



MEMORANDUM

To: Design Review Board
From: Tony Leavitt, Senior Planner
Date: June 10, 2022
File No.: DRV22-00321
Subject: MODERA BRIDLE TRAILS CONCEPTUAL DESIGN CONFERENCE

I. MEETING GOALS

At the June 20, 2022, Design Review Board (DRB) meeting, the DRB should review the concept design for the Modera Bridle Trails Mixed Use Development project. At the meeting, the DRB should determine:

- A. How the design guidelines affect or pertain to the proposed development.
- B. Determine which guidelines apply to the proposed development.
- C. Determine what other application materials are needed for the Design Response Conference.

II. BACKGROUND INFORMATION

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 5,000 square feet of ground floor commercial area, 370 residential apartments and 423 parking stalls. Parking is proposed within structured parking below the building. Vehicular access to the property is from NE 70th Place and 130th Avenue NE. The applicant has provided a program description and general project information which includes three building massing options (see Attachment 2). The applicant's preferred building massing option is shown as Massing Option 3.

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. **KEY ZONING REGULATIONS**

Zoning regulations for uses in the BCX are found in the use-zone chart (see Attachment 3). The following regulations are important to point out as they form the basis of any new development on the site.

A. Permitted Uses:

1. Permitted uses in this zone include but are not limited to retail, office and stacked dwelling units (residential).
2. Uses above the 3rd story are limited to Assisted Living Facility and Attached or Stacked Dwelling Units.
3. 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.
4. 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 Comment: The applicant is proposing commercial and residential uses. Staff and the DRB should review the proposed development for compliance with applicable use regulations as part of the Design Response Conference application. Specifically, the DRB would review any proposed reductions in the commercial depth requirements or increases in the residential lobby or amenity space.

B. 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 will need to submit height calculations with the Design Response Conference application. Staff will review the project for compliance with the City's height regulations during the Design Response phase.

C. Setbacks and Step Backs:

1. Attached or Stacked Dwelling Units and Assisted Living Facilities 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: The applicant's preferred design scheme shows compliance with the BCX setback and step back requirements. Staff will review the project for compliance with the City's setback and step back during the Design Response phase. As part of the Design Response Phase, the Design Review Board will review how the guidelines dictate the massing of the upper story step backs and any rooftop amenities proposed within these areas.

D. 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: Staff and the DRB should review the proposed development for compliance with open space regulations as part of the Design Response Conference application.

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 review the location and design of these pedestrian sidewalks and the relationship to future connections on neighboring properties.

- E. 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 the established parking rate.

- F. 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 Design Response Conference application and subsequent development permits.

- G. 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: Staff has not yet evaluated the proposed project for compliance with the City's Affordable Housing Regulations.

V. DESIGN GUIDELINES FOR PEDESTRIAN ORIENTED BUSINESS DISTRICTS

The project will be reviewed for consistency with the Design Guidelines for Pedestrian Oriented Business Districts. The following is a list of key design issues and/or design techniques that should be addressed with this project.

- Building Location and Orientation
- Public Improvements (Sidewalks and Street Trees)
- Pedestrian Connections, Lighting, and Amenities
- Blank Wall Treatment
- Residential Open Space
- Parking Lots and Vehicular Circulation

- Architectural Style and Scale
- Human Scale
- Building Details and Materials
- Signs
- Visual Quality of Landscapes

See adopted Design Guidelines for the Pedestrian Oriented Business Districts for complete text and explanations. Staff has attached the recently amended guidelines (see Attachment 4) to reflect the addition of the Bridle Trails Neighborhood Center guidelines.

VI. CONTEXT

The context or setting in which the proposed development will be located is important in determining the appropriate design regulations that would apply. The following are several questions that are geared towards identifying the physical environment around and on the subject property. These questions will help supplement the discussion on the key design guidelines appropriate for the proposed project.

A. How does the site relate to its surroundings?

The applicant and Design Review Board should discuss the physical and built environment on and around the subject property. Topics include height of neighboring structures, topography, and landscaping.

