



DESIGN REVIEW BOARD DECISION

FILE NUMBER: DRV23-00137
PROJECT NAME: Parkshore at Juanita Bay
APPLICANT: Bethany Madsen with Perkins Eastman
PROJECT PLANNER: Jennifer Anderer, Associate Planner

I. SUMMARY OF DECISION

Bethany Madsen, with Perkins Eastman, applied for design review of a new residential development located at 11853 97th Avenue (see Attachment 1). The project consists of a three-story 50-unit independent senior living facility with a parking structure and limited surface parking. Residential vehicular access is proposed from 97th Avenue NE via an access drive.

On September 18, 2023, the Design Review Board (DRB) approved the project as shown on the plans dated September 18, 2023 subject to the following conditions:

- A. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 2, Development Standards, intended to familiarize the applicant with some of the additional development regulations. This attachment does not include all the additional regulations.
- B. As part of the application for a building permit the applicant shall submit the following:
 1. Construction plans demonstrating compliance with the project plans approved by the DRB based on the applicable design guidelines and all zoning regulations (see Attachment 3). Compliance with zoning regulations will be confirmed as part of the permit review process.
 2. A summary of any project changes that are not consistent with the DRB approval indexed to the permit drawings. Based on the scope of the changes, staff may require a minor modification application (see Section VI below).
- C. Prior to final inspection of a building permit by the Planning Official, the project architect shall submit a letter stating that they have evaluated the project to ensure it is consistent with the plans approved through Design Board Review and no modifications have been made that were not previously approved by the City.

II. DESIGN RESPONSE CONFERENCE MEETINGS

A. Background Summary

The DRB held two Design Response Conference meetings for the project. Staff reports and associated materials for the meetings referenced below can be found online at the DRB's meeting webpage:

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

To prepare for the Design Response Conferences, the DRB held a Conceptual Design Conference on January 9, 2023, where the DRB provided direction to the applicant in preparation for the Design Response Conference.

Below is a summary of the Board's discussions at the Design Response Conferences held on July 24, 2023, and September 18, 2023.

July 24, 2023, Design Response Conference: The Design Review Board reviewed the plans submitted by Perkins Eastman dated April 18, 2023. Staff provided an overview of the Zoning Code and Comprehensive Plan policies for the JBD 6 zone and the key design issues for the project. Staff's memo dated July 14, 2023, provides an analysis of project consistency with the zoning regulations and Design Guidelines for Pedestrian Oriented Districts. After deliberating, the Board requested the applicant return for a second meeting to respond to the following DRB comments:

- **Building Massing and Scale:**
Incorporate design techniques that mitigate the increased building height pursuant to Kirkland Zoning Code (KZC) Section 52.40.3 to minimize the perceived building mass and achieve superior architectural and human scale. Refine the project's scale by incorporating design techniques that complement the existing environmental elements and surrounding developments, create variation between the south and east facades, and clarify dimension and material details.
- **Vehicular and Pedestrian Access:**
Explore additional street activation along 97th Avenue NE, identify any design limitations preventing clear connection points between the residential units and 97th Avenue NE, provide lighting fixture details and photo simulations to capture public views of the building, and incorporate the rooftop amenities and common room into the building design.
- **Building Materials, Color, and Details**
Expand the proposed building details by incorporating more diversity of building materials to introduce warmth, color, and texture, considering year-round weather protection, and providing hardscape material details, percentage breakdowns of the proposed materials, and a revised material board.
- **Landscaping**
Provide a more detailed landscape plan including species along the north side of the building, fencing along the south property line and 97th Avenue NE, and screening details for the generator.

September 18, 2023, Design Response Conference: The DRB reviewed the plans submitted by Perkins Eastman dated September 18, 2023. Staff's memo dated September 8, 2023, provided an overview of the items discussed at the July 24, 2023, conference and how the applicant has addressed them. See Section III for further information regarding the DRB's discussion and conclusions.

B. Public Comment

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

III. DESIGN REVIEW BOARD DISCUSSION AND CONCLUSIONS

Below is a summary of the key issues and conclusions reached by the Design Review Board during the design review process. For more background on these issues and an evaluation of how the project meets the Zoning Code and Comprehensive Plan policies see staff advisory reports from the design response conferences contained in File DRV23-00137.

A. BUILDING MASSING, ARCHITECTURAL AND HUMAN SCALE

JBD 6 allows a maximum height of 26' above average building elevation; however, KZC Section 52.40.3 grants the DRB the authority to approve up to an additional 13' to the maximum height of structures on the subject property if the impacts of the additional height are mitigated by design techniques that minimize the perceived building mass and achieve superior architectural and human scale. The proposed plans incorporate the additional 13' of height into the design of the project.

DRB Discussion: The DRB reviewed the applicant's plans dated April 18, 2023, to assess whether the proposed design utilized design techniques that reduced the perceived building mass and produced superior architectural and human scale. The Board felt that the design was standard and similar to many other projects in Kirkland and requested that the applicant refine the design to create a more individualized superior product that focused on reducing the perceived massing as a result of the increased height allotment. The DRB reviewed the applicant's updated plans dated September 18, 2023 and appreciated the design revisions, which included reconfiguring the rooftop appurtenances to reduce their visual impact, a redesigned rooftop amenity room to better align with the south façade, stepping the upper floor back to minimize mass, and using modulation techniques that provide variation between the south and east facades that complement the neighboring townhome development.

DRB Conclusions: The DRB concluded that the proposed building massing, architectural scale, and human scale are consistent with the applicable design guidelines found in the Design Guidelines for Pedestrian Oriented Business Districts and approved the additional 13' to the maximum height of the building.

B. VEHICULAR AND PEDESTRIAN ACCESS

DRB Discussion: Staff discussed the environmental site constraints including an on-site stream and wetland along the northern half of the site that restrict vehicular access to the southeast corner of the subject property. As a result, vehicular access is proposed from 97th Avenue NE via an access drive. At the meetings, the DRB focused their discussion on pedestrian access and street activation along 97th Avenue NE.

The DRB was concerned that there was limited pedestrian access for the ground-floor residential units located along 97th Avenue NE. During the meetings, the applicant clarified that site access directly off 97th Avenue NE to the individual residential units would pose a safety risk and site grading restricts the ability to provide ADA compliance. The Board agreed with this assessment.

The DRB asked the applicants to increase the street activation along 97th Avenue NE and appreciated the updated plans dated September 18, 2023, which included new sidewalks, benches, birdhouses, and bat boxes located along NE 120th Street and the proposed internal walking trail. The Board requested that staff oversee the installation location of the birdhouses and bat boxes for code compliance and to reduce visual interference from proposed fencing. The Board felt that the design provides a good balance between reducing the scale of the project and providing adequate street activation while maintaining resident safety.

DRB Conclusions: The DRB concluded that the proposed project was consistent with the design guidelines found in the Pedestrian Oriented Business Districts related to vehicular and pedestrian access.

C. BUILDING MATERIALS, COLOR, AND DETAIL

DRB Discussion: The DRB evaluated the proposed materials, colors, and details and they were concerned that the length of the building and lack of color and texture variation caused the facades to appear flat and made it hard to discern areas of articulation. The applicant responded by providing two material palettes (one revised that is preferred by the applicant and one alternative palette) that incorporate more warmth, color, texture, and diversity of building materials with additional focus on how those materials would read from a distance. The Board supported the applicant's preferred 'revised material palette' as shown in Attachment 3, page 11.

DRB Conclusions: The DRB concluded that the project was consistent with the Design Guidelines for Pedestrian Oriented Business Districts that relate to building materials, colors, and details provided that the preferred 'revised material palette' be used in the final design of the project.

D. LANDSCAPING

DRB Discussion: The DRB reviewed the landscape plan particularly along the north side of the building adjacent to the on-site stream and wetland, screening around the ground-mounted generator, and required buffer vegetation standards pursuant to Kirkland Zoning Code Chapter 90 and supported the applicant's overall landscaping plan. The Board requested that the applicant retain as many of the mature trees located along 97th Avenue NE as possible. Throughout the Design Response Conferences, the DRB also appreciated the applicant's use of landscaping to delineate public versus private outdoor spaces. The Board and applicant paid particular attention to the existing trees and landscape buffer along the south property line of the site and the use of the native trees to soften the transition between the proposed building and Juanita Beach Park. This landscape buffer is required to be maintained in perpetuity pursuant to Kirkland Zoning Code Section 95.42.

DRB Conclusions: The DRB concluded that the proposed project was consistent with the Pedestrian Oriented Business Districts related to open space and landscaping.

IV. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The City issued a SEPA Determination of Nonsignificance on December 28, 2023 for the project.

V. DEVELOPMENT REVIEW COMMITTEE

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

VI. 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.

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

Appeals

Section 142.40 of the Zoning Code allows the Design Review Board's decision to be appealed to the Hearing Examiner by the applicant or any person who submitted written or oral comments to the Design Review Board. The appeal must be in the form of a letter of appeal and must be delivered, along with any fees set by ordinance, to the Planning and Building Department by 5:00 p.m., January 18, 2024, fourteen (14) calendar days following the postmarked date of distribution of the Design Review Board's decision.

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

Lapse of Approval (KZC 142.55)

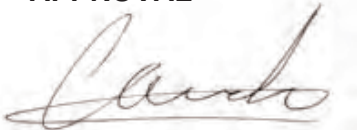
The applicant must begin construction or submit to the City a complete building permit application for the development activity, use of land or other actions approved under this chapter within five (5) years (September 18, 2029) after the final approval of the City of Kirkland on the matter, or the decision becomes void.

The applicant must substantially complete construction for the development activity, use of land or other actions approved under this chapter and complete the applicable conditions listed on the notice of decision within seven (7) years (September 18, 2031) after the final approval on the matter or the decision becomes void.

VIII. ATTACHMENTS

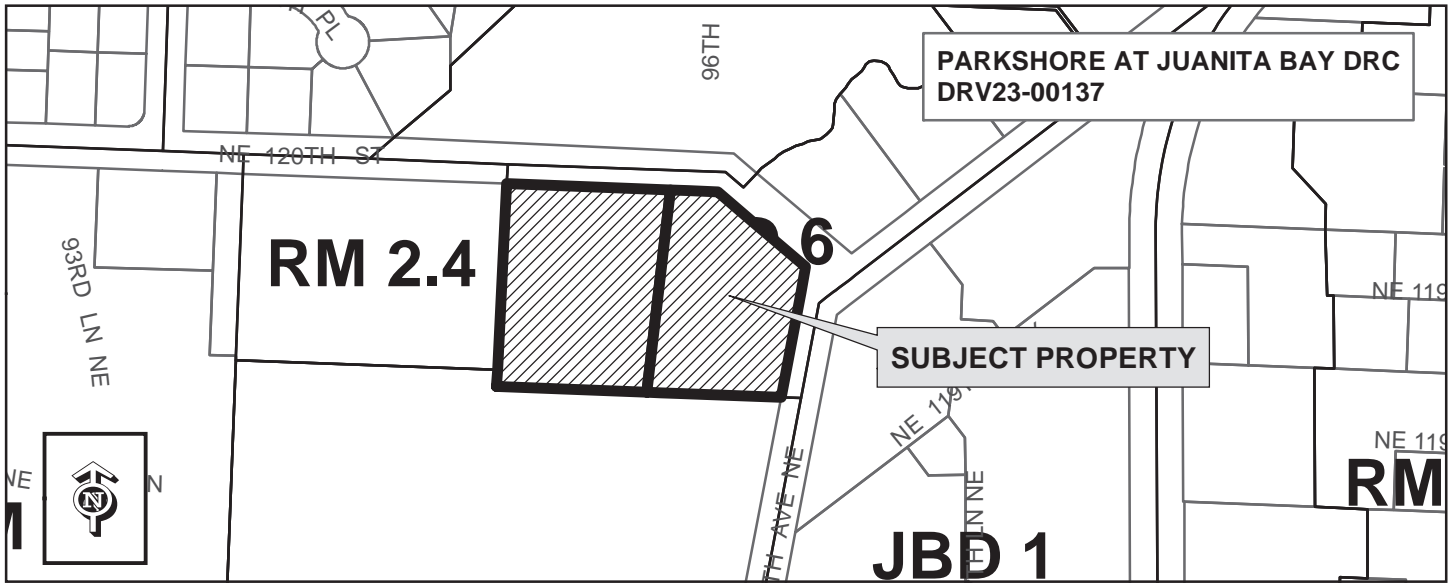
1. Vicinity Map
2. Development Standards
2. Applicant Proposal dated September 18, 2023

X. APPROVAL



Carlos Castaneda
Chair, Design Review Board

01/02/24
Date



DEVELOPMENT STANDARDS

DRV23-00137



FIRE DEPARTMENT

FIRE DEPARTMENT COMMENTS

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

ACCESS

The building fronts on one right of way. The distance around the building is approximately 380 feet. The fire department access is NOT met.

FIRE FLOW

Fire flow requirement is based on total square footage of the building and type of construction. With allowed IFC reduction, required fire flow for this building appears to be 2000 gpm.

This area is serviced by NUD and I do not have access to their fire flow data. Available fire flow will need to be confirmed with NUD.

HYDRANTS

Fire hydrants will need to be placed so that there is a hydrant within 150 feet of every part of the building accessible by fire department vehicles. Final layout is not confirmed so it is not known if hydrants are adequate. This area is serviced by NUD so access to all of the existing hydrants is not complete.

FIRE SPRINKLERS

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

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

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

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

STANDPIPES

This conceptual design does not meet the threshold requirements to require standpipes. If the design changes, this requirement may become active.

FIRE ALARM

A fire alarm system is required to be installed throughout the building. A separate permit is required from the Fire Department prior to installation. Submit plans and specifications for approval electronically at MyBuildingPermit.com. The system shall

comply with Washington State Barrier Free requirements regarding installation of visual devices and pull stations. The low-frequency requirement is also required for this project. The specific requirements for the system can be found in Kirkland Operating Policy 10.

FIRE EXTINGUISHERS

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

COMMERCIAL COOKING

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

KEY BOX

A Key box is required (Knox Box 4400, recessed, and tampered). It shall be installed in an approved accessible location no higher than six feet above grade. In most cases it will be located at the front entrance to the building. The box may be purchased on-line at www.knoxbox.com; or by filling out an order form which is available from the Fire Department office. Contact the Fire Prevention Bureau at 425-587-3661 for more information.

EMERGENCY RADIO COVERAGE (Effective 7-1-16)

This is a required fire protection system for this project. The permit may be applied for electronically at MyBuildingPermit.com.

GATES INSTALLED ON ACCESS ROADS

In most cases, primary access roads may not be obstructed by gates. However, the installation of security gates may be approved when, in the opinion of the Fire Marshal, firefighting or medical and/or rescue operations would not be impaired.

1. General Requirements:

a. A building permit is required from Kirkland Building Department prior to installing automated gates. The permit will be routed to Fire for approval and conditions. A final inspection by a Fire Department representative is required.

b. The use of directional-limiting devices (tire spikes) is prohibited.

c. Gates shall have an approved means of emergency operation. Examples include the following:

- 1) The gate fails to the "open" position when the power is off. It shall remain open until power is restored.
- 2) Battery or generator power backup providing normal use of the gate.
- 3) Approved manual operation of the gate.

2. Acceptable means of gate access:

a. Automatic switch controllers such as Click2Enter or another approved access system. Gates equipped with Click2Enter shall be identified by an approved sign

b. Where a fence is provided on each side of a gate for a commercial property, a man door shall be provided at an approved location with a Knox key for access to the man door.

c. The unobstructed width of gates shall be as follows:

1) For commercial or multifamily applications, the gate shall open a full 20 feet.

Exception: For split gates on commercial or multifamily projects where there is a post in between the exit and entrance to a facility, the minimum unobstructed width of each lane shall be 12 feet.

2) For short plats or subdivisions, the gate shall open the width as dictated by the required width of the access road (i.e. 16 or 20 feet, see D.1.b)

3) For gates accessing one single family home via a driveway, the gate width shall be a full 10 feet.

SMOKE CONTROL

Depending upon the type of construction and occupancy type, a smoke control system may be required. (Type V-B, Occupancy I-1 Condition 2)

FIRE SAFETY DURING CONSTRUCTION

The building is approximately 80,000 s.f. of wood-framed construction (not including garage). In addition to the general fire safety requirements in IFC 3308, the Kirkland Fire Department has several requirements for high rise and/or wood-frame buildings more than 50,000 square feet in area.

3308.8.1 Job Site Security. After above grade combustible construction has begun, the job site shall be secured with controlled access. In addition, off hours guard service and/or motion-controlled surveillance may be required at the discretion of the fire code official.

3308.8.2 Job shacks and other temporary structures. Job shacks and other temporary structures located within or less than 20' from the permanent building shall be:

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

PUBLIC WORKS DEPARTMENT

PUBLIC WORKS CONDITIONS

Permit #: DRV23-00137

Project Name: Juanita Bay Gardens - Parkshore

Project Address: 11853 97th Ave NE

Date: 4/20/2023

Public Works Staff Contacts

Zach Howe, Development Engineer

Phone: 425-587-3808 / E-mail: zhowe@kirklandwa.gov

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site.
2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The applicant should anticipate the following fees:
 - o Surface Water Connection Fees *
 - o Right-of-way Fee
 - o Review and Inspection Fee
 - o Water and Sewer Connection charges, Northshore Utility District
 - o Building Permits associated with this proposed project will be subject to the traffic, park, school, and fire 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, School Impact Fee Credit, and Fire Impact Fee Credit. This credit will be applied to the first Building Permits that are applied for within the project. The credit amount for each demolished building will be equal to the most currently adopted Fee schedule.
- * Fee to be paid with the issuance of a Building Permit.
3. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit, including the required LSM Checklist.
4. Performance and Maintenance Securities:
 - These security amounts will be determined by using the City of Kirkland's Improvement Evaluation Packet (available in either Excel or PDF). Contact the Development Engineer assigned to this project to assist with this process.

- A Performance Security is needed prior to permit issuance for right of way restoration security ranging from \$30,000.00 to 80,000.00 (value determined based on amount of ROW disruption) shall be posted with Public Works Department. This security will be held until the project has been completed.
 - Prior to Final Inspection of the Land Surface Modification improvements, there will be a condition of the permit to establish a two year Maintenance security.
5. Prior to submittal of a Building or Zoning Permit, the applicant must apply for a Concurrency Test Notice. Contact Thang Nguyen, Transportation Engineer, at 425-587-3869 for more information. A separate Concurrency Permit will be created.
 6. After concurrency has passed, the project will receive a concurrency test notice that allows the applicant to proceed with all development permits. A "Certificate of Concurrency" is established with a development or building permit. It will read as follows: CERTIFICATE OF CONCURRENCY: This project has been reviewed and approved for water, sewer, and traffic concurrency. Any water and sewer mitigating conditions are listed within the conditions below. Any traffic mitigating conditions will be found in an attached memorandum from the Public Works Traffic Engineering Analyst to the Planning Department Project Planner. Upon issuance of this permit, this project shall have a valid Certificate of Concurrency and concurrency vesting until the permit expires. This condition shall constitute issuance of a Certificate of Concurrency pursuant to chapter 25.12 of the Kirkland Municipal Code.
 7. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy G-7, Engineering Plan Requirements. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.
 8. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.
 9. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).
 10. A completeness check meeting is required prior to submittal of any Building Permit applications.
 11. Prior to issuance of any commercial or multifamily Building Permit, the applicant shall provide a plan for garbage, recycling and composting storage and pickup. The plan shall conform to Policy G-9 in the Public Works Pre-approved Plans and be approved by Waste Management and the City. Important feature is to provide enough storage area for recycling and composting; and being able to pick up containers without storing in the ROW overnight. Submit the plan with a cover letter to explain how Policy G-9 requirements will be met. Please contact John MacGillivray, 425.587.3804, if you have questions.
 12. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

Sanitary Sewer and Water Conditions:

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

Surface Water Conditions:

1. Provide temporary and permanent storm water control in accordance with the 2021 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. Relevant 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.

