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MEMORANDUM

To: Design Review Board

From: Tony Leavitt, Senior Planner

Date: July 6, 2023

File No.: DRV23-00164

Subject: **MODERA BRIDLE TRAILS
DESIGN RESPONSE CONFERENCE**

I. MEETING GOALS

At the July 17, 2023 Design Review Board (DRB) meeting, the DRB should continue the Design Response Conference from June 5, 2023 and determine if the project is consistent with the design guidelines contained in the Design Guidelines for Pedestrian Oriented Business Districts, as adopted in Kirkland Municipal Code (KMC) Section 3.30.040.

At the June 5, 2023 meeting the DRB was accepting of the overall design, but the Board requested that the applicant address the following items:

- Provide design inspirations for the project and incorporate design elements that reflect the Bridle Trails Neighborhood.
- Revise the material palette to include fewer neutral colors and incorporate different brick colors.
- Revise the façade facing the current Pagliacci property to include the same modulation and materials being used on the other public facing facades.
- Address the street level blank wall near NE 70TH Place and the Pagliacci site.
- Provide detailed landscape palette and plans for the project.
- Submit more details regarding site materials including paving details, furnishings, and lighting fixtures.

In addition to these items, the DRB should determine if the applicant's request that commercial uses not be required along the through block pathways meets the applicable design guidelines.

II. PROPOSAL

The subject property is located at 13033 NE 70th Place (see Attachment 1). The applicant is proposing to construct a 5-story mixed use project with approximately 368 residential units and 7,000 square feet of retail space. Parking is proposed within structured parking below the building (see Attachment 2). Vehicular access to the property is from 130th Avenue NE and NE 70th Place.

III. SITE

The subject property (approximately 2.9 acres) is currently developed with two commercial buildings. A majority of the site is relatively flat with significant downward slope along the northern edge of the property near NE 70th Place. The property has street frontage along 70th place NE (a minor arterial) and 130th Avenue NE (a neighborhood access street).

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

- South and East: BCX, 30 to 60-foot max height, currently developed as the Bridle Trails Shopping Center.
- West: RM 3.6, 30-foot max height, currently developed with residential apartments.
- North: RSX 7.2 and BN. The RSX 7.2 zoned properties contain single family residences and have a maximum height of 30 feet. The BN zoned property contains an existing commercial development with a maximum height of 30 feet.

Additional photographs prepared by the applicant that show the surrounding properties are contained in Attachment 2.

IV. CONCEPTUAL DESIGN CONFERENCE

Conceptual Design Conferences were held on June 20, 2022 and August 22, 2022. The DRB provided direction to the applicant in preparation for the Design Response Conference.

At the meetings, 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
 - Plazas
 - Blank Wall Treatments
- Landscaping
- Building Materials, Colors, and Details

See the adopted Design Guidelines for Pedestrian-Oriented Business Districts (Attachment 3) for complete text and explanations.

2. Special Considerations for the Bridle Trails Neighborhood Center

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

- Commercial Frontages: Continuous commercial building fronts should be provided along adjoining arterials and through-block pathways. Consideration should be made to maximize the usage of through-block pathways with commercial and other public activations. Any non-commercial building fronts should be located in areas where less successful commercial activity may occur. Special attention should be made in locating commercial building fronts near intersecting through-block pathways and where transit services are located.
- Plaza Locations: Plazas should be located facing pedestrian-friendly building fronts, near intersecting through-block pathways and where transit services are located. Plaza should be a focal point of public gather and seek opportunities to provide space for performances, passive and children's recreation.
- Through Block Pathway: The through-block pathway connecting NE 70th Place to shops and services within the neighborhood center should be designed with amenities and help transition pedestrian traffic from lower grade at the street to the more level grade within the neighborhood center. Design of this pathway should provide places for people to pause and gather and provide a planted buffer from vehicular traffic.
- Pedestrian Paths and Amenities: Streets and pathways should enhance the pedestrian experience and find opportunities to provide passive seating areas, cafe seating, green space, small scale performance area, public art, and children's recreation and small public gathering space. Sidewalks along 130th Avenue NE should enhance the City's Greenways connection.
- Upper Story Setbacks: Buildings above the second story should utilize upper story step backs to create receding building forms as building height increases, allow for additional solar access, and maintain human scale at the street level.
- Open Space at Street Level: Reductions to required upper story setbacks may be appropriate where an equal amount of beneficial public open space is created at the street level consistent with applicable principles.

- Use of Materials and Colors: Special attention to the use of colors and materials should be used on a building's upper stories to reduce the appearance of taller buildings.
- Visual Quality of Landscaping: A combination of both street and private trees with associated landscaping should be used to help mitigate the urban edges of the neighborhood center adjacent to residential neighborhoods.

B. Compliance with Design Guidelines

1. Building Scale

a. DRB Discussion

At the June 5, 2023 meeting, the DRB was receptive of the building's overall massing and design but wanted to see the following items addressed:

- Revise the façade facing the current Pagliacci property to include the same modulation and materials being used on the other public facing facades.
- Address the street level blank wall near NE 70TH Place and the Pagliacci site.

b. Supporting Design Guidelines

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

- Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.
- Encourage a combination of architectural building elements that lend the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, and courtyards. Window fenestration techniques can also be effective in giving humans clues as the size of the building. Consider the distances from which buildings can be viewed (from the sidewalk, street, parking lot, open space, etc.).
- Encourage a variety of horizontal building modulation techniques to reduce the architectural scale of the building and add visual interest. Horizontal building modulation is the horizontal articulation or division of an imposing building façade through setbacks, awnings, balconies, roof decks, eaves, and banding of contrasting materials. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces.
- Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas.
- Mitigate the intrusive qualities of parking garages. Along streets, pedestrian pathways and in pedestrian areas, ground-level commercial uses should be incorporated into parking structures. Extensive landscaping should be used to screen the parking garage near residential areas and in high visibility locations.

c. Staff Analysis

The applicant provided revised plans that address the DRB's Pagliacci façade request (see Attachment 2, Sheet 25) and treatment of the blank wall (see Attachment 2, Sheet 25).

Staff has reviewed the plans and has the following comments:

The addition of a 'wood-look' bay to the middle portion of the façade facing Pagliacci's adds interest to the façade by utilizing the same wood material used on other facades. This architectural feature/treatment also helps to break up the long façade. Additionally the use of a darker "saddle" color on the façade east of the bay also helps to break up the façade facing Pagliacci's.

The blank wall has been adequately treated with landscaping and complies with the applicable design guideline.