B. What are the Opportunities and Constraints of the Site and Vicinity given the following topics?

- Streetscape
- Urban Form
- Activities and Uses in the area
- Pedestrian Patterns and Environment
- Character of Adjacent Buildings
- Landscaping/Open Space

VII. DISCUSSION ISSUES

The role of the DRB at the Conceptual Design Conference is to help determine how the design guidelines found in the Pedestrian-Oriented Design Guidelines apply to the proposed development. The following sections and questions below are representative of the City's design guidelines. These questions are to be used as a tool to help identify how design guidelines would apply to the proposed project.

A. Scale

1. What are the key vantages of the project?
2. Identify appropriate mitigation techniques for building massing of the proposed buildings. Possible techniques include vertical and horizontal modulation, corner treatment, and roof forms.

Staff Comment: Pages 25 through 30 in Attachment 4 contain specific scale and massing guidelines for the Bridle Trails Neighborhood Center. The specific guidelines are:

- *Façades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all*

floors above the ground floor combined with changes in color and material.

- *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.*
- *The final arrangement of building mass should be placed in context with existing and/or planned improvements, solar access, important street corners, and orientation with the public realm.*
- *A rigid stair step or "wedding cake" approach to upper story step backs is not appropriate.*
- *Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building within the required upper story setback area.*
- *In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.*
- *Along pedestrian-oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street.*
- *Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.*
- *Continuous two- or three-story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.*
- *Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key facades. Special attention to maintain an activated streetscape is important in these areas.*

The DRB should review these design guidelines and identify what guidelines apply and how the applicant should address these guidelines as part of the Design Response Conference.

Specific scale and massing guidelines that staff has identified as needing to be addressed are providing adequate vertical modulation along the long building façades and incorporating upper story modulation techniques that do not use a rigid stair step/" wedding cake" approach.

B. Pedestrian Access

1. How does the proposed massing and location of structures relate or respond to the pedestrian environment?
2. What are opportunities for pedestrian oriented spaces at the street level?
3. What are the key pedestrian connections?
4. How would the project engage pedestrians?

C. Open Space and Landscaping

What are opportunities for landscaping and/or open space on the subject property?

