



CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Design Review Board
From: Tony Leavitt, Senior Planner
Date: January 28, 2021
File No.: DRV20-00621
Subject: **SLATER MIXED USE PROJECT
DESIGN RESPONSE CONFERENCE**

I. MEETING GOALS

At the February 1, 2021 Design Review Board (DRB) meeting, the DRB should continue the Design Response Conference from January 4th 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.

At the January 4th Meeting, the DRB was accepting of the overall design, but the Board requested that the applicant submit revisions to address the following topics:

- Increased Articulation Along the NE 120th Street and Rear Facades
- Repetitive Building Parapets
- Softening of the Building Corners
- Facade Variation Along Slater Avenue
- Additional Human Scale Renderings for Public Areas
- Pedestrian Design Elements including Canopies, Amenities, Design of the Sidewalks Along Street Frontages, and the Design of Public Spaces
- Vehicular Access Elements including loading areas and trash collection.
- Final Design for the Spaces in the Back of the Buildings
- Incorporate Family Friendly Features in Courtyards
- Consider Alternatives to White Vinyl Windows
- Building Material Details including a Material Board
- Lighting Details
- Minor Modification Request Clarification

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 commercial space (approximately 18,650 sq. ft.) (see Attachment 2). The proposal would have commercial 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. 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 January 4, 2021 Meeting, the DRB had the following comments and requested that the applicant address these items at the February 1, 2021 Meeting:

- The NE 120th Street facades and rear facades of the buildings appear too flat and need more articulation and modulation to help break up the facades. The visibility of the rear facades from NE 124th Street was also discussed.
- Provide garage screening details.
- The building parapets need to be less repetitive and need increased variety.
- The building corner design needs to be softened.
- The Slater Avenue façade needs more variation.
- Include additional illustrations to address human scale along public areas.

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 provided revised plans to address comments during the January 4th meeting (see Attachments 2 and 3). Attachment 2 is a complete revised plan set that incorporates the revisions made by the applicant. Attachment 3 outlines the comments provided by the DRB and their response to each comment.

On page 11 of Attachment 3, the applicant has responded to comments regarding the NE 120th Street façade. The applicant is confident that the "E" shaped design will help to break up the upper story facades and the addition of drop off and delivery areas help to increase the articulation.

To address comments regarding the rear facades, the applicant has introduced recessed facades, parapet and color variations and provided details for the garage screening (see Attachment 3, pages 12 and 13). The applicant has also provided a perspective drawing that shows the rear façade from NE 124th Street on this same page.

The applicant has redesigned the building corners (see pages 7 thru 10) to help soften the design. Balconies have been scaled back and material variety has been increased.

Along Slater Avenue NE, the applicant has used color variation to help break up the façade and includes a wall section to represent the horizontal breaks that occur along the façade (see Attachment 3, Page 14).

On page 17 of Attachment 3, the applicant has included additional illustrations to show the human scale elements along some of the public area

The DRB should provide input on the following items:

- Do the revised plans for the NE 120th Street, Slater Avenue NE and rear facades address the concerns from the January 4th meeting?
- Are the parapet variations adequate?
- Is the treatment of the building corner acceptable?
- Has the human scale in the public areas been adequately addressed?

2. Pedestrian and Vehicular Access

a. DRB Discussion

At the January 4, 2021 Meeting, the DRB requested the following items at the February 1, 2021 Meeting:

- Provide a detailed canopy location plan.
- Update the plans to show the proposed loading and trash collection areas.
- Includes details for the design of the public plaza and the driveway along the northern edge (including bollards).
- Provide additional details regarding pedestrian amenities in public areas including seating and landscaping.

- Provide a site plan and section drawings that shows the required public improvements along NE 120th Street and Slater Avenue NE.

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

The applicant has submitted revised plans to address pedestrian and vehicular access comments from the Board (see Attachment 3). The applicant has submitted a canopy location plan (see page 3), updated plans to show loading and trash collection areas (see page 16), a design for the public areas (see page 20), provided additional details regarding pedestrian amenities (see pages 19 thru 21) and public improvement details (see page 22).

The DRB should provide input on the applicant's revisions and responses.

3. Open Space and Landscaping

a. DRB Discussion

At the January 4, 2021 Meeting, the DRB requested the following items at the February 1, 2021 Meeting:

- Detailed landscaping plans
- Provide details regarding the use and design of the areas behind the buildings (along the north and west property lines).
- Inclusion of family friendly features in the residential courtyard areas.

b. Supporting Design Guidelines

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

- KZC Chapter 95 requires that a landscape plan be approved as part of the Design Review Process.
- 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 a detailed landscape plan (see Attachment 3, page 18), additional details for the use of areas behind the buildings (see page 18) and incorporated family friendly elements into the residential courtyards (see pages 22 and 23). The DRB should provide input on the applicant's responses and revisions.

4. Building Materials, Color, and Details

a. DRB Discussion

At the January 4, 2021 Meeting, the DRB had the following comments and requested that the applicant address these items at the February 1, 2021 Meeting:

- Encouraged the applicant to further study use of white vinyl windows and consider other alternatives.
- Requested more information related to proposed building materials and their application on the building. The DRB requested actual samples via a material board and video of materials and/or actual installed examples.
- Provide a detailed lighting plan

b. Supporting Design Guidelines

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.

c. Staff Analysis

The applicant has proposed black vinyl windows on highly visible facades and limited the use of white vinyl windows to the remaining areas (see Attachment 3, page 15).

The applicant submitted a detailed lighting plan for review (see pages 25 and 26).

Prior to the meeting, the applicant submitted a material board and video of the materials for the DRB to review. The applicant has included the material details, colors and installed examples on pages 4 and 5.

The DRB should provide input on the applicant's responses and revisions.

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. Additionally, a 40-foot upper story setback is required from Slater Avenue NE for any building over 30 feet. The original proposal included a request to allow upper story balconies in the NE 120th Street setback and Slater Avenue NE upper story setback. The applicant has revised the request and is now only requesting a minor modification to allow upper story balconies that extend up to 3.58 feet into the Slater Avenue NE upper story setback (see Attachment 2, Sheet P6).

2. Staff Analysis

- a. The proposed setback variations should result in an east façade that is superior in design by allowing minor horizontal modulation elements (encouraged by the design guidelines) and by adding visual interest. The upper story balconies add to the human scale of the Slater Avenue façade and help to activate these areas.
- 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.

V. 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 4, 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 5). 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, including the proposed rooftop appurtenances and rooftop amenities. 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: A 10-foot setback is required along NE 120th Street and Slater Avenue NE. Additionally, a 40-foot upper story setback is required from Slater Avenue NE for any building over 30 feet. No setbacks are required from the other property lines.

Staff Comment: The applicant has requested a minor variation from the Slater Avenue NE upper story setback requirement pursuant to KZC Section 142.37. See Section V.C above. The project complies with all other setback requirements. Staff will ensure continued compliance with the building permit application review.

- 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 proposed publicly accessible plaza complies with the location, dimensional and size requirements. 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/ Office: 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 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.

VI. 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 decision is issued.

VII. PUBLIC COMMENT

One comment email was received prior to the drafting of this report have been attached (see Attachment 6). The email was focused on traffic impacts of the project and was sent to the Public Works Department for a response.