3. Attention to Civil Plan Designers: Kirkland Zoning Code Update and Surface Water Design Policy Update -- Public Works Policy D-10 (City's Addendum to the 2021 KC-SWDM) was updated in July 2019. Follow the new guidelines in D-10 regarding flow control analysis. Effective on July 12, 2019, the City updated KZC Chapter 115.90 – Calculating Lot Coverage. Background: The regulation update allowed conventional (sand set) pavers to be counted as a “Partially Exempt Material”, allowed to received 50 percent exemption for the area they cover, and up to 10 percent of the total lot size. Conventional pavers do not have to meet surface water mitigation specifications (e.g. not designed as LID BMP pervious pavers per Public Works Pre-Approved Plan CK-L-09). As a result, lots are allowed 10 percent more runoff generating surface area, and thus have to provide flow control accordingly.

For calculating impervious coverage for proposed residential and commercial development must be estimated for each specific proposal. Impervious coverage for frontage layouts – streets, sidewalks, trails, etc – shall be taken from the layouts of the proposal. House/driveway or building coverage shall be as follows:

- For commercial or multi-family development, the impervious coverage shall either:
 - o Assume the maximum impervious coverage permitted by the KZC plus an additional 10% OR
 - o Estimate impervious coverage from layouts of the proposal. If estimated from the layouts of the proposal, the impervious coverage shall include calculations of all impervious surfaces, including eaves. This option may require a Reduced Impervious Surface Limit to be recorded on the property.

4. A drainage report (Technical Information Report) must be submitted with the application. This must include a downstream analysis for all projects. Provide a level one off-site analysis per Core Requirement #2 of the KCSWDM.

5. 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 per Policy D-10 for design of the stormwater detention system.

6. The project may qualify for an exception to detention if the target surfaces will generate no more than a 0.15 cfs increase in the historic (forested) conditions 100-year peak flow. The 15-minute time step must be used to perform the flow control analysis. Do not use the 1-hour time step. Approved hydrologic modeling programs are MGS Flood and WWHM 2012.

7. 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.

8. 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.

9. 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.

10. 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.

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

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

13. Provide collection and conveyance of right-of-way storm drainage.

14. If working within an existing ditch, the applicant is hereby given notice that the Army Corps of Engineers (COE) has asserted jurisdiction over upland ditches draining to streams. Either an existing Nationwide COE permit or an Individual COE permit may be necessary for work within ditches, depending on the project activities.

Applicants should obtain the applicable COE permit; information about COE permits can be found at: U.S. Army Corps of Engineers, Seattle District Regulatory Branch

<http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx>

Specific questions can be directed to: Seattle District, Corps of Engineers, Regulatory Branch, CENWS-OD-RG, Post Office Box 3755, Seattle, WA 98124-3755, Phone: (206) 764-3495

15. A Hydraulic Project Approval (HPA) from WA State Department of Fish and Wildlife (WDFW) may be required for this project. Contact Stewart Reinbold at WDFW at 425-313-5660 or stewart.reinbold@dfw.wa.gov for determination, obtain an HPA if required, and submit a copy to COK. If an HPA is not required, the applicant will be required to provide written documentation from WDFW as verification. More information on HPAs can be found at the following website:

<http://wdfw.wa.gov/licensing/hpa/>

16. 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.

17. 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 97th Ave NE and NE 120th Street. These streets are Collector and Neighborhood Access type streets, respectively. 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:

97th Ave NE

- A. Install Type-A concrete curb and gutter. The face of curb shall be 18 feet from the ROW CL. Verify that the existing double yellow is at the centerline of the ROW to allow for an 11-ft travel lane and 7-ft parking lane. Widen the street pavement to meet the curb and gutter.
- B. Install an 8-ft wide concrete sidewalk behind the curb with 4x6 tree wells and street trees 30-ft on center. Provide pedestrian lighting 60 ft on-center (4 lights).
- C. Install drainage system for collection and conveyance of right-of-way stormwater.
- D. At the existing cross walk, bump in the curb to 11-ft from the centerline of the right-of-way.
- E. Install any relevant traffic signs.
- F. Install pedestrian street lighting per CK-R.471.
- G. The existing right-of-way width may not be adequate to install the improvements described above. Public Works supports the use of a right-of-way easement where frontage improvements described above are outside the width of the existing right-of-way.

NE 120th Street (STANDARD CONDITION, SEE MODIFICATION BELOW)

- A. Install Type-A concrete curb and gutter. The face of curb shall be 11 feet from the ROW CL. Widen the street pavement to meet the curb and gutter. Coordinate with public works if 11ft lane width is infeasible.
- B. Install a 4.5-ft landscape strip behind the curb, with street trees 30 feet on-center.
- C. Install a 5-ft wide concrete sidewalk behind the landscape strip.
- D. Install or adjust drainage to provide collection and conveyance of right-of-way storm.
- E. Install any relevant traffic signs.
- F. Sensitive Areas analysis will likely require a modification to the improvements, see Modification Criteria below.

2. Public Improvements Modification (KZC 110.70.3): The City may require or grant a modification to the nature or extent of any required improvement for any of the following reasons:

- A. If unusual topographic or physical conditions preclude the construction of the improvements as required.
- B. If other unusual circumstances preclude the construction of the improvements as required.

Review KZC 110.70 for full details about Modifications, Deferments and Waivers, and Construction-in-Lieu, and details about granting authority consistent with the approval processes. Based on these criteria the Public Works Department would support a modification to the improvements along NE 120th St as follows:

- A. Install the improvements as described above from the intersection approximately 120ft northwest along NE 120th St.
 - B. Where sidewalk improvements fall within critical area buffers (approximately 120ft northwest from the intersection) along NE 120th St, install permeable concrete sidewalk directly behind curb and gutter without a planter strip. Extend permeable concrete sidewalk to the north and west past the existing crosswalk and establish a new crosswalk perpendicular to NE 120th St west of the existing crosswalk. Remove existing crosswalk striping.
 - C. In lieu of installing a 5 ft permeable sidewalk along the remaining 200ft of frontage, the applicant may improve the north side of NE 120th St. This option requires a complete survey to verify sufficient right-of-way is available to install curb, gutter and a 5' sidewalk.
 - D. Provide storm water collection and conveyance for the new curb and gutter.
3. Access Requirements (KZC Chapter 105.10):
- A. The unobstructed paved access shall be 24-ft wide.
4. Meet the requirements of the Kirkland Driveway Policy R-4. See Spacing Table from R-4, for reference.
5. 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.
6. 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.

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

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

9. Zoning Code Section 110.60.7.b establishes the requirement that existing utility and transmission (power, telephone, etc.) lines on-site and in rights-of-way adjacent to the site must be underground. The Public Works Director may determine if undergrounding transmission lines in the adjacent right-of-way is not feasible and defer the undergrounding by signing an agreement to participate in an undergrounding project if one is ever proposed. In this case, the Public Works Director has determined that undergrounding of existing overhead utility on NE 120th Street is not feasible at this time and the undergrounding of off-site/frontage transmission lines should be deferred with a Local Improvement District (LID) No Protest Agreement.

10. New LED street lights may be required per Puget Sound Energy (PSE) design and Public Works approval. Contact PSE or third party lighting consultant to perform lighting analysis. If new lighting or upgrades are necessary, design plans must be submitted for review prior to issuance of an LSM or building permit. Contact PSE Street Lighting Account Manager: Lyndsey Goldsmith at Lyndsey.Goldsmith@pse.com, or 425-396-3838, or 425-395-5225.

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

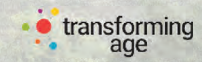
Related City Website Links

- City of Kirkland Pre-Approved Plans and Policies
- Public Works Development Fees
- Stormwater FAQs
- Application Forms (Electronic, Paper)
- KZC105 – Private Drive, Private and Pedestrian Walkway Requirements
- KZC110 - Public Right-of-way Improvement Requirements

PARKSHORE

AT JUANITA BAY

DRV22 - 00593
DESIGN REVIEW CONFERENCE
18 APRIL 2023



INDEX & INTRODUCTION

INDEX

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PROJECT SUMMARY

The goal of this project is to develop a vibrant community for active seniors in an Independent Senior Living facility. The project includes 51 residential units with 94 parking spaces.

In addition to the new building, the development will include frontage improvements along NE 120th Street and 97th Ave NE.

PROJECT INFORMATION

Site Address: 11853 97th Avenue NE

Parcel Number: 3026059079 and 1791500426

Site Area: 131,987 SF (3.03 acres)

Site Zoning (KZC 52): JBD 6 - Commercial

Maximum Lot Coverage (KZC 115.90): 80%

Maximum Building Height (KZC 52.40.3): 26' ABE + 13' for design techniques that minimize perceived building mass and achieve superior architectural and human scale.

Setbacks (KZC 52.42): Front = 0', Side = 0', Rear = 0'

Parking (KZC 52.42): 1.3 stalls per 1 bedroom unit, 1.6 stalls per 2 bedroom unit plus additional 10% of total for guest parking.

Sign Category (KZC 100): A

Landscape Category (KZC 95): D

Bicycle Parking per KZC 105.32

Garbage and Recycling per KZC 115.45



CDC SUMMARY

CDC Date: January 9th, 2023

City of Kirkland Comments Received: February 3rd, 2023

Permit Number: DRV22-00593

Option 3 (Preferred) selected for the Design Team to advance

A. SCALE

DRB concluded that the project should move forward with Option 3. (see page 5)

The board had the following comments:

* Provide a thoughtful design along south facade - most visible to pedestrians and surrounding developments (see pages 13,14)

* Incorporate vertical and horizontal modulations, fenestration, and parapet and roof modulation (see pages 7,8,9,10,13,14)

* Explore ways to soften and enhance the character including ways to compliment Juanita Village Development, potentially two types of facade treatments (one along 97th and another along Juanita Beach Park), incorporate a 'townhome' or more individual look for the units (see pages 15,16)

Height Exemption: DRB supported the additional 13' and requests analysis of superior architectural techniques to minimize massing (see pages 7,8,9,10,31)

B. PEDESTRIAN ORIENTED ELEMENTS

With the project's proximity to Juanita Beach Park and on-site critical areas the DRB discussed opportunities to incorporate pedestrian spaces and recreational options in the design. (see page 11)

DRB requested exploration of a direct pedestrian connection to Juanita Beach Park and a soft surface trail within buffer of critical areas. (see page 11)

Zoning code allows for height exemption (per KZC 52.40.3); therefore, a shared roof deck for residents is encouraged (see pages 18,24)

Project is encouraged to incorporate weather protection for pedestrians, artwork from local artists, and strong street activation (see pages 8,11,15,17,19)

C. OPEN SPACE AND LANDSCAPING

The DRB would like the applicant to incorporate significant and thoughtful landscaping along the south and west property lines and provide a retention and landscaping plan (see pages 11, 26,27,49)

D. PARKING LOT DESIGN AND CIRCULATION

DRB expressed concern regarding the amount of surface parking and requested exploration of ways to reduce pavement, incorporate multimodal opportunities, buffer the parking stalls and driveways, and incorporate landscape islands. (see pages 11,23)

DRB discussed noise and safety issues and requested consideration of traffic noise along 97th Ave NE and to prepare a thoughtful waste management plan. (see page 23)

E. BUILDING MATERIAL, COLOR, AND DETAIL

DRB discussed how building materials and color can play a role in articulation of building form and encouraged application to explore this and provide options to the Board at the Design Response Conference. (see pages 8,9,10,28)

F. ITEMS REQUIRED FOR DESIGN CONFERENCE

* Height Exemption analysis with superior architecture incorporated to minimize massing (see pages 8,9,10,31)

* Pedestrian perspectives of the South facade, from 97th Ave walking North from Lake Washington (see pages 13, 15)

* Circulation Plan including the following:

Connection to Juanita Beach Park (see page 11)

Pedestrian circulation through the critical area buffers (see page 11, 19)

Existing and Proposed cross walks (see page 11)

Waste Management Plan (see page 23)

* Elevation drawings and multiple perspective of the East facade highlighting the grade change and 97th Ave pedestrian experience (see page 17)

* Drawings with scaled dimensions of modulation techniques (see page 31)

* Views that the residents will have from their units along 97th Ave (see page 17)

* Landscape plan showing tree retention, proposed landscaping, and parking lot landscaping (see pages 23,36,37,49)

* Lighting plan as it relates to proposed landscaping and the street (see page 25)

* Material details and a material board (see pages 28,29,30)

* Cross sections of the proposed building and surrounding buildings to highlight impacts to existing developments. (see pages 14,16)

DESIGN GUIDELINES SUMMARY FROM CDC

A. SCALE

· Varied window treatments should be encouraged. Ground floor uses should have large windows that showcase storefront displays to increase pedestrian interest. Architectural detailing at all window jambs, sills, and heads should be emphasized. **RESPONSE:** See current elevation design with varied window types at the Level 1 common areas different than that at the Living Units.

· Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged. **RESPONSE:** Balconies are provided at each living unit, art that encourages pollinators and is visible to the public, is shown in the wetland buffer area. A roof deck and outdoor dining patio is also provided for resident use.

· Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings. **RESPONSE:** The building design incorporates major and minor vertical building modulation, including different parapet heights at each typology.

· Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments. **RESPONSE:** Horizontal modulation is shown with the window articulation, the patterning of the panel joints, and the unit balconies and patios.

B. PEDESTRIAN ORIENTED ELEMENTS

· A sidewalk should support a variety and concentration of activity yet avoid overcrowding and congestion. The average sidewalk width should be between 10' and 18'. New buildings on pedestrian-oriented streets should be set back a sufficient distance to provide at least 10' of the sidewalk. An additional setback is necessary if outdoor dining, seating, vending, or displays are desired. **RESPONSE:** Street improvements, including new sidewalks, on 97th and 120th are shown per previous coordination with the City of Kirkland. The sidewalk widens at the building entry as pedestrians approach from 97th.

· Street elements, including trees, parking meters, and signs, should be organized in the curb zone to reduce congestion. During busy periods, pedestrians may use the curb zone for walking. Where pedestrian traffic is the heaviest, sidewalk bulbs can be constructed to accommodate bike racks, waste receptacles, and newspaper racks. Corner bulbs also increase pedestrian visibility. **RESPONSE:** See site plan for proposed landscape groupings.

· All building fronts should have pedestrian-friendly features. **RESPONSE:** See current elevation design with pedestrian friendly scale and articulation.

· All buildings on pedestrian-oriented streets should be encouraged to have upper-story activities overlooking the street, as well as balconies and roof decks with direct access from living spaces. Planting trellises and architectural elements are encouraged in conjunction with decks and bay windows. Upper-story commercial activities are also encouraged. **RESPONSE:** A roof deck is provided as a resident amenity and living units, along with their balconies, are oriented to face the pedestrian-oriented streets.

· All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy, or awning-mounted lights, and display window lights. Encourage variety in the use of light fixtures to give visual variety from one building façade to the next. Backlit or internally lit translucent awnings should be prohibited. **RESPONSE:** See concept lighting plan.

· Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety. **RESPONSE:** A public amenity seating area overlooking the stream and wetland buffer is provided at the junction between 97th and 120th. A potential seating area for residents and guests is located near the building entry and an outdoor patio shown outside the dining area overlooking the wetland buffer.

· Blank walls should be avoided near sidewalks, parks, the Cross Kirkland Corridor and Eastside Rail Corridor, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments. **RESPONSE:** No blank walls are proposed.

· Special Considerations for the Juanita Business District: A concentrated, organized, retail-oriented core with a unified pedestrian circulation network is a goal of the Juanita Business District. The pedestrian system will also serve to connect the perimeter of the district to the core. **RESPONSE:** Proposed street improvements facilitate this

C. OPEN SPACE AND LANDSCAPING

· Special Consideration for the Juanita Business District: The underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay. **RESPONSE:** Proposed development facilitates this by maintaining a pedestrian scaled building with horizontal and vertical articulation of the mass providing a human scale. The street improvements provide a more pedestrian friendly environment through an updated street section. Proposed stream and wetland seating area allows pedestrians in the area to experience and appreciate the environmental amenities.

· Special Consideration for the Juanita Business District: The views of wooded hillsides surrounding the Juanita Business District are a local asset that can be used to upgrade the area's visual impact. **RESPONSE:** The area is heavily wooded and views to the surrounding hillsides would be minimally impacted.

· Special Consideration for the Juanita Business District: View corridors to the Lake should be explored through new development in the business district. Existing residential views and view opportunities through Juanita Beach Park and down public streets should be preserved. **RESPONSE:** There is not currently a view corridor through this site and the area is heavily wooded.

D. PARKING LOT DESIGN AND CIRCULATION

· Parking lot design should be clear and well organized. Space should be provided for pedestrians to walk safely in all parking lots. **RESPONSE:** The entry drive provides clear vehicular direction and the parking is organized in a straightforward design. Nearly half of the parking stalls are provided in an internal garage.

· Parking lots must be integrated with the fabric of the community by creatively using landscaping to reduce their visual impacts. **RESPONSE:** Parking lots are screened from the Juanita Beach Park and have internal planting islands to break up the parking.

· Extensive landscaping should be used near residential areas and in high-visibility locations. **RESPONSE:** Extensive landscaping is proposed throughout the site, see site plan and planting plan.

· Special Considerations for the Juanita Business District: Screening and landscaping should be required where parking is adjacent to sidewalks in order to improve visual qualities and reduce clutter. **RESPONSE:** Extensive landscaping is proposed throughout the site, see site plan and planting plan.

E. BUILDING MATERIAL, COLOR, AND DETAIL

· Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Significant architectural features should not be hidden, nor should the urban context be overshadowed. Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-crafted details should be considered in special areas. **RESPONSE:** See proposed art locations integrated with the landscape design and visible to the public from the right of way. Significant architectural features are placed on the most publicly visible facades.

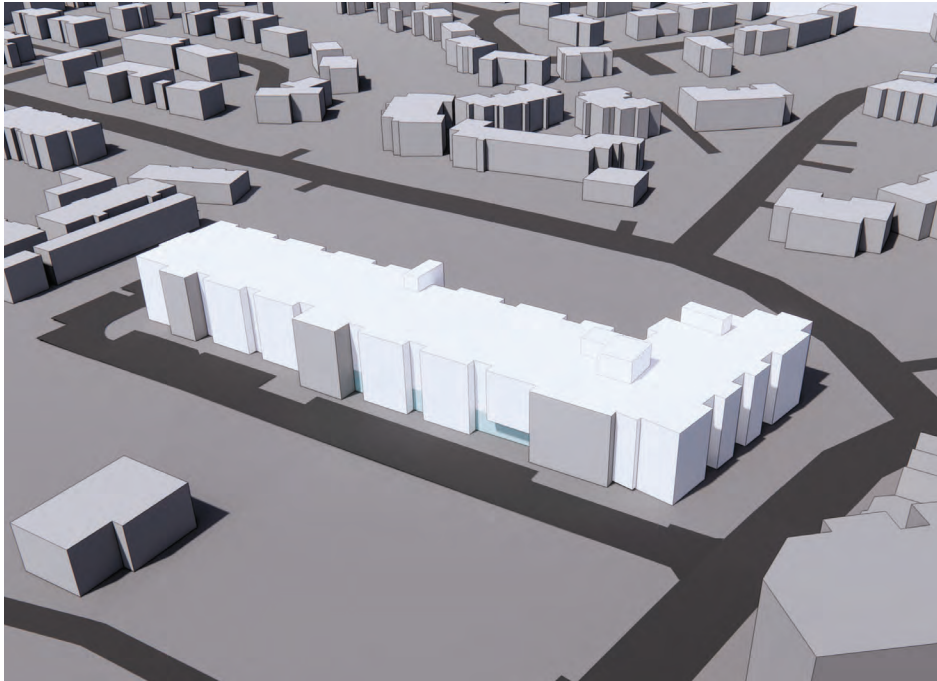
· Color schemes should adhere to the guidelines enumerated below. The use of a range of colors compatible within a coordinated color scheme should be encouraged.