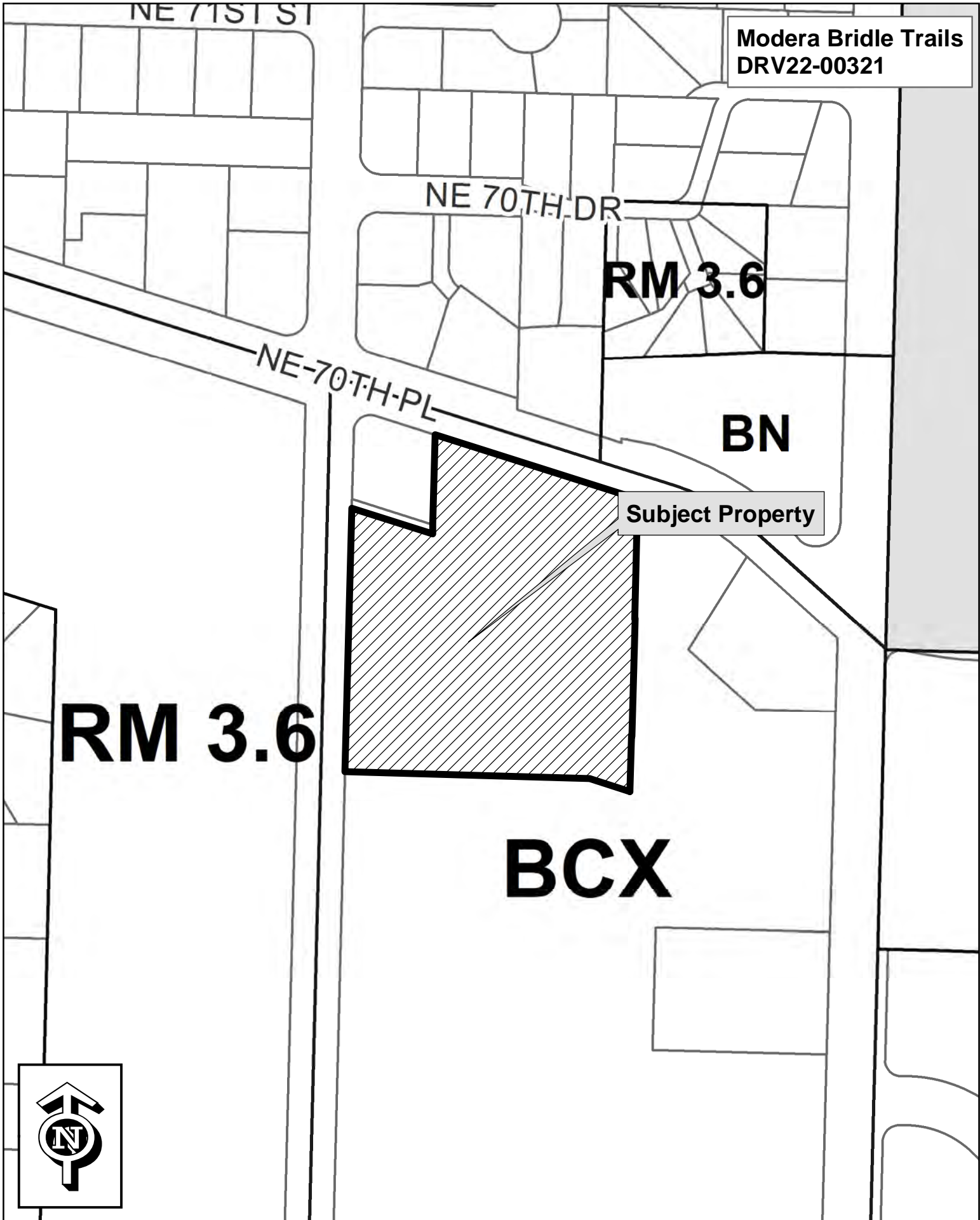
VIII. ITEMS REQUIRED FOR DESIGN RESPONSE CONFERENCE

The Design Review Board shall determine what models, drawings, perspectives, 3-D SketchUp model, or other application materials the applicant will need to submit with the design review application.