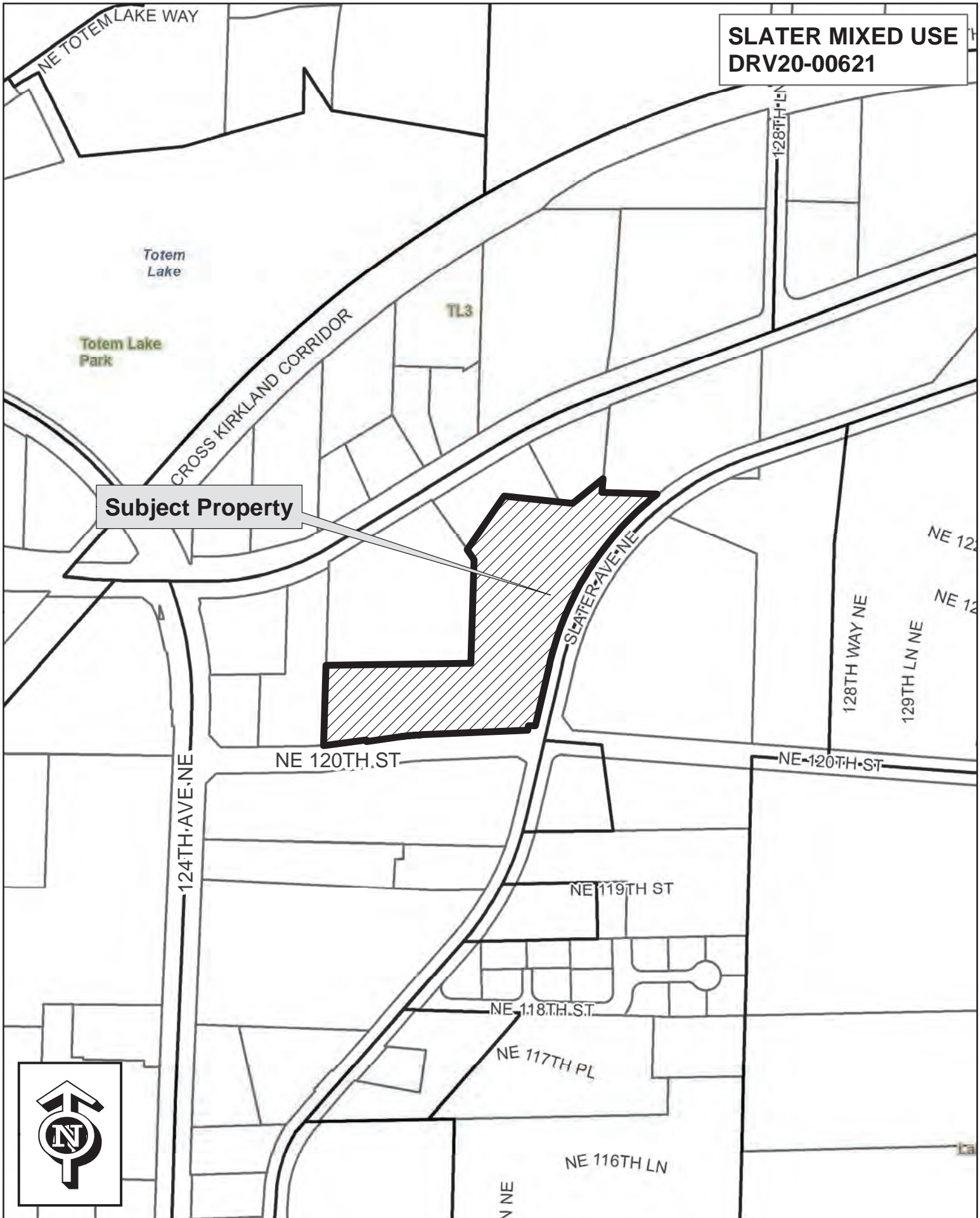
VIII. SUBSEQUENT MODIFICATIONS

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.

IX. ATTACHMENTS

1. Vicinity Map
2. Revised Development Plans
3. DRB Comments and Applicant Responses
4. Development Standards
5. TL 6A Use Zone Chart
6. Comment Email

**SLATER MIXED USE
DRV20-00621**



City of Kirkland
SLATER
Design Review

NEW MIXED-USE DEVELOPMENT



FAIRFIELD. carrierjohnson + CULTURE3

January 26th, 2021

ZONING REQUIREMENTS:

ZONE:

TL 6A, COMMERCIAL

LEGAL DESCRIPTION:

LOT A KIRKLAND LLA #LLA-04-00011 REC #20041216900011 SD LLA BEING LOT 1 KCSP #1276025 REC #7705110935 ALL IN & TGV POR NW 1/4 OF SE 1/4 LY 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# 20150508001554

SETBACKS: (KZC 55.45.100)

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 COVERAGE: (KZC 55.45.100)

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

BUILDING A	45,654 SF	LEVEL 4- A
BUILDING B	40,165 SF	LEVEL 4- A
BUILDING C	36,738 SF	LEVEL 4- A
PAVED AREA	36,002 SF	LEVEL 4- A
	158,559 SF	

HEIGHT LIMIT: (KZC 55.45.100)

75' ABOVE AVERAGE ELEVATION
ADDITIONAL 5' PER 55.43 GEN. REG. 3 FOR TOTAL OF 80'

PARKING REQUIREMENT: (KZC 55.45.100)

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	259
2 BED + 1B	24
2 BED + 2B	253
GUEST PARKING	68
COMMERCIAL	63
TOTAL:	802

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

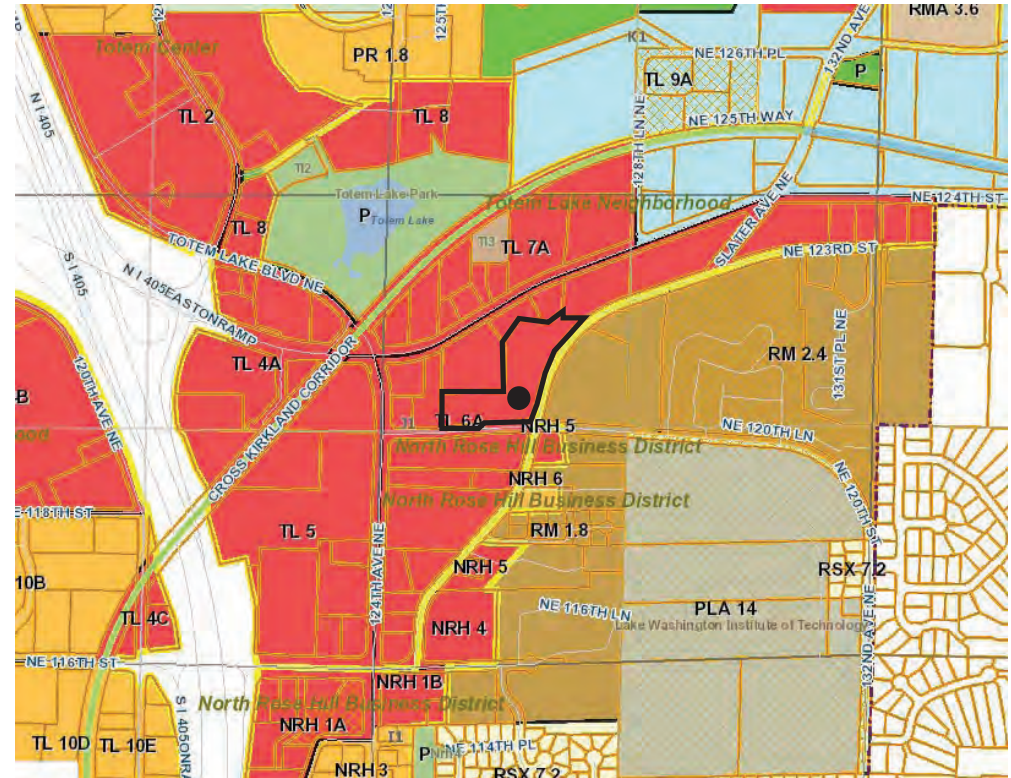
EXTRA BICYCLE SPACE REQUIRED: 6 X 40 = 240

BICYCLE PARKING REQUIREMENT: (KZC 105.32)

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



BUILDING USE BREAKDOWN:

