



**MEMORANDUM**

**To:** Design Review Board  
**From:** Kyle Cotchett, Associate Planner  
**Date:** January 13, 2023  
**File No.:** DRV22-00777  
**Subject:** **KIRKLAND CKC PROJECT  
DESIGN RESPONSE CONFERENCE**

**I. MEETING GOALS**

At the January 23rd Design Review Board (DRB) meeting, the DRB should conduct a Design Response Conference and determine if the project is consistent with the design guidelines contained in Design Guidelines for Pedestrian Oriented Business Districts, as adopted in Kirkland Municipal Code (KMC) Section 3.30.040.

During the Design Response Conference, the DRB should provide feedback on the following topics:

- Building massing
- Pedestrian access
- Landscaping
- Materials, colors, and details

**II. PROPOSAL**

The subject property is located at 10801 and 10809 120<sup>th</sup> Ave NE (see Attachment 1). David Morse, with Toll Brothers has applied for a Design Response Conference for a new mixed-use development on the subject property (see Attachment 2). The project consists of 121 residential townhouse units and 880 square feet of commercial space. The parking will be provided in residential unit garages and surface level areas. Vehicular access is proposed from 120<sup>th</sup> Ave NE.

**III. SITE**

The subject property currently contains light industrial uses. The existing site grade generally descends from south to north and from east to west with a total vertical relief of about 70 feet across the site. According to the tree plan and survey, there are 392 significant trees that are mostly located along the eastern property line and the southwest portions of the site around wetland 1. The property has street frontage along 120<sup>th</sup> Ave NE. 120<sup>th</sup> Ave NE is a designated Collector type street.

The following list summarizes the zoning designation, uses, and allowed heights of properties adjacent to the subject property:

<i>North:</i>	TL 10E	Industrial (light) & Warehouse	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.
<i>East:</i>	I-405		
<i>South:</i>	RS 8.5	Low Density Residential	25' above average building elevation.
<i>West:</i>	TL 10E	Industrial	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.
	TL 10D	Warehouse	Where adjoining a low density zone, 30' above average building elevation. Otherwise, 35' above average building elevation.

**IV. CONCEPTUAL DESIGN CONFERENCE**

A Conceptual Design Conference was held on June 20<sup>th</sup>, 2022. The DRB provided direction to the applicant in preparation for the Design Response Conference. At the meeting, the DRB discussed:

- A. How the design guidelines affect or pertain to the proposed development.
- B. Which guidelines applied to the proposed development; and
- C. The application materials that are needed for the Design Response Conference.

The DRB's feedback from the conference is summarized in Section V.B below under the DRB's discussion on the various design topics.

**V. DESIGN RESPONSE CONFERENCE**

The Design Review Board reviews projects for consistency with design guidelines for pedestrian-oriented business districts, as adopted in Kirkland Municipal Code Chapter 3.30. In addition to the standard guidelines contained in the *Design Guidelines for Pedestrian-Oriented Business Districts*, the following information summarizes key guidelines which apply specifically to the project or project area. See also Section VI for information regarding zoning regulations and how they affect the proposed development.

**A. Pedestrian-Oriented Design Guidelines**

- 1. General

The following is a list of key design issues and/or design techniques that should be addressed with this project as identified in the design guidelines.

- Building Scale
  - Vertical and horizontal modulation
  - Architectural scale
- Pedestrian-Orientation
  - Pedestrian friendly building fronts
  - Blank wall treatment
- Landscaping
- Building material, color, and detail

See the adopted Design Guidelines for Pedestrian-Oriented Business Districts for complete text and explanations.

## 2. Special Considerations for the Totem Lake Business District Core

In addition to the standard guidelines contained in the *Design Guidelines for Pedestrian-Oriented Business Districts*, the following list summarizes some of the key guidelines and special considerations that apply specifically to the project or project area.

- Parking Locations and Entrances: Throughout the Totem Lake Business District Core, parking areas located between the street and the building should be discouraged.
- Parking Garages: The development densities planned for the Totem Lake Business District Core may result in the need for large parking structures to support them. Careful design of the structures will be important to retain a visually attractive environment. The location of parking structures along pedestrian-oriented streets or pedestrian pathways should be discouraged. Where parking structures cannot be located underground and must be provided on the ground floor, an intervening use is desirable to retain the visual interest along the street. If parking areas are located in a separate structure from the primary use, the structure must be set back from the street, and screened with substantial landscaping.
- Architectural Elements: Balconies provide private open space and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated with the building and not “tacked on”.

## **B. Compliance with Design Guidelines**

### **1. Scale**

#### a. DRB Discussion

The DRB expressed a preference for massing Option 3 at the Conceptual Design Conference. Other design direction provided by the DRB included:

- Request for applicant to provide detailed elevations of each building type and a 3D massing model for the site.
- Add variation to the unit entrances, decks, and patios.

