



CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Design Review Board

From: Tony Leavitt, Senior Planner

Date: October 28, 2024

File No.: DRV24-00484

Subject: Rose Hill Townhomes Conceptual Design Conference

1. **MEETING GOALS**

At the November 4, 2024, Design Review Board (DRB) meeting, the DRB should review the concept design for the Rose Hill Townhomes 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.

2. **BACKGROUND INFORMATION**

General

The subject property is located at 12673 NE 85th Street, which is within the boundaries of the Station Area Plan (see Attachment 1). The applicant is proposing to construct an 89-unit townhome development with 4,800 square feet of workspace along NE 85th Street. The applicant proposes surface level parking for the commercial uses and residential guests with vehicular access taken from 128th Avenue NE. Each residential townhome will have garaged parking stalls. 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 concept is shown as Site Plan 1.

Station Area Plan

The Station Area Plan encourages an equitable and sustainable transit-oriented community as part of the significant growth expected in Greater Downtown Kirkland. It builds on efforts such as the Kirkland 2035 Comprehensive Plan, the Greater Downtown Kirkland Urban Center proposal, and other city-wide initiatives addressing housing, mobility, and sustainability. It provides a visual and policy framework for future redevelopment and growth within approximately a half-mile of the BRT station at the I-405 and NE 85th Street interchange.

The Station Area takes a form-based approach to design regulations and guidelines, promoting variety in the mixture of uses compared with the approach used in other

business districts. The designs of structures within the plan area are determined by the intended height, the adjacent street type, and the intended frontage type. The form-based approach provides graphic examples of the type of development anticipated; helps create effective transitions between higher and lower intensity uses within and adjacent to the area; and establishes standards for quality public spaces such as plazas.

Rose Hill Gateway District Overview

The Station Area is divided into multiple design districts, with the subject property located within the Rose Hill Gateway District. The Design Guidelines for NE 85th Street Station Subarea Plan state the following regarding the district:

"A corridor-based gateway with a mix of active ground floors and mid-rise residential along NE 85th Street that focuses on creating a strong sense of arrival from Redmond with streetscape design, public art, and urban design features.

The District creates an environment where pedestrians and bicyclists can move comfortably along NE 85th Street. Corner treatments at each intersection, including an interaction of open spaces and building architecture, provide opportunities to create gathering places for the neighborhood and a distinct identity for the district."

Staff will provide additional background on the Station Area Plan and design district regulations during the presentation at the November 4th meeting.

3. SITE

The subject property (149,202 square feet or 3.425 acres) is currently vacant with two existing structures that will be demolished. A majority of the site has been graded for soil remediation. The site is relatively flat with a significant upward slope near the south property line. The property has street frontage along NE 85th Street (designated as a principal arterial) and 128th Avenue NE (designated as a collector street).

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

North: Neighborhood Mixed Use (NMU); commercial uses; 40 feet, or 75 feet when meeting incentives

South: Residential Multifamily (RM) 2.4, Rose Crest Apartments; 30 feet

East: Rose Hill Business District (RH) 8 and Residential Multifamily (RM) 2.4; commercial and multi-family residential uses; 30 feet

West: Neighborhood Mixed Use (NMU); commercial and multi-family residential uses; 40 feet, or 75 feet when meeting incentives

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

4. KEY ZONING REGULATIONS

Zoning regulations for uses in the Neighborhood Mixed Use (NMU) regulating district of the Station Area Plan are found in the Kirkland Zoning Code Chapter 57, Form Based Code for the NE 85th Street Station Area Plan (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: Permitted uses allowed in the NMU district include commercial, institutional, and residential.

Staff Comment: The applicant is proposing commercial and residential uses which are permitted in the NMU district.

- B. Lot Coverage: The maximum allowed lot coverage for the NMU district is 90% of the lot size.
- Staff Comment: The applicant should submit lot coverage calculations with the Design Response Conference application.*
- C. Required Setbacks:
- The NMU district requires a 5-foot rear setback.
 - There are no required side setbacks.
 - Front setbacks are determined by the frontage type. Along NE 85th Street, the applicant is proposing an urban street edge frontage type that has a minimum setback of zero feet and a maximum of 15 feet. Along 128th Avenue NE, the applicant is proposing a residential stoop/ porch frontage type that has a minimum setback of 5 feet and a maximum of 10 feet.
- Staff Comment: The applicant's current proposal complies with the required front and rear setbacks.*
- D. Height and Floor Plate: The NMU district allows a maximum height of 40 feet as measured above the average building elevation (ABE) as defined in KZC chapter 5.10.
- Staff Comment: The applicant will need to submit ABE 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.*
- E. Façade Design: The NMU district establishes a maximum façade width whereafter a minimum break in the façade is required. That maximum façade width is 120 feet. If a façade design exceeds this width, a façade break must be proposed with a minimum width of 10 feet and a minimum depth of 5 feet.
- Staff Comment: As part of the Design Response Conference application, the applicant will need to provide detailed plans showing compliance with the façade width, break, and depth requirements.*
- F. Upper Story Massing: The NMU district requires upper story street setbacks starting at 75 feet above the ABE, minimum tower separation of 60 feet, and vertical articulation strategies starting at 45 feet above the ABE.
- Staff Comment: Since the applicant is proposing a building height at or below 40 feet above ABE for the townhomes, the upper story massing requirements of the NMU district do not apply to the current proposal.*
- G. Frontage Type:
- The Station Area Plan designates NE 85th Street as a major thoroughfare. The permitted frontage types for a major thoroughfare are urban street edge, retail and active uses, and plaza/ public space.
 - The Station Area Plan designates 128th Avenue NE as a neighborhood mixed-use street. The permitted frontage types for a neighborhood mixed use street are urban street edge, retail and active uses, residential stoop/ porch, plaza/ public space, and private yard.
- Staff Comments: The applicant is proposing an urban street edge frontage along NE 85th Street and a residential stoop/ porch frontage along 128th Avenue NE. Pages 10 and 11 of Attachment 2 show the proposed street frontages and the ground floor design/entry and public realm requirements for each frontage type. As part of the Design Response Conference application, the applicant will need*

to provide detailed plans showing compliance with ground floor design/entry and public realm requirements.