IX. ATTACHMENTS

1. Vicinity Map
2. CDC Plan Submittal
3. BCX Use Zone Chart
4. Design Guidelines for the Pedestrian Business Districts

**Modera Bridle Trails
DRV22-00321**



MODERA BRIDLE TRAILS – CONCEPTUAL DESIGN CONFERENCE

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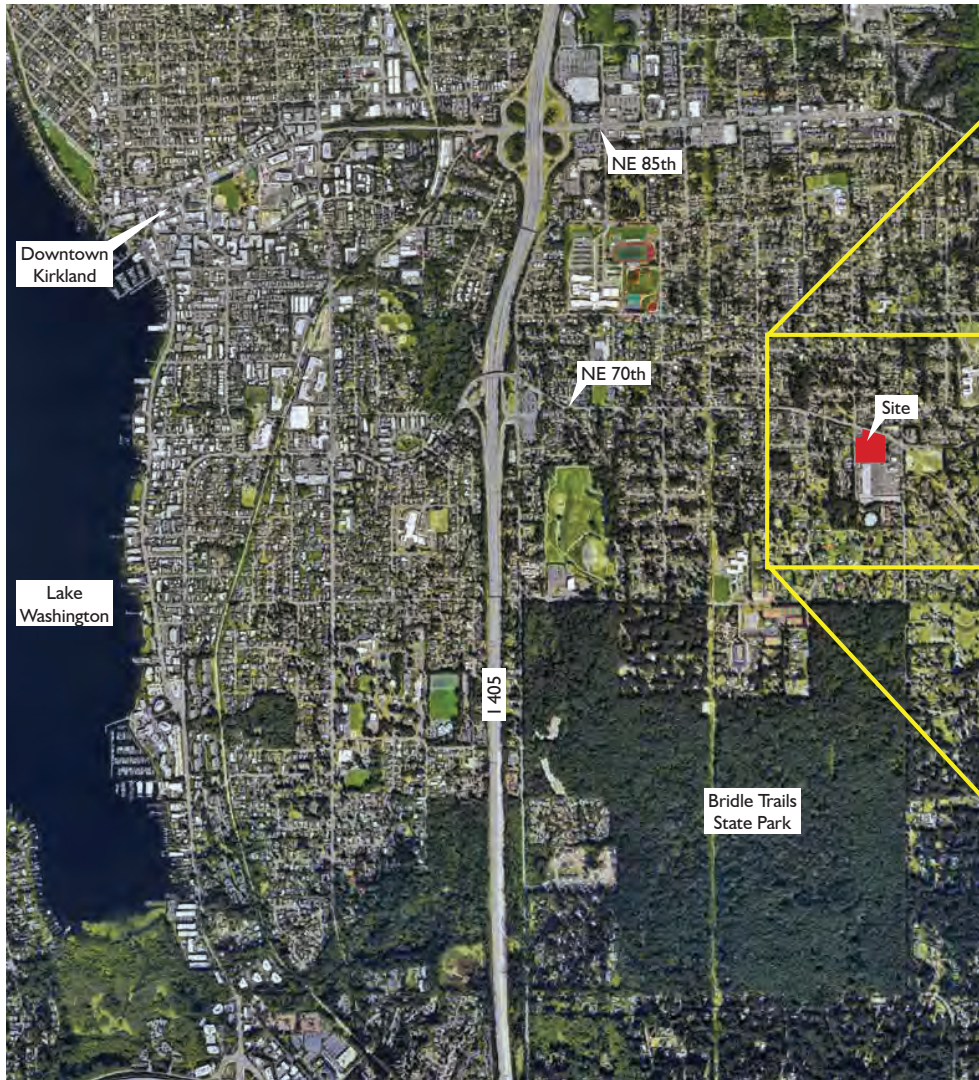
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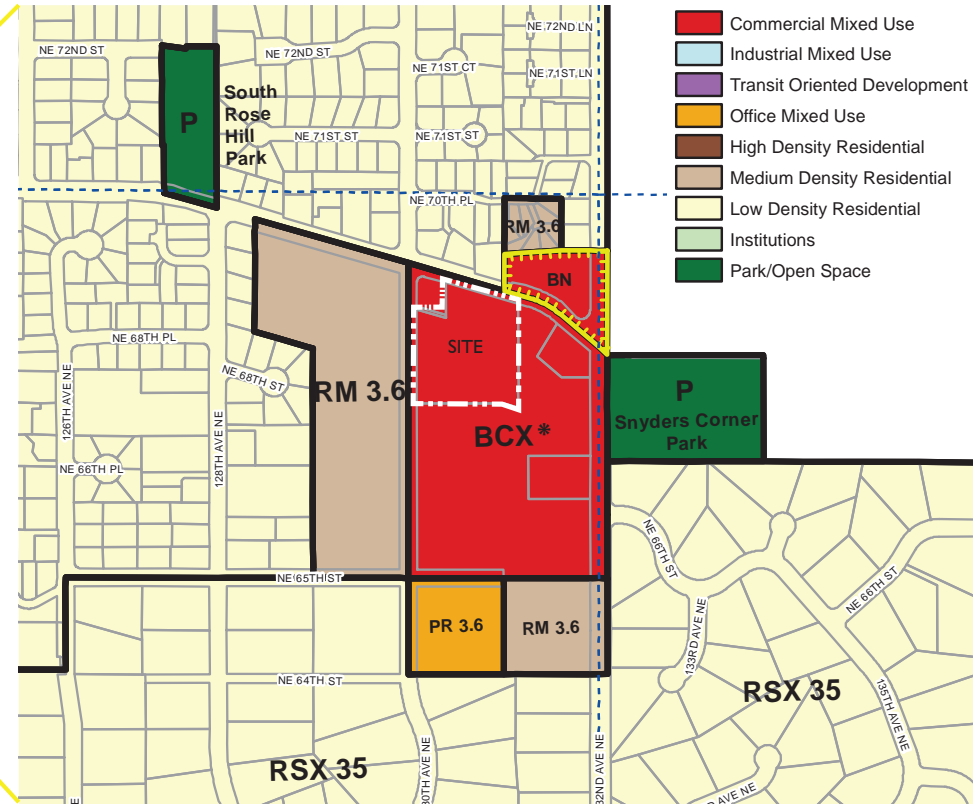
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SITE WITHIN KIRKLAND



