



CITY OF KIRKLAND
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425-587-3600

MEMORANDUM

To: Planning Commission

From: Scott Guter, AICP, Senior Planner
Jeremy McMahan, Deputy Planning and Building Director

Date: October 4, 2021

Subject: Bridle Trails Neighborhood Center Community-Initiated Amendment Request (Phase 2), File No. CAM20-00674

Recommendation

Receive a briefing on the Phase 2 Community-Initiated Amendment Request (CAR) by staff and the applicant, Totem Bowl & Investment, and provide direction on what topics and additional information the Commission would like to further study at the October 28th and subsequent Planning Commission meetings. The goal of these study sessions is not to decide on specific regulatory changes, but to guide staff in developing draft regulations that the Planning Commission will consider at a future public hearing.

Staff and the applicant anticipate a series of Planning Commission meetings to work through the issues identified below in advance of a public hearing. Staff recommends that future meetings start with broader issues of massing and height, and subsequent meetings work toward narrower issues like design guidelines and zoning details. Based on Planning Commission direction, staff will prepare draft amendments to the Zoning Code and Design Guidelines for consideration at a public hearing.

Background

Totem Bowl & Investment (Totem) has applied for a Community-Initiated Amendment Request (CAR) for a zoning text amendment. The text amendment would create a new use listing in the BCX zone that would allow mixed use development up to five stories in height consistent with the policies of the Bridle Trails Neighborhood Plan chapter of the Comprehensive Plan.

The City uses a systematic process to amend the Comprehensive Plan and Zoning Map or Zoning Code. There are two ways changes can be made. The City can initiate the change, or a CAR may be initiated by the public.

CARs may be made by an individual, property owner, neighborhood organization, or other groups. CARs are considered once every other year, during odd years. Each CAR that is submitted must go through a two-phase process. For Phase 1, the Planning Commission makes a threshold review of the CAR and recommends to the City Council if it should be considered further based on criteria specified in the Kirkland Zoning Code (see below). The City Council reviews the recommendation of the Planning Commission at a public meeting and determines if the request should be studied further. If City

Council approves the Phase 1 application for additional study, the CAR moves to Phase 2 following an application and payment of fees by the proponent. During the second phase, the merits of the proposal are evaluated, and potential options are considered. The Planning Commission holds a public hearing and makes a recommendation to the City Council. The City Council considers the recommendation and makes the final decision on the request.

Criteria for Amending the Zoning Code

KZC 135.25 establishes the following criteria for amending the text of the Zoning Code: The City may amend the text of this code only if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan; and
2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and
3. The proposed amendment is in the best interest of the residents of Kirkland; and
4. When applicable, the proposed amendment is consistent with the Shoreline Management Act and the City's adopted shoreline master program.

Phase 1 CAR Discussion

The Planning Commission held two meetings to consider the proposed Phase 1 CAR, on January 28, 2021 ([meeting materials](#)) and on March 25, 2021 ([meeting materials](#)). At the first meeting, the Planning Commission reviewed the request and received comment from counsel representing the Totem's neighboring property owner in the shopping center, ROIC Washington, LLC (ROIC) voicing concern over a proposal that would obligate ROIC to something specific (like a plaza in a specific location) that could interfere with a legitimate future improvement of their property. At the second meeting, the Commission discussed the joint commitments between Totem and ROIC and the following analysis by staff:

Staff Analysis of Joint Letter

Staff noted that the joint letter presented some challenges when trying to develop standards as set forth in Policy BT-7 because of the stated resistance to illustrating specific features within the shopping center. The Totem applicant is able to commit to more specificity because they are ready to redevelop their properties. ROIC is understandably less able to commit to more specificity because they have no near-term redevelopment plans and are concerned that obligating something specific (like a plaza in a specific location) could interfere with a legitimate future improvement (like a grocery store). The policy asks for a comprehensive and coordinated approach to commercial orientation, organization of uses within the subject property and along adjacent streets, massing forms, providing logical external and internal vehicular and pedestrian connections, plazas, gateway features, and other pedestrian-oriented amenities. This is the paradigm that BT-7 established, but it should be understood that the City should not expect the owners to provide illustration of concepts/regulations that might be perceived as contrary to the owner's interests. If the City concludes that an illustration or level of specificity is needed to implement a policy or regulation, then the City will need to develop that product. As with any legislative action of this nature, the

property owners and all members of the community will have the opportunity to participate in the public process of creating the regulations.

Planning Commission Recommendation

The Planning Commission concurred with staff's analysis and recommended that the CAR be allowed to proceed with further study. During deliberation, the Planning Commission noted that the City and the shopping center owners should be cognizant of any unintended consequences of drafting standards for the shopping center since redevelopment will occur in multiple phases. In particular, it was discussed that during early phased redevelopment the community may not receive the full set of expected amenities outlined in Policy BT-7. For example, redevelopment of a smaller parcel may not yield a grocery store. However, the regulations will need to include standards such that, as development is phased in over time, the community is assured that the benefits anticipated in Policy BT-7 will be achieved and that each phase includes tangible contributions of the required amenities.

Council Decision

At the April 20, 2021 meeting ([meeting materials](#)) City Council approved the Planning Commission's recommendation to proceed with Phase 2 study of the Community-Initiated Amendment Request.

Request

On August 3, 2021, the property owner of the TechCity Bowl site, Totem Bowl & Investment, submitted the Phase 2 CAR for the Bridle Trails Neighborhood Center properties located at 13005, 13033 and 13049 NE 70th Place and 6501 and 6615 132nd Avenue NE. The request is to develop a design program, development standards, and design guidelines for all properties within the Bridle Trails Neighborhood Center consistent with the Comprehensive Plan's Bridle Trails Neighborhood land use Policy BT-7. The applicant's reason for the proposal is to implement the land use policy to encourage the redevelopment of the shopping center and fulfill the neighborhood plan's vision.

Policy BT 7:

Encourage redevelopment of the Bridle Trails Neighborhood Center into a lively, pedestrian-oriented, transit-supportive, mixed-use residential and commercial neighborhood center.

Three-story mixed-use residential and commercial development is allowed and substantial commercial uses should continue to provide shops and services to the neighborhood. Commercial uses should be oriented to adjacent arterials with wide sidewalks and pedestrian pathways should connect uses on site and with adjacent properties. "[Design Guidelines for Pedestrian Oriented Business Districts](#)" should be used with careful attention to architectural scale, massing and upper story step backs, pedestrian orientation and connections, compatibility with surrounding residential uses and commercial uses across NE 70th St., building modulation, and use of materials to reduce the appearance of bulk and mass.

In addition to the above standards, allow mixed-use development up to five stories after the City Council has approved development standards, design guidelines, and a design program encompassing all properties within the neighborhood center. These development and design guidelines should address program requirements for such items as a minimum acreage threshold beyond which a grocery store and master sign plan would be required, pedestrian connections, vehicular access, types and organization of uses within the subject property and along adjacent streets, building and massing forms, children's recreation space, public amenities and the additional criteria/performance standards listed below:

- *Neighborhood-serving retail is provided and oriented to adjoining rights-of-way and internal pedestrian pathways, with a grocery store and mix of complementary uses such as hardware store, or drug store.*
- *Residential (rather than office) should be the predominant use on upper floors with a percentage of affordable housing units consistent with City standards.*
- *Green building standards and sustainable site standards are included in development.*
- *Taller building forms are located away from adjoining residential properties.*
- *Pedestrian-oriented design elements are incorporated into the development such as plazas to create public gathering spaces with public art, water features, and landscaping.*
- *Driveways are consolidated to minimize impacts on surrounding streets, adjacent residential uses, and to foster a pedestrian-oriented site design.*
- *Parking and transportation impacts are minimized to create a pedestrian-oriented neighborhood center.*
- *A master sign plan should be required to ensure attractive signage and wayfinding.*
- *A gateway feature is provided at the corner of NE 70th Pl. and 132nd Ave NE.*

Attachment 1 outlines the applicant's proposed approach to developing a design program, development standards, and design guidelines for the Bridle Trails Neighborhood Center. The proposal takes into consideration Policy BT-7, the Bridle Trails Neighborhood character, and community feedback from the applicant's community outreach. The proposal is divided into the following four categories: Uses, Massing, Parking & Transportation, and Public Benefits.

Analysis

The following is staff's analysis of the applicant's proposal by category. In addition, to assist the Commission with how building mass has been regulated in other areas of the City, staff provides specific examples of projects together with the zoning regulations that governed that building mass.

Applicant's Proposal

- Uses (Attachment 1, pages 14-17)

This section outlines the characteristics of what makes successful pedestrian-oriented retail and stacked residential design. Note that retail design features will generally be regulated by pedestrian-oriented elements and public improvements and site feature sections of the [Design Guidelines for Pedestrian-Oriented Business Districts](#). Staff agrees, and the existing design guidelines support, the concepts illustrated on page 16 for successful pedestrian-oriented retail. Page 17 of the applicant's packet presents what makes marketable apartments and is a primer for the applicant's approach to upper-story setbacks on page 22. Staff would agree that encouraging redevelopment means that the regulations need to make sense in terms of development economics. Staff would also note that Policy BT-7 supports development "up to five stories" based on the identified performance standards. See staff's analysis in the building setbacks in Massing section below.

An additional aspect of uses that will need further study is the orientation of retail uses that will lead to an integrated neighborhood center. Policy BT-7 directs retail to be "*oriented to adjoining rights-of-way and internal pedestrian pathways*". As discussed further in the massing section below, some framework for internal pedestrian circulation through the neighborhood center should be provided in the regulations and/or design guidelines and that framework should inform the orientation of uses as development is phased over time. For example, if the Totem Bowl site only has retail fronting NE 70th Street, the ground level uses on the south and east sides of that parcel may not relate well to current and future development of adjoining parcels. Regulations will need to guide activation of ground level floors with uses that contribute to the pedestrian experience contemplated in Policy BT-7.

- Massing (Attachment 1, pages 18-32)

The largest section of the applicant's proposal discusses approaches to massing using interrelated regulations such as building height, upper story setbacks, maximum façade width and setbacks.

- *Building Height (20-21)*

The applicant proposes to use the City's standard Average Building Elevation (ABE) for the site. The ABE approach takes a maximum height measurement from a weighted average of the existing site grades. On sloping sites, averaging means that buildings appear taller when viewed from the low portion of the site and lower when viewed from the high portion of the site. Given the current grades in this area, the approach may result in what appears to be a 6-story structure along 70th Street, which is the low portion of the neighborhood center (see bottom righthand image on page 20). This approach to regulating height may also result in taller buildings closer to adjoining residential properties near the northwest portion of the Totem Bowl site on NE 70th Place and 130th Avenue NE.

Below is the topography and general profile of the site's grade running north to south measured at the center of the neighborhood center.

Memo to Planning Commission
 Bridle Trails Neighborhood Center Community-Initiated Amendment Request (Phase 2)
 October 4, 2021



A total grade change of 31' from north to south ascends approximately 14' from NE 70th Street to southern property line of the Totem Bowl property then flattens and ascends again approximately 15' over the last 100' to the south

property line of the ROIC property. This grade corresponds with the applicant's grade profile on page 20 of Attachment 1.

If the Commission is concerned that the perceived building mass, particularly when viewed from adjoining residential properties and public streets, may exceed five stories as discussed in Policy BT-7, then staff would recommend approaches used elsewhere in the City where perceived building mass is a concern. Staff provides examples of how Kirkland regulates building height in those areas in the Massing Regulations in Kirkland section below.

- *Building Stepbacks (page 22)*

This section provides the applicant's approach to building stepbacks. The applicant is proposing a building modulation of 4' average. The imagery shown on page 22 shows two Kirkland projects: Voda apartments (on Park Lane), located in the CBD-1B zone, and Arete apartments (on Central Way), located in the CBD-7 zone. However, both of these zones have 20' stepbacks, with stepback averaging allowed in zones like CBD-1B. See staff's examples of how Kirkland regulates building stepbacks below.

- *Building Façade Width (page 23)*

This section shows the applicant's approach to breaking up building form along 132nd Ave NE and along NE 70th Street. Staff supports this approach, in conjunction with supporting design guidelines, as an effective tool to break up long building facades. The City has similar zoning regulating vertical definition in CBD zones in [KZC 92.30](#). However, this strategy would not necessarily result in the full separation of buildings as illustrated on page 23. Such breaks of large buildings into multiple smaller buildings would be the result of property lines, cross-site access corridors, or market factors. One approach to achieving that objective could work in concert with requiring through-block nonmotorized access corridors similar to other requirements in Kirkland and contemplated in pedestrian objective of Policy BT-7 (i.e. – two east-west corridors, one north-south corridor).

- *Building Setbacks (pages 24-32)*

This section profiles the surrounding streets, existing setbacks, proposed uses and proposed setbacks. Staff concurs with the applicant's general proposal, but it should be expanded to address NE 65th Street at the south end of the neighborhood center. The City's adopted connections map will require this street to be extended east to 132nd Avenue NE with future development. Additional analysis when considering street frontage regulations, and not necessarily just setbacks, should include loading areas for grocery and other commercial uses.