1- RESIDENTIAL	3- RESIDENTIAL MECHANICAL
B1 1,039 SF	B1 1,232 SF
LEVEL 1 3,128 SF	LEVEL 1 6,470 SF
LEVEL 2 21,180 SF	LEVEL 2 3,450 SF
LEVEL 3 70,464 SF	11,152 SF
LEVEL 4- B,C 86,906 SF	4- RESIDENTIAL PARKING
LEVEL 5- B,C 89,091 SF	B1 59,151 SF
LEVEL 6- B,C 91,422 SF	LEVEL 1 125,146 SF
LEVEL 7- B,C 87,120 SF	LEVEL 2 77,737 SF
450,350 SF	LEVEL 3 26,104 SF
3- RESIDENTIAL AMENITY	288,138 SF
LEVEL 2 4,006 SF	5- COMMERCIAL
LEVEL 3 2,621 SF	LEVEL 1 8,806 SF
LEVEL 4- B,C 1,853 SF	LEVEL 2 9,928 SF
LEVEL 7- B,C 4,206 SF	18,734 SF
12,686 SF	TOTAL: 781,059 SF

SITE AREA BREAKDOWN:

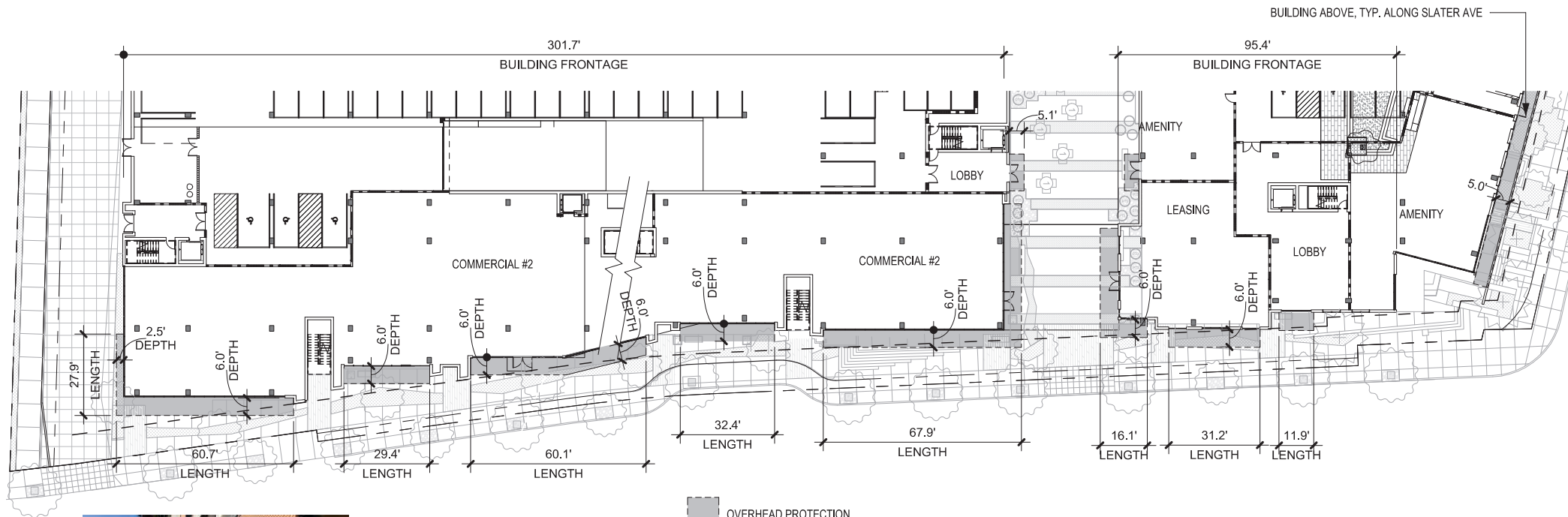
TOTAL SITE	204,561 SF	100%
BUILDINGS	119,025 SF	58%
OPEN SPACE	4,582 SF	2%
PEDESTRIAN WALKWAY	12,724 SF	6%
VEHICLE AREAS	18,247 SF	9%

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 105.18 OVERHEAD WEATHER PROTECTION IS REQUIRED ALONG AT LEAST 75% PEDESTRIAN ORIENTED BUILDING FACADE
309.7 CANOPY LENGTH / 397.1 BUILDING FRONTAGE = **78% COVERED**



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

A. THE REQUEST RESULTS IN SUPERIOR DESIGN AND FULFILLS THE POLICY BASIS FOR THE APPLICABLE DESIGN REGULATIONS AND DESIGN GUIDELINES.

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



PER KZC 55.43 GENERAL REGULATIONS #10. NO PORTION OF A STRUCTURE ON THE SUBJECT PROPERTY WITHIN 40 FEET OF SLATER AVENUE MAY EXCEED 30 FEET.