- o Where appropriate, use the natural colors of materials such as brick, stone, tile, and stained wood (painted wood is acceptable).
- o Use only high-quality coatings for concrete.
- o Emphasize earth tones or subdued colors such as barn red and blue gray for building walls and large surfaces.
- o Reserve bright colors for trim or accents.
- o Emphasize dark, saturated colors for awnings, and avoid garish and light colors that show dirt.
- o Avoid highly tinted or mirrored glass (except stained-glass windows).
- o Consider the color of neighboring buildings when selecting colors for new buildings.

RESPONSE: See material palette and renderings for proposed exterior finishes.

· Buildings should be designed to architecturally enhance building corners. **RESPONSE:** Building corner is emphasized at joint between major bay articulation and residential scale on 97th. See building rendering at corner

OPTION 3 PREFERRED MASSING AT CDC



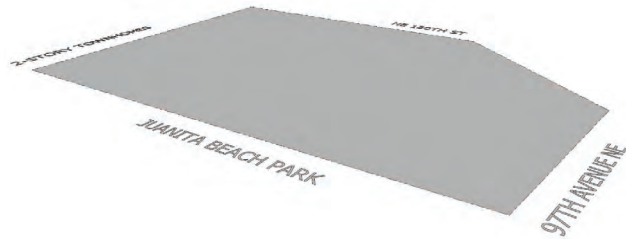
DESIGN ADVANCEMENT





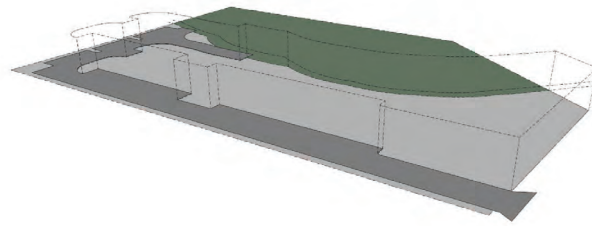
DESIGN ADVANCEMENT

MASSING



BOUNDARIES

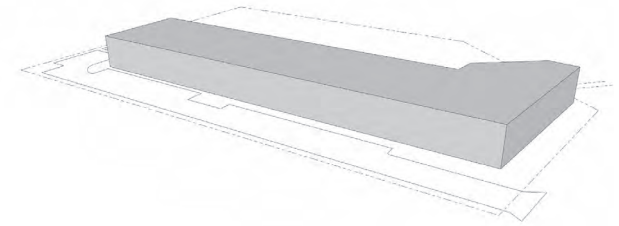
The project site is bounded on the west by planting and an adjacent multi-family project, on the south side by Juanita Beach Park, the east side by 97th Ave NE, and NE 120th St on the north



CONSTRAINTS

In the northwest portion of the project site, nearly half of the site is not developable due to the natural features and critical areas on the property. These are Juanita Creek, including it's buffer, at the north near 120th St and a wetland with it's associated buffer.

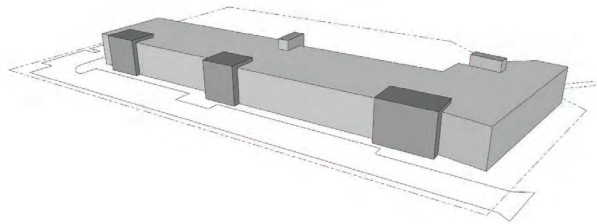
The existing building and associated built landscape features currently encroach into these critical areas. The proposed project is entirely outside of these buffers and is planning to naturalize the buffer according to City of Kirkland standards.



LEFTOVER VOLUME

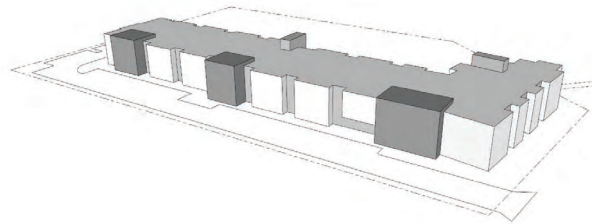
The remaining portion of the site lends itself to an L-shaped building. Site access is provided along the South property edge which creates a new 'streetscape' face to Juanita Beach Park. The fire access and service areas wrap around to the north side of the building.

The proposed building programs living units along the pedestrian and residential context of 97th Ave NE.



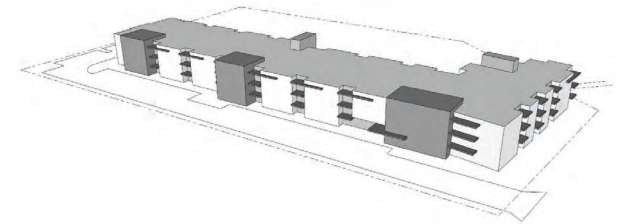
TOWERS

To modulate the south facade, three brick bays are proposed. These bays break up the building length and include a higher quality material along the south public facing facade. Within that major modulation is included minor building modulation consisting of smaller bays and recesses to further break up the facade length. Along the 97th Ave NE facade, we incorporate a similar minor building modulation within the same language as that on the south but a simpler treatment for the shorter length in the surrounding residential context.



BAYS

The minor articulation of bays and recesses along the facades allows each living unit to have a balcony and provides a smaller scale consistent rhythm to enhance the superior articulation and human scale along the facade lengths.



RECESSES

The details of the balcony railings and sunscreen brise-soleil add detail and interest along the facades while maintaining a consistent language around the building. A canopy at the building entrance wraps one of the brick towers and provides weather protection for pedestrians and those at the drop-off. The canopy also incorporates building signage and will be visible from the park and for those walking on 97th Ave NE. The varying heights of these elements provide additional modulation in height along all building facades.

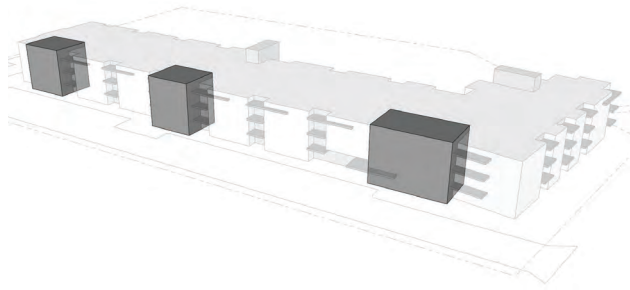
MASONRY 'TOWER' EXPRESSION

The major articulation along the South public facing facade utilizes three brick clad volumes. Brick, as the primary cladding, provides a high quality building material with a textural human scale. The largest of these volumes is at the building entry corner and visible from 97th Ave NE as a way-finding element. The building signage is incorporated into a canopy that wraps around the first volume to provide weather protection for pedestrians, those at the drop off area and to signify the building entry, at the building entry and those at the drop off area.

Within the larger brick volume, windows are recessed vertically to add additional articulation and interest. This treatment is similar to that on other areas of the facade. Large windows are at the resident amenity areas to give a public face South to Juanita Beach Park.

The resident amenity and administrative service areas are located at the first floor and are central to the building for resident ease and convenience.

The two additional brick volumes act as anchoring elements along the south facade length and break it up into smaller segment lengths.



PARTIAL SOUTH ELEVATION - NTS

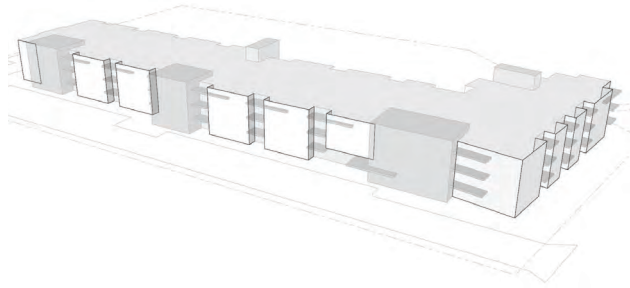


SECTION PERSPECTIVE - NTS

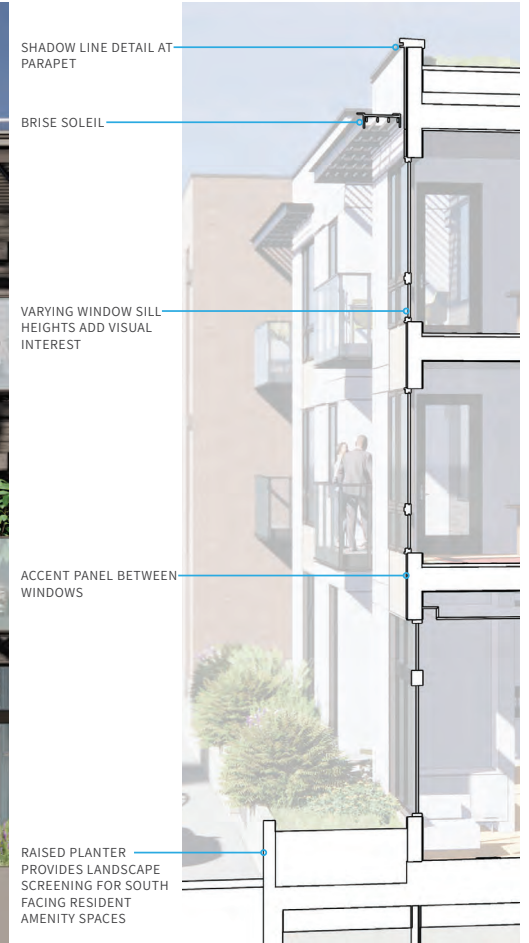
RESIDENTIAL 'BAY' EXPRESSION

At the secondary bay articulation, the parapets are lowered to differentiate from the brick 'towers' and the larger windows are grouped together vertically with an accent panel to add interest and textural detail.

In addition, the siding joints are oriented in a vertical and horizontal rhythm that emphasizes the vertical while providing a horizontal band to accommodate intake and exhaust venting required for this building type.



PARTIAL SOUTH ELEVATION - NTS



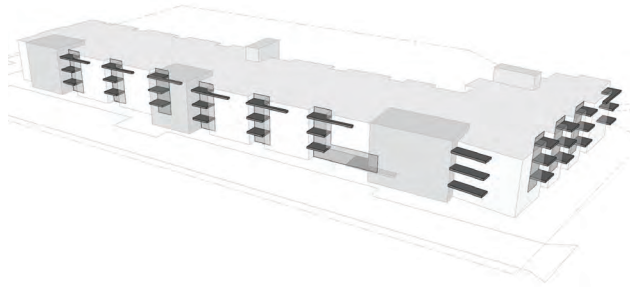
SECTION PERSPECTIVE - NTS

‘RECESS’ EXPRESSION

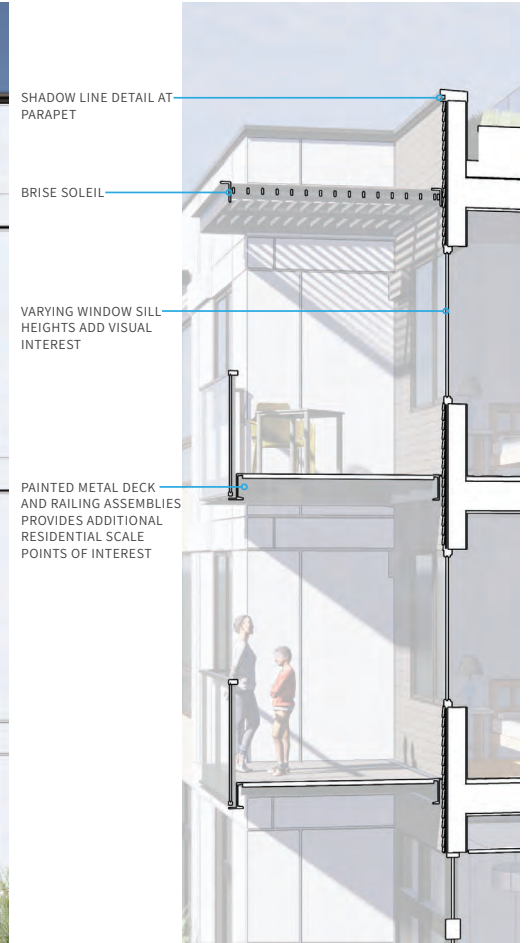
Within the secondary bay articulation are recessed areas allowing each unit a generous balcony. The siding changes at the recesses to be a smaller scale with a more textural and residential aesthetic. The darker color further emphasizes the recess, breaking down the scale of the overall building while providing superior architectural detail to minimize the building massing.

Above the top floor unit balcony a brise-soleil provides some weather protection and wraps the facade above the vertical window grouping in the secondary bays to unify the secondary bays and the recesses.

Glazed balcony railings allow residents to experience the views to the exterior from their living units while seated and maintain a clean aesthetic.



PARTIAL SOUTH ELEVATION - NTS



SHADOW LINE DETAIL AT PARAPET

BRISE SOLEIL

VARYING WINDOW SILL HEIGHTS ADD VISUAL INTEREST

PAINTED METAL DECK AND RAILING ASSEMBLIES PROVIDES ADDITIONAL RESIDENTIAL SCALE POINTS OF INTEREST

SECTION PERSPECTIVE - NTS

SITE PLAN



DESIGN ADVANCEMENT



AERIAL VIEW FROM NE 120TH ST - LOOKING SW

JUANITA BEACH PARK FACADE

Plantings along south property line provide screening from the park

Secondary bay articulation includes a vertical window grouping with accent panel and a jointing pattern within the larger cladding field that emphasizes the vertical while providing a horizontal band for unit intake and exhaust

Unit balconies and top level brise-soleil between bays provide a sub-rhythm of residential scale horizontal elements that complement the vertical orientation established by the bays and bay articulation.

Entry canopy and largest masonry tower visible both from park and 97th Ave NE

Masonry "tower" parapets extend higher than adjacent parapets. This provides greater differentiation between perceived massing volumes.



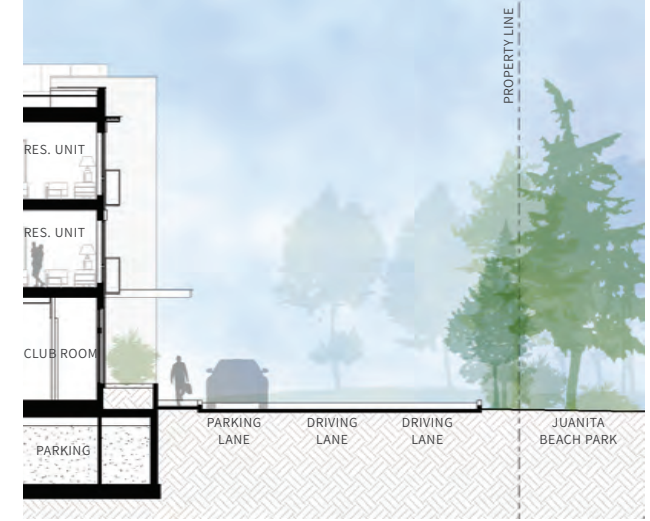
PERSPECTIVE VIEW FROM JUANITA BAY PARK - LOOKING NW

JUANITA BEACH PARK FACADE



The south facade presents a more public face to Juanita Beach Park. The building entry is identified with a canopy, signage, pedestrian table for drop off and a textural change at the pavement to clarify the pedestrian zone. In addition, a direct connection to the park is provided from the entry to the south property line for future coordination with the adjacent property.

The major masonry 'tower' with higher parapets and entry canopy identifies the building entry from both the park and those traveling on 97th Ave NE. This area also contains the programmatic public facing resident amenity and service areas.



SECTION AT SOUTH FACADE - NTS



SOUTH ELEVATION - NTS

- ROOF 78'-6"
- LEVEL 3 66'-0"
- LEVEL 2 55'-6"
- LEVEL 1 42'-0"
- LEVEL P1 32'-0"

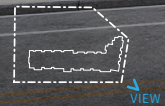
ENTRY DRIVE

Masonry 'tower' parapets extend higher than adjacent parapets. This provides greater differentiation between perceived massing volumes

Masonry 'tower' with entry canopy and building signage is visible from both Juanita Beach Park and 97th Ave NE

Street improvements included on 97th Ave NE

Facade along 97th Ave NE incorporates the secondary articulation language with a residential scale to respond to the adjacent residential context



PERSPECTIVE VIEW FROM 97TH AVE NE - LOOKING NW

DESIGN ADVANCEMENT

97TH AVENUE NE FRONTAGE

The shorter east facade along 97th Ave NE incorporates a simpler articulation and more residential scale. This is in response to the Board comments at the Concept Design Conference and to be in keeping with the adjacent residential context. The facade language is similar to the secondary bay articulation shown on the south facade and elsewhere on the building.

The verticality of the units and bays has a scale and articulation similar to that of the townhouse development across 97th Ave NE.

The building setback from the property line provides space for the sidewalk and street improvements along 97th and gracefully addresses the grade change from the street level to the building floor level.

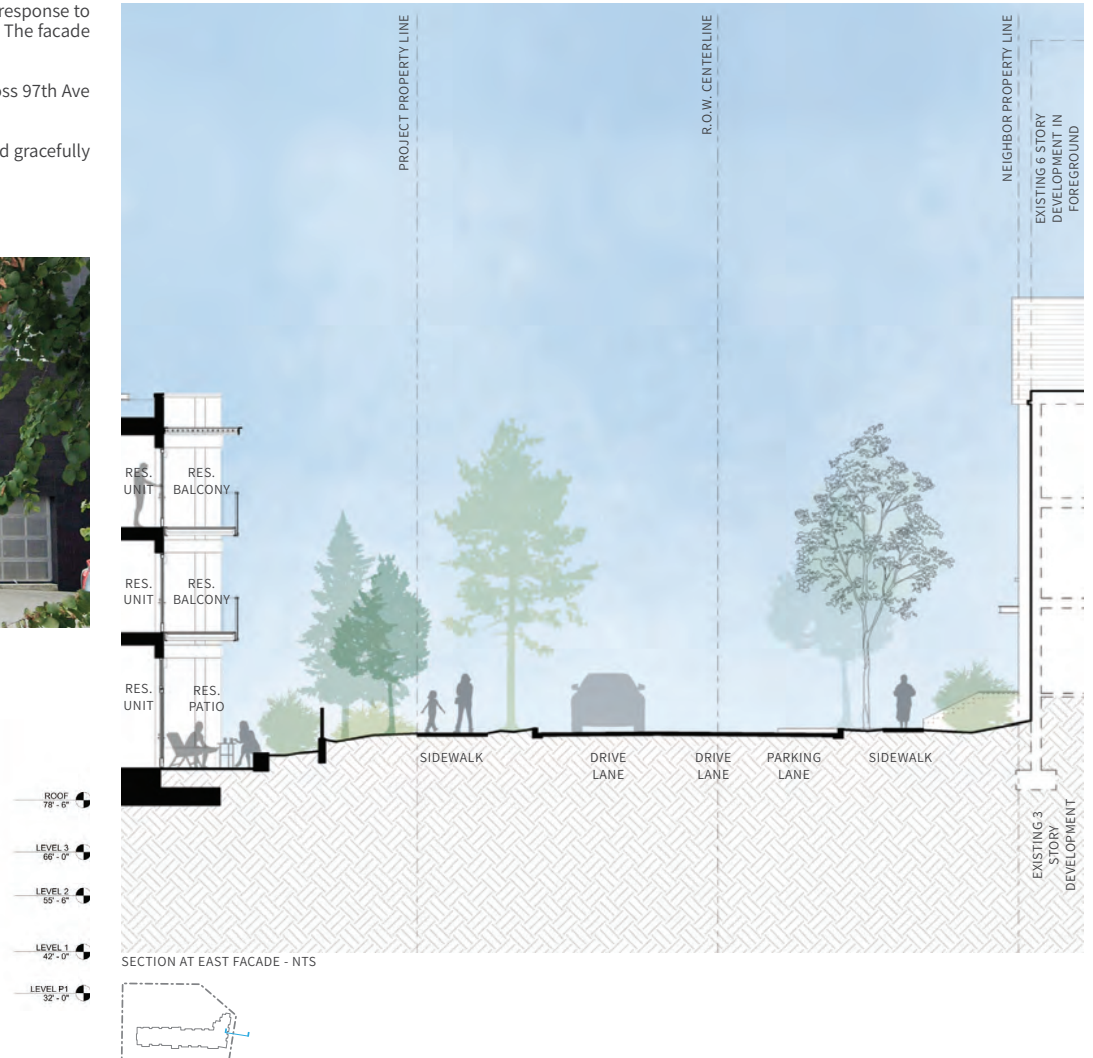
As the building wraps the corner, the main entry is identifiable by the brick 'towers' and the entry canopy.



