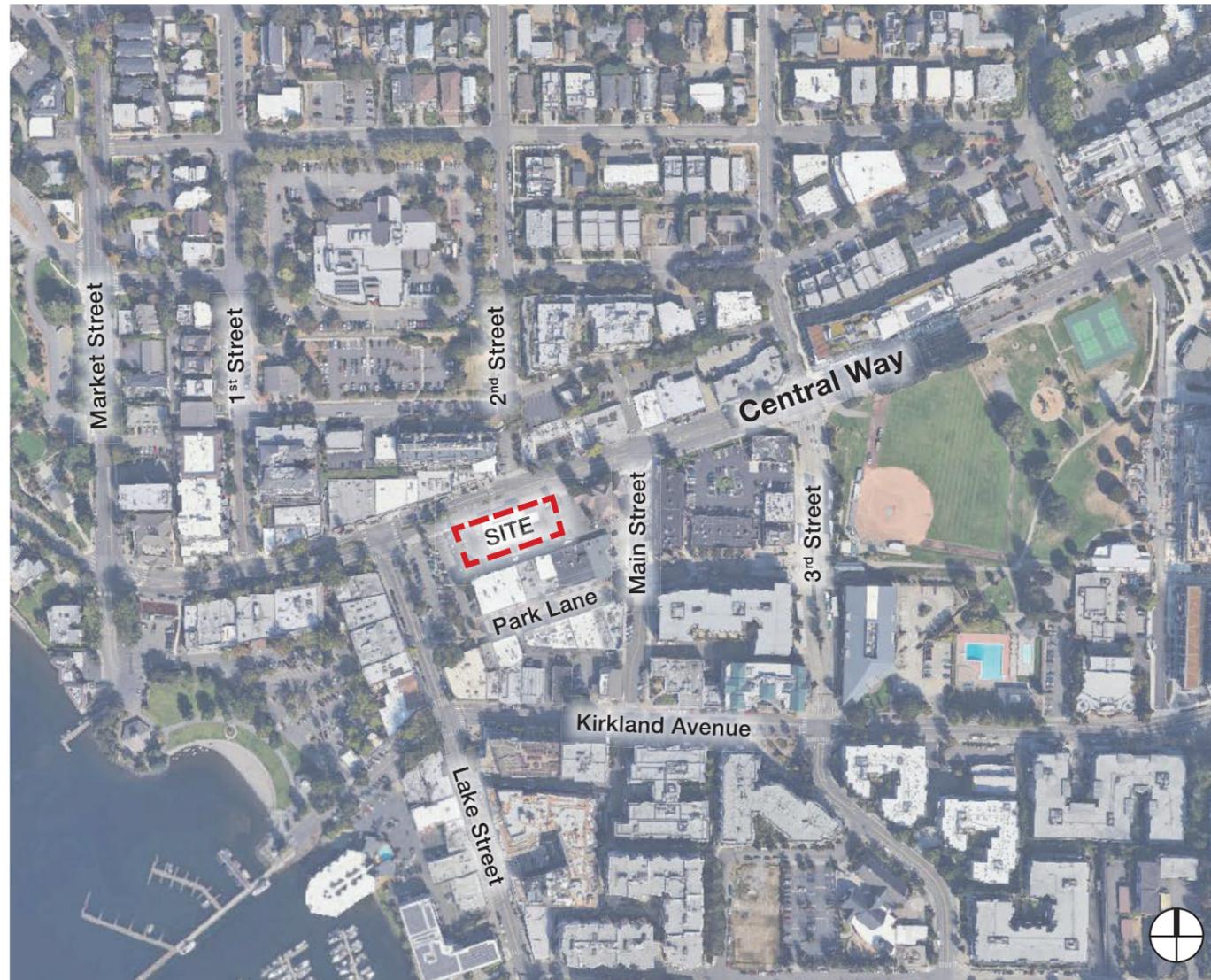


VICINITY MAP



PROJECT INFORMATION

LOCATION	177 Central Way, Kirkland, WA, 98033
DEVELOPER	The Cordillera Group Central Peak, LLC Dan Wachtler (425) 894-6382
ARCHITECT	Baylis Architects 10801 Main Street, #110 Bellevue, WA 98004 Juan Garcini (425) 454-0566
LANDSCAPE ARCHITECT	Brumbaugh and Associates 600 North 85th St, Suite 102 Seattle, WA 98103 Kristen Lundquist (206) 782-3650
CIVIL ENGINEER	Encompass Engineering & Surveying 165 NE Juniper Street, Suite 201 Issaquah, WA 98027 Briana Bennington (425) 392-0250

CONTENT

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- 4 Adjacent Buildings & Views
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- 6 Site Survey
- 7 Existing Site & Building
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- 12 Neighborhood Context

DESIGN OPTIONS

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CONCEPTUAL DESIGN CONFERENCE

177 CENTRAL WAY

Mixed-Use Development

CDC Submittal Date : 06/20/2024



ARCHITECTS
baylis

PROJECT SUMMARY

DEVELOPMENT OBJECTIVES PROPOSAL

DEVELOPMENT OBJECTIVES:

The goal for the 177 Central Way project is to revive an underutilized property to create thriving commercial and residential opportunities in the heart of downtown Kirkland. Located on a primary pedestrian-oriented corridor, the site of the former US Bank is optimal for redevelopment. With sensitivity to the urban fabric of the neighborhood, the proposed 4-story building will accommodate 25 -30 condominium flats, that average 1,400 square feet, and approximately 4,000 SF of commercial space to enhance the pedestrian experience. Parking to accommodate the commercial use is located on the alley side of the parcel, while residential parking is located below-grade.

SITE VICINITY

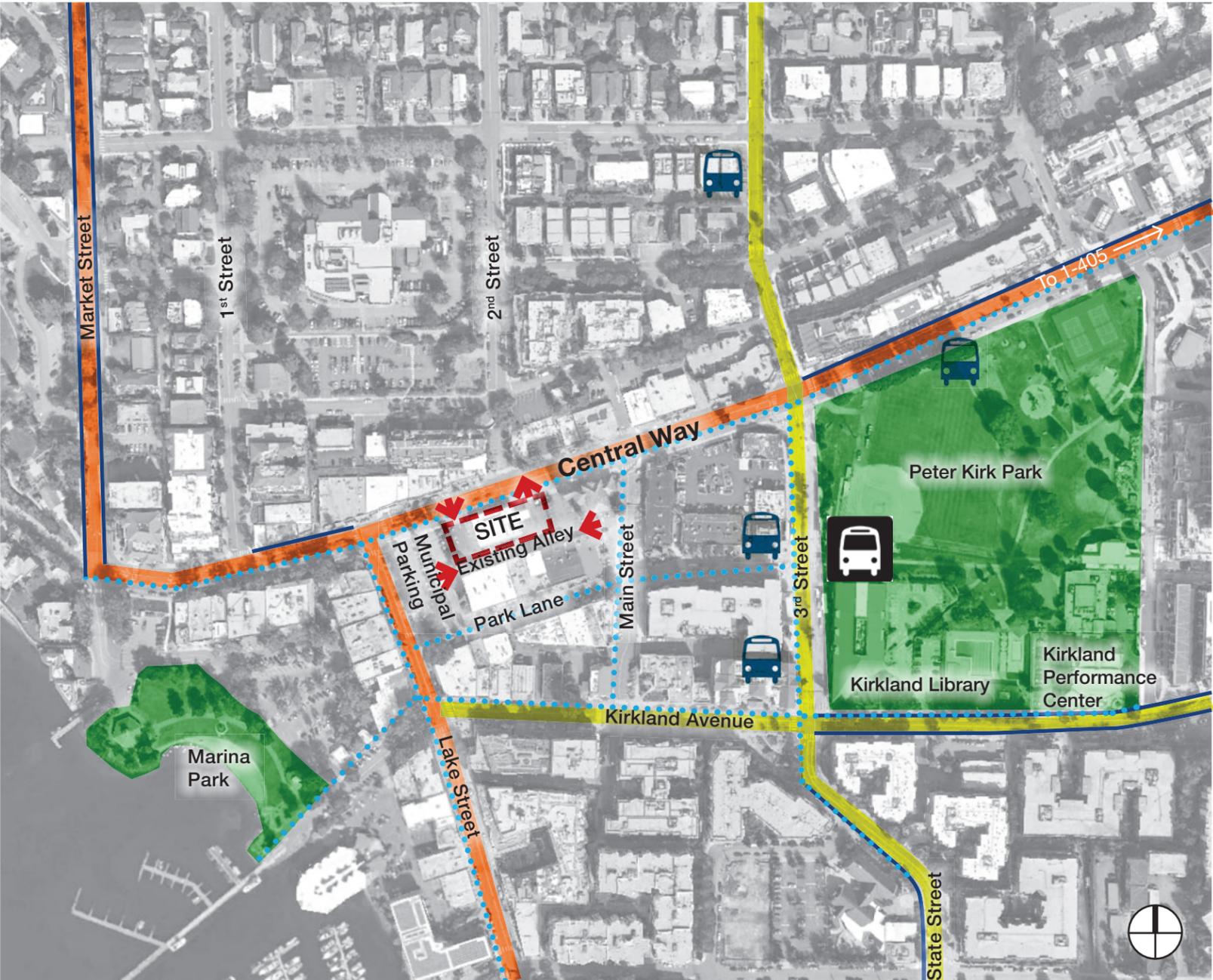


SITE AND CONTEXT

ACCESS & CONNECTIONS

LEGEND

-  Primary Arterial
-  Collector Arterial
-  On-Street Bike Lane
-  Pedestrian - Oriented Street
-  Vehicle Access / Egress
-  Transit Center
-  Bus Stop