LINE OF BUILDING BELOW

40' FROM R.O.W. DEDICATION

40' FROM PROPERTY LINE

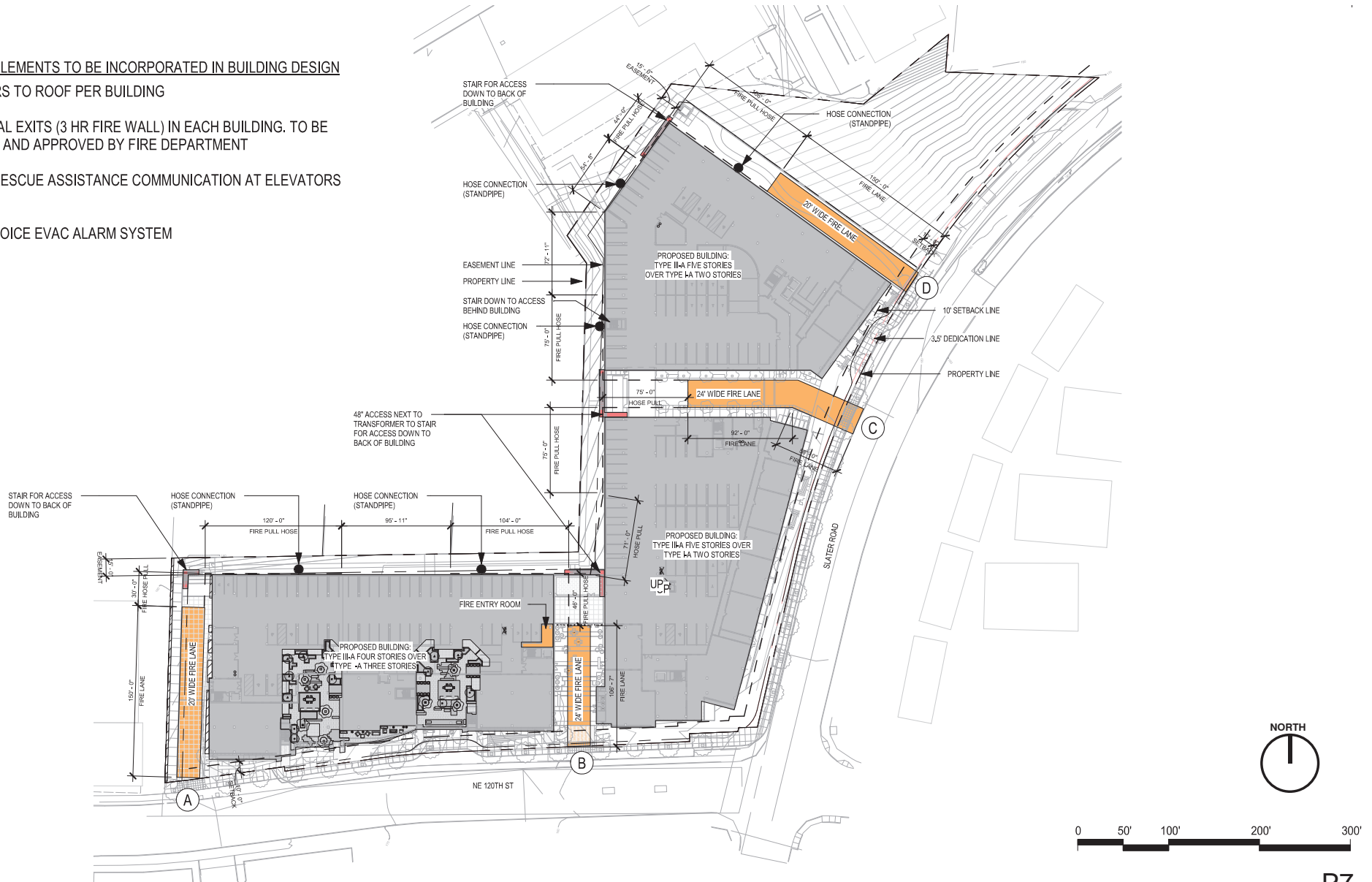
LINE OF BUILDING BELOW

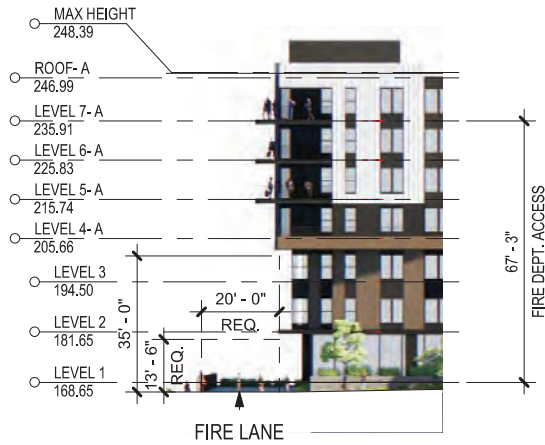
SLATER AVENUE

NE 120TH ST

ADDITIONAL ELEMENTS TO BE INCORPORATED IN BUILDING DESIGN

- 1) TWO STAIRS TO ROOF PER BUILDING
- 2) HORIZONTAL EXITS (3 HR FIRE WALL) IN EACH BUILDING. TO BE DETERMINED AND APPROVED BY FIRE DEPARTMENT
- 3) PROVIDE RESCUE ASSISTANCE COMMUNICATION AT ELEVATORS PER CODE
- 4) PROVIDE VOICE EVAC ALARM SYSTEM

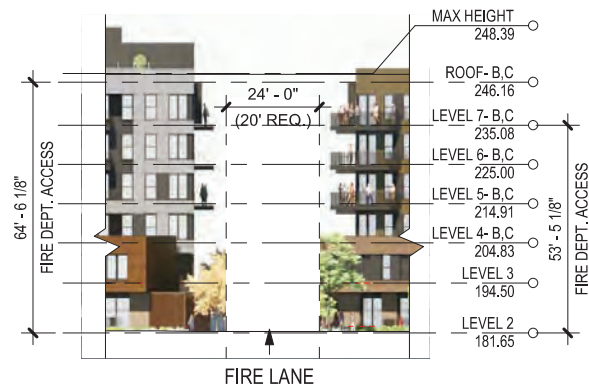




A FIRE LANE A
SCALE: 1/32" = 1'-0"



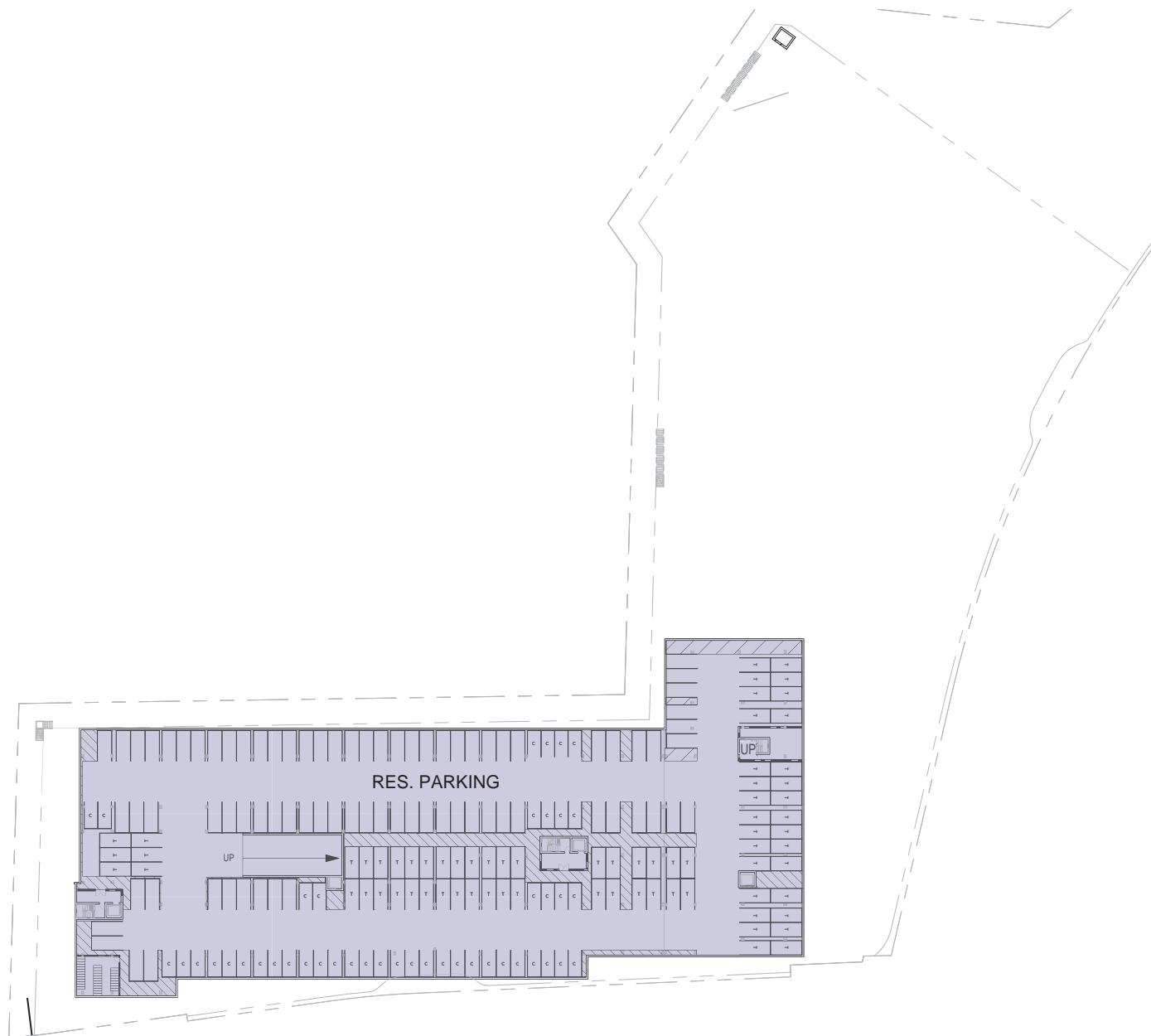
B FIRE LANE B
SCALE: 1/32" = 1'-0"