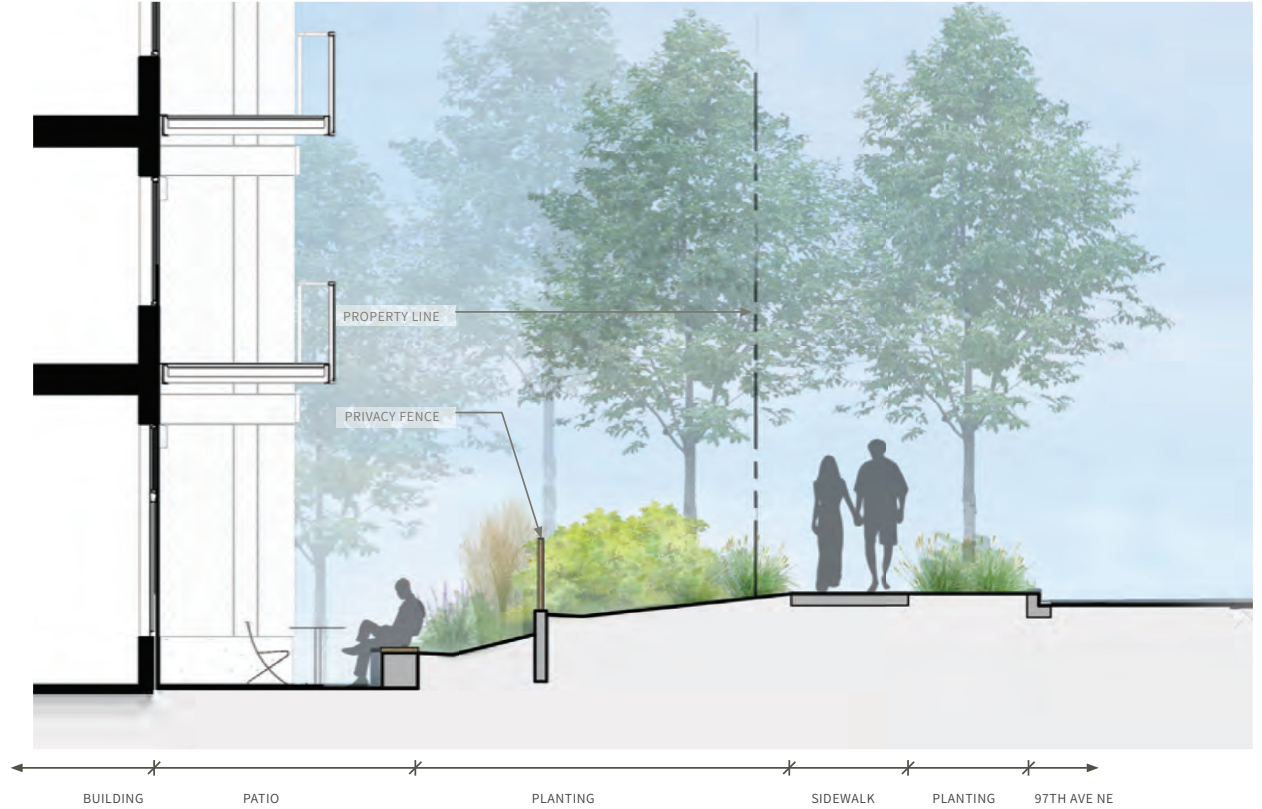
EXISTING 97TH AVE NE VIEW LOOKING NE



EAST ELEVATION - NTS



97TH AVENUE - SIDEWALK TO PATIO CONDITION



SECTION C:C

WETLAND BUFFER EXPERIENCE - PUBLIC

Rooftop amenity deck for residents

Secondary facade articulation language is repeated on north and interior west facades

Proposed low impact pedestrian walk through restored wetland



AERIAL VIEW FROM NE 120TH ST - LOOKING SW

DINING PATIO TO RENATURALIZED AREA CONDITION



SECTION B:B

WETLAND BUFFER EXPERIENCE - RESIDENTS

Soft surface trails provide recreation and a connection to nature for Parkshore Juanita Bay residents. Trails are limited to residents for security purposes

A variety of window types and sizes provide visual interest to facades

Brise soleil and balcony assemblies provide residential scale visual points of interest and greater connection to outdoors



PERSPECTIVE VIEW FROM WETLAND TRAIL - LOOKING SE

WETLAND TRAIL



BIRD HOUSES



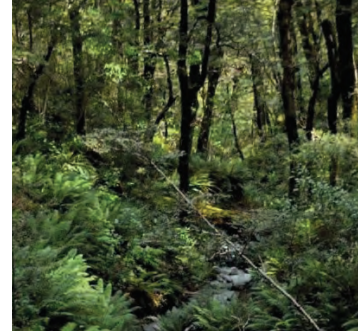
WOODCHIP PATHWAY



BAT ROCKETS



FERN GARDEN



RENATURALIZE WETLAND BUFFER



KEY MAP



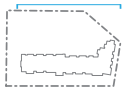
SECTION A:A

WETLAND BUFFER EXPERIENCE - NE 120TH STREET



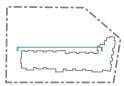
- ROOF
78' - 6"
- LEVEL 3
66' - 0"
- LEVEL 2
55' - 6"
- LEVEL 1
42' - 0"
- LEVEL P1
32' - 0"

NORTH ELEVATION AT NE 120TH ST - NTS



- ROOF
78' - 6"
- LEVEL 3
66' - 0"
- LEVEL 2
55' - 6"
- LEVEL 1
42' - 0"
- LEVEL P1
32' - 0"

NORTH ELEVATION AT BUILDING FACE - NTS



PARKING SCREENING & WASTE MANAGEMENT



PARTIAL LANDSCAPE PLAN - NTS



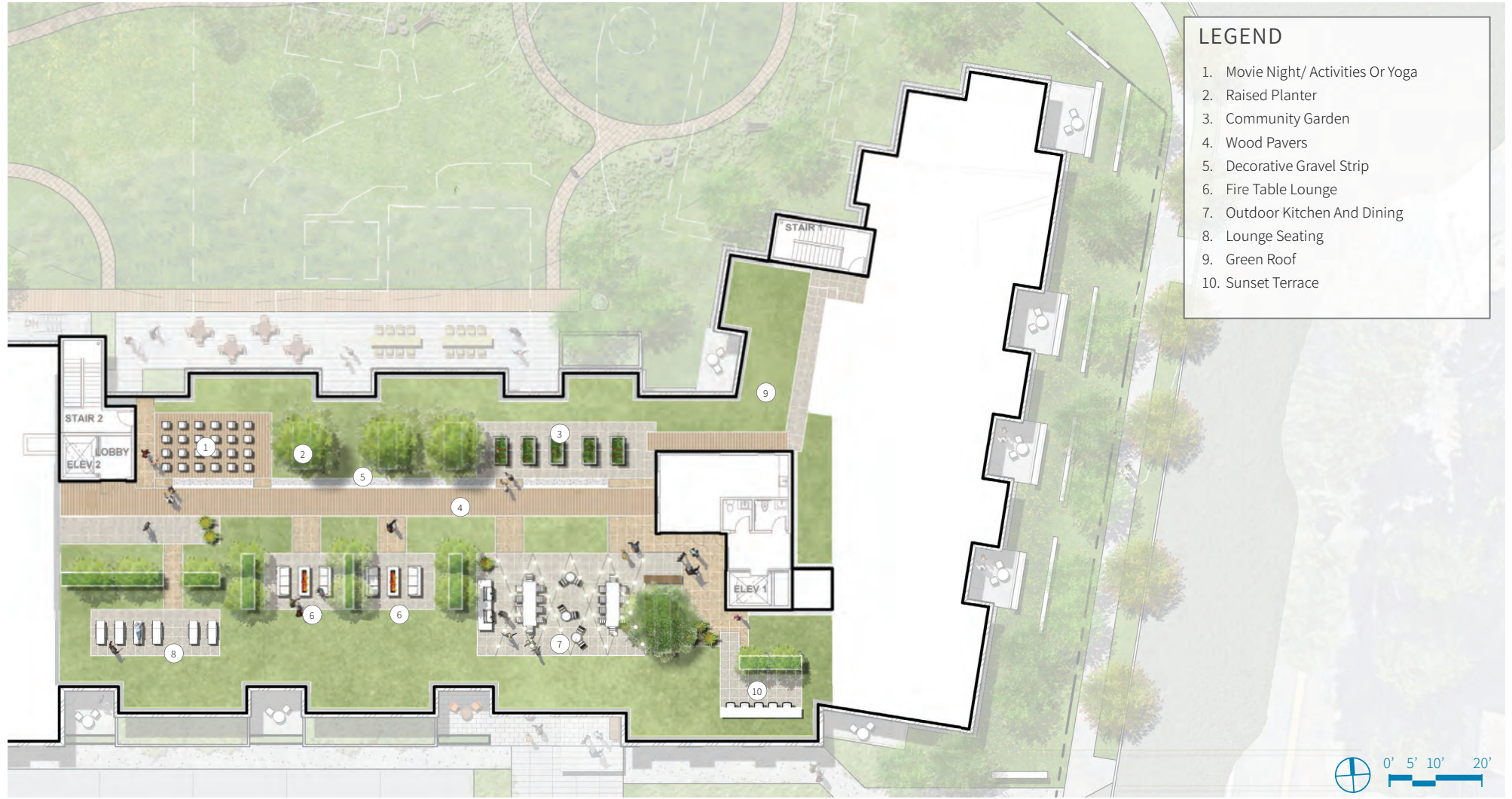
WEST ELEVATION - NTS



SECTION AT WEST FACADE - NTS

Located at the northwest portion of the access drive, waste collection is staged so waste management trucks enter the site, collect waste, turn around, and exit the site entirely within the project site. This alleviates potential collection related traffic congestion along 97th Avenue NE. This location also positions waste pick-up farthest from 97th Avenue NE and Juanita Bay Park in order to reduce pick-up noise as much as reasonably possible.

LANDSCAPE PLAN - ROOF



- LEGEND**
- 1. Movie Night/ Activities Or Yoga
 - 2. Raised Planter
 - 3. Community Garden
 - 4. Wood Pavers
 - 5. Decorative Gravel Strip
 - 6. Fire Table Lounge
 - 7. Outdoor Kitchen And Dining
 - 8. Lounge Seating
 - 9. Green Roof
 - 10. Sunset Terrace

CONCEPTUAL LIGHTING PLAN



PROPOSED PLANTING PALETTE



VINE MAPLE
ACER CIRCINATUM



JAPANESE MAPLE
ACER PALMATUM



'AUTUMN BRILLIANCE' SERVICEBERRY
AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'



SHORE PINE
PINUS CONTORTA



DEER FERN
BLECHNUM SPICANT



BLONDE AMBITION BLUE GRAMA
BOUTELOUA GRACILIS 'BLONDE AMBITION'



FEATHER REED GRASS
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'



CAREX
CAREX TESTACEA



KELSEYI DOGWOOD
CORNUS SERICEA 'KELSEYI'



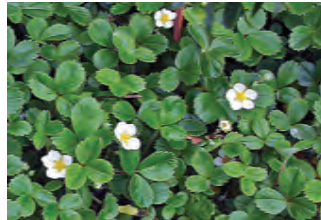
SPIKE WINTER HAZEL
CORYLOPSIS SPICATA 'GOLDEN SPRING'



GRAY-LEAF COTONEASTER
COTONEASTER GLAUCOPHYLLUS HORT.



BLUE FESCUE
FESTUCA GLAUCA



BEACH STRAWBERRY
FRAGARIA CHILOENSIS



ALL GOLD JAPANESE FOREST GRASS
HAKONECHLOA MACRA 'ALL GOLD'



OREGON IRIS
IRIS TENAX



LAVENDER
LAVANDULA ANGUSTIFOLIA 'HIDCOTE'

PROPOSED PLANTING PALETTE



CREeping LILY TURF
LIRIOPE SPICATA



ORANGE HONEYSUCKLE
LONICERA CILIOSA



MAHONIA REPENS
CREeping MAHONIA



SOFT CARESS MAHONIA
MAHONIA X MEDIA 'SOFT CARESS'



GRACILLIMUS EULALIA GRASS
MISCANTHUS SINENSIS 'GRACILLIMUS'



MEXICAN FEATHER GRASS
NASSELLA TENUISSIMA



LITTLE BUNNY FOUNTAIN GRASS
PENNISETUM ALOPECUROIDES
'LITTLE BUNNY'



WESTERN SWORD FERN
POLYSTICHUM MUNITUM



RED FLOWERING CURRANT
RIBES SANGUINEUM



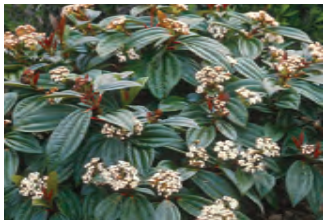
WHITE FLOWERING CURRANT
RIBES SANGUINEUM 'WHITE ICICLE'



DWARF SWEETBOX
SARCOCOCCA HOOKERIANA VAR.
HUMILIS



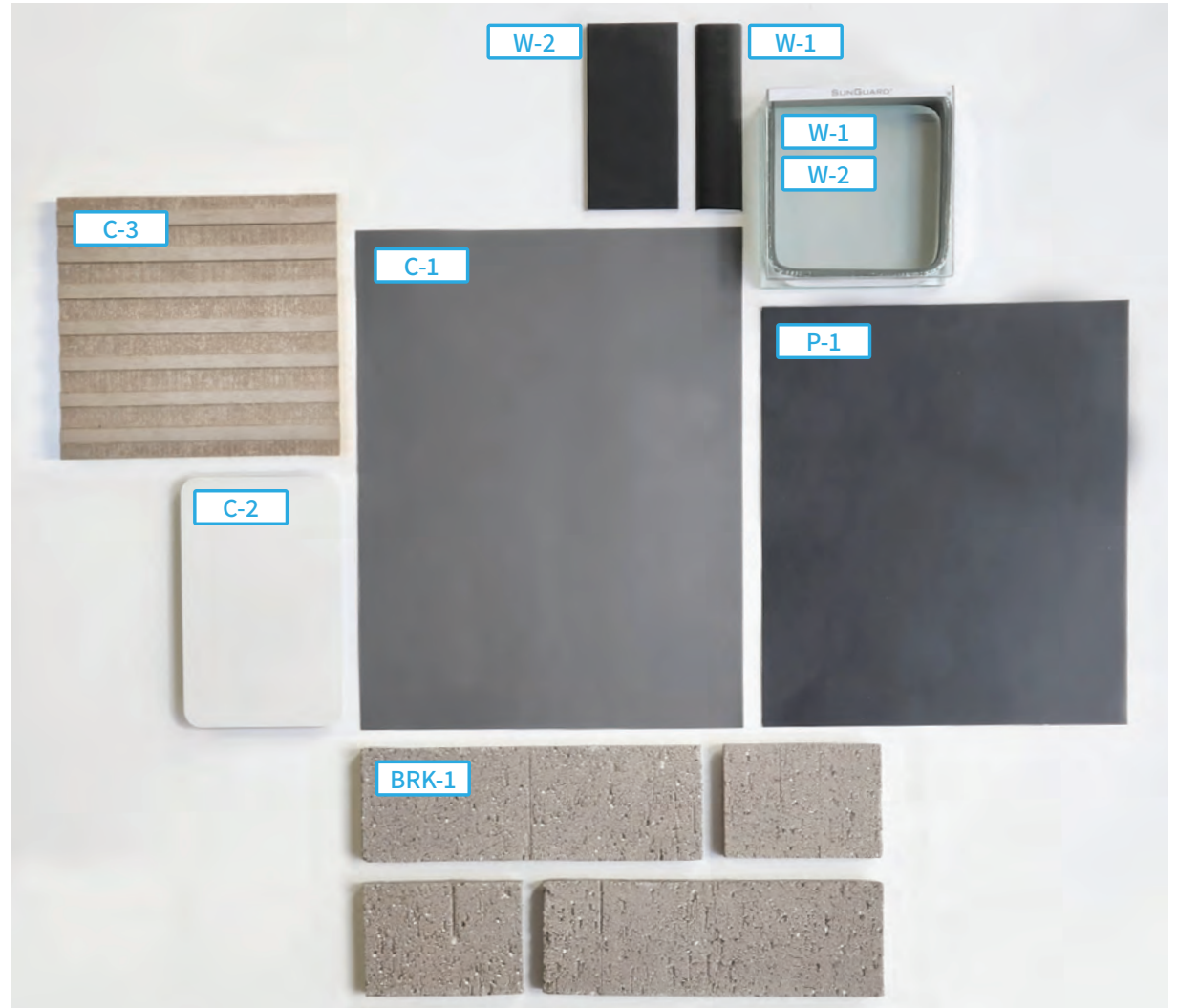
EVERGREEN HUCKLEBERRY
VACCINIUM OVATUM



DAVID VIBURNUM
VIBURNUM DAVIDII

MATERIAL PALETTE

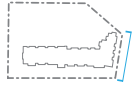
- BRK-1** Brick | Size: Norman | Texture: Mission | Color: Redondo Gray
- C-1** Lap siding | Texture: Smooth | Color: Gray
- C-2** Composite Panel | Color: White
- C-3** Accent panel
- P-1** Accent paint | Location: Bris-Soleil, Parapet trim | Color: Dark Gray
- W-1** Vinyl window system | Color: Black
- W-2** Aluminum window system | Color: Black



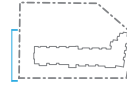
ELEVATIONS



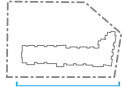
EAST ELEVATION
1" = 30'



WEST ELEVATION
1" = 30'



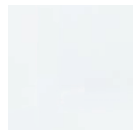
SOUTH ELEVATION
1" = 30'



BRK-1



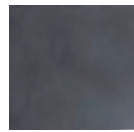
C-1



C-2



C-3



P-1

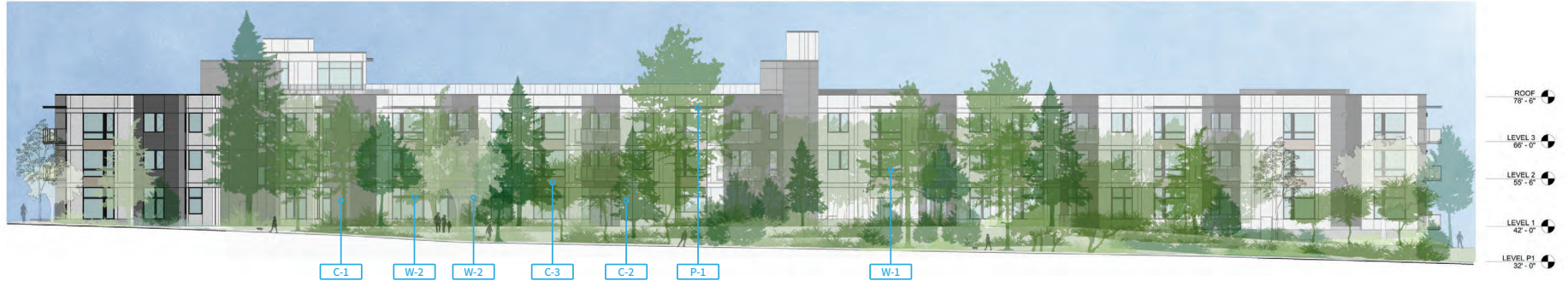


W-1

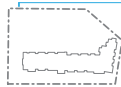


W-2

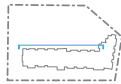
ELEVATIONS



NORTH ELEVATION - AT NE 120TH ST
1" = 30'



NORTH ELEVATION - PARTIAL
1" = 30'



