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MEMORANDUM

To: Planning Commission

From: Adam Weinstein, AICP, Planning & Building Director
Jeremy McMahan, Planning & Building Deputy Director
Allison Zike, AICP, Senior Planner

Date: June 1, 2022

Subject: NE 85TH ST STATION AREA PLAN – PHASE 1 – PUBLIC HEARING, FILE NO. CAM20-00153

STAFF RECOMMENDATION

Conduct a public hearing to receive public testimony on Phase 1 of the NE 85th St. Station Area Plan amendments to the City's Comprehensive Plan, Kirkland Zoning Code (KZC), Zoning Map, and Kirkland Municipal Code (KMC). At the conclusion of the public hearing, conduct Planning Commission deliberations and prepare a recommendation to the City Council on Phase 1 Station Area Plan amendments. The Commission may choose to continue deliberations to June 14 if public testimony and/or Commission discussion on the amendments cannot be completed within a reasonable time on June 9.

BACKGROUND

With the passage of the 2019-2020 budget, City Council authorized creation of a Station Area Plan associated with the Sound Transit Bus Rapid Transit (BRT) station planned for the I-405/NE 85th Street interchange.

This budget direction was affirmed on February 19, 2019 when the City Council adopted Resolution R-5356 approving the 2019-2020 Priority Goals and City Work Program. One of the twelve City Work Plan initiatives related to developing the Station Area Plan is shown in the following excerpt from R-5356:

> *Continue partnerships with Sound Transit, the State Department of Transportation and King County Metro Transit to ensure that I-405 investments serve Kirkland's mobility needs and maximize the benefit of Sound Transit's NE 85th Street/I-405 Bus Rapid Transit interchange project by completing land use, zoning, and economic development plans for areas adjacent to the interchange project to further the goals of Balanced Transportation and Economic Development.*

The BRT station, on-schedule to be operational in 2026, will provide the Station Area with frequent high-capacity transit service to regional destinations and transit connections. The intent of the Station Area Plan is to fully leverage this significant, voter-approved, regional investment in transit with a land use plan that would result in a walkable, equitable, sustainable, and complete transit-oriented neighborhood that will provide affordable housing, school capacity, park amenities, family wage jobs, and commercial and retail services.

At their December 14, 2021 Council meeting, Council adopted the Station Area Preferred Plan Direction by adopting Resolution R-5503 (see Attachment 1). The Resolution adopted the following vision for the Station Area Plan:

> *The Station Area is a thriving, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit.*
>
> *The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The highly visible integration of ecological systems within an urban setting sets the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.*

The project team last discussed the Station Area Plan with Council and the Planning Commission at their May 12, 2022 joint study session, where they discussed the draft Station Area Plan, draft Comprehensive Plan goals and policies, draft Phase 1 Form-based Code concepts, draft design guidelines, and the draft Planned Action Ordinance for the Station Area.

The following table outlines the project meetings to-date with the community, City Council, Planning Commission, and Transportation Commission and provides links to materials presented:

March 17, 2020	City Council Study Session Meeting Packet
June 4, 2020	Community Workshop #1 Presentation (Video)
June 25, 2020	Planning Commission Meeting Packet
September 23, 2020	Transportation Commission Meeting Packet
January 7, 2021	Community Workshop #2, Part 1: Presentation (Video) Community Workshop #2, Part 2: Report Out / Q & A (Video) Community Workshop #2: Summary Report
January 14, 2021	Planning Commission Meeting Packet Part 1 Part 2
January 19, 2021	City Council Study Session Meeting Packet
January 19, 2021	City Council Study Session Meeting Packet
January 27, 2021	Transportation Commission Meeting Packet
April 6, 2021	City Council Study Session Meeting Packet
April 22, 2021	Planning Commission Meeting Packet

May 26, 2021	City Council Special Meeting- Station Area Plan Listening Session Recording
June 10, 2021	Planning Commission Meeting Packet
July 28, 2021	Transportation Commission Meeting Packet
September 22, 2021	Transportation Commission Meeting Packet
October 26, 2021	City Council Study Session Meeting Packet
October 26, 2021	City Council Study Session Meeting Packet
November 1, 2021	Community Q&A Session Video Community Q&A Session Question/Comment Report Community Q&A Session: Frequently Asked Question (FAQ) Responses
November 16, 2021	Joint City Council/Planning Commission Study Session Meeting Packet
December 14, 2021	City Council Study Session Packet
March 10, 2022	Planning Commission Meeting Packet
March 23, 2022	Transportation Commission Meeting Packet
April 5, 2022	City Council Study Session Packet
April 27, 2022	Transportation Commission Meeting Packet
April 26, 2022	Joint City Council/Planning Commission Study Session Meeting Packet
May 12, 2022	Joint City Council/Planning Commission Study Session Meeting Packet
May 18, 2022	Community Open House Session Video May 18 Open House Written Q&A

RESPONSE TO MAY 12 COUNCIL AND COMMISSION FEEDBACK

Staff amended the draft documents in response to Council and Commission feedback from the May 12 joint study session with the following edits by key issue area:

- Affordable Housing
    - Clarified that diverse housing types are encouraged in Station Area.
    - Added clarity to goals and policies that include minimum activity units and maximizing affordable housing with growth.
    - Revised language about jobs and housing balance to focus on promoting jobs and housing choices such that the Station Area is providing a mix of housing

that is attainable for a range of existing and new jobs in the district and that is also accessible/connected via regional transit.

    - Revised Comprehensive Plan polices to revise references to "quality of life" with "access to amenities in neighborhoods".

- Parks and Open Space
    - Added references to public art and the need for parks amenities for all ages and stages of life.
    - Added policies to support the use of the Kirkland Cemetery as an open space resource (while being sensitive to its primary function), and identifying connections to potential Parks/Open Space opportunities at the Houghton Park & Ride, transfer station site, and Taylor Fields.
- Transportation and Mobility
    - Strengthened language in policies to ensure that transit service must function in the study area corridors, especially during commute hours.
    - Edited language to clarify that active transportation includes multiple methods of "rolling" beyond bicycles.
    - Added policy language to clarify the mode-split goal, and included implementation actions in the implementation matrix that supports monitoring over time.
- Sustainability
    - Moved emphasis on green infrastructure from the Parks discussions into the Sustainability sections, and added details about green roofs into the plan document.
    - Strengthened policy language around sustainability goals.
- Schools
    - Added language to clarify that school uses can include post-high school education.
    - Strengthened policy language related to schools.
- Implementation
    - Completed an implementation matrix included in the draft Comprehensive Plan

DRAFT STATION AREA PLAN

The final plan document includes Vision and Goals for: Land Use and Urban Design, Open Space, Transportation and Mobility, and Sustainability. The document includes a summary of the entire process, including an executive summary, overview of the planning process, and plan recommendations. A draft of the Station Area Plan was included in the meeting materials and discussed at the May 12 joint Council and Commission study session. The process to adopt the final Station Area Plan is by a City Council resolution; it is not formally included in the items under consideration at the June 9 public hearing as it does not require the same legislative process as the Zoning Code, Comprehensive Plan, and Zoning Map amendments for the Station

Area. Because the document includes a comprehensive overview of the planning process, background information, and implementation strategies, it is included at the end of this hearing packet as a reference document. It will be considered for adoption by City Council along with Planning Commission's recommendations on the code amendments.

It should be noted that the City's legislative process is not able to influence the design of the construction project proposed by the Washington State Department of Transportation and Sound Transit. For example, comments about the location of the pick-up and drop-off lot and placement of noise walls is outside the purview of the Planning Commission's review. Rather, the focus of the City's legislative process is to consider how the City's land use and transportation policies can leverage the interchange improvements to create a complete, transit-oriented community that helps achieve broader City-wide goals.

PROPOSED LEGISLATIVE AMENDMENTS – SUMMARY

The process to amend the City's Comprehensive Plan, the Kirkland Zoning Code (KZC), and the Zoning Map is set forth in KZC Chapter 160, and requires the Planning Commission to hold a public hearing on the amendments and make a recommendation to the City Council. The amendments comprising the June 9 public hearing are listed below, followed by a brief summary of the proposed amendments to each City document.

- Amend the Comprehensive Plan to adopt a new sub-area chapter for the Station Area. The subarea plan would overlay portions of the Everest, Highlands, Moss Bay, Norkirk, and Rose Hill neighborhood plans with superseding policies.
- Amend KZC 5 to add definitions.
- Amend KZC 10 to add the Station Area Commercial Mixed-Use zone.
- Amend KZC 53 to repeal Rose Hill Business District Zones RH 1A, RH 2A, and RH 2C that are being replaced with the Station Area Commercial Mixed Use zone.
- Adopt a new chapter KZC 57 with a Form-based Code for the Station Area Commercial Mixed-use zone.
- Amend KZC 95 and KZC 142 to reference new Station Area Design Guidelines.
- The proposal includes legislative rezones of 15 parcels from North Rose Hill Business District (RH 1A, 2A, and 2C) to Commercial Mixed Use (CMU), one parcel from Professional Office (PO) to CMU and one parcel from Professional Office/Residential 3.6 (PR 3.6) to CMU (see Attachment 1 for a parcel rezone map).

In addition, the proposal includes amendments to the Kirkland Municipal Code (KMC) 3.30 to adopt design guidelines for the Station Area to replace existing Design Guidelines for the Rose Hill Business District and to amend the existing Design Guidelines for Pedestrian Oriented Business Districts. While the KMC is typically the legislative purview of the City Council, the KMC specified that the Council shall consult with the Planning Commission prior to amending the guidelines.

Draft Comprehensive Plan Amendments – New Subarea Chapter

The Comprehensive Plan amendments proposed are for the full extent of the Station Area Plan, and will include a new subarea chapter for the district that establishes the vision, goals, and policies for future growth (see Attachment 2). This new chapter will overlay portions of the six

neighborhoods that comprise the geography of the Station Area, but will not alter any existing neighborhood boundaries. This approach is comparable to previous corridor plans the City completed, where a subarea is shared among multiple neighborhoods. The draft chapter addresses any inconsistencies with the underlying neighborhood plans with the following statement:

> *In cases where the Station Area planning process, including its associated environmental review, has established different development standards, the goals, policies, and direction on development standards for the Subarea Plan shall govern. This includes but is not limited to specific land uses, building heights, transportation improvements, and access requirements.*

The following is a list of the sub-sections in the draft Comprehensive Plan subarea chapter. Each sub-section includes a background discussion, goals, and policies for the Station Area Plan.

- Land Use and Development Patterns
- Housing
- Economic Development
- Sustainability & Natural Environment
- Parks/Open Space
- Transportation & Mobility
- Urban Design Principles
- Public Services and Public Facilities

Draft KZC Amendments

The proposed Zoning Code amendments include a new chapter for the Station Area Form-based Code, and a number of consistency edits in various chapters to apply the parcel rezones, incorporate references to the new Station Area zone, and remove references to the zones being repealed (see Attachment 3). The amendments being considered for Phase 1 of Station Area adoption are for the Commercial Mixed-use zone only; the remainder of the Station Area zones will be considered in a future phase.

Below is an outline of Form-based Code sections for the Commercial Mixed-use district.

Regulating Plan

The regulating plan shows the application of the Commercial Mixed Use zone to specific parcels, and the allowed base height and maximum height that can be achieved by providing community benefits.

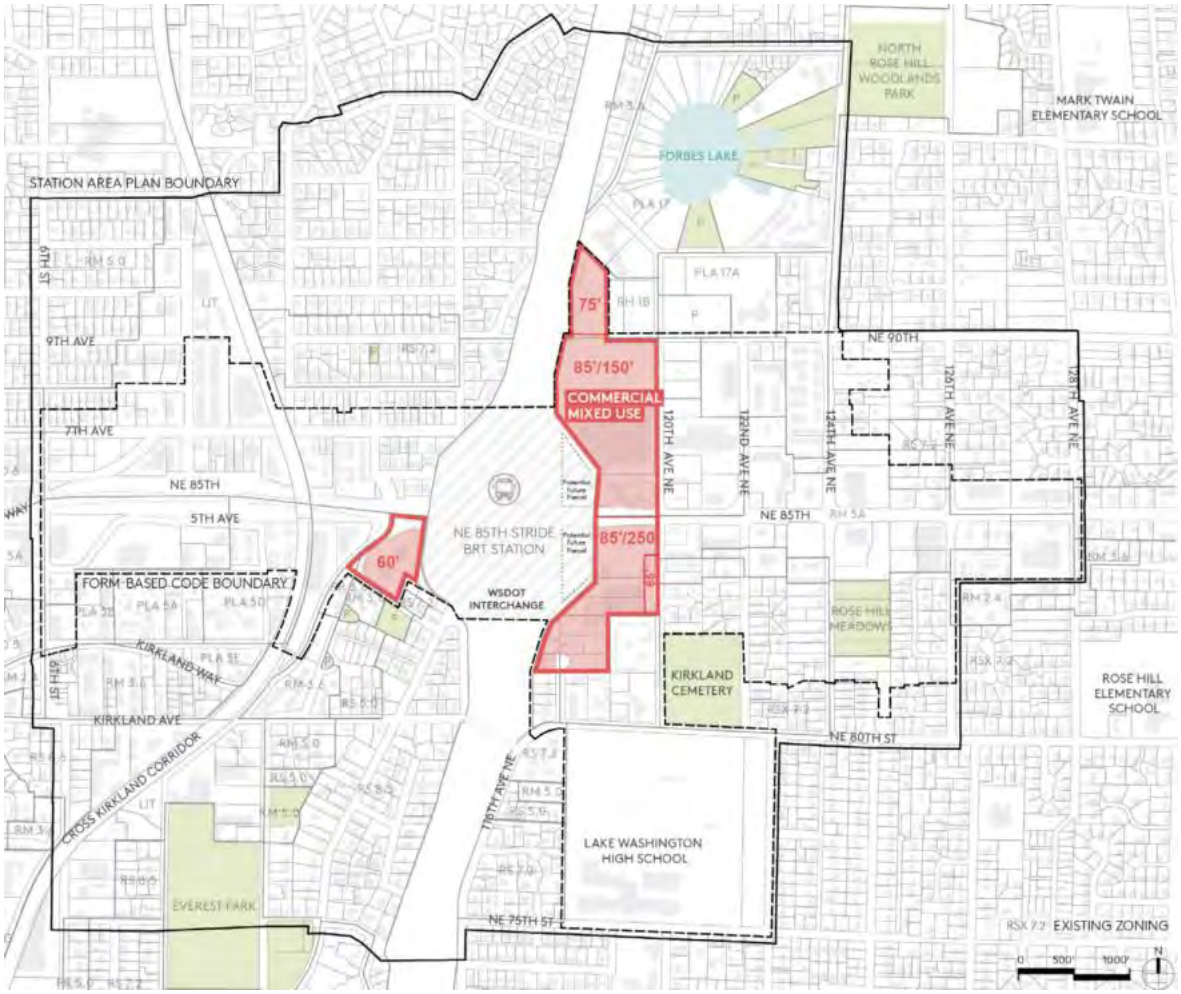


Figure 1: Regulating District Map, prepared by Mithun

Permitted Uses

The Form-based Code employs general use categories to regulate permitted uses in the district. These use categories are intended to be more flexible than in conventional zoning districts. The general uses permitted in the Commercial Mixed Use district will be Commercial and Institutional uses.

Regulating District Standards

The regulating district (i.e., Station Area zones, see Figure 1) will set forth standards for the following:

- Lot coverage
- Required yards
- Base maximum allowed height
- Bonus maximum allowed height

- Maximum floor plate(s) per building
- Upper story street setbacks
- Tower separation
- Maximum façade widths and modulation minimums

Figure 2: FBC exhibit, prepared by Mithun

Frontage Types and Standards

The frontage types establish a foundation for how the Form-based Code regulates how building types interact with the public realm (i.e., streets, pedestrian ways, plazas, and other public spaces). For each frontage type, the Form-based Code sets forth standards for the following:

- Ground floor design (minimum height, façade transparency, façade widths and entry standards)
- Minimum and maximum front setbacks
- Amenity zone allowances
- Corner design requirements
- Ground floor parking setbacks

Street Types and Standards

Street types in the Form-based Code are informed by the specific transportation network improvement concepts developed through the transportation analysis for the district. The Form-based Code establishes typical minimum (unless noted) widths for the following components of the street:

- Pedestrian clear zone
- Bikeway
- Furnishing zone (i.e., area for street furniture)
- Maximum travel lane width
- Number of travel lanes (typical)

Transitions

The Form-based Code establishes required transitions that are intended to ensure that new development is consistent with the vision of the NE 85th Street Station Area Plan to provide appropriate transitions of development intensity, height, and bulk across zones of varying height.

Incentive Zoning Program

The regulating district establishes allowed base heights (allowed by-right) and required performance standards for all development at or below the base height. The new base heights reflect an adjustment above current zoning as a way to offset the cost of new base requirements (i.e., high performance buildings, green factor, and transportation and other infrastructure improvements). The incentive zoning program will allow additional development capacity above the new base height, up to the maximum allowed heights identified for the regulating district, if development provides additional community benefits. The benefits required to utilize the incentivized development capacity will be beyond the established baseline development requirements in the Zoning Code.

The incentive zoning analysis completed by Habile Consulting informed the base heights allowed by-right in the Zoning Code. This analysis considered the costs for a project to provide the base community benefits identified (in addition to the costs of existing regulatory requirements) relative to the value created by "upzoning" the area to the allowed base height. It also calibrated the levels of incentivized development capacity available for each community benefit amenity option a development may opt to provide for capacity above the base height. Similar to the base height analysis, the incentive analysis considered the costs for a project to provide the additional community benefits identified (in addition to existing regulatory requirements and base requirements) relative to the value created by "upzoning" the area to the allowed maximum height. The analysis "tested" several different levels of amenities for potential inclusion in the base requirements or for inclusion as incentive options. Analysis was focused on five key issues that have been identified as desirable by the community and Council in the Preferred Plan Direction: Affordable Housing, Parks/Open Space, Mobility, Sustainability, and Schools.

The conclusions of this analysis and draft recommendations are included in the Form-based Code, Incentive Zoning Section. Staff is presenting a recommended option for the structure of the incentive amenities available for development capacity bonuses to City Council at their June 7 meeting, and Council will discuss the policy choices around the incentive zoning again on June 21 prior to their consideration for adoption. Staff will provide an update on Council direction received at the public hearing for consideration in their deliberation. Note that for purposes of the public hearing and Planning Commission recommendation this applies only to the Commercial Mixed Use district being considered in Phase 1 of adoption. While the analysis considers the applicability of the incentive system to the full Station Area, the establishment of new Station Area zoning and the weighing of incentive amenities for the remainder of the Station Area districts will be discussed during the Phase 2 adoption process.

Legislative Rezones

The proposal includes legislative rezones of 15 parcels from North Rose Hill Business District (RH 1A, 2A, and 2C) to Commercial Mixed Use (CMU), one parcel from Professional Office (PO)

to CMU, and one parcel from Professional Office/Residential 3.6 (PR 3.6) to CMU. Attachment 1 includes a parcel map illustrating the proposed amendments to the Zoning Map.

