



CITY OF KIRKLAND

Planning and Community Development Department
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MEMORANDUM

To: Design Review Board

From: Angela Ruggeri, Senior Planner

Date: December 21, 2007

Subject: **PRIVATE AMENDMENT REQUEST FROM TOUCHSTONE CORPORATION FOR PARK PLACE CENTER CONCEPTUAL DEVELOPMENT PLAN**
File No. ZON07-00016

I. SUMMARY OF PROPOSAL

Douglas Howe of Touchstone Corporation has submitted a private amendment request for the redevelopment of the existing Kirkland Park Place Center. The proposal includes up to 1.8 million square feet of office, retail and hotel floor area and approximately 3,500 parking stalls. The 11.5 acre site currently contains 250,700 square feet of office and retail uses along with 742 parking stalls.

The applicant is requesting the following amendments:

- A building height increase from 3-5 stories to 4-8 stories as measured from the grade of 6th Street and Central Way and to allow taller buildings next to Central Way and 6th Street.
- A building setback reduction from 20 feet to 0 feet on Central Way and 6th Street, and possibly from 10 feet to 0 feet next to Peter Kirk Park, and possible flexibility in other regulations such as lot coverage.

II. DISCUSSION ISSUES

The purpose of this Design Review Board (DRB) meeting is to discuss:

- The DRB's recommendation to the Planning Commission; and
- The design team's continued development of the proposal for the site.

III. PROCESS

On a biennial basis, the City accepts applications from the public for amendments to the Comprehensive Plan, Zoning Code and/or Zoning Map that affect private property. The

Private Amendment Request (PAR) process has two steps: 1) the threshold determination by the City Council to decide whether to further consider the request; and 2) the study process for those requests selected to be considered further. The study process normally involves public hearings by the Planning Commission, a recommendation from the Planning Commission to the City Council, and a final decision by the City Council.

The City Council made the Phase 1 decision to further consider the Park Place PAR at their July 17, 2007 meeting. At that time, the Council also passed a resolution which directed the DRB to play a role in advising the Planning Commission.

The role of the DRB during the amendment process for Park Place is to help staff and the Planning Commission develop appropriate Comprehensive Plan policies, development regulations and design guidelines for the Park Place site. The primary issues that the Board will focus on will be site layout and building massing. The DRB will review the conceptual development plans that the applicant has submitted and use them as a starting point for recommendations to the Planning Commission.

Planning Commissioner, Kiri Rennaker was chosen by the Planning Commission to be their representative to the DRB meetings where the Park Place proposal will be discussed. It is expected that a number of other Planning Commissioners will also be attending both the January 7th and February 4th DRB meetings in order to get more information on the Park Place design team's development process.

IV. TIMING

The design team will return to the DRB meeting on February 4, 2008 to receive further comments on their Conceptual Development Plan. At that meeting the DRB will also complete their recommendations to the Planning Commission on site layout and building massing for the Park Place PAR. These recommendations will be used by the Planning Commission for the development of Comprehensive Plan policies, development regulations and design guidelines for the site. The Planning Commission will then make their recommendation to the City Council in the summer of 2008.

The City Council will make the final determination on the Comprehensive Plan policies, development regulations and design guidelines at the end of the summer. Once these regulations and policies are in place, the applicant will need to return to the DRB for a more specific review of their project. Staff envisions that the revised development regulations will require a two phased design review, similar to the review required for the TL-2 zone (Totem Lake Mall). The first phase would be to approve a conceptual master plan. The second phase would be to approve the design of specific development elements in accordance with the phased development plans of the developer.

V. BACKGROUND INFORMATION

A. PRIOR DESIGN REVIEW BOARD MEETINGS

The applicant made an initial presentation of the proposal to the DRB at the May 14, 2007 meeting. The applicant then returned to the DRB meeting on September 17 with a conceptual pedestrian experience plan. The DRB made a number of comments about the project massing and the need for an improved pedestrian environment at the September 17 meeting. These comments were addressed by the applicant's new design team at the DRB meeting December 3, 2007.

B. APPLICANT'S SUBMITTAL

The applicant has continued to develop their proposal and will be presenting new drawings at the January 7th DRB meeting. The drawings included in this packet represent where they are in the design process now (see Attachment). They plan to continue developing their proposal over the next two weeks and will be providing additional drawings at the DRB meeting.

VI. DRB TOPICS FOR RECOMMENDATION TO THE PLANNING COMMISSION

- Determine the appropriate height and massing for the various areas of the site (including variety in size and shape of buildings).
- Determine appropriate setbacks and building relationships and acknowledge the size of the buildings surrounding the development (appropriate transitions).
- Indicate the focal points on the site.
- Establish a plan for pedestrian sidewalks and open space, as well as, the street network (including access locations).
- Determine the appropriate elements for a positive relationship to the park.
- Compare height to open space. What percentage of the site can be covered with buildings if additional height is allowed?
- Determine what public views should be maintained along Central Way.
- Determine appropriate gateway feature(s) and building corner treatment for Central Way at 6th Street.

VII. KEY DESIGN GUIDELINES

The *Design Guidelines for Pedestrian-Oriented Business Districts* will apply to this proposal. The following information summarizes some of the key guidelines which will relate specifically to the project. The DRB should consider if any additional design guidelines should be added that will address this project specifically.