Kirkland Zoning



* Height in the Incentivized BCX zone is 60' above average grade elevation

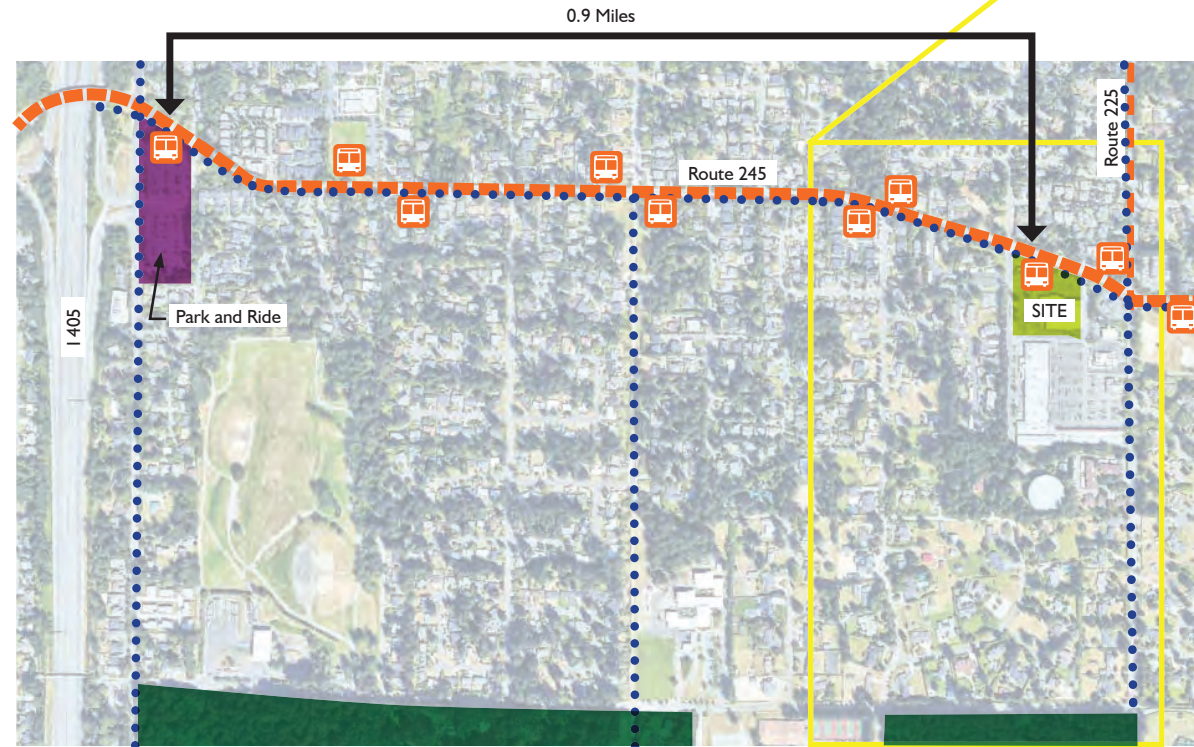
SITE CONNECTIVITY

Transit Frequency

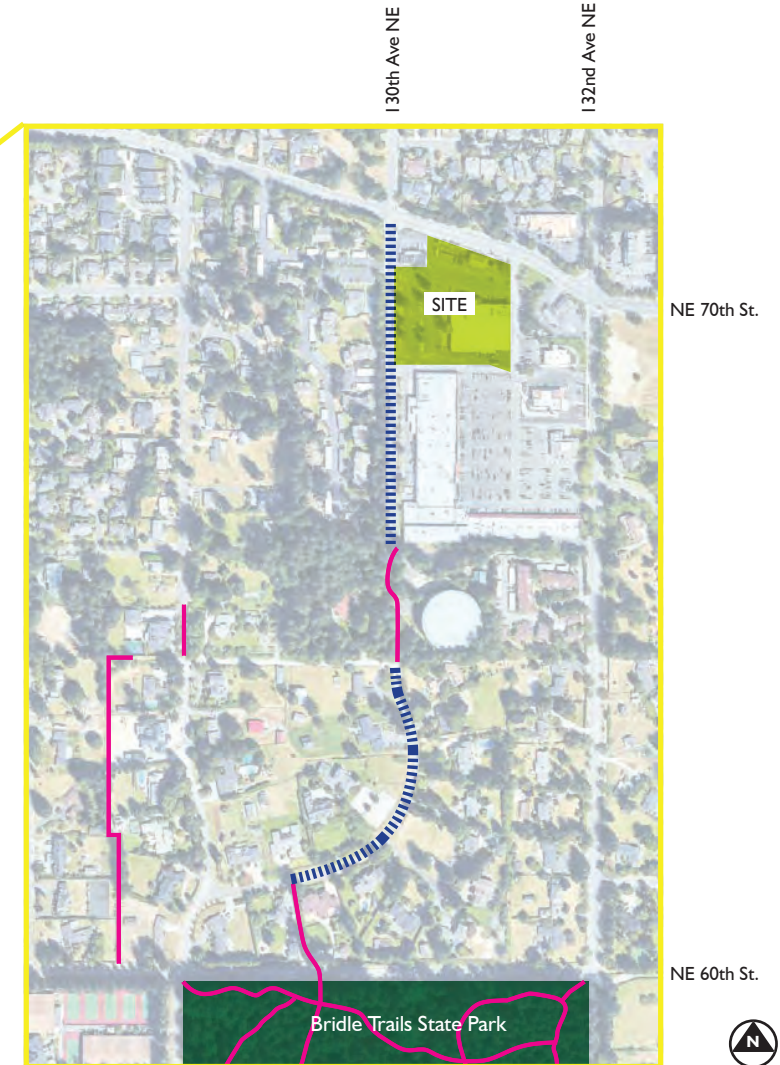
Route 245:
Connects the Kirkland Transit Center to Factoria
Operates on 15-minute headways (four buses per hour per direction) for more than 12 hours per day.

Route 225:
Connects the Kenmore Park-and-Ride to Overlake
Two buses per hour per direction for more than 12 hours per day.