- Look at relocating the commercial building closer to the project's main road. One idea discussed was to put it near the visitor parking between Buildings K and J.

b. Supporting Design Guidelines

The *Design Guidelines for Pedestrian Oriented Business Districts* contain the following policy statements that address the use of these techniques:

- Architectural building elements such as arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards should be encouraged.

c. Staff Analysis

As requested by the DRB, the applicant has pursued massing Option 3 and has provided detailed elevations of each building type for review (see Attachment 2). As requested, the applicant has added variation to the unit entrances, decks, and patios, and has relocated the commercial building between Buildings K and J. For information on variation on unit entrances, decks, and patios, please refer to pages 53, 57, 61, 66, 71, 76, 81, 86, 91, 96, 101, 106, 111, 116, and 121 of Attachment 2. The location of the commercial building can be seen on page 5 of Attachment 2.

*The DRB should provide input on the following items:*

- Has the applicant provided sufficient variation to the unit entrances, decks, and patios?

**2. Pedestrian and Vehicular Access**

a. DRB Discussion

The DRB provided the following direction regarding pedestrian and vehicular access:

- Provide additional sidewalks along the road or look at shifting the sidewalk to the south side of the road to provide better site connectivity.

b. Supporting Design Guidelines

The *Design Guidelines for Pedestrian Oriented Business Districts* contain the following statements that pertain to vehicular and pedestrian access:

- Commercial developments should have well defined, safe pedestrian walkways that minimize distances from the public sidewalk, the Cross Kirkland Corridor and Eastside Rail Corridor, and transit facilities to the internal pedestrian system and building entrances.

c. Staff Analysis

The applicant has responded to the Design Review Board's direction to provide better site connectivity by proposing to include additional sidewalks along the southern side of the road (see Attachment 2, page 6). Moreover, the applicant has delineated a clearer primary pedestrian path through the site and has consolidated a few of the other secondary pedestrian pathways through the site.

*The DRB should provide input on the following items:*

- Has the applicant provided sufficient site connectivity internally and to/from the Cross Kirkland Corridor?

### 3. **Open Space and Landscaping**

#### a. DRB Discussion

The DRB provided the following direction regarding open space and landscaping:

- Request for further detailed information regarding hardscape plans for all active amenity spaces.
- Request for further detailed information regarding landscape plans for all active and passive areas.

#### b. Supporting Design Guidelines

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

- KZC Chapter 95 requires that a landscape plan be approved as part of the Design Review Process.
- The placement and amount of landscaping for new and existing development should be mandated through design standards. Special consideration should be given to the purpose and context of the proposed landscaping. The pedestrian/auto landscape requires strong plantings of a structural nature to act as buffers or screens.
- The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's favorable qualities and screens its faults.
- Along the Cross Kirkland Corridor and the East Side Rail Corridor, landscape design should screen where necessary, but generally soften the edge between the public and private space to integrate and complement corridor functions.

#### c. Staff Analysis

The applicant has provided detailed information regarding hardscape plans for all active amenity spaces (see Attachment 2 pages 12, 24). The applicant has provided detailed landscaping plans for the site (see Attachment 2 pages 26-37). The larger more structural trees such as the Douglas Firs and Accolade Elms have been proposed to be planted along the northwestern and northern portions of the site, which will act as a buffer from the industrial uses below the slope and the I-405 freeway. Around the primary and secondary pedestrian paths, the applicant has opted to plant the smaller ornamental trees.

*The DRB should provide input on the following items:*

- What changes are needed to the landscape plan?
- Are there other opportunities for landscaping?
- Are further details on the active amenity spaces required at this time?

### 4. **Building Materials, Color, and Details**

#### a. DRB Discussion

The Design Review Board requested the applicant provide building material details at the design response conference.

a. Staff Analysis

Attachment 2, pages 49-122 contain color elevation drawings and callouts for the proposed building materials. The DRB should provide feedback to the applicant regarding the proposed materials and colors. The DRB should discuss whether additional or larger samples of materials and colors should be provided at the next Design Response Conference.

C. Minor Variations

a. Applicant Request

KZC Section 142.37.1.c allows an applicant to request minor variations to the land use buffer requirement in the TLBD zones. The DRB may grant a minor variation only if it finds that the following are met (KZC Section 142.37.4):

- The request results in superior design and fulfills the policy basis for the applicable design regulations and design guidelines;
- The departure will not have any substantial detrimental effect on nearby properties and the City or the neighborhood.

A five-foot-wide landscaped strip with a six-foot-high solid screening fence or wall is required. Specific planting requirements are detailed in KZC 95.42, and include a mix of trees, shrubs, and groundcovers. The applicant has requested the following minor variation:

- To utilize the existing steep slope and vegetation as the land use buffer.