BRK-1



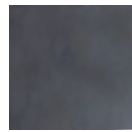
C-1



C-2



C-3



P-1



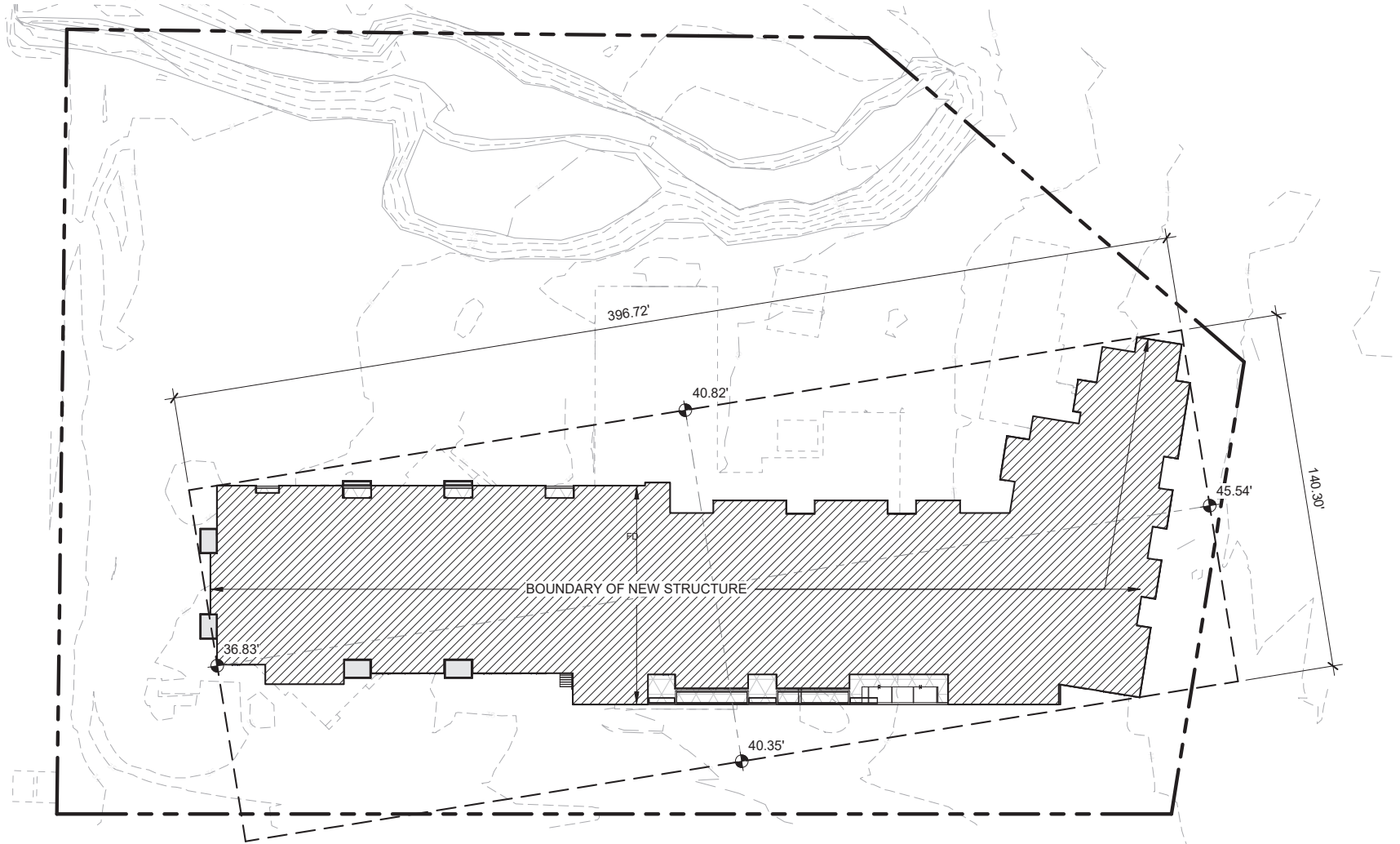
W-1



W-2

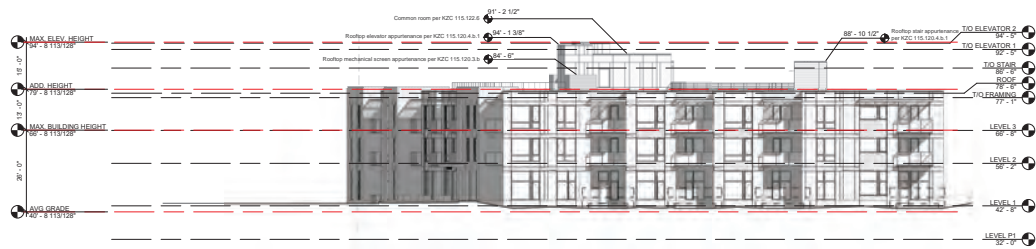
AVERAGE BUILDING ELEVATION

EXISTING TOPOGRAPHIC SITE PLAN | 1" = 40'

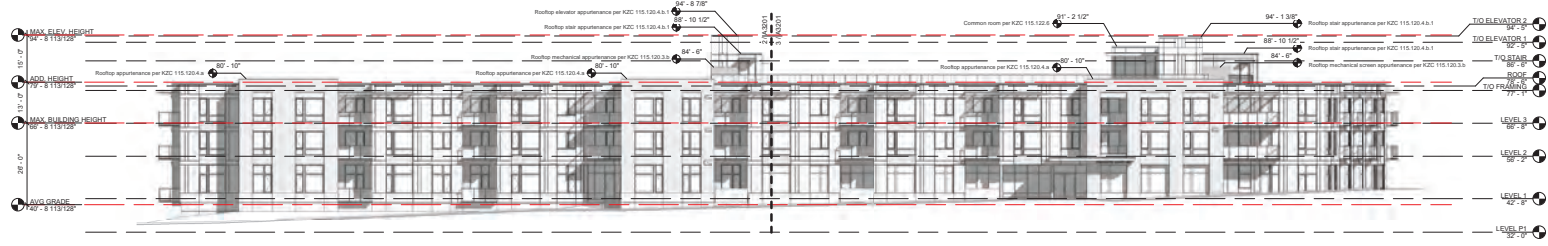


AVERAGE BUILDING ELEVATION

$(40.82 \times 396.72) + (45.54 \times 140.30) + (40.35 \times 396.72) + (36.83 \times 140.3)$	=	$\frac{43,758.27}{1,074.04}$	=	40.74' AVERAGE BUILDING ELEVATION
$(386.52 + 145.25 + 386.52 + 145.25)$				



① **EAST ELEVATION**
 1/16" = 1'-0"



② **SOUTH ELEVATION**
 1/16" = 1'-0"



③ **WEST ELEVATION**
 1/16" = 1'-0"



④ **NORTH ELEVATION**
 1/16" = 1'-0"

DEPARTURES & EXCEPTIONS

ADDITIONAL HEIGHT EXCEPTION

KZC 52.40.3 allows an additional 13' of height if the impacts of the additional height are mitigated by design techniques that minimize the perceived building mass and achieve superior architectural and human scale.

The allowed height in JBD 6 is 26', with the additional 13' of height we are proposing to equal 39' of total height in three stories. This also incorporates a taller first floor necessary for the resident amenity spaces.

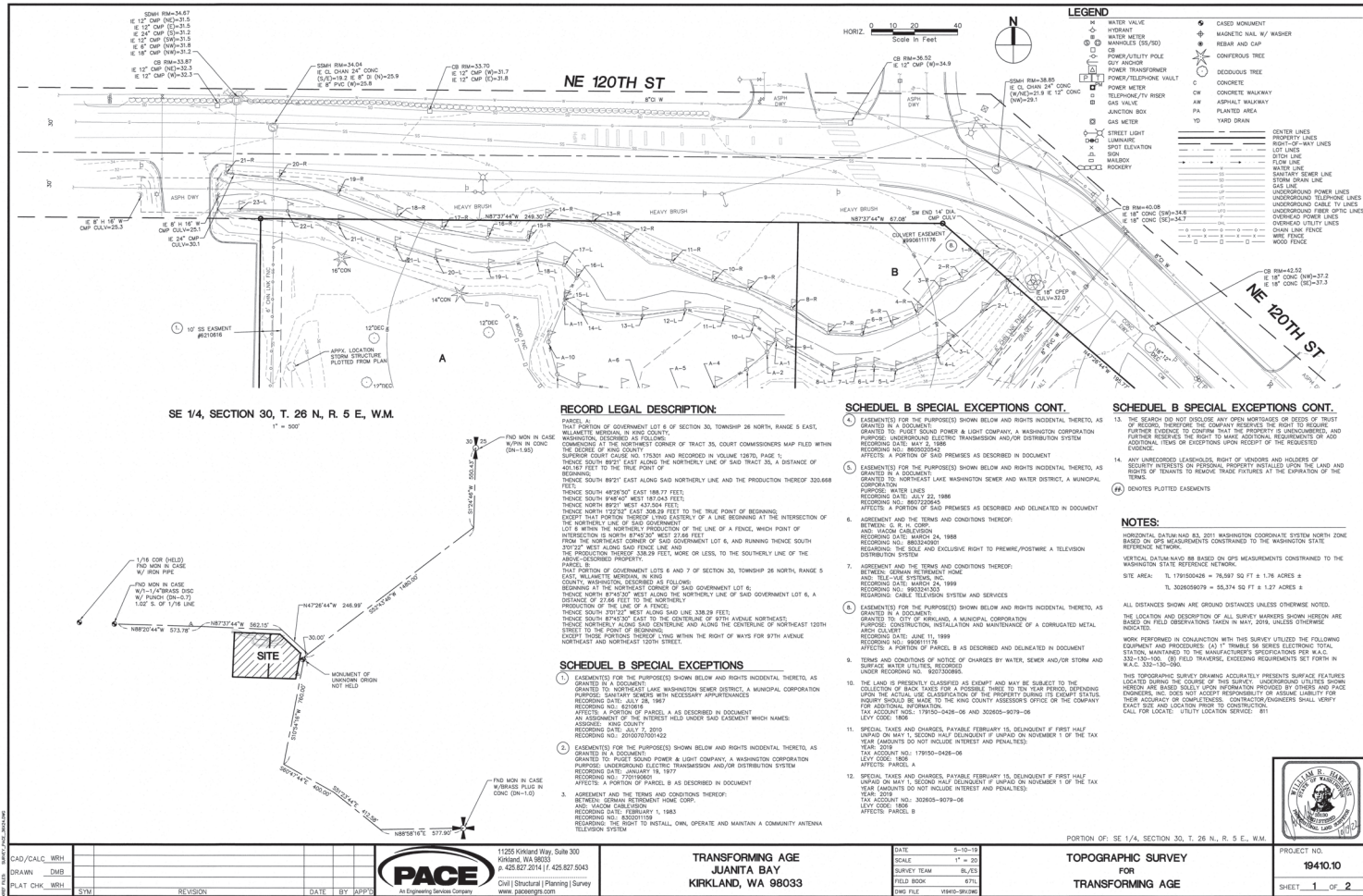
The Design Review Board supported granting this additional height at the Concept Design Conference as it is in keeping with the surrounding context, such as the Townhouses on the east side of 97th Ave NE and the increased height is much less than other adjacent developments on the East side of 97th Ave NE.

Superior articulation and human scale is provided through major bay articulation to break up the length of the south facade which faces Juanita Beach Park. In addition to the major articulation is a minor articulation language with smaller bays and recesses. These areas incorporate individual unit balconies and brise-soleil features that further break down the building scale. Additional material textural features give the building a human scale. These include brick at the major masonry 'tower' expression and the joint patterns and vertical window groupings in the secondary 'Bay' expression.

Along 97th Ave NE, individual unit patios provide places for interaction at the street and break down the mass of the overall building.



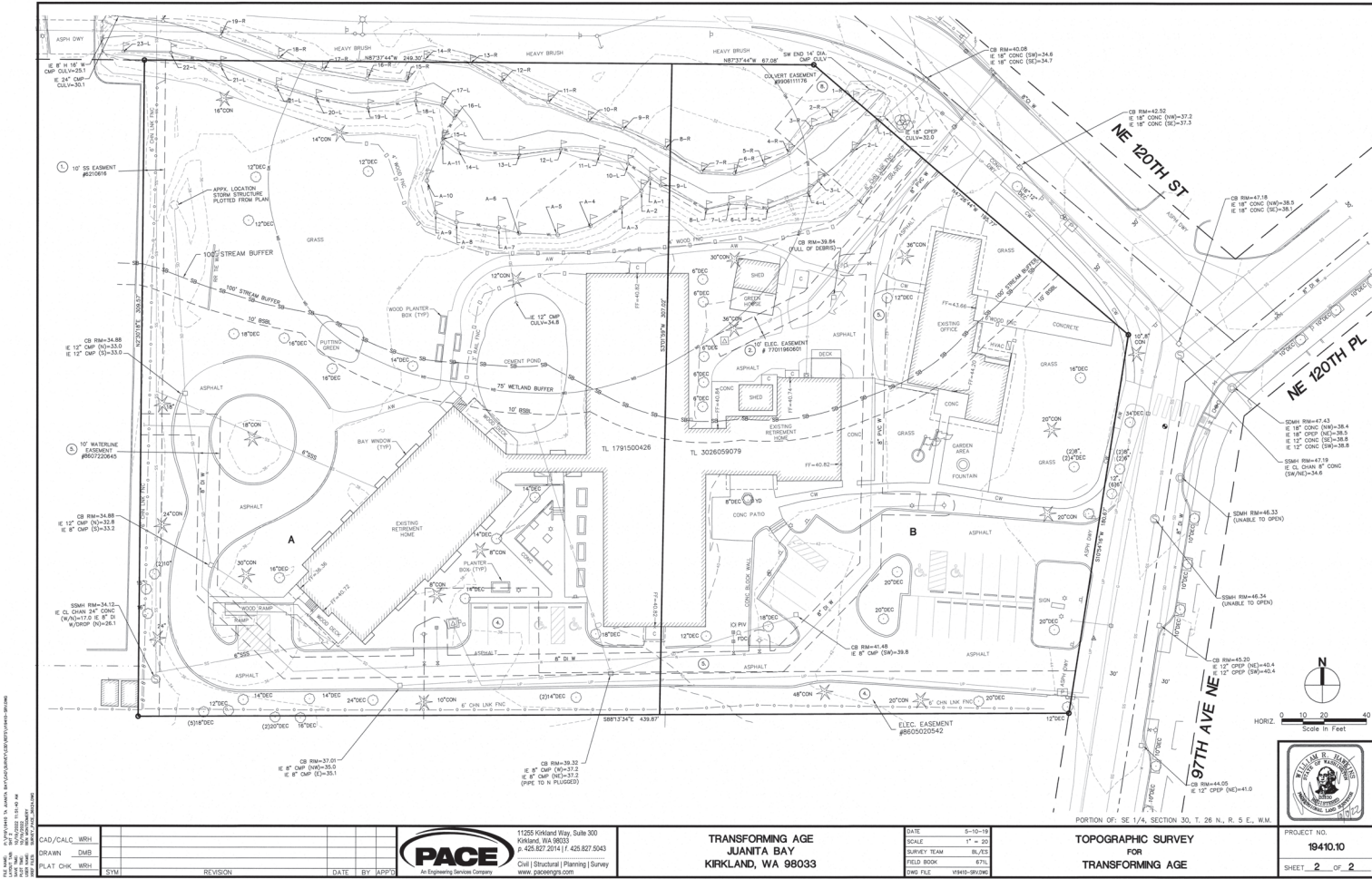




11225 Skirland Hwy, Suite 300
Kirkland, WA 98033
P: 425.827.2014 | F: 425.827.5043
Civl | Structural | Planning | Survey
www.paceeng.com

TRANSFORMING AGE
JUANITA BAY
KIRKLAND, WA 98033





CAD/CALC WRN
 DRAWN DMS
 PLAT CHK WRN

REV	DATE	BY	APP

PACE
 An Engineering Services Company

11225 Kirkland Way, Suite 300
 Kirkland, WA 98033
 P: 425.827.2014 | F: 425.827.8543
 C:\ | Structural | Planning | Survey
 www.pacewa.com

