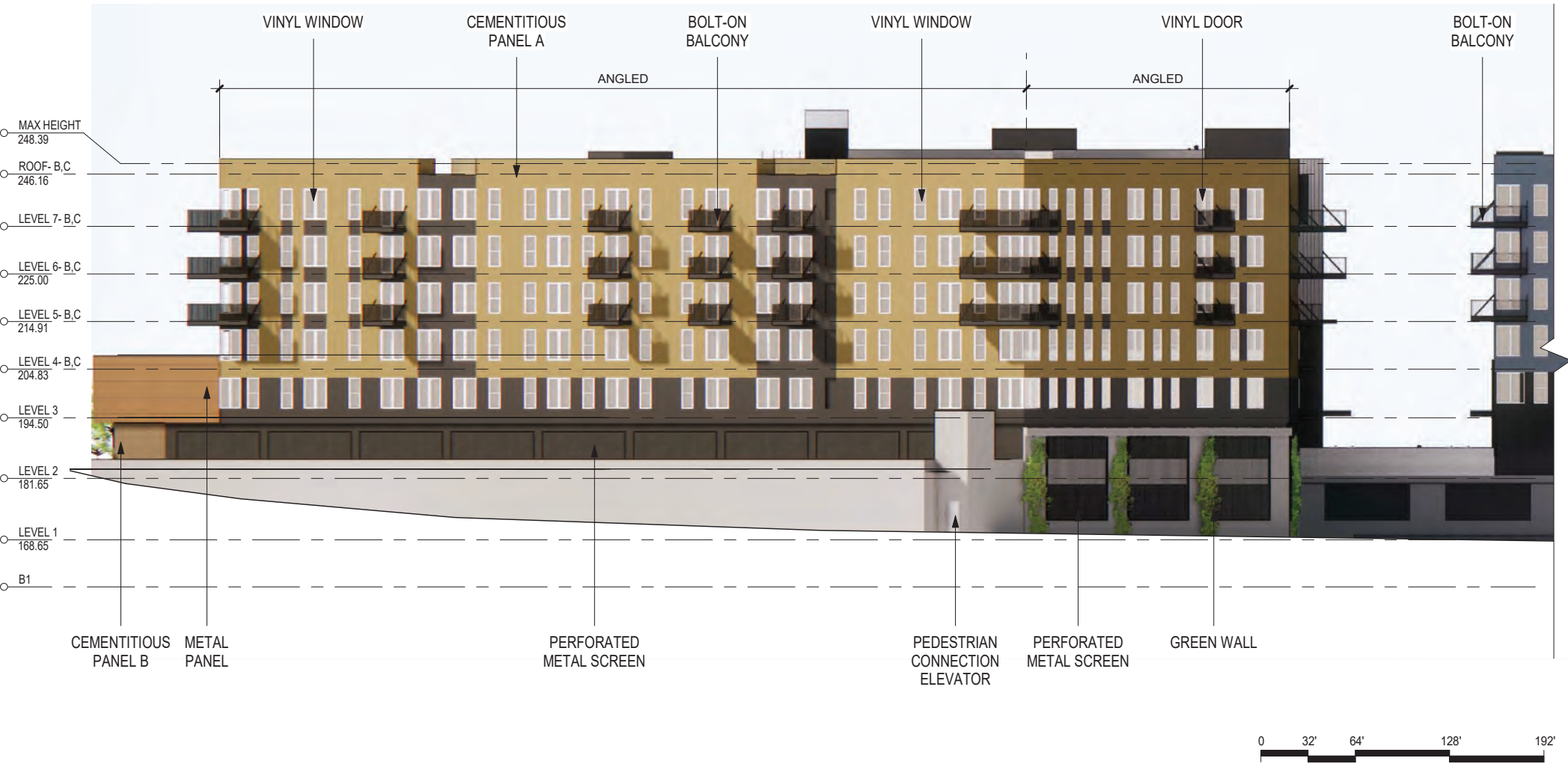








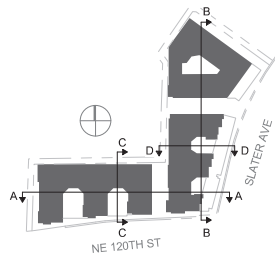
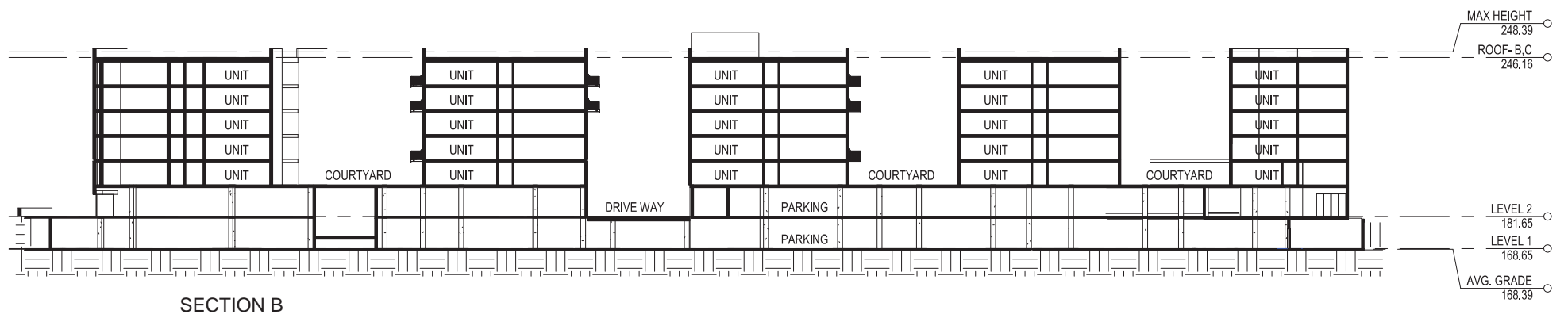
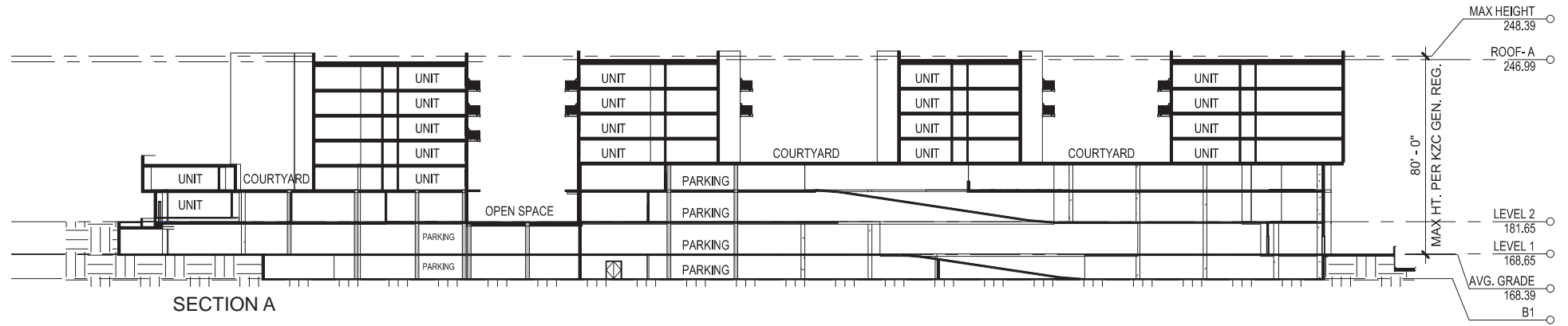