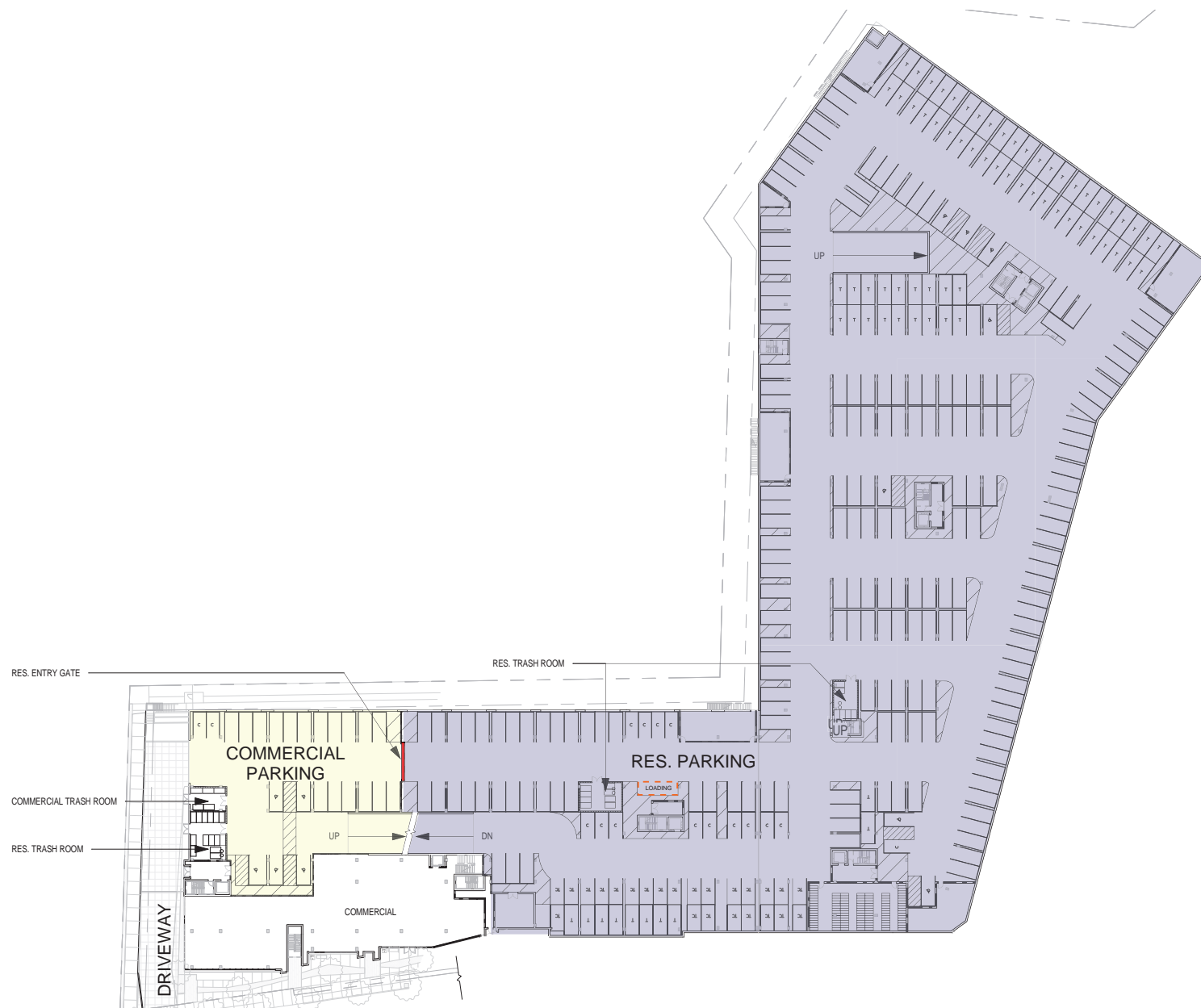


C FIRE LANE C
SCALE: 1/32" = 1'-0"

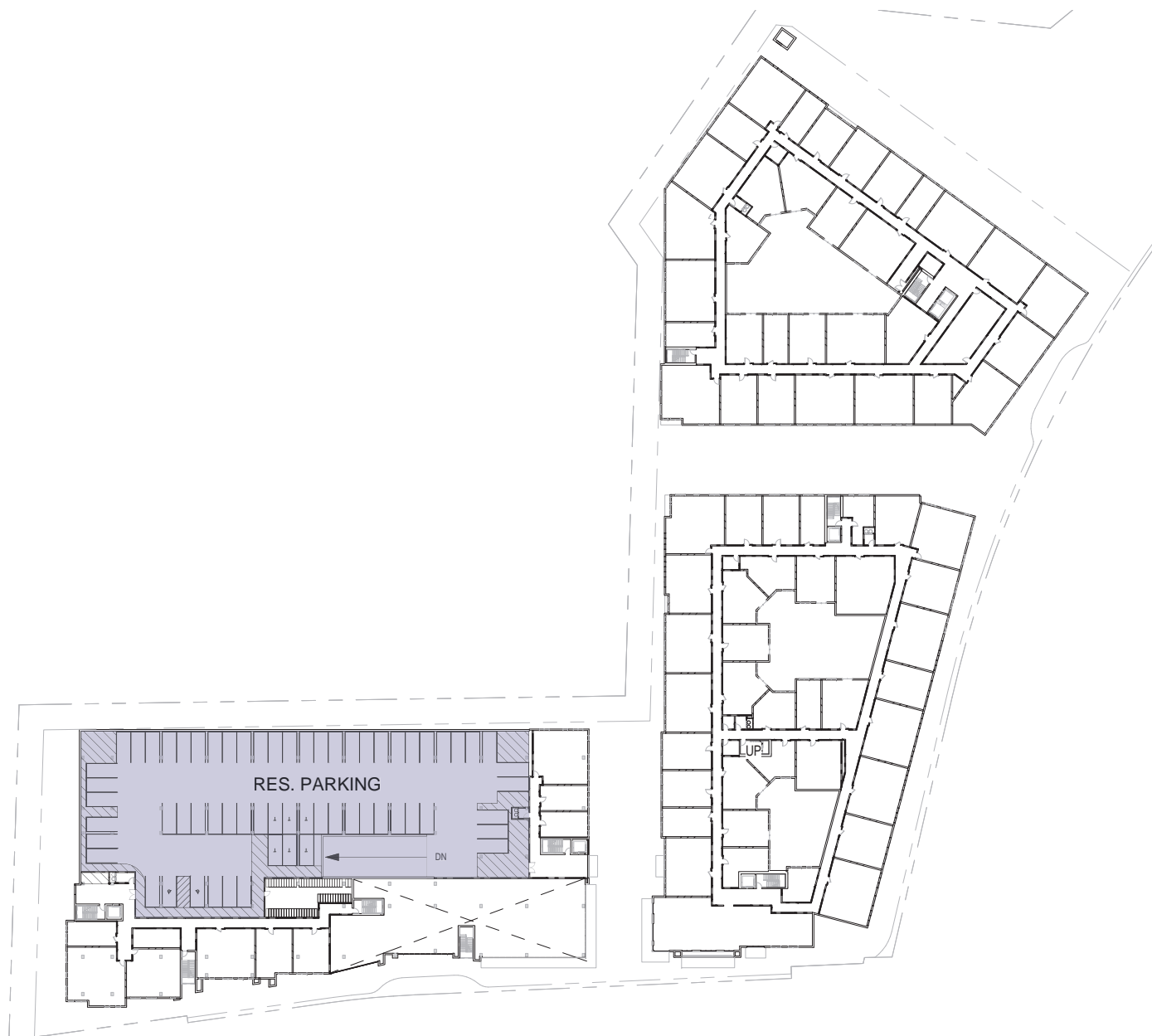


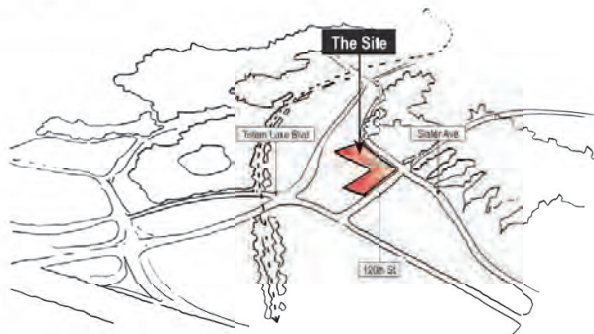
D FIRE LANE D
SCALE: 1/32" = 1'-0"