- Parking and Transportation (Attachment 1, pages 33-37)

This section describes the applicant's approach to parking. The applicant outlines the site's surrounding transit and bike routes, identifies the targeted demographic for middle-market renters, and provides a summary of comparative parking data to suggest a lower parking rate than currently required in the BCX zone. The applicant's transportation engineer is currently sharing with the City's transportation engineer

the data being used to come up with the reduced parking rate. Further data and discussion on the applicant's proposal will be discussed in subsequent Planning Commission meetings.

It should be noted that City has adopted State-mandated zoning code provisions for reduced parking rates for studio and 1-bedroom units near high frequency transit service. Route 245 meets the zoning requirements of high frequency for senior housing and market rate multifamily dwelling units. Route 225 meets the zoning requirements of high frequency for very low-income households or extremely low-income households. The applicant is also seeking reduced parking rates for units greater than 1-bedroom.

- Public Benefits (Attachment 1, pages 38-46)
- This section begins the discussion on what public benefits are the best fit for this neighborhood center such as providing greenway connections with enhanced streetscapes of adjacent right-of-ways, public plazas, location specific design guidelines, and sustainable performance standards. This section will need continued development through the subsequent Planning Commission meetings. Staff supports the need to connect greenways with pedestrian improvements external to the site. Future zoning should establish internal pedestrian connections and open space requirements. Design guidelines for the neighborhood center should be integrated into the [Design Guidelines for Pedestrian-Oriented Business Districts](#) where warranted. Sustainable performance standards should be aligned with the goals and actions adopted in the City's [Sustainability Master Plan](#).

Massing Regulations in Kirkland

The following are some profiles of projects within Kirkland and a summary of the applicable zoning regulations that established that massing. The intent is to give the Planning Commission an overview of the tools that have already been created in the community and the resulting development. These should help the Commission apply these principles to the BCX zone to achieve desired outcomes.

Bartell's Site



A 4-story mixed use commercial residential development located at the corner of 3rd Street and Central Way is within the CBD-7 zone. CBD-7 has a 20' setback from Central Way, but allows a 0' setback for one-story of retail as an incentive for pedestrian-oriented uses. Note, this is the same zone as Arete Apartments shown in the applicant's packet. The maximum building height is 41' above ABE. Both the Bartell's and Arete received minor modification approval from the Design Review Board for minor setback encroachment in the upper stories.

Voda Apartments



A 5-story mixed use commercial residential development located on Park Lane within the CBD-1B zone. The CBD-1B zone requires upper stories to maintain an average setback of at least 20' from the front property line (uses [Plate 35](#) Total Upper Story Setback Area calculation). This flexibility allows the project architect and the DRB to collaborate on the best arrangement of massing within a prescriptive formula. Note, this building is also shown in the applicant's packet. The maximum building height is 55' above each abutting right-of-way.

Lake Street Mixed Use



A 5-story mixed use commercial and residential building located on Lake Street South within the CBD-1B (same as Voda discussed above). In addition to the CBD-1A regulations discussed above, the zone requires that no portion of a building within 30' of Lake Street can exceed a height of 28' and that upper stories be setback 30' which may be reduced if project is providing public open space.

The Westwater Apartments



A 5-story mixed use commercial and residential building located on Lake Street South within the CBD-8 zone. The CBD 8 zone allows a maximum façade height of 3-stories above Central Way as measured from the midpoint of the façade. Because of the steep slopes in this zone, the zone establishes a formula for building height to follow grades up the hill to the north of the 3-story street wall.

Other Zoning Examples - Without Approved Projects

The following are summaries of zoning that regulate mass within commercial zones (KZC [Chapter 35](#)). These regulations were established in 2018 around the same time Bridle Trails neighborhood plan and Policy BT-7 was being developed. There are several parallels between the codes below and Policy BT-7.

- Inglewood Village Shopping Center (approximate 6-acre site) rezone Finn Hill Neighborhood Center (FHNC)

FHNC Zoning:

- Average 30' commercial use depth on the ground floor. Design Review Board may modify depth based on configuration of existing or proposed improvements and a design of the commercial frontage will maximize visual interest.
- Minimum 15' ground floor commercial height.
- Limits on visible street level parking, other uses permitted within the zone, and the amount of ground floor residential lobby area.
- 35' base allowance. Allows projects up to 55' above midpoint of the subject property on the abutting right-of-way if:

- Development is a minimum 5-acres
- Development includes 20,000 square feet of grocery store
- Office use only on ground and second floor.
- Development greater than 2-stories shall be stepped back an average 20' (uses a similar Total Upper Story Step Back Area calculation)
- Provides minimum 2,500 square foot plaza
- Inclusionary zoning (10% affordable with 4 or more dwelling units)
- Certified Built Green 5 star certified, LEED Gold certified, or Living Building Challenge.
- Includes a master sign plan
- Drive-in and drive-through facilities are prohibited.
- Houghton/Everest Neighborhood Center
HENC-1 Zoning:
 - A minimum 75% of commercial ground floor oriented to pedestrian-oriented street, a major pedestrian sidewalk, a through-block pathway or the Cross Kirkland Corridor (CKC).
 - After 2-stories an average 15' stepback (minimum 5') from buildings facing surrounding streets and CKC. Rooftop deck and garden structures are permitted within stepback with DRB review.
 - Safe pedestrian connections through site to CKC (uses [Plate 340](#) to show through-block pathways).
 - Minimum 14' sidewalk widths along surrounding streets.
 - Specified drive-in and drive-through allowance for gas station and drug stores.
 - Maximum 20% office use gross floor area with exception to specific locations
 - 30' above ABE or 35' above ABE if:
 - Development is a minimum 4-acres and contains a 20,000 square foot grocery, hardware, or drug store.
 - DRB Approval
 - Provides minimum 1,500 square foot plaza
 - Minimum 13' commercial floor height.
 - Residential density of 48 units per acre
 - Certified Built Green 5 star certified, LEED Gold certified, or Living Building Challenge.
 - Inclusionary zoning (10% affordable with 4 or more dwelling units)

Next Steps & Planning Commission Discussion Topics

The Commission should advise staff and the applicant on the following questions:

- What additional information would assist with further study of the code amendment?
- Based on materials provided by staff and the applicant, does the Commission have preliminary direction to staff for draft code amendments?

The following discussion topics are provided for consideration:

1. Uses: The scope of analysis provided by the applicant covers residential and retail uses. In addition:
 - a. The presumption in the application materials is that the provision of a grocery store and other large floorplate retail will be provided on the larger ROIC parcel in the center. That would suggest that the code set an acreage threshold where such uses are required of projects exceeding 3 stories. Is the Commission comfortable with that approach?
 - b. For other neighborhood-serving retail, staff recommends establishing locational, frontage, and depth expectations based on orientation to adjoining rights-of-way and internal pedestrian pathways as envisioned in Policy BT-7. Does the Commission have any initial thoughts arrangement of those uses?
2. Massing: The neighborhood center is surrounded by residential properties except for the park to the northeast and the office zone on the southeast corner. BT-7 policies call for taller building forms to be located away from adjoining residential properties. The application materials indicate and basic ABE approach to measuring height and a 4' upper story setback.
 - a. In terms of how maximum height is measured and how building form is stepped back in relation to these edge conditions, what specific approaches to massing regulations would Planning Commission like to focus on in the coming study sessions to implement the policy direction?
3. Parking & Transportation: In addition to parking are there any transportation topics, such as vehicular access that the Planning Commission want to discuss in upcoming study sessions?
4. Public Benefits: Are there any specific public benefits, such as internal pedestrian connections, public open space, sustainable site and building standards that Planning Commission would like to focus on in upcoming study sessions?

Further consideration of the amendments is scheduled for the next Planning Commission meeting on October 28th.

Attachments:

1. Applicant's Proposal

cc: File Number CAM20-00674

BRIDLE TRAILS NEIGHBORHOOD CENTER: PLANNING COMMISSION MEETING OCT. 14TH

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- Welcome, Team Introduction & Project History
- Neighborhood Outreach, Feedback, & Policy BT-7
- Uses
- Massing
- Parking and Transportation
- Public Benefits and Sustainability
- Questions and Discussion

BRIDLE TRAILS NEIGHBORHOOD CENTER TEAM

ATTACHMENT 1



Tom Wright
Owner
TechCity Bowl



Don Wells
Owner
TechCity Bowl



Meredith Holzemer
Development Consultant
Mill Creek Residential



Jessie Clawson
Partner
McCullough Hill Leary



Natalie Quick
Public Outreach
Natalie Quick Consulting



Amanda Keating
Partner
Weber Thompson

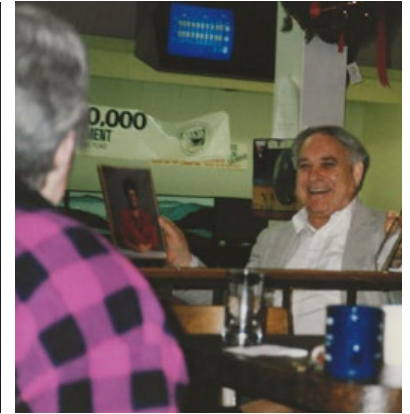


Maggie Carson
Associate
Weber Thompson

TECHCITY BOWL'S LONG HISTORY IN KIRKLAND

ATTACHMENT 1

- The Gaines Family have been involved in the Kirkland community as business owners and residents for almost 70 years
- Jim and Frieda Gaines purchased the Totem / TechCity Bowl property in the mid 1950's
- Through the years the family has added a few generations, and the business remains family owned and operated
- The infrastructure is aging, bowling as a sport has changed, and the family is looking at options to ensure the site is well cared for decades to come in the Bridle Trails Neighborhood



DEVELOPMENT PARTNER: MILL CREEK RESIDENTIAL ATTACHMENT 1

- Formed in 2010 by 30 former real estate partners; current nationwide portfolio valued at more than \$9 Billion.
- Seattle-area office has more than 2,300 apartment homes in nine communities in the Puget Sound region, with an additional 880 homes underway. Two prior communities were designed by Weber Thompson.
- Meredith Holzemer joined MCR in 2014 as Managing Director. She grew up on the Eastside and lives in Kirkland with her husband and two children. Meredith has a Master of Urban Planning degree from the University of Washington and more than 15 years of real estate experience.

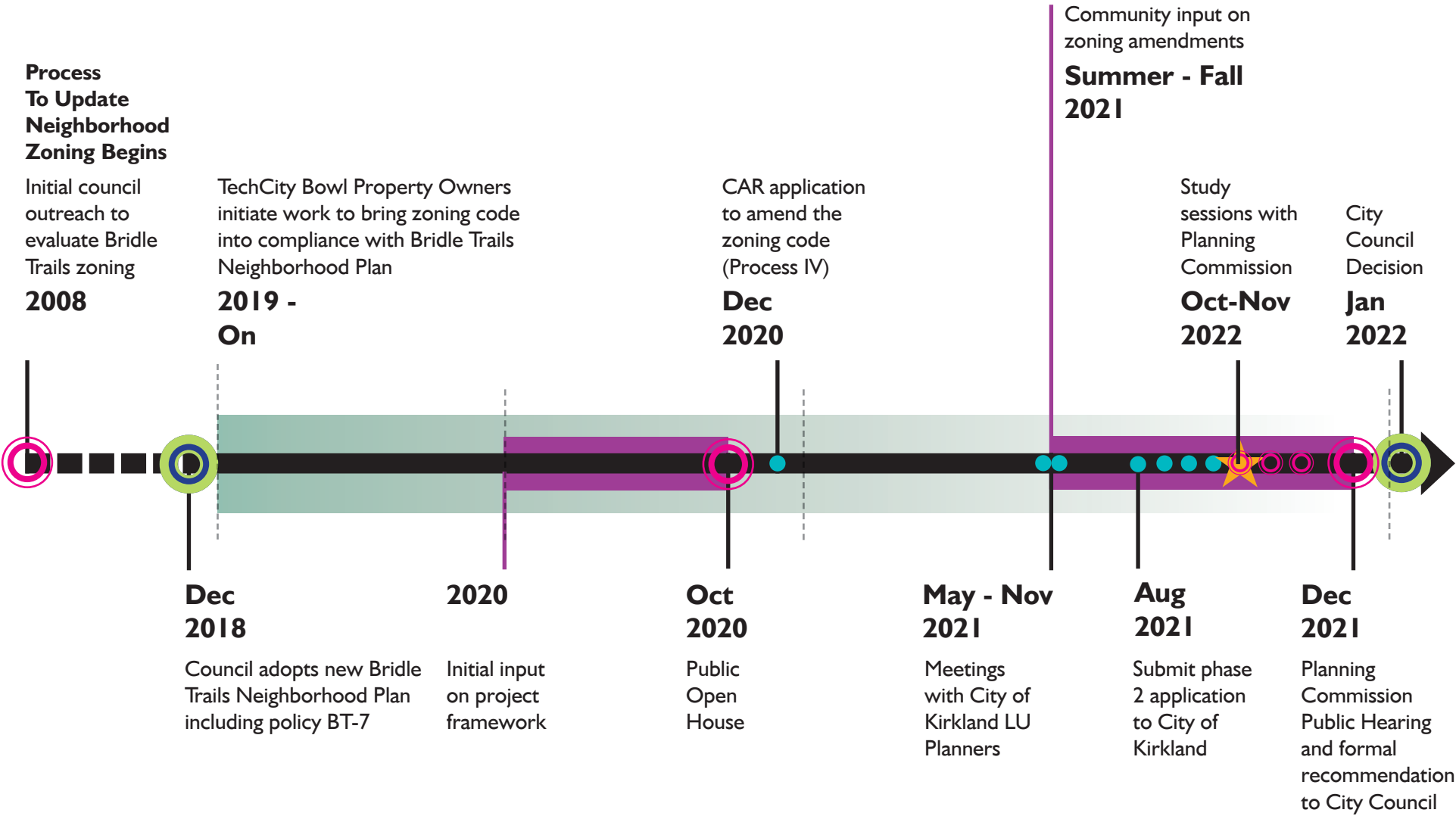


Modera Redmond, Redmond, Washington,
300 Apartment Homes, Mill Creek Residential

- Weber Thompson focuses on architecture, interior design, and landscape architecture. Award-winning local firm has developed a diverse practice including residential, commercial office, hospitality, high-rises, and affordable housing.
- Amanda Keating - Senior Principal: More than 25 years' experience in architecture and urban planning.
- Maggie Carson - Associate: More than 15 years' experience creating spaces ranging from retail and large mixed-use projects to affordable and market-rate residential.