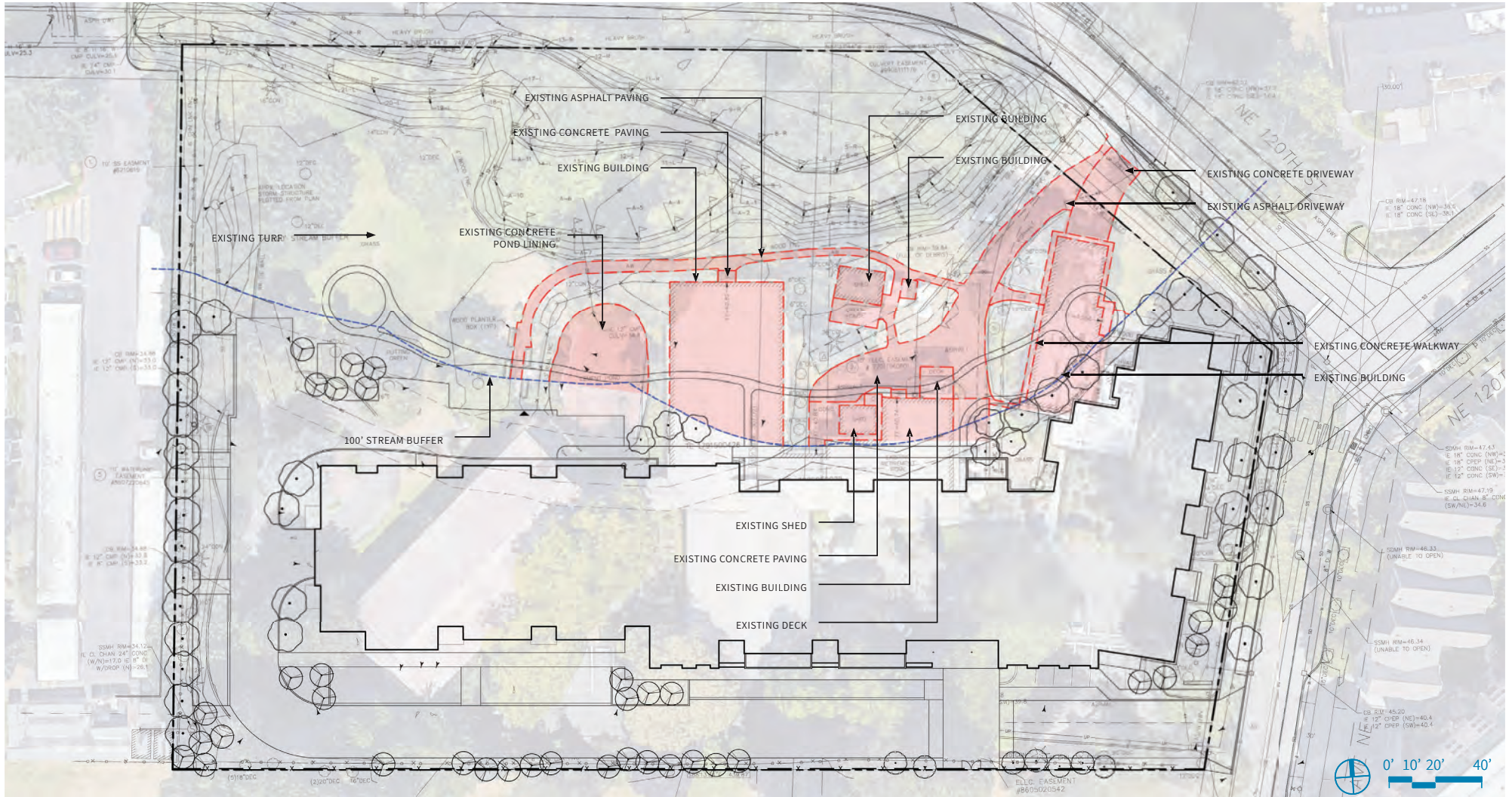
TRANSFORMING AGE
 JUNTA BAY
 KIRKLAND, WA 98033

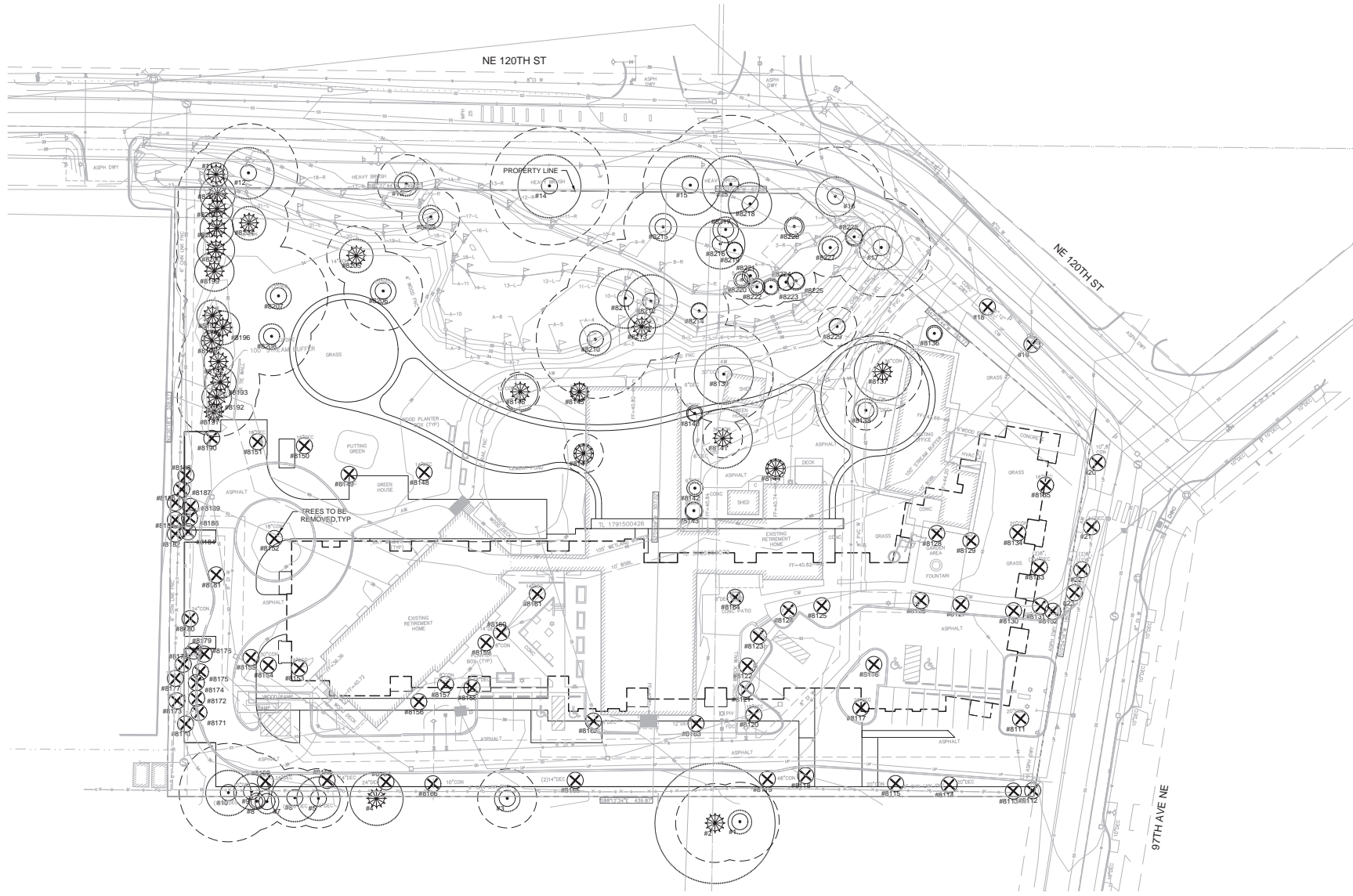
DATE 5-10-11
 SCALE 1" = 20'
 SURVEY TEAM BL/RS
 FIELD BOOK 6711
 CMC FILE 1040-09206

TOPOGRAPHIC SURVEY
 FOR
TRANSFORMING AGE

PROJECT NO.
19410.10
 SHEET **2** OF **2**

EXISTING CONDITION/ PROPOSED DEVELOPMENT PLAN





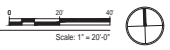
1 TREE INVENTORY PLAN

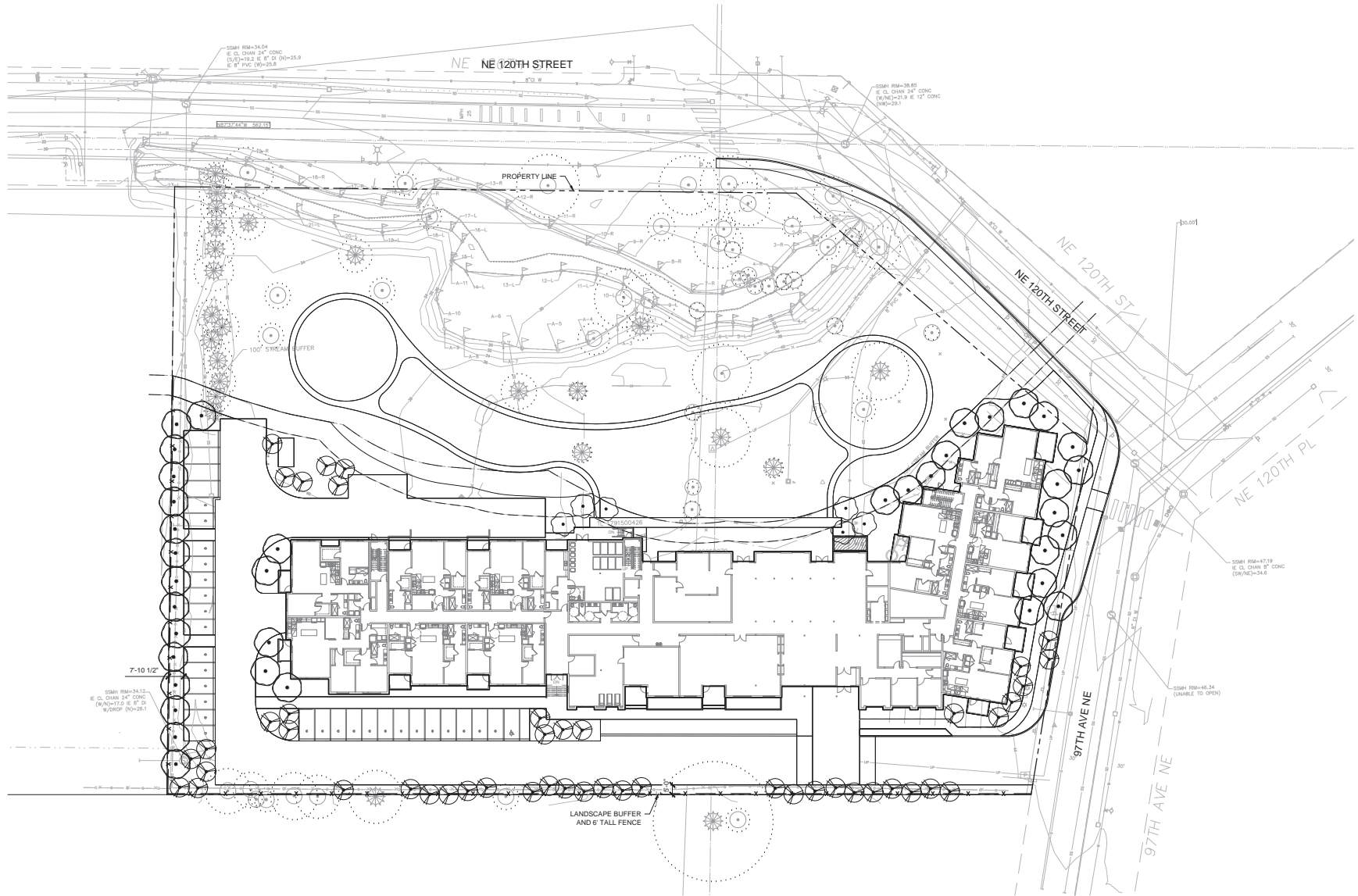
NOTES

- SEE ARBORIST REPORT BY DAVEY RESOURCE GROUP, NOVEMBER 2022 FOR FULL TREE ASSESSMENT AND RECOMMENDATIONS FOR TREE PROTECTION.
- REFER TO L0.11 FOR TREE RETENTION SCHEDULE.

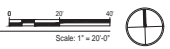
SYMBOL LEGEND

- TREE TO BE REMOVED
- DECIDUOUS TREE TO BE RETAINED
- EVERGREEN TREE TO BE RETAINED
- TREE PROTECTION ZONE
- CRITICAL ROOT ZONE





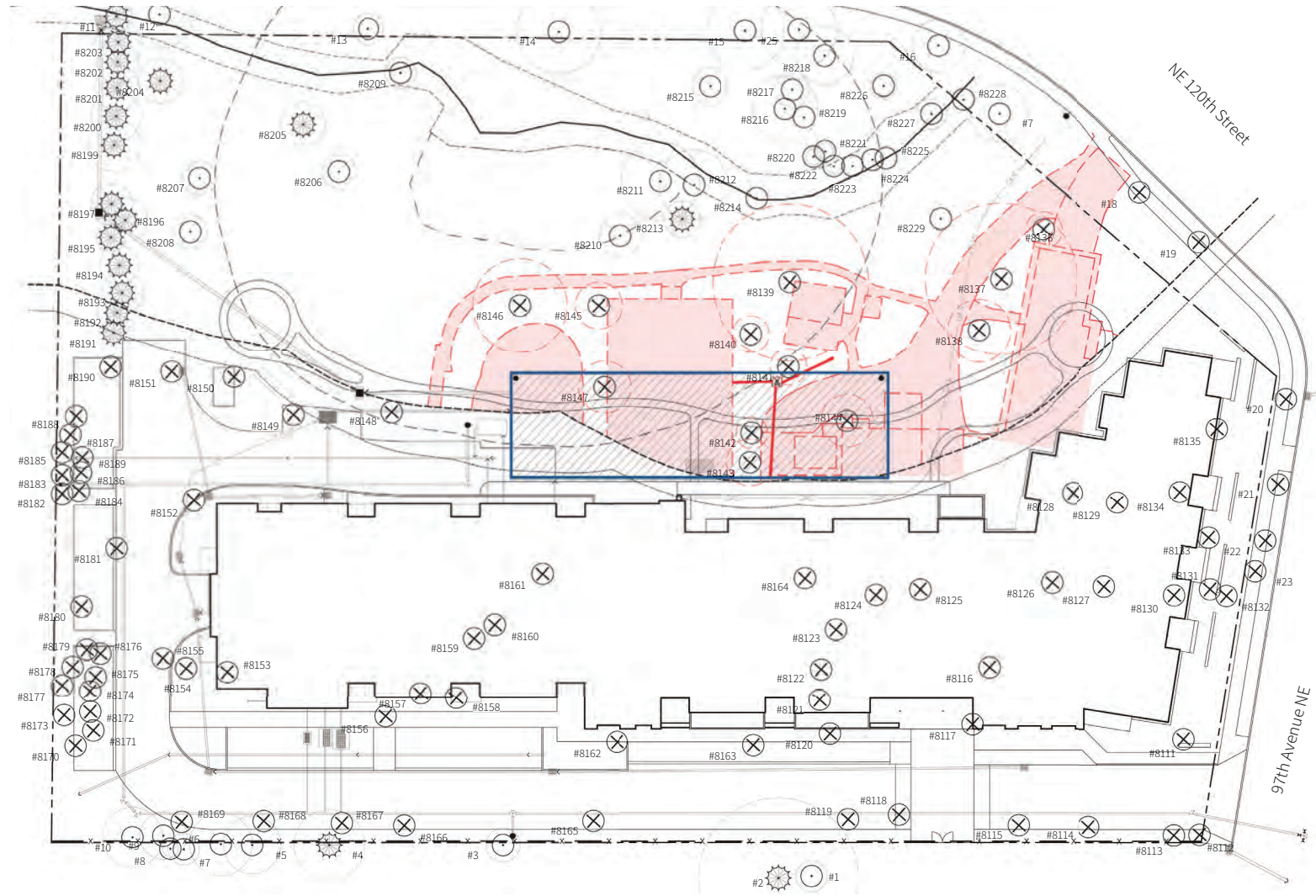
1 TREE REPLACEMENT PLAN







PLANT SCHEDULE

TREES	CODE	BOTANICAL / COMMON NAME	SIZE	COND.	QTY
	AC	ACER CIRCINATUM / VINE MAPLE	1.5'-2' CAL	B&B	50
	AK	ACER PALMATUM SP. / JAPANESE MAPLE	1.5'-2' CAL		6
	AG2	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / 'AUTUMN BRILLIANCE' SERVICEBERRY	2' CAL		37

TREE INVENTORY PLAN



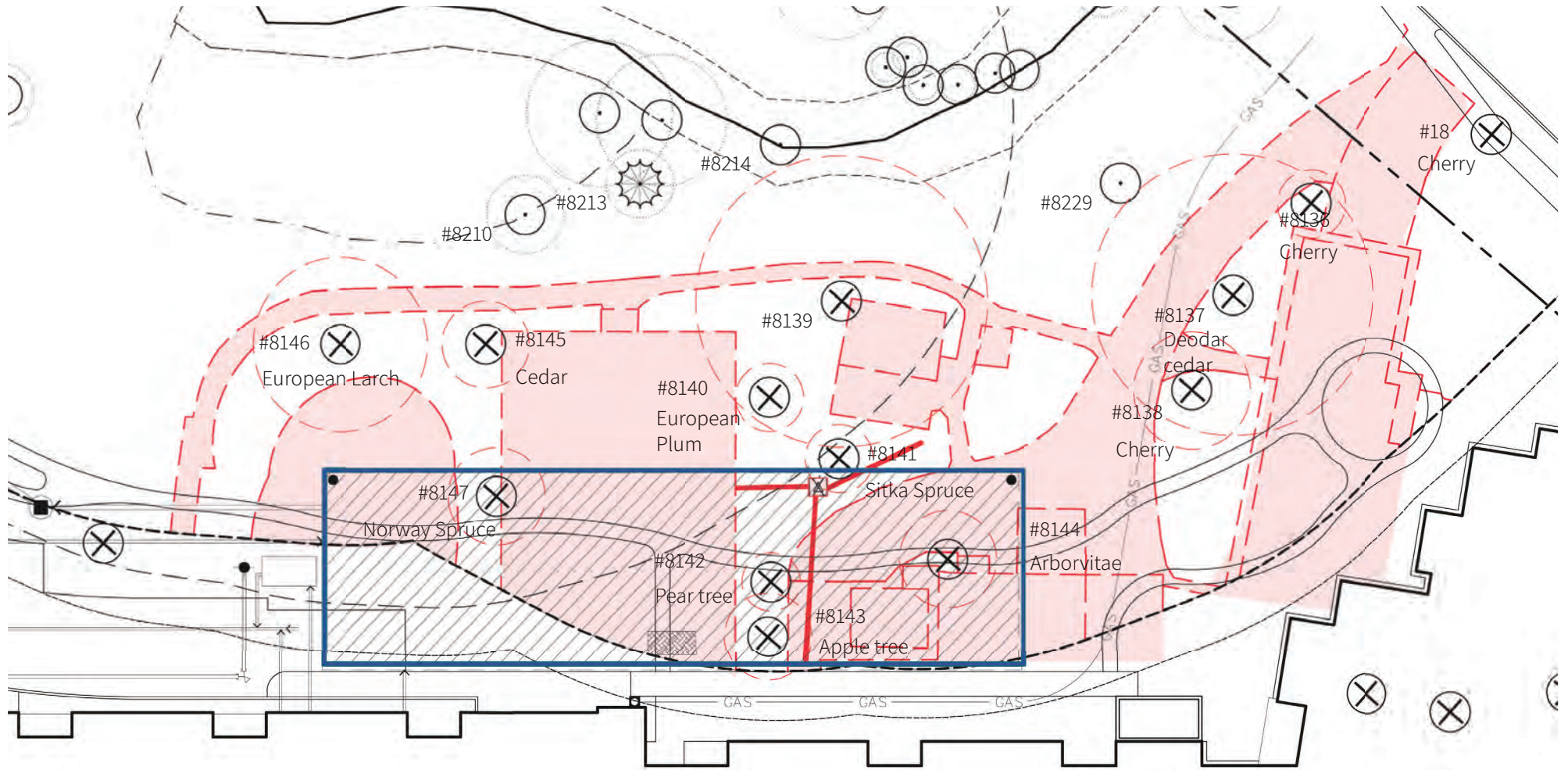
SYMBOL LEGEND

-  TREE TO BE REMOVED
-  DECIDUOUS TREE TO BE RETAINED
-  EVERGREEN TREE TO BE RETAINED
-  CRITICAL ROOT ZONE

TOTAL EXISTING TREES ON SITE	142
EXISTING TREES RECOMMENDED FOR REMOVAL	86
TOTAL REPLACEMENT TREES	89
REPLACEMENT TREES TO BE PLANTED IN BUFFER AREA	126



TREE INVENTORY ENLARGEMENT PLAN



CURRENT TREE CONDITION



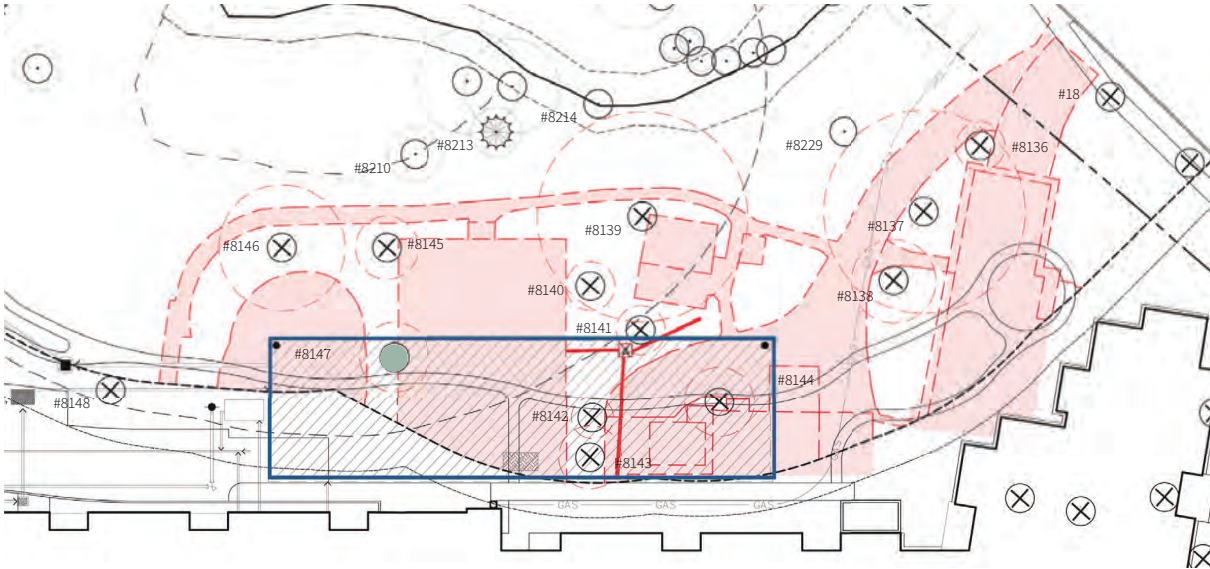
#8147

Norway Spruce (*Picea abies*)

- Condition: Fair
- Observation: Poor Structure

Reason to remove

- Not Viable
- Demolition of structure and pond will impact trees root structure.