Site orientation



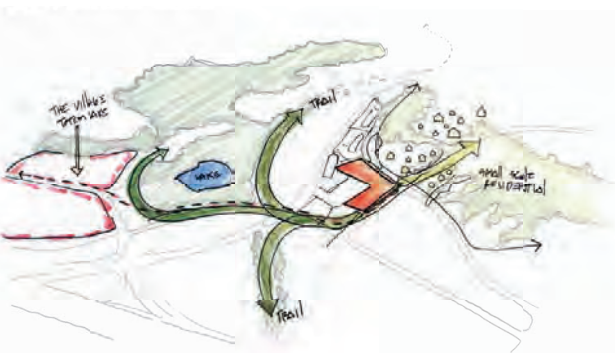
Contextual uses



Natural surroundings



Views



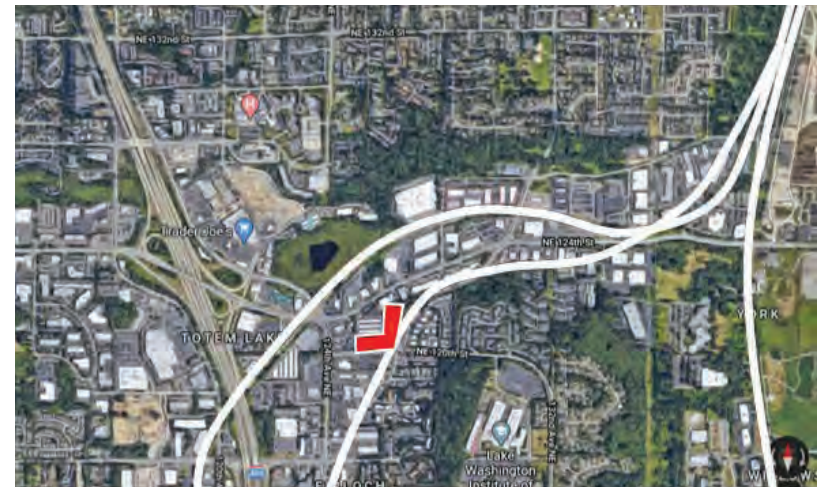
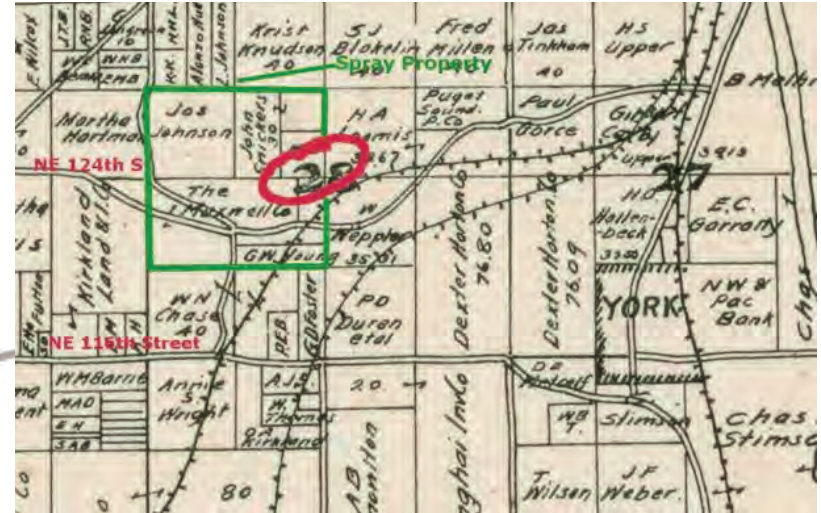
Connectivity and fabric of the site



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

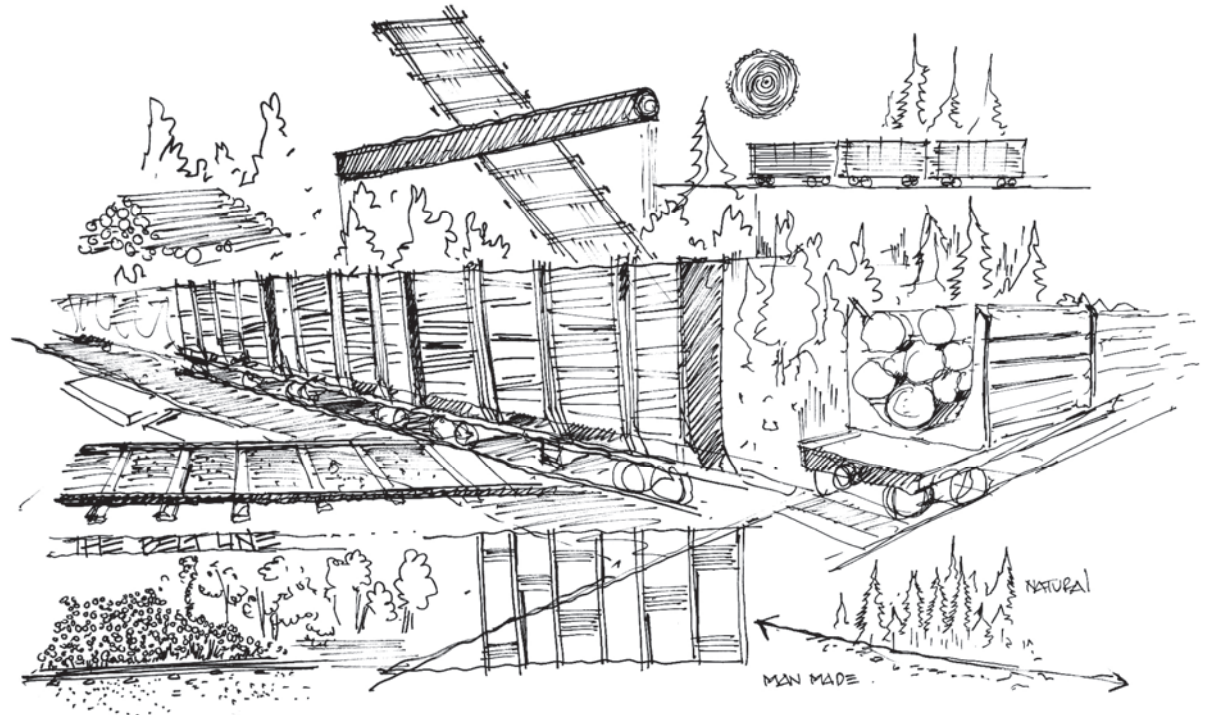
Located in the City of Kirkland, WA, within the Totem Lake area, the site fronts NE 120th to the south and Slater Ave NE to the East. The site is bounded by adjoining properties to the north and the west. The surrounding uses are primarily of commercial mixed-use and residential to the south and east. 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.