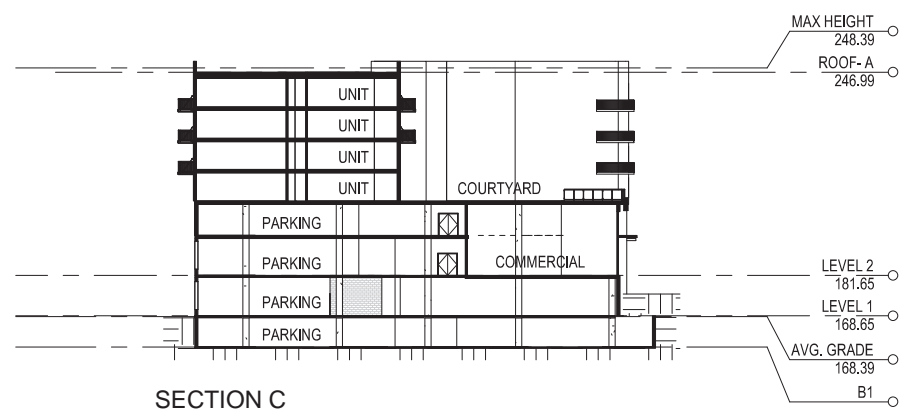




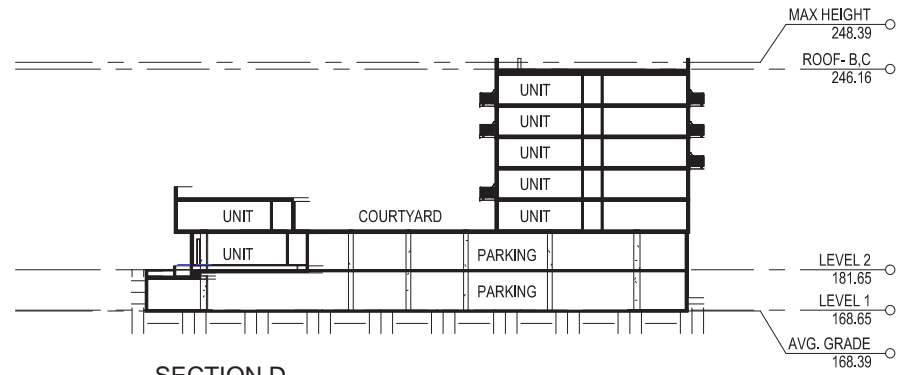




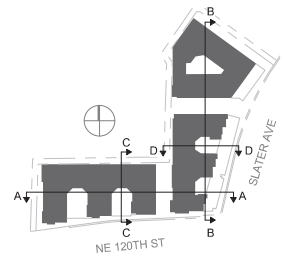




SECTION C



SECTION D

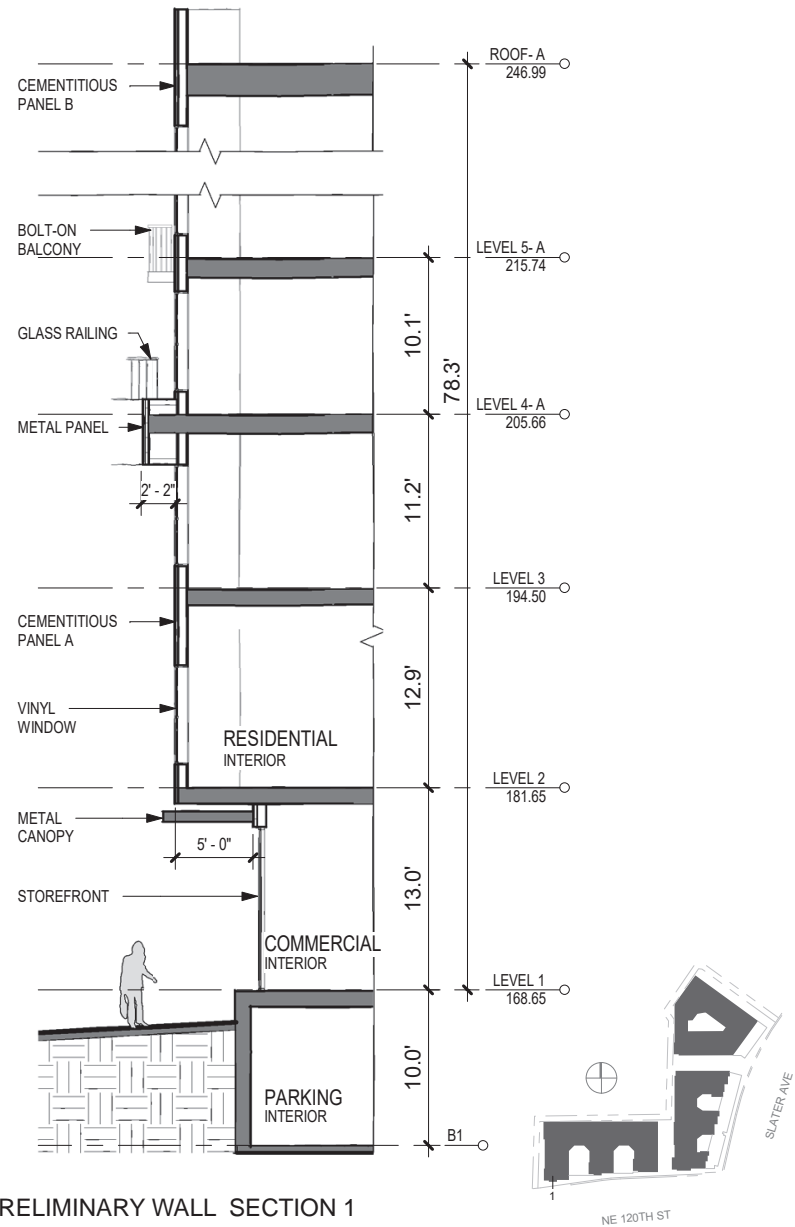




SECTION 1 - BUILDING A



Building form representative images



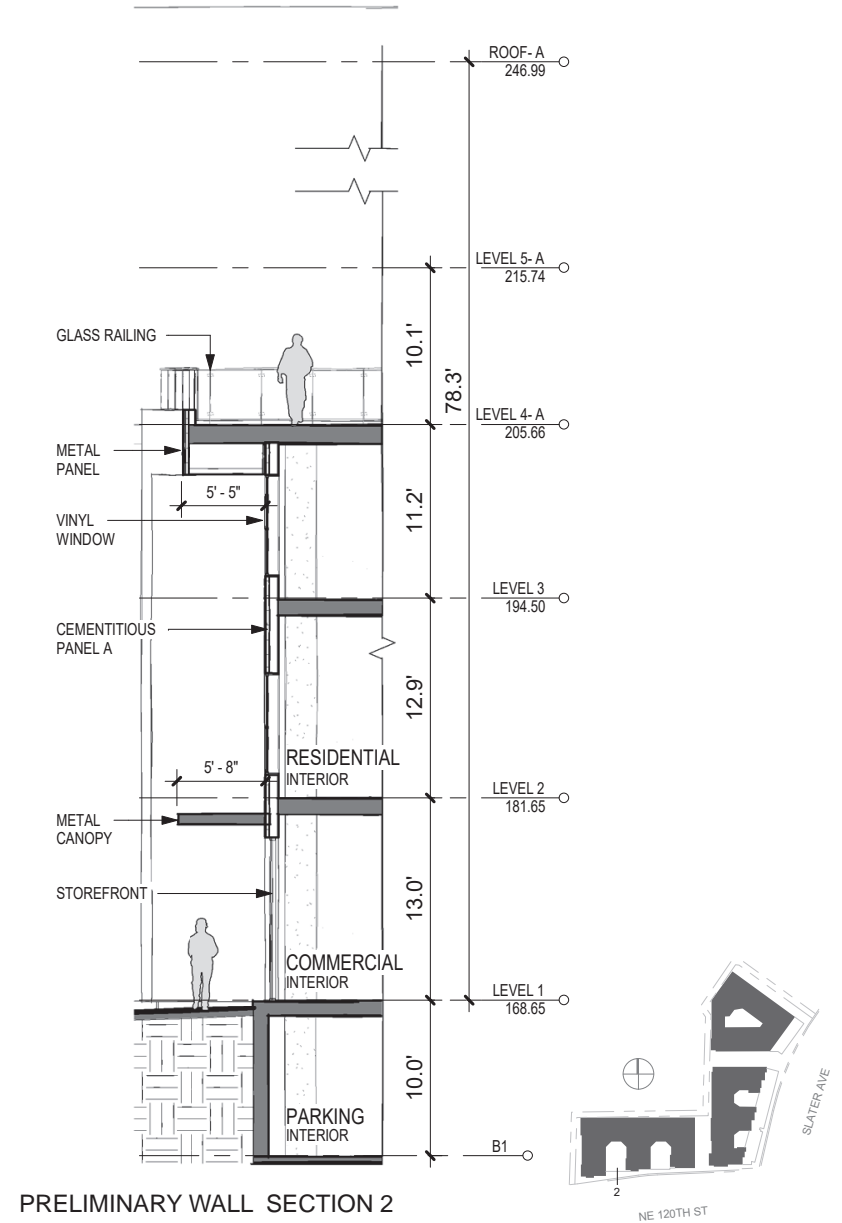
PRELIMINARY WALL SECTION 1

FAIRFIELD
RESIDENTIAL

P38
carrierjohnson + CULTURA



Building form representative images

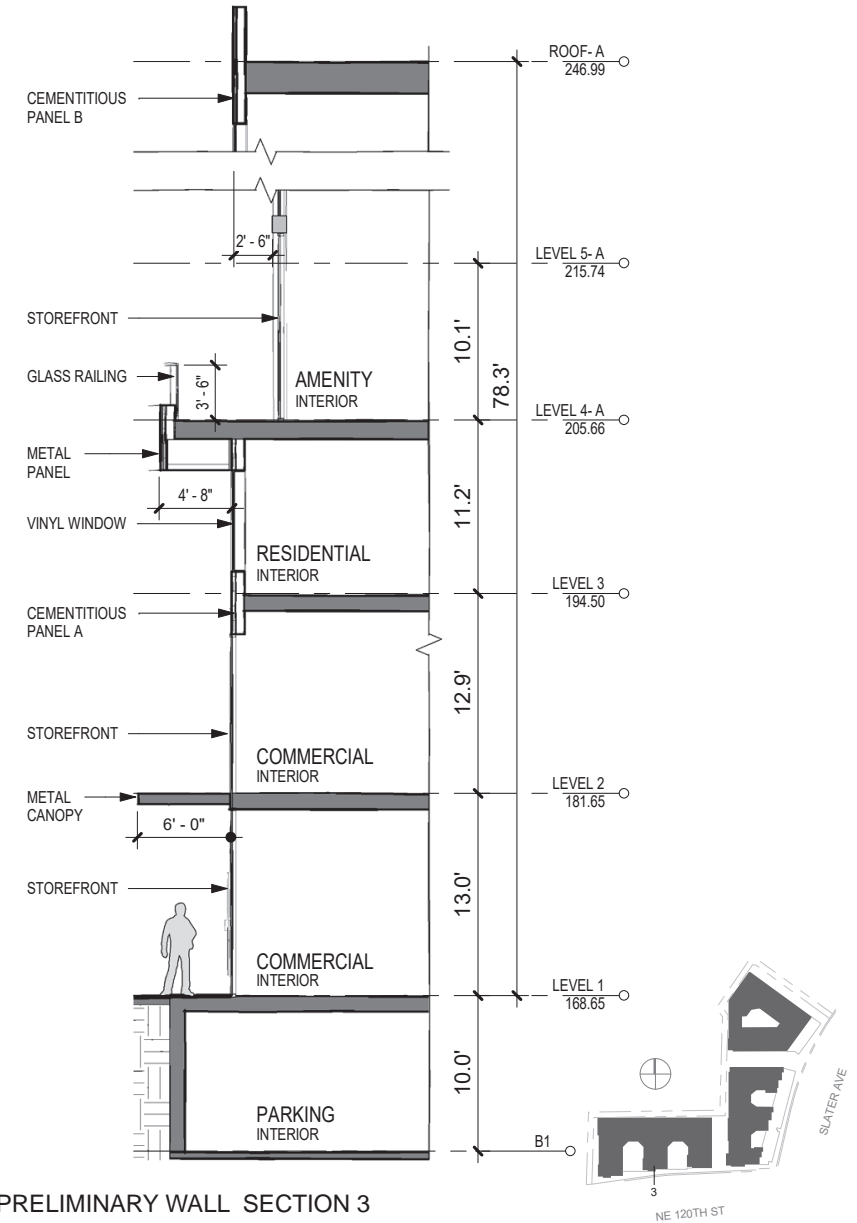


FAIRFIELD
RESIDENTIAL

P39
carrierjohnson + CULTURE3



Representative images

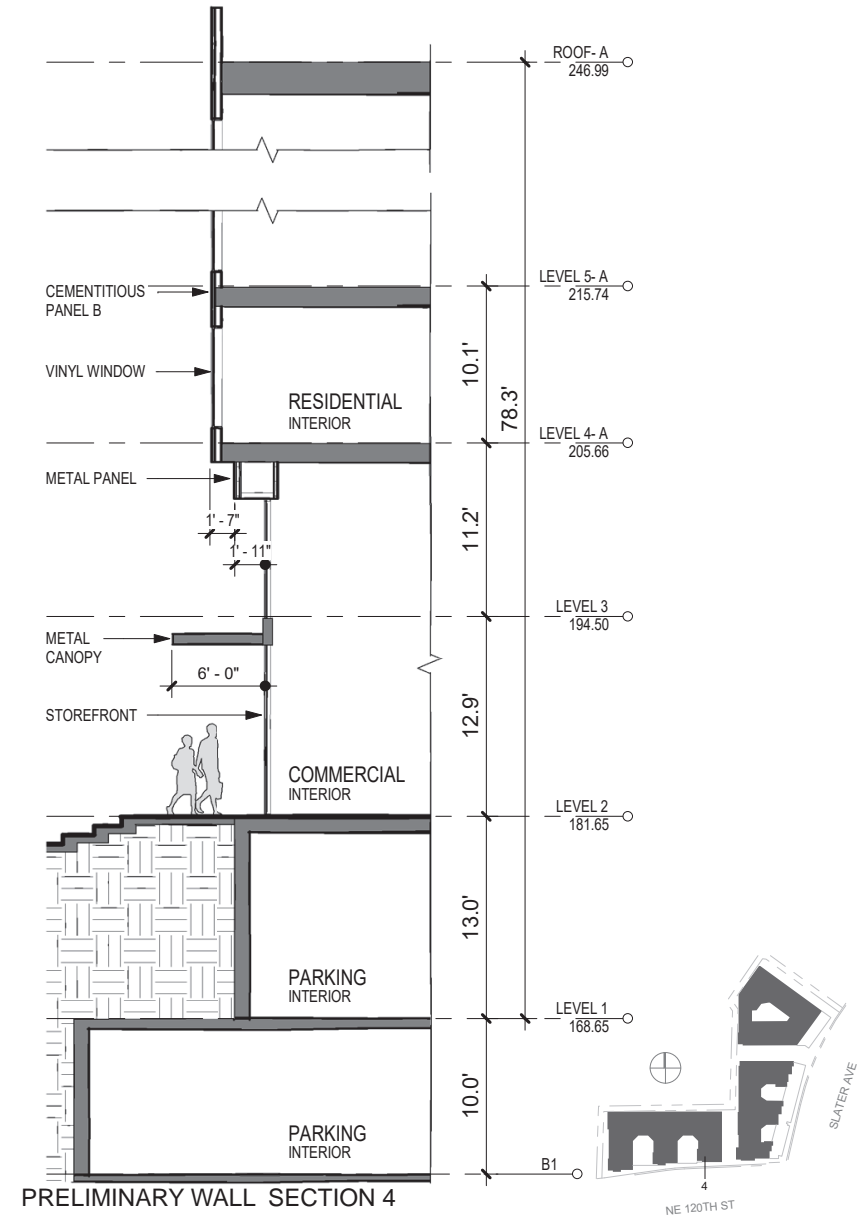




SECTION 4 - BUILDING A



Building form representative images



PRELIMINARY WALL SECTION 4

FAIRFIELD
RESIDENTIAL

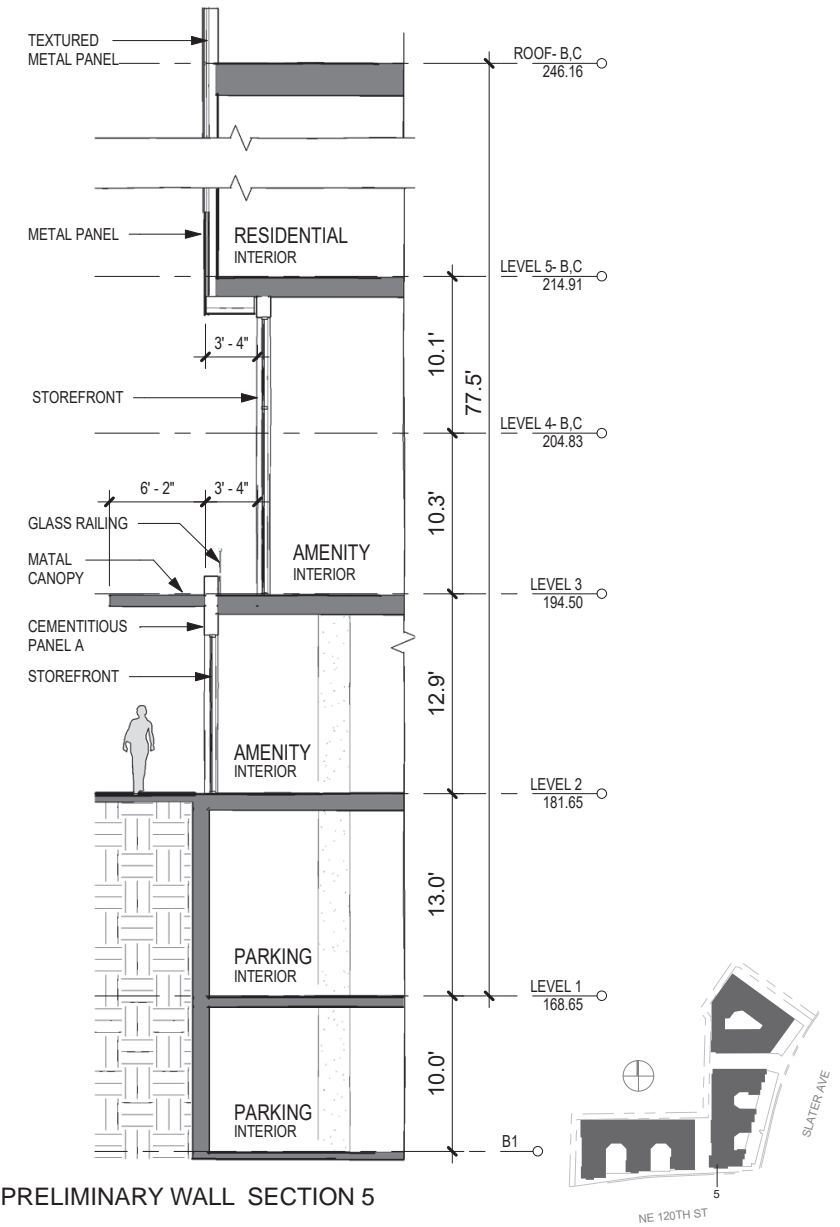
P41
carrierjohnson + CULTURA



SECTION 5 - BUILDING B



Building form representative images



PRELIMINARY WALL SECTION 5

FAIRFIELD
RESIDENTIAL

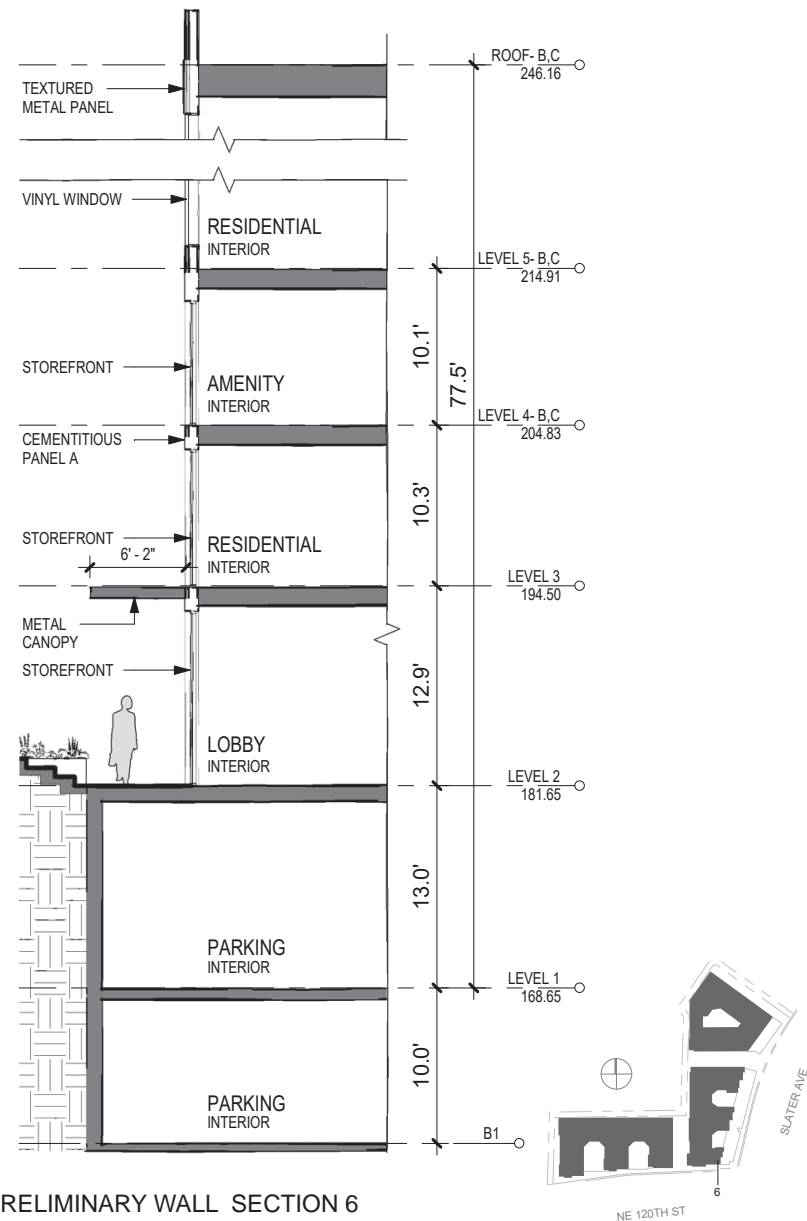
P42
carrierjohnson + CULTURE3



SECTION 6 - BUILDING B



Building form representative images



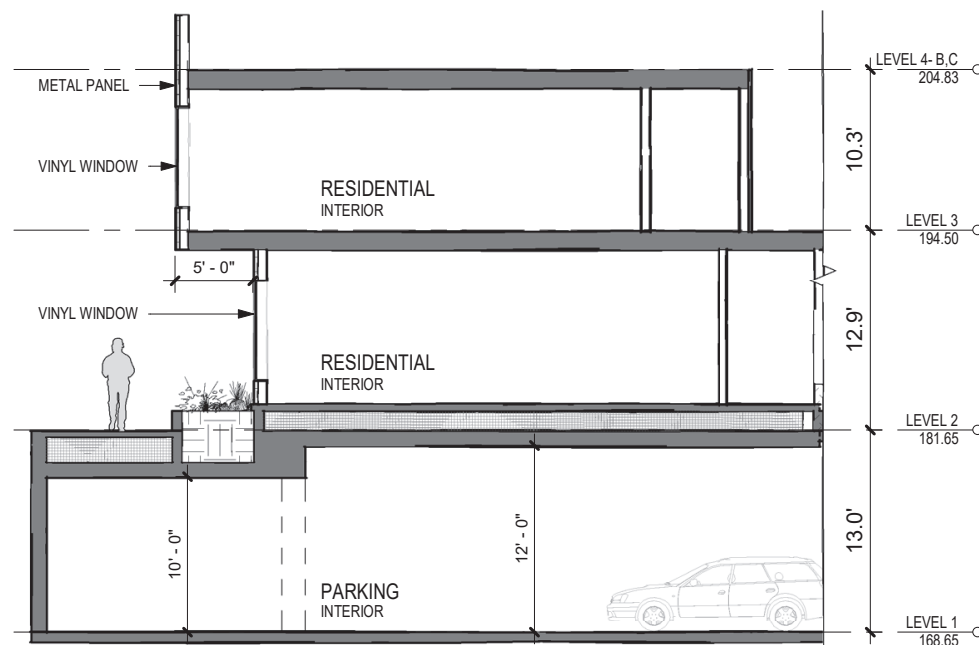
PRELIMINARY WALL SECTION 6