The applicant's response to the minor land use buffer variation criteria above can be found in Attachment 4.

b. Staff Analysis

Along the southern property line, the topography of the site drops dramatically from the RS 8.5 zone to the subject property. Currently, the relief on the slope is approximately 40' from the single-family uses in the south to the existing structures on site. When the site is constructed, the units below the slope will be raised upon retaining walls, which will make the difference in height from the slope to the ground above the walls around 20'-30', with the shallower depths along the southwestern portion of units.

The top of roof of building BB, will be approximately the same height as the slope. The distance from the structures to the property line will range from 25 ft to 40 ft. Currently, the steep slope is comprised primarily of Douglas Fir, Alder, Big Leaf Maple, and Western Red Cedar trees with an understory of blackberry and western sword ferns. According to the applicant's tree retention plan (see Attachment 5), a majority of the significant trees on and at the base of the slope will need to be removed as part of the construction of the retaining walls and supported structures. The photos provided by the applicant show that some gaps in existing vegetation may exist, and further removal may make those gaps larger. According to the landscaping plan, several vine maples and other shrubs will be planted along the retaining walls. A cluster of bamboo has been proposed to be planted at the end of each driveway isles serving the dwelling units in this area.

Staff recommends approval of the minor variation on the condition that upon building permit submittal the applicant should show what vegetation exists on the slope and should propose further plantings along south of the retaining

walls and gabion basket to fill in gaps of vegetative screening of the proposed improvements from the neighboring property. This will result in a superior design as the width of the slope is far greater than the required buffer of 5 ft. The departure will not have any substantial detrimental effect on nearby properties and the City or neighborhood.

## VI. KEY ZONING REGULATIONS

The applicant's proposal is also subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, Fire and Building Code, and Public Works Standards. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. Attachment 3, Development Standards, is provided to familiarize the applicant with some of these additional development regulations. These regulations and standards are not under the review authority of the DRB and will be reviewed for compliance as part of the building permit review for the project.

Development of the subject property is subject to the regulations for the TL 10 E (see Attachment 6). The following regulations are important to point out as they form the basis of any new development on the site. Below are some of the key zoning standards that apply to the development followed by staff comment in italics.

A. Permitted Uses: Permitted uses in this zone include, but are not limited to manufacturing, warehouse, retail, high tech, office, and residential (mixed-use).

*Staff Comment: The applicant is proposing a mixed-use development including residential and office uses. The proposal is consistent with the permitted uses for the TL 10E Zone.*

B. Setbacks: The TL 10E Zone requires a 10 ft setback from the front property line.

*Staff Comment: The applicant's proposal complies with the setback requirement. The applicant is required to demonstrate compliance with the City's setback requirements as part of any building permit.*

C. Height: The TL 10E Zone allows a maximum height of 80' measured above average building elevation.

*Staff Comment: The applicant has submitted a height calculation which has been reviewed by staff and complies as proposed. The applicant is required to demonstrate compliance with the City's height requirements as part of any building permit.*

D. General Regulation 5: Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.

*Staff Comment: KZC Section 115.24 contains supplemental development standards for properties that adjoin the Cross Kirkland Corridor. The applicable standards from this section are:*

- *The minimum required yard is 10 feet as measured from the common property line with the Corridor. All outdoor use, activity or storage areas located adjacent to the Corridor shall comply with the minimum 10-foot required yard. Parking areas are subject to the requirements of KZC 115.115.*
- *Development adjoining the Corridor shall be designed to complement the public nature of the Corridor through the following site design and*

*pedestrian improvements. A pedestrian entrance facing the Corridor shall be provided with a pedestrian walkway connecting from the entrance to the Corridor. The walkway shall be installed pursuant to the standards of KZC 105.18(2)(a), except any stairs shall be equipped with a bicycle runnel. The Planning Official may modify the connection requirement where grade or other natural features preclude reasonable access to the Corridor.*

*The applicant has shown compliance with the required Cross Kirkland Corridor setback. The applicant is required to demonstrate compliance with the City's setback requirements as part of any building permit. The applicant has shown preliminary compliance with the pedestrian connection to the CKC requirements. The applicant has included a new connection that will be on the southwest portion of the site by the pickleball courts. The applicant will also build upon the existing trail that will connect to the site between Buildings B and C.*

- E. Special Regulation 2: Development must be located on property adjacent to the Cross Kirkland Corridor (CKC), and provide building and site orientation to the CKC.

*Staff Comment: The applicant has responded to this special regulation in a memo (see Attachment 7). Staff has reviewed the response and agree with the analysis. About 300' feet of the southwestern portion of the site fronts the CKC. This frontage contains topographic challenges with the hill sloping towards the CKC. Just south of this property line, Wetland 1 and its corresponding buffer occupy a large area of the property, which preclude development. Rather than orienting their a few residential structures along the CKC, the applicant has opted to site their recreation space along the frontage. This provides a transitional space between the public recreation trail and the onsite private recreation amenities. This will lend itself to providing equal access and opportunity for the new residents to connect with the trail.*

- F. Lot Coverage: The TL 10E Zone zoning regulations allow 80% lot coverage.