The DRB should provide input on the following items:

- *Do the revisions to the Pagliacci façade adequately address the DRB's request?*
- *Has the blank wall been adequately addressed?*

2. Pedestrian Oriented Elements and Open Space

a. DRB Discussion

At the June 5, 2023 meeting the DRB supported the proposed plazas and pedestrian oriented elements, but requested the following items:

- Provide design inspirations for the project and incorporate design elements that reflect the Bridle Trails Neighborhood.
- Submit more details regarding site materials including paving details, furnishings, and lighting fixtures.

b. Supporting Design Guidelines

The Design Guidelines for Pedestrian Oriented Business Districts contain the following statements that pertain to pedestrian-oriented elements:

- Streets and pathways should enhance the pedestrian experience and find opportunities to provide passive seating areas, cafe seating, green space, small scale performance area, public art, and children's recreation and small public gathering space.
- Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.
- Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety.

- Plazas should be located facing pedestrian-friendly building fronts, near intersecting through-block pathways and where transit services are located. Plaza should be a focal point of public gather and seek opportunities to provide space for performances, passive and children's recreation.

c. Staff Analysis

The applicant has submitted a detailed study of the design inspirations for the project and has incorporated design elements that reflect the Bridle Trails Neighborhood (see Attachment 2, Sheets 6 through 10).

Staff has reviewed the applicant's summary of the design inspirations and elements taken from the neighborhood. The proposed design elements include inset storefront entries, window muntins, cedar and metal canopies, traditional wall sconces, equestrian inspired door pulls and hitching post bike racks. These design elements provide a good variety of features that draw from the area's equestrian heritage and residential nature.

As noted in Section VI.6 below, the DRB is required to review the open space locations, dimensions, features and improvements (such as plazas, seating, public art, children's recreation space) for compliance with the applicable design guidelines. At the June 5, 2023 meeting, the DRB was accepting of the proposed locations and dimensions of these areas, but the DRB requested further information regarding the paving materials, furnishings, and lighting.

The applicant has submitted detailed plans for the site materials including paving details, furnishings, and lighting fixtures (see Attachment 2, Sheets 35 through 47).

The proposed furnishings (which utilize wood, metal and subtle colors) are reflective of the residential neighborhood and will add warmth to the pedestrian plazas and pathways. The use of different scored and colored concrete will help to add variety to the pedestrian areas and create unique spaces throughout the project.

Finally, the light fixtures being used within the project compliment the residential character of the neighborhood by using fixtures that are commonly used on single family homes. The fixture material is also compatible with the black metal being used throughout the project.

The DRB should provide input on the following items:

- *Are the proposed design elements reflective of the neighborhood?*
- *Provide feedback on the proposed site materials.*

3. Landscaping

a. DRB Discussion

At the June 5, 2023 meeting, the DRB requested that the applicant provide a detailed landscape palette and plans including species and size.

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.
- Landscaping around urban buildings, particularly buildings with blank walls, can reduce scale and add diversity through pattern, color, and form.
- All building entries should be well lit. Building facades in pedestrian areas should provide lighting to walkways and sidewalks through building-mounted lights, canopy or awning-mounted lights, and display window lights. Encourage variety in the use of light fixtures to give visual variety from one building facade to the next. Backlit or internally lit translucent awnings should be prohibited.

c. Staff Analysis

The applicant has provided a detailed landscape palette as requested (see Attachment 2, Sheets 27 through 33). The applicant will provide detailed plans at the meeting.

Staff has reviewed the detailed landscape palette and thinks that the applicant has provided a good variety of plants that are reflective of the neighborhood and neighboring Bridle Trails State Park. The plants were selected for their drought tolerance, evergreen coverage, and staggered blooming schedules that will support a variety of birds and insects.

The DRB should provide input on the proposed landscape palette and plans.

4. Building Materials, Color, and Details

a. DRB Discussion

At the June 5, 2023 meeting, the DRB requested that the applicant revise the material palette to include fewer neutral colors and incorporate different brick colors. Also, the DRB requested that the applicant submit a material board for review.

b. Supporting Design Guidelines

The Design Guidelines for Pedestrian Oriented Business Districts contain the following statements that pertain to building materials, color and details:

- A variety of colors should be used in Kirkland. By no means should design be limited by overly restrictive guidelines dictating color use. Based on Kirkland's existing color scheme, the following general guidelines can prevent garish, incongruous colors from being

inappropriately applied or juxtaposed to more subdued earth tones and colors.

- Where appropriate, use the natural colors of materials such as brick, stone, tile, and stained wood (painted wood is acceptable).
 - Use only high-quality coatings for concrete.
 - Emphasize earth tones or subdued colors such as barn red and blue-gray for building walls and large surfaces.
 - Reserve bright colors for trim or accents.
 - Emphasize dark, saturated colors for awnings, and avoid garish and light colors that show dirt.
 - Avoid highly-tinted or mirrored glass (except stained-glass windows).
 - Consider the color of neighboring buildings when selecting colors for new buildings.
- Special Considerations for Bridle Trails Neighborhood Center: Special attention to the use of colors and materials should be used on a building's upper stories to reduce the appearance of taller buildings.

c. Staff Analysis

Attachment 2, Sheets 14 through 22 contain revised materials and colors for the project. Additionally, a material board was provided by the applicant for the DRB's review at City Hall.

Staff has reviewed the revised materials and colors. The proposed color changes help to create more contrast throughout the project and the use of a second brick color helps to differentiate the uses within the project.

The DRB should provide feedback to the applicant regarding the proposed materials and colors.

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 4, 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 BCX zone. Zoning regulations for uses in the BCX zone are found in the use-zone chart (see Attachment 5). The following regulations are important to point out as they form the basis of any new development on the site.

- A. Permitted Uses: Permitted uses in this zone include but are not limited to retail, office and stacked dwelling units (residential). Uses above the 3rd story are limited to Assisted Living Facility and Attached or Stacked Dwelling Units.

Staff Comments: The applicant is proposing commercial and residential uses. The uses above the 3rd story are limited to stacked dwelling unit uses.

- B. Commercial Depth Requirements: Except along NE 65th Street and 130th Avenue NE, residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses. The intervening commercial frontage 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). The Design Review Board (or Planning and Building Director if not subject to Design Review) 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 commercial frontage will maximize visual interest.

Staff Comments: *The plans show compliance with the minimum depth of 20 feet and an average depth of at least 30 feet. Staff will confirm compliance as part of the building permit application.*

- C. Commercial Use Requirements: Development shall contain commercial uses oriented to adjoining arterials and through-block pathways. The location and frontages of these commercial uses shall be reviewed through Design Review for consistency with applicable guidelines or regulations.