Uptown Apartments at Kirkland Urban
Kirkland, Washington, Weber Thompson
185 Apartment homes, 185 Parking Stalls

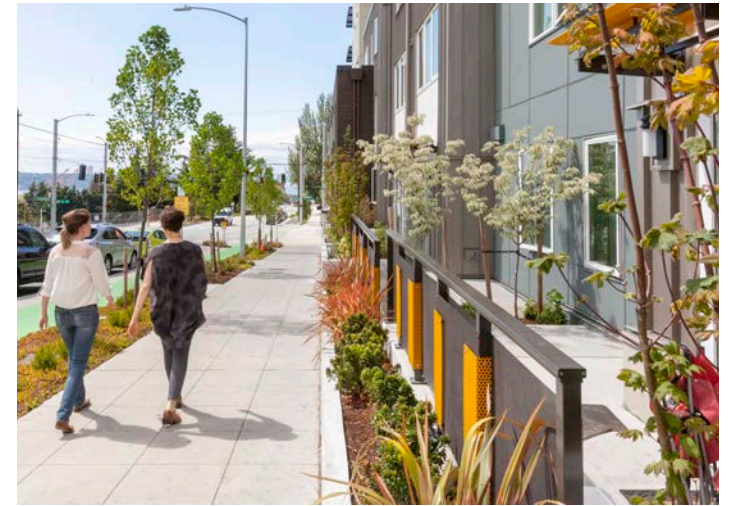


 We are here

GOOD DEVELOPMENT BUILDS UPON THE NEIGHBORHOOD

ATTACHMENT 1

Thoughtful redevelopment of the site needs to be consistent with the goals of the Bridle Trails Neighborhood Plan. It begins with the neighborhood in mind and focuses on the code amendments and zoning needed to help the Center redevelop over time.



WHAT IS POLICY BT-7 AND HOW DID IT COME ABOUT?

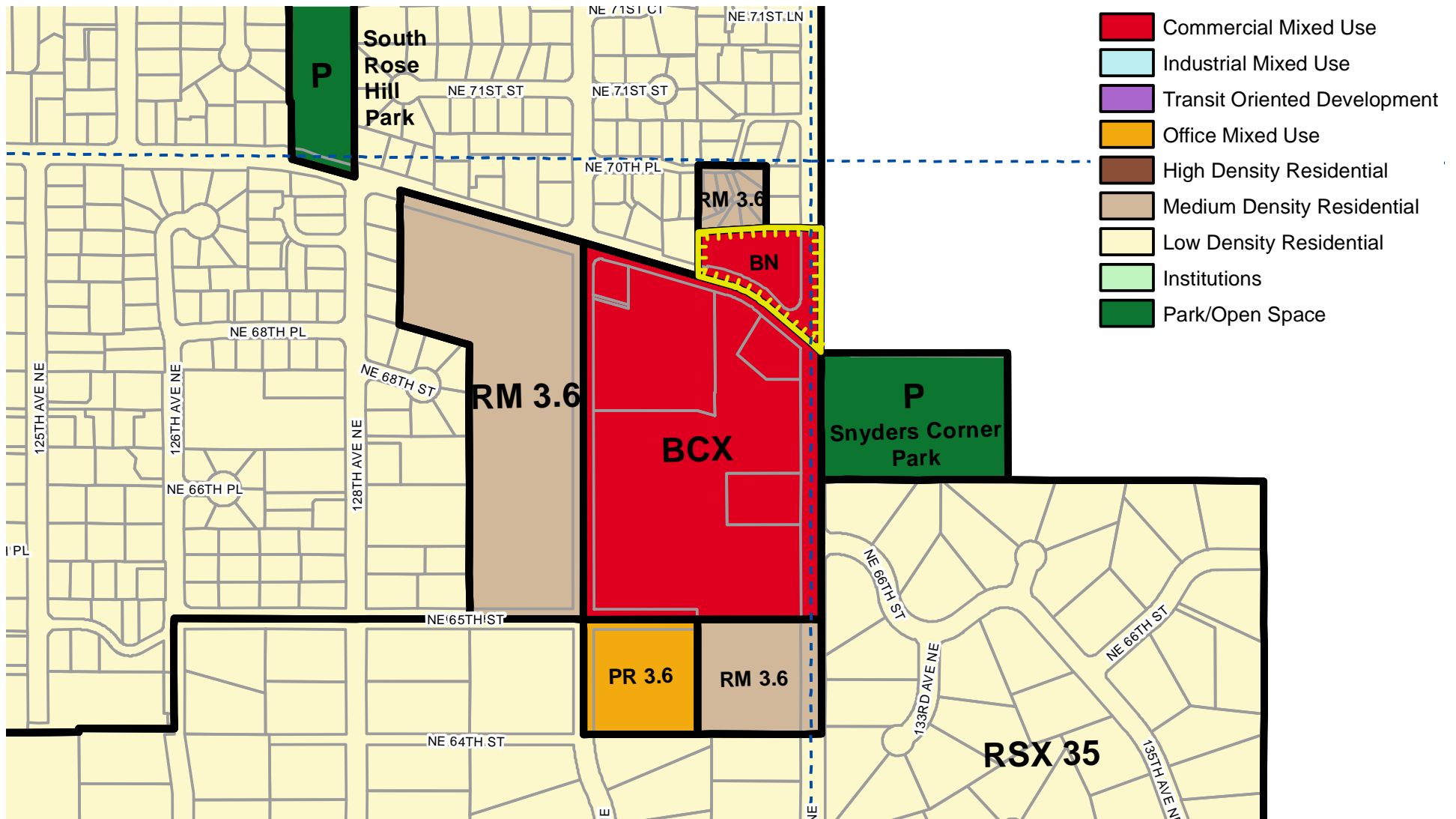
- The city of Kirkland and Bridle Trails Neighborhood worked together to create the Bridle Trails Neighborhood Plan, which outlines the vision for future evolution of the Bridle Trails Neighborhood Center in policy BT-7.
- Policy BT-7 was informed through extensive community involvement (2017) and adopted by the city in 2018.
- Redevelopment creates an opportunity for middle-market housing and along with it, more restaurants, shops, and services that benefit everyone.
- By incentivizing additional floors for development, the community has the ability to help shape the uses and quality of development allowed in redevelopment.



WHERE DOES NEIGHBORHOOD POLICY BT-7 APPLY?

ATTACHMENT 1

Bridle Trails Neighborhood Center, indicated in red, bears the label “BCX”. The zone is bordered by NE 70th St, 132nd Ave NE, and 130th AVE NE. It is mostly surrounded by medium density residential and other zones which buffer the single family uses from the Neighborhood Center.



How the new project benefits the neighborhood:

1. New local shopping and retail
2. Housing that allows community members smaller, affordable housing options in the neighborhood for those who want to downsize and not leave the area.
3. 10% Inclusionary Zoning
4. Improved street lighting and sidewalks
5. Public spaces to sit, gather and have coffee or food
6. New onsite children's recreation space
7. Greatly improved onsite sustainability measures that takes into account water run off, energy use, and indoor air quality
8. Site design consistent with the approved neighborhood plan
9. Transit supported Development - transit routes, greenways, and parking

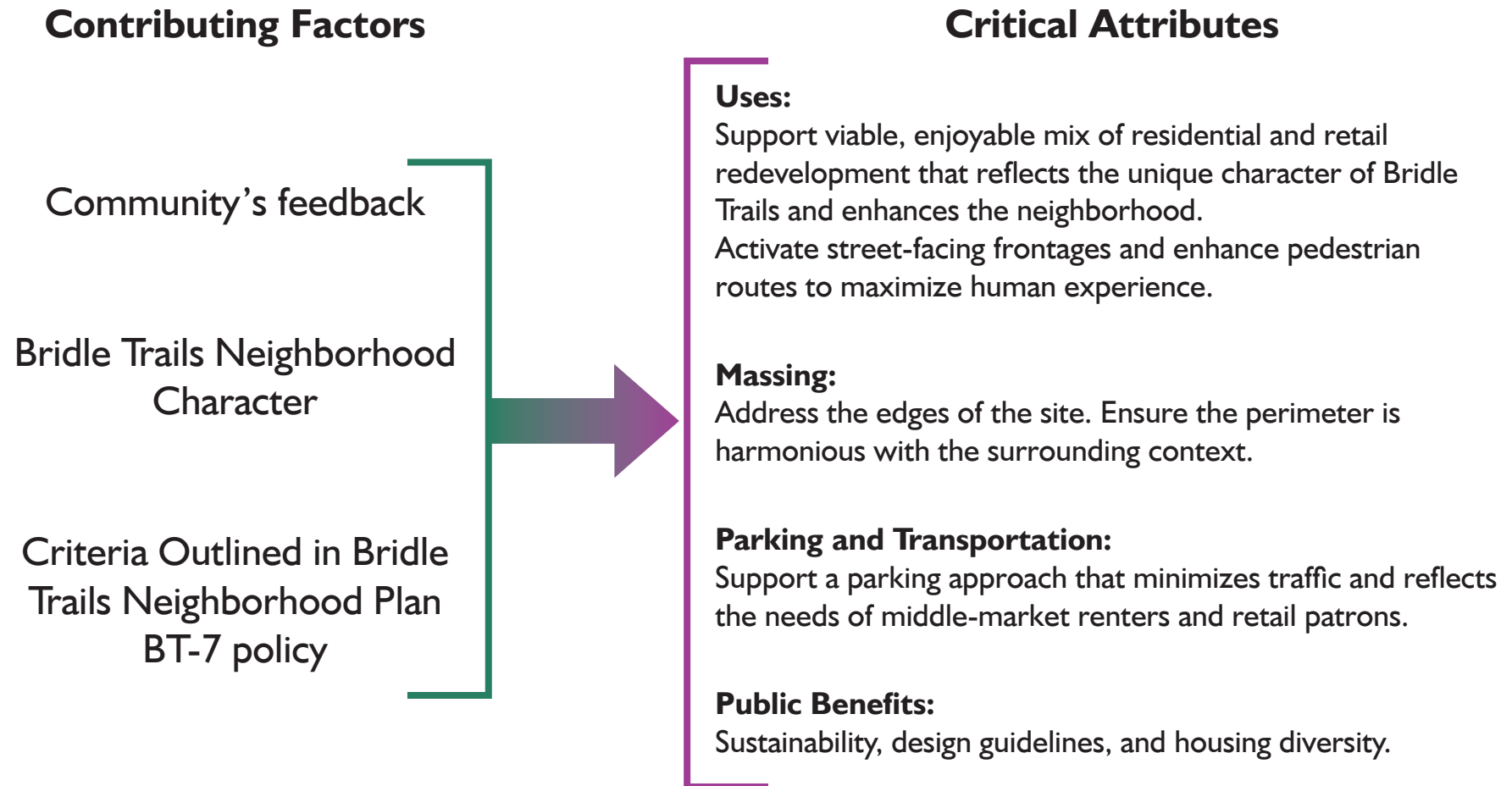


What we heard from the community so far (fall 2020 open house, survey, conversations)

- Bridle Trails Shopping Center is an important gathering place.
- Community character must be maintained.
- Respect the history of the center while looking towards the future.
- Kirkland needs more middle-market housing.
- Neighborhood commercial centers must maintain a vibrant mix of shopping and housing.
- The community is excited about the new restaurants and potential new grocery that could come with redevelopment.
- Existing Neighbors are excited about redevelopment along I 30th and how that might improve some of the “overnight” parking that occurs on the street currently due to its lack of use or pedestrian presence.
- Neighbors want to be sure they have convenient, easy parking when visiting the retail.
- The community wants to see thoughtful edge conditions for passersby and neighbors.
- Sustainability and managing storm water are important.