SITE AND CONTEXT

ADJACENT BUILDINGS & VIEWS

1 RETAIL/COMMERCIAL ON NORTH SIDE OF CENTRAL WAY



2 MIXED USE ON NORTH SIDE OF CENTRAL WAY



3 RETAIL/COMMERCIAL ON NORTH SIDE OF CENTRAL WAY



4 RETAIL/COMMERCIAL ON NORTH SIDE OF CENTRAL WAY



5 RETAIL/COMMERCIAL EAST SIDE OF MAIN STREET



SITE AND CONTEXT

ADJACENT BUILDINGS & VIEWS

ALLEY LOOKING SOUTH 1



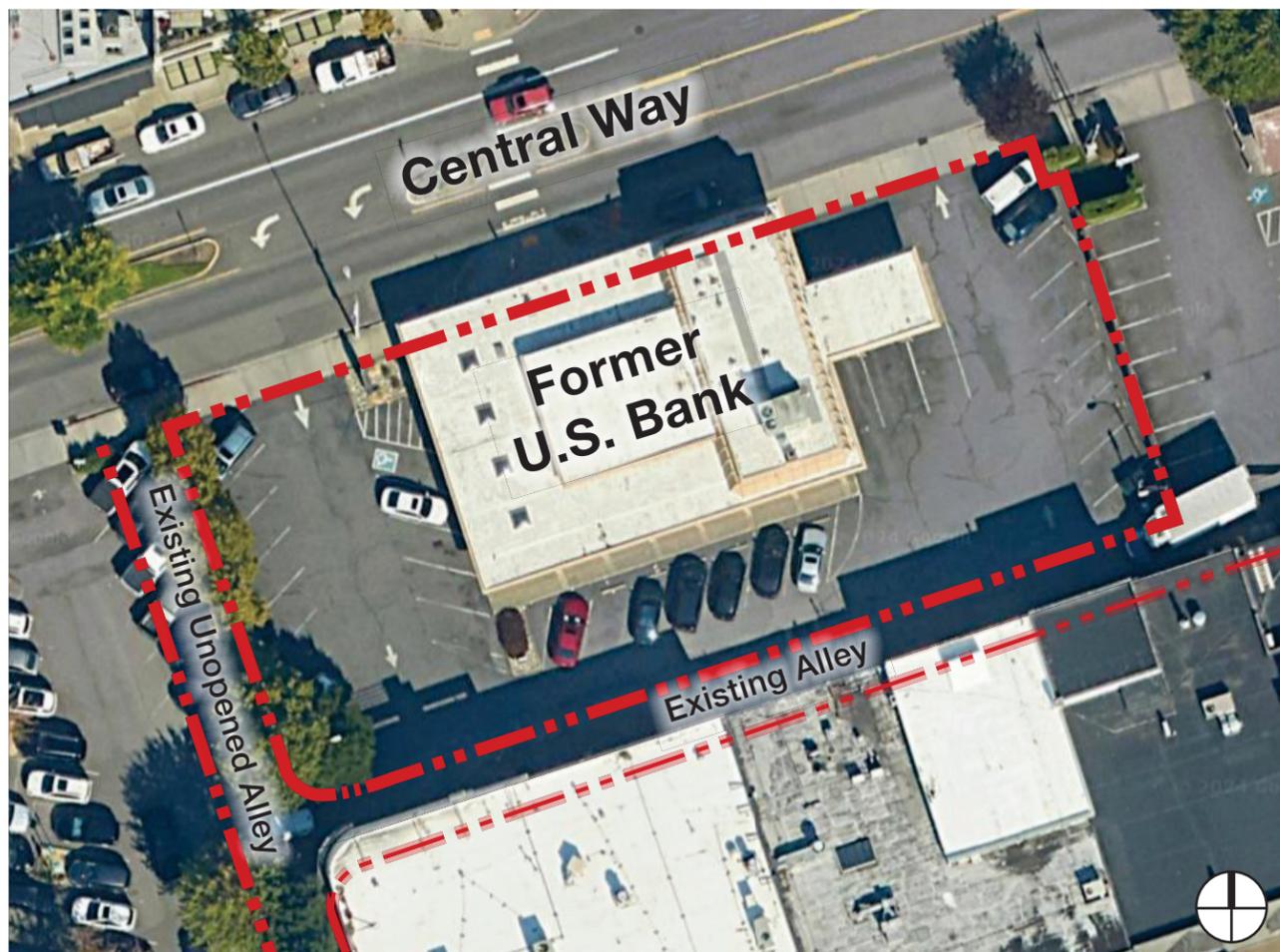
CENTRAL WAY LOOKING SOUTH AT SITE AND ADJACENT PROPERTIES 2



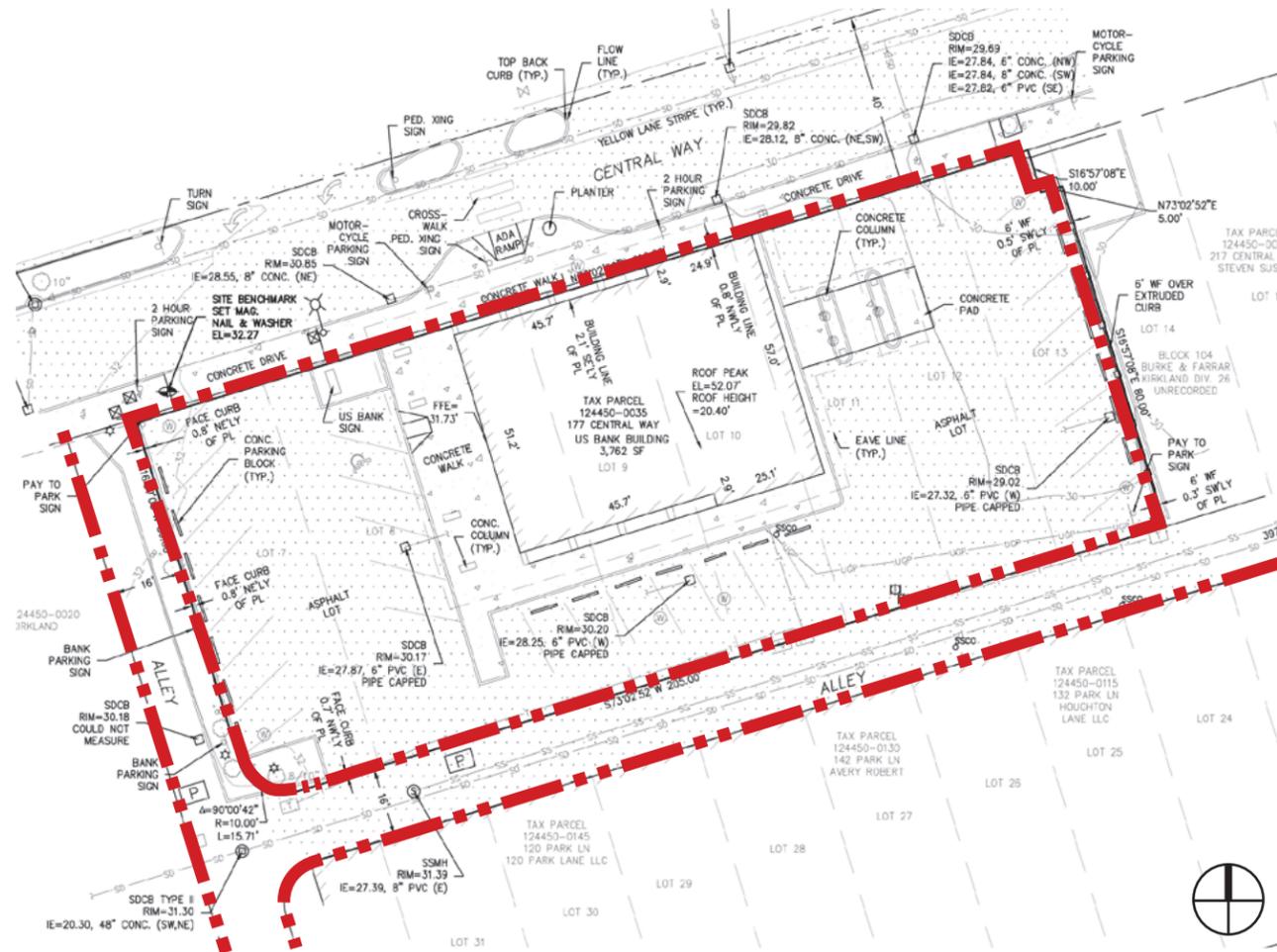
SITE AND CONTEXT

SITE SURVEY

AERIAL



SURVEY



SITE AND CONTEXT

EXISTING SITE & BUILDING



ALLEY LOOKING WEST 1



US BANK BUILDING LOOKING NORTHWEST 2



US BANK BUILDING LOOKING SOUTHWEST 3



US BANK BUILDING LOOKING SOUTHEAST 4



RELEVANT KIRKLAND DESIGN GUIDELINES

BUILDING MATERIAL, COLOR AND DETAIL

Design mechanisms to provide visual interest to the building will be implemented. These features may include strong roof line elements, decorative railings or grill work, trellis, and decorative lighting.



PEDESTRIAN-ORIENTED SPACE

The proposed building is sited with a strong edge on Central Way with enhanced visual and pedestrian access. Several pedestrian amenities like a 13' wide sidewalk, site furniture, potted plants, weather protection, and building-mounted lighting will enhance the street-level experience.



HUMAN SCALE

Balconies or decks at least six feet wide and six feet deep plus bay projections will be designed to respond to human scale. Size and location of windows will be determined judiciously on each building façade with a varying and interesting pattern of shapes sizes and mullion layout.



TREATMENT OF BUILDING FACADES

The Central Way façade will contain transparent storefront windows or displays comprising of at least 75% of the area of the façade between two feet and seven feet above the ground level and the façade will be enhanced with landscape features.



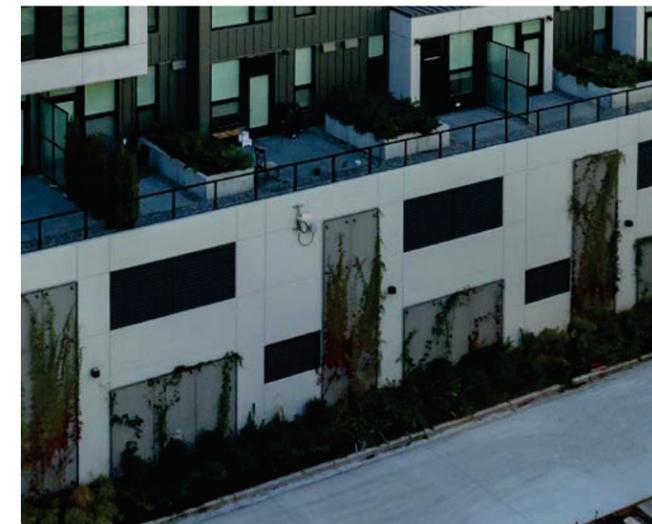
ARCHITECTURAL SCALE – HORIZONTAL AND VERTICAL

The project will incorporate a variety of vertical articulation of bays defining modulated and terraced building forms. The project will incorporate the horizontal articulation of facades including varied bays with different materials and thoughtful window patterning.



BLANK WALL TREATMENT (ALLEY PARKING GARAGE)

No blank walls are proposed along the Central Way frontage. Blank walls along the alley will be treated with vertical trellis, louvered screens, artwork, and/or other visually interesting techniques.