Staff Comments:

- *The design guidelines state that continuous commercial building fronts should be provided along adjoining arterials and through-block pathways. Consideration should be made to maximize the usage of through-block pathways with commercial and other public activations. Any non-commercial building fronts should be located in areas where less successful commercial activity may occur. Special attention should be made in locating commercial building fronts near intersecting through-block pathways and where transit services are located.*
- *The applicant has provided commercial uses along NE 70th Place, which is a minor arterial.*
- *The applicant is requesting that commercial uses not be required along the through block pathways (on the east and south frontages of the structure) because retail in those locations would not be viable. The applicant provides an analysis (see Attachment 2, Sheets 61 through 70) to support this request. The reasons for the request are:*
 - *Along the eastern frontage, the applicant states that the existing conditions (including the driveway on the neighboring property, lack of access to parking on the neighboring property, and steep grade changes) will make commercial uses along this façade impractical.*
 - *Along the southern frontage, the applicant states that the existing frontage conditions on the neighboring property (including loading areas, large blank façade, drive lane and restricted parking) do not create the visibility, pedestrian or vehicle access, and ambiance necessary for viable commercial uses.*
- *In the southeast corner of the development, the applicant is proposing residential amenity space that will help to activate the corner of the development. The space will include meeting and work areas, a fitness center, and entrances to the residential building. The space will be designed to meet commercial standards (including glazing, weather protection and floor*

to floor height requirements) and would allow for conversion to commercial uses if it becomes viable in the future (see Attachment 2, Sheet 69).

- Staff has reviewed the request and finds that the applicant makes a compelling argument for not requiring commercial uses along the east and south facades of the project. The existing conditions adjacent to these facades (including the lack of available adjacent parking, back of house functions, and a long blank façade) do not support successful commercial activities. The proposed uses and design of the southeast corner may help to activate that corner of the building and provide an opportunity for conversion to commercial space in the future if redevelopment of the neighboring property occurs, potentially making the space more commercially viable.
- At the June 5, 2023 meeting, the Design Review Board reviewed the applicant's request to not provide commercial uses along the south and east facades. As part of their discussion, the DRB brought up the need for a superior design along these facades in order to approve the elimination of the commercial uses. Additionally, the DRB asked if the project was providing adequate parking to accommodate a conversion of the amenity space to commercial in the future.
- Staff has reviewed the design guidelines and found that there is no requirement for superior design if the commercial building fronts are eliminated along the through-block pathways. The design guideline states that the non-commercial building fronts should be located in areas where less successful commercial activity may occur. The DRB should only review the applicant's request based on this design guideline.
- As part of a parking modification, the applicant is proposing to provide enough parking to accommodate the future conversion of the amenity space to commercial space. The parking modification is to reduce the parking requirements for the residential units.
- At the June 5, 2023 meeting the DRB requested some background information regarding the commercial use requirements within the BCX zone (which included the subject property and the shopping center site).

Staff reviewed the January 13, 2022 Planning Commission Packet and meeting video.

January 13, 2022 Packet Link:

https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/planning-commission/bridle-trails-neighborhood-center-1_13_22-pc-meeting-cam20-00674-web-sfs.pdf

Agenda Link (clicking on the agenda item will take you that part of the video):

https://kirkland.granicus.com/GeneratedAgendaViewer.php?view_id=12&clip_id=4543

On page 8 of the Staff memorandum, the following analysis was provided:

In addition to considering internal circulation, it is important to consider existing site conditions and building operations. Some portions of the site are significantly sloped making difficult the construction and activation of commercial activity. Furthermore, the location and orientation of existing

buildings where operation and utility functions occur makes commercial frontage facing these operations difficult to activate with phased development. Development standards should reflect these existing conditions.

Staff recommended that the final location of these street-level commercial uses be subject to design review approval.

As part of the February 10, 2022 Public Hearing (minutes located here: https://kirkland.granicus.com/MinutesViewer.php?view_id=12&clip_id=4553), the Planning Commission agreed with Staff but amended the guideline to include “consideration should be made to maximize the usage of through-block pathways with commercial and public activations”.

February 10, 2022 Packet Link:

<https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/planning-commission/bridle-trails-neighborhood-center-pc-02102022-cam20-00674.pdf>

Agenda Link (clicking on the agenda item will take you that part of the video):

https://kirkland.granicus.com/GeneratedAgendaViewer.php?view_id=12&clip_id=4553

The City Council adopted the Planning Commission’s recommendation on March 15, 2022.

- D. Residential Linear Frontage Limitation: Lobbies and amenity space for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building’s linear retail frontage along the street or through-block pathway. The Design Review Board (or Planning and Building Director if not subject to Design Review) may approve a minor increase to ground floor residential lobbies and amenities if they are connected to retail use and the design of the ground floor frontage will maximize visual interest.

Staff Comments:

- *The proposed plans show a total of 385.58 linear feet of building frontage along NE 70th Place. The proposed residential lobby and amenity space will take up 132.24 linear feet or 34.3 percent.*
- *The applicant is requesting a 14.3 percent increase in residential linear frontage.*
- *The applicant states that the increase in residential linear frontage is a result of the open space carved out along NE 70th Place at the request of the DRB. Without this carve out, the project would comply with the requirement.*
- *Staff has reviewed the request and agrees with the applicant’s analysis. The proposed open space will create an active and engaging frontage along NE 70th Place, will be connected to the retail spaces and the design of the frontage will maximize visual interest.*
- *At the June 5, 2023 meeting the Design Review Board reviewed the applicant’s request for an increase in ground floor residential uses along NE 70th Place and supported the request.*

E. Height:

1. The BCX zone allows a maximum height of 60 feet as measured above the average building elevation (ABE).
2. No portion of a building within 40 feet of NE 70th Place shall exceed a height of 60 feet above NE 70th Place measured at the midpoint of the frontage of the subject property on the NE 70th Place right-of-way. The Design Review Board is authorized to allow rooftop amenities where this height limit is imposed.
3. The commercial floor shall be a minimum of 13 feet in height.
4. In addition to the height exceptions of KZC 115.60, the following height exceptions are established:
 - a. An additional 5 feet is allowed for buildings providing a grocery store.
 - b. Decorative parapets may exceed the height limit by a maximum of four feet provided that the average height of the parapet around the perimeter of the structure shall not exceed two feet.
 - c. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.

Staff Comment: The applicant has submitted ABE height calculations and plans that show compliance with BCX height requirements. Staff will ensure continued compliance as part of the building permit application review.