FAIRFIELD
RESIDENTIAL

P43
carrierjohnson + CULTURA



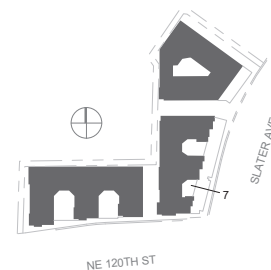
SECTION 7 - BUILDING B



PRELIMINARY WALL SECTION 7



Perspective of Proposed Slater Avenue Units

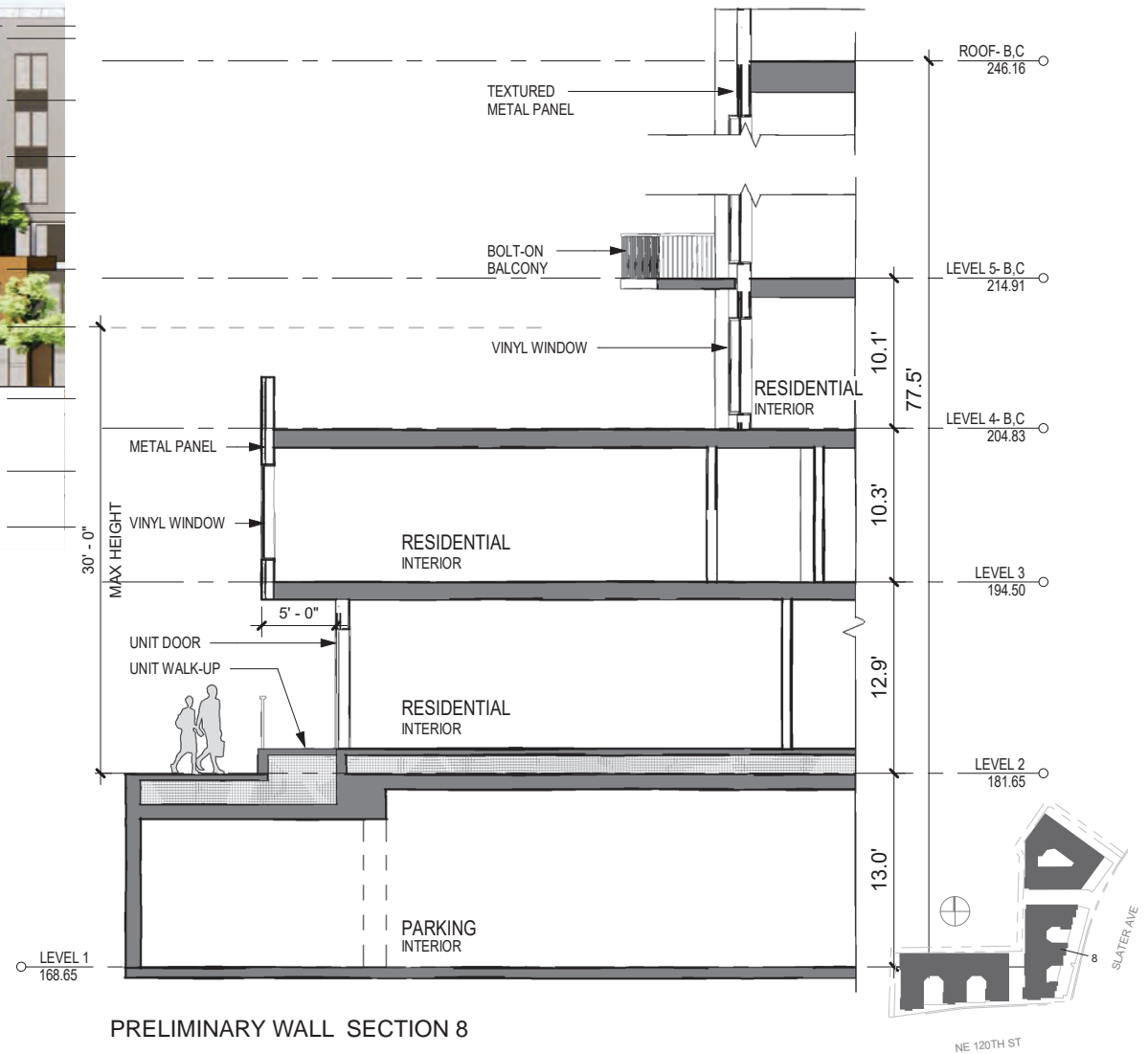




SECTION 8 - BUILDING B



Building form representative images



PRELIMINARY WALL SECTION 8

FAIRFIELD
RESIDENTIAL

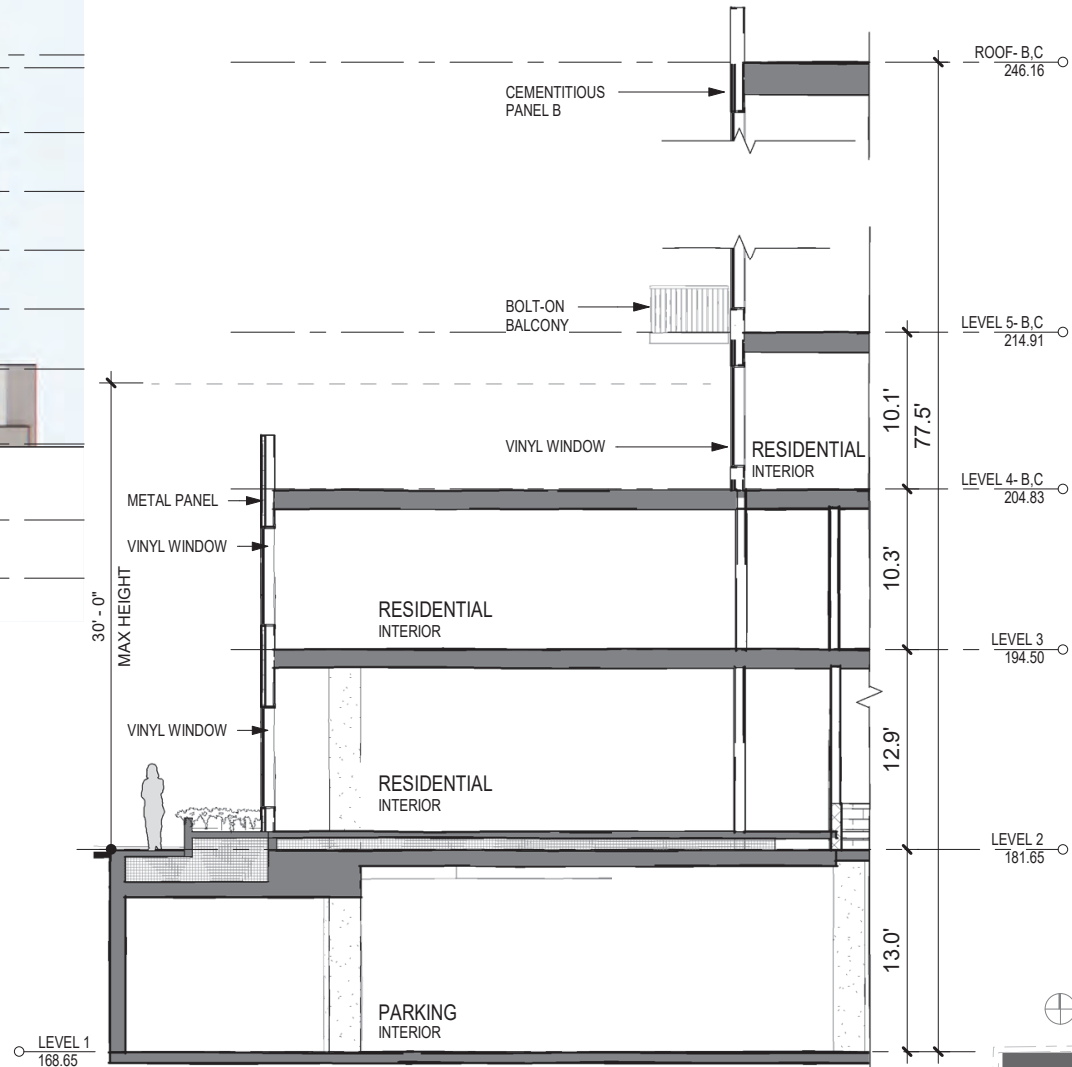
P45
carrierjohnson + CULTURA



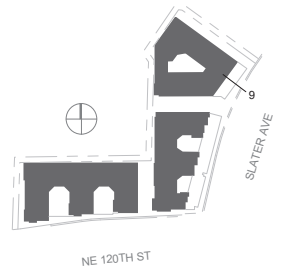
SECTION 9 - BUILDING B



Building form representative images



PRELIMINARY WALL SECTION 9

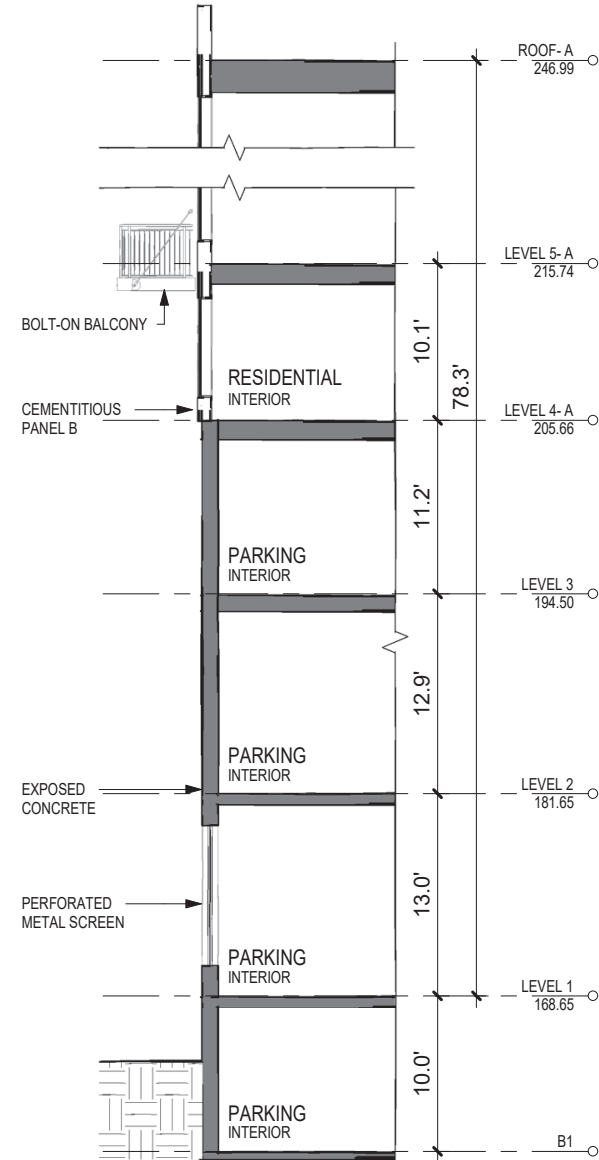




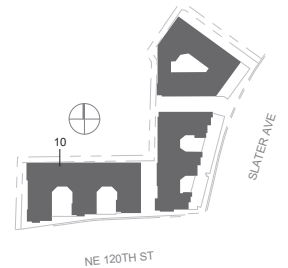
SECTION 10 - BUILDING A



Perspective of Proposed North Wall



PRELIMINARY WALL SECTION 10

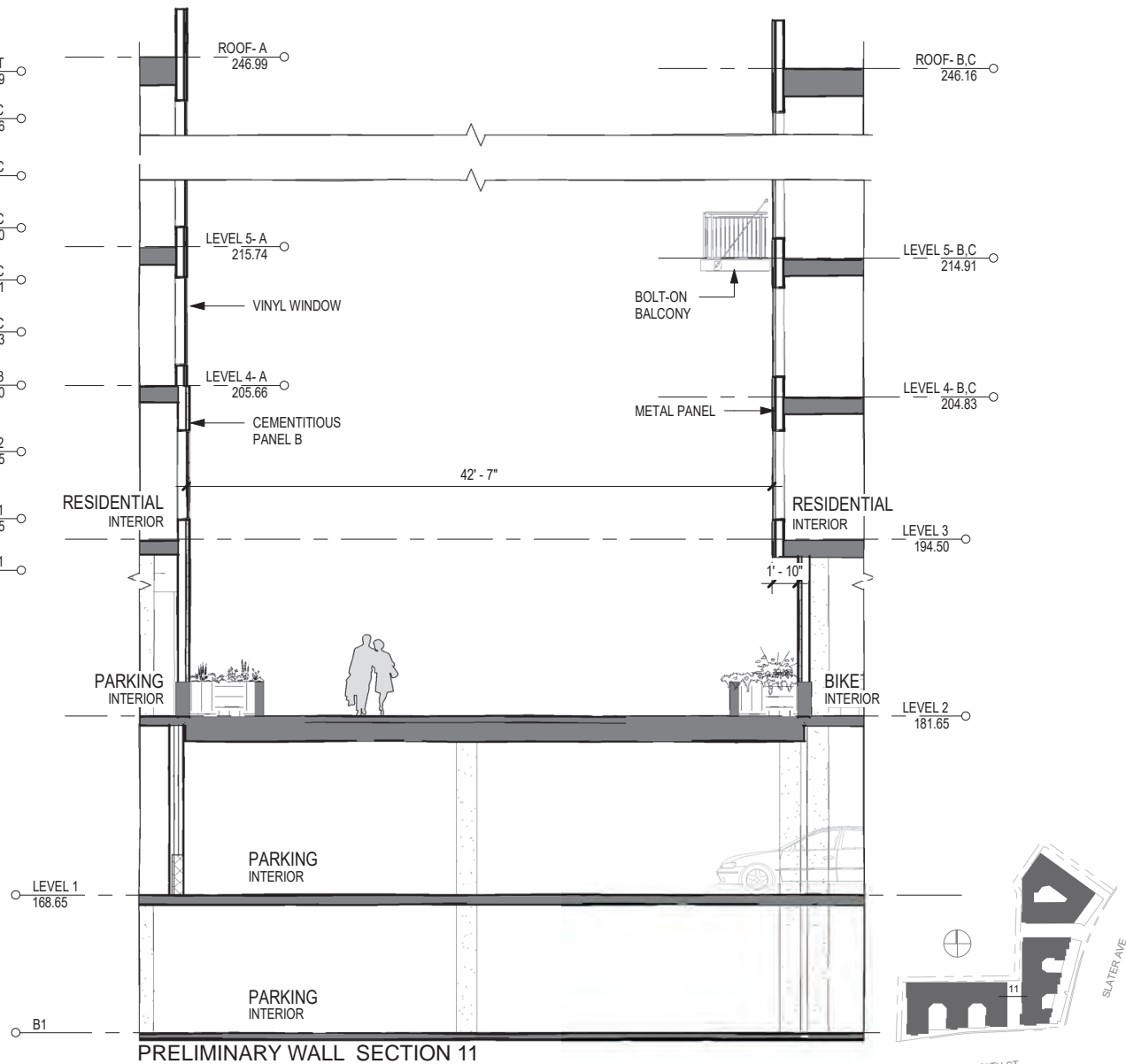




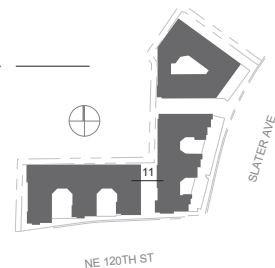
SECTION 11 - BUILDING A / B



Building form representative images



PRELIMINARY WALL SECTION 11



























City of Kirkland - Slater Mixed-Use Project | October 21st, 2020 | content: AERIAL PERSPECTIVE WITH POTENTIAL SURROUNDING DEVELOPMENTS