Draft Kirkland Municipal Code Amendments – New Station Area Design Guidelines and Amendments to the Design Guidelines for Pedestrian Oriented Business Districts

The proposal includes amendments to KMC 3.30, which is the section of the Municipal Code that houses the City's Design Guidelines. The Station Area Design Guidelines (see Attachment 4) will replace the existing Rose Hill Business District Guidelines. While the Form-based Code establishes standards for the street, buildings' relationship to the street, and specific massing limitations for development, the design guidelines will be referenced to provide general guidance for massing, articulation, and materials of buildings. The design guidelines encourage high-quality architecture and design and will help create an engaging pedestrian environment. The design guidelines will provide a framework to guide the Design Review Board (DRB) where DRB review is required for future new development applications. The Design Guidelines for the Station Area are largely based on existing guidelines for the Rose Hill Business District, Kirkland Parkplace, and Pedestrian Oriented Guidelines.

Because the Station Area Design Guidelines will replace the current Design Guidelines for Rose Hill Business District, the existing guidelines applicable to the RH 8 zone (outside of the Station Area Plan boundaries) will be incorporated in the City's existing Design Guidelines for Pe3destrian Oriented Business District. These guidelines provide the best match for the adopted policies and regulations for the RH 8 zone.

PLANNED ACTION ORDINANCE STATUS AND UPDATE

The Final Planned Action Ordinance (PAO) is the culmination of the environmental review process under the State Environmental Policy Act (SEPA) and will include specific mitigation measures for future development and submittal requirements for development applications to be reviewed as planned actions. Planned actions will be those projects that do not exceed thresholds established in the PAO (e.g., activity units, vehicle trips), and are therefore not required to perform environmental review beyond that in the Final Supplemental Environmental Impact Statement (FSEIS) for the Station Area. The purpose of the PAO is to streamline the environmental review of future public and private development projects that help promote the vision of the Station Area Plan. A Draft PAO was included in the meeting materials for the May 12 joint study session.

One benefit of a PAO is that it can provide certainty for future development applicants about the specific infrastructure projects they are required to build with their project, and/or how they may be required to contribute to infrastructure projects that provide system-wide capacity. The project team is currently coordinating with the Finance and Public Works Departments to incorporate the infrastructure projects associated with the SAP into the City's Capital Improvement Program (CIP). Later this year, the City's Capital Facilities Plan Chapter of the Comprehensive Plan will be updated to reflect the revised CIP and the City will update impact fees to ensure development applicants pay their fair share of the capital costs. The adoption of the PAO will be deferred until that reconciliation is complete to be sure that the PAO and impact fees are aligned in establishing appropriate development fees and project mitigations.

It is important to note that the PAO does not contain any environmental analysis beyond the work completed in the Station Area Plan FSEIS. The FSEIS can be supplemented by future SEPA

addenda to add additional relevant information. It is anticipated that the City will issue such an addendum prior to Phase 1 Station Area adoption to encompass the supplemental transportation and sustainability analysis completed after issuance of the FSEIS in December 2021 through the formal SEPA process (this supplemental analysis is already available on the Station Area Project webpage and has been discussed previously with Council).

COMMUNITY OUTREACH ON THE STATION AREA PLAN

The City has been conducting outreach and engagement around the Station Area Plan since Spring 2020. The plans to gather community input during the project have been dynamic-adjusted to the onset of a global pandemic, extended when we heard the community requested an extended Draft SEIS comment period, and expanded when staff heard requests for the community to share more thoughts, such as to speak directly with Council at a 2021 listening session. This flexibility has allowed staff to meet with every community organization that has requested a presentation and discussion on the process since 2020. The Station Area project webpage contains a wealth of information; staff has made a concerted effort to make project resources readily available to the community. Many edits have been made to the webpage as a result of feedback from the community, and staff has been available by phone, email, and in-person appointments to help community members find specific information they were looking for.

The community has provided input during all phases of the project, including as part of two community workshops, scoping for the environmental review, the formal comment period for the Draft SEIS, specific outreach emphasizing priority populations (as defined in the Equity Impact Analysis) that are most likely to be affected by the Station Area Plan, a City Council listening session in May 2021, a Community Q&A Session in November 2021, and feedback to staff, Planning Commission and Council sent by numerous community members. The project webpage includes recordings and presentation slides from each community meeting, and summaries and/or question and answer reports as applicable.

The Station Area has been discussed at multiple public meetings since 2020 and prior to the hearing, including: 12 public City Council meetings (including the June 7 Council meeting), 8 public Planning Commission meetings, and 6 public Transportation Commission meetings. The meeting materials and presentation slides for each of those meetings is available in the table above and on the project webpage, and recordings of each meeting (video for Council and

Planning Commission, audio only for Transportation Commission) are available on the respective City page for each body.

Staff has also attended following neighborhood meetings, many of them more than once throughout the process, to discuss the project:

- Kirkland Alliance of Neighborhoods (includes representation from all neighborhoods)
- Kirkland Alliance of Neighborhoods Work Group
- Everest Neighborhood Association
- Finn Hill Neighborhood Association
- Highlands Neighborhood Association
- Moss Bay Neighborhood Association
- Norkirk Neighborhood Association
- North Rose Hill Neighborhood Association
- South Rose Hill/Bridle Trails Neighborhood Association

Where requested, staff has also invited the design team from Washington State Department of Transportation and Sound Transit to attend these meetings to provide information and answer questions about the Station/Interchange project.

In preparation for the public hearing, the City held a virtual Open House for the Station Area Plan on May 18, 2022. At that session, the project team provided an overview of the draft Phase 1 Station Area Plan documents, explained the legislative process through which the amendments will be considered for adoption, provided information about how the community can engage in that legislative process by providing comments to the Planning Commission at, and prior to, their June 9 public hearing, and conducted several Question and Answer segments throughout the meeting. The Station Area project webpage has links available to view a recording of the meeting, see the presentation slides, and read the written questions and answers from the live session.

The City is also providing in-person opportunities for community members to have access to the final draft documents and engage with staff members at City Hall during business hours prior to the Planning Commission hearing. There is currently a standing Station Area Open House display in the north lobby of City Hall that includes overviews of key Station Area Plan topics, and provides a high level summary of the plan for each component. Staff continues to be available via phone, email, or in-person if any community members seek additional information on the plan or process. Staff has also provided printed materials to community members upon request. Additionally, a brochure containing the visual overview of the Station Area Plan and information about the June 9 Planning Commission hearing will be mailed to every residence in the City prior to the hearing.

CRITERIA FOR AMENDING THE COMPREHENSIVE PLAN AND ZONING CODE

The KZC includes criteria to consider in approving amendments to the Comprehensive Plan, Zoning Code, and Zoning Map. This section includes the specific criteria for amending each document, and the staff analysis of the applicable criteria.

KZC 140.30 Criteria for Amending the Comprehensive Plan

KZC 140.30 establishes that the City may amend the Comprehensive Plan only if it finds that:

1. The amendment must be consistent with the Growth Management Act (GMA).
2. The amendment must be consistent with the countywide planning policies (CPP).
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.

Staff Analysis: The Comprehensive Plan amendments for the Station Area plan meet the above criteria. The amendments are consistent with the applicable GMA goals established in RCW 36.70A.020, specifically concentrating urban growth in areas that reduce urban sprawl, create affordable housing, and foster economic development in a manner that supports and leverages regional high capacity transit investment. The amendments are consistent with the CPPs and their vision for welcoming communities that are vibrant and inviting hubs for people with a safe, affordable, and efficient transportation system that connects people to the employment and service centers.

Many of the Neighborhood Plans within the Station Area study boundary have existing, adopted Comprehensive Plan policies that specifically support Station Area planning, including, but not limited to, the following:

Everest (Neighborhood Plan Update adopted in 2021)

- EV-14: Land use changes and supportive infrastructure improvements in the southwest quadrant of the interchange should be pursued to locate additional jobs near the BRT/Stride Station and achieve the transit-oriented development goals of the future Station Area Plan.
- EV-15: For portions of the Everest Neighborhood located within the Greater Downtown Urban Center and pending Regional Center, provide housing, employment, open space amenities, and multi-modal connections that support the vision and policies of the Greater Downtown Urban Center/Regional Center.

Highlands (Neighborhood Plan Update adopted in 2020)

- H-13: Encourage medium-density multifamily development as a transition between lower-intensity residential areas in Highlands and more intensive land use development to the south of the neighborhood and surrounding the Bus Rapid Transit (BRT) Station to the east.
- H-14: Promote land uses, mobility improvements, and new infrastructure that support transit-oriented development around the I-405/NE85th Street Bus Rapid Transit (BRT) Station and the associated Station Area Plan.
- H-21: Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools, activity nodes, adjacent neighborhoods, Cross Kirkland Corridor, and Sound Transit Bus Rapid Transit (BRT) at I-405/NE 85th Street.

Moss Bay (Neighborhood Plan Update adopted in 2021)

- MB-8: Promote seamless transportation connections between the campuses of major employers for enhanced mobility between campuses, to the Downtown area and to the 85th Street BRT/Stride Station.
- MB-29: Create new and enhance existing pedestrian, bicycle, and transit connections between the lake-front commercial district, Kirkland Urban, the NE 85th Street Station Area Plan, and the Cross Kirkland Corridor.

Norkirk (Neighborhood Plan Update adopted in 2020)

- N-23: Promote land uses, mobility improvements, and new infrastructure that support transit-oriented development around the I-405/NE85th Street Bus Rapid Transit (BRT) Station and the associated Station Plan.

North and South Rose Hill (Neighborhood Plan Update adopted in 2018)

- RH-8: Focus commercial and mixed-use development in the following locations: In established portions of the North Rose Hill Business District; in the NE 85th Street corridor, close to existing or planned high capacity transit, utilizing both the new Sound Transit I-405 Bus Rapid Transit Station at the NE 85th Street/I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85th Street as a catalyst for expanded transit-oriented development in the Rose Hill Business District; and within the existing boundaries of the small commercial node that is across the street from the Bridle Trails Shopping Center in South Rose Hill.
- RH 21: Enhance the commercial viability of the Rose Hill Business District, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.
- RH 23: Promote vibrant walkable employment destinations and affordable housing near the future Sound Transit Bus Rapid Transit Station near the I-405/NE 85th St Interchange.
- RH 24: Utilize zoning incentives or other techniques to encourage commercial redevelopment in the district that will foster the 10-minute neighborhood concept.
- RH 25: Establish the parameters of future transit-oriented redevelopment in RH 1, 2 and 3 in a Transit Station Area Plan that coordinates land use, transportation, economics and urban design elements in partnership with Sound Transit, King County Metro, and WSDOT. The initial stages of the Transit Station Area Plan should establish the full boundaries of the station area to fully integrate the station with the surrounding land uses.
- There are areas where Station Area Planning is resulting in greater development intensity than was considered in the existing neighborhood plans, particularly in the Rose Hill neighborhoods. However, this is the nature of evolving the City's Comprehensive Plan over a 20-year horizon. The Plan adapts to community and regional changes to continuously iterate on how Kirkland can best accommodate growth in a manner that reflects the community's long-standing planning principles for smart growth.

The new Subarea Plan chapter specifically addresses any inconsistences with the underlying neighborhood plans by specifying that in cases where the Station Area planning process has performed environmental review and established different standards than those of underlying neighborhoods, the goals, policies, and direction on development standards for the Station Area Plan shall govern- this includes but is not limited to specific land uses, building heights, transportation improvements, and access requirements.

The amendments associated with the Station Area Plan will result in long-term benefits to the community as a whole, and is in the best interest of the community, as they align with City Council's vision for the Station Area as a thriving, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit. This vision encompasses the City's desire to leverage new regional transit service, and includes plans to concentrate new jobs and housing growth in this area, while maintaining low-density residential character in other areas of the City.

KZC 135.24 Criteria for Amending the Text of the Zoning Code

Pursuant to KZC 135.25, the City may amend the text of the KZC only if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan; and
2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and
3. The proposed amendment is in the best interest of the residents of Kirkland; and

Staff Analysis: The Zoning Code amendments for the Station Area plan meet the criteria above because they are consistent with applicable Comprehensive Plan policies for a Station Area around the NE 85th St interchange (detailed in the previous section), and furthermore, are being considered concurrently with a new Comprehensive Plan Subarea Plan chapter that will adopt goals and policies specific to the Subarea. The proposed amendments bear a substantial relation to public welfare and are in the best interest of the residents of Kirkland because they proactively plan for housing and jobs growth in an area of the City with access to high-capacity regional transit, maximize opportunities for affordable housing, implement the Sustainability Master Plan, and enable other community benefits to be provided with planned future growth.

KZC 130.20 Criteria for Legislative Rezones (Related Zoning Map Amendments)

Pursuant to KZC 130.20, the City may decide to approve a legislative rezone only if it finds that:

1. Conditions have substantially changed since the property was given its present zoning or the proposal implements the policies of the Comprehensive Plan; and
2. The proposal bears a substantial relationship to the public health, safety, or welfare; and
3. The proposal is in the best interest of the community of Kirkland.

Staff Analysis: Conditions have substantially changed since the area was given its present zoning. Most significantly, the area has been allocated a significant regional investment as part of the voter approved ST 3 package to establish a new BRT station at the intersection of I-405 and Ne 85th Street. This new station will connect surrounding land uses - and current and planned transit routes - to a new high capacity BRT line providing regional connections for transit riders. The proposed rezone is also necessary to implement established Comprehensive Plan goals and policies, as well as the new

Subarea Plan proposed for the Station Area. The City's land use concept adopted in the Land Use Element of the Comprehensive Plan envisions a land use pattern that supports a multimodal transportation system and results in more efficient service delivery. It further anticipates placing urban neighborhoods around commercial areas, allowing residents to walk or bicycle to corner stores or neighborhood centers, and then connect by transit to other commercial areas and supports high-capacity transit connecting larger commercial areas inside and outside of the community. Another important aspect of the adopted Land Use Concept is that it protects existing residential neighborhoods by placing higher intensity uses near commercial centers and transportation hubs.

The proposed rezone bears a substantial relation to public welfare and is in the best interest of the residents of Kirkland because it proactively enables housing and jobs growth concentration in an area of the City with access to high-capacity regional transit, maximizes opportunities for affordable housing and economic development, implements the Sustainability Master Plan, and enables other community benefits to be provided with planned future growth.

PUBLIC NOTICE

KZC Chapter 160 Process IV, describes the required legislative process for making amendments to the Comprehensive Plan and Zoning Code. Per KZC 160.40, public notice of the hearing was distributed 14 calendar days prior to the public hearing to the parties of record, published in the newspaper of record (Seattle Times), posted on official notification boards of the City, posted on 9 public notice boards throughout the Station Area and adjacent to parcels proposed for rezoning, and on the City's website.

ENVIRONMENTAL REVIEW

The Final Supplemental Environmental Impact Analysis (FSEIS) for the Station Area Plan was published on December 30, 2021 and is available on the project webpage. The FSEIS analyzed the preferred plan direction for Station Area, disclosed potential significant impacts with the studied households and job growth, and identified mitigation measures for those impacts that will be implemented through the Station Area Form-based Code, required infrastructure improvement projects with new development, and the forthcoming PAO.

PUBLIC TESTIMONY

Specific to the Planning Commission public hearing, oral testimony may be provided live (virtually) to the Commission on June 9, or via written comment to the Commission prior to hearing. Written testimony will be complied and provided to the Planning Commission via email prior to the hearing, and posted to the project webpage. The Commission has received public comments incrementally throughout the planning process. Written testimony received between May 18, 2022 and the packet publication deadline of May 31 is included as Attachment 6. Comments received after publication, and prior to the hearing, will be provided to the Commission and published on the project webpage.

NEXT STEPS

The Planning Commission is holding a public hearing to receive public testimony on June 9, 2022. The hearing will be held virtually on the Zoom platform. If the length of public

testimony or Commission discussion necessitates, the Commission's deliberation may be continued to another Commission meeting on June 14.

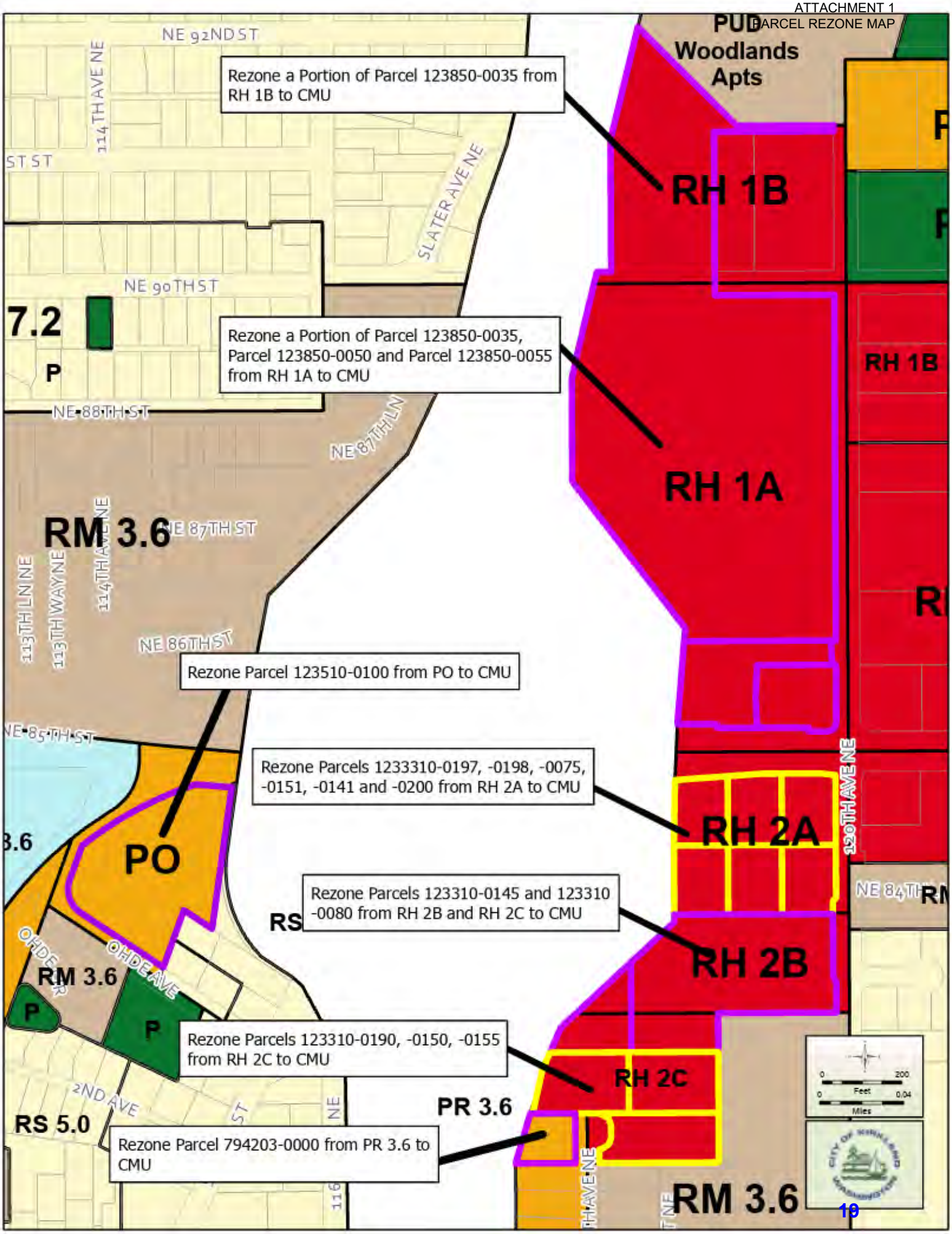
Following their deliberation, the Commission will make a recommendation to the City Council. Council will receive the recommendation at the June 21 Council meeting and will give final direction to be incorporated for potential adoption at the Special Council meeting on June 28, 2022.