F. Setbacks:

1. Attached or Stacked Dwelling Units located at the street level floor along NE 65th Street and 130th Avenue NE shall have a minimum seven-foot required yard.
2. For all building facades facing and within 100 feet of the abutting right-of-way, all portions of a structure greater than three stories in height, as measured from the abutting right-of-way, shall be stepped back from the third story façade as follows:
 - a. From NE 70th Place and that portion of 132nd Avenue NE across from Snyder's Corner Park by an average of 8 feet;
 - b. From 130th Avenue NE, and NE 65th Street, and that portion of 132nd Avenue NE south of Snyder's Corner Park by an average of 12 feet;
 - c. The required upper story step backs for all floors above the third story shall be calculated as Total Upper Story Step Back Area as follows: Total Upper Story Step Back Area = (Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas) x (Required average step back) x (Number of stories proposed above the third story). The Design Review Board is authorized to allow rooftop amenities within the step back area.

Staff Comment:

- *At the June 5, 2023 meeting, the Design Review Board requested that Staff address if proposed pilasters along the west residential façade would be allowed to extend into the 130th Avenue NE required yard. Additionally, the Design Review Board requested that the applicant check with the Public*

Works Department to see if the upper story balconies are allowed to extend into the right-of-way.

- In reviewing the proposed plans, Staff has determined that the proposed stacked dwelling units at street level along NE 130th Street comply with the minimum seven-foot required yard. The pilasters would be allowed in the setback since they are not considered part of the residential unit. The residential units are located seven feet from the property line with private patios located within the setback, which the zoning code allows. The proposed pilasters between each unit provide separation between the patios areas, structurally support the units above, and also help with the design of the façade by “grounding” the upper stories that do not require setbacks. The intent of the seven-foot setback was to provide a transition between the public right-of-way and private residence. The patios within this setback help to activate the street frontage and create an active transition area.*
- The applicant confirmed with the Public Works Department that the proposed balconies cannot extend across the property line into the right-of-way. The balconies have been revised to not extend over the property line.*

G. Open Space:

1. The development shall provide publicly accessible pedestrian oriented open space(s) adjacent to the street or through-block pathway. The publicly accessible space(s) shall contain a minimum of 1,000 square feet or one square foot per 200 gross square feet of above grade building area, whichever is greater. The size calculation shall not include the required width of abutting sidewalks or pathways. Locations, dimensions, features and improvements (such as plazas, seating, public art, children’s recreation space) shall be reviewed and approved through by the Design Review Board based on applicable guidelines.
2. Development shall provide for one north-south through-block pathway connection between NE 70th Place and NE 65th Street and two east-west through-block pathway connections between 130th Avenue NE and 132nd Avenue NE. The Design Review Board shall determine the final location and configuration of the through-block pathway connections based on convenience and utility for nonmotorized access and orientation toward commercial uses and pedestrian oriented open space.

Staff Comment:

- The plans show compliance with the public open space size requirements (see Attachment 2, Sheet 106). At the June 5, 2023 meeting, the DRB was accepting of the proposed locations and dimensions of these areas, but the DRB requested further information regarding the paving materials, furnishings, and lighting. The DRB will need to review the design of these spaces to ensure compliance with the applicable design guidelines.*
- The applicant is showing pedestrian sidewalks along the east and south sides of the subject property as requested by the Public Works Department.*
- As part of the Design Response Conference, the DRB will need to review the location and design of these pedestrian sidewalks and the relationship to future connections on neighboring properties.*

- H. Parking: The project is required to comply with the following parking standards for the proposed uses:

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.

Retail: 1 stall per 300 square feet of gross floor area

Restaurant: 1 stall per 100 square feet of gross floor area

Staff Comment: The applicant will be required to demonstrate compliance with applicable City parking requirements as part of the building permit application. The applicant has applied for a parking modification to reduce the parking requirements for the residential units.

- I. High Performance Building Standards:

1. KZC Section 35.10.40.2.h states that development shall be designed, built and certified to achieve or exceed the High-Performance Building Standards described in KZC 115.62.
2. KZC Section 115.62 requires the following:
 - b. To be considered a high performing building, a development shall be certified to meet the current versions of one or more of the following programs: International Living Future Institute's (ILFI) Living Building Challenge™, Living Community Challenge™, Petal Recognition (energy, water and materials petals at a minimum), or Zero Energy™ (ZE) and Core programs; Built Green's 4-Star™ program; the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design™ (LEED) Platinum program.
 - c. Proof of registration in one of the certification programs in subsection (2)(a) or (b) of this section must be provided prior to development permit submittal.
 - d. Performance Standards – All projects shall adhere to the following performance standards and show compliance with them at the time of the development permit submittal:
 - In zones where a maximum density is specified the development shall attain that maximum density, or exceed the maximum density through allowed bonuses;
 - Provide an embodied carbon assessment of existing and proposed buildings and set embodied carbon limits and reductions;
 - At least 20 percent of all required parking spaces shall be electric vehicle (EV) ready parking spaces. In addition, at least 10 percent of

all required parking shall be EV ready parking spaces that are complete with a functioning electric vehicle charger;

- All bicycle storage areas shall include electrical outlets to charge electric bicycles and other micro-mobility modes;
- Provide a deconstruction and material diversion plan;
- Achieve a reduction in water use in buildings and development by at least 20 percent over Washington State code requirements;
- Demonstrate that buildings are all-electric. Excepted from this requirement are gas commercial cooking appliances; provided, that a corresponding and appropriately sized electrical outlet and all related infrastructure are installed for future replacement appliances.

Staff Comment: The applicant will be required to demonstrate compliance with the high performing building standards as part of the building permit application.

- J. Affordable Housing Requirements: The project is required to provide at least 10 percent of the units as affordable housing units as defined in KZC Chapter 5.

Staff Comment: A review for compliance with the City's Affordable Housing Regulations will occur as part of the building permit.

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 Traffic Report to the City and that review is currently in process. The review will need to be completed before the City issues the Design Review Board's Decision on the DRC application.

VIII. PUBLIC COMMENT

Prior to the June 5, 2023 meeting, Staff received one comment letter that was forwarded to the Design Review Board (see Attachment 6). No members of the public provided comment at the June 5, 2023 Meeting.