ZONING

ZONING

A. Height:

- The maximum height of structure shall be measured at the midpoint of the frontage of the subject property on the abutting right-of-way.
- No portion of a building within 30 feet of Central Way may exceed a height of 41 feet above Central Way except as provided in KZC 50.62.
- 45' maximum above each abutting right of way.
- The minimum ground floor story height for retail; restaurant and tavern; entertainment, cultural, and/or recreational facility uses shall be 15'

B. Lot Coverage: 100% Allowed

C. Required Setbacks:

- No property line setbacks. Upper Story setback requirements related to height.
- The Design Review Board is authorized to allow a reduction of the required upper story setback by no more than five feet subject to the following:
 - 1) Each square foot of additional building area proposed within the setback is offset with an additional square foot of public open space (excluding area required for sidewalk dedication) at the street level.
 - 2) The public open space is located along the sidewalk frontage and is not covered by buildings.
 - 3) For purposes of calculating the offsetting square footage, along Central Way, the open space area at the second and third stories located directly above the proposed ground level public open space is included.
 - 4) The design and location is consistent with applicable design guidelines.
- The Design Review Board is authorized to allow rooftop garden structures within the setback area.

D. Ground Floor Use:

- Except along alleys and similar service access streets, the street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Banking and Related Financial Services; Entertainment, Cultural and/or Recreational Facility; Parks; Government Facility; or Community Facility.
- The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way, not including alleys and similar service access streets).
- The Design Review Board may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest.
- Lobbies for residential, hotel, and office uses may be allowed within this space subject to applicable design guidelines.

E. Sidewalks:

- Where public improvements are required by Chapter 110 KZC, sidewalks on pedestrian-oriented streets within CBD 1A and 1B shall be as follows: Sidewalks shall be a minimum width of 12 feet. The average width of the sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street shall be 13 feet. The sidewalk configuration shall be approved through D.R.

F. Parking:

- Residential uses must provide a minimum of 1.2 stalls per studio unit, 1.3 stalls per one (1) bedroom unit, 1.6 stalls per two (2) bedroom unit, and 1.8 stalls per three (3) or more bedroom unit. One (1) parking space is required for each assisted living unit. See KZC 105.20 for visitor parking requirements.
- Restaurants and taverns must provide one (1) parking space for each 125 square feet of gross floor area.
- All other uses must provide one (1) parking space for each 350 square feet of gross floor area.

Rooftop Amenities and Rooftop Common Rooms

Allowable Height and Size – Rooftop Amenities

- Rooftop amenities surrounded by approved guards or railings may exceed the maximum height of the structure for the zone by a maximum of four (4) feet.
- Guards or railings enclosing rooftop amenities space may exceed the maximum height of the structure for the zone by a maximum of four (4) feet and shall be set back from the building edge a minimum of five (5) feet. Railings shall be of a transparent or majority-open design such as glass, cabling, picket, or other similar types of railings. Where the applicable zone allows parapets to exceed the maximum height of structure, setback and transparency standards do not apply to the parapet when it is used as the railing.
- Rooftop amenities may not exceed the maximum structure height if any portion of the subject property adjoins a low-density residential zone.

Allowable Height and Size – Rooftop Common Room – Provided, that no portion of the subject property adjoins a low density residential zone, the Planning Official may approve the addition of a rooftop common room if:

- The applicant submits accurate graphic representations or other information that demonstrates that:
 - 1) Views from adjoining properties will not be significantly blocked by the rooftop common room; and
 - 2) The location and orientation of the rooftop common room is such that the visibility of the rooftop common room from adjoining properties and streets will be minimized; and
 - 3) All walls of the rooftop common room must contain transparent windows comprising at least 75 percent of the area of the facade between two (2) feet and seven (7) feet above floor level. This requirement does not apply to elevators and stair enclosures attached to a rooftop common room; and
 - 4) The rooftop common room is architecturally integrated with the building design; and
- The height of the rooftop common room shall not exceed 15 feet or the height of the story immediately below the rooftop common room, whichever is less; and
- The area of the rooftop common room, measured to the outermost exterior element, shall not exceed 500 square feet or 10 percent of building footprint, whichever is less. The minimum floor area required by building code for elevators and associated equipment and/or stair enclosures shall be exempt from the maximum area calculation for the rooftop common room; and

- The rooftop common room is set back from any building edge at a distance equal to the height of tallest point of the room above the roof deck; and
- The applicant provides one (1) of the following public benefit items in addition to the rooftop common room:
 - 1) A landscaped and vegetated area, or an area designed and constructed as a green roof, equal to the square footage of the rooftop common room and showing the landscape plan requirements set forth in KZC 95.40(3), or
 - 2) A street-level public plaza equal to the square footage of the rooftop common room, or
 - 3) Public use of the rooftop common room, either as public access or as use of the rooftop common room as publicly accessible retail, restaurant, or similar space.

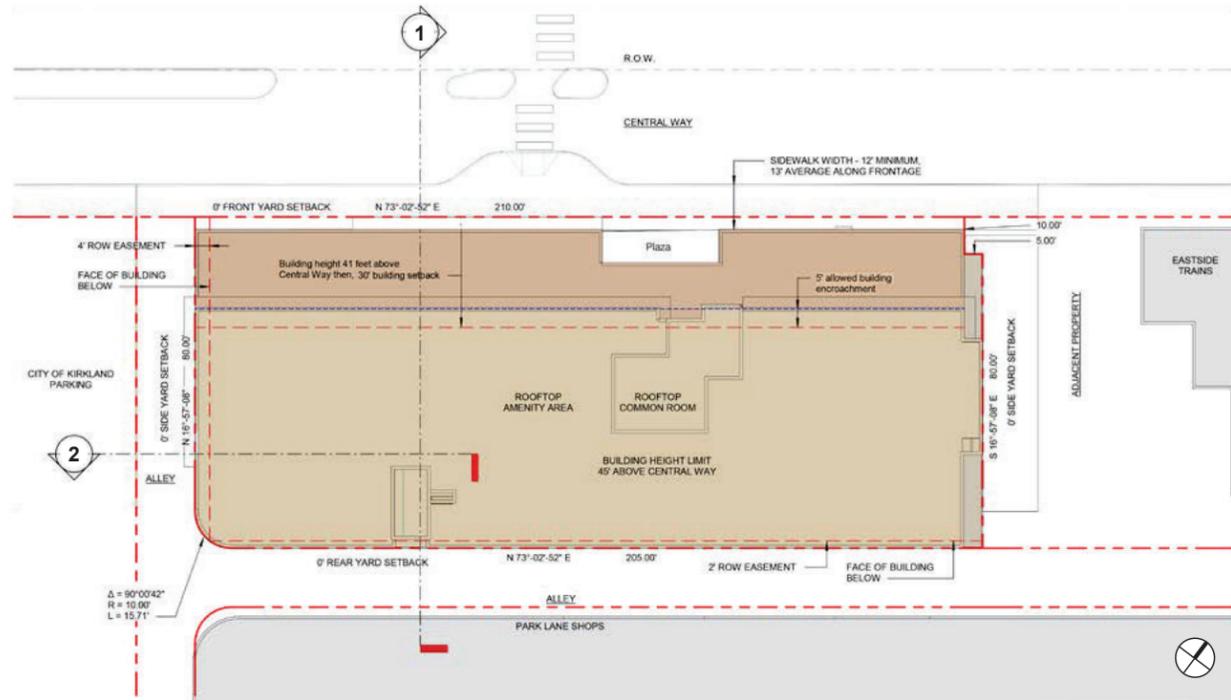
CBD 1A AND SURROUNDING AREAS



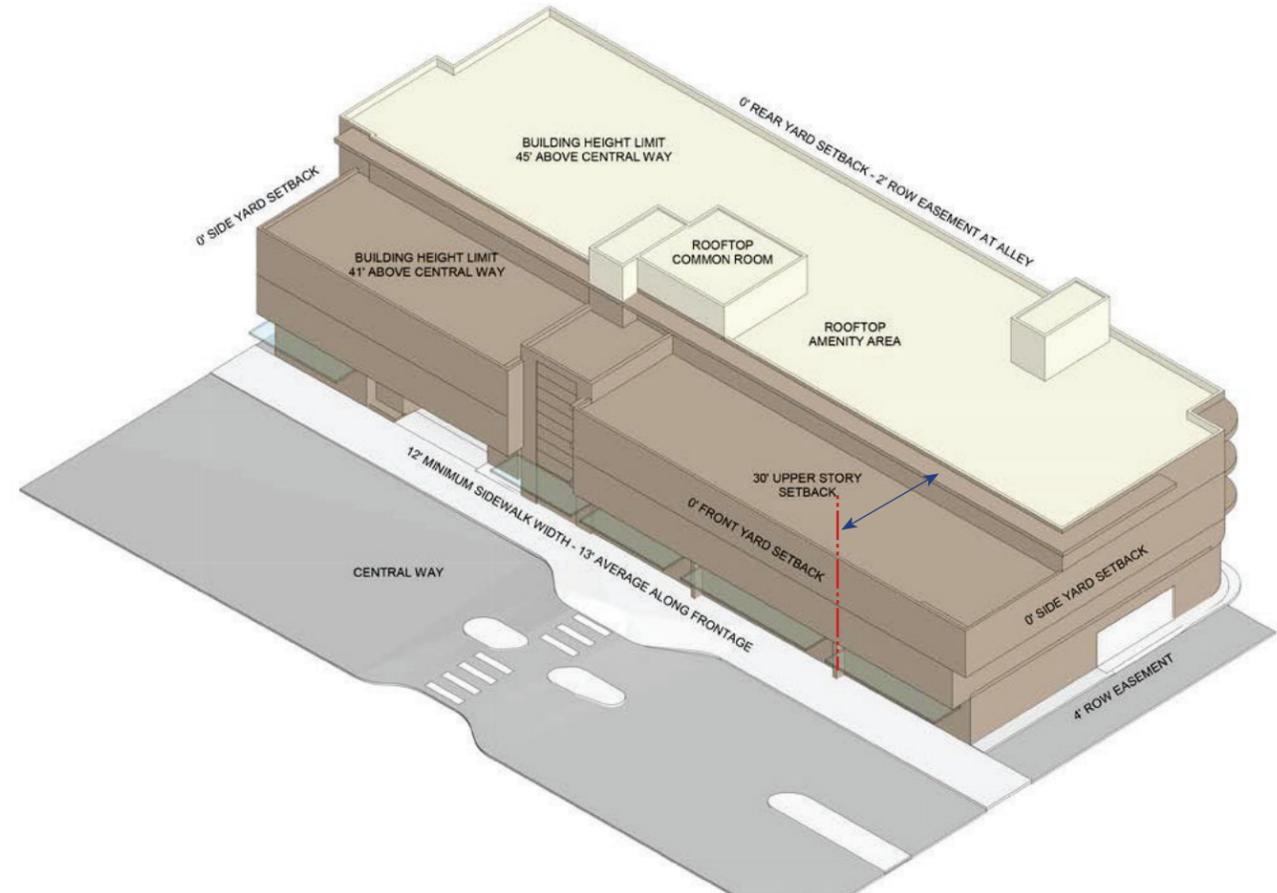
ALLOWED USES

- | | |
|---|------------------------------------|
| Retail | Parks |
| Restaurant or Tavern | Government Facility |
| Banking and related financial services | Community Facility |
| Entertainment | Stacked or Attached Dwelling Units |
| Cultural and/ or Cultural Recreational Facility | |