- Design Goals. Promote a sense of community identity by emphasizing Kirkland's natural assets, maintaining its human scale and encouraging activities that make downtown the cultural, civic, and commercial heart of the community. Maintain a high-quality environment by ensuring that new construction and site development meet high standards.

- Scale. The Design Guidelines contain provisions addressing vertical and horizontal modulation as well as architectural scale. Techniques to achieve human scale should also be incorporated into the building design.
- Pedestrian orientation. Central Way has been designated as a *pedestrian oriented street*. As a result, the pedestrian-oriented elements are of particular concern along this frontage. The design guidelines encourage connectivity from buildings to the adjoining frontages and development of pedestrian-oriented spaces between the sidewalk and buildings (visual and pedestrian access, paved walking surfaces, pedestrian scale illumination, seating area, landscaping etc.) and pedestrian friendly building fronts. Sidewalks must be 10 feet wide and pedestrian protection must be 5 feet wide. Building facades are to have pedestrian-friendly treatment. 6th Street has been designated as a *major pedestrian pathway* which requires an 8 foot wide sidewalk and lighting.
- Treatment of building facades. The Design Guidelines contain provisions addressing treatment of building facades, including blank wall treatment.
- Building material, color and detail. The Design Guidelines contain provisions addressing building material, color and detail. Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. Emphasis should be placed on highlighting building features such as doors, windows, eaves and materials, such as wood siding and ornamental masonry.

Special building corner treatment should be provided for any building on the site adjacent to Central Way and 6th Street.

- Location of parking. Parking lots should be in the rear or side yards. Parking lots should be combined to reduce the number of curb cuts. Screening and landscaping should be required where parking is in the front yard and adjacent to sidewalks in order to improve visual qualities and reduce clutter.
- Gateway features. The Design Guidelines contain provisions for gateway features for sites that are at the key entry points into a business district. This provision would apply to any building on the site adjacent to the intersection of Central Way/6th Street.

ATTACHMENT:
Applicant's submittal

Cc: Douglas Howe, Touchstone Corporation, 2025 1st Avenue, Suite 790, Seattle, WA 98121
Mark Arnold, LMN Architects, 801 2nd Avenue, Suite 501, Seattle, WA 98104
Planning Commission

Kirkland Parkplace

Touchstone Corporation
LMNARCHITECTS
HEWITT Architects, Inc.

Design Review Board Meeting 2 - January 7, 2008



DESIGN REVIEW BOARD MEETING 2

- 1. Context
- 2. Program
- 3. Draft Site Plan
- 4. Sectional Study
- 5. Open Space Districts
- 6. Vehicular Circulation
- 7. View Corridor Analysis
- 8. Loading/Servicing
- 9. View Corridor Analysis





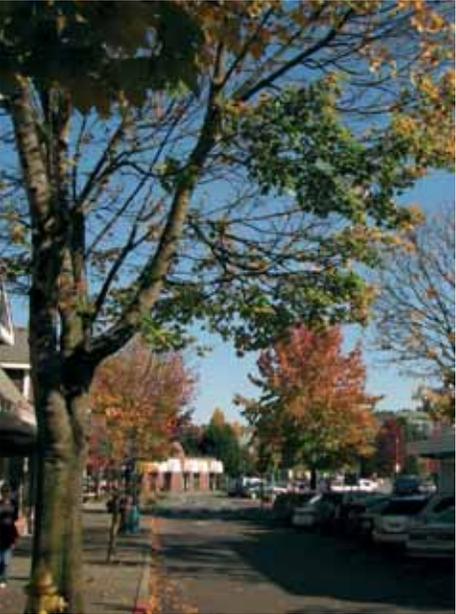
PARKPLACE SITE



PETER KIRK PARK



PETER KIRK PARK



PARK LANE

PARKPLACE: EXISTING CONDITIONS





THE PROGRAM

The Kirkland Parkplace mixed use project includes 1.8 million square feet of building:

OFFICE: 1.2 mil sq ft

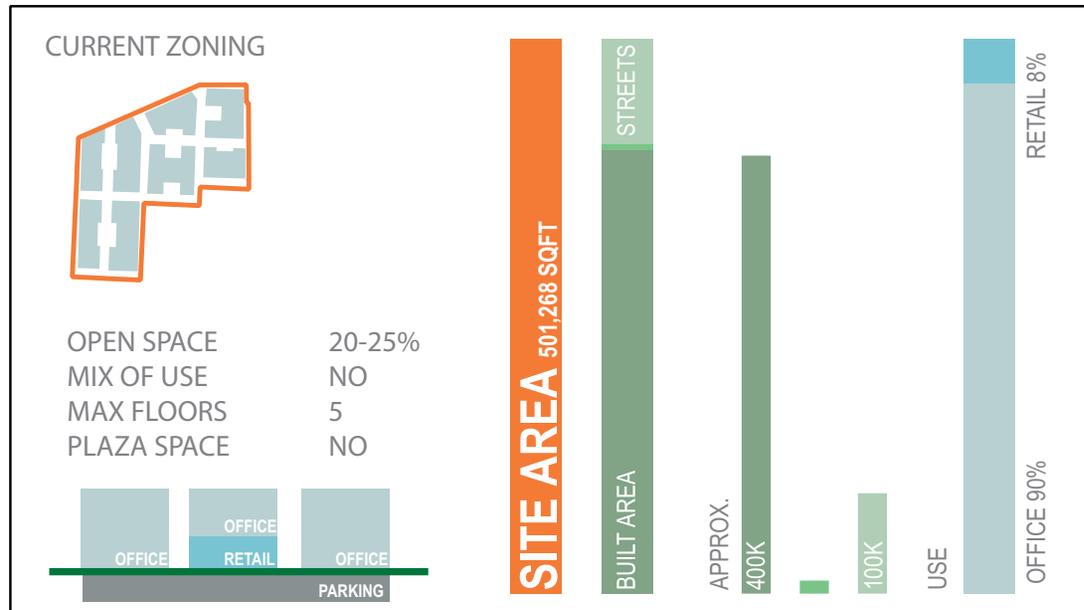
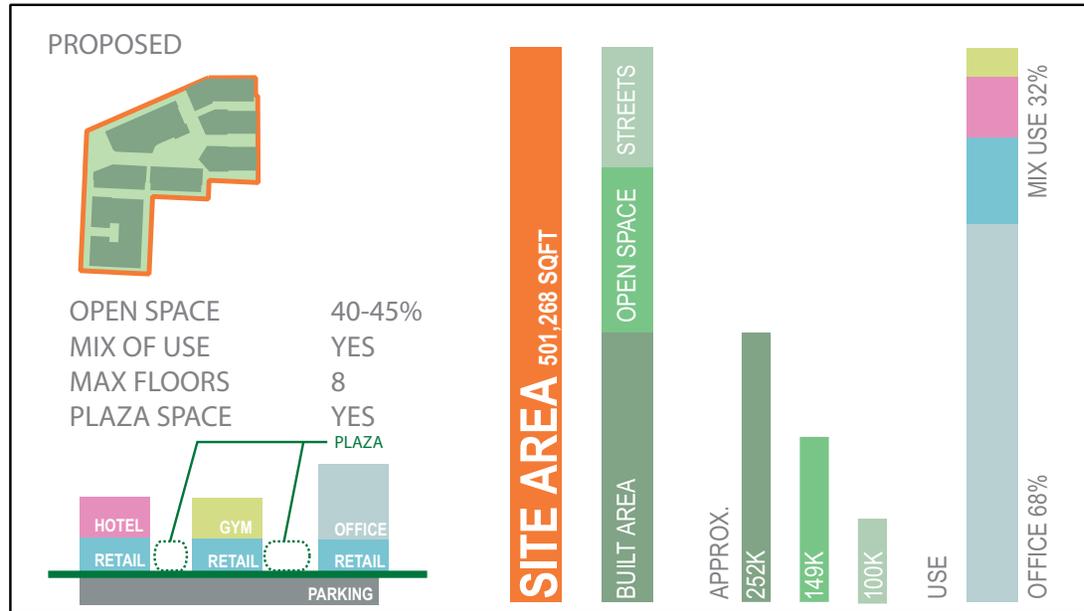
RETAIL: 300,000 sq ft

HOTEL :175 rooms

SPORTS CLUB/GYM: 70,000 sq ft

Parking will mostly be accommodated in an underground structure.

Existing zoning allows for 80% lot coverage.



IDENTIFIED GUIDING PRINCIPLES 8 POINTS

1. Emotional Ownership by the Community

- Incorporate the project into the story of Kirkland
- Enable meaningful community exchanges
- Inspire unique, emerging experiences and discoveries
- Promote the coalescence of Community, Culture and Commerce
- Provide a 'transforming experience' vs.. a ' transaction experience'

2. Site Planning “Connections”

- Public spaces such as plazas
- Vehicular access and parking
- Strong emphasis on the street
- Supports active public spaces
- Clear and inviting public access

3. Places for People

- Best public spaces tend to be easily accessible
- Vary in size, offer choices for all ages
- Provide safety and comfort
- Integral part of the social life of downtown Kirkland

4. Enhance the Pedestrian Environment

- Walkability: network of pedestrian connections
- Visual interest for street
- Rich texture of materials

5. Integrate Vehicular Access and Parking

- Parking is an integral component of downtown
- Minimize the visual presence of parked cars
- Pedestrian circulation and retail continuity

6. A Mix of Uses = A mix of Building Types

- Variety of building types, scales, and materials
- Three-dimensional quality to the public spaces

7. Appropriate Massing and Scale

- Address sun exposure and sensitivity to surrounding edges
- Scale, massing, and detail of individual buildings
- Human-scale, detailed street level building façades