ATTACHMENTS

1. Parcel Rezone Map
2. Draft Comprehensive Plan Amendments
3. Draft KZC Amendments
4. KMC Amendments and Draft Station Area Plan Design Guidelines
5. Written Public Testimony Received May 18 – May 31

REFERENCE DOCUMENTS

6. Draft Station Area Plan (to be adopted by Council Resolution)


Rezone a Portion of Parcel 123850-0035 from RH 1B to CMU
Rezone a Portion of Parcel 123850-0035, Parcel 123850-0050 and Parcel 123850-0055 from RH 1A to CMU
Rezone Parcel 123510-0100 from PO to CMU
Rezone Parcels 1233310-0197, -0198, -0075, -0151, -0141 and -0200 from RH 2A to CMU
Rezone Parcels 123310-0145 and 123310 -0080 from RH 2B and RH 2C to CMU
Rezone Parcels 123310-0190, -0150, -0155 from RH 2C to CMU
Rezone Parcel 794203-0000 from PR 3.6 to CMU
PUD
Woodlands Apts
RH 1B
RH 1A
RH 2A
RH 2B
RH 2C
PR 3.6
RM 3.6
RS 5.0
PO
P
7.2
NE 92ND ST
NE 90TH ST
NE 88TH ST
NE 87TH LN
NE 87TH ST
NE 86TH ST
NE 85TH ST
114TH AVE NE
113TH LN NE
113TH WAY NE
SLATER AVE NE
OHDE AVE
120TH AVE NE
2ND AVE
0
200
Feet
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NE 85th Street Station Subarea Plan Comprehensive Plan Chapter - *Draft for Public Hearing*

1. City of Kirkland Local Land Acknowledgement
(adopted by Resolution R-5507, 12/16/2021)

We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that the present-day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the land itself, the First People – who have reserved treaty rights and continue to live here since time immemorial – and their ancestral heritage.

For more information about the history within the Subarea Plan, see the Citywide Community Character Element, underlying Neighborhood Plans, and the NE 85th Street Station Area Plan.

2. Overview and Planning Context of Subarea Plan

This NE 85th Street Station Area Subarea Plan establishes the vision, goals, and policies for how the area within an approximately 1/2-mile radius of the Sound Transit Bus Rapid Transit (BRT) Stride Station and new I-405 interchange at NE 85th Street will evolve into a vibrant, mixed-use environment and a model of innovation with plentiful affordable housing and a mix of high tech and family wage jobs linked by transit.

The Station Area and Rose Hill have always been a local and regional crossroads. The new WSDOT / Sound Transit BRT Station at I-405 and NE 85th will connect Kirkland regionally via the Stride BRT line to Bellevue, Lynnwood, SeaTac, and light rail service, with frequent bus service every 10-15 minutes. NE 85th Street provides the main east-west corridor from Downtown Kirkland to Redmond.

The NE 85th Street Station Area Plan, adopted in 2022 (Resolution__), formed the foundation for this Subarea Plan and is a companion document that should be referred to for a summary of the desired community benefits and implementation strategies related to providing affordable housing, mobility, parks and open spaces, sustainability, schools, public infrastructure, and a high level of urban design within the Subarea. The NE 85th Street Station Area Plan also contains the technical reports and studies that were used to inform this Subarea Plan. Background on the NE 85th Street Station Area Plan planning process is described below.

This Subarea Plan provides the policy guidance to help transform a historically auto-oriented commercial corridor into people-centered, placemaking districts with increased community benefits and amenities. This Subarea Plan will be used by decision makers to implement new land use and zoning districts, form-based code zoning regulations and other code amendments, strategies to increase affordable housing, new design guidelines, new street standards, capital improvement infrastructure including transportation mobility, park and open space enhancements, and other public services that are described in more detail by topical area section.

Subarea Overlay Boundaries

The NE 85th Street Station Area Subarea is approximately 710 acres in size and overlays portions of the six neighborhoods (Everest, Highlands, Moss Bay, Norkirk, North Rose Hill, and South Rose Hill) but does not alter any existing neighborhood boundaries. Figure 1 depicts the boundaries for the Subarea Plan. In cases where the Station Area planning process, including its associated environmental review, has established different development standards, the goals, policies, and direction on development standards for the Subarea Plan shall govern. This includes but is not limited to specific land uses, building heights, transportation improvements, and access requirements.

Figure 1: Station Area Planning Boundaries

Greater Downtown Kirkland Regional Center Boundaries

In November 2019, King County Council recognized Greater Downtown Kirkland as an Urban Center, inclusive of core areas surrounding the BRT Station. In addition, the City has applied for formal designation as a Regional Growth Center by the Puget Sound Regional Council. The Regional Center would be defined by the boundaries of the Moss Bay Neighborhood and the core area of the NE 85th Street Station Area Subarea Plan (see Figure 2 for proposed Regional Center boundaries).

Centers plans must conform to the requirements of the Puget Sound Regional Council. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles travelled and greenhouse gas emissions by focusing land use intensity around the region's best transportation options.

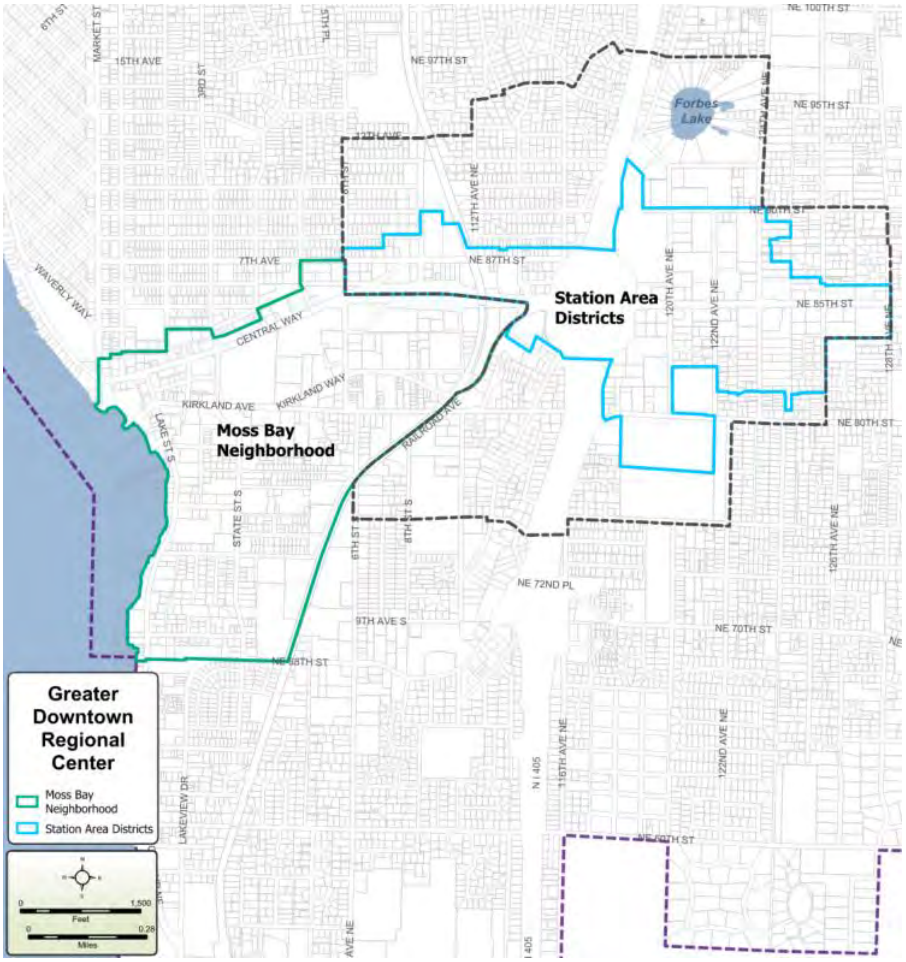


Figure 2: Proposed Regional Center Boundaries

Together, the Totem Lake Urban Center (designated in 2003) and Greater Downtown Regional Center plans accommodate the majority of the City's employment and housing

growth to foster increased affordable housing choices, employment, shopping, and other activities in proximity to transit. This centers strategy enables the City to provide long term growth capacity that will continue to meet the City's growth targets, continue to maintain the lower densities and intensities of the City's residential neighborhoods, and to focus growth in areas that have the best access to transportation choices, shops, and services.

Kirkland has also signed the Growing Transit Communities Compact, providing a commitment to work in partnership with other communities in the Central Puget Sound region to address the objectives of this effort through including strategies in our Comprehensive Plan.

Station Area Plan Background and Planning Process

This Subarea Plan evolved from an extensive community wide planning effort conducted in 2019-2022 to develop the NE 85th Street Station Area Plan. The intent of the Station Area Plan analysis was to explore how the City could fully leverage the significant, voter-approved, regional investment in transit with a land use plan that would result in a walkable, equitable, sustainable, and a complete transit-oriented neighborhood that will provide affordable housing, school capacity, park amenities, family wage jobs, and commercial and retail services.

The Station Area Plan document (adopted by Resolution R-____) summarizes the entire planning effort including: the community engagement process; various studies that were conducted evaluating demographics, existing conditions, opportunities and challenges of current and potential land use; a market analysis of the Centers' development potential; the transportation system; public infrastructure necessary to support estimated growth targets; parks, open space and environmental conditions; fiscal impacts and community benefits analysis; equity analysis; urban design studies; the supplemental environmental impact analysis; and form based code regulatory options and development incentives. City Council affirmed the preferred policy direction for the SAP by approving R-5503. As part of the planning process, the Station Area Plan evaluated the potential physical, economic, and cultural displacement of residents and businesses in the Subarea particularly for Black, Indigenous, immigrant, and other communities at greatest risk. The goals, policies, and implementation frameworks use a range of strategies to mitigate identified displacement impacts.

The Station Area Plan goals and policies build on the existing 2035 Comprehensive Plan; the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans; and the Sustainability Master Plan, Parks, Recreation and Open Space Plan (PROS) Plan, and Active Transportation Plan. It includes development of form-based zoning for the Subarea and a Planned Action - supported by House Bill (HB) 1923 that encouraged cities to streamline creation of housing across the State. The planning process for the Station Area Plan included the issuance of a Supplemental Environmental Impact Statement (SEIS) to the 2035 Comprehensive Plan EIS.

Figure 3: Station Area boundaries and location of Sound Transit BRT Stride Station and WSDOT Interchange project

Station Area Demographics

The Station Area Subarea contains just over 3,000 residents as well as approximately 3,000 jobs. People of all stages of life live, work, learn in, and visit the Subarea. About 22% of residents are immigrants. Age distribution tracks with King County population characteristics and the Subarea includes 26% youth and 32% seniors. There are about 1,600 students at Lake Washington High School and about 490 students at the nearby Rose Hill Elementary School. Between 6-8% of people in the area overall have disabilities, including difficulties with mobility, vision, hearing, and others.

Compared to other parts of Kirkland, there is a higher proportion of people who rent within the area, rather than owning their homes. Renters include people of all ages and life stages, from students to seniors. About 6% of households in the area are below the poverty line, including clients of Kirkland's new adult women and family shelter. Many people are burdened by high housing costs, spending a significant share of their income on housing, or may not have secure housing. The share of employees in this area who earn low wages is about 48%, compared to about 30% of residents in Kirkland, and they may be working multiple jobs to make ends meet.

Additional demographic information gathered for the Station Area and utilized in the Equity Impact Review for the planning effort can be found in the published NE 85th Street Station Area Plan.

3. Station Area Vision and Objectives

The Station Area planning and community engagement process produced the following vision statement for what the Station Area Subarea is envisioned to be in the year 2044.

> *The Station Area is a thriving, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit.*
>
> *The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The highly visible integration of ecological systems within an urban setting set the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.*

Key objectives identified for the Station Area Subarea Plan are to leverage the planned Sound Transit 3 BRT Stride Station regional transit investment to maximize transit-oriented development and create the most:

- opportunity and inclusion,
- value for the City,
- community benefits, including:
  - plentiful affordable housing
  - sustainability measures
  - park amenities
  - active transportation improvements
  - solutions for school capacity, and
- Quality of life.

In R-5503, City Council adopted a framework for the Station Area to guide development of strategies to achieve community benefits across five key issue areas: Affordable Housing; Mobility; Open Space / Parks; Sustainability; and Schools.

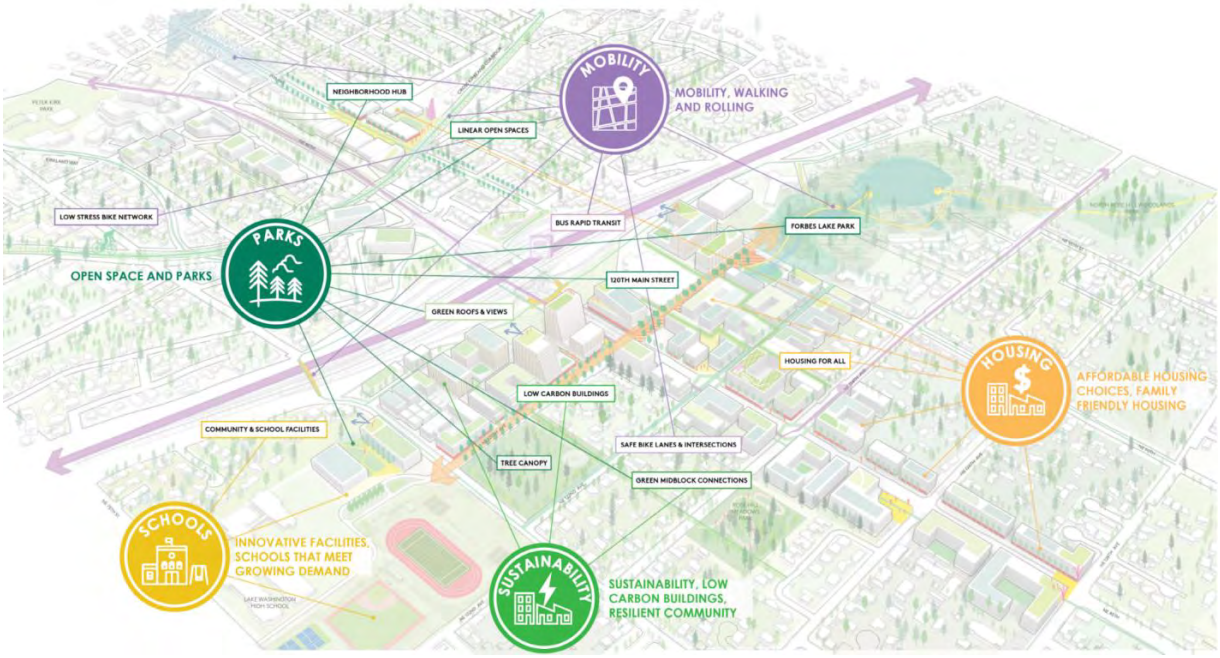


Figure 4: Community Benefit Objectives

4. Historical Context

This area is the ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people. The 1855 Treaty of Point Elliot resulted in much of King County being ceded in exchange for reservations, rights, and other commitments that were largely not kept.

Early European settlers arrived in Kirkland in the 1870's and farming, roads, ferries, and industry reshaped the landscape. In 1890, the land surrounding Forbes Lake was cleared to make way for a steel mill, complete with foundry, bunkers, cooling ponds and railroad. Its sole purpose was to build rail for the world's railways. Then, in 1891, the newly elected congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but by 1908, the plans for the mill were abandoned. Much of the mill had already been salvaged for materials to use in other construction projects. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue. The first oiled road in King County was the 13 miles of blacktop that ran through the Subarea, connecting Redmond to Kirkland and ending at Kirkland's ferry dock. These connections allowed residents to commute to Seattle for work and goods to move across the region.

The idea for a bypass road to serve the growing population on the Eastside of Lake Washington started with the construction of Interstate 90 in 1940 when the engineers put in a two-lane overpass at I-90, where future I-405 would be built. The overpass sat unused for 14 years until construction of the freeway began in the 1950s. In the initial plans, the only

access points to present-day Kirkland from I-405 were those at Houghton (NE 68th Street) and Juanita/Totem Lake (NE 124th Street). Due to complaints from the community regarding the limited connections, the Central Way (NE 85th Street) interchange was added to the project.

The construction of the freeway and NE the 85th Street interchange provided important regional connections for residents and workers to access regional destinations by car. In turn, the Subarea grew into an important economic engine of the City, with car dealerships and large retailers contributing employment opportunities and sales tax to a vibrant economy. However, the growth of the I-405 and NE 85th Street corridors also geographically divided the Subarea into quadrants that rendered access by pedestrians and bicycles challenging.

The opportunity created by the Station Area Plan is for the community to re-envision what the Subarea can be with restored connections across these quadrants and enhanced local and regional mobility for buses, cars, pedestrians, bikes, and other rolling transportation.

5. Land Use

Existing Land Use

The Subarea is an important economic engine and activity center for the City. Existing land use within the Station Area Subarea is a mix of retail, office, residential, big box retail, auto oriented, and service and institutional uses. Within the Subarea, retail space forms the bulk of the commercial property, with 39% of land in office use.

The western part of the Subarea is home to a diverse mix of light industrial uses, offices, shops, and residential uses. Auto-oriented office buildings, light industrial, and multi-family complexes add diversity to the study area but lack pedestrian access and visual connections to the public realm. Adjacent to I-405 are larger parcels that include extensive surface parking lots, big box retail and auto sales uses, superblock development patterns, and auto-oriented streets.

The eastern portion of the Subarea is dominated by strip retail uses. This type of development is marked by large surface parking areas, auto-oriented services with frequent driveways and curb cuts, and a weak relationship to street frontages.

In several locations, pockets of office and residential development display an internal orientation, with little relationship to the street, surface parking, and poor pedestrian circulation. Smaller lot sizes for commercial properties along NE 85th Street result in multiple driveways along the street, presenting a future opportunity for shared driveways and an enhanced pedestrian environment.

Growth Framework

As Kirkland looks to the future, it will be critical to balance the existing community-valued characteristics of the Subarea today with new transit-oriented development that encourages a mixed-use, walkable urban district. The Subarea Plan will foster a mix of uses where

housing, jobs, and destinations are within easy access to the BRT Station. The Subarea Plan supports transition of the area dominated by surface parking lots and similar car-centric features to development of a healthy, walkable, compact, equitable, and transit-oriented district that maintains a unique character and local culture.