SHORT-TERM PREDICTABILITY & LONG-TERM FLEXIBILITY

Focusing on aligning design guidelines and adjustments to the zoning code with the goals on BT-7, character of the Bridle Trails Neighborhood, and needs of the community ensures redevelopment works with its surroundings now and in the future.



ENSURING A VIABLE, ENJOYABLE MIX OF RESIDENTIAL & RETAIL

Policy BT-7 outlines the following items to address regarding uses in redevelopment:

“Substantial commercial uses should continue to provide shops and services to the neighborhood.”

“Neighborhood-serving retail is provided and oriented to adjoining rights-of-way and internal pedestrian pathways, with a grocery store and mix of complementary uses such as hardware store, or drug store.”

“Residential (rather than office) should be the predominant use on upper floors with a percentage of affordable housing units consistent with City standards.”

Input from the Community and Existing Neighborhood Character

Neighborhood commercial centers must maintain a vibrant mix of shopping and housing.

Community character must be maintained.

The community is excited about the new restaurants and potential new grocery that could come with redevelopment.

Kirkland needs more middle-market housing.

New standards and guidelines should incentivize street retail and residential in ways that will promote their success.

WHAT MAKES PEDESTRIAN-ORIENTED, SUCCESSFUL RETAIL?

AMBIANCE & ACTIVITY

Retail should be primarily transparent to create interest along the street front and communicate functions and services.

EASY IDENTIFICATION

Retail signage and entries should be easy to see for both pedestrians and vehicles

EASE OF ACCESS

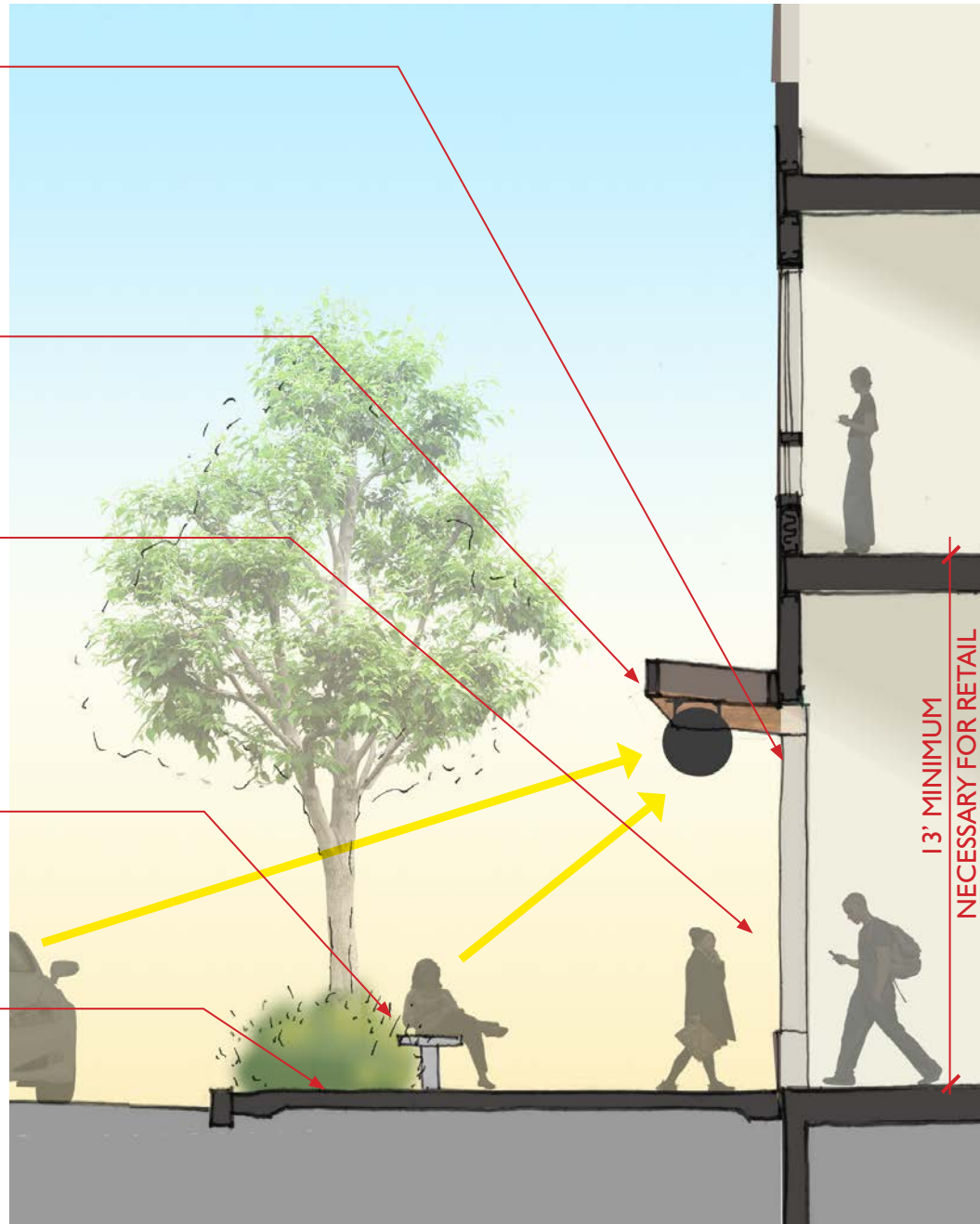
Entries should be easy to access from the public sidewalk. Sidewalks should be wide enough for pedestrian retail activity.

STREET AMENITIES

Benches, bike racks, trashcans, banners, planting, etc.

SAFE PEDESTRIAN AREA

Separate vehicles from the pedestrian walkway to reduce noise at the sidewalk and create a sense of pedestrian security.



WHAT MAKES COMFORTABLE, MARKETABLE APARTMENTS?

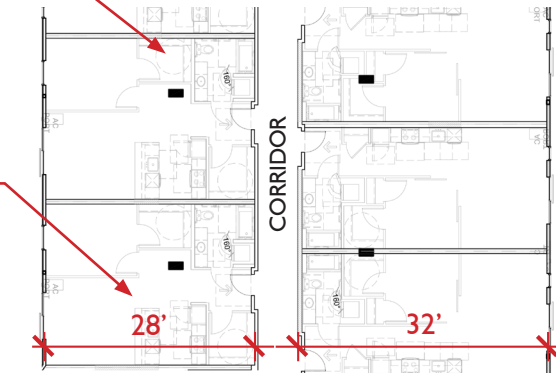
ATTACHMENT 1

DOUBLE LOADED CORRIDOR

Multi-family residential buildings like apartments work best when they are planned with a single corridor and apartments on both sides.

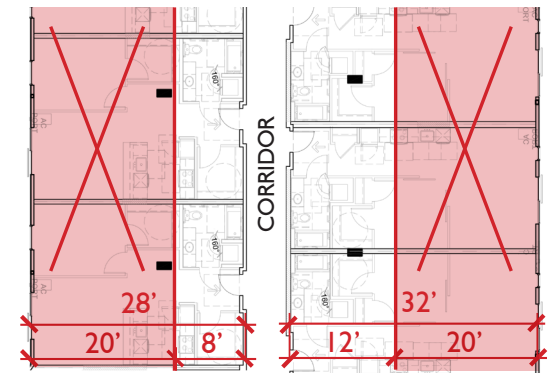
TYPICAL DEPTH

The ideal depth for an apartment unit is between 28 ft and 32 ft. This allows for necessary rooms while still ensuring sunlight can penetrate into the unit from the windows on the exterior wall.



Partial Plan

IMPACTS OF LARGE STEPBACKS

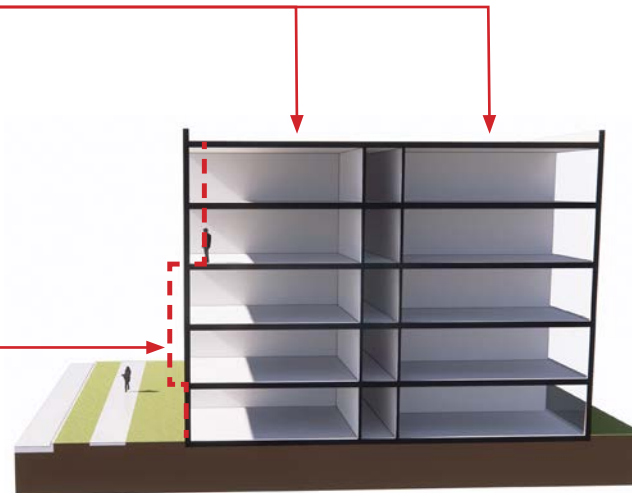


STACKED UNITS

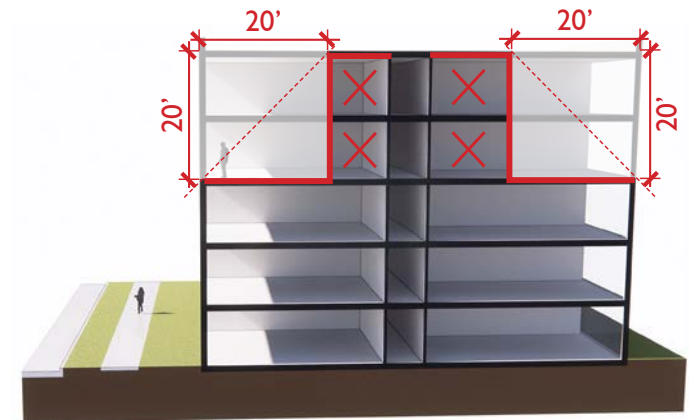
The unit types should be stacked vertically between floors. This allows for structural loads to stack (especially important in wood construction). It also allows for plumbing to stack vertically through the building (which reduces noise issues between apartments among other benefits).

LIMITED VARIATION IN STACK FACADE

Limited variation in depth (up to about 6 feet) can be accommodated along the exterior wall of unit stacks.



NOT VIABLE UNITS ON UPPER FLOORS WITH LARGE STEPBACKS



Large stepbacks from lower facades work against policy BT-7 by discouraging redevelopment with 5 floors.

BT-7 Policy: “Residential should be the predominate use on upper floors.” “Encourage redevelopment of the Bridle Trails Neighborhood Center into a lively... mixed-use residential and commercial neighborhood center.”

ENSURING HARMONY WITH CONTEXT & ENHANCING PEDESTRIAN EXPERIENCE

Policy BT-7 outlines the following items to address massing and streetscape:

“Design Guidelines for Pedestrian Oriented Business Districts” should be used with careful attention to architectural scale, massing and upper story step backs,... compatibility with surrounding residential uses and commercial uses across NE 70th St, building modulation, and use of materials to reduce the appearance of bulk and mass.”

“Taller building forms are located away from adjoining residential properties.”

“Pedestrian-oriented design elements are incorporated into the development”

Input from the Community and Existing Neighborhood Character

Bridle Trails Neighborhood streets are characterized by greenery and tall trees which make for pleasant places to walk or bike

The community wants to see thoughtful edge conditions for passersby and neighbors.

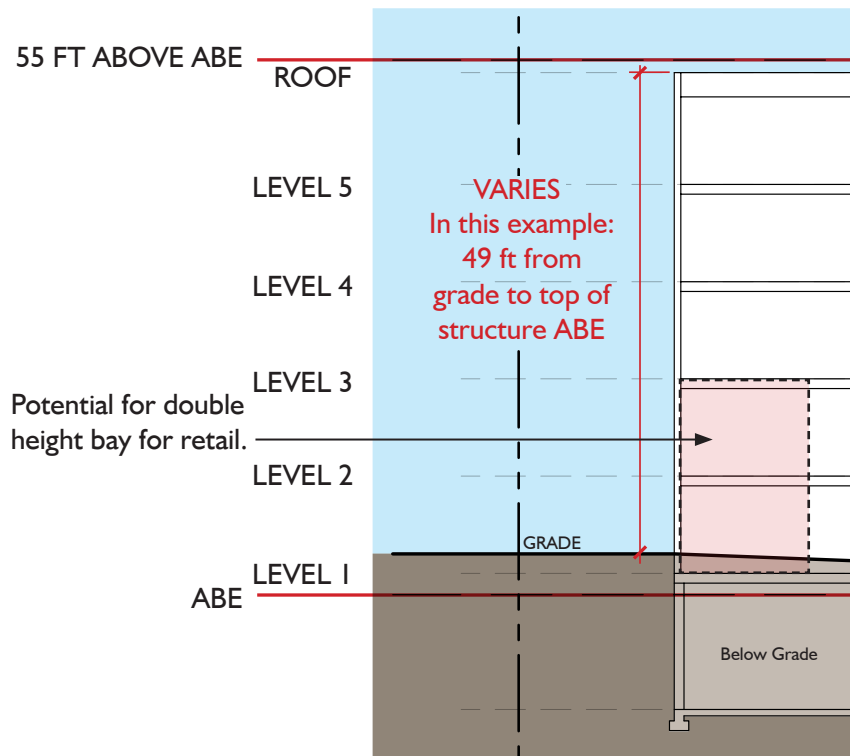
Community character must be maintained.