CURRENT TREE CONDITION



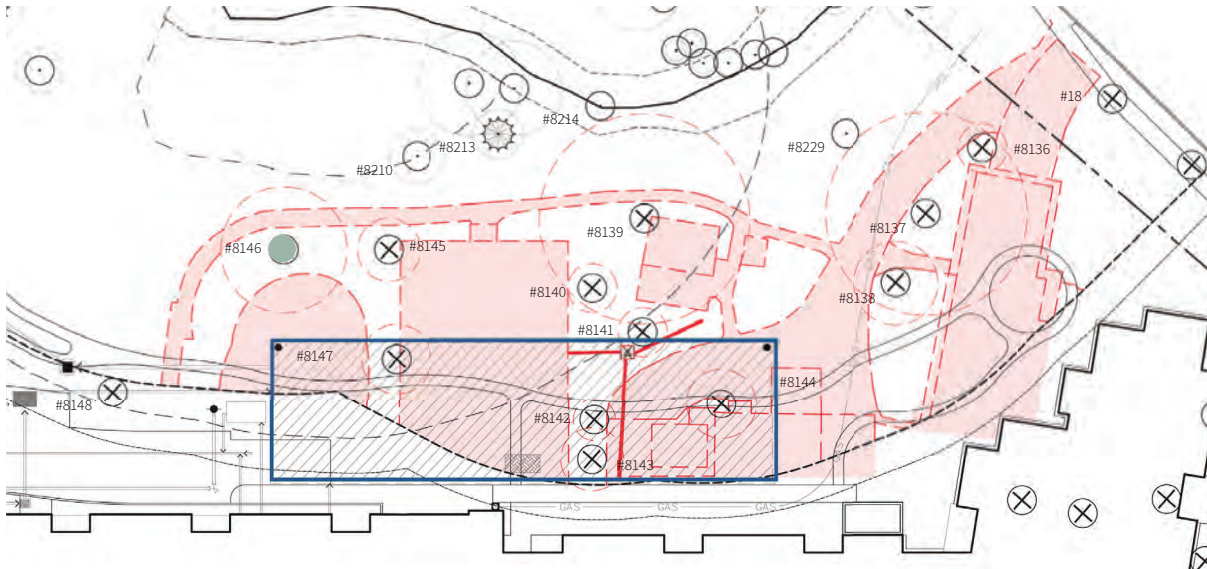
#8146

European Larch (*Larix decidua*)

- Condition: Excellent
- Observation: Full Crown

Reason to remove

- Demolition of path and pond will impact trees root structure.



CURRENT TREE CONDITION



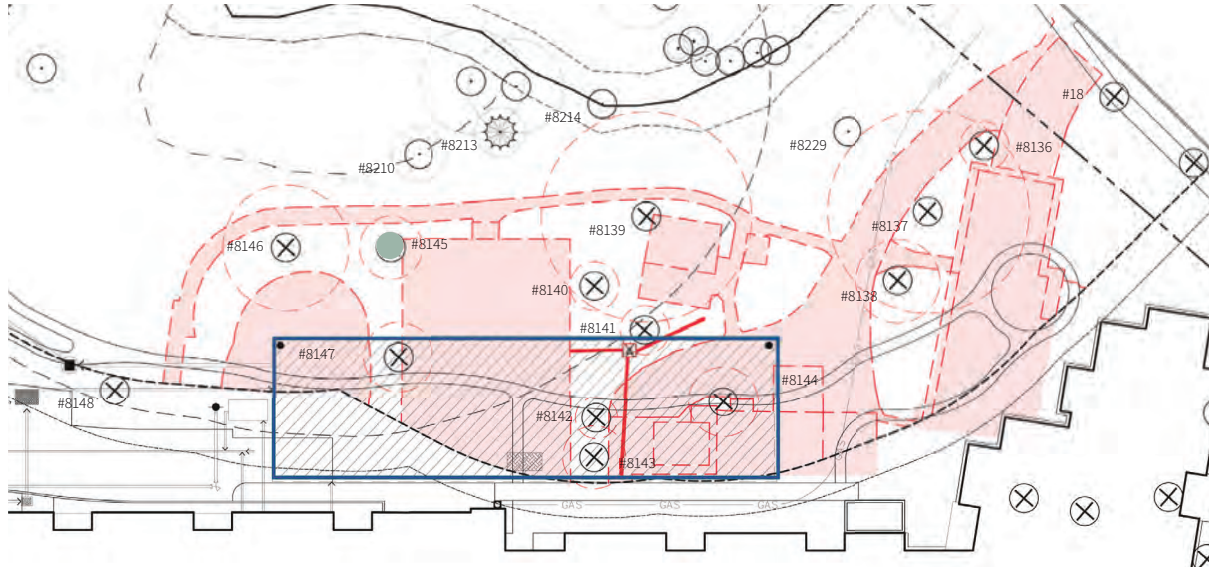
#8145

Deodar cedar (*Cedrus deodara*)

- Condition: Fair
- Observation: Poor Root System

Reason to remove

- Not Viable
- Demolition of path and structure will impact trees root structure.



CURRENT TREE CONDITION



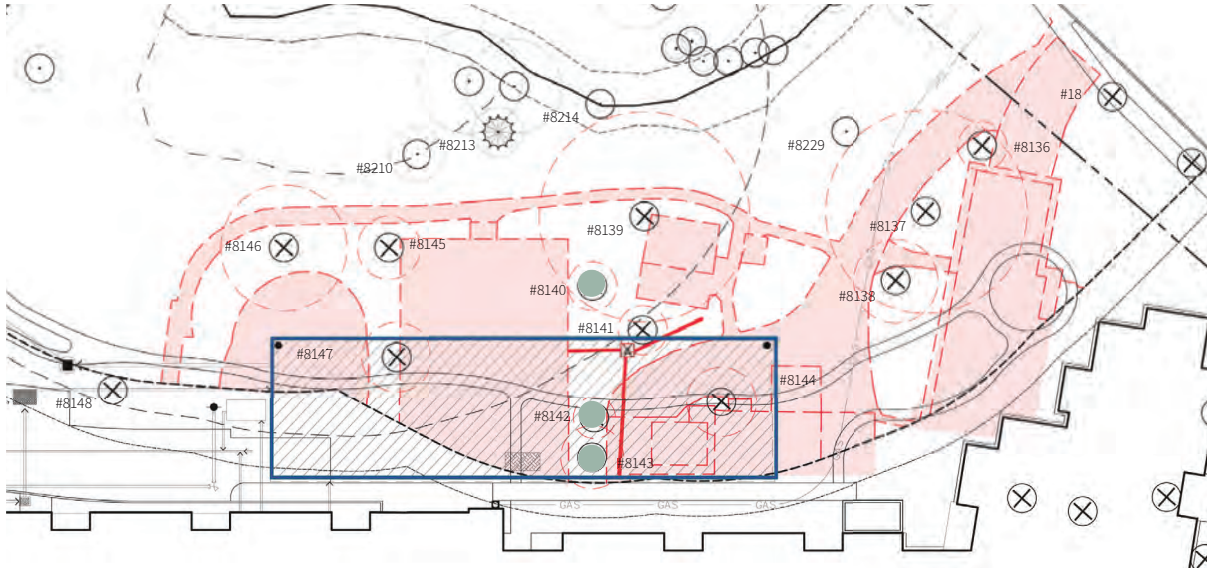
#8140, #8142, #8143

European plum (*Prunus domestica*)/Pear (*Pyrus* spp.)/ Apple (*Malus* spp.)

- Condition: Good/Fair
- Observation: Fair/Suppressed

Reason to remove

- Not Viable
- Demolition of path and structure will impact trees root structure.



CURRENT TREE CONDITION



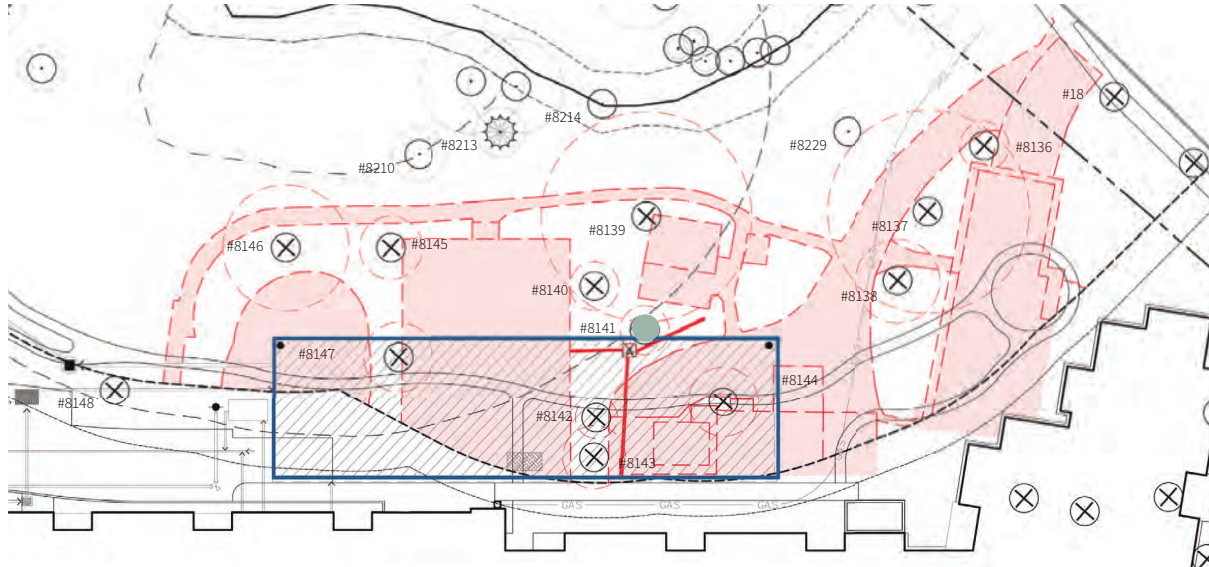
#8141

Noble fir (*Abies procera*)

- Condition: Good
- Observation: Small deadwood

Reason to remove

- Locate adjacent to existing power vault
- Demolition of path, structure and utilities will impact trees root structure. Based upon the engineers drawings, it looks like there are existing utilities directly under the tree.
- Utility line goes through existing root zone



LANDSCAPE

CURRENT TREE CONDITION

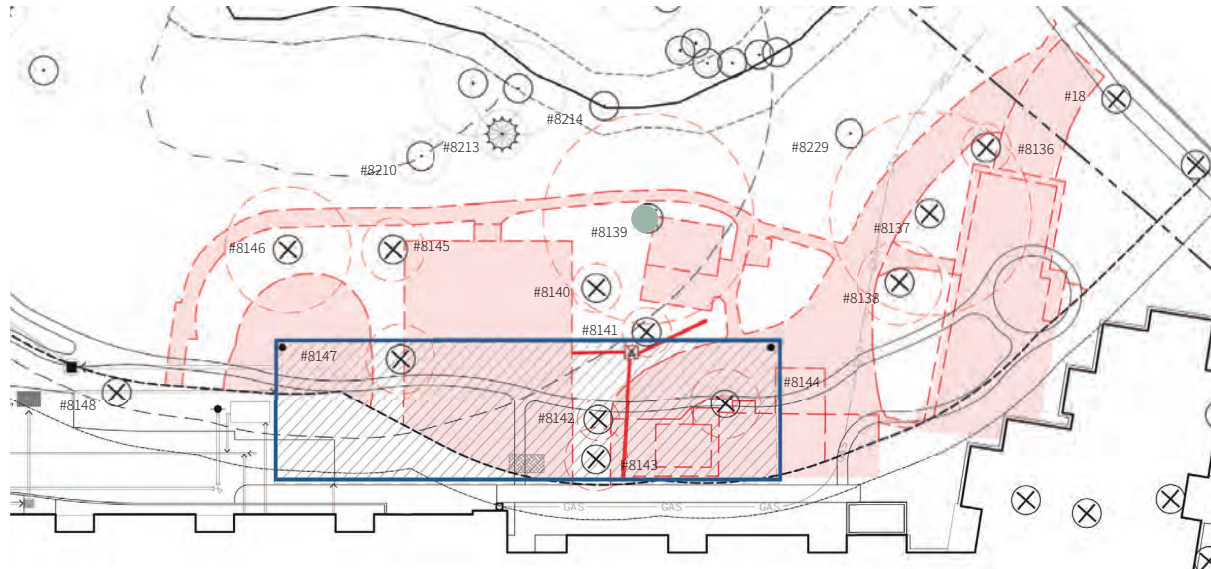
#8139

Cherry (Prunus spp.)

- Condition: Excellent
- Observation: Full Crown

Reason to remove

- Demolition of path and structure will impact trees root structure.



LANDSCAPE

CURRENT TREE CONDITION

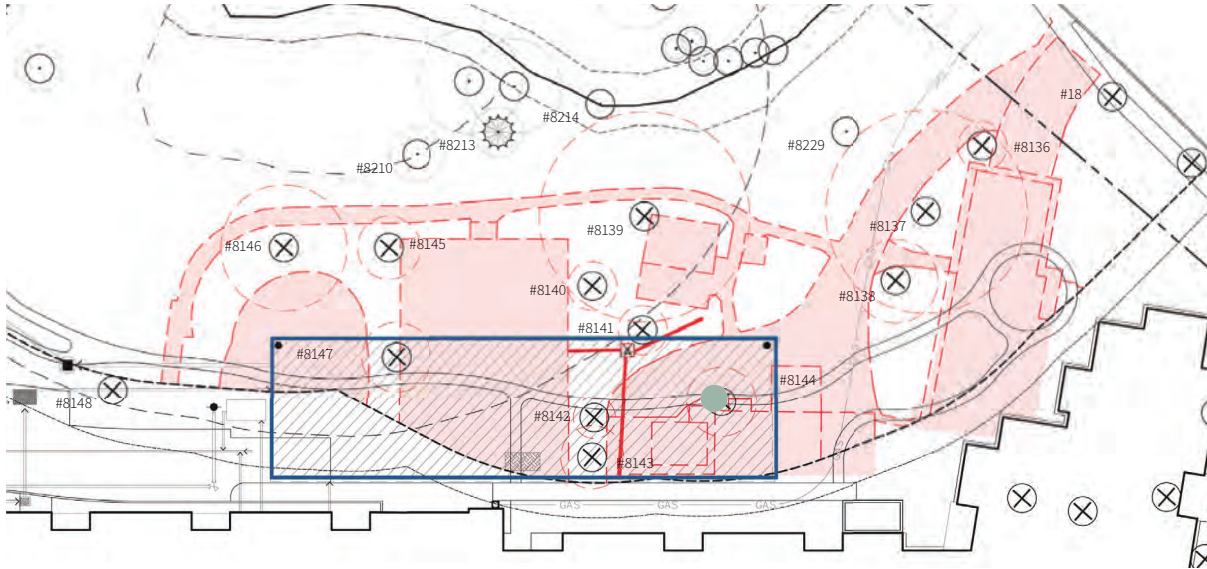
#8144

Arborvitae (*Thuja occidentalis*)

- Condition: Excellent
- Observation: Full Crown

Reason to remove

- Not viable
- Demolition of path and structure will impact trees root structure.



CURRENT TREE CONDITION



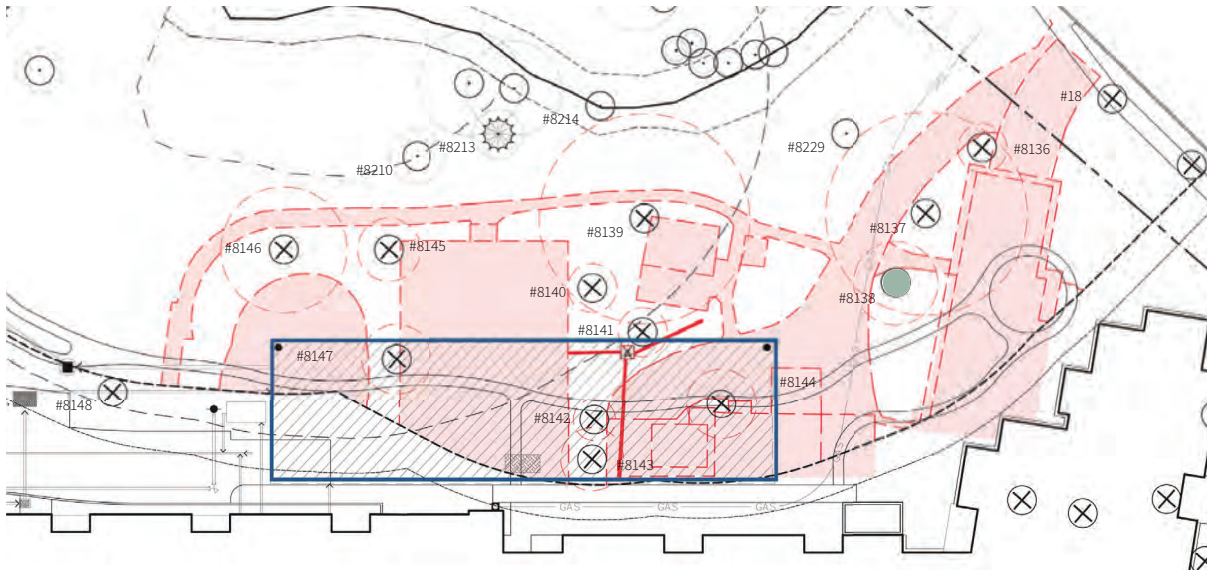
#8138

Cherry (Prunus spp.)

- Condition: Poor
- Observation: Basal decay, poor structure

Reason to remove

- Not viable
- Demolition of path and structure will impact trees root structure.



CURRENT TREE CONDITION



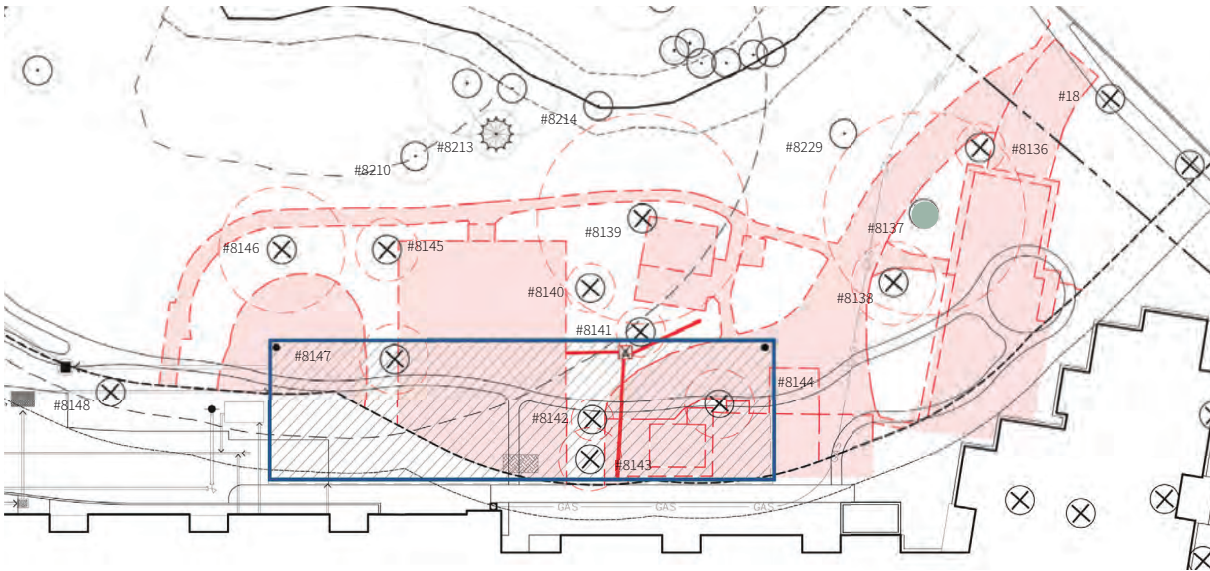
#8137

Cherry (Prunus spp.)

- Condition: Good
- Observation: Stress

Reason to remove

- Not viable
- Demolition of path and structure will impact trees root structure.