The overall growth framework is aimed at supporting an inclusive, transit-oriented district that supports existing residents and businesses while offering more choices for living, working, learning, and visiting the area. As a transit-oriented community, the Station Area will incorporate a significant share of the City's growth, in support of City and regional plans, and add more housing that is attainable for the jobs that will be created there.

Long term, the overall Station Area Subarea Plan Growth Framework is to:

- Generate more workforce and affordable housing.
- Attract new jobs to foster economic activity and offer the potential for better commutes.
- Include a diversity of commercial development across the Subarea.
- Foster an environmentally sound land use pattern that helps achieve the City's sustainability goals.

The Growth Framework focuses the most significant increases in development intensity in areas that provide clear benefits to the community and that leverage regional transit connections. This land use concept is the basis for creating form-based zoning code regulating districts. Increases in land use capacity and change are focused around the BRT Stride Station and the Cross-Kirkland Corridor. These are supported by an urban design framework that holistically brings together infrastructure and services within a future vision for shaping this growth to be community-oriented, as discussed in the Urban Design and Public Facilities sections.

The Framework also focuses on establishing mixed use areas of various intensities in areas that are currently zoned for commercial and industrial uses, and introducing lower scale missing middle housing types in those existing residential areas closest to the station.

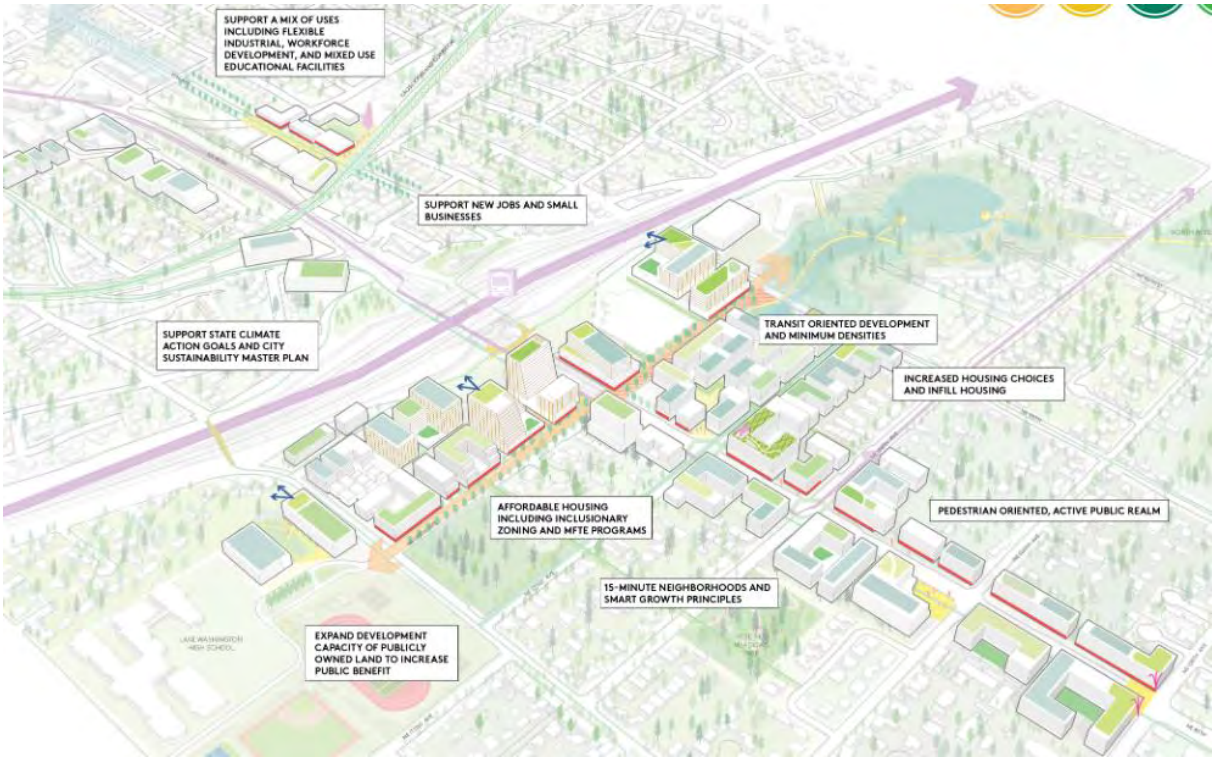


Figure 5: Growth Framework Illustration

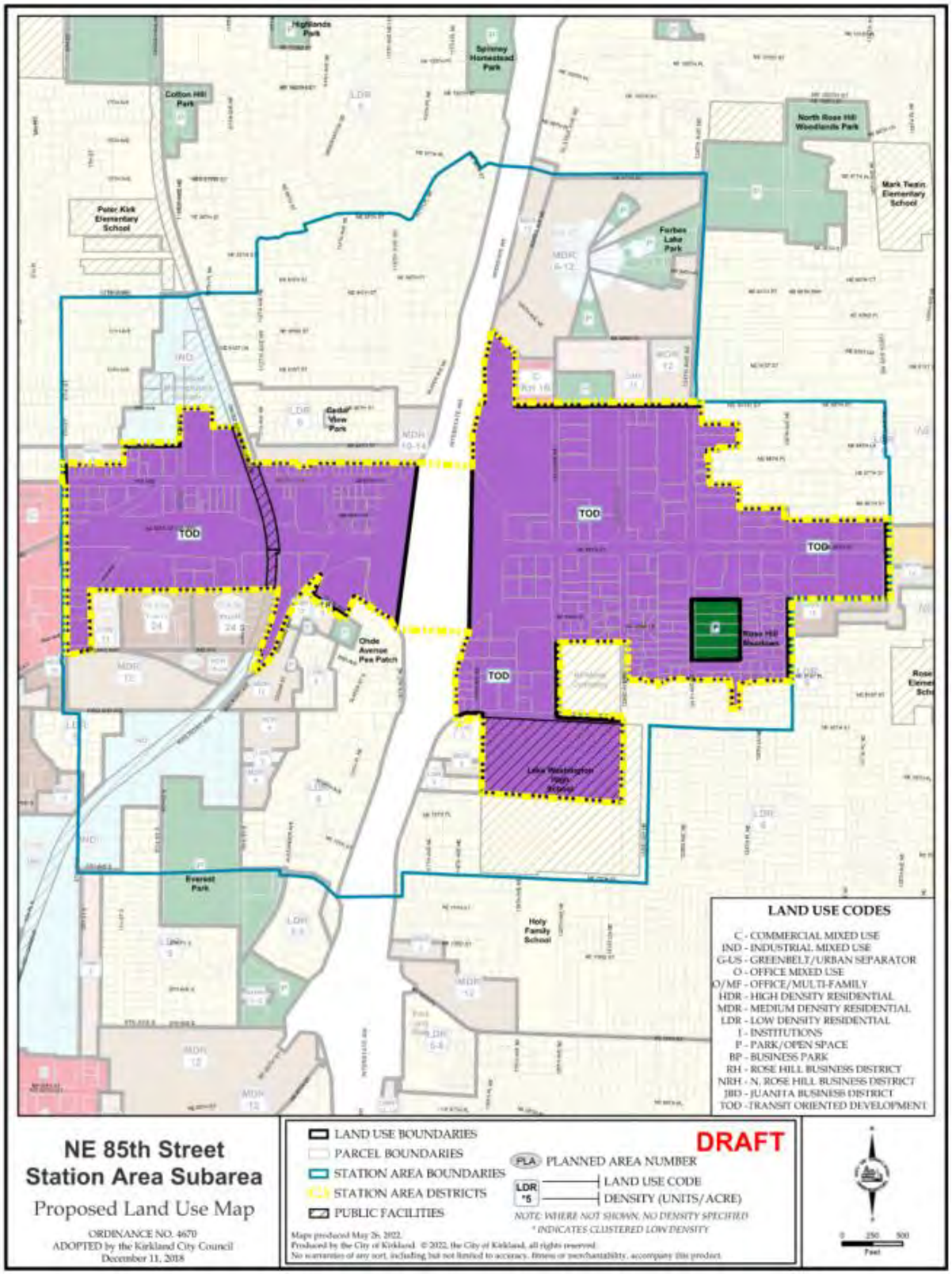


Figure 6: Station Area Land Use Map

Land Use Goals and Policies

- Goal - Establish residential and employment growth targets that accommodate a significant share of the City's future growth, in support of Vision 2050 and the Regional Growth Strategy, with at least 45 activity units per acre.

- Goal – Encourage development intensities that create the capacity to accommodate higher growth targets for the Subarea in the future.

- Goal - Create opportunities for a diversity of housing types, accessible for all income levels and demographics, including affordable housing, senior housing, and special housing needs.

- Goal – Promote the Station Area as a district where all community members are welcome and celebrated.

- Policy – Station Area development standards and urban design principles should accommodate the following growth capacities.

Station Area 2044 Growth Capacity		
	Existing 2020	Planned Growth Capacity 2044
Households	1,909	8,152
Residential density (units/gross acre)	2.69	11.48
Employees	4,808	22,751
Employee density (jobs/gross acre)	6.77	32.04

- Policy - In cases where the Station Area planning process, including its associated environmental review, has established different development standards, the goals, policies, and direction on development standards for the Subarea Plan shall govern. This includes but is not limited to specific land uses, building heights, transportation improvements, and access requirements (for map of maximum allowed heights, see Figure 6).

- Policy - Establish design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit. Eliminate superblocks with features such as through-block pathways to create a more fine-grained pedestrian-oriented district.

- Policy - Promote infill development, particularly on underutilized parcels.

- Policy – Continue to support service providers such as King County Housing Authority, Helen's Place, etc. that provide essential services to Kirkland community members, and identify additional opportunities to complement and enhance their services.

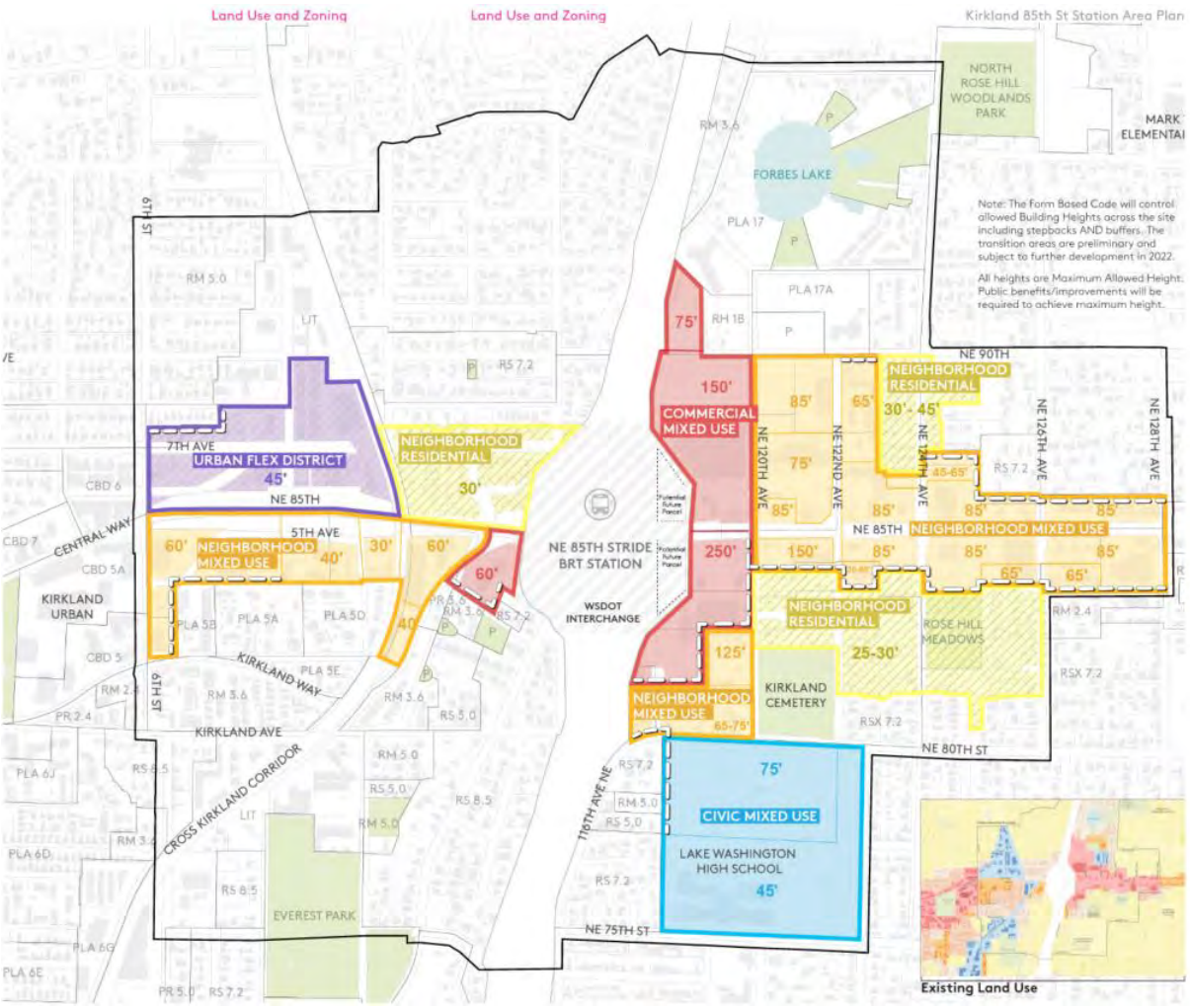


Figure 7: Maximum Heights Studied

6. Housing

Residential development in the Subarea reflects the different eras of growth for Kirkland, from the small hobby farms that were predominant at time of annexation of the Rose Hill neighborhood, and transformation throughout the 1990-2020's into residential subdivisions with a grid street pattern of development. Today, lower-intensity predominantly residential neighborhoods surround and are located on the peripheries of the Subarea, ranging from large lot homes to smaller bungalows. According to the Station Area Plan Market Analysis, approximately 3% of residential units in the Subarea were multifamily and 97% were considered "single family." The northwestern portion of the study area also includes a mix of townhouses, other infill adjacent to single family neighborhoods, and small apartment complexes. Retaining and enhancing this mix is important for housing diversity.

The Subarea Plan promotes significant mixed use redevelopment of the underutilized low intensity commercial portions in the Subarea. This strategy has the significant advantage of avoiding significant displacement of existing residents of the Subarea while repurposing large surface parking lots for focused market rate and affordable housing opportunities.

The Station Area is envisioned as a district with plentiful affordable housing, where the community has maximized affordable housing options and created the most opportunity for housing options that serve diverse needs.

The Station Area Plan Market Analysis showed that more than 30% of people who work within the NE 85th Station Area make a salary below what is considered a living wage. Additionally, 16% of employees within the area make below the federal poverty thresholds. This Subarea Plan is intended to generate more living-wage jobs, paired with more housing units that are affordable to the workforce.

Based on the City's existing inclusionary zoning requirement that at least 10% of new multifamily units are affordable, future redevelopment in the Station Area could result in over 600 estimated new affordable units (of the studied capacity for up to 6,243 additional housing units). Incentive zoning and other financial and planning tools seek to build upon these existing regulations to generate more affordable housing.

Opportunities to support commercial linkage fee programs and workforce development in order to encourage more jobs for residents in Kirkland will be important, especially jobs that offer higher incomes. Workforce training programs may be possible along the 120th Avenue corridor, encompassing high tech jobs and students and staff at the Lake Washington High School. An opportunity to maximize affordable housing would entail providing additional development capacity at a site owned by the King County Housing Authority, which could be redeveloped in the future to provide additional affordable units.

Housing Goals and Policies

- Goal - Plan for and achieve housing production to achieve regional planning objectives and maximize opportunities for affordable housing provision in the Subarea.

- Goal - Preserve, improve and expand housing stock to provide for a range of affordable, accessible, healthy, and safe housing choices to every resident.

- Goal - Increase affordable housing by developing strategies and incentives to increase the amount of affordable housing within the Station Area at various income levels, especially at lower income levels.

- Goal – Provide a mix of housing that is attainable for a range of existing and new jobs in the district - and also accessible/connected via regional transit.

- Goal - Increase resident access to opportunity, including employment and education opportunities and amenities in neighborhoods.

- Policy - Create density bonuses that prioritize affordable housing, particularly units available at deeper levels of affordability.

- Policy - Leverage regional partnerships (e.g., A Regional Coalition for Housing (ARCH), King County Housing Authority and other non-profit housing developers/providers) to add affordable housing opportunities in the Station Area.

- Policy – Create and periodically adjust effective implementation strategies for addressing housing targets and goals in the Station Area Plan.

- Policy - Reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.

- Policy - Encourage coordination with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement, etc. Partnering with housing program and service providers can promote more equitable housing opportunities within the Station Area.

- Policy - Expand housing capacity for moderate income households (e.g., missing middle housing) through flexible form-based code standards.

- Policy - Explore innovative funding strategies to encourage and enable housing production, particularly affordable units, such as methods for commercial development to contribute to affordable housing funds (e.g., nexus fees), and Tax Increment Financing to provide City infrastructure to accommodate new, more compact housing development.

7. Economic Development

The Market Analysis conducted for the Station Area Plan details existing conditions prior to the COVID-19 pandemic and future development opportunities for the Subarea. Key findings indicated that there is growing regional demand for office space on the Eastside, with high rents per square foot and low vacancy rates. The addition of supportive amenities, such as walkable, service-rich neighborhoods, could attract additional office investment. The analysis also indicates that there are opportunities for more retail uses in conjunction with larger daytime office populations and new higher-density residential uses. Regional case studies and national research shows that Bus Rapid Transit investments lead to increased development activity, particularly when paired with complementary policy initiatives. The analysis also indicates that industrial areas in the Subarea are important locations for small businesses and provide large parcels in close proximity to the Stride Station, and potential opportunities for development or new investment.

Commercial businesses will likely evolve over time as low-rise strip commercial developments surrounded by surface parking lots are redeveloped into higher intensity mixed use projects. Proposed land use changes, urban design strategies and implementation of a form-based code will encourage new opportunities for a variety of commercial businesses and "maker spaces," including spaces for existing tenants to relocate to and remain in the area.

It is also a high priority for the City to retain larger retailers and car dealerships. These businesses provide important local and regional services and represent a significant portion of the City's sales tax revenue that helps provide services to the community. Retaining these businesses will require partnerships to facilitate innovative mixed use development,

regulatory support for redevelopment, and possible relocation strategies if businesses are to relocate out of the Station Area but within Kirkland City limits.

Economic Development Goals and Policies

- Goal – Promote the vision for the Station Area as a walkable district with high tech and family wage jobs, and commercial and retail services linked by transit and a robust transportation network.

- Goal – Create a vibrant district, with interesting places to shop, live, work, recreate, and visit that becomes a destination - a place people want to be.

- Goal – Promote transportation connections for cars, buses and nonmotorized options in the Subarea through public, private, and non-profit partnerships.

- Goal - Continue to partner with large and small retailers in the Subarea to explore opportunities for those businesses to be successful components of the anticipated growth and change.

- Policy - Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.

- Policy - Reduce the risk of commercial displacement through a variety of anti-displacement strategies, including creating development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.