*Staff Comment: The applicant has submitted a lot coverage calculation which has been reviewed by staff and complies as proposed. The applicant is required to demonstrate compliance with the City's lot coverage requirements as part of any building permit.*

- G. Parking: The project is required to comply with the following parking standards:

- Residential
  - 1.2 stalls per studio unit
  - 1.3 stalls per 1 bedroom unit
  - 1.6 stalls per 2 bedroom unit
  - 1.8 stalls per 3 or more bedroom unit
  - Guest Parking: A minimum 10% of the total number of required parking spaces shall be provided for guest parking and located in a common area accessible by guests. If the required number of guest parking spaces results in a fraction, the applicant shall provide the number of spaces equal to the next higher whole number.
- Office:
  - 1 stall per 300 SF of gross floor area



*Staff Comment:* The applicant has provided a parking calculation, which has been reviewed by staff and complies as proposed. The applicant will be required to demonstrate compliance with applicable City parking requirements as part of any building permit.

- H. Landscaping & Tree Retention. Based on the proposed uses on the subject property and the adjoining existing residential use, a 5'-wide land use buffer is required along the southern property line planted pursuant to standards found in KZC Section 95.42.

*Staff Comment:* The applicant has submitted a minor variation request to the land use buffer requirement pursuant to KZC Section 142.37.1.a. Please see section V.C. for more information.

KZC Section 95.40.2 gives the City the authority to require the retention of existing trees and vegetation in order for a project to comply with City landscape requirements.

The applicant submitted a Tree Retention Plan (see Attachment \_\_) and landscape plan (see Attachment 2, page 26). The Tree Retention Plan was reviewed by the City's arborist.

- I. Stream Restoration Corridor: KZC section 55.91.4 (General Regulation 4) states that where a stream has been diverted into a pipe or culvert, development must not preclude future restoration of the stream to its historic corridor, removal of fish barriers, or the daylighting of the stream. The City may require the applicant to preserve 100 feet in width for the stream corridor. An increase in the allowable building height of 15 feet (beyond 100 feet of a low-density residential zone), shall be extended to those parcels required to preserve land for stream restoration. The placement of buildings, driveways and parking areas shall be located to enable stream restoration to occur.

*Staff Comment:* The applicant has submitted plans that follow the stream restoration corridor requirements. A 100-foot corridor has been provided.

- J. Critical Area Buffer Averaging Request: Per KZC 90.115, Buffer averaging may be applied to wetland and stream buffers.

*Staff Comment:* The subject property is encumbered by two onsite wetlands and a portion of Forbes Creek that is daylighted offsite to the west of the property. The applicant has requested that buffer averaging be applied to the wetland and stream buffers that encumber the subject property. The applicant has responded to the applicable criteria and have provided plans that adhere to the buffer averaging they have requested. Prior to DRB approval, the buffer averaging request will be required to be approved or made a condition of approval since the proposed site plan is dependent on a reduced buffer width.

- K. Sidewalks. 120<sup>th</sup> Ave NE is a designated Collector type street. Therefore the sidewalk standards require a minimum 5' wide sidewalk along the entire frontage of the subject property abutting 120<sup>th</sup> Ave NE. The final sidewalk configuration should be approved through the design review process.

*Staff Comment:* Due to the nature of the subject property's frontage along NE 120<sup>th</sup> Ave NE, a sidewalk is not required to be built with this development.

## VII. STATE ENVIRONMENTAL POLICY ACT

SEPA is the state law that requires an evaluation of a development proposal for environmental impacts. The applicant has submitted an Environmental Checklist and the City is reviewing the application.

**VIII. PUBLIC COMMENT**

No public comment was received as of the date of this staff report.