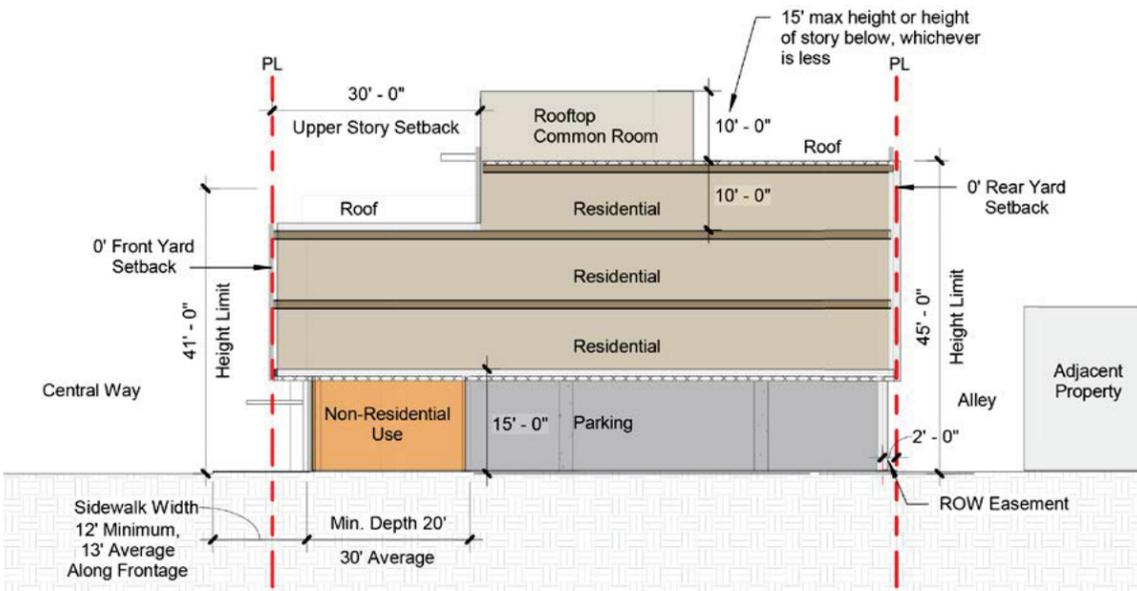
ZONING



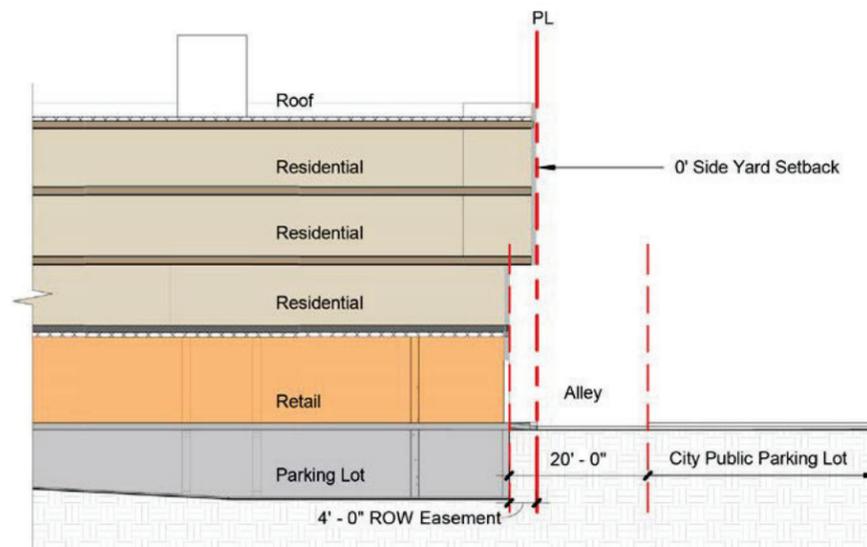
SITE PLAN



SITE 3D ISOMETRIC DIAGRAM

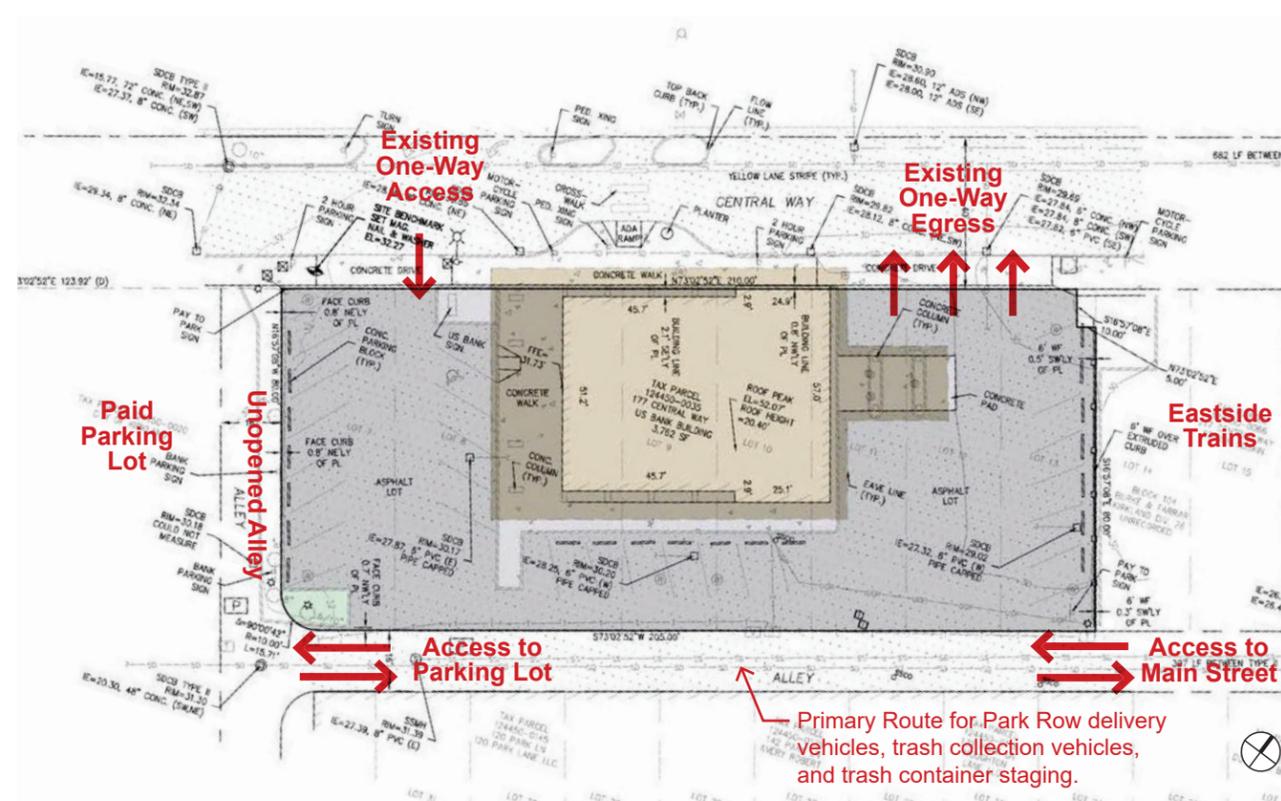


BUILDING SECTION 1

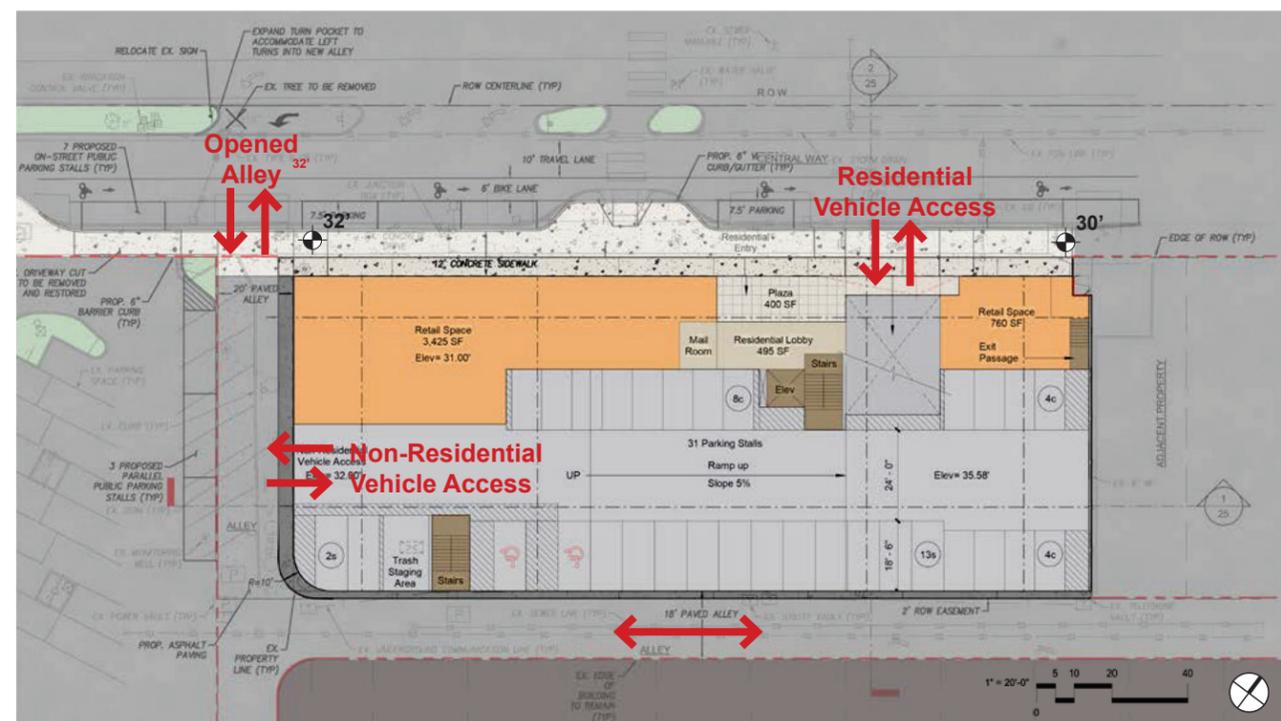


BUILDING SECTION 2

EXISTING ACCESS



PROPOSED ACCESS



SITE CONSTRAINTS AND OPPORTUNITIES

SITE CONSTRAINTS AND OPPORTUNITIES

The site is 19,279 square feet with 210' of frontage on Central Way. An alley bounds the property on the south and an unopened alley bounds the property to the west. The west alley is currently being used for a parking lot. The property to the east accommodates Eastside Trains and related surface parking.