- BUS ROUTES
- BUS STOP
- CITY BIKE ROUTES
- ||||| RESIDENTIAL STREETSCAPE PEDESTRIAN CONNECTIONS
- PEDESTRIAN TRAILS

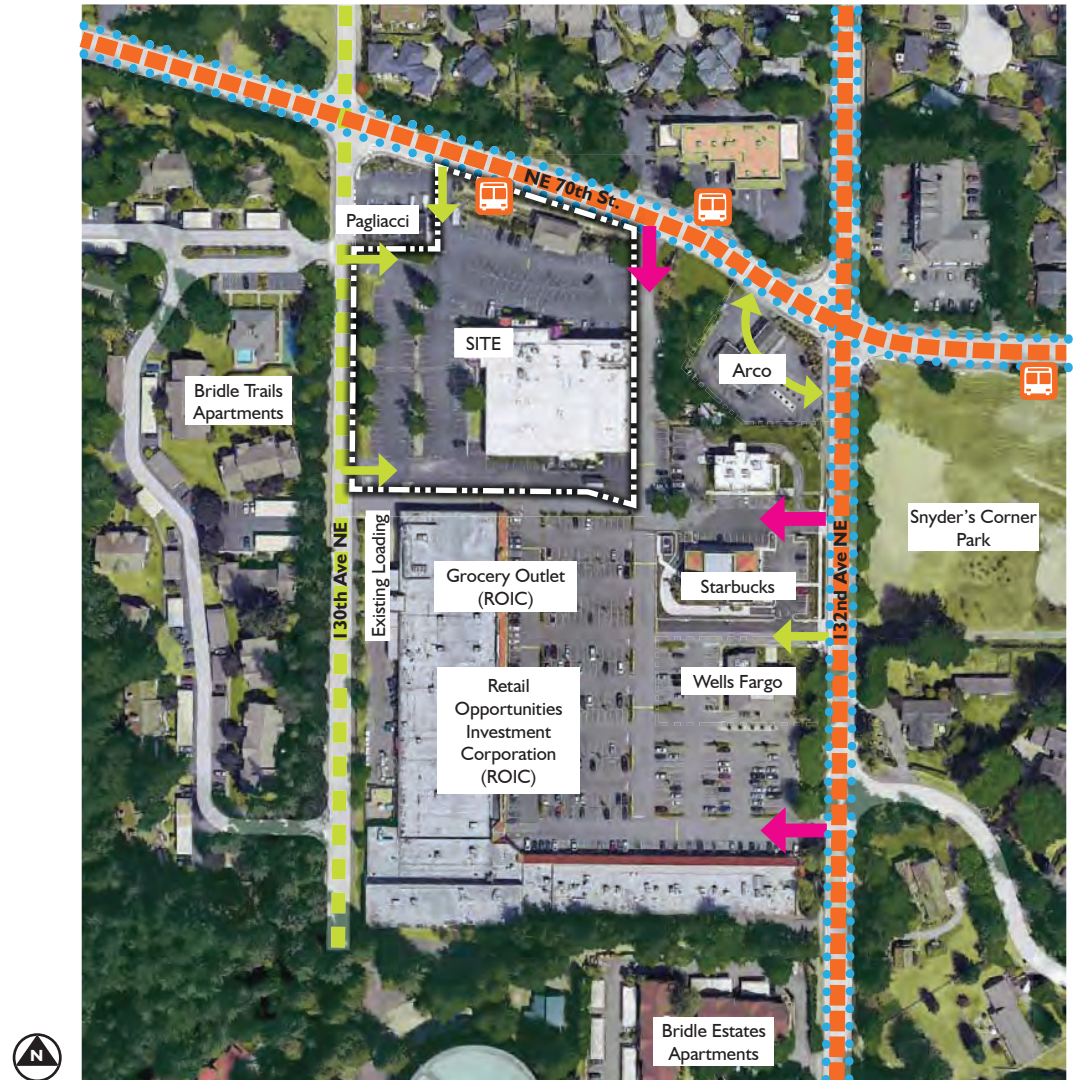


Kirkland Greenways



SITE CONTEXT

- ARTERIAL ROAD
- RESIDENTIAL STREET
- DESIGNATED BIKE ROUTE
- BUS STOP
- MOST HEAVILY USED VEHICLE ENTRY
- ADDITIONAL VEHICLE ENTRY



NEIGHBORHOOD CONTEXT PHOTOS



BRIDLE TRAILS SIGN



BRIDLE TRAILS STATE PARK



1



TYPICAL RESIDENTIAL STREET



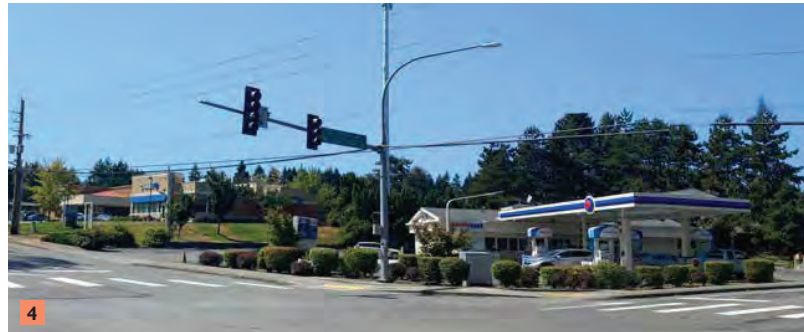
NEIGHBORHOOD SIGN



2



3



4



5