**IX. SUBSEQUENT MODIFICATIONS**

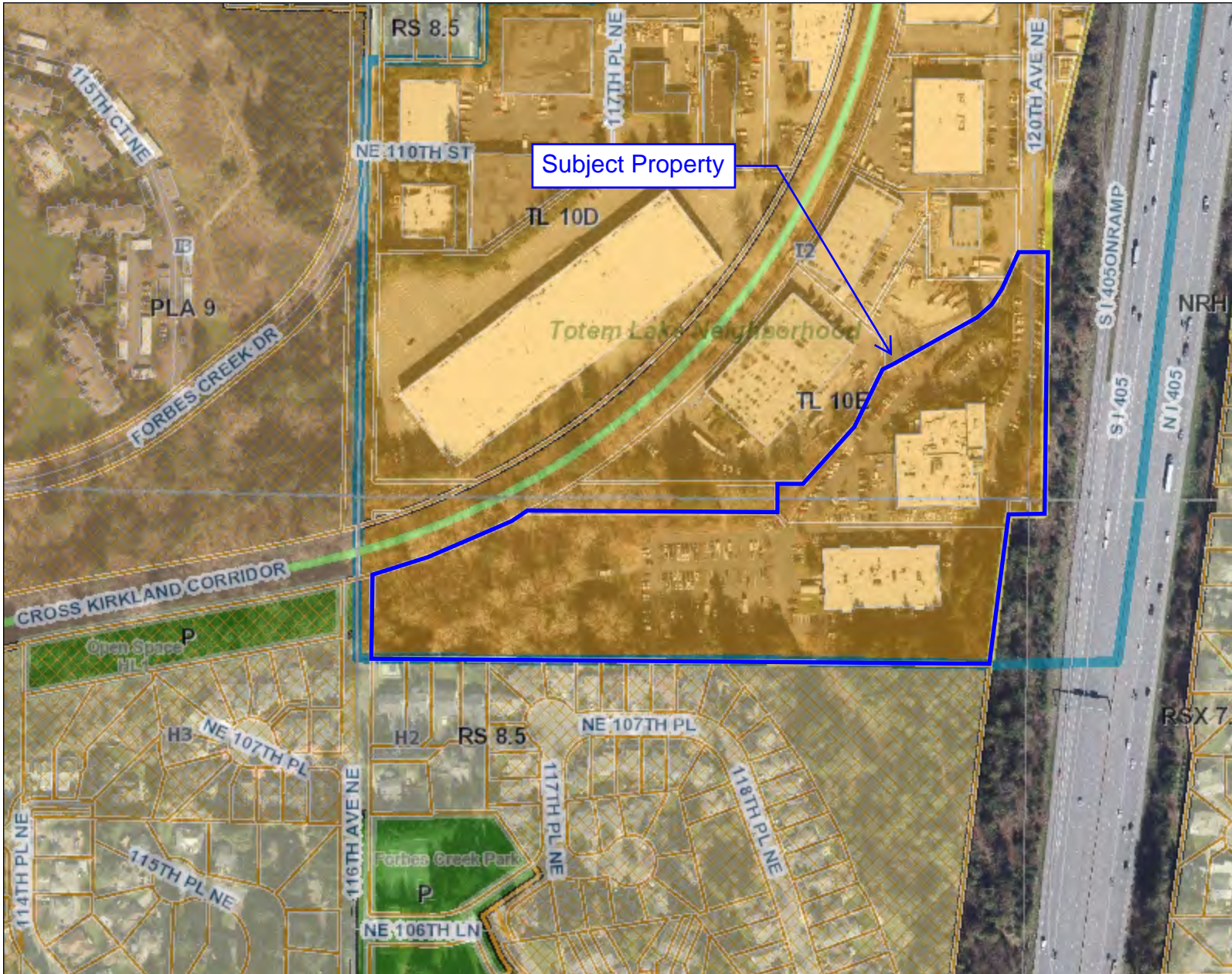
Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

**X. ATTACHMENTS**

1. Vicinity Map
2. Applicant Proposal
3. Development Standards
4. Minor Land Use Buffer Variation Criteria Response
5. Tree Retention Plan
6. TL 10 E Zoning
7. Response to Special Regulation 2



# Toll Brothers CKC Vicinity Map



- ### Legend
- - City Limits
  - Grid
  - QQ Grid
  - Cross Kirkland Corridor
  - Regional Rail Corridor
  - Streets
  - Parcels
  - Buildings
  - Lakes
  - Parks
  - Schools
  - Totem Lake Urban Center
- ### Overlay Zones
- (EQ)
  - (HL)
  - (HP)
  - Planned Unit Development
  - Design District
- ### City Zoning
- Commercial
  - Industrial
  - Transit Oriented Development
  - Office
  - High Density Residential
  - Medium Density Residential
  - Low Density Residential

1: 3,533

Notes

**11**



NAD\_1983\_StatePlane\_Washington\_North\_FIPS\_4601\_Feet

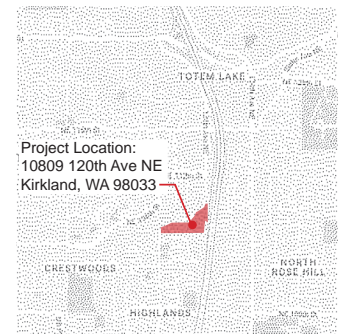
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# KIRKLAND CKC