Existing Neighbors are excited about redevelopment along I 30th and how that might improve some of the “overnight” parking that occurs on the street currently due to its lack of use or pedestrian presence.

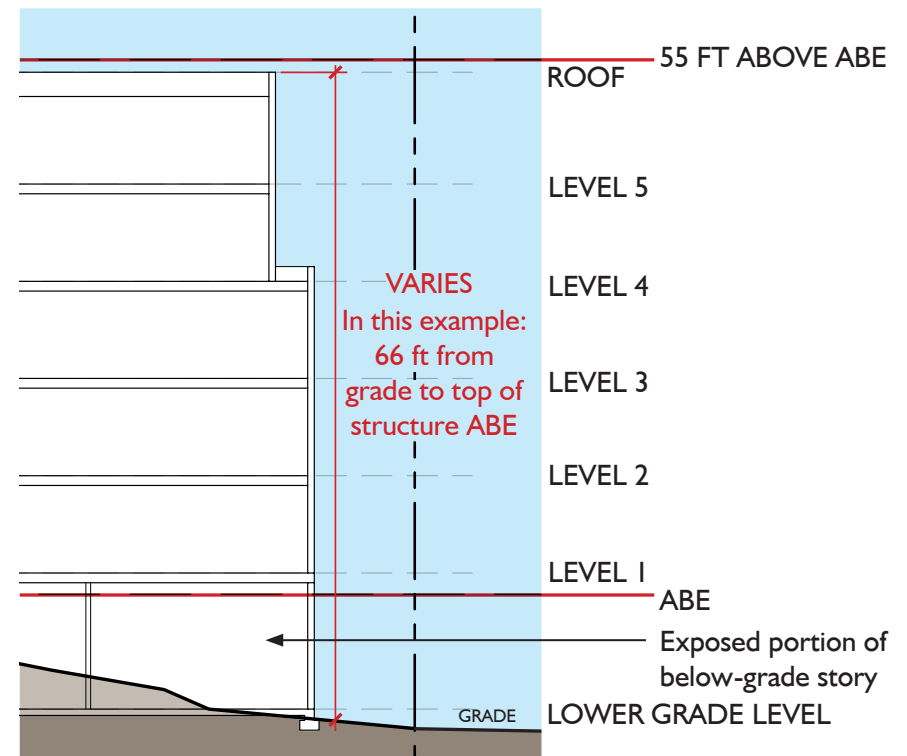
New standards and guidelines should sculpt the massing to be sensitive to adjoining residential areas, create human scale experiences and provide for desired retail and residential uses.

ABE places taller masses on the busiest, widest street, and shorter masses near residential context in the BCX zone.

- 55 feet is Kirkland's typical height for 5 story development. It allows for an appropriately taller retail level with shorter, residential levels above.
- Average Building Elevation (ABE) is the standard of height measurement in Kirkland. ABE takes variation in the topography into account when measuring structure height.
- Most of the BCX zone is relatively flat except along the northern boundary of the zone near 70th Ave NE.
- When relying on ABE, structures along 70th will appear taller because the grade is low. However, the same structures will appear shorter along 130th - adjacent to the residential street.



Example Building Section at Higher Grade



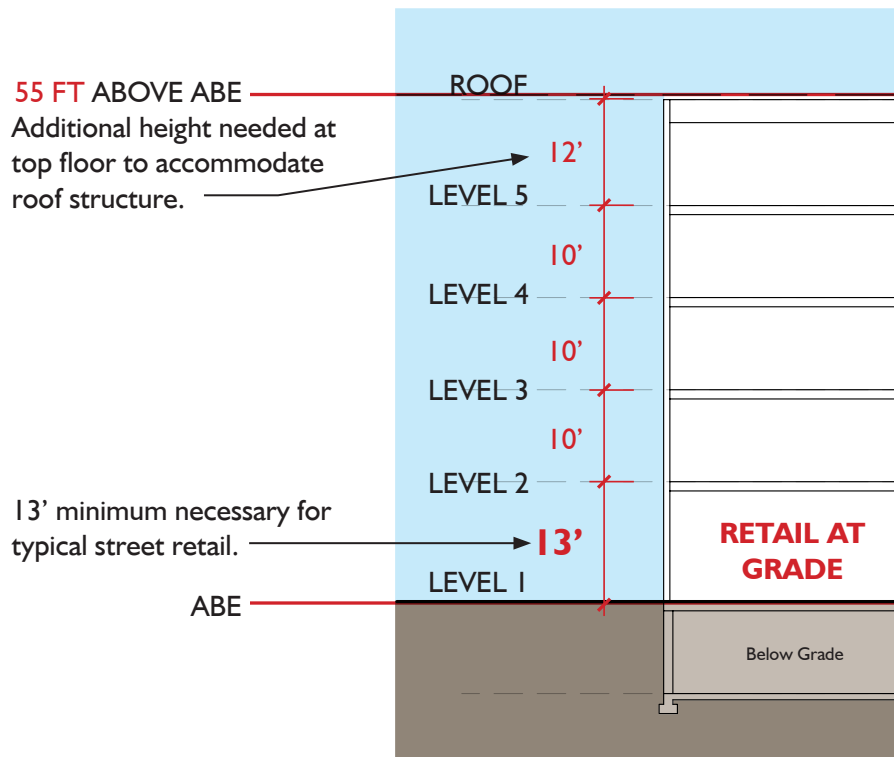
Example Building Section at Lower Grade (Along 70th)

GROCERY STORES, RETAIL & BUILDING HEIGHT

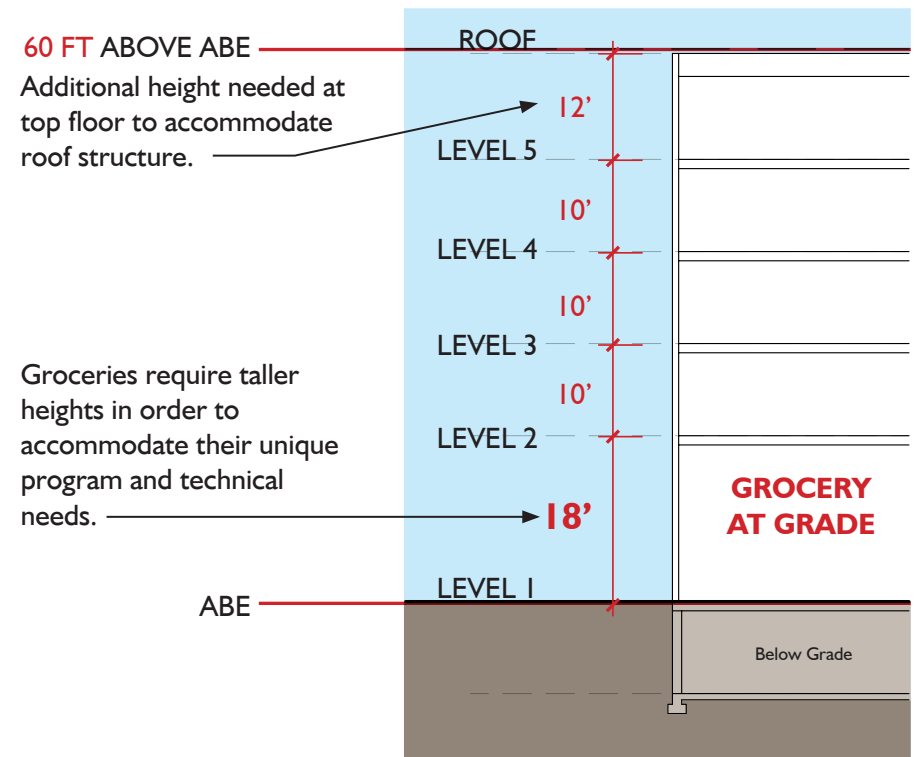
ATTACHMENT 1

When a grocery is included in a development, the height limit should be increased to 60 feet to accommodate the grocery.

- Typical street retail requires minimum 13 feet of height between floors to adequately function.
- Groceries require between 18 and 20 feet of height to adequately function.
- Policy BT-7 outlines increasing development up to 5 stories, and also requests a grocery store be provided within the zone.
- With a 55 foot height limit, a development could not both provide a grocery and desired residential.



Example Building Section: Typical Retail



Example Building Section: Grocery

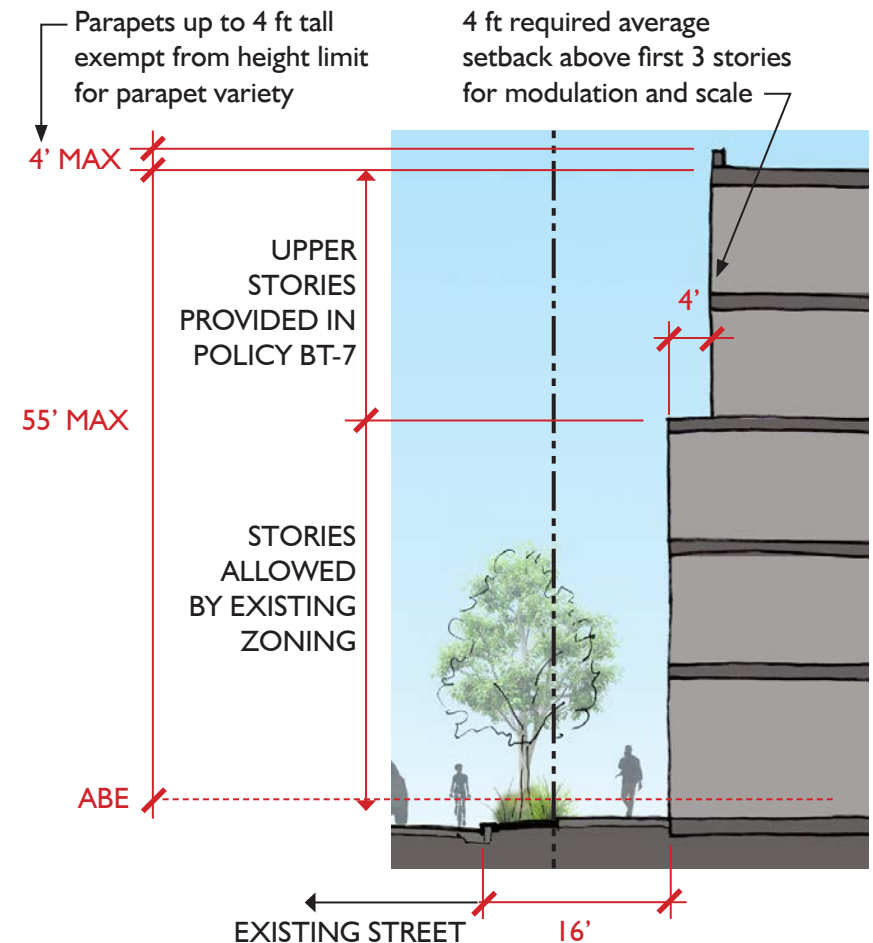
UPPER LEVEL STEPBACKS & ALLOWING VARIETY

ATTACHMENT 1



A 4' average upper level setback creates opportunities for variety while still ensuring modulation, and reduction in perceived building scale.