MATERIAL LEGEND

- | | | | | |
|------------------------------------|--|--|---|--|
| 1. CEMENTITIOUS PANEL A
- BROWN | 2. CEMENTITIOUS PANEL B
- BLUE
- LIGHT GRAY
- TAN | 3. TEXTURED METAL PANEL
- WHITE
- LIGHT BLUE
- SAND | 4. METAL PANEL FRAMES
- OXIDIZED BROWN | 7. BOLT-ON BALCONIES
8. PERFORATED METAL SCREEN
9. STOREFRONT GLAZING
10. VINYL WINDOWS |
|------------------------------------|--|--|---|--|

1 CEMENTITIOUS PANEL A



CEMENTITIOUS PANEL A
COLOR PALETTE
BROWN



2 CEMENTITIOUS PANEL B



CEMENTITIOUS PANEL B
COLOR PALETTE
BLUE



LIGHT GRAY



TAN



3 TEXTURED METAL PANEL



TEXTURED METAL PANEL
COLOR PALETTE
WHITE




LIGHT BLUE

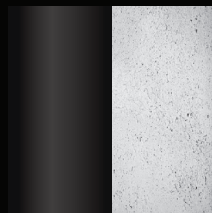


SAND







4 METAL PANEL FRAMES



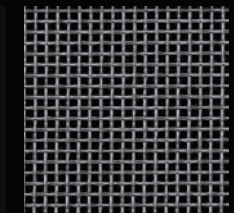
5 METAL STAIRS, CONCRETE TREADS



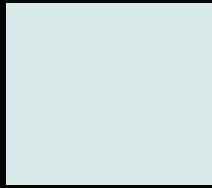
6 METAL CANOPY




7 BOLT-ON BALCONIES



8 PERFORATED METAL SCREEN

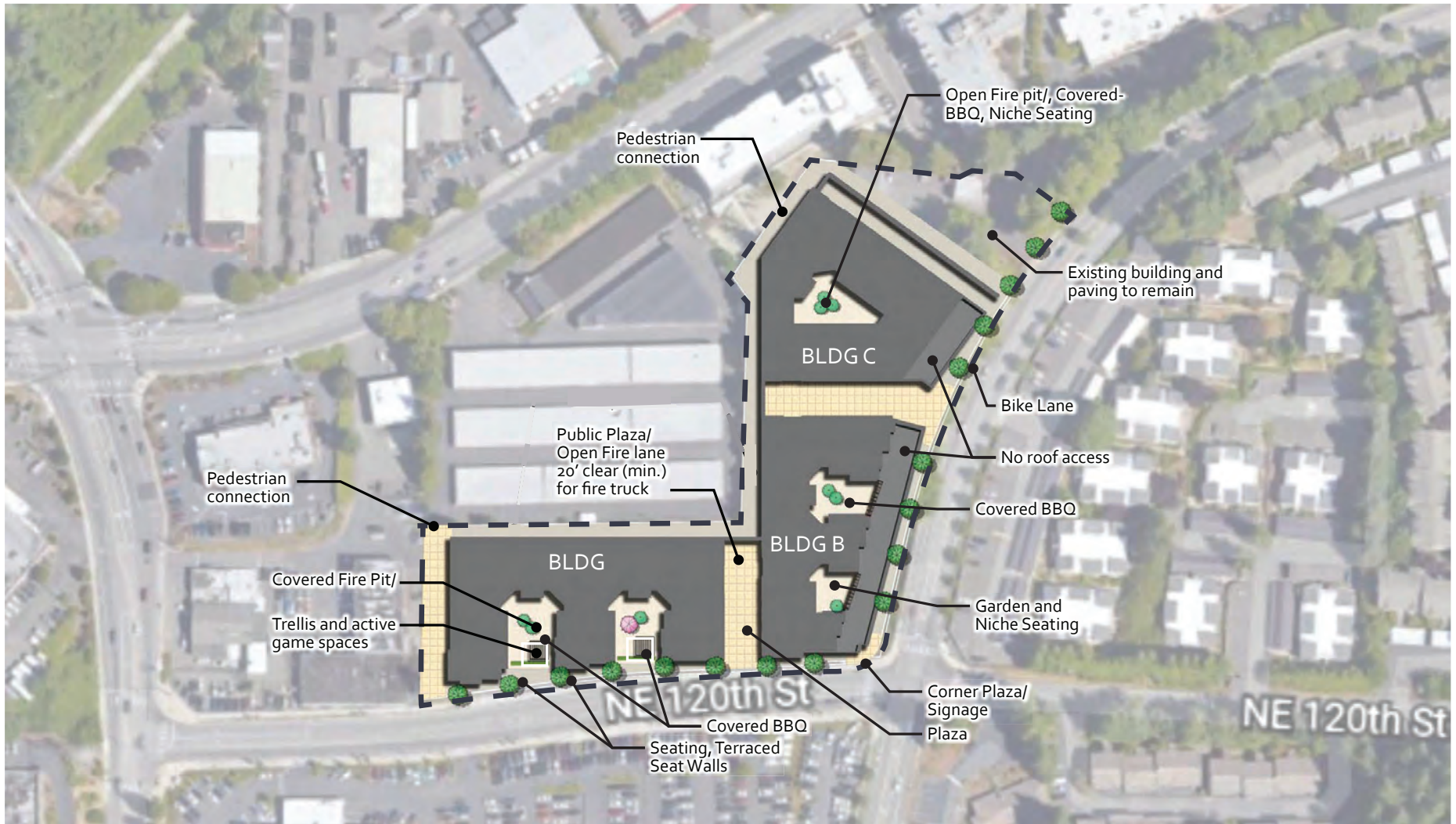


9 STOREFRONT GLAZING



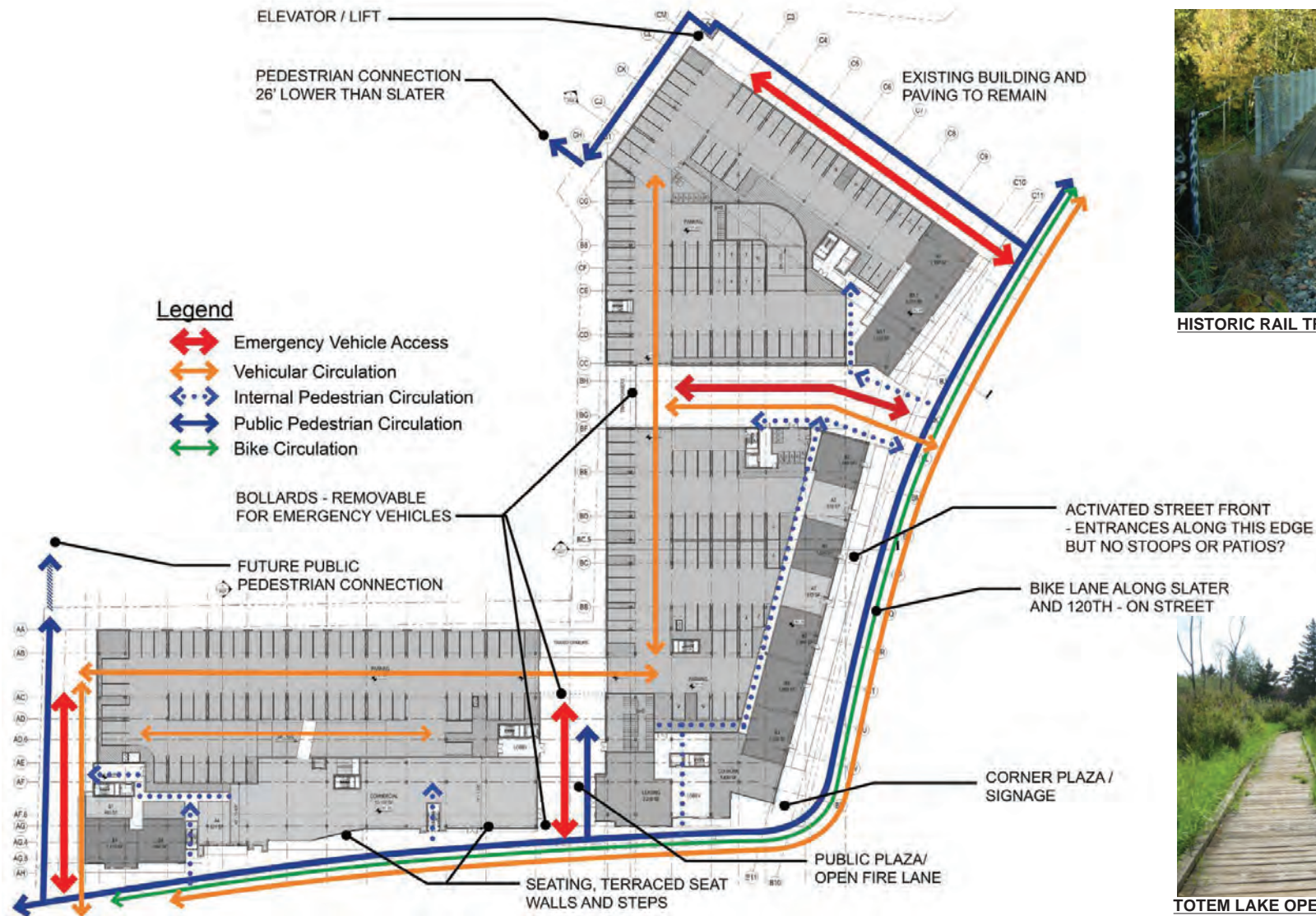
10 VINYL WINDOW





SLATER ENTITLEMENT - OVERVIEW





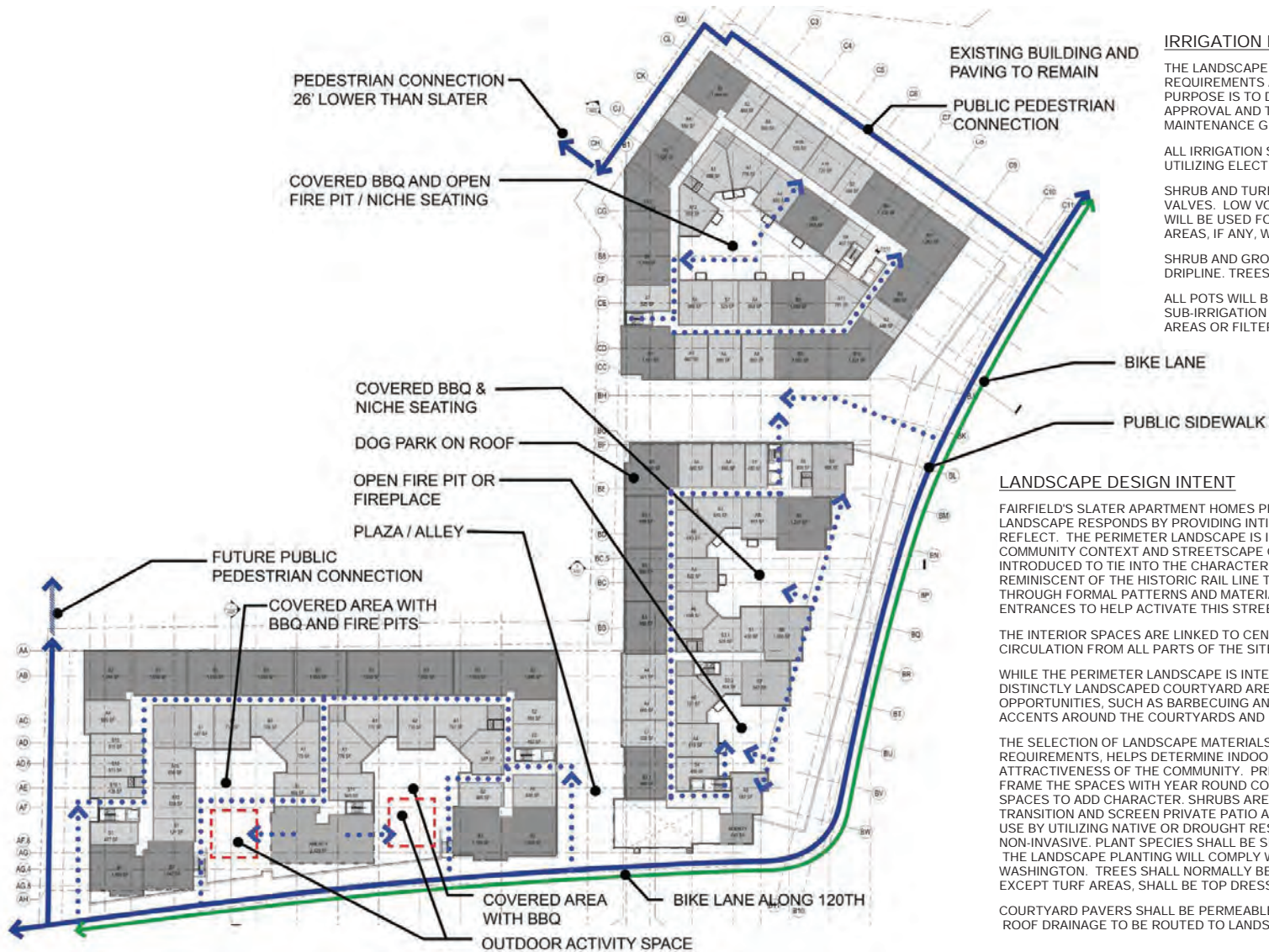
HISTORIC RAIL TRACKS ALONG SLATER



TOTEM LAKE OPEN SPACE

SLATER ENTITLEMENT - GROUND LEVEL CIRCULATION





IRRIGATION DESIGN INTENT STATEMENT

THE LANDSCAPE IRRIGATION WILL COMPLY WITH THE CITY OF KIRKLAND REQUIREMENTS AND WATER ORDINANCES FOR ALL PLANTING AREAS. THE PURPOSE IS TO DESCRIBE THE IRRIGATION DESIGN INTENT FOR OWNER'S APPROVAL AND THE APPROVAL OF OWNER'S OPERATIONS AND MAINTENANCE GROUP.