H. Sidewalks

- NE 85th Street is designated as a major throughfare and requires a pedestrian clear zone of at least 8 feet and a preferred dimension of 10 feet.
- 128th Avenue NE is designated as a neighborhood mixed use street and requires a pedestrian clear zone of at least 6 feet and a preferred dimension of 8 feet.

Staff Comment: The final sidewalk configuration will need to be reviewed by Public Works and approved as part of the Design Response Conference decision.

I. Overhead Weather Protection

- Overhead weather protection is required for all street-facing facades, with the following exceptions: where the building facade is more than 10 feet from the required back of sidewalk.
- Overhead weather protection should cover a minimum of 5 feet of the pedestrian clear zone on the nearest sidewalk, measured horizontally from the required back of sidewalk.
- Where possible, overhead weather protection should be located and designed to avoid water runoff into the pedestrian clear zone.
- Overhead weather protection must be a minimum of 10 feet and a maximum of 15 feet above required back of sidewalk grade.

Staff Comment: The proposed overhead weather protection will need to be reviewed as part of the Design Response Conference.

J. Parking: The project is required to comply with the following districtwide parking standards:

- Vehicular- Residential
 - 0 stalls per affordable studio unit or residential suite
 - 0 stalls per affordable one-bedroom unit
 - 0.75 stalls per studio unit or residential suite
 - 1 stall per one-bedroom unit
 - 1.25 stalls per two-bedroom unit
 - 1.5 stalls per three- 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.
- Bicycle- Residential
 - 0.05 stalls per suite or unit for short-term bicycle parking
 - 1 stall per suite or unit for long-term bicycle parking
- Vehicular- Commercial

- 2 stalls per 1,000 square feet of gross floor area
- Bicycle- General Commercial
 - 0.50 stalls per 1,000 square feet of gross floor area for short-term bicycle parking
 - 0.33 stalls per 1,000 square feet of gross floor area for long-term bicycle parking
- Bicycle- Office Commercial
 - 0.07 stalls per 1,000 square feet of gross floor area for short-term bicycle parking
 - 0.33 stalls per 1,000 square feet of gross floor area for long-term bicycle parking.

Staff Comment: The applicant will be required to demonstrate compliance with applicable districtwide parking requirements as part of the Design Response Conference application.

- K. Additional Districtwide Standards: KZC Section 57.25 includes additional districtwide standards including green infrastructure sustainability standards, bird-safe standards, dark sky fixtures, and transportation demand management requirements.

Staff Comment: The applicant will be required to demonstrate compliance with the additional districtwide standards as part of the Design Response Conference application and subsequent development permits.

- L. Affordable Housing Requirements: Per KZC Section 112.20.3.d the affordable housing requirements are the following:

- Renter-Occupied:
 - 10% at 50% of average median income (AMI) or the alternative affordability level options in KZC 112.20(3)(c) with at least 5% of units required to be provided at 50% AMI.
- Owner-Occupied
 - 10% at 80% AMI, or the alternative affordability level options in KZC 112.20(3)(c).

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

5. **NE 85TH STREET STATION SUBAREA DESIGN GUIDELINES**

In addition to the standard guidelines contained in the Design Guidelines for NE 85th Street Station Subarea Plan, the list in Attachment 4 highlights some of the key guidelines and special considerations that apply specifically to the project or project area. The following is a list of key design issues and/or design techniques that should be addressed with this project.

- a. Streetscape
- b. Public Spaces: Plazas, Courtyards, Terraces, and Gardens
- c. Pedestrian Connections and Wayfinding
- d. Lighting
- e. Screening of Trash and Service Areas

- f. Signs
- g. Landscaping
- h. Orientation to the Street
- i. Massing/Articulation
- j. Parking Garages
- k. Blank Wall Treatments
- l. Encourage High-Quality Design
- m. Site Planning in the Rose Hill Gateway District

See adopted Design Guidelines for NE 85th Street Station Subarea Plan for complete text and explanations.

<https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/station-area-materials/station-area-plan-design-guidelines-june-2022.pdf>

6. **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, proximity to adjacent streets, pedestrian connections, 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

7. **DISCUSSION ISSUES**

The role of the DRB at the Conceptual Design Conference is to help determine how the design guidelines found in the Station Area 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. The applicant has provided several massing schemes including a preferred option (Concept 1) for the DRB's review and comment (see Attachment 2).

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 (e.g. plazas)?
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?

8. 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.

9. ATTACHMENTS

1. Vicinity Map
2. CDC Plan Submittal
3. KZC Chapter 57: Form Based Code for the NE 85TH Street Station Area Plan
4. Design Guidelines - Special Considerations for the Rose Hill Gateway District