## Sheet Index

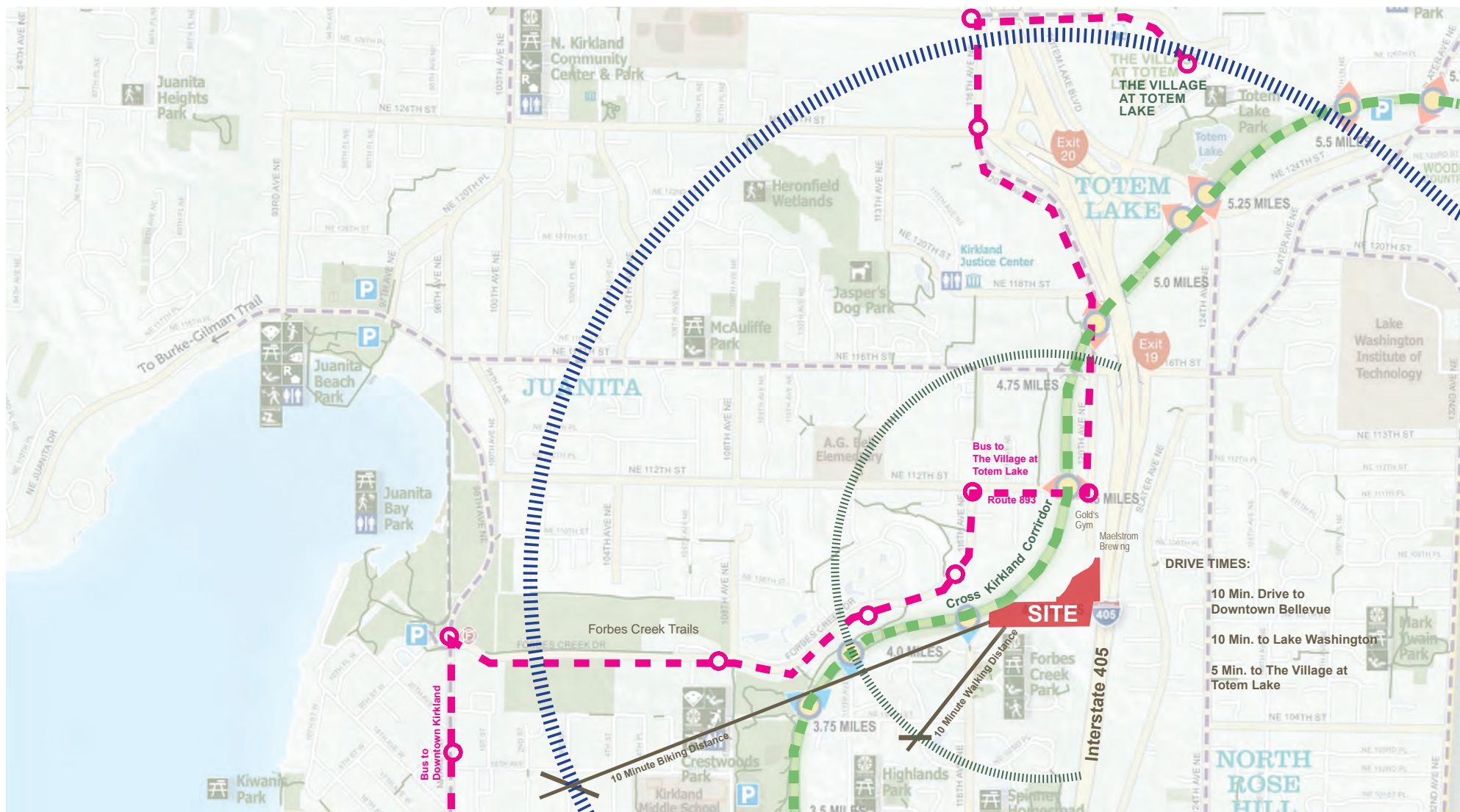
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50-57	Alley Loaded 2-plex
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63-77	Alley Loaded 4-plex
78-87	Front Loaded 5-plex
88-117	Alley Loaded 5-plex
118-122	Alley Loaded 6-plex