ALL IRRIGATION SYSTEM WILL BE FULLY AUTOMATIC OPERATING SYSTEMS UTILIZING ELECTRICALLY OPERATED CONTROLLERS AND VALVES.

SHRUB AND TURF AREAS AND TREES WILL BE IRRIGATED BY SEPARATE VALVES. LOW VOLUME IRRIGATION SYSTEM (DRIP IRRIGATION SYSTEM) WILL BE USED FOR SHRUB, GROUND COVER AREAS AND TREES. TURF AREAS, IF ANY, WILL BE IRRIGATED POP-UP SPRAY IRRIGATION SYSTEM.

SHRUB AND GROUND COVER AREAS WILL BE IRRIGATED WITH LANDSCAPE DRIPLINE. TREES WILL BE IRRIGATED WITH BUBBLERS.

ALL POTS WILL BE IRRIGATED BY DRIP OR THE ALTERNATIVE SUB-IRRIGATION SYSTEM. DRAINAGE SHALL BE ROUTED TO LANDSCAPE AREAS OR FILTERS.

LANDSCAPE DESIGN INTENT

FAIRFIELD'S SLATER APARTMENT HOMES PROJECT IS LOCATED WITHIN AN URBAN CONTEXT AND THE LANDSCAPE RESPONDS BY PROVIDING INTIMATE SPACES FOR THE RESIDENTS TO RELAX AND REFLECT. THE PERIMETER LANDSCAPE IS INTENDED TO BLEND INTO THE SURROUNDING COMMUNITY CONTEXT AND STREETSCAPE CHARACTER. ALONG 120TH, A RIVERWASH THEME IS INTRODUCED TO TIE INTO THE CHARACTER OF LAKE DOWN THE STREET. ALONG SLATER AVENUE REMINISCENT OF THE HISTORIC RAIL LINE THAT RAN DOWN SLATER, THE THEME IS CAPTURED THROUGH FORMAL PATTERNS AND MATERIALS. UNITS ALSO ARE PROPOSED TO HAVE PATIO ENTRANCES TO HELP ACTIVATE THIS STREET FRONTAGE.

THE INTERIOR SPACES ARE LINKED TO CENTRAL COMMONS AND RECREATION FACILITIES WITH EASY CIRCULATION FROM ALL PARTS OF THE SITE.

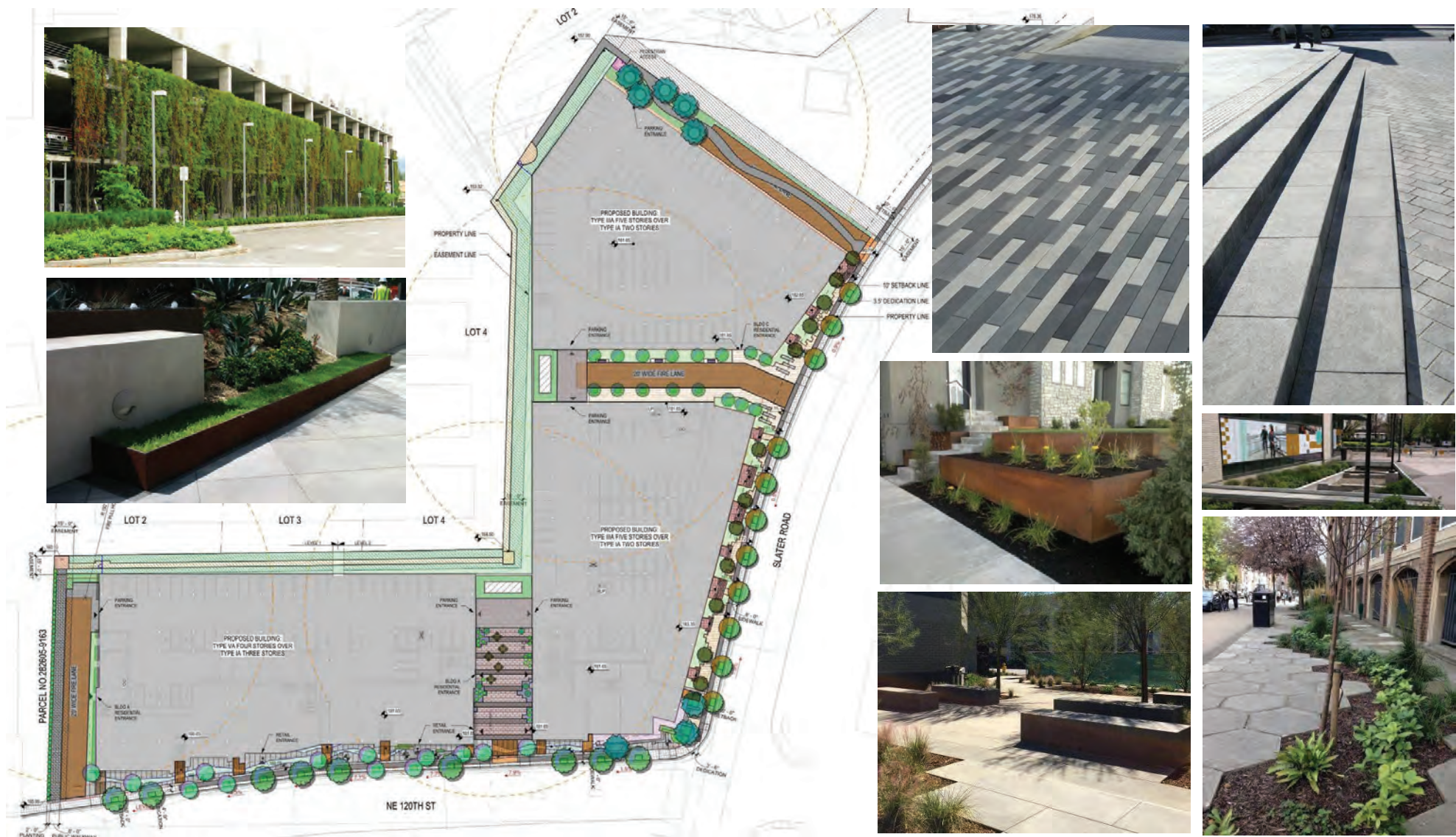
WHILE THE PERIMETER LANDSCAPE IS INTENDED TO BLEND INTO THE SURROUNDING CONTEXT, DISTINCTLY LANDSCAPED COURTYARD AREAS WILL PROVIDES THE RESIDENCE WITH ACTIVE USE OPPORTUNITIES, SUCH AS BARBECUING AND GAMES. THE LANDSCAPING ARRANGEMENT PROVIDES ACCENTS AROUND THE COURTYARDS AND PROJECT ENTRY, YET ALLOWS SOLAR ACCESS.

THE SELECTION OF LANDSCAPE MATERIALS HAS A SIGNIFICANT IMPACT ON MAINTENANCE REQUIREMENTS, HELPS DETERMINE INDOOR AND EXTERIOR COMFORT, AND CONTRIBUTES TO THE ATTRACTIVENESS OF THE COMMUNITY. PREDOMINANTLY, EVERGREEN TREE ARE PROPOSED TO FRAME THE SPACES WITH YEAR ROUND COLOR AND ACCENT TREES AT ENTRYWAYS AND OPEN SPACES TO ADD CHARACTER. SHRUBS ARE PROPOSED ADJACENT TO THE APARTMENTS TO TRANSITION AND SCREEN PRIVATE PATIO AREAS. WE WILL UTILIZE STRATEGIES TO MINIMIZE WATER USE BY UTILIZING NATIVE OR DROUGHT RESISTANT PLANTS. NON-NATIVE VEGETATION SHALL BE NON-INVASIVE. PLANT SPECIES SHALL BE SELECTED THAT WILL PRODUCE MINIMAL ORGANIC WASTE. THE LANDSCAPE PLANTING WILL COMPLY WITH REQUIREMENTS OF THE CITY OF KIRKLAND, WASHINGTON. TREES SHALL NORMALLY BE NOT LESS THEN 15-GALLON. ALL PLANTING AREAS, EXCEPT TURF AREAS, SHALL BE TOP DRESSED WITH WOOD OR ROCK MULCH.

COURTYARD PAVERS SHALL BE PERMEABLE AND ALLOW FOR EASY FLOW AND DRAINAGE OF WATER. ROOF DRAINAGE TO BE ROUTED TO LANDSCAPE OR FILTERS AND OCCASIONALLY RAIN GARDENS.

SLATER ENTITLEMENT - PODIUM LEVEL CIRCULATION





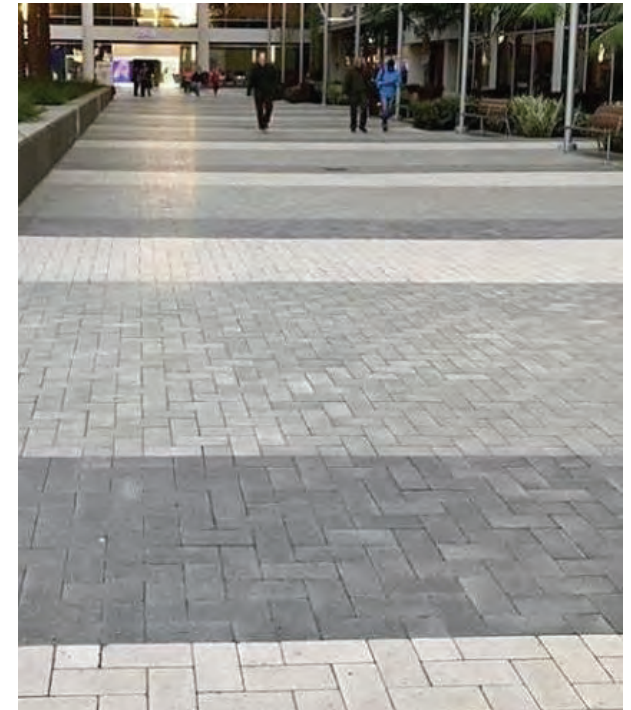
SLATER ENTITLEMENT - LANDSCAPE SITE PLAN - STREET LEVEL





SLATER ENTITLEMENT - PLAZA AT STREET LEVEL





SLATER ENTITLEMENT - PLAZA AT STREET LEVEL





Rain Gardens



Strips of pervious paving where possible



STORM WATER MANAGEMENT DESIGN INTENT

STORMWATER OR URBAN RUNOFF CONTAINS POLLUTANTS THAT CAN LEAD TO THE DETERIORATION OF DOWNSTREAM RECEIVING WATERS. RAINWATER SCRUBS POLLUTANTS FROM THE AIR AND PICKS UP ADDITIONAL POLLUTANTS AS IT RUNS OVER STREETS, ROOFS AND LANDSCAPED AREAS. TYPICAL URBAN POLLUTANTS INCLUDE HEAVY METALS FROM BRAKE PADS AND ZINC DOWNSPOUTS. PETROLEUM PRODUCTS FROM CARS. FERTILIZERS AND PESTICIDES FROM LANDSCAPED AREAS AND PCBs AND MERCURY WASHED FROM THE AIR. THESE POLLUTANTS CAN CAUSE TOXIC REACTIONS IN AQUATIC LIFE. IN ADDITION, BACTERIA AND VIRUSES IN URBAN RUNOFF CAN CAUSE HUMAN ILLNESSES FROM DIRECT CONTACT, INHALATION OR THE DRINKING OF RUNOFF.

THE DESIGN SHALL EXPLORE OPPORTUNITIES TO ACCOMMODATE THE FOLLOWING MEASURES:

1. INSTALL A ROOF DRAIN BIOFILTRATION SYSTEM IN SETBACK AREAS THAT RECEIVES AND FILTERS RUNOFF.
2. NOT ALLOW ANY RUNOFF TO ENTER UNDERGROUND PARKING. IF THERE ARE ABOVE GROUND PARKING LOTS, TREAT RUNOFF BEFORE IT ENTERS THE STORM DRAIN SYSTEM.
3. INSTALL SUFFICIENT BIORETENTION (SWALES) WITHOUT CURBS OR WITH CURB NOTCHES IN LANDSCAPE AREAS ADJACENT TO OR NEAR PARKING LOTS AND MOTOR COURTS TO INCREASE VEGETATION AND ALLOW RUNOFF TO ENTER. ALLOW FOR TREATMENT OF INCHES OF RUNOFF OR 0.2 INCHES PER HOUR FROM THE PARKING LOT AND TRIBUTARY AREAS.
4. USE PERMEABLE MATERIALS.
5. DO NOT USE COPPER OR ZINC FOR ROOFING, DOWNSPOUTS, GUTTERS OR OTHER EXPOSED SURFACES, AND DO NOT USE ROOFING MATERIALS WITH TAR PAPERS OR OTHER PETROLEUM-BASED SEALERS. USE ROOF MATERIALS THAT ARE INERT, SUCH AS TILE.
6. INSTALL POROUS PAVEMENT, SWALES, BIOFILTERS AND WATER FILTERS.

BEST MANAGEMENT PRACTICES BMPS MAY BE EMPLOYED TO:

SLOW THE RATE OF RUNOFF BY EXTENDING THE DETENTION TIMES OF RUNOFF ON SITE TO ENCOURAGE THE SETTLING OF PARTICLES, THE SORPTION (ATTACHMENT) OF POLLUTANTS ONTO PARTICLES, OR NUTRIENT (PHOSPHORUS AND NITROGEN) UPTAKE BY VEGETATION.

INCREASE INFILTRATION (SOAKING INTO SOILS TO FILTER AND REDUCE RUNOFF) AND/OR EVAPOTRANSPIRATION (PLANT AND SOIL EVAPORATION TO REDUCE RUNOFF).

FILTER RUNOFF USING TARGETED FILTER MEDIA OR VEGETATION THAT TRAPS OR BREAKS DOWN MANY CONTAMINANTS.

PREVENT POLLUTANTS FROM BEING PICKED UP AND TRANSPORTED BY STORMWATER.

REDUCE OR ELIMINATE DRY WEATHER FLOWS (IRRIGATION RUNOFF, PAVEMENT WASHING, ETC.).

IMPROVE THE SITE'S AESTHETICS AND INCREASE WATER CONSERVATION.