8. Sustainability

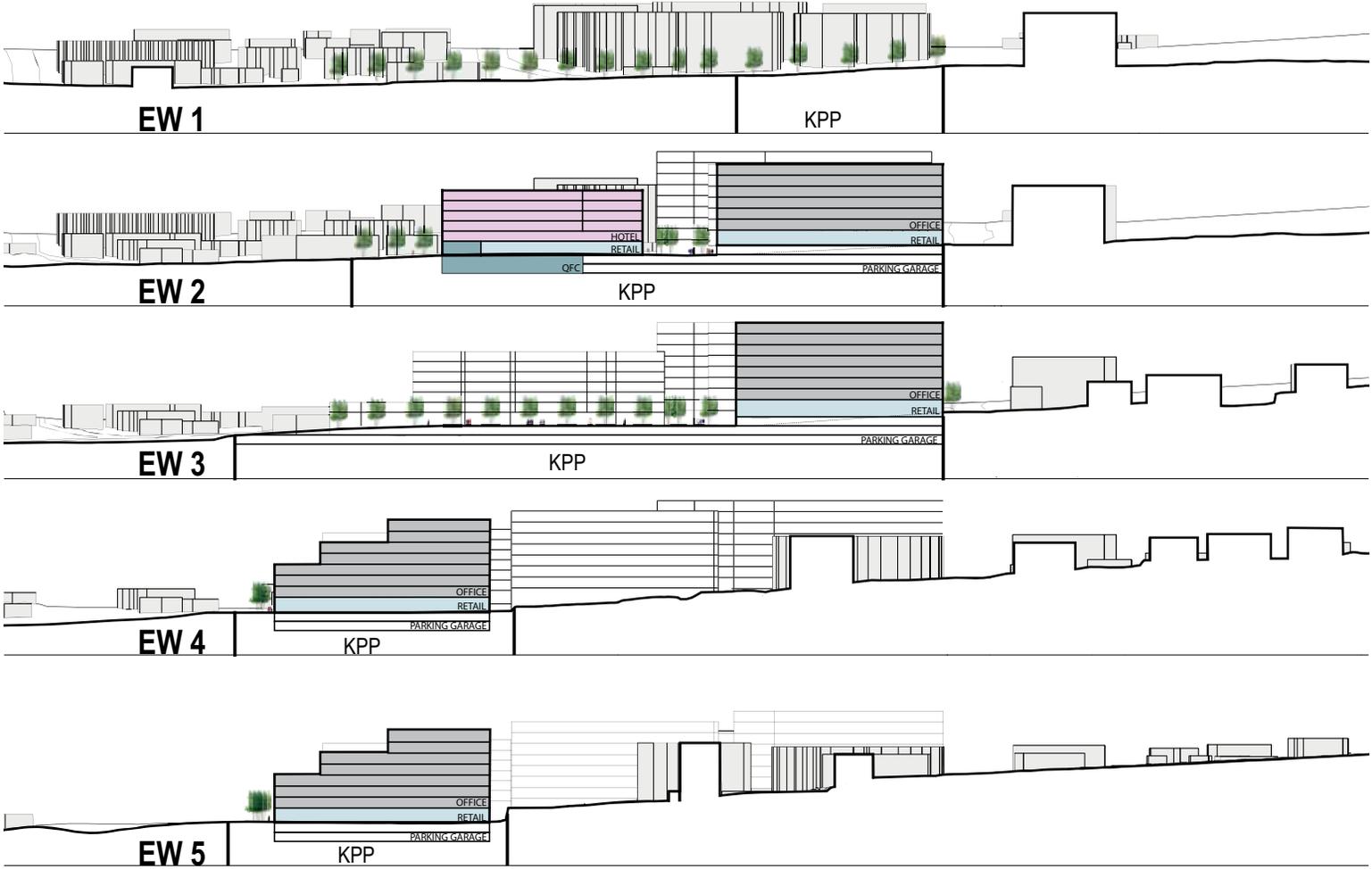
- Macro-Scale/Site
- Building Specific
- Tenant Specific

THE PLAN

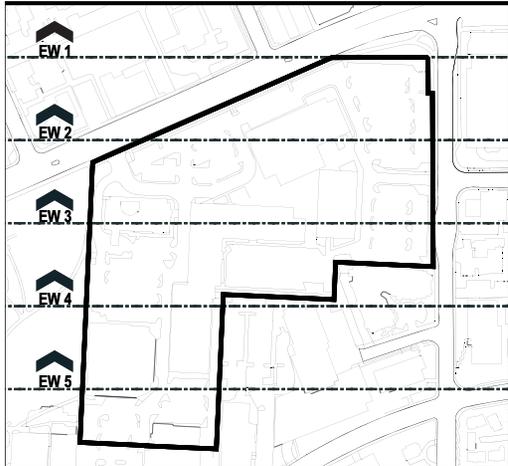
The preferred alternative plan is a result of rigorous analysis and refinement of our three preliminary schemes that were presented at the December 3rd DRB Meeting, (intersecting path, park extension and main st.). This plan retains the pedestrian oriented lane shown in earlier schemes along the eastern edge of Peter Kirk Park to allow for retail/restaurant uses to face the park and strengthen this open space connection. Buildings are organized around a large central plaza area creating a memorable focal point that will enliven the abutting retail spaces. The plan's street network establishes a functional grid to improve pedestrian and vehicular circulation within the site. From smaller courtyards and breezeways to a larger plaza, the plan offers a variety of open spaces for the various types of users. Office buildings are placed with primarily east west orientation with 110' wide plates to capitalize on optimal solar access and views.