## Cover Sheet

1





Proximity Map

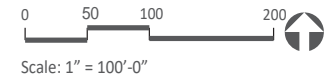
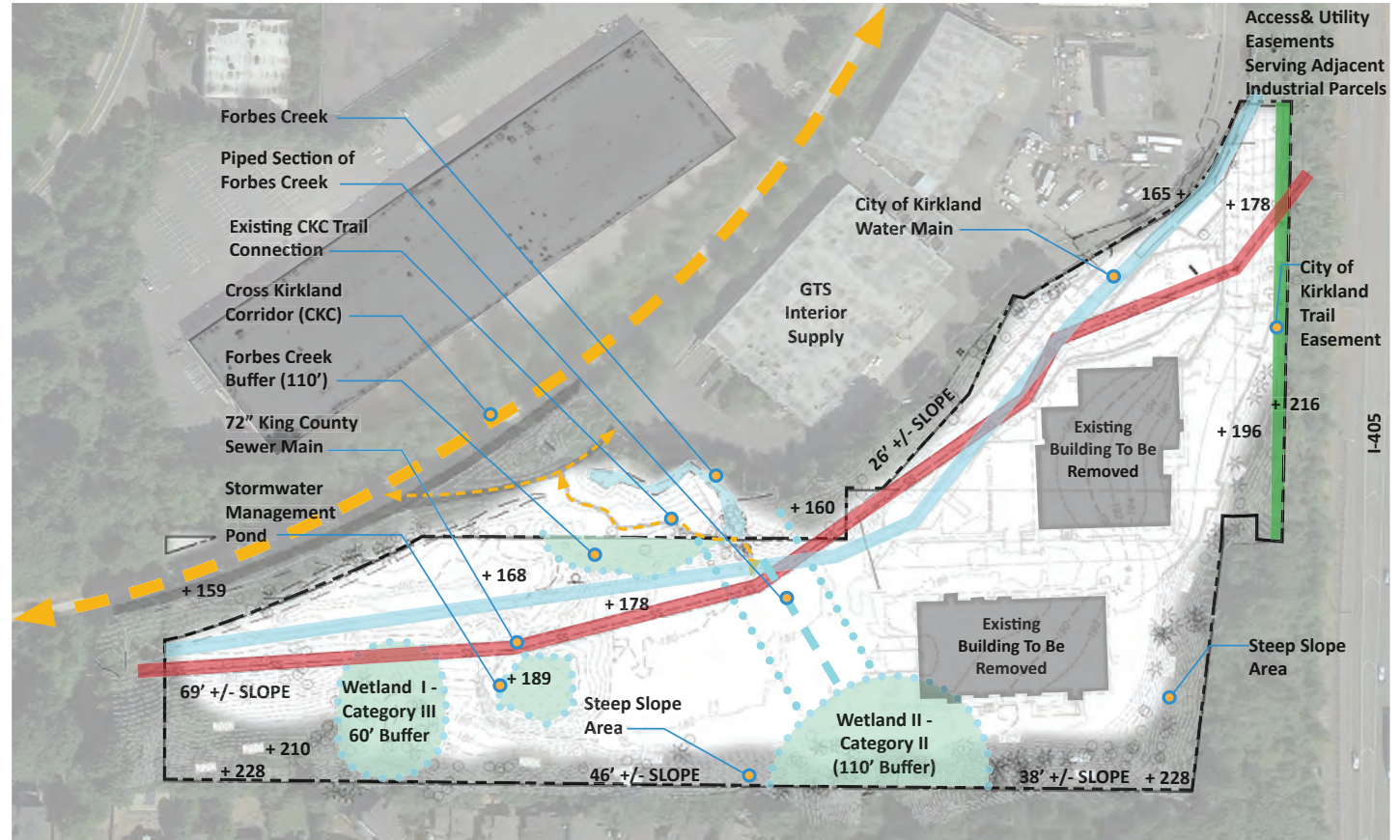


### Site Context

3

### Existing Conditions:

- The site is occupied by two light industrial buildings with a parking lot.
- The Cross Kirkland Corridor is immediately adjacent to the site with existing access to the trail.
- I-405 is located along the eastern boundary, but is sheltered from the site by a wooded slope.
- The ForbesCreek buffer runs diagonally through the site .
- Steep slopes of 15+/% border the site at the south and eastern boundaries.
- Existing light industrial uses to the north sit below the site.
- A regional 72-inch sewer main runs the length of the site.
- A wetland area has been identified in the western portion of the site.

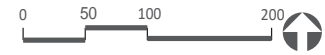


### Site Analysis

PROPOSED TOWNHOMES:	121	
<b>FRONT LOAD UNITS</b>		
5-UNIT BLDG.	2 (10)	
4-UNIT BLDG.	1 (4)	
<b>ALLEY LOAD UNITS</b>		
6-UNIT BLDG.	1 (6)	
5-UNIT BLDG.	15 (75)	
4-UNIT BLDG.	4 (16)	
2-UNIT BLDG.	5 (10)	
TOTAL UNITS:	121	
Parking Classification	Criteria	Quantity
Res Parking Spaces Required*	121 units	218 spaces
Res Parking Spaces Provided**	121 units	242 spaces
Guest Parking Required***	218 spaces	22 spaces
Commercial Parking		
Spaces Required****	880 sf	3 spaces
Total Guest/Commercial Required		25 spaces
Guest/Commercial Parking Provided		26 spaces
Total Parking Required		243 spaces
Total Parking Provided		268 spaces
* KZC 35.40: 1.8 spaces per unit for 3+ bedroom units		
** 2 garage parking spaces provided per unit		
*** KZC 105.20: 10% of required for guest parking		
**** KZC 55.93: 1 space per 300 sf office or similar use		
<b>SITE DATA</b>		
LOT SIZE: 499,097 SQUARE FEET		
<b>COVERAGE CALCULATIONS:</b>		
-	BUILDINGS:	106,668 SQUARE FEET
-	ROADWAYS/AUTO-COURTS:	72,197 SQUARE FEET
-	DRIVEWAY APRONS:	11,665 SQUARE FEET
-	SIDEWALKS/WALKWAYS:	38,619 SQUARE FEET
-	TOTAL COVERAGE:	229,149 SQUARE FEET
ON-SITE DISTURBED AREA: 323,102 SQUARE FEET (65%)		
<b>PROPOSED USE/GROSS SQUARE FOOTAGE:</b>		
THE PROPOSED USE INCLUDES A TOTAL OF 121 SINGLE FAMILY RESIDENTIAL TOWNHOME UNITS TOTALING APPROXIMATELY 244,000 SQUARE FEET OF RESIDENTIAL LIVING SPACE.		