Existing Access – The site is currently accessed from Central Way and from the alley to the south. The parcel includes two curb cuts on Central Way – the west curb cut permits one-way traffic access and the east is one-way traffic egress. The alley to the south accommodates traffic traveling between the west parking lot and Main Street and is the primary route for delivery vehicles, trash collection vehicles, and trash container staging. Currently vehicles travel through the subject site from Central Way as a short cut to the alley.

Proposed Access – Discussions with the City of Kirkland Public Works Department include a plan to reopen the west alley to maintain vehicular access to the south alley and to improve the alley grid and connectivity for current and future development. The proposed development includes access to under-building parking (non-residential parking) on the west side of the building from the newly opened alley. Residential parking will be located under the building and the proposed access is via a new curb cut located on Central Way.

Easements – The development will include easements to benefit public good. These include: a 5' wide easement along the Central Way frontage to accommodate a 13' wide average pedestrian sidewalk; 4' easement along the west property line to support a newly opened 20' wide alley; and a 2' easement along the south property line to support the alley widening to 18'.

DEPARTURE REQUEST 1

The depth of the parcel is 90' but due to the public benefit easements along Central Way and the south alley, the effective depth is 83'. The development is challenged to provide publicly accessible parking and robust retail within the effective depth of the parcel. We request a departure from the 30' average depth to 25' average depth.

DEPARTURE REQUEST 2

We request departure from the 30' upper story setback requirement to allow a top floor architectural projection. The proposal has no substantial detrimental effect on nearby properties, the City, or the neighborhood.

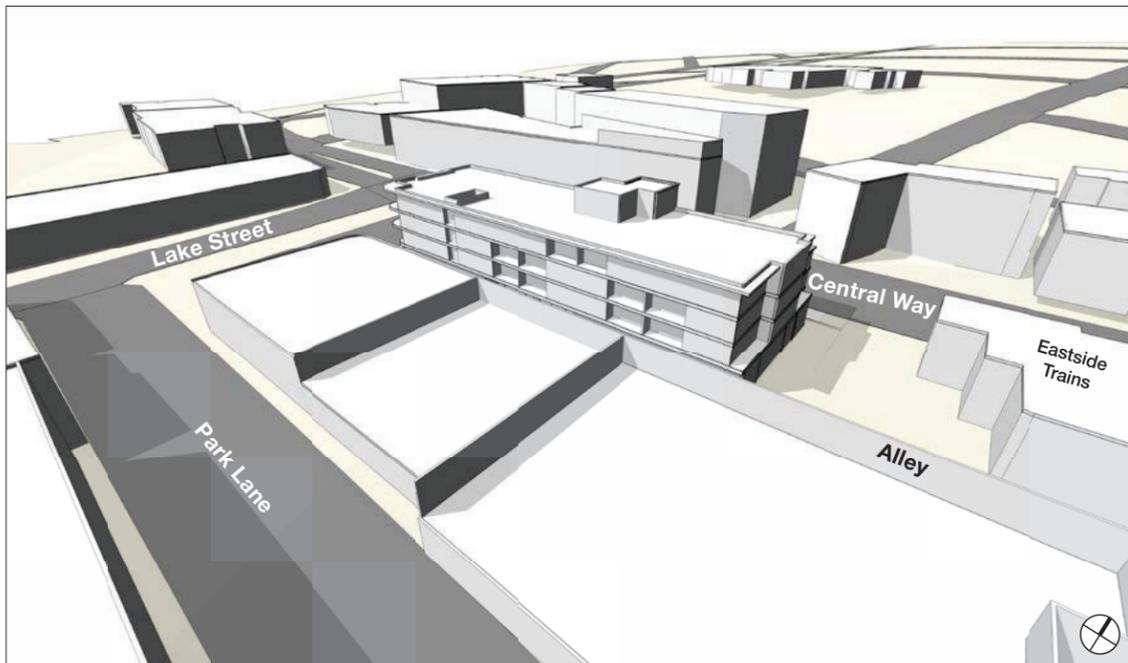
This horizontal design feature responds to architectural scale and enhances the design as follows:

- Strengthens architectural character and scale with a shadow line crowning the building.
- Emphasizes the horizontality expressed in the architectural language developed in the preferred option.
- Weather protection helps to activate upper-level outdoor spaces.

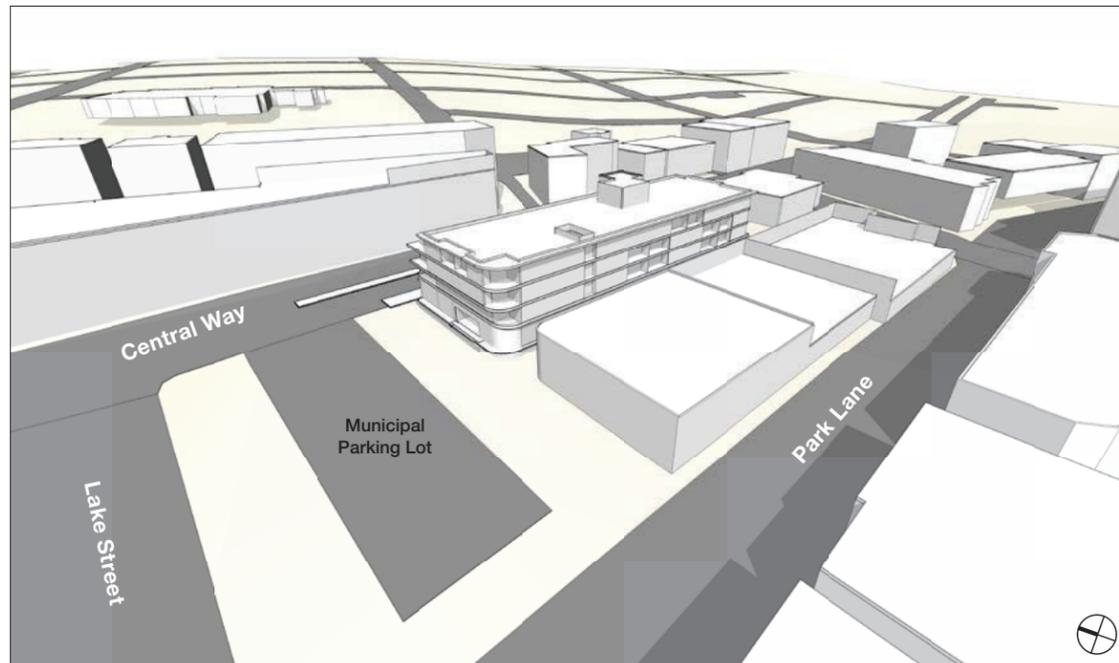
DEPARTURE REQUEST 3

We request reduction of required upper story setback by no more than five feet as an offset for the square footage provided for the public plaza.