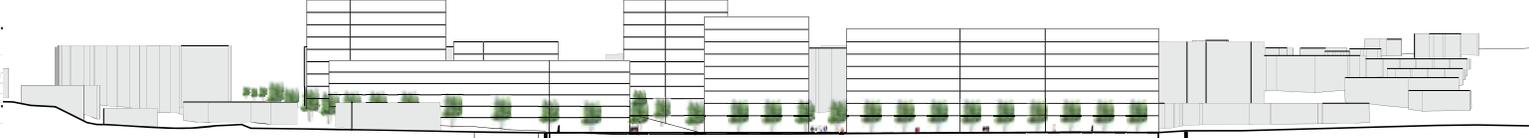
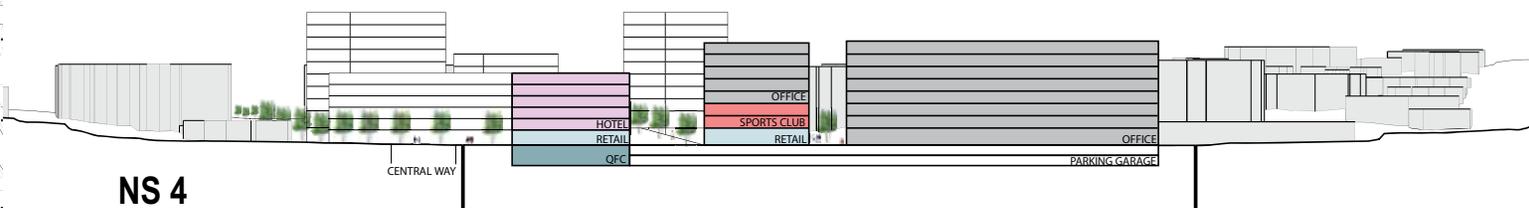
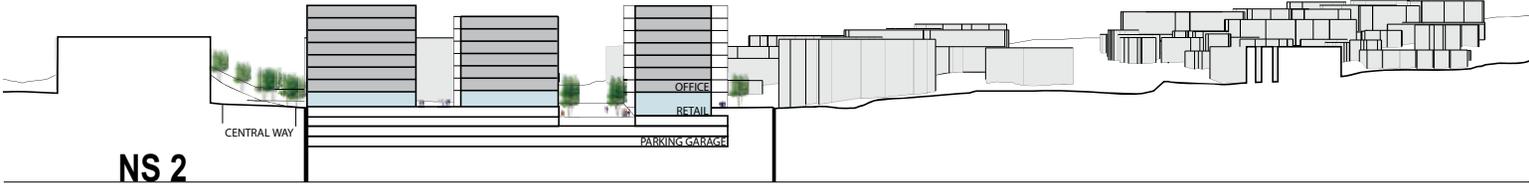
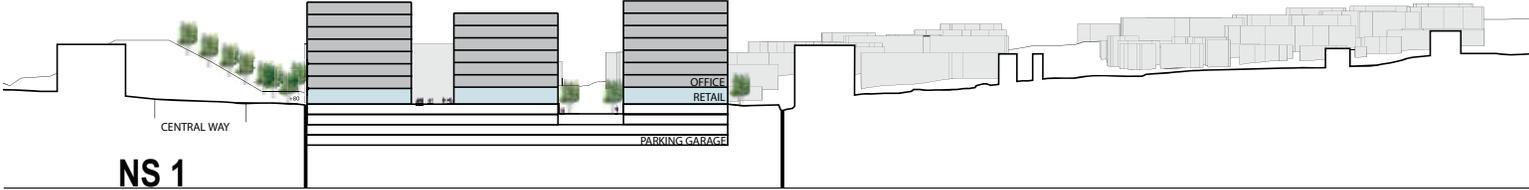
SECTIONAL ANALYSIS: EAST - WEST



KEY



SECTIONAL ANALYSIS: NORTH - SOUTH

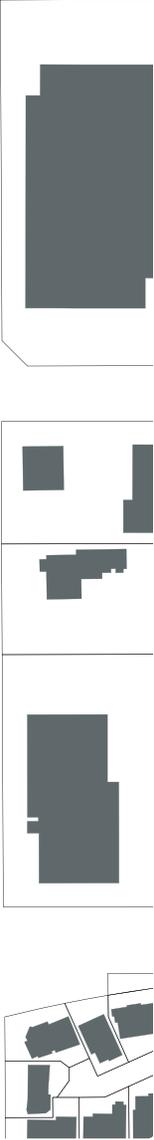


KEY



OPEN SPACE DISTRICTS

This plan creates a variety of public and semi-public spaces linked by an accommodating sidewalk and street network for different users. Office employees, hotel guests, grocery patrons, and casual window shoppers will have an opportunity to experience a rich environment which links into outside amenities such as the recreation at Peter Kirk Park, social functions at adjacent community buildings, and the downtown shops of Kirkland. These districts of open spaces will each have its own character that will provide unique experiences that may not fully unveil themselves in just one visit to Parkplace.