- Policy - Encourage a wide range of commercial activities along urban frontages in the Subarea that activate the public realm and enhance the pedestrian experience in the district.

- Policy – Encourage small-scale maker, crafts, and fabrication spaces to foster smaller, immigrant-owned, and fledgling businesses.

- Policy – Provide City and public/private assistance to nurture small businesses, including technical support to develop business plans, find appropriate real estate, and hire local workers.

- Policy – Identify opportunities for multi-benefit partnerships and programs between private, public, and non-profit organizations in the Station Area to create community benefits such as:

    o Job placement opportunities,
    o Providing publicly accessible community spaces,
    o Providing opportunities for students, and
    o Meeting shared needs (e.g., parking, mobility, complementary services).

8. Natural Environment and Sustainability

Perhaps the most important environmental contribution of this Subarea Plan is leveraging the Station Area as a transit-oriented, walkable, bikeable community with the potential for significant vehicle trip reduction. Single-occupancy vehicle trips are a significant generator of emissions for the City, and concentrating growth in an area with robust transportation choices will reduce these emissions on a per capita basis.

Natural Environment

The Subarea straddles two primary watersheds roughly divided by I-405: the Moss Bay and Forbes Creek drainage basins. Moss Bay waterways consist of short stretches of open channel separated from Lake Washington by long piped sections. The Forbes Creek watershed includes Forbes Lake and associated wetlands and creeks.

The Forbes Creek watershed is a salmon bearing habitat. It also includes dense areas of existing vegetation interspersed through neighborhoods. To support the goals of enhancing urban ecology, biological diversity, and tree canopy within the station area, existing patches and corridors of vegetation should be protected, restored and enhanced, and gaps filled. To support citywide goals around tree canopy and habitat, policies build on Kirkland's existing urban forestry plan to incentivize integrated green infrastructure project contributions at the site scale, leveraging new buildings, sites, frontages, open spaces, and streets. These green infrastructure strategies can create multiple benefits across ecosystem functions such as: improving mental and physical health; cleaning water and air; increasing biodiversity; and making Kirkland more resilient to the impacts of urbanization and climate change impacts, including increased frequency and intensity of rainfall and warmer temperatures.

The citywide Environment Element (Chapter V.) shows the citywide wetlands, streams, and geologically hazardous area maps for the Subarea and discusses environmental quality, natural amenities and function, environmental hazards, and stormwater management policies.

The following goals and policies are natural environment priorities for the Subarea and supplement citywide policies.

Natural Environment Goals and Policies

- Goal - Enhance urban ecology, biological diversity, and tree canopy within the Subarea.
- Goal - Protect and enhance critical areas, natural systems, and habitat.
- Policy - Adopt regulations that encourage the built environment to incorporate functional green infrastructure elements that enhance efforts to improve the natural environment of the Subarea.
- Policy - Contribute to in-watershed habitat connectivity, tree canopy, and stream health goals that connect natural systems within the Station Area to the broader community.
- Policy - To enhance stormwater quality, explore partnership opportunities to treat stormwater from the public right-of-way on project sites with shared facilities that contribute to a district-wide green infrastructure program.

- Policy - To support ecosystem health, pursue enhanced stormwater treatment for water quality pollutants, with a priority on the Forbes Creek watershed.

- Policy - To support urban habitat, consider design and management practices that provide dark sky environments, bird-safe construction, and adaptive management of landscapes.

- Policy - To reduce potable water needs and address droughts, encourage water use efficiencies and support rainwater capture, harvesting, reuse, and on-site treatment.

- Policy - Explore public/private partnerships that advance integrated and interdisciplinary approaches for environmental planning (systems approach).

- Policy- Explore opportunities to utilize WSDOT right-of-way for open space benefits such as stormwater treatment, managed natural areas, and canopy restoration.

Sustainability, Climate Action, and Resilience

The Station Area Subarea is envisioned as a demonstration district that maximizes opportunity for innovation and community benefits around climate action, resilience, and quality of life. The scale and unique opportunities of a mixed-use, transit-oriented district provide a tangible way to advance the City's broad sustainability and resilience goals that are also articulated in the Sustainability Master Plan. The Station Area Subarea envisions a 'future-ready' district that is responsive to quickly changing climate conditions, that takes advantage of the scale and unique opportunities of a mixed-use, transit-oriented district, recognizes the pace of market transformation, and does not preclude future innovations.

Because vehicular trips are one of the major drivers of greenhouse gas emissions, shifting towards more transit and active transportation options will play an important role in reducing emissions. Beyond these fundamental strategies that have sustainability co-benefits, a Green Innovation Strategy for the Station Area supports innovation in building performance, ecosystem/green infrastructure, and energy/decarbonization to maximize community benefit for Kirkland's residents and employees.

The Plan supports growth through a mix of land uses and transit-oriented development, along with improved biking and walking connections and an enhanced open space network. With the planned growth, there will also be an increased demand for resources including energy, water, and open space. However, a more compact, urban development pattern affords the potential to improve upon community resilience as a part of this planned growth, with strategies including shared resources, a more distributed, flexible approach to infrastructure, and enhancing ecosystem performance. Many sustainability co-benefits will accrue through the fundamentals of these smart growth concepts represented in the Station Area Plan – particularly by integrating land use, transportation, and open space.

The following goals and policies support Subarea objectives for an inclusive district that supports community benefits and quality of life around the thematic areas of ecosystems, green infrastructure, and energy and decarbonization.

Sustainability Goals & Policies

- Goal - Prioritize opportunities to create multiple benefits across ecosystem functions such as: improving mental and physical and health; cleaning air and water; increasing biodiversity; and making the City more resilient to the impacts of urbanization and climate change impacts.

- Policy - Implement the City's Sustainability Master Plan goals at a local and district scale, leveraging the unique opportunities created by the BRT Station and transit-oriented development.

- Policy - Integrate strategies into sustainability regulations for the district that "future-proof" the plan to ensure development and regulations are not precluding future innovation in the field.

- Policy- Develop a "Future Ready" district framework guide to align development in the Station Area with the City's Sustainability Master Plan policies and performance targets. Specific areas of focus should be: energy and decarbonization; and habitat/ecology; and green infrastructure.

- Policy - Identify programs that:

    - Recognize the role of land use, development, and transportation on greenhouse gas emissions.
    - Support achievement of state and regional greenhouse gas emissions reduction goals.
    - Reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.
    - Expand electric transportation infrastructure.
    - Promote innovative green building practices in design, materials selection, construction, and maintenance.
    - Encourage retrofitting of existing buildings to reduce building energy use.
    - Promote wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater).

- Policy - Establish a Green Factor code that encourages visible, functional, green spaces and high-quality habitat. For example, these multi-benefit strategies can be achieved at the ground plane by establishing healthy tree canopy and rain gardens, on the vertical plane by establishing green walls, and on the roof plane by establishing green roofs and pollinator gardens.

- Policy - Identify long term opportunities that consider the shift from high temperature, centralized generation plants to a more distributed, multi-source approach to generation, transmission, and storage of energy.

- Policy - Explore long term strategies including shared and distributed systems, like purple pipes, district energy, and on site black and gray water treatment in collaboration with partner organizations and local utilities.

9. Parks, Recreation and Open Space

Within the Subarea are passive and natural open spaces, active parks and recreation facilities including Forbes Lake Park, the Cross Kirkland Corridor, Everest Park, Rose Hill Meadows Park, a Pea Patch in Everest, and the Kirkland Cemetery. However, several of these facilities are located beyond an easy, accessible, 10-minute walk of the future BRT Station.

While there are existing natural assets within the Station Area, including Forbes Lake and areas of tree canopy and habitat, there are also gaps that exist due to urban development patterns and barriers. Station Area goals include improving and connecting tree canopy and habitat areas, improving stream health by daylighting, or making channel or riparian improvements, and generally minimizing impervious surfaces. Incorporating green infrastructure throughout buildings, private landscape areas, and the public realm, will support resilience through air and water quality, shade and cooling, and habitat. Multi-benefit strategies should be a part of all new and existing open space enhancement opportunities, serving functions of active/passive recreation, flexible use open space, and environmental functions like stormwater management, carbon sequestration, air quality, and urban heat island mitigation.

Planned future population and employment density in the Subarea will increase the demand for parks, open space, and pedestrian corridors. There are many opportunities to enhance the amount and types of open spaces provided within the Subarea, as described below within publicly owned property and as new development occurs. The potential for shared use agreements, as well as smaller-footprint urban open spaces on rooftops, plazas, and other locations should be explored.

Increasing open space within the Station Area will provide multiple benefits for employees, visitors, and residents living in and around the Subarea and these spaces will be critical in supporting growth while providing places for people to gather and support mental, physical, and community well-being. Open spaces that are welcoming to people of a wide range of ages and stages of life, that support social connections, physical activity, play and recreation opportunities for children and seniors, art, culture, and leisure activities, and everyday interactions should be prioritized in a way that aligns with the goals of the Parks, Recreation and Open Space (PROS) Plan and the Sustainability Master Plan. Indoor recreational spaces that can be used during periods of adverse weather should also be actively pursued, in conjunction with the PROS Plan.

Coordination with the PROS Plan on how park Level of Service (LOS) is defined in more urban areas of the City would assist the City in more equitably providing park access within a rapidly growing community. Strategies should be considered to more broadly leverage green infrastructure to create more open space, educational, and environmental opportunities.

Parks, Open Space Opportunities

The Station Area envisions a thriving, new walkable district with park amenities. Below are highlighted potential projects, or opportunities, identified with the Subarea Plan and in coordination with the PROS Plan. The Station Area Plan includes additional examples of

various parks and open space and innovative opportunities within the Subarea that should be explored in the future.

Enhancing Public Parks, Recreation, Open Space Opportunities

Enhancing publicly owned land can support open space objectives with improvements that provide open space and recreational amenities. Exploring potential new partnerships for shared use agreements can support additional recreational uses. These actions will help to contribute to the overarching goal to provide all areas within the Station Area a park or open space within a 15-minute walk.

Forbes Lake Park

Preliminary planning to expand public open space and neighborhood connectivity near the City of Kirkland's Forbes Lake Park as part of the Station Area Plan has been explored. Much of the Lake and surrounding wetlands and tributary drainages to Forbes Creek are in public ownership. Connecting the community to these resources through boardwalks, trails, and critical area enhancement projects can provide opportunities for passive and active recreational public use, environmental education, and interpretive exhibits.

The Forbes Lake Park concept includes boardwalks that are a minimum of 10 feet wide to support two-way directional travel and ample space for people to walk and roll. The boardwalk would also provide easy, nonmotorized connections to North Rose Hill Woodlands Park as well as active transportation facilities nearby.

Figure 7: Forbes Lake Park Concept

Cross Kirkland Corridor, Norkirk Plaza, and Adjacent Public Works Maintenance Center

Implementing portions of the Cross Kirkland Corridor Master Plan within the Subarea is a fundamental goal. Additional CKC enhancements and linear parks could create multifunctional open space and transportation improvements similar to Feriton Spur Park. Coordinating with the NE 85th St pedestrian/bike widening project could create open space opportunities, including potential covered recreational amenities.

Opportunities for open space, recreation, and connections to the CKC should be maximized by neighboring properties, consistent with the objectives established in the PROS Plan and CKC Master Plan.

The CKC Norkirk Plaza concept is located at the important intersection of 7th Avenue and 112th Avenue NE, where bike-focused infrastructure is envisioned to connect from the BRT pick up / drop off location to downtown. This concept builds on the CKC Master Plan vision and will support the creation of publicly accessible transit-oriented open space within the urban neighborhood. It is characterized by high quality landscape materials, pedestrian-oriented amenities like seating, and buildings that engage the open space.

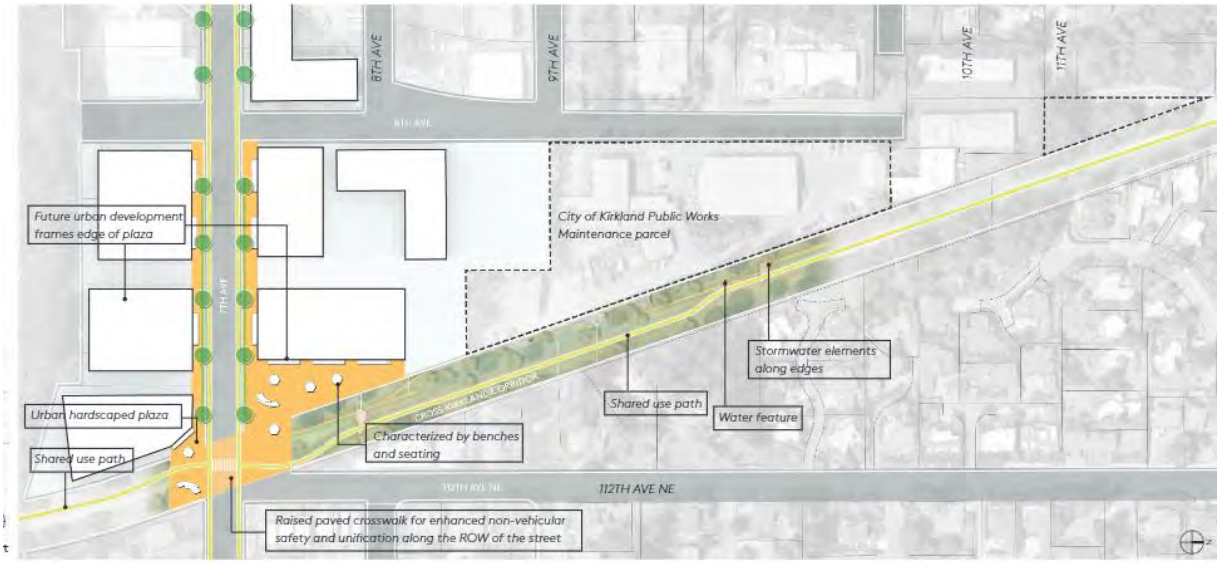


Figure 8: Possible Norkirk Plaza/CKC Concept

Enhanced Connections to Peter Kirk and Everest Parks and Improvements

There are opportunities for enhanced connections to existing parks and the Cross Kirkland Corridor to help link together existing recreational spaces in, and close to, the Subarea. Peter Kirk Park and Everest Park, existing Community Parks located at or near the Subarea boundaries, provide opportunities to enhance routes to these community assets directly from the CKC. These connections reduce gaps in the pedestrian/bike system in the south-west area of the Station Area.

Private Provision of Publicly Accessible Parks/Open Space

New development within the Subarea should be incentivized and/or required to provide publicly accessible parks and sustainability components at ground level or at upper-level portions of the site. The City should seek opportunities to work in partnership with private development applicants to create publicly accessible open spaces in the Subarea that benefit public and private interests. Development opportunities should replace tree canopy to support ecological goals by adding new trees and habitat with plantings wherever gaps exist.

Parks and Open Space Goals and Policies

- Goal – Provide ample opportunity in the Station Area for community members to connect with active and passive recreation opportunities, open space, and managed natural areas.

- Policy – Where recreational parks spaces are pursued, include consideration of amenities to serve community members of all ages and stages of life.

- Policy - Identify and minimize gaps in equitable access to parks and open spaces in order to make more efficient use of existing parks and open spaces in the area.

- Policy – Implement the City's adopted Parks, Recreation, and Open Space (PROS) Plan for urban level-of-service guidelines for the Station Area.

- Policy - Leverage public assets and partnerships, including excess WSDOT right-of-way, for potential active recreational areas, managed natural areas, stormwater treatment, and sustainable landscape areas.

- Policy - Expand access to and through Forbes Lake Park to provide multiple benefits of environmental enhancement and education, improved nonmotorized transportation connections, and access to open space and recreation.

- Policy - Enhance the Cross Kirkland Corridor to create recreational and open space amenities and improve active transportation connections to the Corridor.

- Policy - Integrate enhanced green spaces into other elements of the urban environment through strategies such as mid-block green connections that provide opportunities for landscaping, active, and passive recreation.

- Policy - Provide incentives and zoning requirements for new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, recreation amenities, and linear parks.

- Policy – Explore design strategies to enhance existing public access to and use of the Kirkland Cemetery, while being sensitive to the primary purpose of the cemetery.

- Policy – Pursue additional opportunities for indoor recreational facilities for organized sports and casual recreation.

- Policy – Consider how the City and development applicants can build pedestrian and bicycle connections to potential recreational and/or parks spaces in or near the Subarea such as the Houghton Park & Ride, and existing parks like Everest Park, Peter Kirk Park, and Taylor Fields Park.

9. Transportation and Mobility

Vehicles and Street System

The Station Area has served as a crossroads for many years. Central Way/ NE 85th Street has been the primary connecting route from Lake Washington to Redmond since 1907, and was also known as the Kirkland-Redmond Road. This corridor was also State Route 908, which ran from SR 520 north/south along Lake Washington Boulevard and east/west along Central/85th to I-405 until that segment was removed from the state route system and transferred to City ownership in 1992, and the segment from I-405 to Redmond was later decommissioned as a state route in 2010. Today, NE 85th Street continues to be an important east-west connector from Kirkland to Redmond and other east side communities, and the interchange at I-405 has provided regional north-south access since the interstate was constructed in the 1950s

As a principal arterial, NE 85th St has been designed to support throughput, moving motor vehicles between places. NE 85th Street has a right-of-way width of nearly 100 feet and a typical curb to curb width of 60 feet. With significant roadway volumes on NE 85th St, and the north-south barrier of I-405 limiting east/west connectivity, these roadways have had a profound effect on the surrounding neighborhoods, creating physical and social barriers between the four quadrants of the interchange. Existing development is auto oriented with large parking areas and very little space devoted to walking and biking. The planned Stride BRT station and multi-modal access improvements present an opportunity to improve this condition. Moreover, in support of citywide and regional plans, the Station Area will accommodate a significant share of the City's planned growth. The Station Area is a significant opportunity to develop a transit-oriented district and add more jobs, households, and improve the balance of land uses in the area and the city as a whole. The multi-modal infrastructure and services in the Station Area will support a proactive shift to a more people-oriented place that builds value for the City and community by promoting sustainable growth.

As a place to be, rather than to pass through, the Station Area will support and improve access to businesses, homes, schools, and open spaces. It will put people walking, bicycling, and taking transit first, while maintaining a manageable level of vehicular traffic. The planned transportation improvements have been designed to support multimodal mobility by increasing network connectivity, and providing safe intersections and crossings, and promoting comfortable streets for walking and bicycling.

The citywide Transportation Element chapter describes the current street classifications within the Station Area, including potential street and path connections and additional transportation goals.

The planned transportation improvements for the Station Area support a robust mobility network that bridges some of the existing barriers, increases network connectivity, and provides safe intersections and crossings.

As part of the Travel Demand Modeling and Forecasting Study conducted for the Subarea, the following infrastructure recommendations and policies were identified to support achieving objectives related to:

- Sustain the vehicle throughput functionality of NE 85th Street as a principal arterial while enhancing its role as an urban street
- Incorporate transportation improvements appropriate to surrounding land uses and densities
- Accommodate effective transit service within the study area along transit corridors
- Establish low-stress, connected bike and pedestrian networks

Vehicle and Bicycle Parking

With plans to support more walking, biking, and transit use, Subarea regulations should balance parking demand and parking management for people who live, work, and visit the Station Area, while reducing the negative impacts of parking to the area.