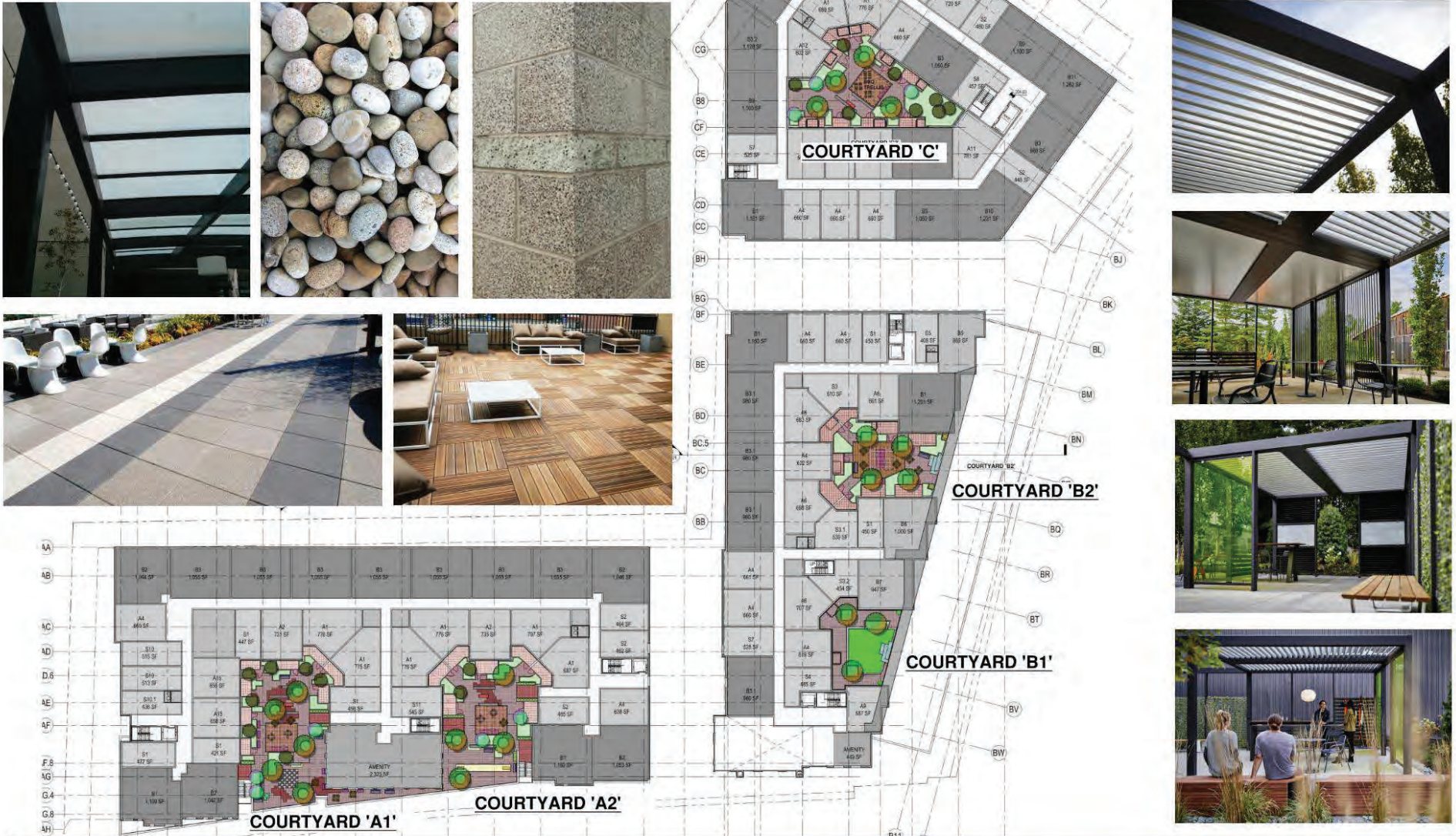
RAISED PLANTERS ON PODIUM DECKS CAN BE IDENTIFIED TO ACT AS FLOW THROUGH PLANTERS.

SWALES (SHALLOW SIDE-SLOPED GRASS LINED CHANNELS AND BIOSWALES (SWALES WITH VEGETATION, USUALLY ALLOWING FOR TEMPORARY PONDING AND INCREASED INFILTRATION) CAN CHANNEL STORMWATER FROM IMPERVIOUS AREAS INTO THE STORM DRAIN SYSTEM WHILE ALLOWING FOR SOME INFILTRATION, FILTRATION AND POLLUTANT BINDING BY SOILS AND UPTAKE BY PLANTS.

UNDERGROUND PARKING CAN STOP POLLUTANTS FROM CONTACTING STORMWATER.

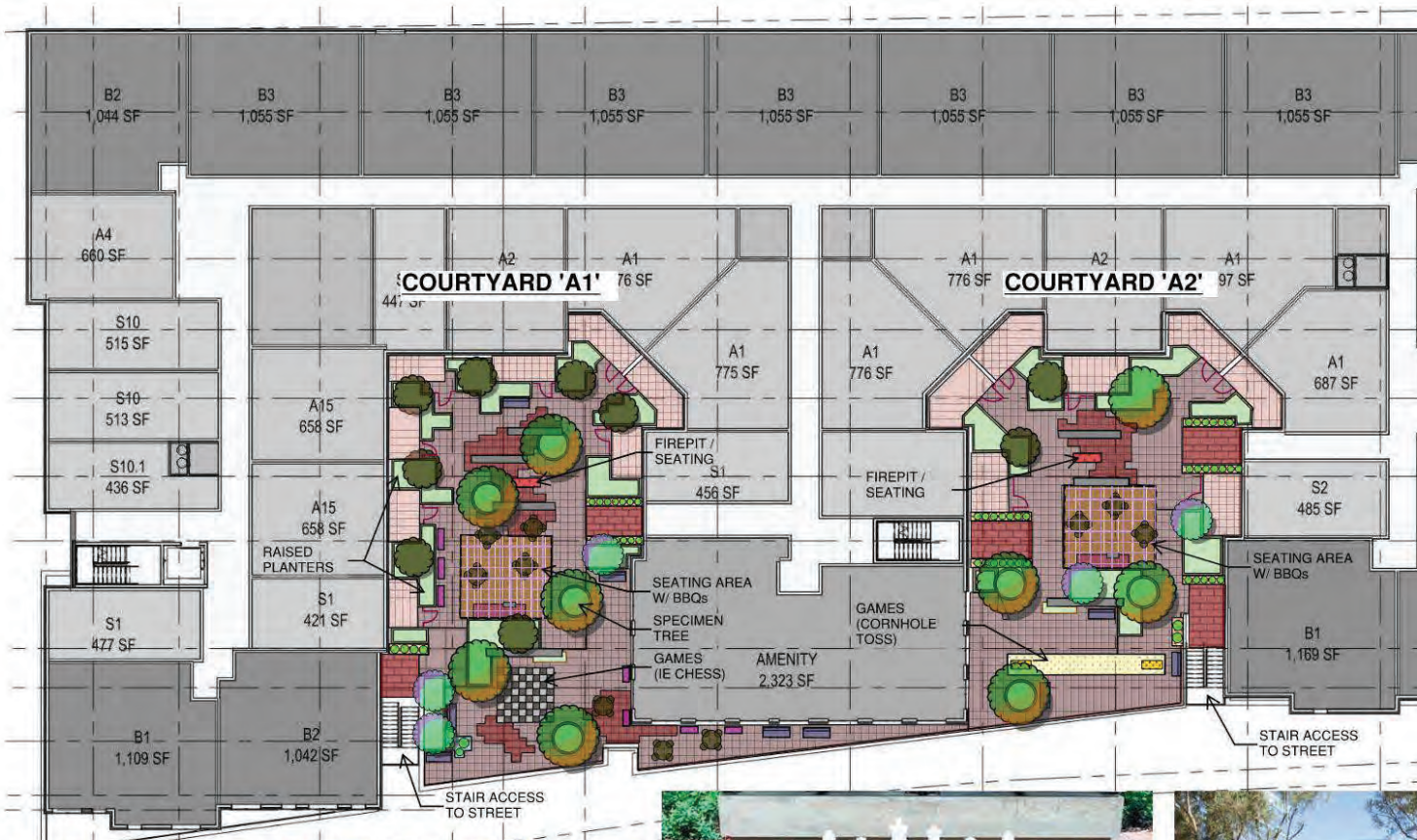
SLATER ENTITLEMENT - LOW IMPACT DESIGN OPTIONS





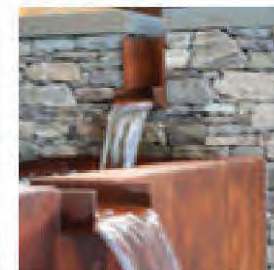
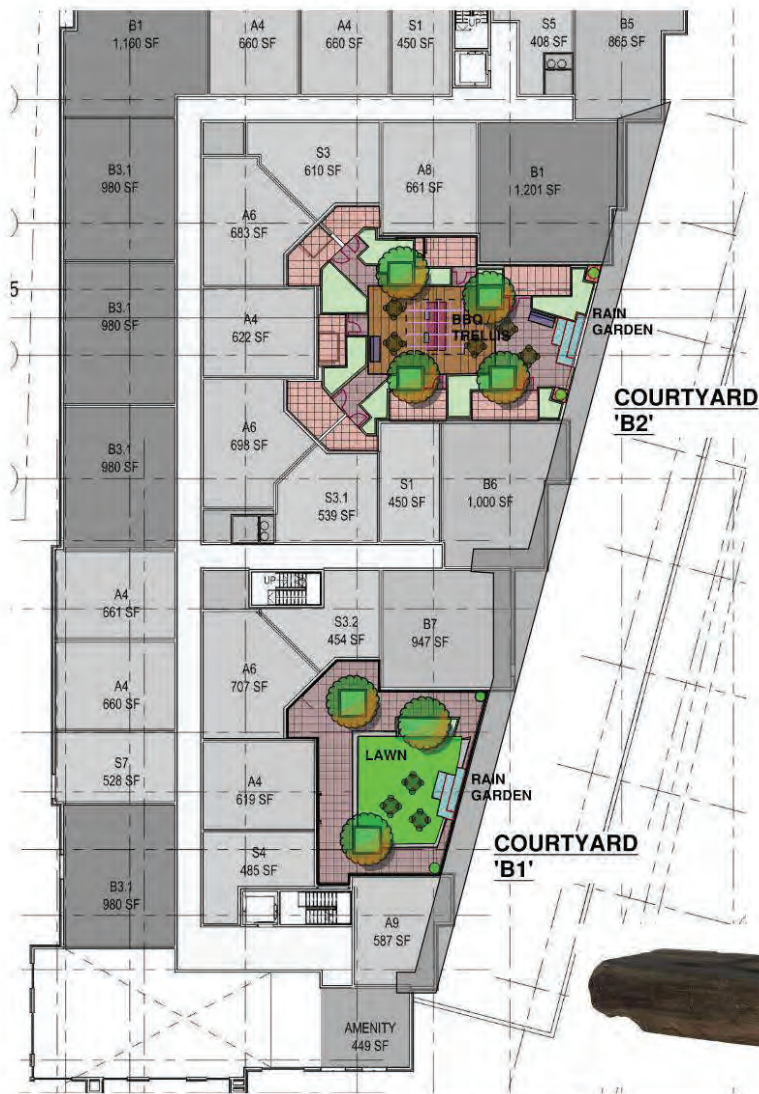
SLATER ENTITLEMENT - LANDSCAPE SITE PLAN - PODIUM LEVEL





SLATER ENTITLEMENT - COURTYARD ENLARGEMENT





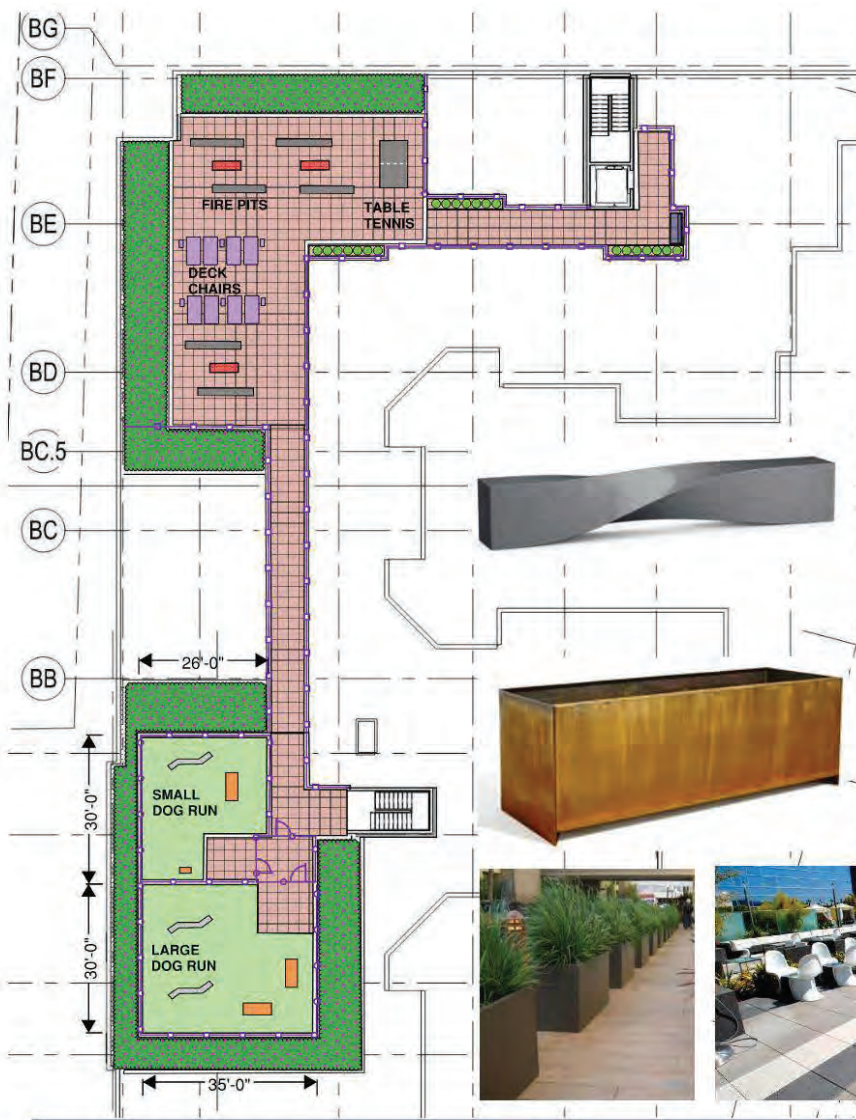
SLATER ENTITLEMENT - COURTYARD ENLARGEMENT





SLATER ENTITLEMENT - LANDSCAPE IMAGERY





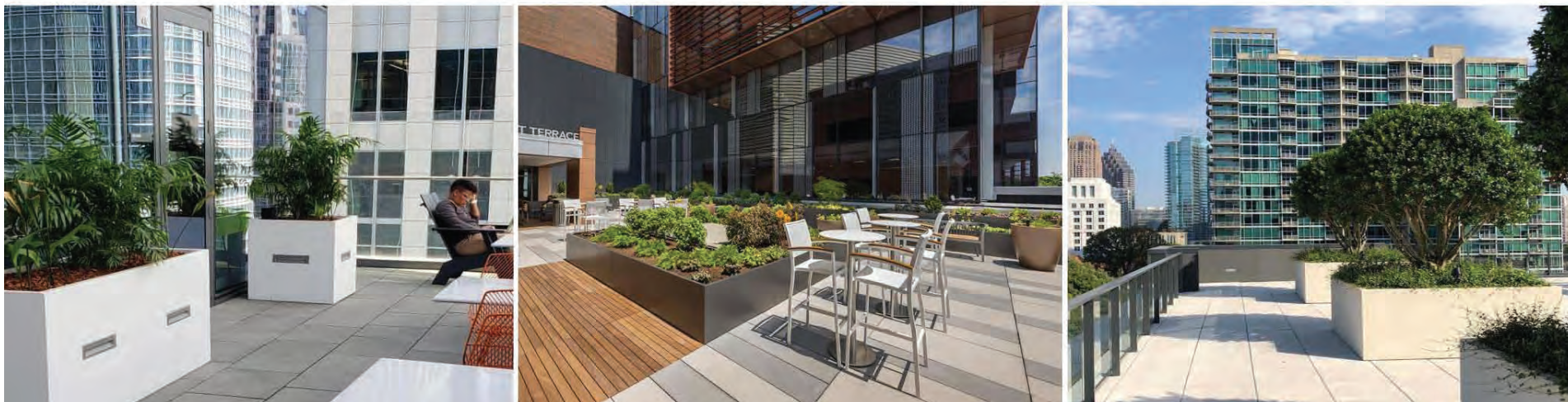
SLATER ENTITLEMENT - LANDSCAPE SITE PLAN - ROOF LEVEL





SLATER ENTITLEMENT - LANDSCAPE SITE PLAN - ROOF LEVEL





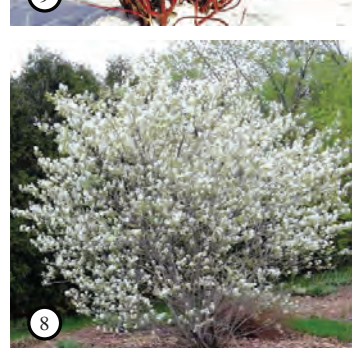
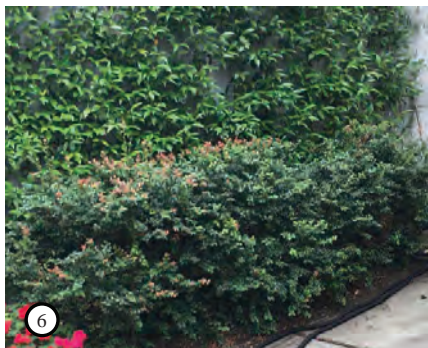
SLATER ENTITLEMENT - LANDSCAPE IMAGERY





- T
1. Douglas Fir
2. Mountain Hemlock
- S
3. Tall Oregon Grape
4. Pacific Wax Myrtle
5. Red Flowering Currant
6. Evergreen Huckleberry
7. Vine Maple
8. Serviceberry
9. Red Osier Dogwood
10. Salal

Source: kirklandwa.gov



SLATER ENTITLEMENT - NATIVE SPECIES





T
Purple Flowering Plum

S
Aaleas
Red Japanese Barberry
Hydrangeas
Forsythias
Sword Fern

G
Wild strawberries

Source: <https://www.nwcb.wa.gov/groundcover-alternatives-for-western-wa>

SLATER ENTITLEMENT - HARDY, NON-INVASIVE, READILY AVAILABLE SPECIES





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

DEVELOPMENT STANDARDS LIST

FILE: SLATER MIXED USE, DRV20-00621

ZONING CODE STANDARDS

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City.