the front door



the living room



the discovered courtyard



the breezeway



the park terrace



the patio

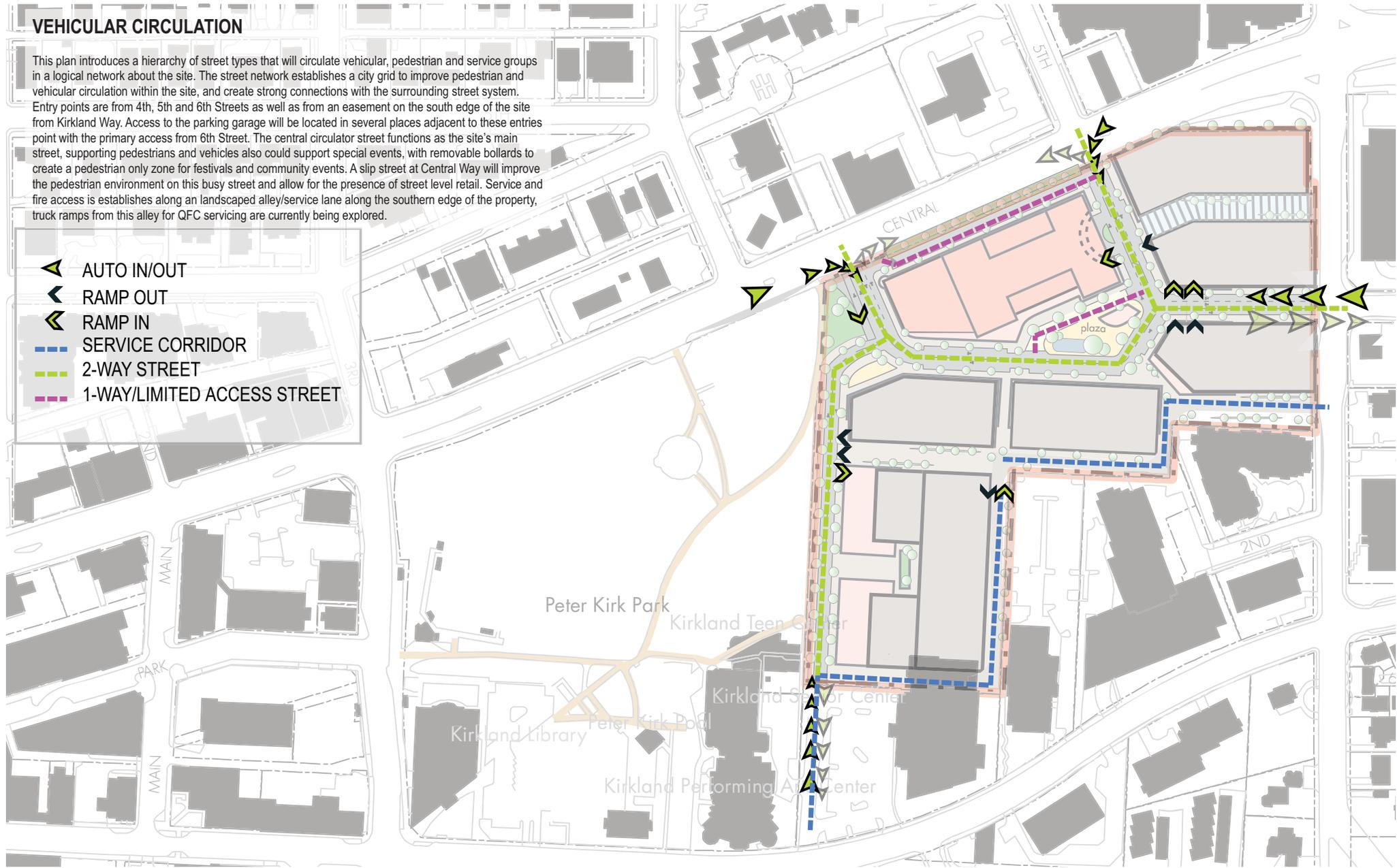


VEHICULAR CIRCULATION

This plan introduces a hierarchy of street types that will circulate vehicular, pedestrian and service groups in a logical network about the site. The street network establishes a city grid to improve pedestrian and vehicular circulation within the site, and create strong connections with the surrounding street system.

Entry points are from 4th, 5th and 6th Streets as well as from an easement on the south edge of the site from Kirkland Way. Access to the parking garage will be located in several places adjacent to these entries point with the primary access from 6th Street. The central circulator street functions as the site's main street, supporting pedestrians and vehicles also could support special events, with removable bollards to create a pedestrian only zone for festivals and community events. A slip street at Central Way will improve the pedestrian environment on this busy street and allow for the presence of street level retail. Service and fire access is established along a landscaped alley/service lane along the southern edge of the property, truck ramps from this alley for QFC servicing are currently being explored.