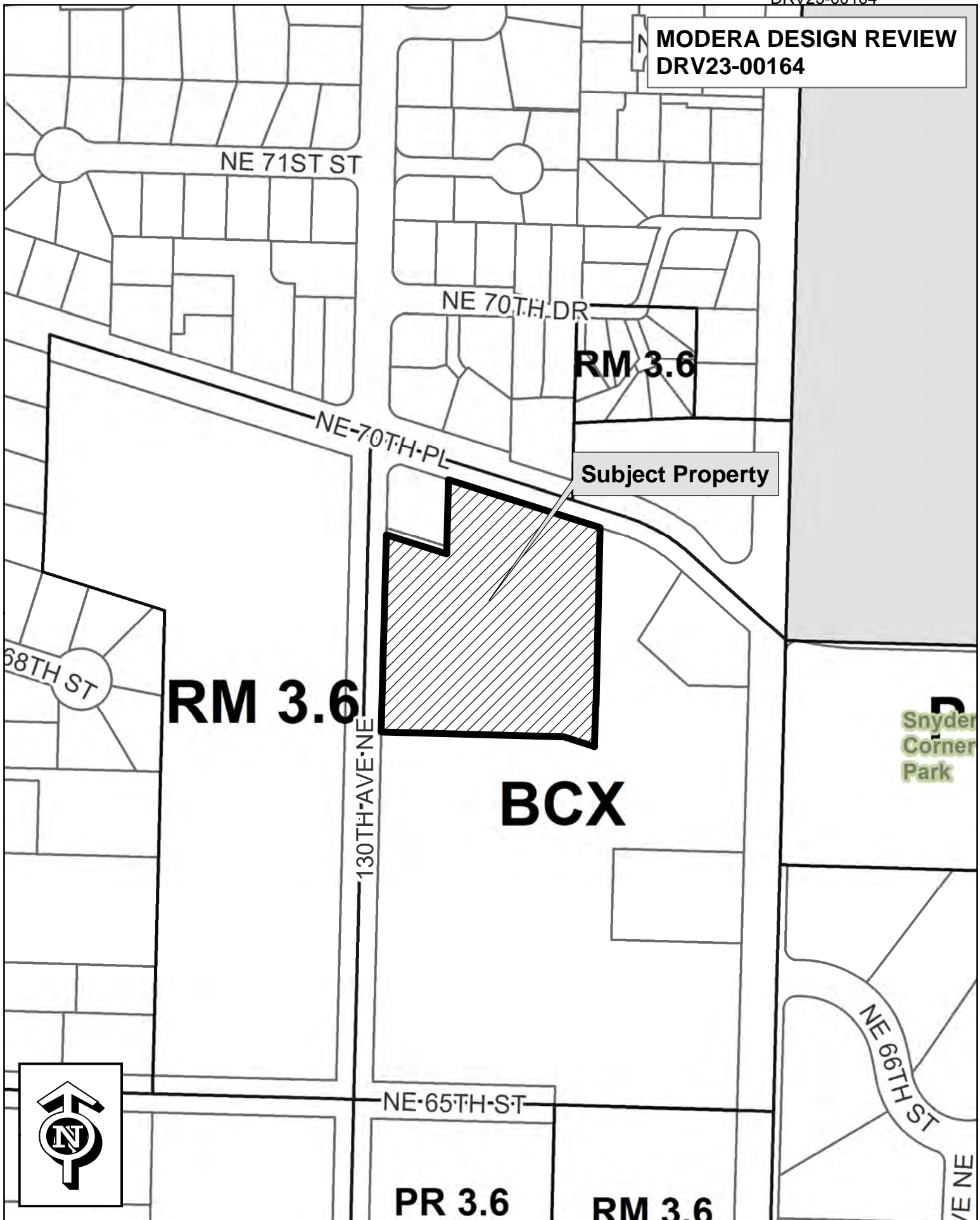
IX. SUBSEQUENT MODIFICATIONS

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. Development Plans for Design Response Conference
3. Design Guidelines for the Pedestrian Oriented Business Districts
4. Development Standards
5. BCX Use Zone Chart
6. Comment Letter

**MODERA DESIGN REVIEW
DRV23-00164**



MODERA BRIDLE TRAILS – DESIGN RESPONSE CONFERENCE 2

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OVERVIEW OF BOARD GUIDANCE FROM DRC I

ITEM 1 AMPLIFY BRIDLE TRAILS CHARACTER

The Design Review Board liked the overall direction of the project, but felt the character of the design could be more precisely fine tuned to reflect the Bridle Trails neighborhood. They wanted to understand more about the design inspirations for the project. The Board suggested art as a way to enhance the through-block pathways and add Bridle Trails specific character elements.

RESPONSE

The design uses neutral tones with richer, warm accents pulled from the picturesque neighborhood. Hints of the area's equestrian heritage can be found in details throughout the clean design. The project seeks to engage passersby on 70th and the through-block pathways with meaningful information and still-life installations celebrating the past, present and future of Bridle Trails.

RELEVANT DESIGN GUIDELINES

PI-2 Pedestrian Paths and Amenities
PI-6 Public Art
S-1 Fenestration Patterns
S-2 Architectural Elements: Decks, Bay Windows, Arcades, Porches
BM-1 Ornamental and Applied Art
BM-2 Color

ITEM 2 REVISE MATERIAL PALETTE

The Board liked the general direction of the materials, but felt the palette was overall too neutral. They wanted to see more depth and richness. They suggested using more than one color for brick.

RESPONSE

The updated palette still reflects the sophisticated soft tones throughout the neighborhood, but makes adjustments for stronger contrast and more warmth. The addition of a second, darker brick blend and a leathery, saddle color add richness and greater variety to the palette.

RELEVANT DESIGN GUIDELINES

BM-2 Color

ITEM 3 REFINE FACADES FACING PAGLIACCI

To better respond to current conditions, the Board requested the facades facing Pagliacci reflect a similar style of modulation and materiality as the public facades for the project. They requested the at grade area closest to NE 70 but facing Pagliacci be treated to eliminate a blank wall condition since the facade is currently in public view.

RESPONSE

Additional evergreen landscaping along the western facade facing Pagliacci adds texture at the lower facade within public view. Coupled with the brick pilasters coming to grade, these elements mitigate the potential blank wall condition. Beyond Pagliacci on the north facade of this project, the revised massing treats the corner the same as similar corners around the project by highlighting it with a wood look accent material.

RELEVANT DESIGN GUIDELINES

BM-2 Color
PE-10 Blank Walls
S-3 Building Modulation Vertical
BM-3 Street Corners

ITEM 4 PLANT PALETTE DETAIL

The Board requested more detailed and specific explanation of intent regarding plant palette and placement.

RESPONSE

Plant mixes for each of the four frontages of the project have been provided, as well as character images showing the design intent. The project pulls inspiration from the native plant palette of the Bridle Trails Park, including understory species as well as plants appropriate for an edge condition, depending on the sun exposure on each side of the site. Plants are selected for their drought tolerance, evergreen coverage to minimize maintenance and establishment of weeds, and staggered bloom schedules to support habitat for birds and insects.