95.52 Prohibited Vegetation. Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City.

100.25 Sign Permits. Separate sign permit(s) are required. In JBD and CBD cabinet signs are prohibited.

105.32 Bicycle Parking. All uses, except single family dwelling units and duplex structures with 6 or more vehicle parking spaces must provide covered bicycle parking within 50 feet of an entrance to the building at a ratio of one bicycle space for each twelve motor vehicle parking spaces. Check with Planner to determine the number of bike racks required and location.

105.18 Entrance Walkways. All uses, except single family dwellings and duplex structures, must provide pedestrian walkways between the principal entrances to all businesses, uses, and/or buildings on the subject property.

105.18 Overhead Weather Protection. All uses, except single family dwellings, multifamily, and industrial uses, must provide overhead weather protection along any portion of the building, which is adjacent to a pedestrian walkway.

105.18.2 Walkway Standards. Pedestrian walkways must be at least 5' wide; must be distinguishable from traffic lanes by pavement texture or elevation; must have adequate lighting for security and safety. Lights must be non-glare and mounted no more than 20' above the ground.

105.18.2 Overhead Weather Protection Standards. Overhead weather protection must be provided along any portion of the building adjacent to a pedestrian walkway or sidewalk; over the primary exterior entrance to all buildings. May be composed of awnings, marquees, canopies or building overhangs; must cover at least 5' of the width of the adjacent walkway; and must be at least 8 feet above the ground immediately below it. In design districts, translucent awnings may not be backlit; see section for the percent of property frontage or building facade.

105.19 Public Pedestrian Walkways. The height of solid (blocking visibility) fences along pedestrian pathways that are not directly adjacent a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors. All new building structures shall be setback a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent a public or private street right-of-way. If in a design district, see section and Plate 34 for through block pathways standards.

105.58 Parking Lot Locations in Design Districts. See section for standards unique to each district.

105.65 Compact Parking Stalls. Up to 50% of the number of parking spaces may be

designated for compact cars.

105.60.2 Parking Area Driveways. Driveways which are not driving aisles within a parking area shall be a minimum width of 20 feet.

105.60.3 Wheelstops. Parking areas must be constructed so that car wheels are kept at least 2' from pedestrian and landscape areas.

105.60.4 Parking Lot Walkways. All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location. Lots with more than 25,000 sq. ft. of paved area must provide pedestrian routes for every 3 aisles to the main entrance.

105.77 Parking Area Curbing. All parking areas and driveways, for uses other than detached dwelling units must be surrounded by a 6" high vertical concrete curb.

105.96 Drive Through Facilities. See section for design criteria for approving drive through facilities.

110.52 Sidewalks and Public Improvements in Design Districts. See section, Plate 34 and public works approved plans manual for sidewalk standards and decorative lighting design applicable to design districts.

110.60.5 Street Trees. All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning official.

115.45 Garbage and Recycling Placement and Screening. For uses other than detached dwelling units, duplexes, moorage facilities, parks, and construction sites, all garbage receptacles and dumpsters must be setback from property lines, located outside landscape buffers, and screened from view from the street, adjacent properties and pedestrian walkways or parks by a solid sight-obscuring enclosure.

115.47 Service Bay Locations. All uses, except single family dwellings and multifamily structures, must locate service bays away from pedestrian areas. If not feasible must screen from view.

115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

115.95 Noise Standards. The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

115.115 Required Setback Yards. This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

115.115.3.g Rockerries and Retaining Walls. Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

115.120 Rooftop Appurtenance Screening. New or replacement appurtenances on existing

buildings shall be surrounded by a solid screening enclosure equal in height to the appurtenance. New construction shall screen rooftop appurtenances by incorporating them in to the roof form.

Prior to issuance of a grading or building permit:

27.06.030 Park Impact Fees. New residential units are required to pay park impact fees prior to issuance of a building permit. Please see KMC 27.06 for the current rate. Exemptions and/or credits may apply pursuant to KMC 27.06.050 and KMC 27.06.060. If a property contains an existing unit to be removed, a "credit" for that unit shall apply to the first building permit of the subdivision.

Prior to occupancy:

95.51.2.a Required Landscaping. All required landscaping shall be maintained throughout the life of the development. The applicant shall submit an agreement to the city to be recorded with King County which will perpetually maintain required landscaping. Prior to issuance of a certificate of occupancy, the proponent shall provide a final as-built landscape plan and an agreement to maintain and replace all landscaping that is required by the City

110.60.5 Landscape Maintenance Agreement. The owner of the subject property shall sign a landscape maintenance agreement, in a form acceptable to the City Attorney, to run with the subject property to maintain landscaping within the landscape strip and landscape island portions of the right-of-way. It is a violation to pave or cover the landscape strip with impervious material or to park motor vehicles on this strip.



DEVELOPMENT STANDARDS

DRV20-00621

PUBLIC WORKS DEPARTMENT

PUBLIC WORKS CONDITIONS

Permit #: DRV20-00621

Project Name: Slater Mixed Use

Project Address: 12055 Slater Avenue

Date: November 23, 2020

Public Works Staff Contacts

Ryan Schauble, Senior Development Engineer

Phone: 425-587-3842 / E-mail: rschauble@kirklandwa.gov

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site.
2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The applicant should anticipate the following fees:
 - o Water and Surface Water Connection Fees *
 - o Water Meter Fee *
 - o Right-of-way Fee
 - o Review and Inspection Fee
 - o Sanitary Sewer Fees per NUD
 - o Building Permits associated with this proposed project will be subject to the traffic, park, and school impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s). Any existing buildings within this project which are demolished will receive a Traffic Impact Fee credit, Park Impact Fee Credit and School Impact Fee Credit. This credit will be applied to the first Building Permits that are applied for within the project. The credit amount for each demolished building will be equal to the most currently adopted Fee schedule.
- * Fee to be paid with the issuance of a Building Permit.
3. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit, including the required LSM Checklist.
4. Review of Building Permits within a detached multi-family project: One detached multi-family Building Permit must be submitted prior to issuance of the LSM. Multiple Building Permits may be reviewed concurrently with the LSM review.
5. Right-of-Way Restoration and Maintenance Securities:
 - If a recording Performance Security has not yet been posted, then prior to issuance of the LSM Permit a standard right of way restoration security ranging from \$10,000.00 to 30,000.00 (value determined based on amount of ROW disruption) shall be posted with Public Works Department. This security will be held until the project has been completed.
 - Prior to Final Inspection of the Land Surface Modification improvements, there will be a condition of the permit to establish a two-year Maintenance security.
6. Prior to submittal of a Building or Zoning Permit, the applicant must apply for a Concurrency Test Notice. Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information. A separate Concurrency Permit will be created.

7. After concurrency has passed, the project will receive a concurrency test notice that allows the applicant to proceed with all development permits. A "Certificate of Concurrency" is established with a development or building permit. It will read as follows: CERTIFICATE OF CONCURRENCY: This project has been reviewed and approved for water, sewer, and traffic concurrency. Any water and sewer mitigating conditions are listed within the conditions below. Any traffic mitigating conditions will be found in an attached memorandum from the Public Works Traffic Engineering Analyst to the Planning Department Project Planner. Upon issuance of this permit, this project shall have a valid Certificate of Concurrency and concurrency vesting until the permit expires. This condition shall constitute issuance of a Certificate of Concurrency pursuant to chapter 25.12 of the Kirkland Municipal Code.
8. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy G-7, Engineering Plan Requirements. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.
9. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.
10. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).
11. A completeness check meeting is required prior to submittal of any Building Permit applications.
12. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage, recycling and composting storage and pickup. The plan shall conform to Policy G-9 in the Public Works Pre-approved Plans and be approved by Waste Management and the City. Important feature is to provide enough storage area for recycling and composting; and being able to pick up containers without storing in the ROW overnight. Submit the plan with a cover letter to explain how Policy G-9 requirements will be met. Please contact John MacGillivray, 425.587.3804, if you have questions.
13. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Sanitary Sewer Conditions:

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

Water System Conditions:

1. Remove and replace the existing main on-site as proposed on the plans which relocates the existing main outside the development envelope while still maintaining all existing connections (Public Storage and Francis Village). Water main to be upsized to 12" per City of Kirkland's Water Comprehensive Plan. Provide a 15-foot Public Water Main Easement to help with access and maintenance around the north and west property lines. The proposed fire lanes will help greatly with access to this water main improvement.
2. Provide a new 12" DI water main along the west property line connecting the main at the southwest corner of the Public Storage property with the main in 120th. The proposed fire lanes will help greatly with access to this water main improvement.
3. Water service sizing shall be in accordance with plumbing code requirements; City of Kirkland will set the water meter. The water size is determined when the Building Permit is submitted and is sized per the Uniform Plumbing Code. Provide separate water services dedicated to irrigation.
4. The existing water service shall be abandoned at the main, unless approved otherwise by Public Works. Note: The existing water service may be used provided that it is in the right location, is not galvanized or blue poly, and is sized adequately to serve the building (per the Plumbing Code).
5. See Fire Department conditions for fire flow requirements.
6. In mixed-use projects each use shall have a separate water meter, i.e., the retail use shall have a separate water meter

from residential use.

Surface Water Conditions:

1. Provide temporary and permanent storm water control in accordance with the 2016 King County Surface Water Design Manual (KCSWDM) and the City of Kirkland Addendum (Policy D-10).
2. To determine the drainage review level required, the target impervious surface area is the maximum allowable lot coverage area for the project, plus any offsite improved impervious areas. See Policies D-2 and D-3 in the Public Works Pre-Approved Plans for drainage review information, or contact Kirkland Surface Water staff at (425) 587-3800 for assistance. The Kirkland Drainage Review Flow Chart is a helpful tool to determine a project's drainage review level. Drainage review levels are summarized below:
 - Full Drainage Review
 - o Any non-single-family residential project that creates more than 2,000 sf of new and/or replaced impervious surface, or greater than 7,000 sf of land disturbing activity will trigger a Full Drainage Review.
 - o Single family residential projects that propose improvements greater than the Simplified thresholds explained above will be subject to a Full Drainage Review.
3. This project is in a Level 2 Flow Control Area, and is required to comply with core drainage requirements in the KCSWDM. Historic (forested) conditions shall be used as the pre-developed modeling condition for design of the stormwater detention system.
4. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater Low Impact Development (LID) Best Management Practices (BMPs) per the KCSWDM. If feasible, stormwater LID BMPs are required to the maximum extent feasible. If LID BMPs are infeasible, pervious pavement cannot be used to reduce overall impervious lot coverage. The Private Maintenance Agreement will be recorded on all projects that construct a stormwater LID BMP or facility, per Policy D-7.
5. Soil information may be necessary for designing LID BMPs per the KCSWDM, and there are other reasons a soil report is necessary for a project (e.g., steep slopes, sensitive areas, etc.). Refer to Policy D-8 for details.
6. Special inspections may be required for LID BMPs on this project. Provide documentation of inspections by a licensed geotechnical professional that the BMP will function as designed.
7. If the project will create or replace more than 5,000 square feet of pollution generating impervious surface (PGIS), provide water quality treatment in accordance with the KCSWDM. The enhanced treatment level is required for multi-family residential, commercial, industrial projects, and single family residential projects with eight or more dwelling units per acre density.
8. Soil Amendment per Pre-Approved Plan E.12 is required for all landscaped areas.
9. Provide a separate storm drain connection to each lot for conveyance. All roof and driveway drainage must be tight-lined to the storm drain system or utilize low impact development techniques on-site.
10. Provide collection and conveyance of right-of-way storm drainage for Slater Avenue NE and NE 120th Street. Provide curb inlet structures on NE 120th and connect to the existing catch basins. The Filterra structure located west of the existing driveway will need to be removed and replaced and account for the new PGIS area draining to it. The existing public storm that is conveyed through the project site can be re-routed and combined and discharged to one of the two existing storm systems on the northwest corner of the property. Provide a conveyance analysis to determine if the new system is adequately sized. Provide a plan and profile design for the storm sewer system. Size and material of construction shall be in accordance with the City Kirkland Pre-Approved Plans and Notes. Refer to Policy D-5 for details.
11. Provide a 15 foot wide public storm sewer line easement for any pipes that convey public water through the site.
12. Provide a 15' wide access easement to the storm detention control manhole; easement must be improved with 10' of asphalt and drainage control to protect against erosion.
13. Construction Stormwater Pollution Prevention Plan (CSWPPP):
 - All proposed projects that will conduct construction activities onsite, or offsite must provide stormwater pollution

prevention and spill controls to prevent, reduce, or eliminate the discharge of pollutants (including sediment) to onsite or adjacent stormwater systems or watercourses.

- Refer to Core Requirement No. 5 in the KCSWDM and Policy D-12.
- Provide an erosion control report and plan with the Building or Land Surface Modification Permit application. The plan shall be in accordance with the KCSWDM.
- Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.