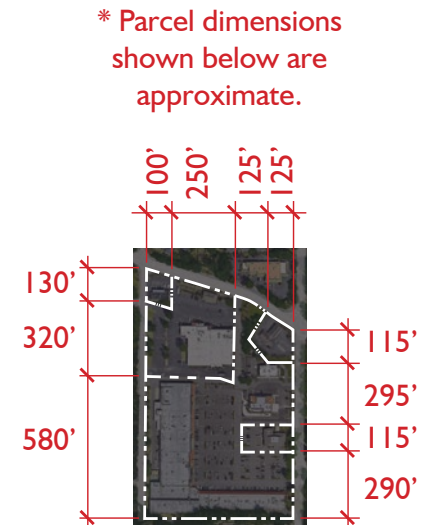
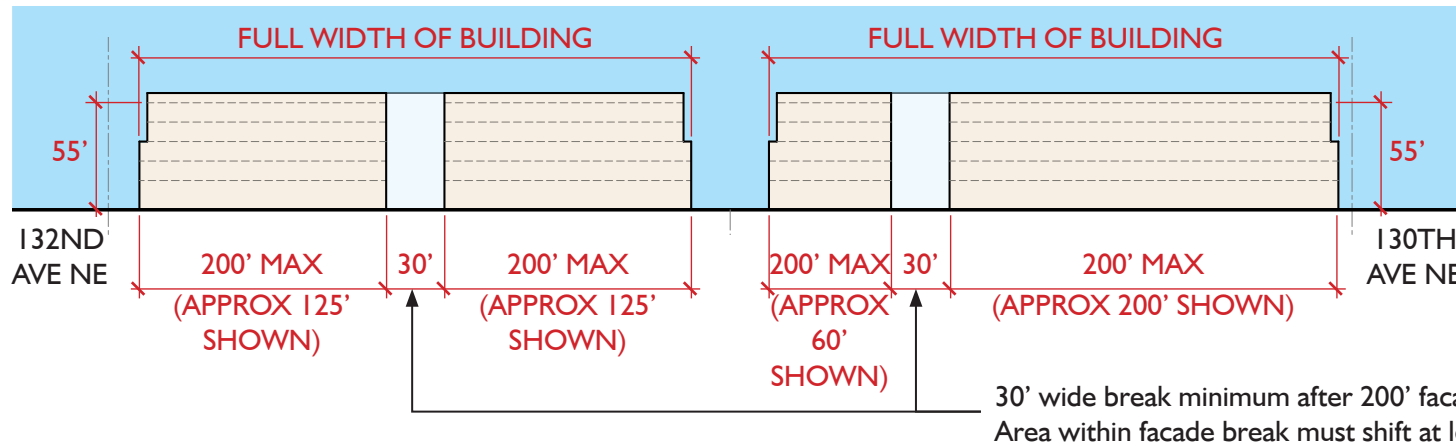
Building Facade Section at Public Streets



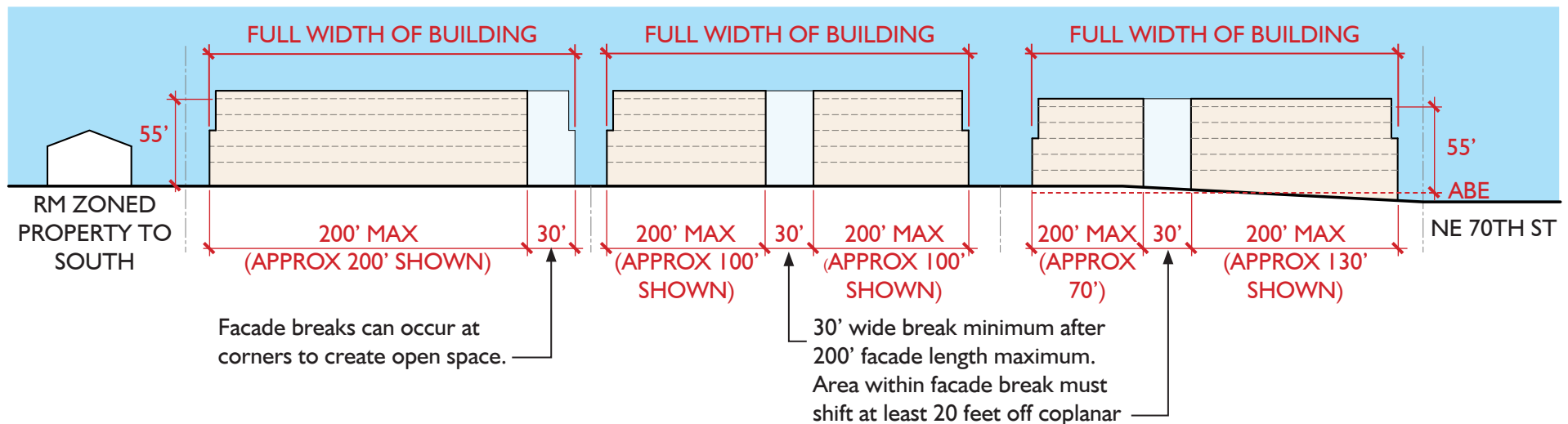
MAXIMUM BUILDING FACADE

A maximum facade width of 200 feet ensures facade modulation will create reasonably scaled buildings for pedestrians. Required breaks must be 30 feet wide minimum and set back 20 feet from coplanar.

East-West Direction



North-South Direction



EXISTING NEIGHBORHOOD CENTER & CONTEXT

ATTACHMENT 1



Street Classifications

- Minor Arterial
- Residential Street

Street Frontage Conditions

- Public park with light landscape buffering
- Primarily side and back residential frontage with medium density landscaping
- Exclusively side and back residential frontage with medium density landscaping and fences
- Heavily buffered frontage with significant vegetation
- Commercial parking with landscape buffering
- Commercial loading and service

Observations

The current arrangement of uses on site does little to activate the public streets for pedestrian activity. Building frontages are pulled far back from sidewalks and active uses are separated from the sidewalk with landscaping.

Adjacent residential uses are well screened with landscaping and setbacks on the residential property.

EXISTING RETAIL STREET FRONTAGE

ATTACHMENT 1

Existing condition ignores BT-7 item: “Neighborhood-serving retail is provided and oriented to adjoining right-of-way and internal pedestrian pathways.” and ignores community input: “The community wants to see thoughtful edge conditions for passersby and neighbors.”



Code-Prescriptive Condition

Duplicate sidewalk required for access to retail frontage. This ultimately removes pedestrians from the streetscape which in turn leaves it more empty and less enjoyable.

Additional landscaping in required yard setback between sidewalk and building frontage.

Landscape buffer between sidewalk and street.



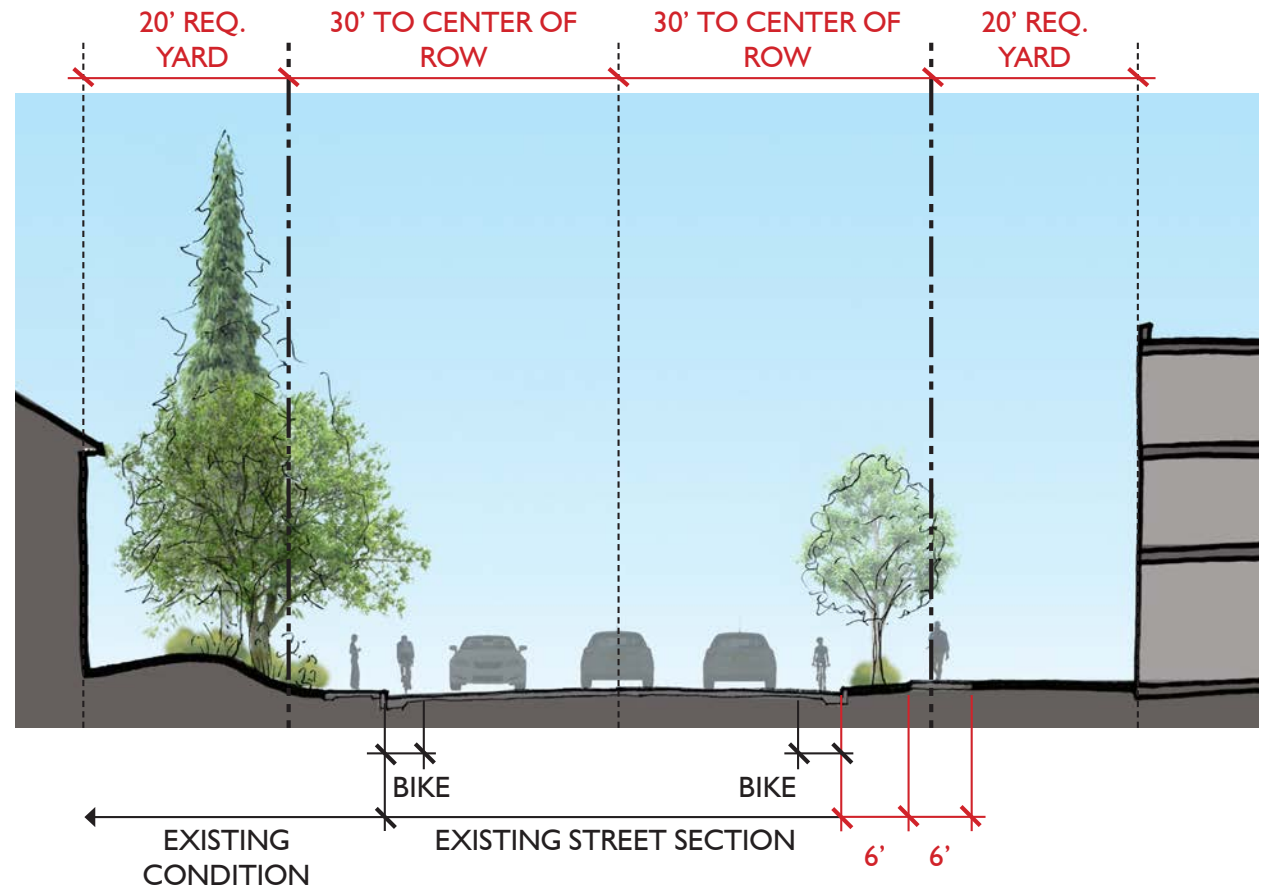
CURRENT MINOR ARTERIAL STREETS (NE 70TH & 132ND)

ATTACHMENT 1

Observations

- Existing zoning does not allow for development above 3 stories which does not support the community's desire to provide middle-market housing.
- Policy BT-7 encourages redevelopment with more stories to create a "mixed-use residential and commercial neighborhood center."
- The required yards in existing zoning work against the Policy BT-7 item "Neighborhood-serving retail is provided and oriented to adjoining right-of-way and internal pedestrian pathways."
- It ignores community input "The community wants to see thoughtful edge conditions for passersby and neighbors."

Street Section with Current BCX Zoning (70th as example)



PROPOSED RETAIL STREET FRONTAGE

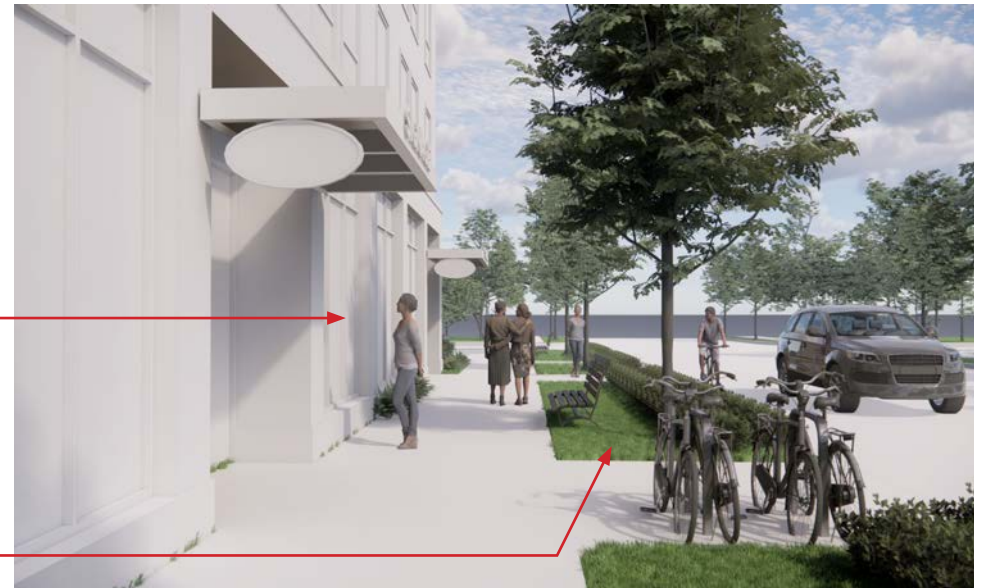
ATTACHMENT 1



Improvements made through Proposed Code Amendments

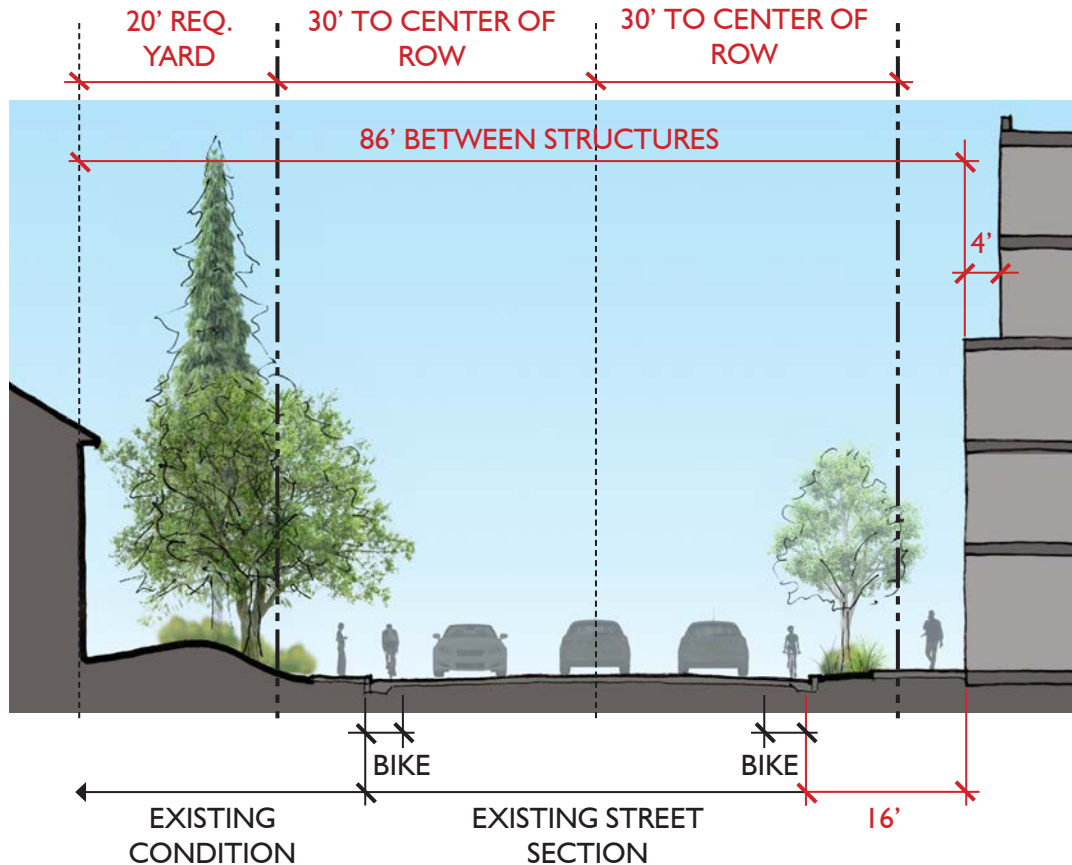
Retail located adjacent to sidewalk where it is most visible and viable and helps to activate the streetscape.