In addition, the following parking and Transportation Demand Management (TDM) strategies should be explored in the Station Area:

- Unbundle vehicle parking to separate parking costs from total property cost, allowing buyers or tenants to forgo buying or leasing parking spaces if they do not own a car.
- Implement on-street parking management strategies (e.g., designate passenger loading/unloading zones, establish time limits).
- Require new development to charge for off-street parking.
- Encourage or require transit pass subsidies from developers/property owners.
- Utilize a Ridematch Program to assist potential carpoolers in finding other individuals with similar travel routes

New Street Standards

As part of the urban design framework for the Station Area, new street design standards are proposed and will be required with the Form-based Code regulations. These innovative street design standards will ensure that land use, design, and transportation objectives are coordinated as private the planned transportation infrastructure is built-out by the public

and private entities.

Mobility and Active Transportation Network

Pedestrian System – existing conditions

For people walking and biking, east-to-west connectivity is a significant challenge in the Subarea, especially from Downtown along NE 85th Street to the top of Rose Hill. NE 85th St and Kirkland Way lack sidewalk coverage from the interchange itself west to 6th St, a key route which connects the study area to downtown. Local streets have some sidewalks, however many of the adjacent commercial and industrial areas lack coverage. 120th Ave NE, 122nd Ave NE, NE 90th St, and NE 80th St lack consistent sidewalks. Many major streets have sidewalk coverage, with the prevailing sidewalk width varying between 5-8 feet (see Figure 9).

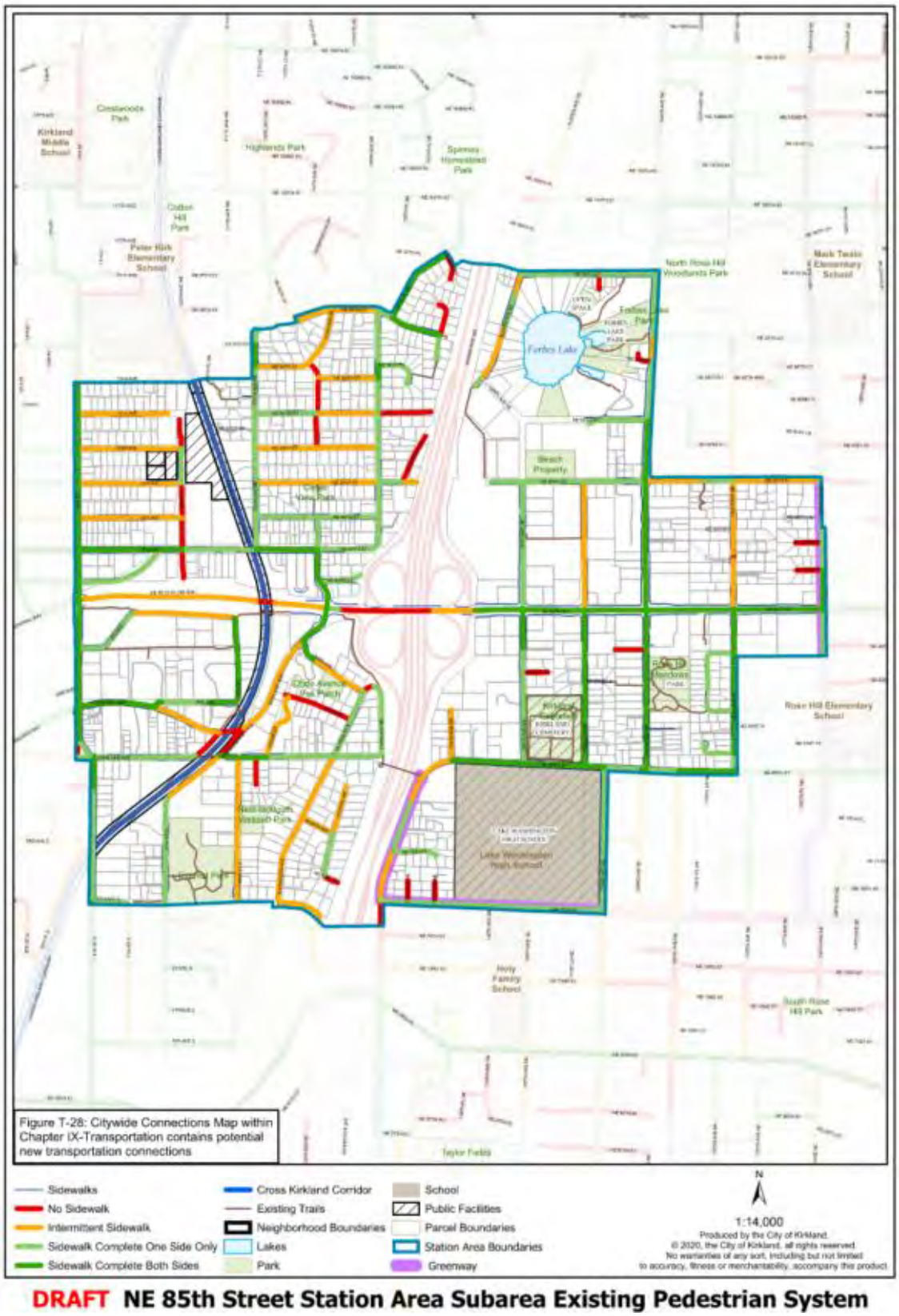


Figure 9: Existing Pedestrian System

Pedestrian System Implementation Opportunities

Ensuring a safe and pleasant network for walking, biking, and other active transportation options for people of all ages and abilities is critical to the success of the Station Area Plan and a priority for the City. The active transportation network within the Station Area includes a number of specific recommended improvements to the active transportation network and there is mode-split goal identified for the Subarea.

A complete network of pedestrian accessible routes is intended to support the vision of the station area as a walkable, urban district. This includes a mix of expanded or improved sidewalks, green midblock connections that provide access through otherwise large blocks, and public spaces like plazas and parks which can function as pedestrian pass-through routes. A more complete network of sidewalks and pedestrian connections is also intended to provide more universal accessibility for users of all ages and abilities.

More detail about proposed multimodal improvements can be found in the Station Area Plan or the citywide Active Transportation Plan.

Supporting Transit

One of the main objectives for the Station Area is to facilitate easy access and use of the future Stride BRT station. In order to support a transit-oriented community, the plan considers ways to complement existing local routes, as well as the efforts around the K Line bus rapid transit line. The Station Area Plan includes complete street concepts for improvements to streets and greenways and coordinates shared use trails and other connections between transit stations and key services and destinations. An analysis of future transit service found that with planned growth, there may be a minimal travel time impact of 1-2 additional minutes on transit corridors within the Station Area.

Recommended Subarea improvements to enhance access to transit include:

- Construction of shared use trail connections to transit stops along NE 85th Street and the BRT station.
- Sidewalks widened along NE 85th street throughout the Station Area.
- Complete street and greenway improvements on key routes accessing transit stops along NE 85th Street and the BRT station, including 5th Avenue, 7th Avenue/NE 87th Street, 116th Avenue, and NE 90th Street.

Bicycle Network – existing conditions

The Subarea and its environs lack continuous bicycle facilities. On the western side of the Subarea, the Cross Kirkland Corridor provides the most significant north/south connectivity, while partially buffered bike lanes on NE 80th St and 124th Ave NE act as the primary connections on the eastern side of the Station Area. There are also the newly completed North and South Rose Hill Greenways on 128th Ave NE and NE 75th St (Kirkland's first two greenways) – neighborhood roads where walking and cycling are the primary travel modes and driving is the alternative.

DRAFT NE 85th Street Station Area Subarea Existing Bicycle System

Figure 10: Existing Bicycle System

Recommended Transportation Improvements

Transportation improvements were identified as part of the Station Area planning process to improve the active transportation network and accommodate safe crossings that reduce conflicts between modes of transportation, while managing vehicular congestion.

Select recommended projects are described below and will be evaluated for inclusion in the City's Capital Improvement Program, and also implemented with new street standards set forth in the Form-based Code for the Subarea. The full list of recommended Transportation improvements can be found in the Station Area Plan and appendices.

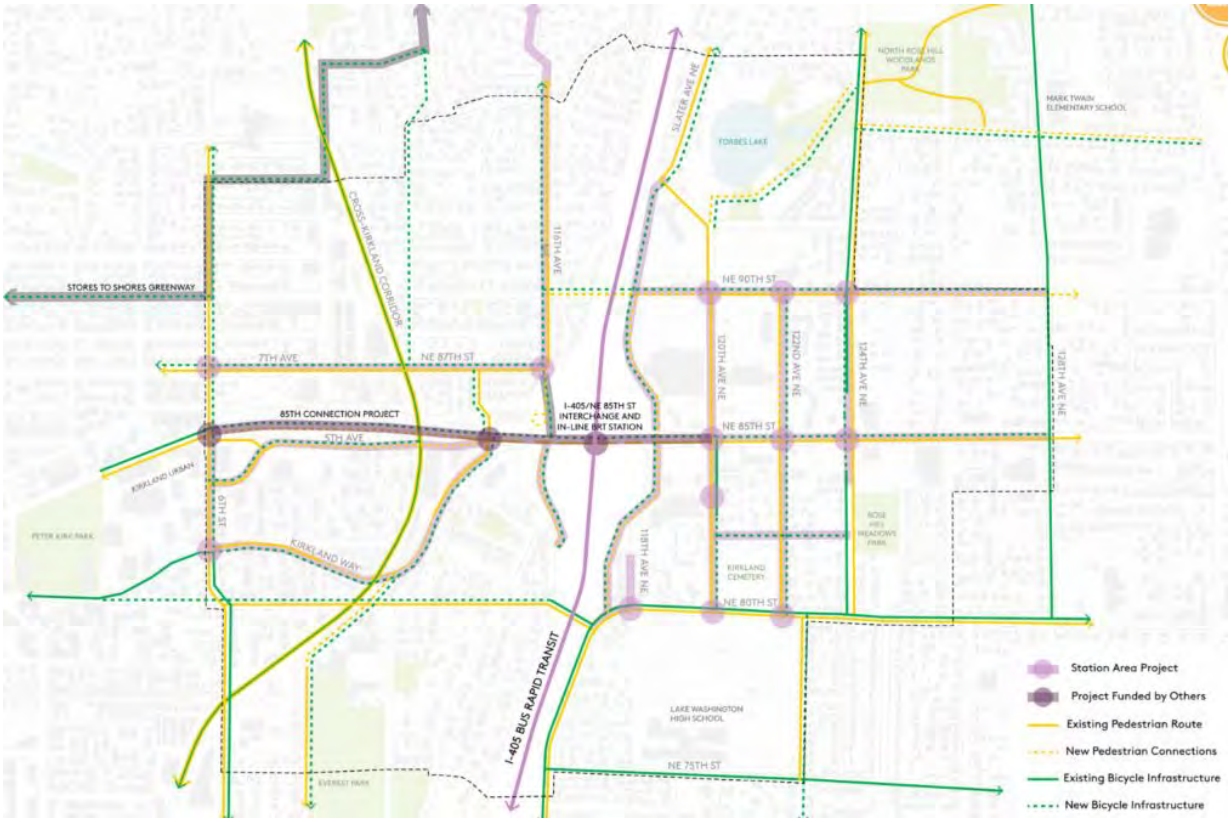


Figure 11: Proposed Transportation Infrastructure Improvements

- NE 87th / 7th Ave Corridor - Provide buffered bike lanes and consistent sidewalks between 6th Avenue and 116th Avenue NE. West of the Cross Kirkland Corridor, provide parking-protected bike lanes on the north side of the street. East of the Cross Kirkland Corridor, provide buffered bike lanes, and a 5-foot landscape strip to enhance the street's character.

- NE 90th Street Corridor - Between I-405 and 122nd Avenue NE, build a shared-use path or boardwalk on the north side of the street. Between 122nd and 128th Avenue NE, provide buffered bike lanes and sidewalks with landscape strips on both sides of the street.

- Compact Roundabout at NE 87th St and 116th Ave NE in the Highlands Neighborhood - Revise this intersection to be a compact roundabout that better accommodates people walking and biking, and access to the NE 85th Street Station pick-up and drop-off.

- 124th Avenue NE Widening and Protected Bike Lanes - Widen 124th Avenue NE to five lanes plus physically separated bike lanes from NE 85th Street through the NE 90th Street intersection. This project also includes continuation of protected bike lanes south through the NE 85th St intersection to NE 84th Lane to connect to exiting bike lanes.

- NE 85th Street Improvements - To offer a high-quality experience for people walking, biking, rolling, and making last-mile connections from transit, enhance NE 85th Street between I-405 and 128th Avenue NE by providing active transportation zones on both sides of the street that include one-way raised protected bike lanes, widened sidewalks, and wide landscape and amenity zones.

- NE 85th Street and 120th Avenue NE Improvements - As part of the overall enhancement to the NE 85th Street corridor to better accommodate all travel modes, multiple concepts were studied. A preferred concept direction would improve the NE 120th Avenue intersection to include an added eastbound lane as storage capacity from the interchange, an added northbound left turn lane to accommodate expected traffic volume increases, a bump out of the northwest corner to align with two westbound incoming lanes and reduce the north/south crossing distance, high-visibility crosswalks, shared use paths to the west connecting to the Stride BRT stations, and raised protected bike lane and wide sidewalks to the east.

Transportation and Mobility Goals and Policies

The main multimodal goals throughout the Subarea are to support mobility; to increase opportunities for people to walk, bike and roll, and take transit to key services and destinations; and to manage vehicular congestion.

- Goal – Provide a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and Regional Transportation Strategy and promotes vitality of the economy, environment, and health.

- Goal – Achieve the following mode-split goal, or one that decreases SOV trips additionally, by the Station Area horizon planning year of 2044:

Quadrant	SOV	HOV	Transit	Walk/Bike	*Total*
Northwest	48%	14%	13%	25%	*100%*
Northeast	48%	14%	14%	24%	*100%*
Southwest	49%	14%	18%	20%	*100%*
Southeast	46%	14%	15%	25%	*100%*
Total	*47%*	*14%*	*15%*	*24%*	*100%*

Source: Fehr & Peers.

- Goal – Create a pedestrian-scaled network.
- Goal – Create a low-stress network for biking and rolling.
- Goal - Develop and implement a bold vision of a multimodal transportation network in the Station Area that prioritizes pedestrians, cyclists, and other nonmotorized modes.
- Policy - In order to achieve the aggressive mode-split goals, the City should require development to pursue aggressive Transportation Demand Management strategies that could include, but are not limited to:
    - Unbundle parking to separate parking costs from total property cost.
    - Revise parking code to reduce the parking minimums or implement parking maximums.
    - On-street parking management strategies.
    - Require new development to charge for off-street parking.
    - Require robust monitoring and management of parking and TDM measures to reduce spillover parking.
    - Encourage or require transit pass subsidies from developers/property owners.
    - Expand upon Kirkland's Green Trip program and encourage alternative commuting modes.
    - Provide an Emergency Ride Home program for employees.
    - Require bike facilities such as storage and showers in new developments.
    - Encourage carpooling with a Ridematch Program.
    - Provide shared off-street parking with new developments.
    - Provide private shuttle service or gondola as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the 6th Street Google campus, Kirkland Urban, and other destinations.
    - Encourage or require transit pass provision programs for residents of multifamily properties.
    - Partner with Transportation Network Companies (TNCs) such as Uber or Lyft to provide pooled ridesharing Alternatives.
    - Launch a bikeshare or other micromobility system in Kirkland.

- Policy - Develop an integrated multimodal transportation network (pedestrian and bicycle/rolling facilities, and linkages to adjacent neighborhoods and districts).

- Policy – Preserve the vehicle throughput functionality of NE 85th St as a principal arterial while enhancing its role as an urban street.

- Policy – Incorporate vehicular network transportation improvements appropriate to surrounding land uses and densities into required improvement lists.

- Policy – Ensure effective transit service within the study area along transit corridors, particularly during peak commute hours.

- Policy - Develop full street standards that serve all users, including pedestrians, bicyclists, other wheeled transport (e.g., scooters), transit users, vehicles, and – where appropriate – freight (to achieve a "complete streets" vision).

- Policy - Establish parking ratios that reflect the vision for a vibrant transit-oriented district, and recommended transportation investments to achieve a balanced multi-modal network, along with robust Transportation Demand Management (TDM) strategies for future development.

- Policy – Utilize tools like residential permit parking zones, enhanced monitoring, and enforcement to ensure that Station Area nodes like the Sound Transit pick up and drop off facility do not result in detrimental parking impacts to surrounding neighborhoods. These same tools should be used to ensure that employees of large commercial projects utilize private parking and the available array of alternative transportation options and do not park in surrounding neighborhoods.

- Policy – Prioritize the completion of a pedestrian network in the Station Area with sidewalks that are of sufficient width and configuration to accommodate the person trips resulting from forecasted growth and that support achievement of the Station Area mode-split goal.

- Policy - Provide a consistent, connected network for walking, bicycling, and rolling.

- Policy - Provide more protection and comfort for walking, bicycling, and rolling, particularly on highspeed, high-volume roadways such as 124th Ave NE.

- Policy - Provide delineated biking and rolling space in the enhanced sidewalks on NE 85th St.

- Policy -Improve safety for people walking, bicycling, and rolling through intersections.

- Policy - Identify planned transportation investments, programs, and resources, including transit, pedestrian and bicycle facilities and amenities, and projects to eliminate superblocks or modal conflicts and promote safety and connectivity.

10. Urban Design Framework

The urban design framework establishes a set of overarching goals, policies, and strategies to shape future public and private development and investments in the district. The Station Area Design District is divided into four urban design subdistricts. While the design of public and private development will be guided in a manner that creates a cohesive identity for the Station Area, each subdistrict will evolve into its own unique neighborhood character and identity, described in more detail below (see Figure 13).

There is a mutually supportive relationship between transit ridership and the amount of housing, jobs, and services near transit. The Station Area Plan designates the areas closest to the future BRT Stride station as priority locations for increased development. Not only are these areas prime opportunities to broaden the mix of jobs and housing choices within the Station Area, but this strategy also focuses growth in a more sustainable, compact form. In addition, the areas closest to the future station on the east side of I-405 are reserved for taller office development. This serves a dual role of focusing growth in the City where residents and employees have the best access to high-capacity transit for the station and using larger office buildings as a buffer to protect residences from the noise and air pollution that come from high volume roadways like I-405.

The vision for the Station Area includes a robust, vibrant public realm with a mix of active ground floor uses, generous sidewalks, and improved tree canopy. The urban design framework identifies key streets where a combination of public and private investments will create focal points and destinations for the district, the city, and the region. These include enhancing NE 85th Street to a more urban street that becomes a place for people to engage, supporting retail-focused streets like 120th Ave NE near Forbes Lake, and neighborhood hubs like the 7th Ave corridor in Norkirk. Each of these focal points brings together recommendations around mobility, public realm, land use, sustainability, and building massing.