RELEVANT DESIGN GUIDELINES

PI-3 Street Trees
NF-1 Visual Quality of Landscaping

ITEM 5 SITE MATERIALS DETAIL

The Board requested more detailed and specific explanation of intent regarding site furnishings and materials. In particular the Board wanted to ensure the hardscape throughout the public realm creates an engaging and rich experience for pedestrians.

RESPONSE

Site materials will support the character development of the project through relevant details and selections taken from the neighborhood. Movable and fixed site furnishings are traditional and classic, with wood, metal and colors that complement an upscale residential context. Equestrian references, such as tie posts, wrought iron detailing and natural wood tie into the area history, further reinforced by interpretive signage throughout the site. A mix of scored and colored concrete provides interest and variation to the pedestrian experience, while site walls ground the project as grade steps around the site.

RELEVANT DESIGN GUIDELINES

PI-2 Pedestrian Paths and Amenities
PE-7 Lighting From Buildings

RESPONSE 1: AMPLIFY BRIDLE TRAILS CHARACTER

AMPLIFY BRIDLE TRAILS CHARACTER: BOARD GUIDANCE (DRB RESPONSE I)

The Design Review Board liked the overall direction of the project, but felt the character of the design could be more precisely fine tuned to reflect the Bridle Trails neighborhood. They wanted to understand more about the design inspirations for the project. The Board suggested art as a way to enhance the through-block pathways and add Bridle Trails specific character elements.

PROJECT AS PRESENTED AT DRC I



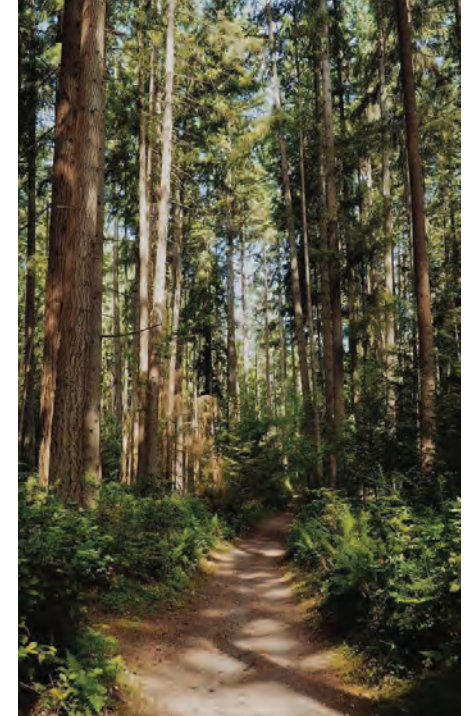
AMPLIFY BRIDLE TRAILS CHARACTER: NEIGHBORHOOD CONTEXT (DRB RESPONSE 1)

The existing Bridle Trails Neighborhood primarily consists of single-family residential homes on lushly wooded lots. While each home has a distinctive character that reflects individual owners and different eras of development, there are recurring themes, materials, and colors within the architecture.



AMPLIFY BRIDLE TRAILS CHARACTER: STATE PARK & NATURAL CONTEXT (DRB RESPONSE 1)

“Bridle Trails” immediately conjures images of the state park just south of Bridle Trails neighborhood. Like many natural areas in the PNW, it boasts the tall conifers of old growth forests. Unlike other parks though, it has a unique equestrian focus. The park’s character seeps into surrounding residential areas.



AMPLIFY BRIDLE TRAILS CHARACTER: INSPIRATION & FLAVOR (DRB RESPONSE 1)

Modera Bridle Trails creates a sophisticated blend of apartment homes, engaging frontages, and lush landscaping. The design uses neutral tones with richer, warm accents pulled from the picturesque neighborhood. Hints of the area's equestrian heritage can be found in details throughout the clean design.

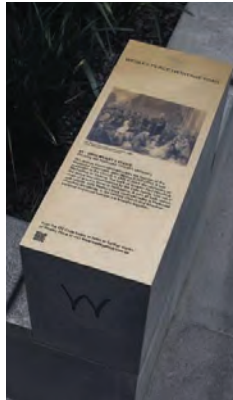


AMPLIFY BRIDLE TRAILS CHARACTER: CELEBRATING BRIDLE TRAILS HISTORY (DRB RESPONSE I)

The pedestrian-oriented space along 70th coupled with the through-block pathways provide a unique opportunity to create a progressive, engaging educational and artistic experience for pedestrians. The project seeks to engage passersby with meaningful information and still-life installations which celebrate the past, present and future of Bridle Trails.



CONCEPTUAL EXAMPLES



GUIDELINES

PI-2 PEDESTRIAN PATHS AND AMENITIES

Creating a common thread that ties together the pedestrian experience along 70th and the through-block pathways creates a continuous and enjoyable experience for pedestrians enhancing their progression in and around the project site.

PI-6 PUBLIC ART

Each point along the sinuous timeline creates an opportunity for artistic expression through a variety of forms. The project teams continues to refine the application in each location to best engage pedestrians



AMPLIFY BRIDLE TRAILS CHARACTER: CELEBRATING BRIDLE TRAILS HISTORY (DRB RESPONSE 1)

Bridle Trails Past, Present, & Future

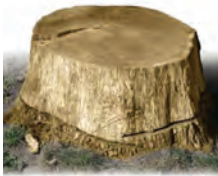


PRIOR TO 1880

Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, resided in present-day City of Kirkland which is in the traditional heartland of the Lake People and the River People.

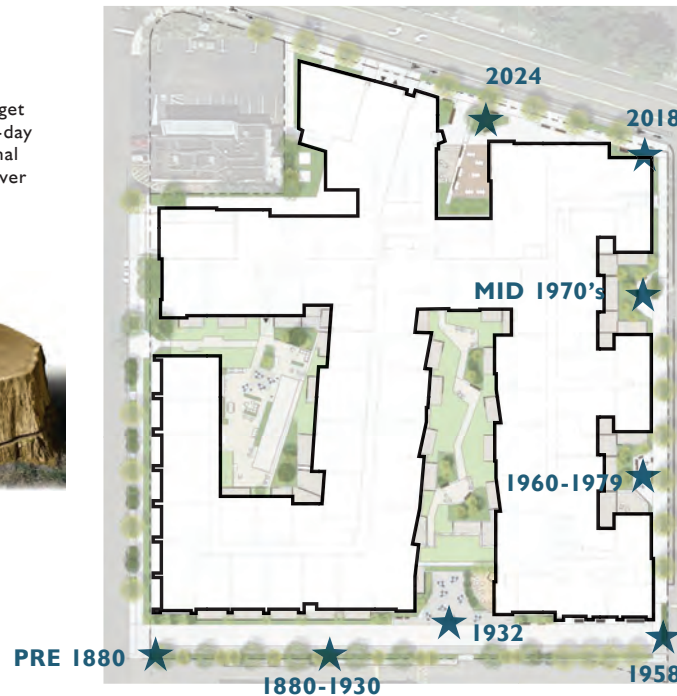
1880 – 1930: LOGGING

In 1889, areas in and around Bridle Trails State Park were part of a land grant to the State of Washington to be logged with the purposes of helping fund local schools. Fortunately, some of the original Douglas-firs were spared and are now as large as five feet in diameter, 190 feet tall, and more than 300 years old.