CURRENT TREE CONDITION



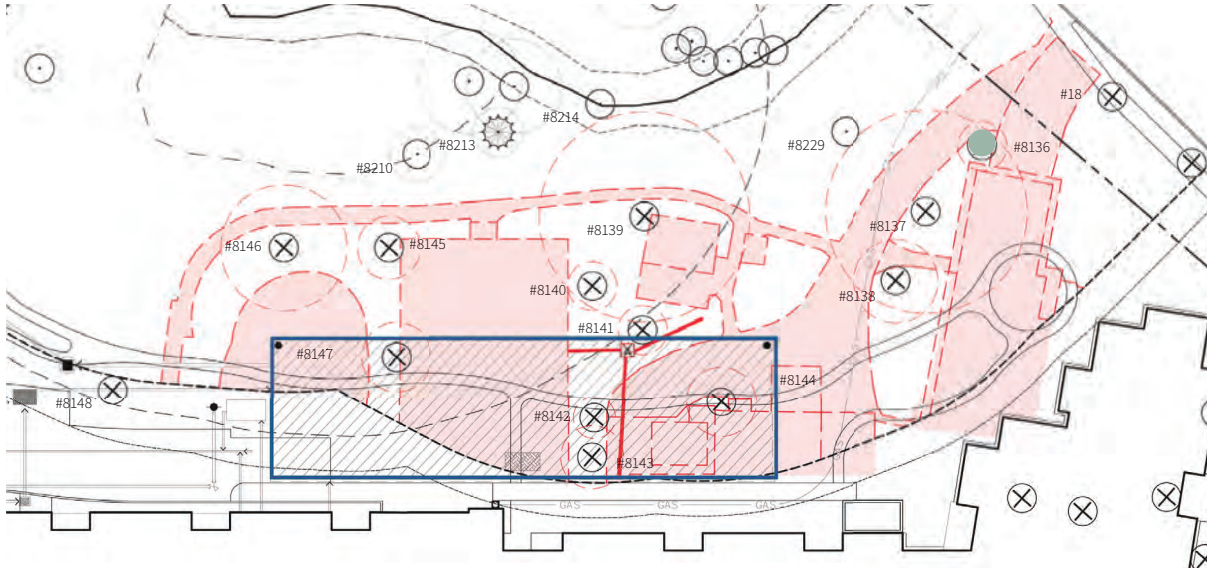
#8136

Cherry (Prunus spp.)

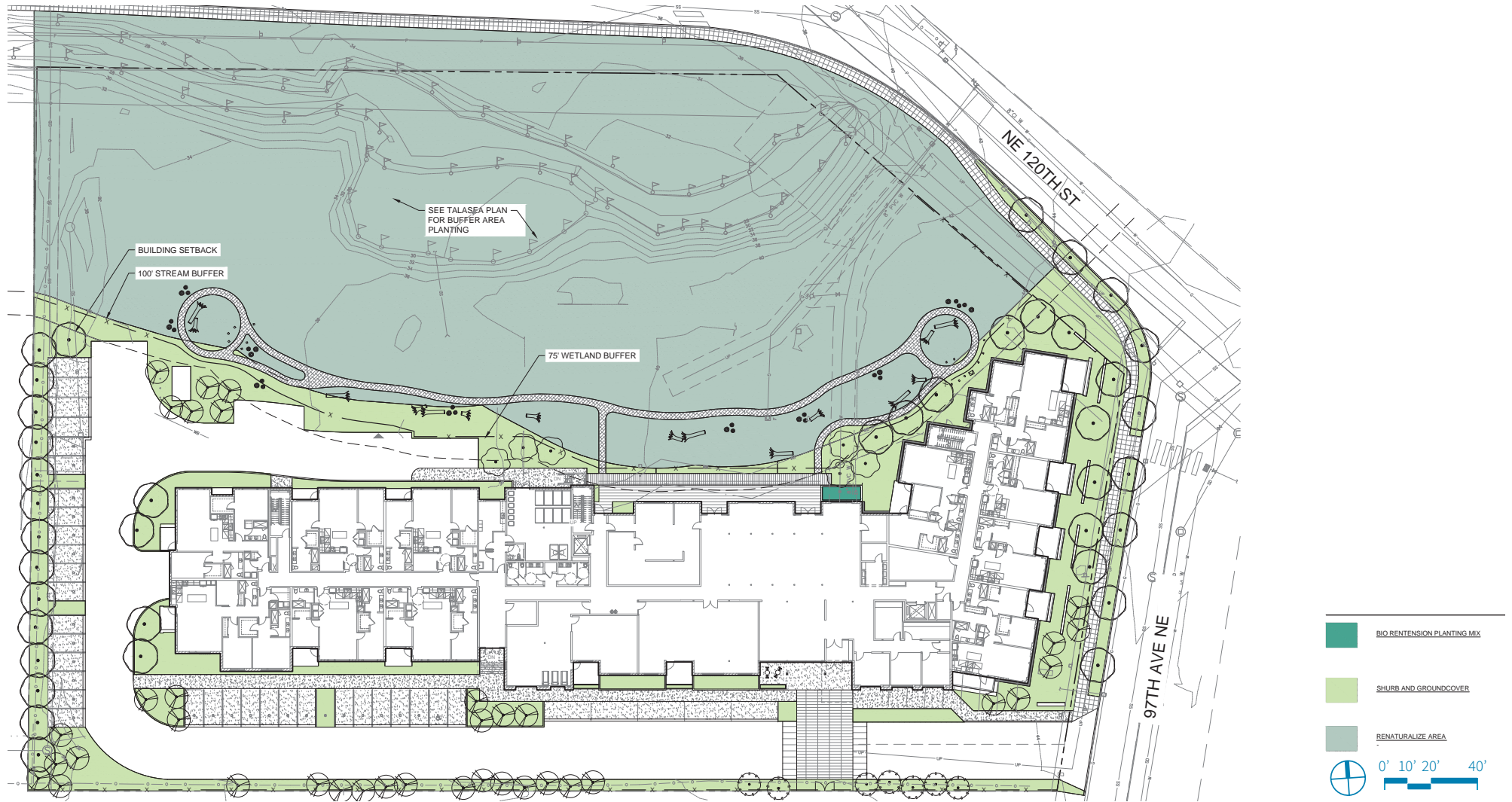
- Condition: Excellent
- Observation: Full Crown

Reason to remove

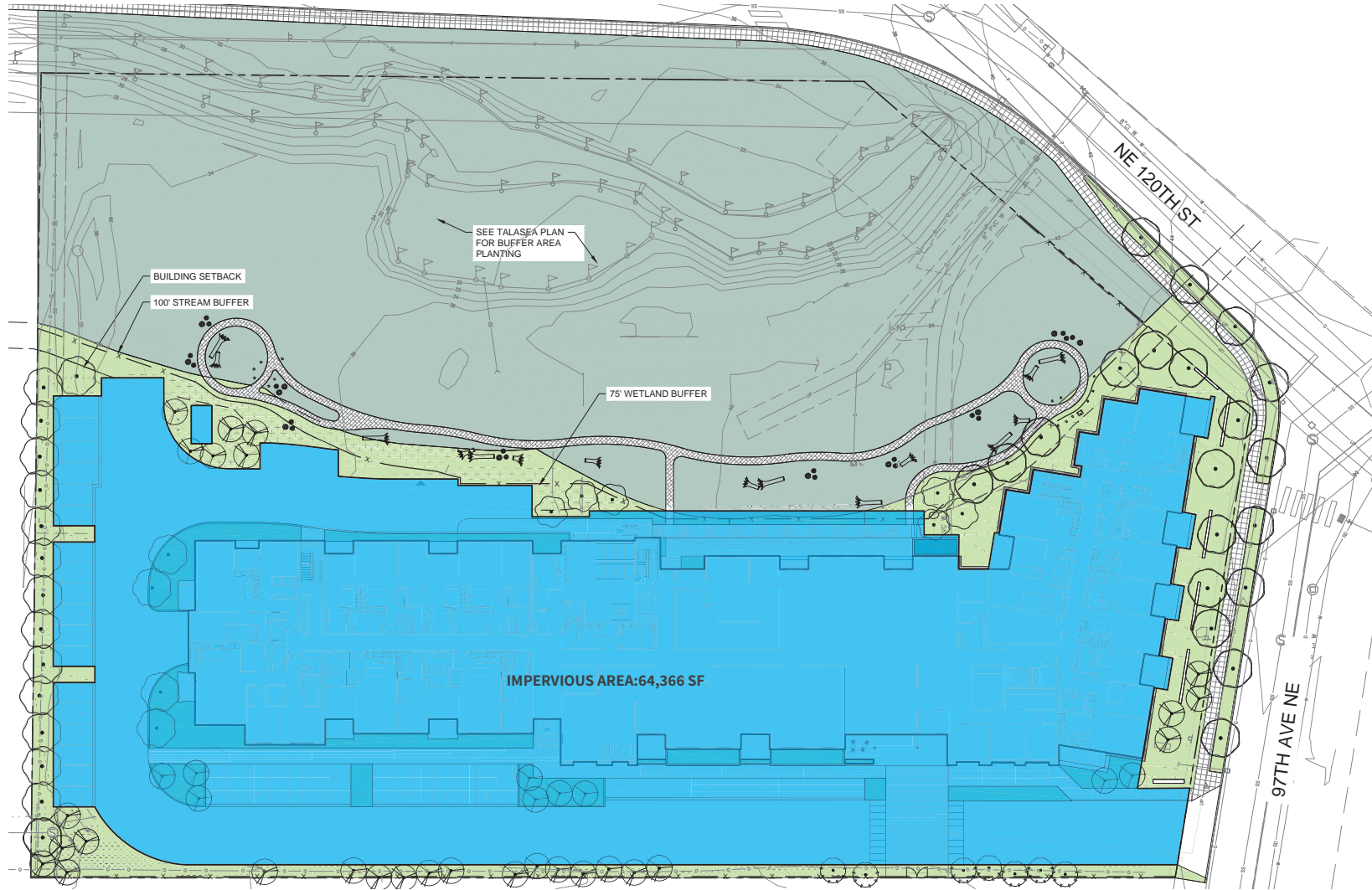
- Demolition of path and structure will impact trees root structure



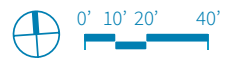
LANDSCAPE SITE PLAN



LOT COVERAGE



Site Zoning (KZC 52): JBD 6 - Commercial
Maximum Lot Coverage (KZC 115.90): 80%
Site Area: 131,987 SF (3.03 acres)
Impervious Area: 64,366 SF = 49%

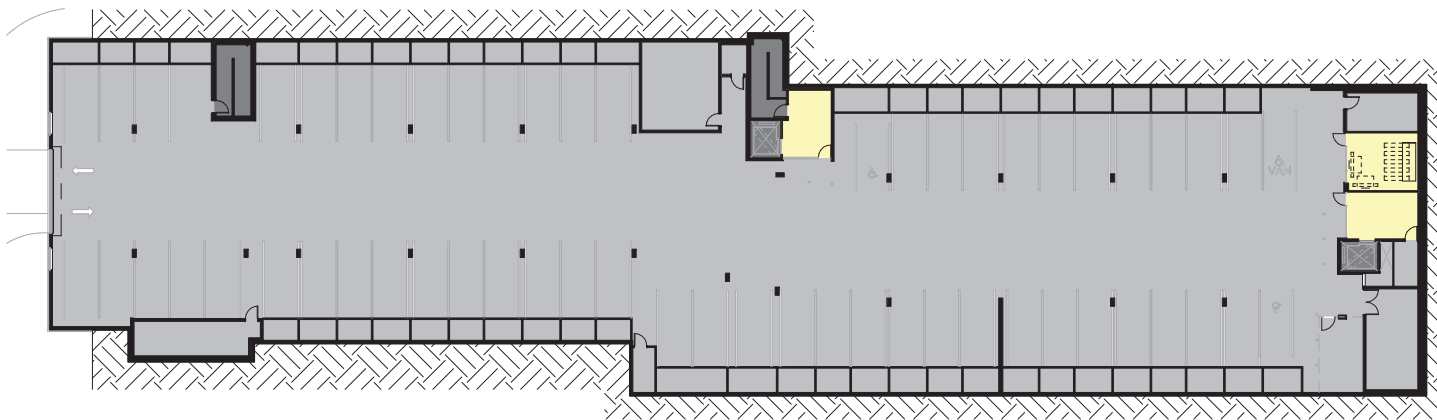


APPENDIX

FLOOR PLANS

PARKING LEVEL

24,570 SF



PLAN KEY | 1" = 30'

UNIT: 1 BEDROOM	LOBBY/AMENITY	PARKING/ BOH
UNIT: 2 BEDROOM	CIRCULATION	VERTICAL CIRCULATION
UNIT: 2 BEDROOM+DEN	CONSULATE	

APPENDIX

FLOOR PLANS

LEVEL 1 - GROUND FLOOR

AMENITY: 11,765 SF

RESIDENTIAL UNITS: 15,814 SF

PARKING/BOH: 1,168 SF



PLAN KEY | 1" = 30'

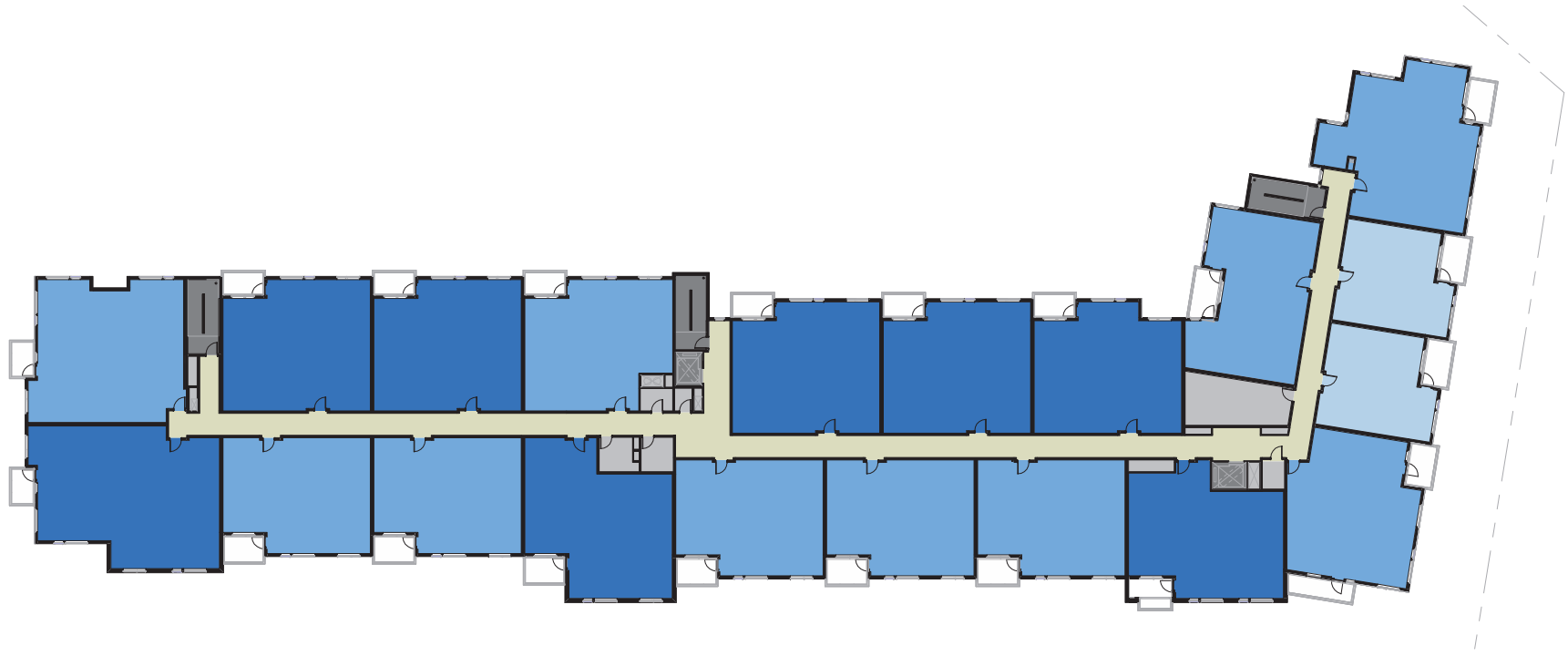
UNIT: 1 BEDROOM	LOBBY/AMENITY	PARKING/ BOH
UNIT: 2 BEDROOM	CIRCULATION	VERTICAL CIRCULATION
UNIT: 2 BEDROOM+DEN	CONSULATE	

APPENDIX

FLOOR PLANS

LEVELS 2-3

RESIDENTIAL UNITS: 29,459 SF



PLAN KEY | 1" = 30'

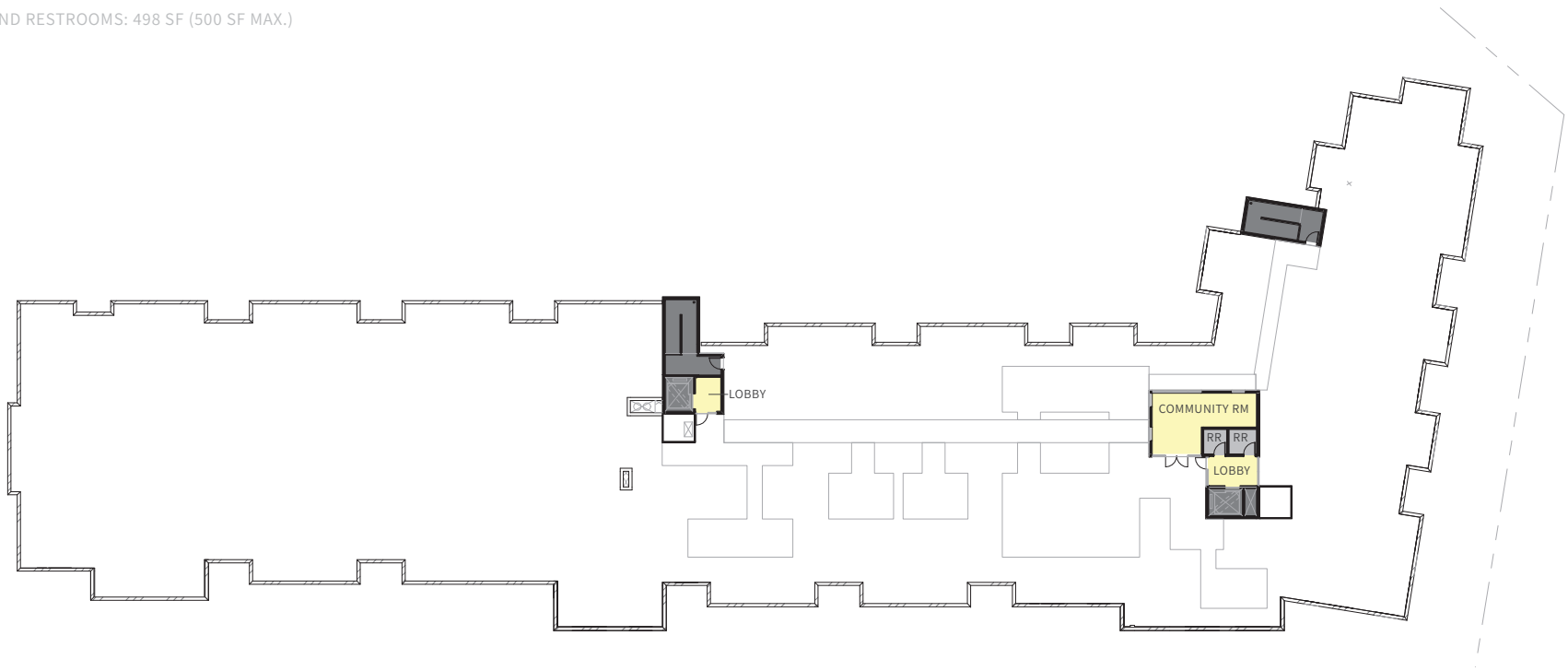
UNIT: 1 BEDROOM	LOBBY/AMENITY	PARKING/ BOH
UNIT: 2 BEDROOM	CIRCULATION	VERTICAL CIRCULATION
UNIT: 2 BEDROOM+DEN	CONSULATE	

FLOOR PLANS

ROOF

VERTICAL CIRCULATION AND LOBBIES: 839 SF

COMMUNITY ROOM AND RESTROOMS: 498 SF (500 SF MAX.)



PLAN KEY | 1" = 30'

UNIT: 1 BEDROOM	LOBBY/AMENITY	PARKING/ BOH
UNIT: 2 BEDROOM	CIRCULATION	VERTICAL CIRCULATION
UNIT: 2 BEDROOM+DEN	CONSULATE	