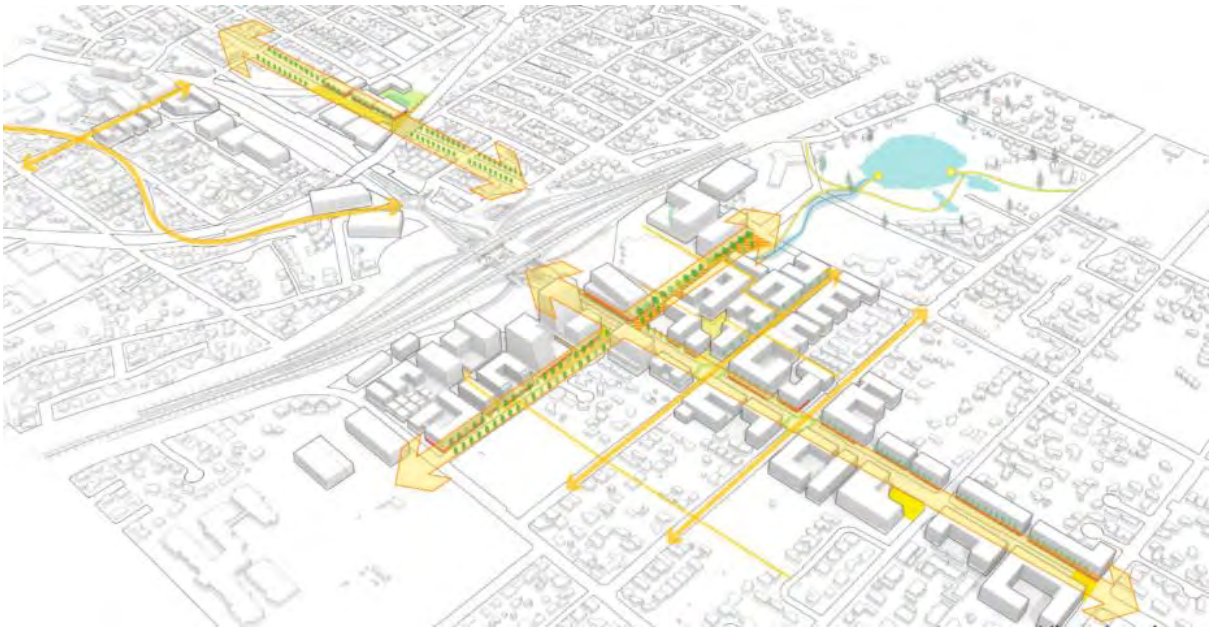


Figure 12: Public Realm "Spine"

As a Station Area Plan, it is particularly important to create a network of mobility options that connect transit users to the station and key services and destinations. Green midblock connections help break down large blocks into walkable distances. New and enhanced sidewalks and bikeways provide safe and comfortable walking and biking connections throughout the district. Finally, increased transit service, including the Stride BRT station and future King County Metro's K-line BRT, flexible parking policies, and strategic roadway capacity improvements provide a multi-faceted approach to mitigate congestion and accommodate travel needs and parking demand. This holistic approach to mobility is integrated into all aspects of the urban design framework.

Like all of Kirkland, the Station Area is a rich natural environment with important ecological assets and opportunities to improve the sustainability and resilience of the district. Updated policies encourage stormwater management through on-site green infrastructure like bioswales in streetscapes and within larger developments. Street types in the Form-based Code will lead to increased tree canopy in the public realm, and ecological assets like Forbes Lake become the focus of a new boardwalk network and "trailhead" that is integrated into the streetscape at 120th Ave NE and NE 90th St.

While planning for growth in the station area, supporting transitions in scale to adjacent neighborhoods is a key focus of the urban design framework. The Form-based Code regulates elements of massing and form so that buildings step down from larger commercial office blocks to mid-rise neighborhood mixed use development, and eventually to smaller "missing middle" infill. Special rules for transitions, landscaping requirements, and other policies further specify how new development should respond to the existing context. Additional design guidelines and the City's Design Review process will ensure that building massing and details reflect a pedestrian-oriented district.

Urban Design Subdistricts

The Station Area Design District is divided into four urban design subdistricts. While the design of public and private development will be guided in a manner that creates a cohesive identity for the Station Area, each subdistrict will evolve into its own unique neighborhood character and identity, described in more detail below. The Station Area Design Guidelines will provide detailed guidelines for development and will be used by the Design Review Board to evaluate proposed development as part of the Design Review Process.

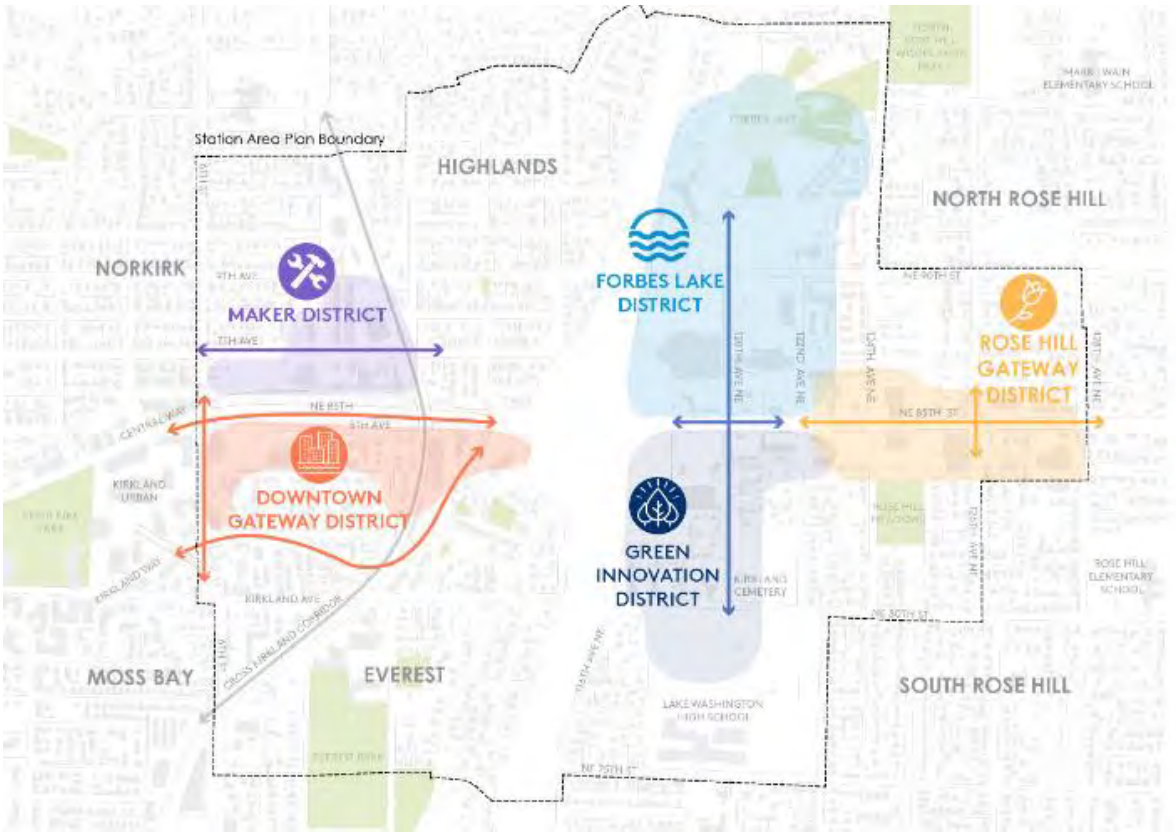


Figure 13: Urban Design Subdistricts

Norkirk Maker District

The Norkirk Maker District creates new opportunities for local businesses and mixed use. The existing character of industrial buildings and small businesses can evolve over time to maintain this industrial character while encouraging more pedestrian oriented, innovation-focused development. "Maker spaces", small scale manufacturing, and local businesses will all serve to activate the corridor and create a neighborhood hub to serve Norkirk and Highlands residents and workers. Limited residential infill will also provide opportunities for meeting Kirkland's need for diverse housing choices. Alongside these development opportunities, facilities such as climbing walls, gyms, and other indoor recreation uses can meet community needs and provide amenities for visitors.

Norkirk's light industrial technology (LIT) area is an important future bike and pedestrian corridor connecting Downtown Kirkland, the CKC and the BRT Stride station. New mobility

connections provide space for enhanced urban landscaping, improve accessibility to existing parks, and connect the entire Subarea. Activating the intersection of the Cross Kirkland Corridor and 7th Ave can create both a gateway and a neighborhood gathering place with multimodal and recreational amenities. Businesses can be integrated with activation of the Cross Kirkland Corridor (CKC).

Figure 14: Maker District Concept

Green Innovation District

The Innovation District is a model of innovation and a place for community, students, and the workforce to connect. New residents will contribute to existing needs for additional school capacity in Kirkland. Innovative models for schools can be developed by adding significant development capacity on existing Lake Washington School District properties and integrating educational space with other uses in multi-story, mixed-use buildings or within campus-like developments.

There are opportunities to align educational and workforce development initiatives, supporting both large and small businesses, a green economy, and offering a range of job choices. Mixed-use educational spaces can be included within the new civic mixed use regulating district as part of the new Form-based Code, in private mixed-use developments as part of zoning that facilitates educational uses within active streetscapes, and through an incentive zoning program or within the new civic mixed-use regulating district as part of the

new Form-based Code. The Form-based Code will include educational facilities, including childcare and pre-K spaces, in allowances for ground floor uses.

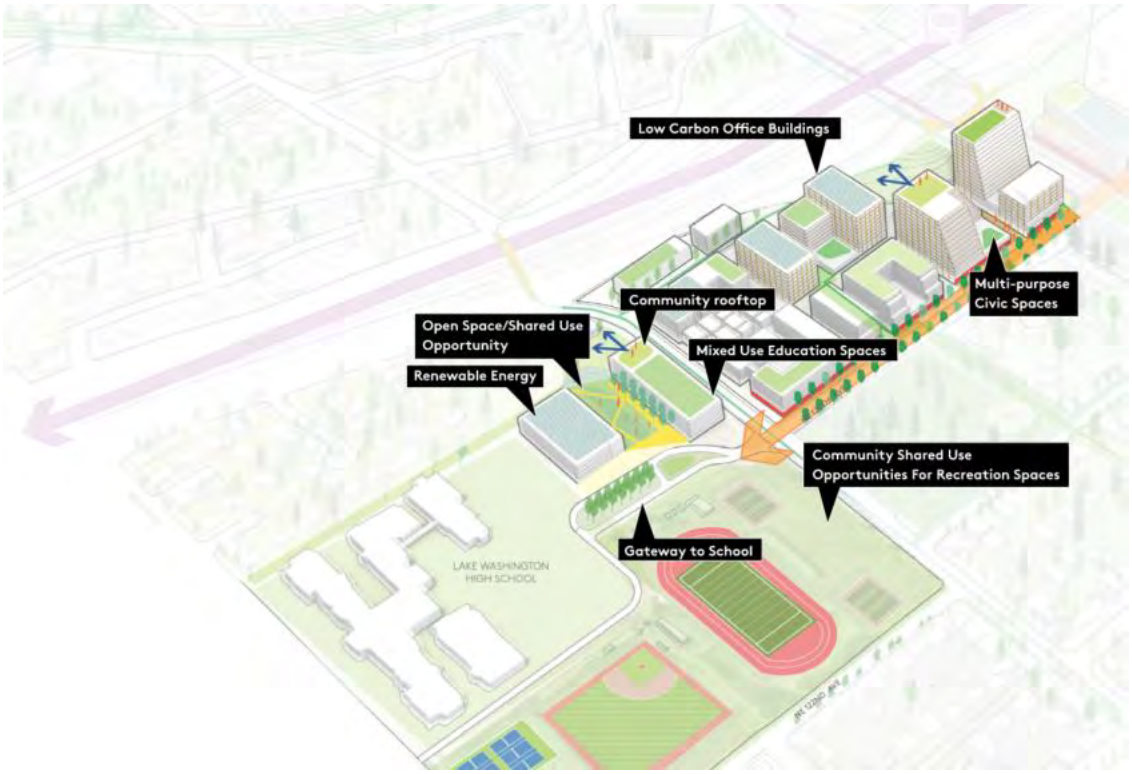


Figure 15: Green Innovation District Concept

Downtown Gateway District

The Gateway district to Downtown Kirkland via 6th St emphasizes mid-rise residential and office uses along 6th Street and important bicycle and pedestrian connections along green pathways to and from the BRT Stride station and the Cross Kirkland Corridor. These connections also improve mobility between existing and planned employment centers.

Figure 16: District Context on 6th St

Rose Hill Gateway District

The Rose Hill corridor-based gateway will contain a mix of active ground floors and mid-rise residential uses along NE 85th that focus on creating a strong sense of arrival from Redmond with streetscape design, public art, and urban design features. This district, with its increased development allowances, will also provide the greatest opportunity to accommodate affordable housing.

Figure 17: Plaza & Gateway Concept at 85th/122nd

Urban Design Goals and Policies

Goal - Focus growth in inclusive housing and jobs near transit with comprehensive design standards that ensure an attractive, sustainable, and integrated public and private realm.

Policy - Establish a strong public realm network and transit-oriented community that puts people first and integrates public streetscape and open space improvements with building and site design standards.

Policy – Use urban design to create a multi-modal transportation network that connects residents, workers, and visitors, and mitigates physical barriers.

Policy - Leverage existing natural systems and resources, enhance ecosystem performance, and increase resilience through innovative development standards.

Policy - Ensure appropriate development scale with transitions to adjacent neighborhoods through clear transition requirements and contextual design standards.

11. Public Services and Public Facilities

Public Services

To support planned growth, public services including schools, parks and open spaces, transportation, and utilities will be needed. The City has planned for meeting these needs in alignment with existing City guidelines, and the adequacy of services to support future Subarea growth was studied with the Station Area Plan Fiscal Impacts and Community Benefits Analysis published in October 2021.

Citywide surface water, water, sewer, public facilities goals and policies are found in the Public Services Element and Capital Facilities Elements.

The City will plan for additional Police and Fire and Emergency Services staff and equipment to align with population growth, including at Fire Station 26. For more information refer to the Station Area Plan Fiscal Impacts and Community Benefits Analysis (2021). Overall, infrastructure and public services improvements should be planned holistically. Projects should be scheduled to leverage multi-benefit strategies, to reduce construction costs, and to maximize investment and community benefits.

Surface Water

The Subarea is located within portions of the Forbes Creek and Moss Bay Drainage Basins. An evaluation of existing conditions in the basins identified areas of sedimentation, flooding, and fish passage barriers. Peter Kirk Park is used as a detention storage area for stormwater during peak events and is mapped as a floodplain. The WSDOT Interchange Design Plans identify an existing water main that runs along NE 85th St across I-405. This main may be influenced by the project, but WSDOT Interchange Design Plans do not yet include the replacement main.

Within the Subarea there are opportunities for improvement in the Forbes Creek basin to improve water quality and fish habitat and a regional detention facility is proposed. Other

public facilities with the Subarea are Lake Washington High School and the Kirkland Cemetery.

Water and Sewer

Increased growth in the Station Area will mean an increased consumption of water from the regional supply and increased sewage production requiring treatment. The City is planning for needed water and sewer improvements beyond the current capital improvement planning within the Water System Plan, Water CIP Update, and General Sewer Plan. These improvements will include upgrades and replacement of existing pipes that will help support improvements to fire flow requirements in the water system, and improvements to address increased flow in the sewer system. The overall plan goals and policies also support a more efficient, high performance approach to water use than represented in conventional demand models.

Schools and Education Needs and Opportunities

Increased density and future growth within the Station Area will result in increased student growth and demand for educational facilities. As part of the Subarea Plan planning process, the City and Lake Washington School District (LWSD) discussed anticipated student growth in the Station Area, and how the City can help the district address school capacity and explore creative solutions.

The following opportunities to improve educational services and facilities were explored:

1. Increase development capacity on existing school sites:

The major existing school site in the Station Area is Lake Washington High School. One opportunity to increase density on the site is by incorporating it into a future Civic Mixed Use regulating district. An increased maximum height allowance up to 75' on portions of the site will be designated. A height of 75', or approximately up to 5-6 stories, could be accommodated on that land area, including structured parking above, or below, ground, which could substantially expand the building square footage and generate sufficient space to accommodate long-term needs. LWSD would need to further study the concept of co-locating different grade levels on this site and issues related to parking and traffic management related to urban school concepts.

2. Development bonus incentives for provision of school space in new development such as providing bonus density incentives in two broad categories: commercial development and residential development-

3. Define active frontages or required retail space to include educational uses as part of the Form-based Code requirements.

In order to allow flexibility for more types of educational space to be provided in the future, zoning regulations should allow educational ("civic") uses in all zones and establish allowed frontage types, and land uses, along each street. Where those frontage types may require

an active use, educational uses will be included in any definition of an "active" use and/or frontage type.

4. Promote public/private partnerships to encourage shared facilities in the Station Area and/or optimize utilization of shared use agreements.

As development occurs in the Station Area, the City can help facilitate private sector and school district conversations to explore opportunities, barriers and partnership strategies based on shared interests. These partnerships could take the form of shared space agreements or lease arrangements as discussed earlier. City staff will continue to connect the District with potential partners as opportunities arise.

Public Services and Public Facilities Goals and Policies

- Goal - The Subarea Plan supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

- Goal – Create opportunities for additional school capacity in, or near, the Station Area.

- Policy - Ensure that planned infrastructure and facilities can support targeted growth through requirements for new development to construct, or contribute to, new infrastructure and by incorporating recommended Station Area improvement projects into the City's Capital Improvement Program.

- Policy - Ensure availability of public services, such as utilities, infrastructure, Police, and Fire services to meet the needs of businesses and residents.

- Policy – Identify development standards that can provide Lake Washington School District with more development capacity to build additional school space on current district-owned sites. This could include increasing the allowed height, reducing setbacks, creating more flexible standards, and simplifying the permitting process.

- Policy – Create development bonus incentives for new development to provide school space.

- Policy - Allow educational space including day care, early learning, and other school facilities in active frontages and required retail space.

- Policy - Foster partnerships with the Lake Washington School District, the City, and the private sector to encourage shared facilities in the Station Area and/or optimize utilization of shared use agreements.

- Policy - Foster partnerships with institutions of higher learning to aid in workforce development, support cultural endeavors, and accommodate transitioning public school students.