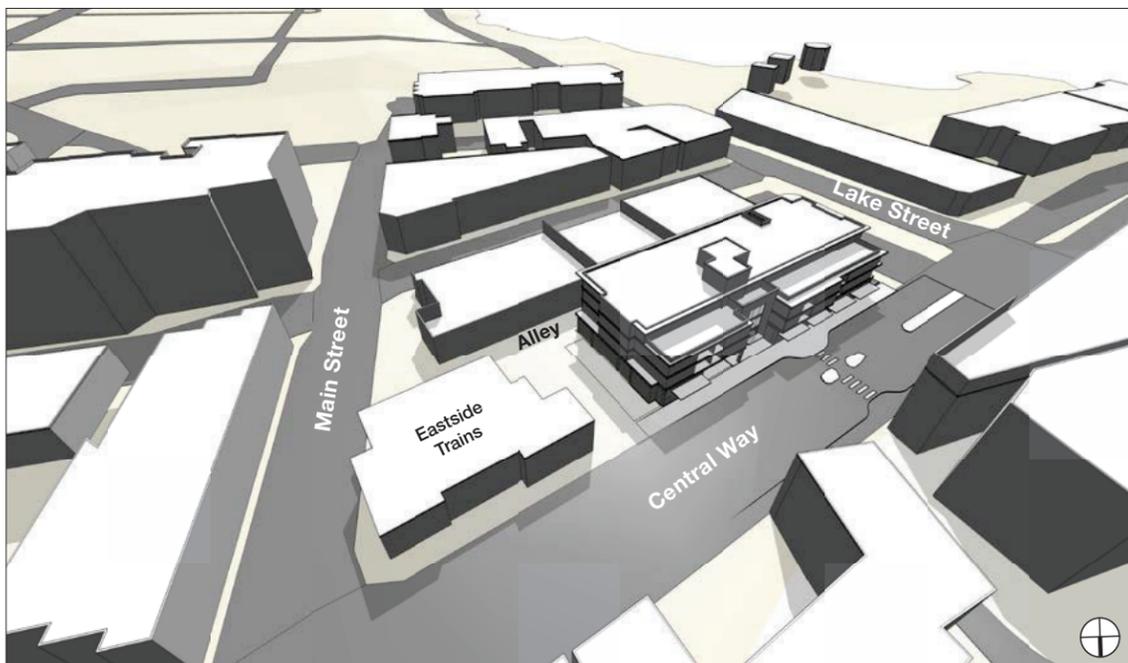
NEIGHBORHOOD CONTEXT



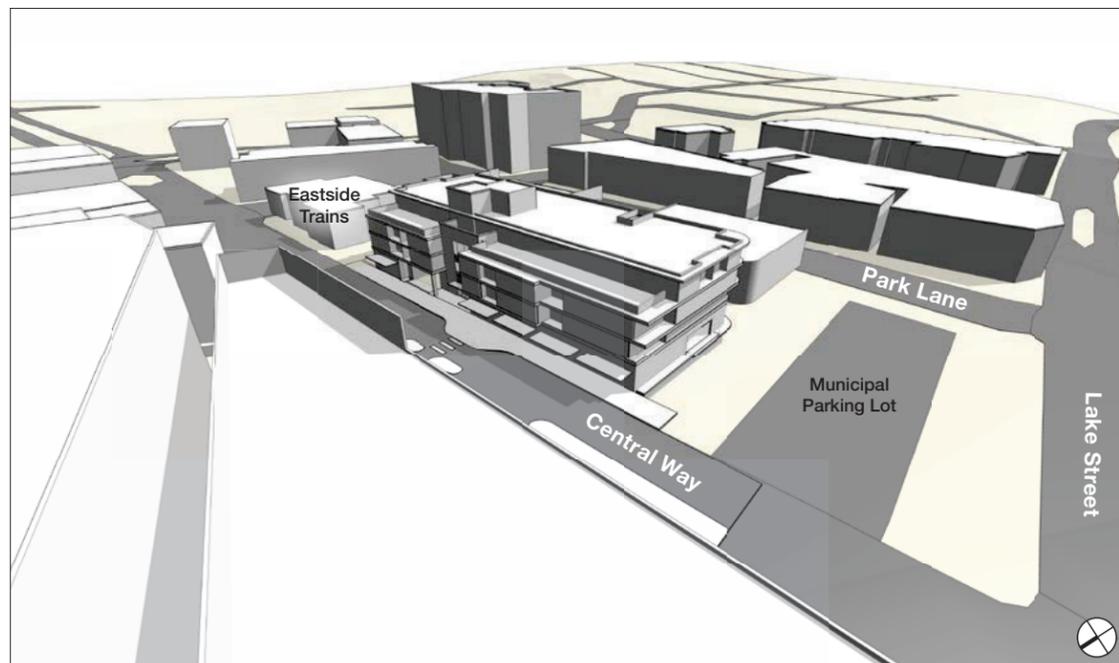
SOUTHEAST AERIAL VIEW



SOUTHWEST AERIAL VIEW



NORTHEAST AERIAL VIEW

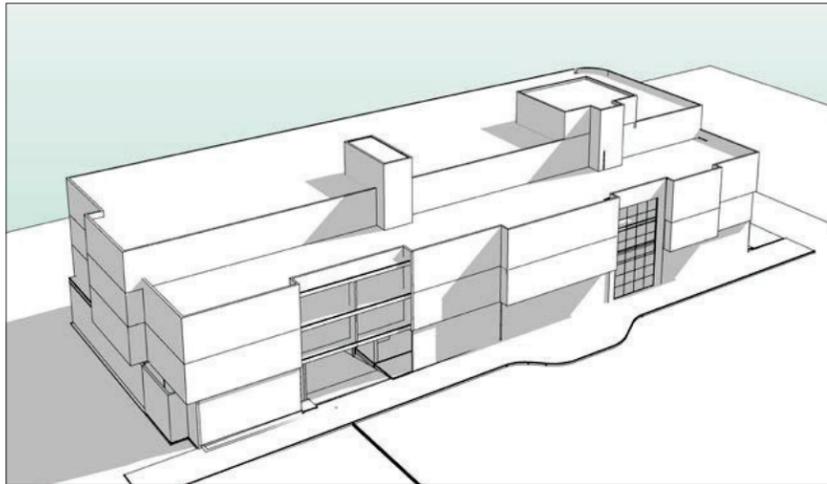


NORTHWEST AERIAL VIEW

DESIGN OPTION

MASSING OPTION COMPARISON

MASSING OPTION A - WEST ENTRY FEATURE



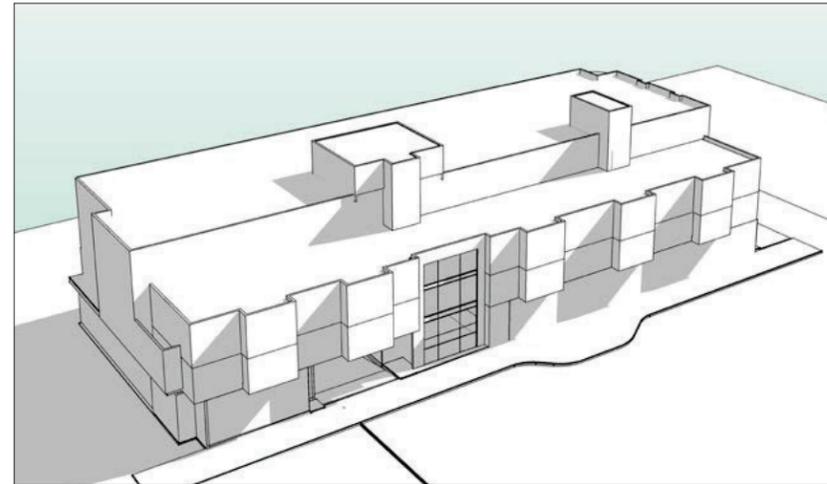
PROS:

- Residential entry is located near the west end of the building providing separation from the garage entry.
- Projected rectangular masses frame vertically aligned glazing to accentuate the residential entry.
- Balcony recesses align with the garage entry below, dividing the building mass.

CONS:

- Retail space is interrupted by residential entry.
- Simplified building forms have minimal modulation.

MASSING OPTION B - VERTICAL BAYS



PROS:

- Vertically proportioned bays for the residential units organized in groups along Central Way and on the upper west façade provide modulation and texture to the building mass.
- Street-level residential entry is located adjacent to the garage entry allowing more contiguous retail space.
- Projected bays give scale and articulation to the facades.
- Roof-level amenity space centrally located in the building mass balancing the building at the upper level.

CONS:

- Retail space is compromised by west exit stair location.

MASSING OPTION C - HORIZONTAL EXPRESSION WITH PLAZA (PREFERRED)



PROS:

- Plaza provides a public amenity and prominent residential entry. (Square footage used for plaza at Levels 1, 2, & 3 is offset to upper story setback.)
- Contiguous retail space is maximized.
- Horizontally articulated facades provide scale and distinctive architectural character.
- The west exit stair is moved to the south, increasing retail floor area.
- West exit stair is recessed to minimize impacts to views.

CONS:

- Horizontal eyebrow at upper story will require departure due to encroachment into setback.

DESIGN OPTIONS

OPTION A



NORTHEAST VIEW



NORTHWEST VIEW



NORTHEAST AERIAL

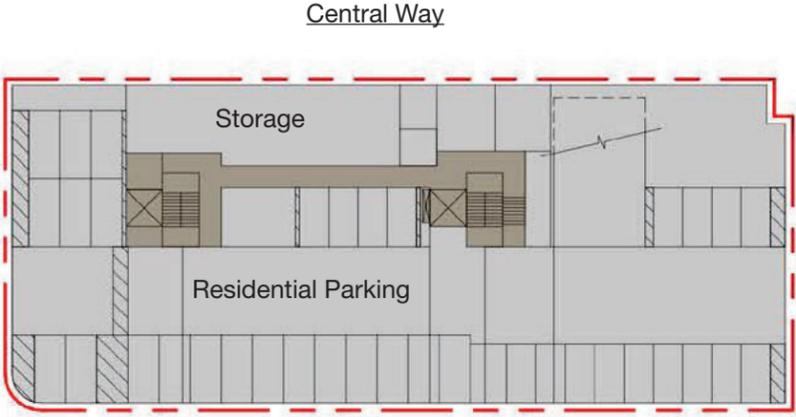


NORTHWEST AERIAL

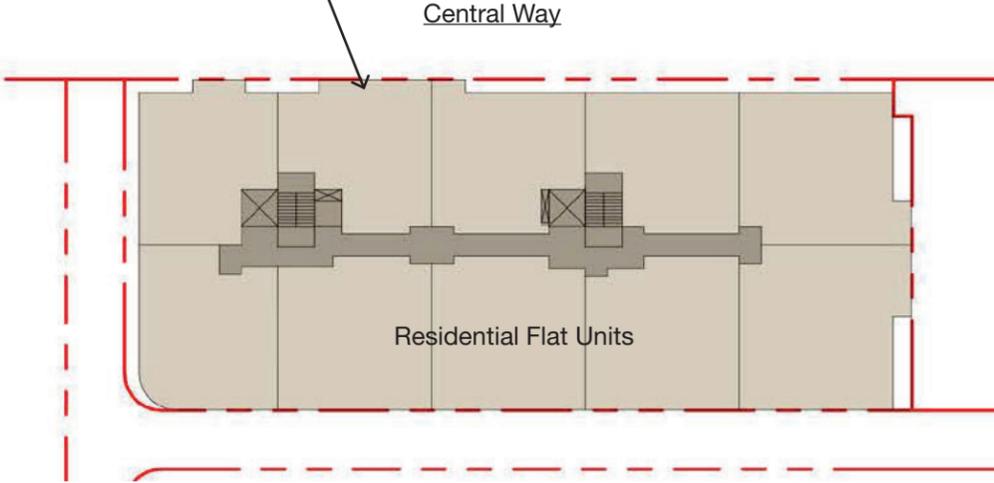
DESIGN OPTION

OPTION A

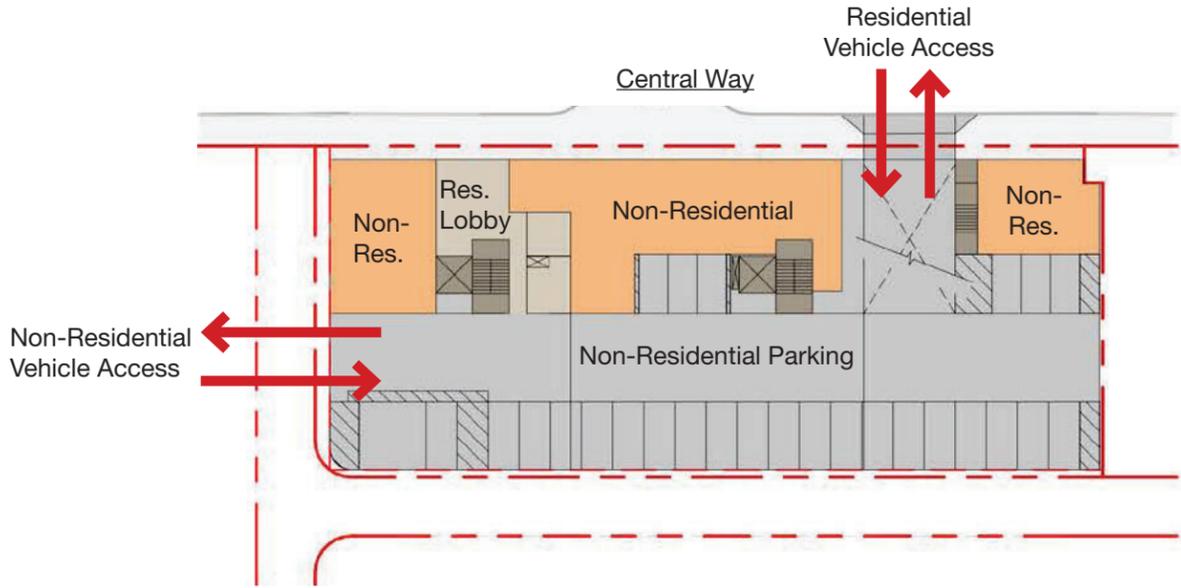
Cantilevered portions of the building over the sidewalk not to exceed more than 1/3rd of length of building facade.