1932: BRIDLE TRAILS STATE PARK ESTABLISHED

The State established Bridle Trails State Park in 1932 in response to a request from local horseback riders. The Washington Commissioner of Public Lands sets aside the area of the current park for the purposes of a forested trail system shared by pedestrians and equestrians and an outdoor arena used for equestrian activities.



2024: PROVIDING SUSTAINABLE DESIGN & FUTURE

The first development under Kirkland's updated zoning code achieves LEED Platinum through advanced building systems, superior water management, and reduced parking infrastructure. Coupled with the introduction of increased housing the development sets the stage for a sustainable future in Kirkland.



2018: KIRKLAND ENVISIONS FUTURE FOR BRIDLE TRAILS

The City of Kirkland updates their comprehensive plan for Bridle Trails by allowing for mixed use development within the commercial zone. Their goal is to increase access to housing in Kirkland and require superior environmentally friendly design in new developments.



MID 1970'S: BRIDLE TRAILS SHOPPING CENTER

With the increased density of family homes, Jim and Freda Gaines sell the wooded portion of their property to be developed as the Bridle Trails Shopping Center and better serve the neighborhood's needs.

1960 – 1979 RESIDENTIAL DEVELOPMENT

The 1960s and 1970s see an increase in residential development around the bowling alley and grocery store. By the end of the 1970s the area evolves from woods and large pastures to large single family residential lots and more compact equine facilities.

1958: GAINES'S BOWLING ALLEY

Jim and Freda Gaines buy a large wooded property, and open "Totem Bowl" (later called Tech City Bowl), a 16 lane, family owned and operated bowling alley on NE 70th which was anticipated to be the main thoroughfare connecting Kirkland to Redmond. The area is primarily wooded with the exception of a grocery store, and a few large properties containing homes and horse pastures.



AMPLIFY BRIDLE TRAILS CHARACTER: CHARACTER BUILDING DETAILS (DRB RESPONSE 1)

INSET STOREFRONT ENTRIES

The commercial storefront entries on 70th angle inward in a more historic gesture. Functionally this provides slightly more maneuvering space around door swings while aesthetically it adds uniqueness to the commercial frontage.

Design Guidelines: PE-3 Sidewalk Width: The Storefront Activity Zone, S-1 Fenestration, S-2 Architectural Elements: Decks, Bay windows, Arcades, Porches



WINDOW MUNTINS

The subdivision of upper window panes above storefront is a more historic detail that isn't often used in new construction. The extra detail adds character to the activated frontages and evokes Bridle Trails' quainter, more neighborly qualities.

Design Guidelines: S-1 Fenestration, BM-1 Ornamental and Applied Art



CEDAR AND BLACK METAL CANOPIES

The dark metal canopy frames create a crisp accent around the building and relate well to wrought iron details frequently found in equestrian design. Cedar soffits add warmth in a highly visible location for pedestrians and reflect the farm-like areas of Bridle Trails.

Design Guidelines: S-2 Architectural Elements: Decks, Bay windows, Arcades, Porches, PE-4 Pedestrian Coverings



TRADITIONALLY INSPIRED CONTEMPORARY WALL SCONCE

The ornamental top of the fixture feels congruent with traditional styles while the simplicity of the fixture still feels modern.

Design Guidelines: PE-7 Lighting from Buildings,



UNIQUE DOOR PULLS AT ACTIVATED FRONTAGES

Specialized door pulls that are also tackle inspired add a unique detail to the project in a prominent location for pedestrians.

Design Guidelines: BM-1 Ornamental and Applied Art



HITCHING POST BIKE RACKS

In keeping with the equestrian, wrought iron, ring detail look, we are proposing hitching post styled bike racks.

Design Guidelines: BM-1 Ornamental and Applied Art



AMPLIFY BRIDLE TRAILS CHARACTER: PEDESTRIAN EXPERIENCE (DRB RESPONSE 1)



SOUTHEAST CORNER

In the foreground, pedestrians stop to review one of the many installations celebrating Bridle Trails' History. The light fixtures, storefront muntins, and specialty bike racks nod towards Bridle Trails' quaint equestrian neighborhood history. Warm cedar soffits and lush landscaping add natural touches to the new development.

Design Guidelines: PE-7 Lighting from Buildings, PI-2 Pedestrian Paths and Amenities, PI-6 Public Art, S-1 Fenestration Patterns, BM-1 Ornamental and Applied art, BM-2 Color



SOUTHWEST CORNER

An installation about the history of Bridle Trails anchors the beginning of the southern through-block pathway. The wide path is modulated by distinctive bands in the paving that extend from brick pilasters on the building. Each pilaster is highlighted by a characteristic wall sconce. Native landscaping inspired by the nearby state park coupled with wood accented privacy screens buffer at-grade apartment patios from passersby.

Design Guidelines: PE-7 Lighting from Buildings, PI-2 Pedestrian Paths and Amenities, PI-6 Public Art, S-1 Fenestration Patterns, BM-1 Ornamental and Applied art, BM-2 Color

AMPLIFY BRIDLE TRAILS CHARACTER: PEDESTRIAN EXPERIENCE (DRB RESPONSE 1)



EASTERN PUBLIC OPEN SPACES

The two smaller open spaces along the north-south through-block pathway provide more intimate stopping points for pedestrians. Ample wood seating offset with black metal details echo the canopies above. Installations celebrating the history of Bridle Trails create focal points in each of the open spaces. Subdivided glazing at the active amenity spaces add character to the storefronts in keeping with more historic commercial spaces.

Design Guidelines: PE-7 Lighting from Buildings, PE-8 Pedestrian Oriented Plazas, PI-2 Pedestrian Paths and Amenities, PI-6 Public Art, S-1 Fenestration Patterns, BM-1 Ornamental and Applied art, BM-2 Color



PEDESTRIAN REALM ON NE 70TH

Continuous commercial glazing on 70th is enriched by the warmth of cedar soffits, ornamental muntins in the glazing, and hanging retail blade signs. Each entry has distinction created by the angle storefront inset at each door. Wood seat topped with black metal accents echo the other design elements. Cast in place horse shoes, and another Bridle Trails historical installation engage pedestrians.