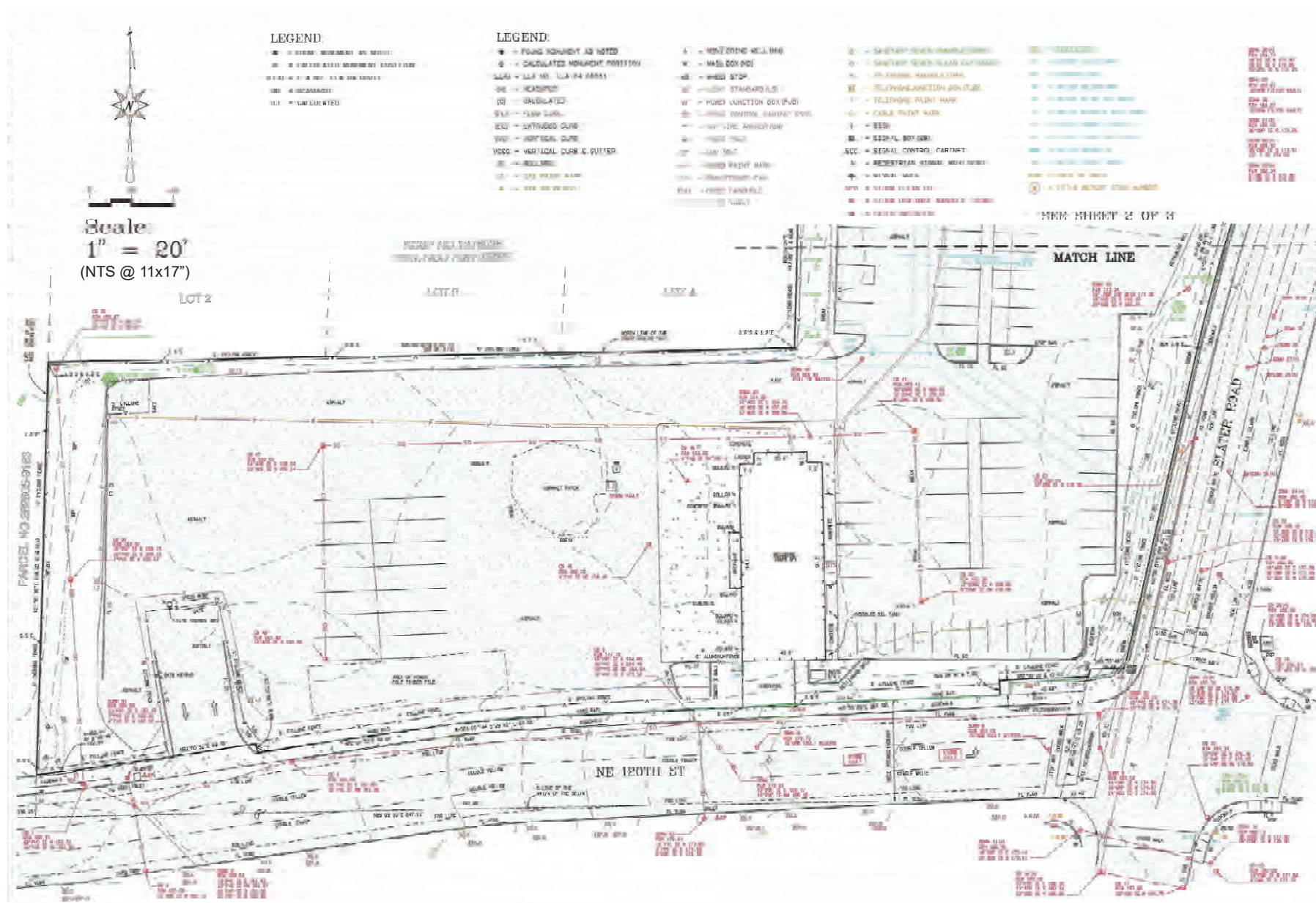
The Cross-Kirkland corridor used to be a Train Line. Today, it is used by many as an active pedestrian nature path. Slater Ave used to be a Train Line. Today it is an active street. The meeting of these 2, Train Line and Natural Trail Path will converge at the Slater Project connecting the Belt Line. 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.

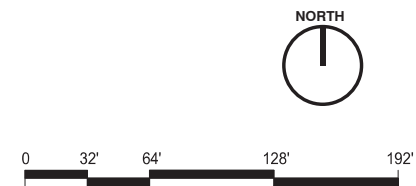
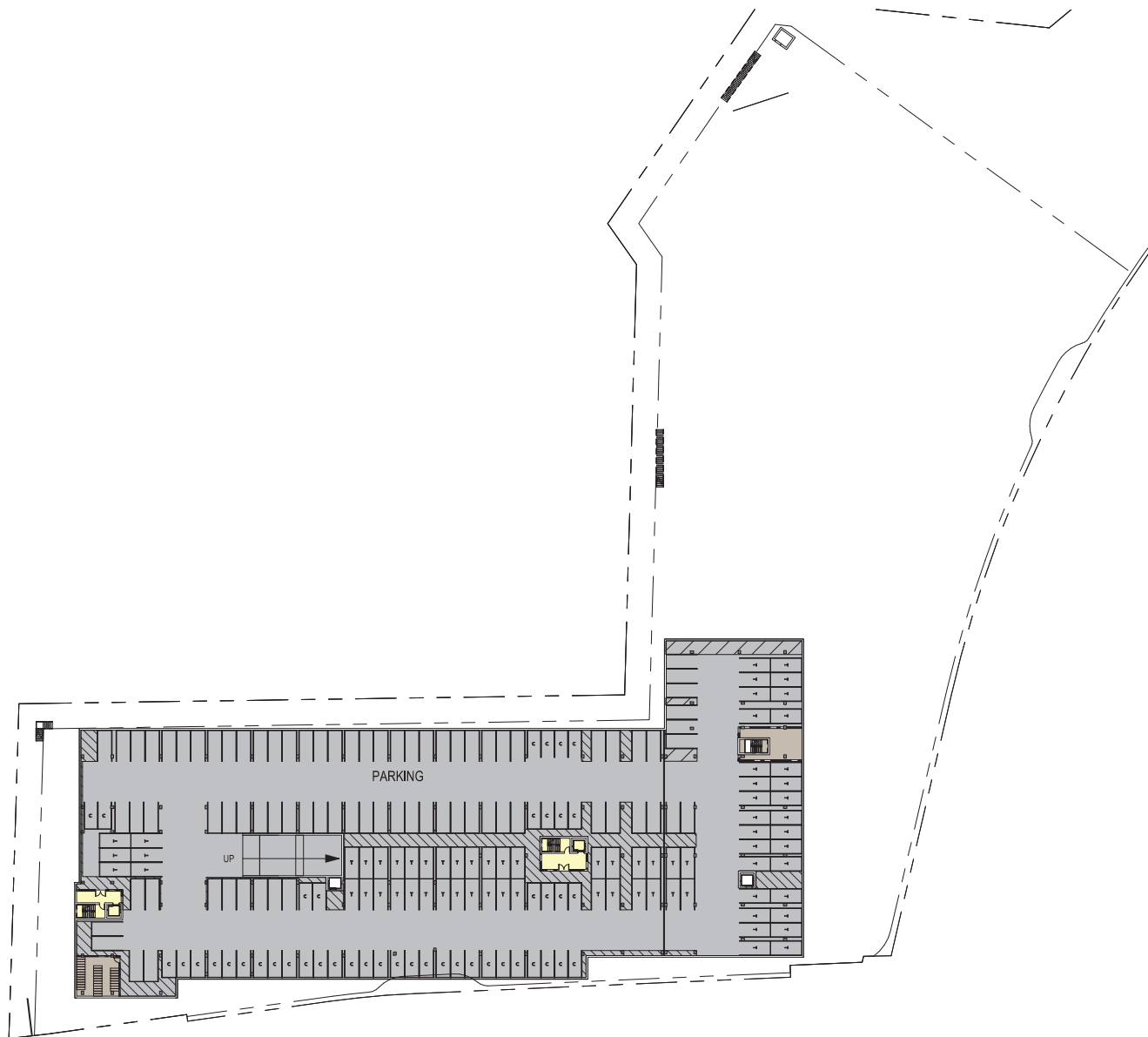
Along Slater Ave, the reinterpretation of the trains become evident in the overall massing of the project. The setback condition that happens along this frontage creates an ideal scale shift from the pedestrian ways, stepping up to the two story residential component, setting back and up again to the 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 of the scale.