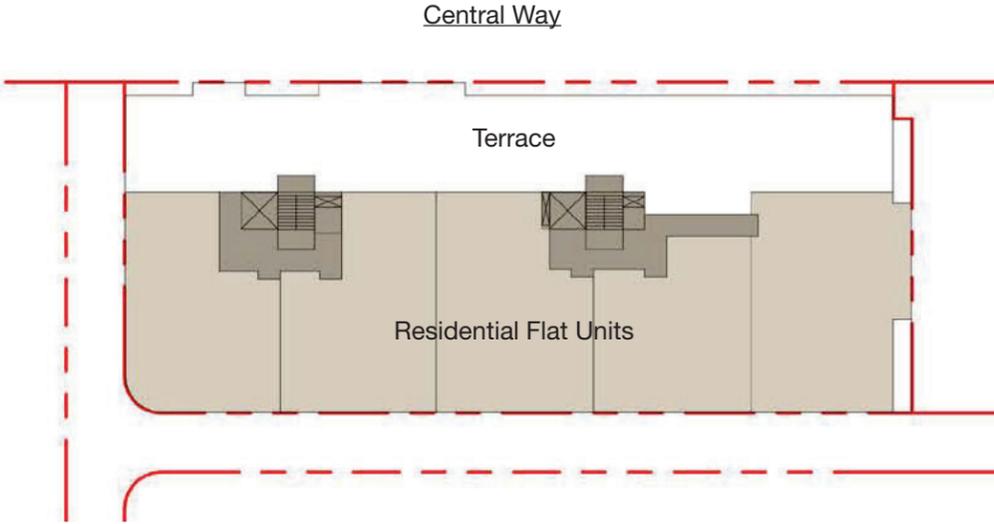
PARKING LEVEL 0



RESIDENTIAL LEVEL 2 & 3



PARKING / RETAIL LEVEL 1



RESIDENTIAL LEVEL 4



DESIGN OPTIONS

OPTION B



NORTHEAST VIEW



NORTHWEST VIEW



NORTHEAST AERIAL



NORTHWEST AERIAL

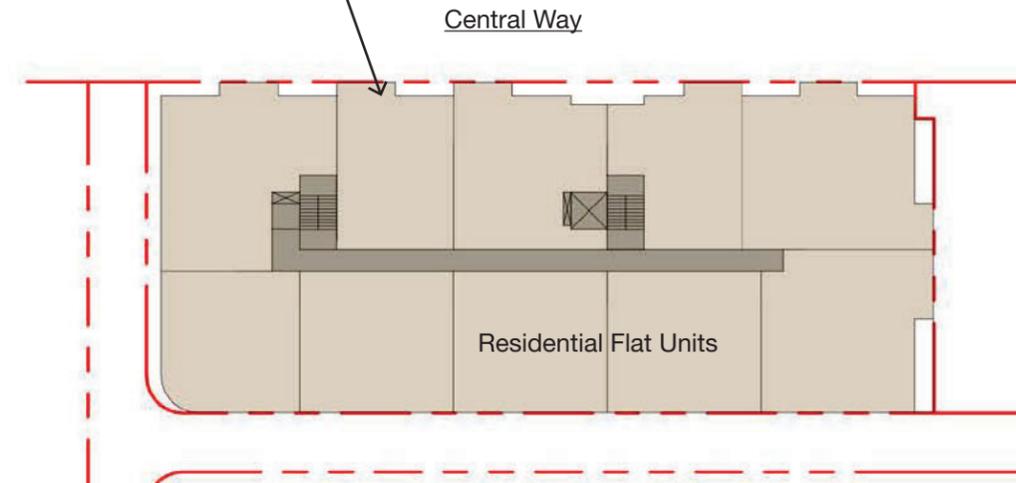
DESIGN OPTION

OPTION B

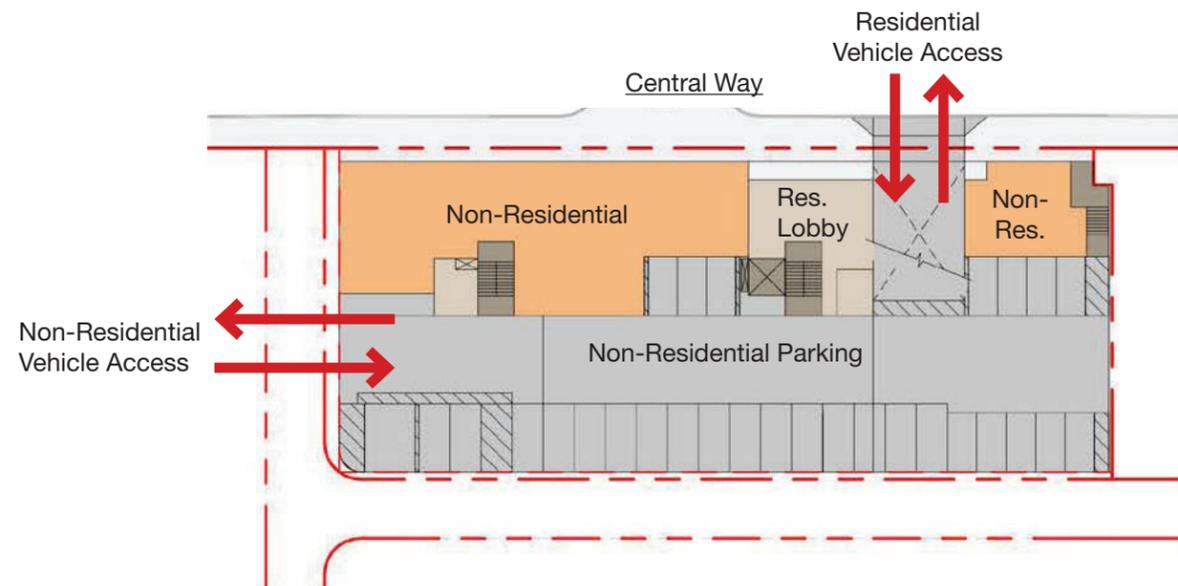
Cantilevered portions of the building over the sidewalk not to exceed more than 1/3rd of length of building facade.