Design Guidelines: PE-4, Pedestrian Coverings, PE-5 Pedestrian Friendly Building Fronts, PE-7 Lighting from Buildings, PE-8 Pedestrian Oriented Plazas, PI-2 Pedestrian Paths and Amenities, PI-6 Public Art, S-1 Fenestration Patterns, BM-1 Ornamental and Applied art, BM-2 Color

RESPONSE 2: REVISE MATERIAL PALETTE

REVISE MATERIAL PALETTE: BOARD GUIDANCE (DRB RESPONSE 2)

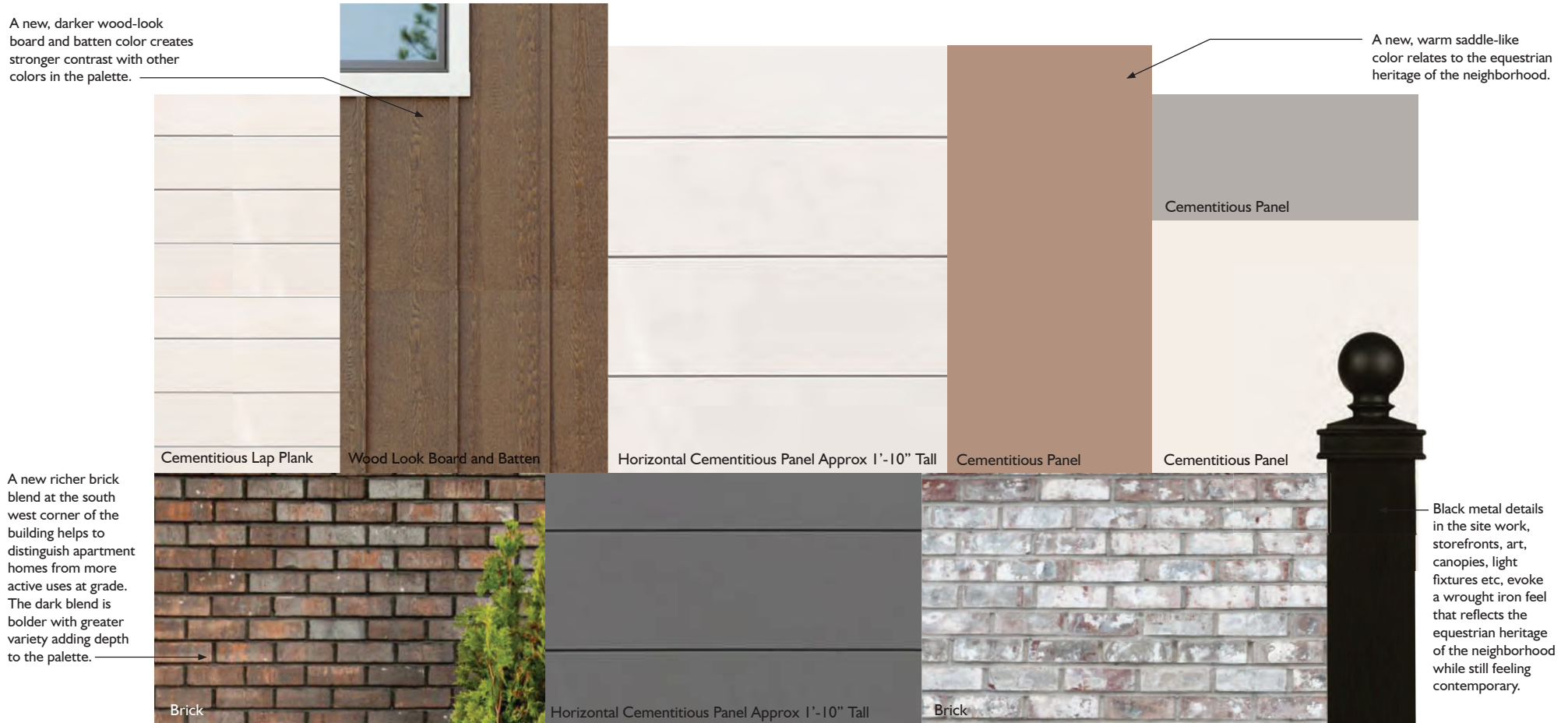


The Board liked the general direction of the materials, but felt the palette was overall too neutral. They wanted to see more depth and richness. They suggested using more than one color for brick.

Design Guidelines: BM-2 Color

PALETTE PRESENTED AT DRC I

REVISE MATERIAL PALETTE: UPDATED COLOR PALETTE (DRB RESPONSE 2)



The updated palette still reflects the sophisticated neutral tones throughout the neighborhood, but makes adjustments for stronger contrast and more warmth. The addition of a second, darker brick blend and a leathery, saddle color add richness and greater variety to the palette.

REVISE MATERIAL PALETTE: PALETTE COMPARISON (DRB RESPONSE 2)



AT DRC I



PROPOSED

Updated "saddle" color as infill in upper stories.
Updated darker brick color surrounding residential
uses.
Darker cap flashing at brick.

REVISE MATERIAL PALETTE: PALETTE COMPARISON (DRB RESPONSE 2)



AT DRC I



PROPOSED

Updated "saddle" color as infill in upper stories.
Updated darker brick color surrounding residential
uses.
Darker cap flashing at brick.

REVISE MATERIAL PALETTE: PALETTE COMPARISON (DRB RESPONSE 2)



AT DRC I



PROPOSED

Updated darker brick color surrounding residential uses.

REVISE MATERIAL PALETTE: PALETTE COMPARISON (DRB RESPONSE 2)

AT DRC I



PROPOSED

Updated "saddle" color flanking SE corner massing, and as infill on western half of facade.
Updated darker wood tone.
Updated darker brick color on western portion of facade (in distance).
Darker cap flashing at light brick.



REVISE MATERIAL PALETTE: PALETTE COMPARISON (DRB RESPONSE 2)



AT DRC I



PROPOSED

Updated "saddle" color flanking wood-look corner mass.
Updated darker wood tone.
Darker cap flashing at light brick

REVISE MATERIAL PALETTE: PALETTE COMPARISON (DRB RESPONSE 2)



AT DRC I



PROPOSED

Updated "saddle" color fas back
drop within public open space
fronting NE 70th.
Darker cap flashing at light brick.

RESPONSE 3: REFINE FACADES FACING PAGLIACCI