Increased landscape buffer between sidewalk and street protects pedestrians from vehicular traffic creating a more enjoyable streetscape.



PROPOSED MINOR ARTERIAL STREETS (NE 70TH & 132ND) ATTACHMENT 1

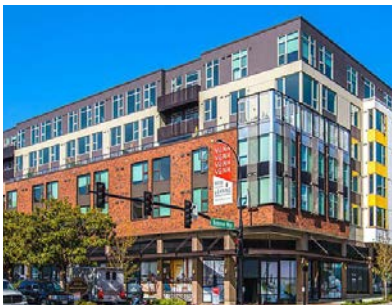
Proposed Street Section (70th as example)



Improvements

- Eliminating the large required yards places retail closer to the street and public sidewalk reflecting the community's input "neighborhood commercial centers must maintain a vibrant mix of shopping and housing" and "thoughtful edge conditions for passersby and neighbors."
- Requiring an average setback of 4 ft on floors above 35 ft (measured from floor below) ensures building modulation and appropriate scaling while still allowing for a variety of forms that enhance the character of redevelopment. (Relates to policy BT-7 "Taller buildings are located away from adjoining residential buildings.")

Examples of Potential Massing



EXISTING RESIDENTIAL STREET FRONTAGE

ATTACHMENT 1



Existing condition

Existing condition ignores community input item: *“Neighborhood commercial centers must maintain a vibrant mix of shopping and housing.”*



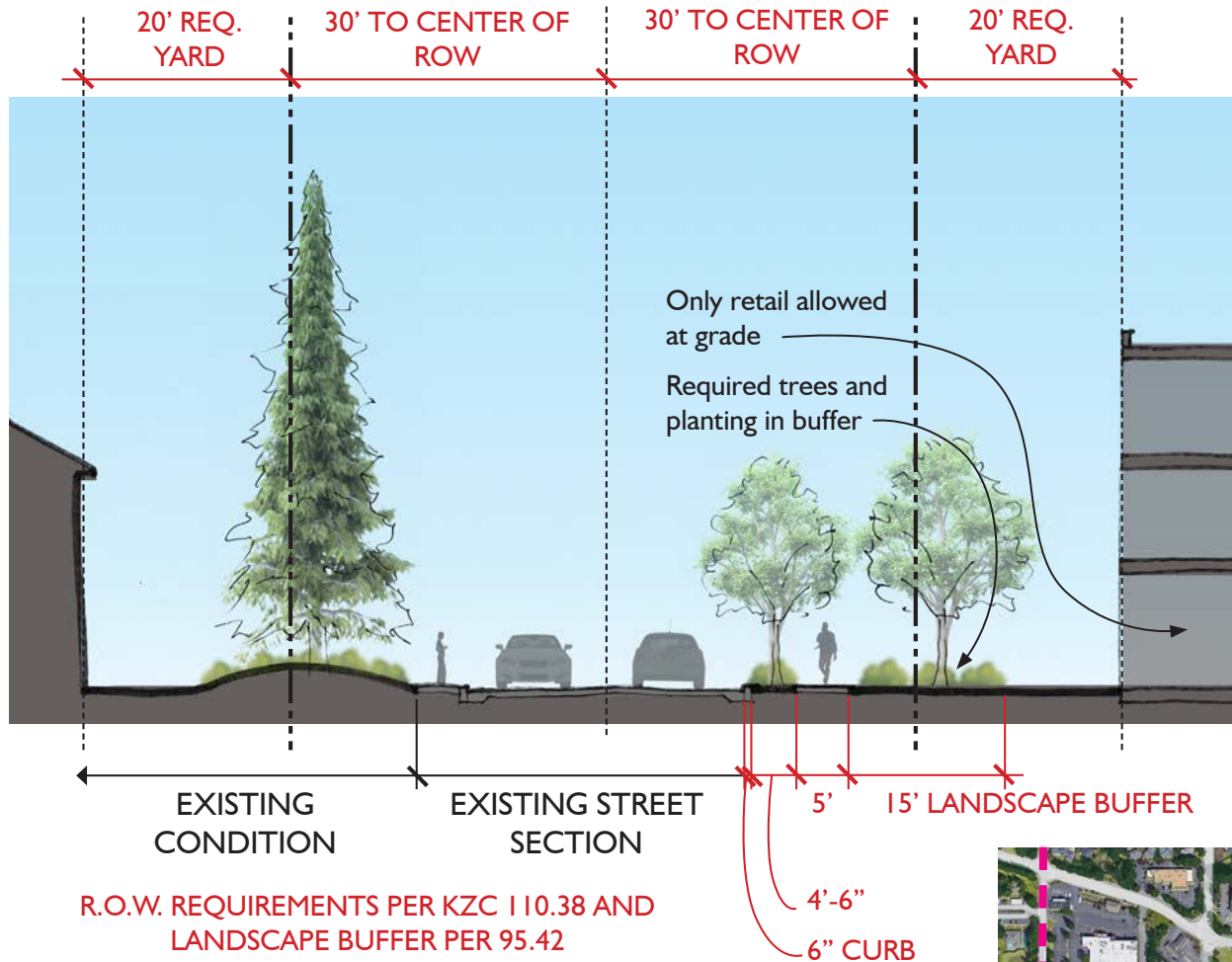
Code-Prescriptive Condition

Primarily only retail allowed at grade in current code. Zoning code presumes “back side” of retail frontage, requiring dense landscape buffer and allowing 6’ tall fence for screening.

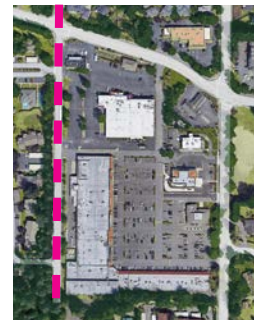
Allowed condition does nothing to activate the streetscape for pedestrians or compliment existing residential uses across the street.

CURRENT RESIDENTIAL STREET SECTION (130TH AVE NE) ATTACHMENT 1

Street Section with Current BCX Zoning



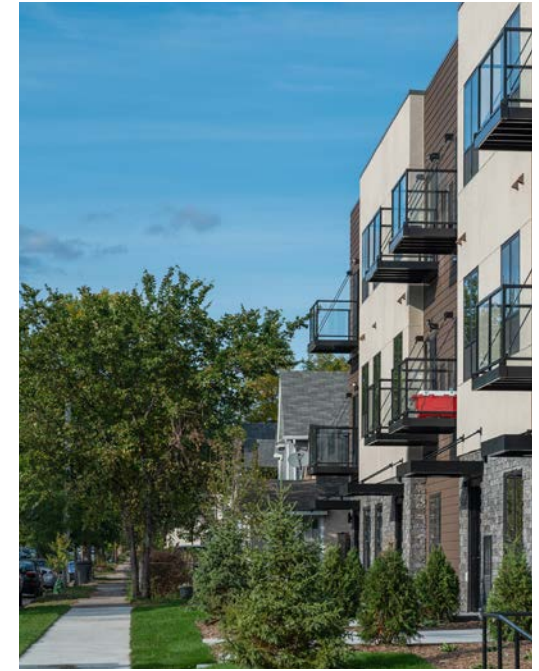
*** The existing zoning is appropriate for loading and service conditions necessary for retail or a grocery.**



Observations

- Existing zoning does not allow for development above 3 stories which does not support the community's desire to provide middle-market housing.
- Policy BT-7 encourages redevelopment with more stories to create a "mixed-use residential and commercial neighborhood center."
- Primarily only retail is allowed at grade. The zoning code assumes a "back side" of retail frontage and requires a 15 foot landscape buffer to screen the retail. It does not meet the community's desire for maintaining "a vibrant mix of shopping and housing" or "thoughtful edge conditions for passersby and neighbors"

IF & WHEN RESIDENTIAL STREET FRONTAGE IS INCLUDED ATTACHMENT 1



Improvements made through proposed Code Amendments

Residential patios at grade imbue streetscape with personality, help provide “eyes on street” and pair nicely with adjacent residential uses.

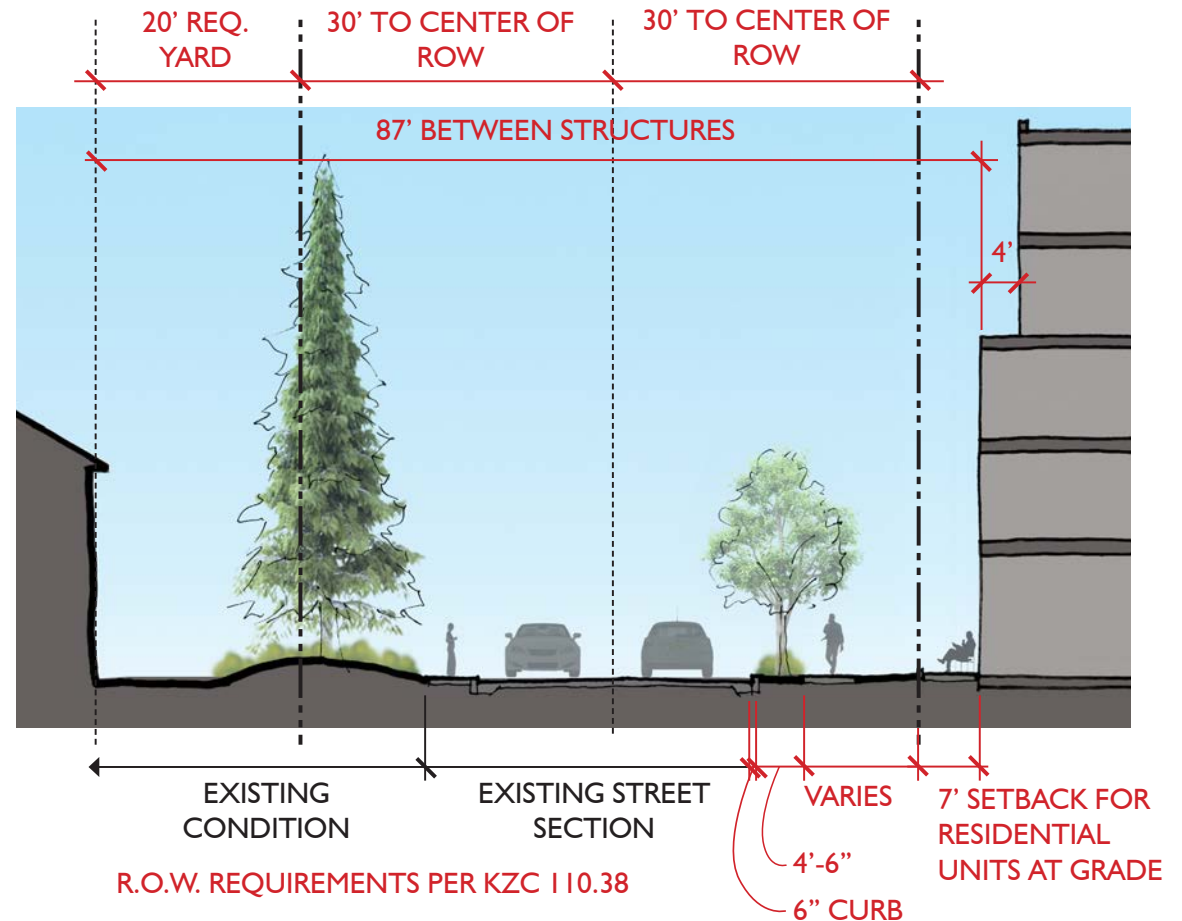
Residential uses are minimally set back to allow for patios at grade facing street. Deep, dense landscape buffers are removed for better street activation.