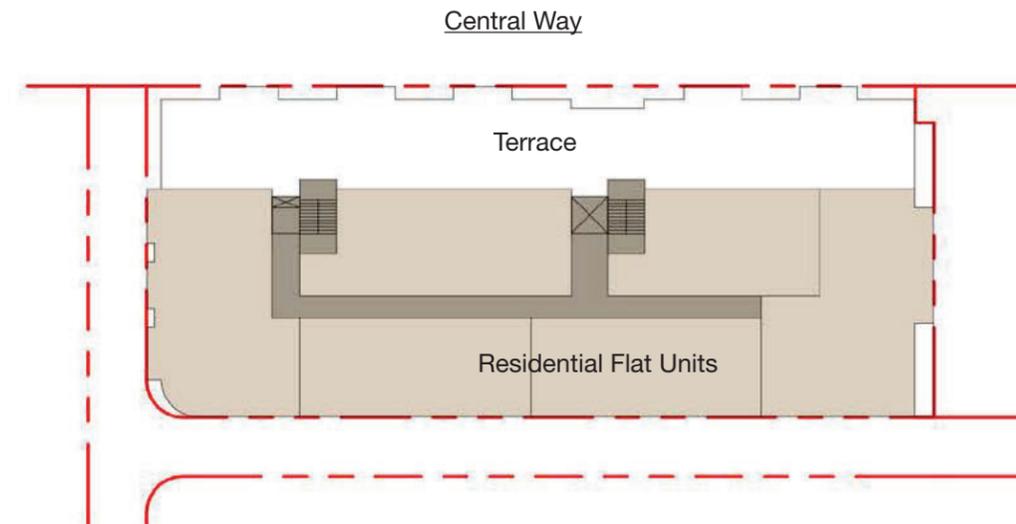
PARKING LEVEL 0



RESIDENTIAL LEVEL 2 & 3



PARKING / RETAIL LEVEL 1

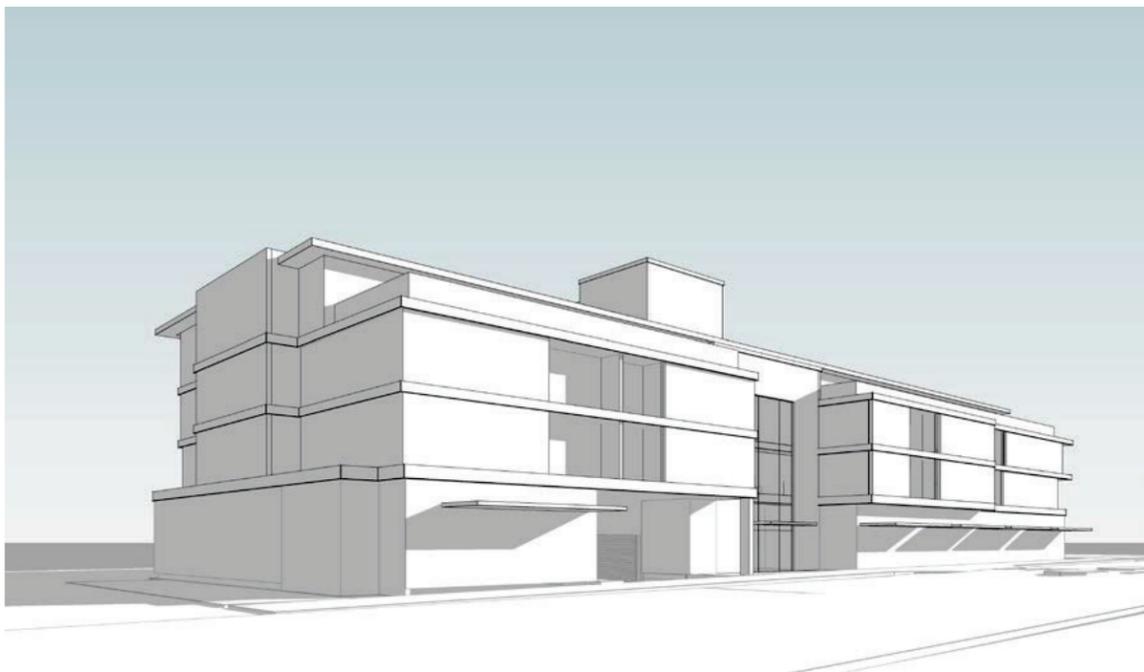


RESIDENTIAL LEVEL 4

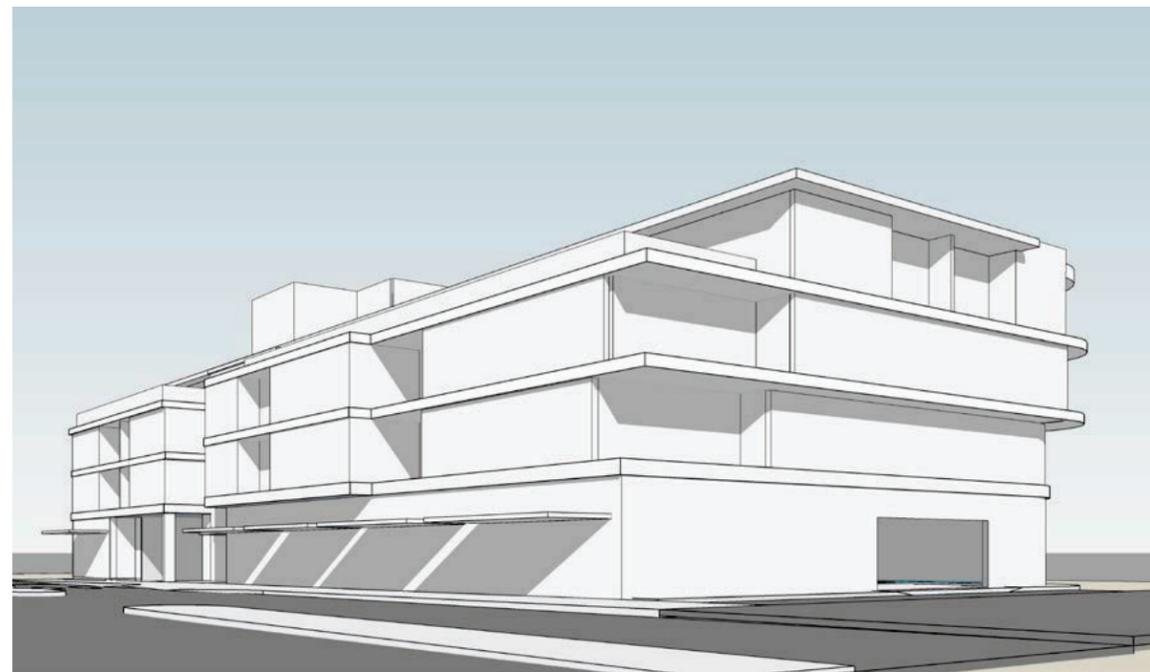


DESIGN OPTIONS

OPTION C - PREFERRED



NORTHEAST VIEW



NORTHWEST VIEW



NORTHEAST AERIAL

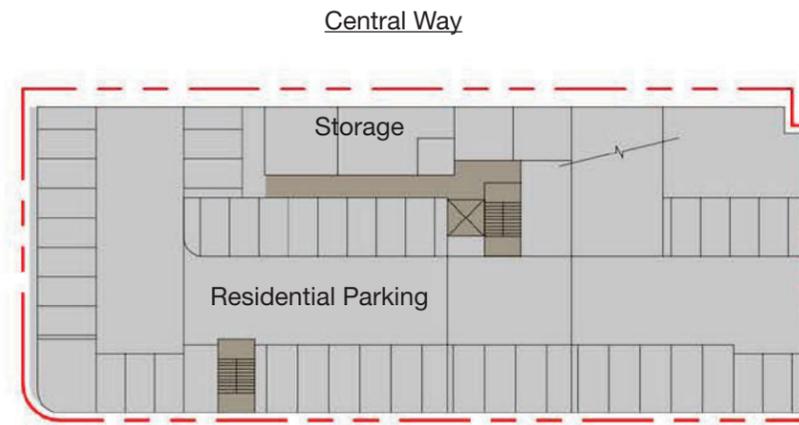


NORTHWEST AERIAL

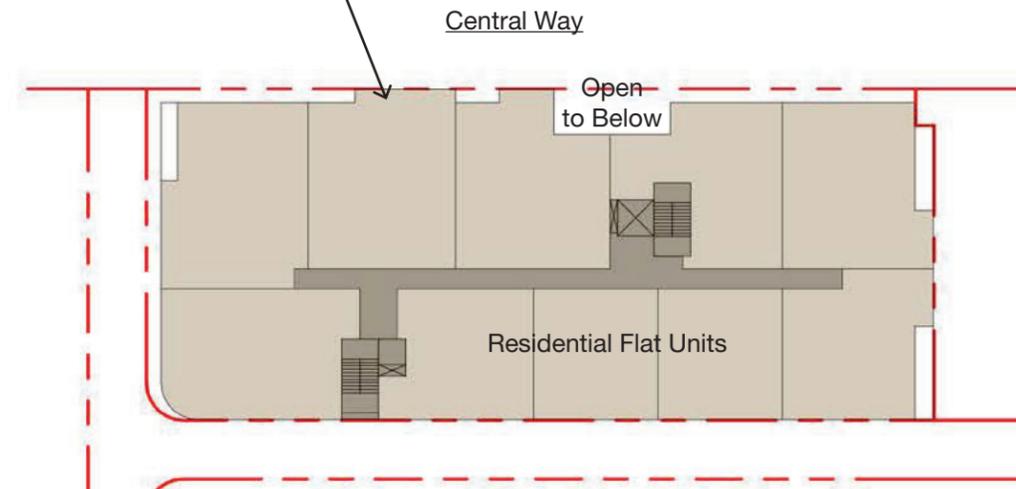
DESIGN OPTION

OPTION C - PREFERRED

Cantilevered portions of the building over the sidewalk not to exceed more than 1/3rd of length of building facade.



PARKING LEVEL 0



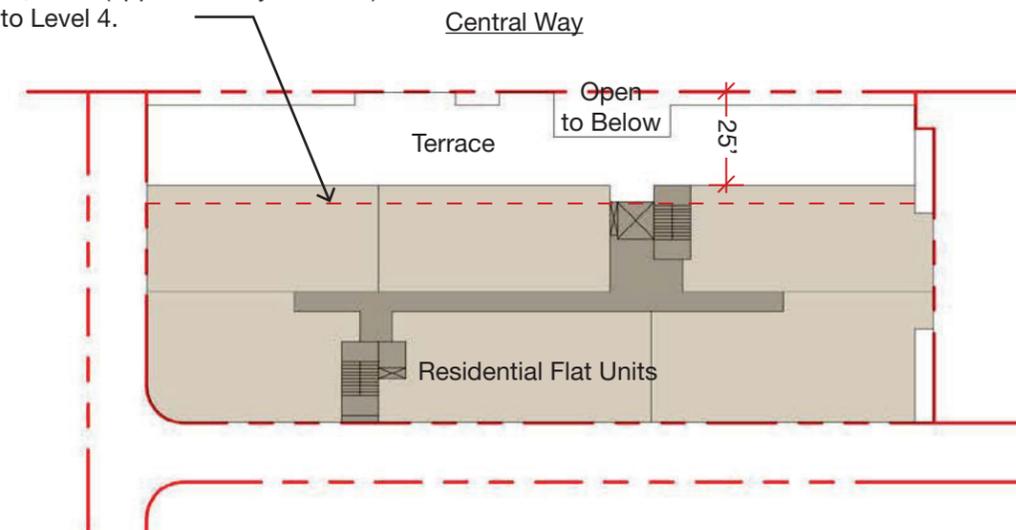
RESIDENTIAL LEVEL 2 & 3



PARKING / RETAIL LEVEL 1



Reduction of upper story set back by no more than 5'. Plaza area square footage at Levels 1, 2 & 3 (approximately 1000 SF) is offset to Level 4.



RESIDENTIAL LEVEL 4

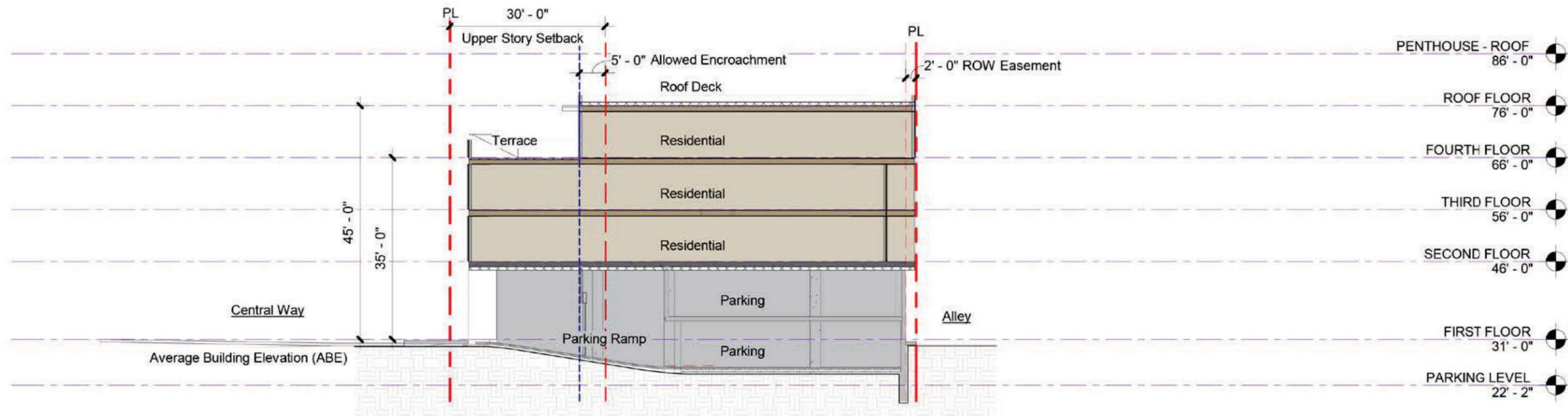


PREFERRED SCHEME

SECTION



SECTION 1



SECTION 2