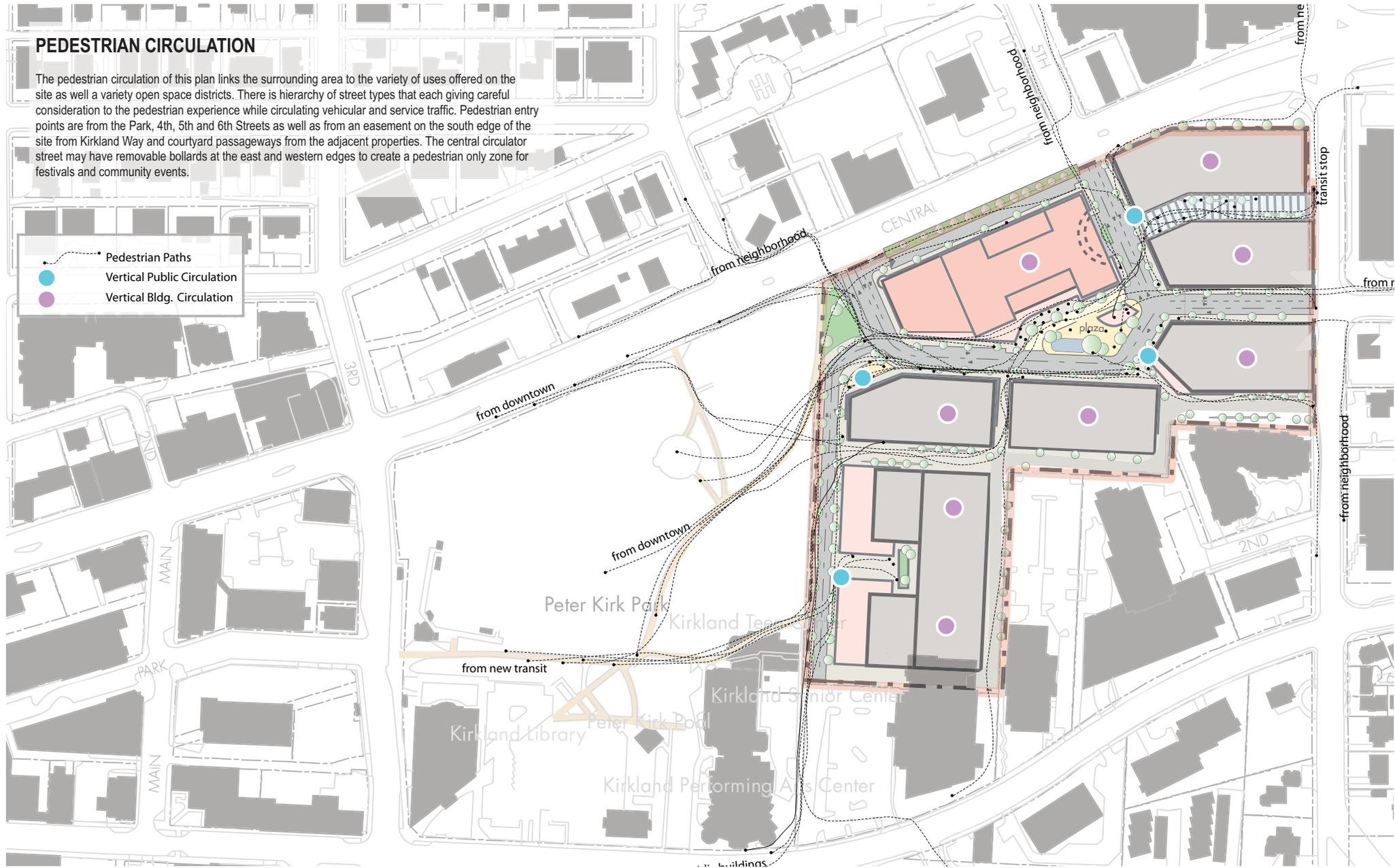
-  AUTO IN/OUT
-  RAMP OUT
-  RAMP IN
-  SERVICE CORRIDOR
-  2-WAY STREET
-  1-WAY/LIMITED ACCESS STREET

