

Project Narrative for Predevelopment Services Application

Quadrant Homes - Beta Townhomes

September 3, 2015

Introduction

This Pre-Submittal Conference Application is submitted to the City of Kirkland for property located at 11801 NE 116th Street in Kirkland, east I-405. The project site is approximately 4.17 acres lying in the City of Kirkland's TL-10C zoning district and the City's Totem Lake Neighborhood and Design Guidelines.

Existing Conditions

Currently, the project site houses a commercial building that accommodates three businesses ("The Gymnastics," "Skymania," and "Rainbow Playground Depot"). Entrance to the commercial building is provided from NE 116th Street via one driveway. An access easement is located along the front portion of the site providing ingress/egress to the adjacent property on the west boundary.

Proposed Townhome Development

The project proposes to construct a townhome condominium development containing 12 buildings with a combination of stacked flats above garages and 3 story townhouses with up to 80 new townhouse units. We have two building compositions, one made up of six homes and the other seven homes. Four floor plans have been designed ranging in size from 1200 sq. ft. to 1750 sq. ft. A single car garage with direct access serves the 1200 sq. ft. plan while the balance of the plans have direct access to their own private two car garage. The Plans 2 and 4 both have on grade Living and all of the homes front doors are found at grade. The Architecture can be described as a Transitional Pacific Northwest style incorporating siding, cut block stone, fiber cement panels, gently sloping roofs with deep and detailed overhangs, expressive window patterns and varied vertical massing with Plan 3's fourth story master suite punctuating the elevation. Strong deck expressions are found on the front of the building, taking advantage of paseo and perimeter fronting conditions.

Vehicular Access

The project proposes one entrance into the site from NE 116th Street at the current location of the existing driveway.

Traffic Feasibility Study

A Traffic Feasibility Study was prepared by The TranspoGroup (August 26, 2015). It assessed transportation concurrency, trip generation estimates, traffic impact analysis (TIA) and transportation impact fees. The preliminary findings indicate that an 80 unit Townhome



Development would likely result in a net decrease in site generated trips (as opposed to the current commercial activity trips). Preliminary analysis indicates that a limited TIA scope is likely, and that minimum sight distance is likely satisfied and that additional turn lanes on NE 116th Street are not anticipated to be warranted. The traffic feasibility study is submitted with the Pre-Submittal Conference materials.

Transportation impact fees would typically be assumed utilizing the updated January 2013 fee of \$2,311 per each new townhome unit. However, the applicant would like to discuss the net decrease in weekday PM peak hour trips with the City, and determine if these fees are applicable based on 'impacts' created by the project.

Geotechnical Site Assessment

The site is generally flat with the highest portion of the site located along the south and south eastern boundary. Old cut slopes exist from the previous construction of the existing commercial building and show indications of shallow instability since they were created. Ecology blocks are located along the toe of the cut and the slope is vegetated with some trees and moderately dense blackberry and native shrubs. The slope at the northwest corner of the site is approximately 8 feet high. A preliminary Geotechnical Report prepared by Associated Earth Sciences, Inc. (August 25, 2015) is submitted with the Pre-Submittal Conference Application materials. The geotechnical recommendations support development of the site. Initial explorations for infiltration determined that infiltration may be present at greater depths and that Underground Injection Control (UIC) wells may be an option.

Stormwater Management

The proposed drainage plan includes a closed conveyance system within the internal access/private roads that will collect surface water runoff from the new roads and roof surfaces. Runoff from rooftops and new paved roads will be collected and routed to the proposed underground flow control facilities.

It appears that existing stormwater is collected in two separate locations on site. An 8" pipe is located on the southwest portion of the site, which appears to collect stormwater and convey it westerly over and across the two adjacent parcels and ultimately to a drainage ditch in an open space within a residential plat and into the Forbes Creek Drainage Basin. Stormwater on the north portion of the site is currently directed to the existing City closed conveyance system in NE 116th Street. As the project proposes adding more than 5,000 s.f. of new pollution generating impervious surface, two wet/detention vaults are proposed for treating the runoff from the proposed surfaces tributary to the vaults. It is anticipated that the stormwater vaults will be privately owned and maintained.

A Conceptual Utility Plan demonstrating the proposed stormwater on this site is submitted with the Pre-Submittal Conference Application.



Open Space

This proposed residential community has been designed to provide open spaces that residents and community visitors alike will enjoy and use. As announced in the Design Guidelines for Totem Lake (specifically Item 13), the quality of the provided open spaces is especially important, not just an arbitrary volume of land. With this in mind, the site plan envisions three primary open spaces on site, each one framed by front door living character of the proposed homes, including private open spaces. This sequencing of broad scale community open spaces, commencing at the entry to the community, then reflected in the greenbelt “paseos”, then completed with individual private open spaces, is one of the hallmarks of a well-planned community. The “Grand Park” in the middle of the site includes a sequence of community-based amenities that are designed to encourage the social connectivity so important in today’s new residential communities. By including a seating area, arbor, gazebo, outdoor grilling area (BBQ) and a children’s run-around area, all ages are welcomed in this dynamic social space. Especially potent is the idea that so many homes orient to this space, and all it takes for a social gathering to occur is often one or two persons starting to enjoy the open space, and then someone sees this activity from their home, and then steps outside to say hello to their neighbor. The final landscape designs will suggest in more detail how these social spaces throughout the community will live. Reinforcing this consideration are the carefully-considered building placements, configured in such a way that a high-quality network of open spaces is ensured.

Finally, the immediate proximity of the nearby Cross Kirkland Corridor Regional trail just steps away from the project site means that future residents can create their own “open space network” that starts with something as simple as their private open space patio all the way to an open spaces perhaps miles away (Lake Sammamish). It is these community-wide networks for pedestrian or bicycle routes that enable residents to easily embrace a zero-carbon, healthy lifestyle experience; whether for fun, for health or for workplace-commuting.

These open spaces would be owned and maintained by a Community Home Owners Association. (“HOA”). Other anticipated common ownership and maintenance areas include the private driveways, landscape areas, and stormwater vaults.

Critical Areas

Preliminary research of the City of Kirkland’s GIS Critical Area mapping and on-site reconnaissance of the project site determined that the site has no wetlands or streams. Based on this information, and GIS information, it is assumed that the site contains NO CRITICAL AREAS.

Tree Survey

A Tree Survey is underway but has not yet been completed for this project site. The Conceptual Utility Plan identifies an existing scalloped tree / vegetation area along the boundaries of the site. As the site has been previously developed, no trees or vegetation exist interior to the site.