- 1** PROPOSED CONNECTION TO CROSS KIRKLAND CORRIDOR
  - 2** RECREATIONAL OPEN SPACE WITH FOOD TRUCK PLAZA AND PICKLEBALL COURT
  - 3** CHILDRENS' PLAYGROUND
  - 4** EXISTING SENSITIVE AREA
  - 5** PASEO WITH PATIOS AND SHARED OPEN SPACE, TYPICAL
  - 6** PATH CONNECTION TO FORBES CREEK TRAIL
  - 7** PASSIVE RECREATION OPEN SPACE
  - 8** COMMERCIAL BUILDING
  - 9** PET AREA
  - 10** FEATURE TERRACED PLANTING AT SITE ENTRY
  - 11** EXISTING TRAIL TO REMAIN
- ===== TRASH BIN STAGING (DAY OF PICK-UP)  
..... ULTIMATE SENSITIVE AREA



Scale: 1" = 100'-0"

## Site Plan with Notes

5





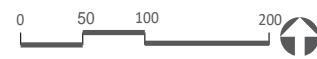
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PRIMARY PEDESTRIAN CIRCULATION

SECONDARY PEDESTRIAN CIRCULATION



Scale: 1" = 100'-0"

## Pedestrian Circulation Plan

6



Scale: 1" = 100'-0"

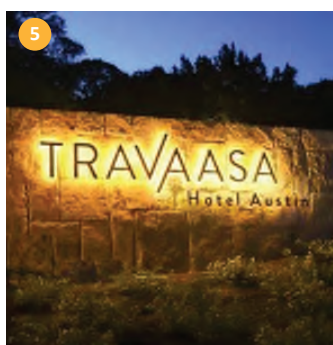
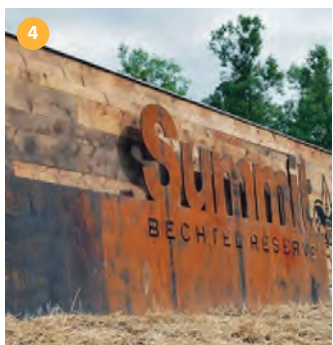
## View Directory

7

**Toll Brothers**  
America's Luxury Home Builder

**BLUELINE** **DAHLIN**

01-06-2023



- 1 WAYFINDING SIGNAGE - INDUSTRIAL MATERIALS
- 2 ALTERNATIVE PROJECT SIGNAGE - INDUSTRIAL MATERIALS
- 3 LANDSCAPE LIGHTING
- 4 PROJECT SIGNAGE - INDUSTRIAL MATERIALS
- 5 DRAMATIC SIGNAGE LIGHTING

## Entrance (Plan + Materials/Features)

8



- 1 VANESSA PERSIAN PARROTIA
- 2 EMERALD SPREADER JAPANESE YEW
- 3 ALL GOLD JAPANESE FOREST GRASS
- 4 HAMELN FOUNTAIN GRASS
- 5 LITTLE HENRY SWEETPIRE
- 6 GOLDSTRUM CONEFLOWER

## Entrance (Plan + Plant Palette)

9

**Toll Brothers**  
America's Luxury Home Builder

**BLUELINE**

**DAHLIN**

01-06-2023



- 1 ENTRY DRIVE
- 2 RESIDENTIAL ENTRY
- 3 PEDESTRIAN SIDEWALK
- 4 ENHANCED LANDSCAPING
- 5 TURFGRASS
- 6 BUFFERING LANDSCAPE





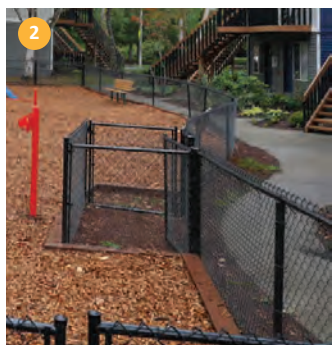
- 1 ENTRY DRIVE
- 3 PEDESTRIAN SIDEWALK

- 2 RESIDENTIAL ENTRY
- 4 AUTO-COURT

View 2 - East Amenity Space Looking Northwest

11





- 1 OPEN SPACE FOR PLAY AND GATHERING
- 2 DOG RECREATION SPACE
- 3 OPEN SPACE FOR FITNESS
- 4 STEEP SLOPE
- 5 VISITOR AND COMMERCIAL PARKING

## East Amenity Space (Plan + Materials/Features)



East Amenity Space (Plan + Plant Palette)

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- 1 COMMERCIAL BUILDING
- 2 COMMERCIAL BUILDING PATIO
- 3 RESIDENTIAL ENTRY
- 4 VISITOR AND COMMERCIAL PARKING

### View 3 - East Amenity Space Looking South

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