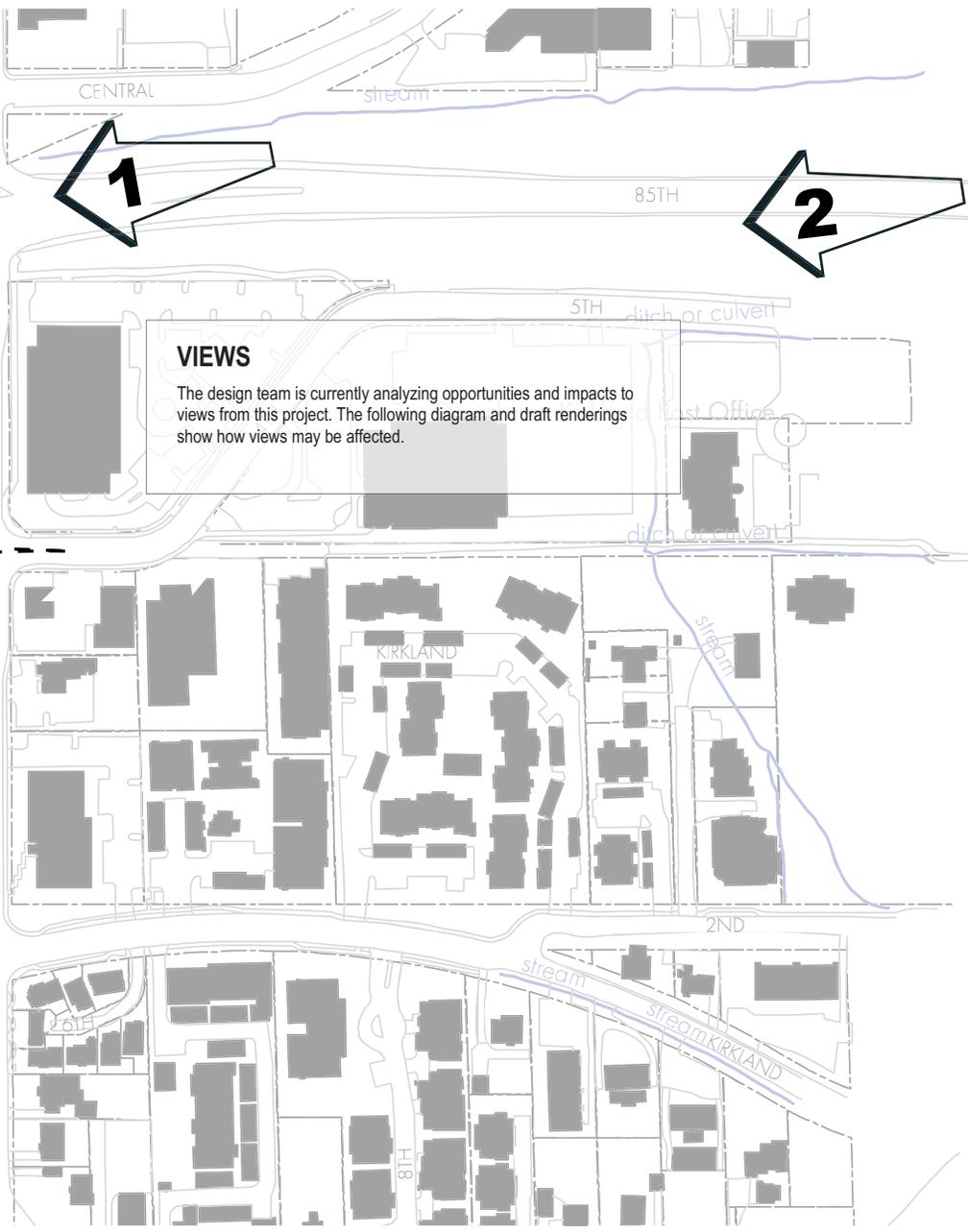
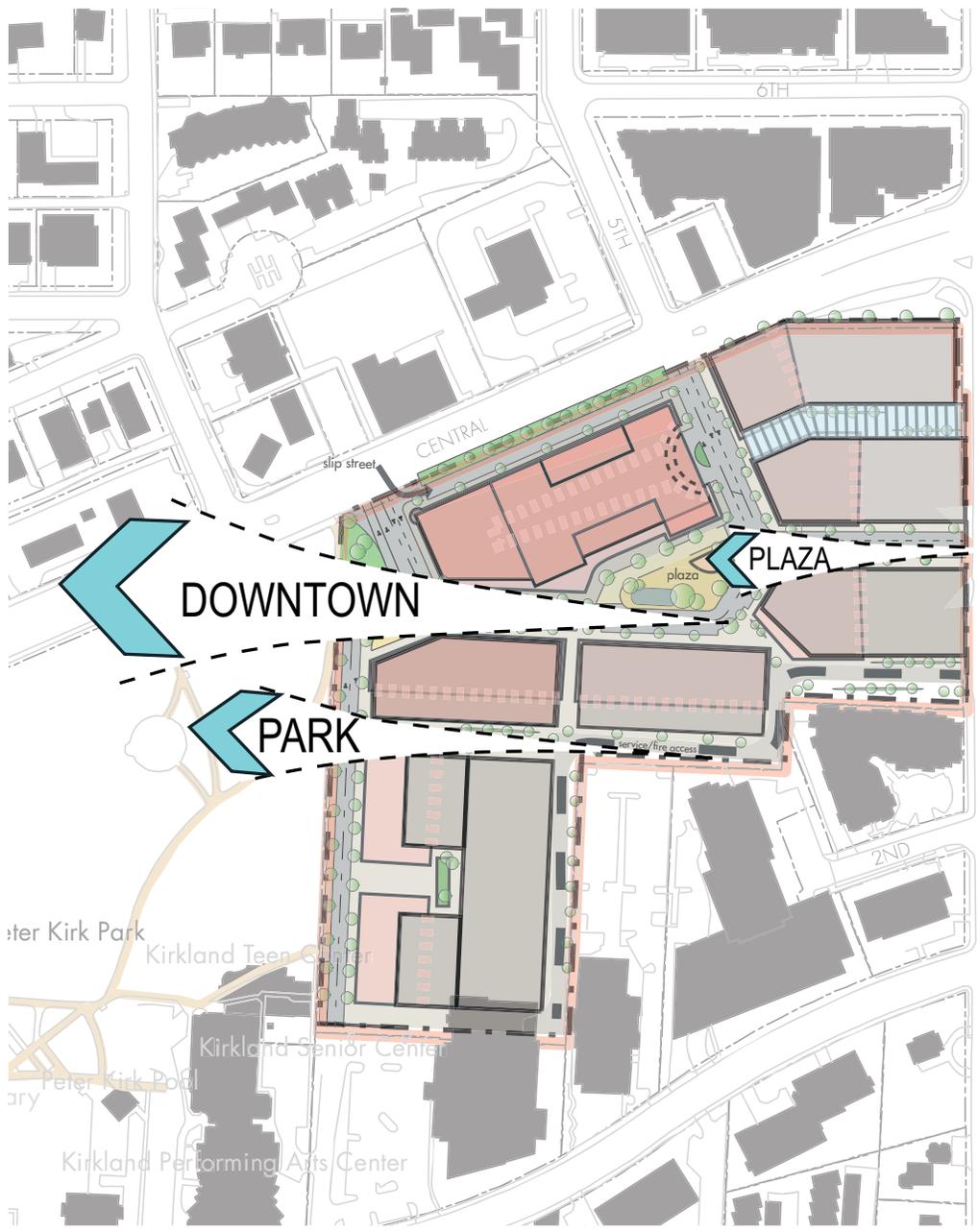


PEDESTRIAN CIRCULATION

The pedestrian circulation of this plan links the surrounding area to the variety of uses offered on the site as well as a variety of open space districts. There is hierarchy of street types that each giving careful consideration to the pedestrian experience while circulating vehicular and service traffic. Pedestrian entry points are from the Park, 4th, 5th and 6th Streets as well as from an easement on the south edge of the site from Kirkland Way and courtyard passageways from the adjacent properties. The central circulator street may have removable bollards at the east and western edges to create a pedestrian only zone for festivals and community events.

-  Pedestrian Paths
-  Vertical Public Circulation
-  Vertical Bldg. Circulation







VIEW 1: CENTRAL AVENUE



VIEW 2: 85TH STREET