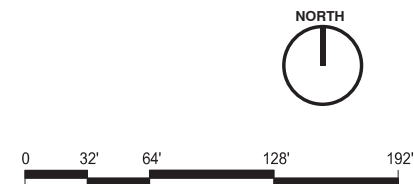
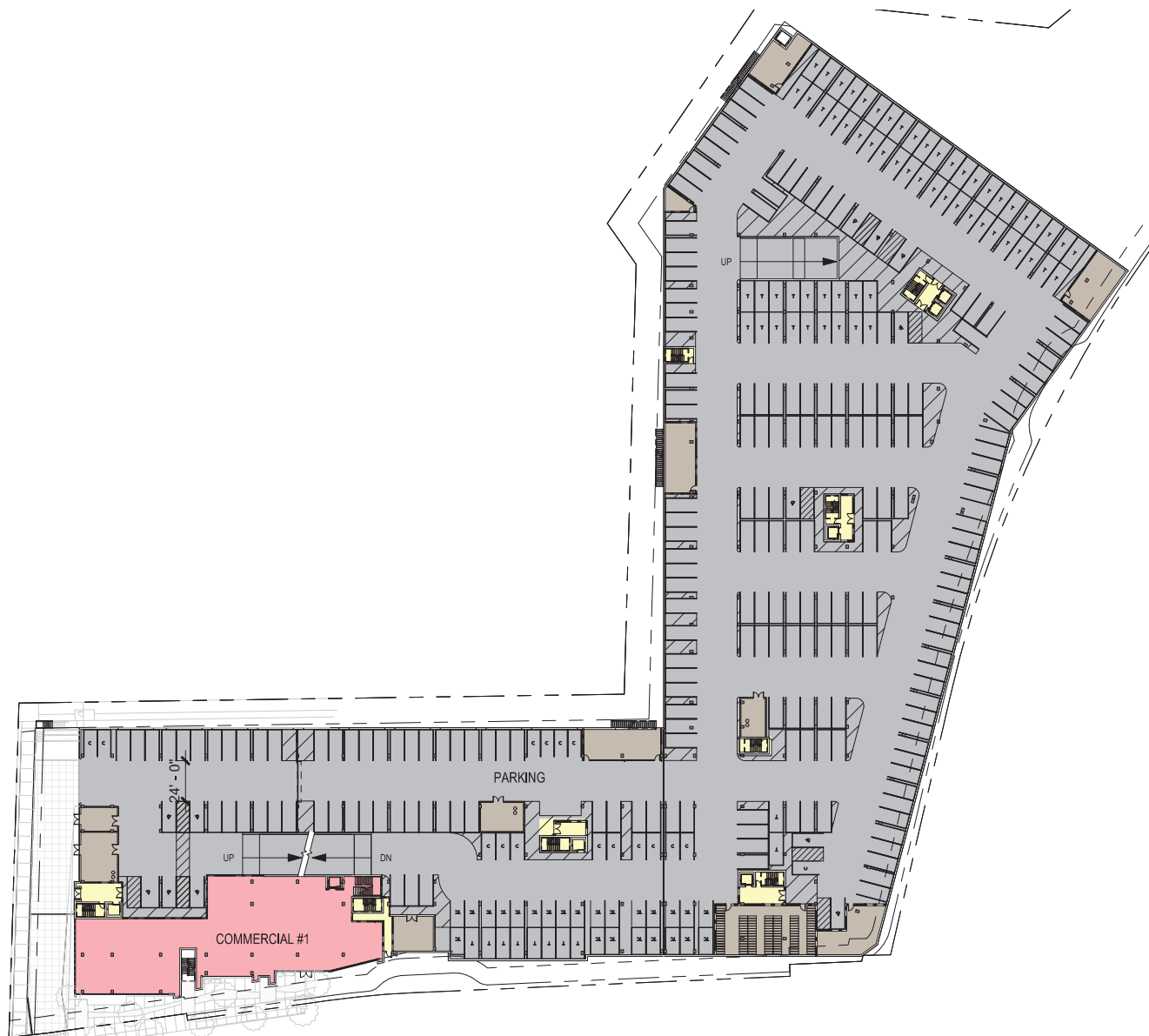


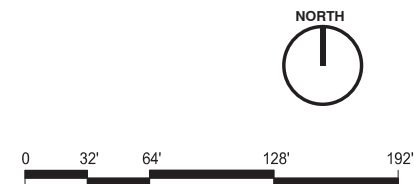








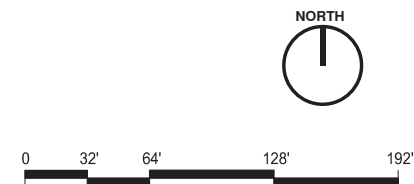






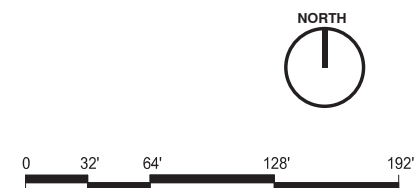
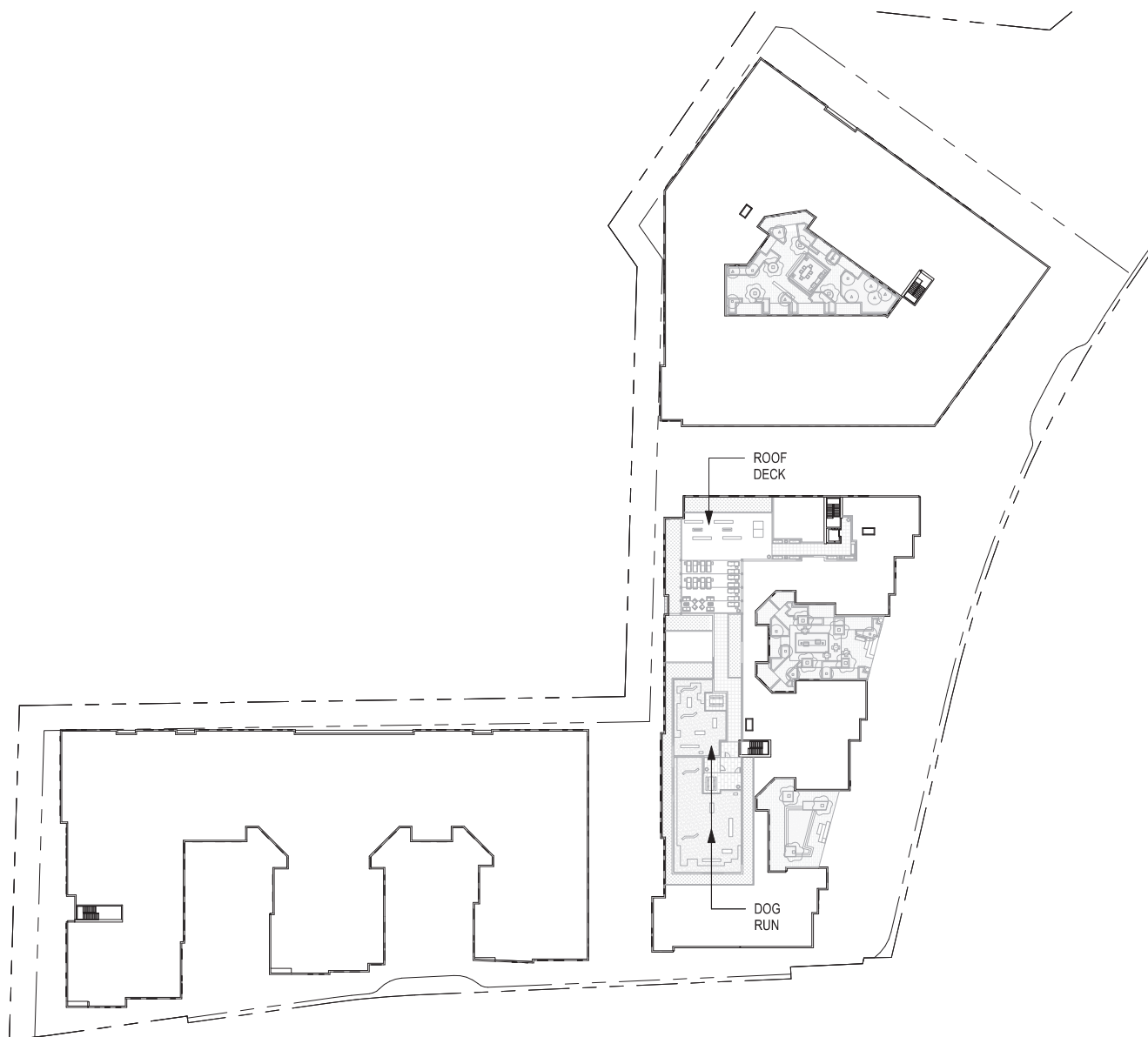






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SOUTH ELEVATION



EAST ELEVATION