PROPOSED RESIDENTIAL STREET SECTION (130TH AVE NE) ATTACHMENT 1

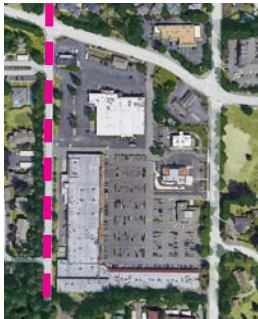
Improvements

- Allowing residential units at grade and eliminating the landscape buffer meets community goal: “neighborhood commercial centers must maintain a vibrant mix of shopping and housing”.
- Residential patios pair nicely with residential uses across the street and provide “thoughtful edge conditions for passersby and neighbors.”
- Requiring an average setback of 4 ft on floors above 35 ft (measured from floor below) ensures building modulation and appropriate scaling while still allowing for a variety of forms that enhance the character of redevelopment. (Relates to policy BT-7 “Taller buildings are located away from adjoining residential buildings.”)

Proposed Street Section



Examples of Potential Massing



PARKING THAT MINIMIZES TRAFFIC & REFLECTS THE NEEDS OF RETAIL PATRONS & RENTERS

Policy BT-7 outlines the following items to address parking and transportation:

“Driveways are consolidated to minimize impacts on surrounding streets, adjacent residential uses, and to foster a pedestrian-oriented site design”

“Parking and transportation impacts are minimized to create a pedestrian-oriented neighborhood center.”

Input from the Community and Existing Neighborhood Character

Neighbors want to be sure they have convenient, easy parking when visiting the retail.

The community is accustomed to the existing entry points around the zone and that should be considered during redevelopment.

Kirkland needs more middle-market housing.

New standards and guidelines should prioritize pedestrian connections and experience. A thoughtful approach to parking should reflect preference for pedestrians while fulfilling the needs of renters and retail patrons

The Bridle Trails neighborhood Center is located along Route 245 (Kirkland Park and Ride to Crossroads and Factoria), and Route 225 (Kenmore Park and Ride to Overlake), making it a very transit-connected location

Transit Frequency

Route 245:

Connects the Kirkland Transit Center to Factoria

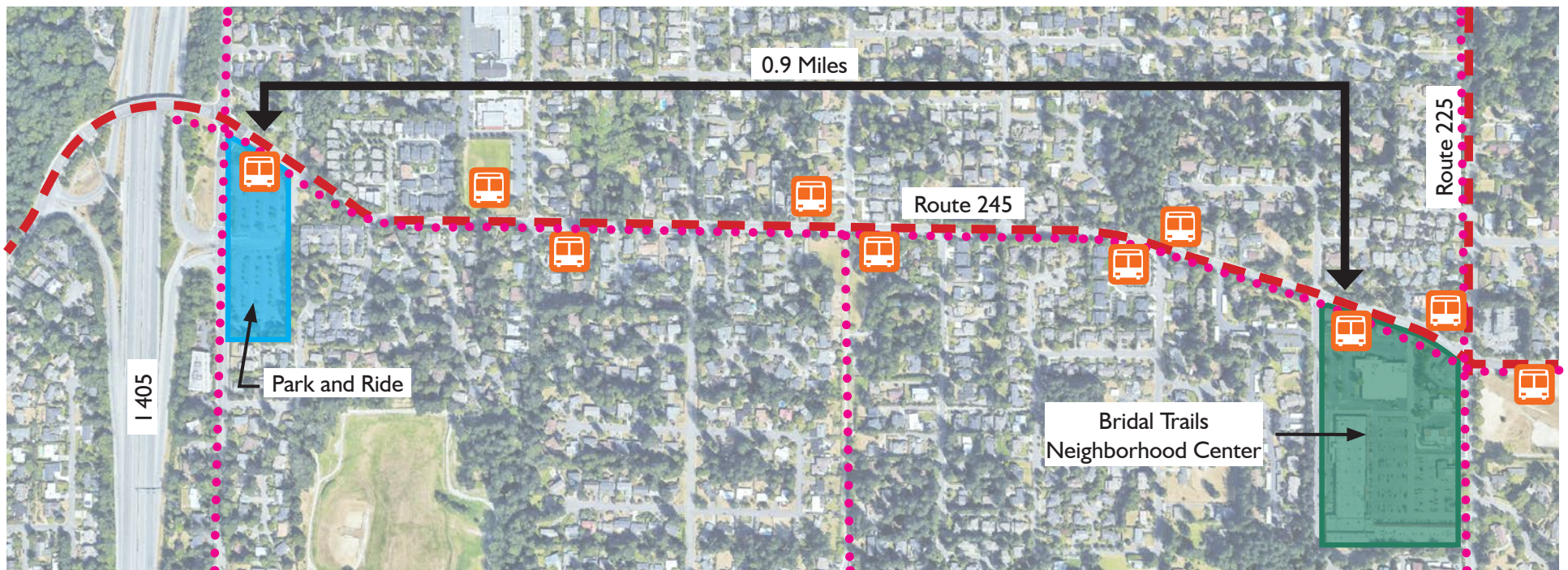
Operates on 15-minute headways (four buses per hour per direction) for more than 12 hours per day.

Route 225:

Connects the Kenmore Park-and-Ride to Overlake

Two buses per hour per direction for more than 12 hours per day.

 Bus Stops  Bus Routes  City Bike Routes



Who Might Live in The New Building?



- Renters in this housing demographic are often young professionals, single retirees or empty-nesters looking to downsize
- Neighborhood-based, well-designed apartments often attract teachers, nurses, police officers, child-care workers and other service workers who work in Kirkland, Bellevue, or Redmond and do not want a long commute.
- Adding limited in-neighborhood apartments also provides an opportunity for young professionals, empty-nesters or local seniors an option to live in the neighborhood, rather than moving elsewhere.
- This type of housing tends to attract people who utilize transit, uber, and lyft for the commutes, or who have downsized to one car.

COMPARATIVE PARKING DATA

- The Bridle Trails neighborhood Center is located along Route 245 (Kirkland Park and Ride to Crossroads and Factoria), and Route 225 (Kenmore Park and Ride to Overlake), making it a very transit-connected location
- For this reason, King County's Right Sized Parking Tool recommends building 0.67 parking stalls per residential unit per site
- Nearby Eastside communities are showing parking demand at a rate of 0.85 parking stalls per occupied residential unit, in similar transit situations.

Parking savings (\$40,000 - \$60,000 / stall) can be applied elsewhere in the

- project – adding new amenities, better building materials and increased sustainability.

This data-focused approach to parking attracts renters who use transit, only have one car per household and use Uber / Lyft – all of which minimizes increase neighborhood traffic.

ADDING TO BRIDLE TRAILS THROUGH REDEVELOPMENT

Policy BT-7 outlines the following items to address public benefit:

“Green building standards and sustainable site standards are included in development.”

“Pedestrian-oriented design elements are incorporated into the development such as plazas to create public gathering spaces”

“These development and design guidelines should address program requirements for such items as a minimum acreage threshold beyond which a grocery store and master sign plan would be required,... children’s recreation space, public amenities...”

Input from the Community and Existing Neighborhood Character

Sustainability and managing storm water are important.

Kirkland needs more middle-market housing.

Community character must be maintained.

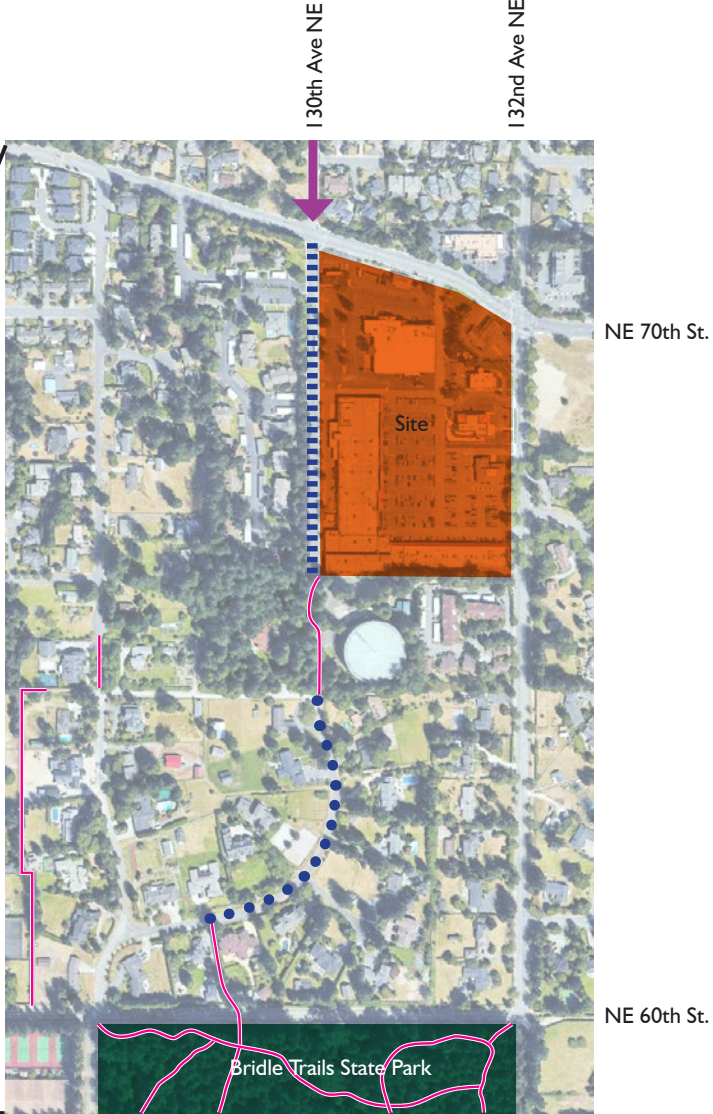
Bridle Trails Shopping Center is an important gathering place.

The community is excited about the new restaurants and potential new grocery that could come with redevelopment.

Additional Design Guidelines give the community the ability to convey a deeper vision for the types of strategies preferred for redevelopment.



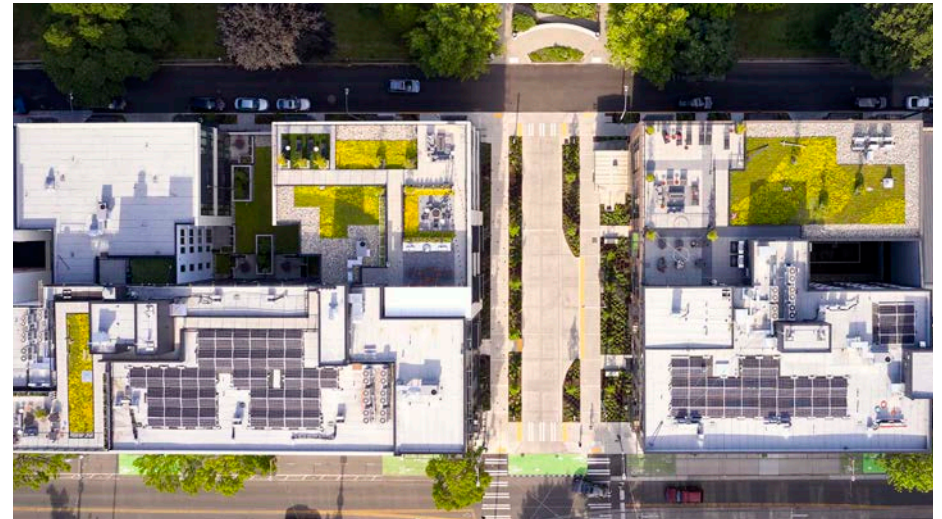
Area plan of Kirkland



Plan Enlargement

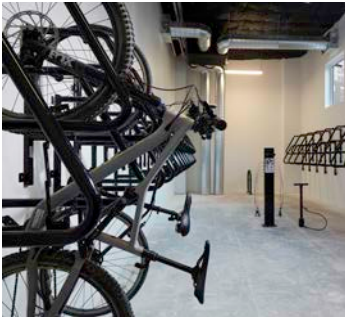
- Existing Pedestrian Trails
- Enhanced streetscape with redevelopment
- Existing residential streetscape connection to park

- Sustainability and sustainably-designed buildings are important to the Kirkland community
- Done well, new construction contributes positively over the long-term toward our region's climate goals
- Puget Sound Region's #1 CO2 emitter is transportation



Strategies to achieve sustainability at Bridle Trails could include:

- Requirements of sustainable performance in alignment with Kirkland's sustainability master plan
- Residential density within walking distance to neighborhood services and transit reduces car dependence/CO2 emissions
- Reduction of parking ratio to 0.85 stalls/residential unit would save 4,715,000 lbs of CO2
- Compliance with Kirkland's stormwater/low impact development codes that will help solve some of the existing flooding problems in the area.
- Utilization of drought-tolerant and native landscaping



Future design guidelines will supplement Kirkland's existing design guidelines to respond to the unique character of the Bridle Trails Neighborhood and address things like:

- Character of Neighborhood Serving Retail
- Supporting Upper Residential Use
- Sustainability
- Sensitivity to Nearby Residential
- Creating Pedestrian Oriented Design
- Driveway Access
- Parking Character
- Creating a Master Sign Plan
- Establishing a Neighborhood or Zone Gateway Feature

THANK YOU!