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

- The applicant is responsible to apply for a Construction Stormwater General Permit from Washington State Department of Ecology. Provide the City with a copy of the Notice of Intent for the permit. Permit Information can be found at the following website: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>
 - o Among other requirements, this permit requires the applicant to prepare a Storm Water Pollution Prevention Plan (SWPPP) and identify a Certified Erosion and Sediment Control Lead (CESCL) prior to the start of construction. The CESCL shall attend the City of Kirkland PW Dept. pre-construction meeting with a completed SWPPP.
- Turbidity monitoring by the developer/contractor is required for any surface water leaving the site.
- A Stormwater Pollution Prevention and Spill (SWPPS) Plan must be kept on site during all phases of construction and shall address construction-related pollution generating activities. Follow the guidelines in the Ecology Pollution Prevention Manual for plan preparation.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts NE 120th Street and Slater Avenue NE. These streets are classified as Minor Arterials. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30-110.50 establishes that this street must be improved with the following:

NE 120th Street

- A. NE 120th Street is a Pedestrian Oriented Street and shall have the following improvements:
- B. Provide new Type A curb and gutter along the entire frontage, set face of curb based on maintaining existing travel lane width and providing an 8' wide buffered bike lane.
- C. Provide an 8' wide sidewalk measured from back of curb with street trees 30' on-center in 4'x6' tree wells.
- D. Provide pedestrian street lighting 60' on-center per City of Kirkland standard for Totem Lake Business District.
- E. Will need to modify intersection improvements to accommodate bike lanes and ADA requirements. Signal pole and push button likely will need to be moved.
- F. Dedicate right-of-way to encompass a minimum of 5' of width or the required walk. The remaining 3' may be encompassed in a Public Pedestrian Easement.
- G. Remove obsolete driveway cuts and replace with new frontage improvements.

Slater Avenue NE

- A. Dedicate sufficient right-of-way (ROW) abutting the property to install half-street improvements as detailed below. There is no option for a pedestrian easement along the frontage.
- B. Provide new Type A curb and gutter along the entire frontage, set face of curb based on maintaining existing travel lane width and providing an 8' wide buffered bike lane.
- C. Provide an 8' wide sidewalk measured from back of curb with street trees 30' on-center in 4'x6' tree wells.
- D. Provide pedestrian street lighting 60' on-center per City of Kirkland standard for Totem Lake Business District.
- E. Remove obsolete driveway cuts and replace with new frontage improvements.

Pedestrian Connection

- A. Provide a 10' wide pedestrian easement and connection along the northeast property line and connect with the pedestrian improvement along the west property line of the Francis Village project. Connection shall be 8' wide asphalt.
- B. Provide a 10' wide pedestrian easement and connection along the west property line. Connection shall be 8' wide asphalt. The connection will be completed with the redevelopment of the Public Storage site.

2. Meet the requirements of the Kirkland Driveway Policy R-4. Spacing Table from R-4. The driveway on NE 120th Street must be measured 150' from the stop bar at the intersection.

3. Meet the requirements of the Kirkland Intersection Sight Distance Policy R.13. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle.
4. When three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline, the street shall be overlaid with new asphalt or the existing asphalt shall be removed and replaced per the City of Kirkland Street Asphalt Overlay Policy R-7.
 - Existing streets with 4-inches or more of existing asphalt shall receive a 2-inch (minimum thickness) asphalt overlay. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
 - Existing streets with 3-inches or less of existing asphalt shall have the existing asphalt removed and replaced with an asphalt thickness equal or greater than the existing asphalt provided however that no asphalt shall be less than 2-inches thick and the subgrade shall be compacted to 95% density.
5. Coordinate with King County Metro regarding bus routes and bus stations on NE 120th St and/or Slater Ave NE.
6. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project, associated street, or utility improvements.
7. Underground all new and existing on-site utility lines and overhead transmission lines. Underground any new off-site transmission lines.
8. Street lighting analysis not required. Upgrade existing street lights along the frontage to LED.
9. A striping plan for the street must be submitted with the building or grading permit.

55.41 User Guide – TL 6A and TL 6B zones.

The charts in KZC [55.45](#) contain the basic zoning regulations that apply in the TL 6A and TL 6B zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 55.43


Zone
TL 6A,
6B

Section 55.43 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. Where feasible, primary access for nonresidential uses within TL 6 shall be from 124th Avenue NE, NE 124th Street, or NE 120th Street.
3. The ground floor of all structures with frontage on a paved pedestrian or vehicular circulation route, or adjacent to a pedestrian-oriented space shall be a minimum of 13 feet in height (see Plate [34C](#), Chapter [180](#) KZC). 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 structure by up to five feet. This requirement does not apply to:
 - a. The following uses: vehicle service stations, private lodges or clubs, stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, residential development in TL 6A where over 80 percent of the total units in the development are affordable to households earning no more than 60 percent of the King County median income, public utilities, government facilities or community facilities;
 - b. Parking garages;
 - c. Additions to existing nonconforming development where the Planning Official determines it is not feasible; or
 - d. Parcels located more than 500 feet north of NE 124th Street, east of 116th Avenue NE.
4. Development shall provide publicly accessible space(s) at the primary pedestrian frontage that extends the public realm while creating a transition between public and private spaces. These public spaces shall have no dimension less than 15 feet. Developments with less than 25,000 square feet of gross floor area or fewer than 50 dwelling units shall provide publicly accessible space(s) ranging from 500 to 1,000 square feet. Larger developments shall provide publicly accessible space(s) ranging from 1,500 to 2,000 square feet in size. Through design review, the City will review the location, size and dimensions, features and improvements (such as multi-use paths, plazas, seating, public art and water features) proposed for the publicly accessible space(s) as part of the Design Review approval. The City may also require or permit modification to the required publicly accessible space as part of the Design Review approval.
5. In addition to the height exceptions established by KZC [115.60](#), the following exceptions to height regulations in TL zones are established:
 - a. Decorative parapets may exceed the height limit by a maximum of four feet; provided, that the average height of the parapet around the perimeter of the structure shall not exceed two feet.
 - b. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.
6. Access for drive-through facilities must be approved by the Public Works Official. See Chapter [105](#) KZC for requirements.
7. Some development standards or design regulations may be modified as part of the design review process. See Chapter [92](#) or [142](#) KZC for requirements.

(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

(GENERAL REGULATIONS CONTINUED FROM PREVIOUS PAGE)

8. In TL 6B, development must provide a grid of internal access roads (see Plate [34A](#), Chapter [180](#) KZC) pursuant to the following standards:
 - a. A centralized east-west connection that forms the spine for the site. Such a connection would reduce the need for vehicular circulation on NE 124th Street.
 - b. Two to three north-south connections from NE 124th Street to the east-west connection noted above. A desirable distance between access roads is between 250 and 300 feet. The maximum allowable distance between access roads shall be 350 feet. These may be public or private streets. Wider separation (up to 500 feet) may be considered where properties dedicate a minimum 30-foot-wide public pedestrian corridor.
 - c. Suggested cross-sections for each of these roads:
 - 1) Two travel lanes (one lane each way);
 - 2) On-street parallel parking;
 - 3) Eight- to 12-foot-wide sidewalks on each side of the street with street trees placed 30 feet on-center. Sidewalk width may be reduced where planting strips (minimum four feet wide) are maintained between the street and sidewalk.
 The above access roads may be private or public.
9. The applicant shall install a through-block pathway or other pathways to link streets and/or activities (see Plate [34C](#), Chapter [180](#) KZC). Include at least one mid-block east-west pathway connecting uses to 116th Avenue NE and a network of north-south pathways at intervals no greater than 350 feet that link uses to NE 124th Street. Through-block pathways may be integrated with internal access roads and/or provided within separate pedestrian-only corridors. See KZC [105.19](#) for through-block pathway standards. Additional through-block pathways not shown in the Comprehensive Plan may be required by the City on parcels larger than two acres in order to enhance pedestrian access on large sites.
10. No portion of a structure on the subject property within 40 feet of Slater Avenue in TL 6A may exceed 30 feet above the elevation of Slater Avenue as measured at the midpoint of the frontage of the subject property on Slater Avenue.

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

Section 55.45	<div>USE</div> <div>↓</div> <div>REGULATIONS</div> <div>↓</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Vehicle Service Station	D.R., Chapter 142 KZC	22,500 sq. ft.	40'	15' on each side	15'	80%	35' above average building elevation.	A	E	See KZC 105.25.	1. May not be more than two vehicle service stations at any intersection. 2. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
.020	A Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair. See Spec. Reg. 3.			See Spec. Reg. 2.				45' above average building elevation. See Gen. Regs. 3 and 10.				1. This use is not permitted in the TL 6B zone. 2. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations. 3. Vehicle and boat rental and used vehicles or boat sales are allowed as part of this use.
.030	Restaurant or Tavern		None	10'	0'	0'			B	1 per each 100 sq. ft. of gross floor area.	1. For restaurants with drive-in or drive-through facilities: a. One outdoor waste receptacle shall be provided for every eight parking stalls. b. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.	
.050	Any Retail Establishment, other than those specifically listed in this zone, selling goods or providing services, including banking and related financial services										C	1 per each 300 sq. ft. of gross floor area.

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

Section 55.45	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.060	Office Use	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	65' above average building elevation. See Gen. Regs. 3 and 10.	C	D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. d. A veterinary office is not permitted in any development containing dwelling units. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.070	Hotel or Motel									E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.
.080	Entertainment, Cultural and/or Recreational Facility										See KZC 105.25.	
.090	Private Lodge or Club									45' above average building elevation. See Gen. Reg. 10.	B	1 per each 300 sq. ft. of gross floor area.

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

Section 55.45	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.100	Attached or Stacked Dwelling Units. See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	75' above average building elevation. See Gen. Regs. 3 and 10.	D	A	1.2 per studio unit. 1.3 per 1 bedroom unit. 1.6 per 2 bedroom unit. 1.8 per 3 or more bedroom unit. See KZC 105.20 for visitor parking requirements.	<div>1. The street level floor of the building shall include commercial use. The commercial use shall be oriented toward fronting streets, major pedestrian sidewalks and through-block pathways, and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street, major pedestrian sidewalk or through-block pathway). Lobbies for this 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 determine the orientation of the commercial use where multiple pedestrian circulation routes exist (see Plate 34C). 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. This requirement does not apply to ground floor residential use in TL 6A where over 80 percent of the total units in the development are affordable to households earning no more than 60 percent of King County median income, adjusted for household size.</div> <div>2. At least 10 percent of the units provided in new residential developments of four units or greater shall be affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</div> <div>3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</div>

Section 55.45

Zone
TL 6A,
6B



USE ZONE CHART

Section 55.45	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.105	Residential Suites See Spec. Reg. 1.	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	75' above average building elevation. See Gen. Regs. 3 and 10.	D	A	See Spec. Reg. 2.	<div>1. The street level floor of the building shall include commercial use. The commercial use shall be oriented toward fronting streets, major pedestrian sidewalks and through-block pathways, and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street, major pedestrian sidewalk or through-block pathway). Lobbies for this 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 determine the orientation of the commercial use where multiple pedestrian circulation routes exist (see Plate 34C). 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.</div> <div>2. Parking shall be provided at a rate of one stall per living unit plus one per on-site employee, and modifications to decrease the parking requirement are prohibited. However, if parking is managed pursuant to Special Regulation 3, parking shall be provided at a rate of 0.5 per living unit plus one per on-site employee.</div> <div>3. The required parking shall be 0.5 per living unit where the parking is managed as follows and the property owner agrees to the following in a form approved by the City and recorded with King County:<div>a. Rentals shall be managed such that the total demand for parking does not exceed the available supply of required private parking. If the demand for private parking equals or exceeds the supply of required private parking, the property owner shall either restrict occupancy of living units or restrict leasing to only tenants who do not have cars.</div><div>b. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum the TMP shall include the following requirements:<div>1) Charge for on-site parking, unbundled from the rent, for tenants who have cars.</div><div>2) Bus pass or equivalent alternative transportation mode subsidies for tenants who do not have cars.</div></div></div>
REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE												

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

Section 55.45	USE  REGULATIONS 	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.105	Residential Suites (continued)									REGULATIONS CONTINUED FROM PREVIOUS PAGE 3) Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off site to avoid parking charges. 4) Adequate secured and sheltered bicycle parking to meet anticipated demand. 5) Designation of a Transportation Coordinator to manage the TMP, provide commute information to all new tenants, and be a point of contact for the City. 6) At the time the project attains 90 percent occupancy, the property owner shall provide an accurate and detailed report of initial resident parking demand and alternative commute travel. The report format shall be reviewed and approved by the City. 7) Following the initial survey, the property owner shall submit a biennial survey of residents prepared and conducted by a licensed transportation engineer or other qualified professional documenting on-site and potential off-site parking utilization and alternative commute travel. The Planning Director may increase or decrease the frequency of the survey based on the documented success of the TMP. REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE		

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.45	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.105	Residential Suites (continued)										REGULATIONS CONTINUED FROM PREVIOUS PAGE 8) Acknowledgment by the property owner that it shall be a violation of this code for the actual parking demand for the project to exceed the available supply of required parking or to fail to comply with the provisions of the TMP or reporting requirements. c. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City Transportation Engineer. The study shall provide at least two days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation Engineer. 4. All residential suites and all required parking within a project shall be under common ownership and management. 5. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 Star certified, LEED Gold certified, or Living Building Challenge certified. 6. Developments containing this use shall provide common living area available to all residential suite residents. Common living area shall consist of areas such as shared kitchens, dining areas, and community rooms. Areas such as bathrooms, laundries, utility rooms, storage, stairwells, mailrooms, and hallways shall not be counted as common living area. The minimum amount of common living area for each project shall be 250 square feet plus an additional 20 square feet per living unit.	

Section 55.45

Zone
TL 6A,
6B



USE ZONE CHART

Section 55.45	<div>USE</div> <div>REGULATIONS</div>	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
Front	Side	Rear										
.110	Wholesale Trade See Spec. Reg. 1. Packaging of Prepared Materials Wholesale Printing or Publishing Industrial Laundry Facility	D.R., Chapter 142 KZC	None	20'	0'	0'	80%	35' above average building elevation. See Gen. Reg. 3.	A	C	1 per each 1,000 sq. ft. of gross floor area.	1. This use is only allowed on property in TL 6A. 2. May include, as part of this use, accessory retail sales or service. 3. The building housing the use shall have been in existence on December 31, 2005, and shall not be altered, changed, or otherwise modified to accommodate the use if the cost of such alteration, change, or modification exceeds 30 percent of the replacement cost of that building. 4. The use must be discontinued when there is an alteration, change, or other work in a consecutive 12-month period to the space in which the use is located, and the cost of the alteration, change or other work exceeds 30 percent of the replacement cost of that space.
.120	Church			10'	5' on each side	10'		45' above average building elevation. See Gen. Reg. 10.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See also Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use.
.130	School, Day-Care Center, Mini-School or Mini-Day-Care Center			0'	0'	D		See KZC 105.25.	1. A six-foot high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 4. May include accessory living facilities for staff persons. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.			

Section 55.45

Zone
TL 6A,
6B

USE ZONE CHART

Section 55.45	USE  REGULATIONS 	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.140	Assisted Living Facility Convalescent Center Nursing Home	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	45' above average building elevation. See Gen. Reg. 10.	D	A	Assisted Living: 1.7 per independent unit. 1 per assisted living unit. Convalescent Center or Nursing Home: 1 per bed.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. Development must include commercial use on the ground floor with gross floor area equal to or greater than 20 percent of the area of the subject property. Minor floor area reductions may be approved by the Planning Official if the applicant demonstrates that meeting the requirement is not feasible given the configuration of existing or proposed improvements and that the commercial space is configured to maximize its visibility and pedestrian orientation. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.
.150	Public Utility								A	B	See KZC 105.25.	1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.160	Government Facility Community Facility								C See Spec. Reg. 1.			
.170	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										