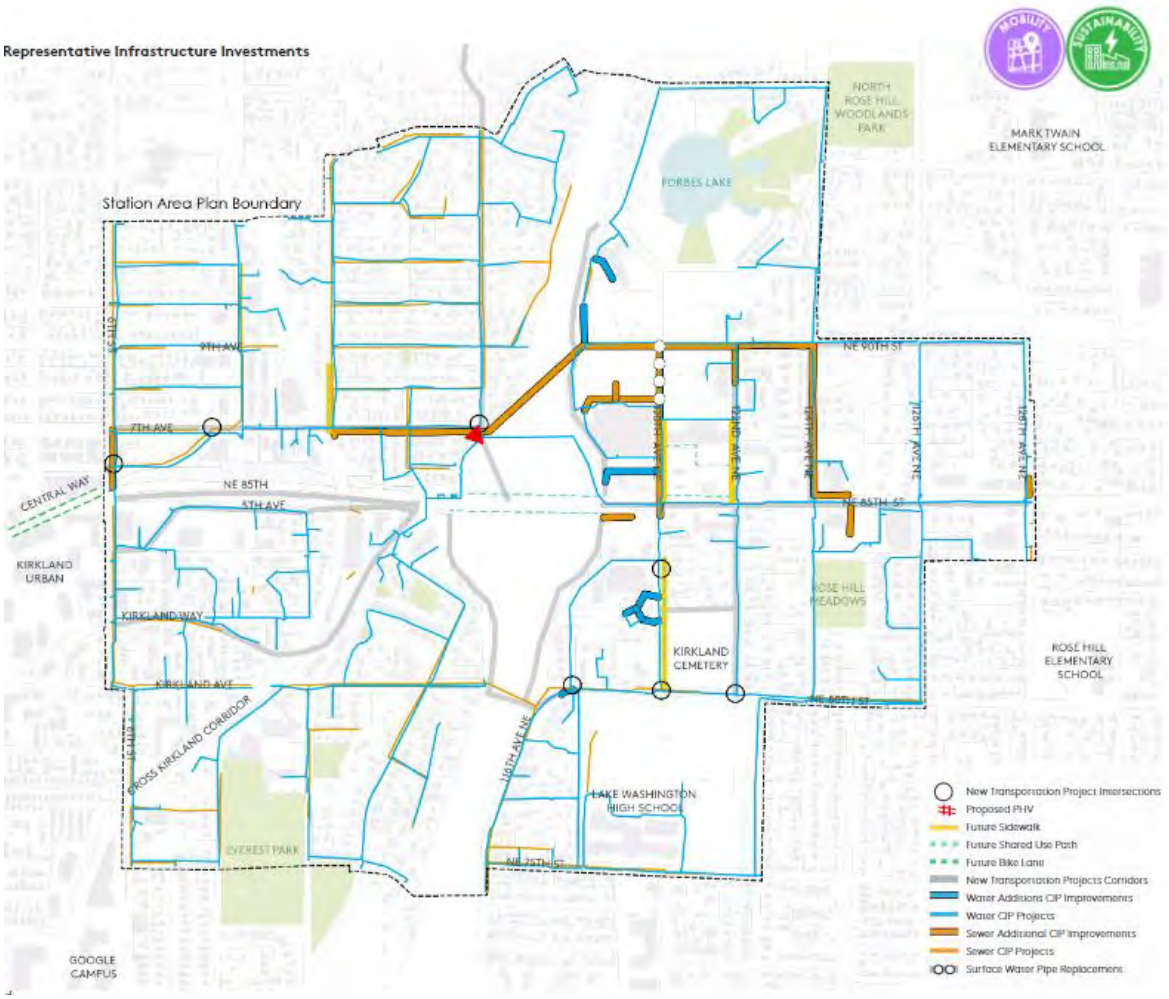


Figure 18: Representative Infrastructure Projects

12. *Implementation*

- Goal – Identify implementation strategies that are forward looking to ensure that infrastructure and services are in place before new development places needs on City systems, and that the community is receiving benefits of new growth in the Subarea.
- Policy – Initiate the following implementation strategies in the Subarea:

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
LAND USE				

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
1	Adopt a Form-based Code and urban design guidelines to accommodate the growth targets based on the capacity analyzed in the Station Area Plan FSEIS.	City of Kirkland	Adopt with Plan (FBC/Design Guidelines)	1
2	Maintain collaborative relationships with service providers in the Station Area (e.g., KCHA, Helen's Place) and identify opportunities to complement and enhance their services.	City of Kirkland/King County Housing Authority/Helen's Place/Salthouse Church	Ongoing	1
3	Pursue opportunities to utilize WSDOT right-of-way for transit-supportive uses that could include future development, recreational amenities, and/or managed open spaces through the City's legislative agenda.	City of Kirkland/WSDOT	Ongoing	3
HOUSING				
4	Adopt an incentive zoning program in the Station Area Form-based Code that creates development bonuses for affordable housing, with an emphasis on creating units in excess of the City's current 10% inclusionary zoning and, or providing units at deeper levels of affordability.	City of Kirkland/ARCH	Adopt with Plan (FBC)	1
5	Direct affordable housing in-lieu payments or commercial incentive contributions to support affordable housing within the Station Area boundary.	City of Kirkland/ARCH	Short-term	1

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
6	Establish an affordable housing target for the Station Area as a share of Citywide targets; create and maintain a monitoring program to track progress of implementation measures towards housing targets.	City of Kirkland	Short-term	1
7	Conduct a nexus study for commercial linkage fees as a method to support affordable housing targets by collecting fees new commercial development. To the extent new State-wide enabling legislation is needed, add to the City's legislative agenda.	City of Kirkland	Medium-term	2
8	Adopt a Tax Increment Financing district and project list that identifies infrastructure projects in the Station Area that are necessary to encourage and support future redevelopment and housing production.	City of Kirkland	Short-term	2
ECONOMIC DEVELOPMENT				
9	Adopt development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.	City of Kirkland	Adopt with Plan (FBC)	1
10	Identify opportunities for multi-benefit partnerships and programs between private, public, and non-profit organizations in the Station Area to create community benefits.	City of Kirkland	Initiate upon adoption	1

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
NATURAL ENVIRONMENT AND SUSTAINABILITY				
11	Implement the City's Sustainability Master Plan goals in the Station Area and develop a monitoring program to track.	City of Kirkland	Initiate upon adoption	1
12	Integrate strategies into sustainability regulations for the district that "future-proof" the plan to ensure development is not precluding future innovation in the field.	City of Kirkland	Adopt with Plan (FBC)	1
13	Identify programs that support achievement of state and regional greenhouse gas emissions reductions goals.	City of Kirkland	Initiate upon adoption	1
14	Identify programs that reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.	City of Kirkland	Initiate upon adoption	1
15	Expand electric transportation infrastructure in the Station Area.	City of Kirkland/Transit Agencies/Private development	Short-term	2
16	Identify programs that encourage retrofitting of existing buildings to reduce building energy use.	City of Kirkland	Short-term	2
17	Identify programs that promote wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater).	City of Kirkland	Initiate upon adoption	1
18	Explore partnership opportunities to treat stormwater from the public right-of-way on project sites with shared facilities.	City of Kirkland/Private property-owners	Initiate upon adoption	2

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
19	Establish a Green Factor Code that encourages visible, functional, green spaces and high-quality habitat.	City of Kirkland	Adopt with Plan (FBC)	1
PARKS AND OPEN SPACE				
20	Identify and minimize gaps in equitable access to parks and open spaces in order to make more efficient use of existing parks and open spaces in the area.	City of Kirkland	Adopt with Plan (SAP and PROS Plan)	1
21	Leverage public assets and partnerships, including excess WSDOT right-of-way, for potential active recreational areas, managed natural areas, stormwater treatment, or sustainable landscape areas.	City of Kirkland/WSDOT	Short-term	1
22	Expand access to and through Forbes Lake Park to provide multiple benefits of environmental enhancement and education, improved nonmotorized transportation connections, and access to open space and recreation.	City of Kirkland	Short-term	2
23	Identify locations to enhance the Cross Kirkland Corridor to create recreational and open space amenities and improve active transportation connections to the Corridor.	City of Kirkland	Short-term	2
24	Identify locations for required mid-block green connections that provide opportunities for landscaping, active, and passive recreation.	City of Kirkland	Adopt with Plan (FBC)	1

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
25	Adopt an incentive zoning program in the Station Area Form-based Code that creates development bonuses for new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, recreation amenities, and linear parks.	City of Kirkland	Adopt with Plan (FBC)	1
26	Incorporate identified Station Area Parks projects into the City's Capital Improvement Program.	City of Kirkland	Initiate upon adoption	1
27	As part of a Tax Increment Financing district, identify candidate Parks and Open Space infrastructure projects needed to serve the Station Area.	City of Kirkland	Short-term	2
TRANSPORTATION AND MOBILITY				
28	Incorporate identified Station Area Transportation projects into the City's Capital Improvement Program, Capital Facilities Plan, and Transportation Master Plan.	City of Kirkland	Initiate upon adoption	1
29	Incorporate identified Station Area Transportation projects into a Planned Action Ordinance as required mitigation for future private development to construct.	City of Kirkland	Adopt with Plan (PAO)	1
30	Evaluate how Station Area Plan projects should be reflected in Transportation Impact Fee calculations, including the option of establishing an overlay for the Station Area.	City of Kirkland	Short-term	2

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
31	Develop street standards that serve all users, including pedestrians, bicyclists, other forms of micromobility (e.g., scooters), transit users, vehicles, and – where appropriate – freight ("complete streets" vision 2040).	City of Kirkland	Adopt with Plan (FBC)	1
32	Establish parking ratios that reflect the vision for a vibrant transit-oriented district, recommended transportation investments to achieve a balanced multi-modal network, and robust Transportation Demand Management (TDM) strategies for future development.	City of Kirkland	Adopt with Plan (FBC)	1
33	Establish a TDM monitoring program for the Station Area.	City of Kirkland	Initiate with Plan	1
34	Develop bicycle parking guidelines as a Public Works pre-approved policy.	City of Kirkland	Short-term	1
35	Develop passenger load/unload areas as Public Works pre-approved roadway policy.	City of Kirkland	Short-term	1
36	Monitor parking congestion in the Station Area, and evaluate parking management strategies like residential permit parking zones, time limitations, and enforcement.	City of Kirkland	Short-term	2

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
37	As part of a Tax Increment Financing district, identify candidate Transportation infrastructure projects in the Station Area.	City of Kirkland	Short-term	2
38	Conduct a study to evaluate transportation solutions to connect the BRT to downtown	City of Kirkland	Medium-term	2
PUBLIC SERVICES AND PUBLIC FACILITIES				
39	Incorporate identified Station Area Water, Sewer, and Stormwater projects into the City's Capital Improvement Program.	City of Kirkland	Initiate upon adoption	1
40	Incorporate identified Station Area Water, Sewer, and Stormwater projects into a Planned Action Ordinance as required mitigation for future private development to construct.	City of Kirkland	Initiate upon adoption	1
41	Adopt an incentive zoning program in the Station Area Form-based Code that creates development bonuses for new development to provide school space.	City of Kirkland	Adopt with Plan (FBC)	1
42	Adopt development standards that can provide Lake Washington School District with more development capacity to build additional school space on current district-owned sites.	City of Kirkland	Adopt with Plan (FBC)	1

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
43	Remove potential development barriers in current regulations that might preclude siting of school facilities on private properties as part of mixed use developments.	City of Kirkland	Adopt with Plan (FBC)	1
44	Conduct a Citywide assessment of zoning regulations to remove potential barriers to LWSD capacity projects on current district-owned sites and possible public/private partnership sites.	City of Kirkland/LWSD	Short-term	1
45	As part of a Tax Increment Financing district, identify possible candidate Sewer infrastructure projects in the Station Area.	City of Kirkland	Short-term	2
ADMINISTRATIVE				
46	Develop City application materials, a fee structure, and legal agreements to implement the incentive zoning program, including forms that ensure provision of bonus incentives in perpetuity.	City of Kirkland	Short-term	1
47	Develop a Station Area implementation tracking program and establish a cadence of Council and Planning Commission updates on implementation progress.	City of Kirkland	Short-term	1
48	Adopt a Planned Action Ordinance for the Station Area, and a supplemental checklist form for projects applying to be reviewed as a Planned Action.	City of Kirkland	Initiate upon adoption	1

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision*
49	Adopt amendments to the Comprehensive Plan General elements and neighborhood plan chapters to ensure consistency with the adoption of the Station Area Plan Subarea chapter.	City of Kirkland	Short-term	1
50	Update City forms and publications for consistency with Station Area Plan development regulations.	City of Kirkland	Initiate upon adoption	1
51	As part of the City's routine budget and CIP processes, identify and prioritize Station Area funding and expenditures to support infrastructure investments and service delivery.	City of Kirkland	Short-term	2
52	Prepare the Tax Increment Financing Feasibility Study	City of Kirkland	Short-term	1

Miscellaneous KZC Amendments

For the following miscellaneous KZC amendments, new text is show in bold underline and removed text is shown in ~~strikethrough~~.

KZC Chapter 10 Amendments

10.25 Zoning Categories Adopted

The City is divided into the following zoning categories:

	Zoning Category	Symbol
1.	Single-Family Residential Zones	RS, RSA and RSX (followed by a designation indicating minimum lot size per dwelling unit or units per acre)
2.	Multifamily Residential Zones	RM and RMA (followed by a designation indicating minimum lot size per dwelling unit)
3.	Professional Office/Residential Zones	PR and PRA (followed by a designation indicating minimum lot size per dwelling unit)
4.	Professional Office Zones	PO
5.	Waterfront Districts	WD (followed by a designation indicating which Waterfront District)
6.	Yarrow Bay Business District	YBD (followed by a designation indicating which sub-zone within the Yarrow Bay Business District)
7.	Neighborhood Business	BN and BNA
8.	Community Business	BC 1, BC 2 and BCX
9.	Central Business District	CBD (followed by a designation indicating which sub-zone within the Central Business District)
9.5	Houghton Everest Neighborhood Center	HENC (followed by a designation indicating which sub-zone within the Houghton Everest Neighborhood Center)
10.	Juanita Business District	JBD (followed by a designation indicating which sub-zone within the Juanita Business District)
11.	Market Street Corridor	MSC (followed by a designation indicating which sub-zone within the Market Street Corridor)

Zoning Category		Symbol
12.	North Rose Hill Business District	NRH (followed by a designation indicating which sub-zone within the North Rose Hill Business District)
13.	Rose Hill Business District	RH (followed by a designation indicating which sub-zone within the Rose Hill Business District)
14.	Business District Core (BDC) and Totem Lake Business District (TLBD)	TL (followed by a designation indicating which sub-zone within Business District Core (BDC) or the Totem Lake Business District)
15.	Light Industrial Zones	LIT, TL 7B
16.	Planned Areas	PLA (followed by a designation indicating which Planned Area, and in some cases, which sub-zone within a Planned Area)
17.	Park/Public Use Zones	P
18	Finn Hill Neighborhood Center	FHNC
19.	**Station Area Commercial Mixed-Use**	**SAP-CMU (followed by a height subdistrict with base/bonus heights)**

KZC Chapter 53 Amendments

Repeal Rose Hill Business District Zones RH 1A, RH 2A, RH 2B, and RH 2C (KZC Chapter 53 Subsections)

KZC Chapter 57 Amendments

Adopt New Chapter. See enclosed full chapter text.

KZC Chapter 95 Amendments

95.42 Land Use Buffer Requirements

95.42 Land Use Buffer Requirements

The applicant shall comply with the provisions specified in the following chart and with all other applicable provisions of this chapter. Land use buffer requirements may apply to the subject property, depending on what permitted use exists on the adjoining property or, if no permitted use exists, depending on the zone that the adjoining property is in.

ADJOINING PROPERTY / LANDSCAPING CATEGORY	*Public park or low density residential use or if no permitted use exists on the adjoining property then a low density zone.	Medium or high density residential use or if no permitted use exists on the adjoining property then a medium density or high density zone.	Institutional or office use or if no permitted use exists on the adjoining property then an institutional or office zone.	A commercial use or an industrial use or if no permitted use exists on the adjoining property then a commercial or industrial zone.
A	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (2) (Buffering Standard 2)	
B	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (1) (Buffering Standard 1)		
C	Must comply with subsection (1) (Buffering Standard 1)	Must comply with subsection (2) (Buffering Standard 2)		
D	Must comply with subsection (2) (Buffering Standard 2)			
E				
Footnotes:	*If the adjoining property is zoned Central Business District, Juanita Business District, North Rose Hill Business District, Rose Hill Business District, Finn Hill Neighborhood Center, Houghton/Everest Neighborhood Center, Business District Core or is located in TL 5, this section KZC 95.42 does not apply.			

Commercial Mixed Use

KZC Chapter 142 Amendments

142.25 Administrative Design Review (A.D.R.) Process

1. Authority – The Planning Official shall conduct A.D.R. in conjunction with a related development permit pursuant to this section.

The Planning Official shall review the A.D.R. application for compliance with the design regulations contained in Chapter 92 KZC, or in zones where so specified, with the applicable design guidelines adopted by KMC 3.30.040. In addition, the following guidelines and policies shall be used to interpret how the regulations apply to the subject property:

a. Design guidelines for pedestrian-oriented business districts, as adopted in KMC 3.30.040.

b. Design guidelines for the NE 85th St Station Area Plan ~~Rose Hill Business District (RHBD)~~, the Totem Lake Business District (TLBD) and Yarrow Bay Business District (YBD) as adopted in KMC 3.30.040.

c. For review of attached or stacked dwelling units within the Rose Hill Business District (RHBD), the PLA 5C zone, the Houghton/Everest Neighborhood Center, and the Market Street Corridor, Design Guidelines for Residential Development as adopted in KMC 3.30.040.

142.35 Design Board Review (D.B.R.) Process

142.35.3. Authority – The Design Review Board shall review projects for consistency with the following:

a. Design guidelines for pedestrian-oriented business districts, as adopted in Chapter 3.30 KMC.

b. Design Guidelines for the NE 85th Street Station Area Plan ~~Rose Hill Business District (RHBD)~~ and the Totem Lake Business District (TLBD) as adopted in Chapter 3.30 KMC.

c. The Design Guidelines for Residential Development, as adopted in KMC 3.30.040, for review of attached and stacked dwelling units located within the Rose Hill Business District (RHBD), the PLA 5C zone, the Houghton/Everest Neighborhood Center, and the Market Street Corridor.

d. The Parkplace Master Plan and Design Guidelines for CBD 5A as adopted in Chapter 3.30 KMC.

142.37 Design Departure and Minor Variations

1. General – This section provides a mechanism for obtaining approval to depart from strict adherence to the design regulations or for requesting minor variations from requirements in the following zones:

a. In the CBD and YBD: minimum required yards; and

b. In the Business District Core: minimum required yards, floor plate maximums and building separation requirements; and

c. In the RHBD, FHNC, the PLA 5C zone, the HENC, and the TLBD: minimum required yards, and landscape buffer; and

d. In the MSC 1 and MSC 4 zones of the Market Street Corridor: minimum required front yards; and

e. In the MSC 2 zone of the Market Street Corridor: height (up to an additional five (5) feet), and minimum required front yards.

This section does not apply when a design regulation permits the applicant to propose an alternate method for complying with it or the Use Zone Chart allows the applicant to request a reduced setback administratively.

2. Design departures and minor variations to development standards are authorized as specified in KZC Chapter 57 (Form-Based Code for NE 85th Street Station Area).

KIRKLAND ZONING CODE CHAPTER 57
FORM-BASED CODE FOR THE NE 85TH STREET STATION AREA PLAN

57.05 INTRODUCTION

57.05.01 BACKGROUND

The City's NE 85th Street Station Subarea Plan was adopted in 2022 to support a thriving, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit.

57.05.02 PURPOSE

Implementation of the vision established in the NE 85th Street Station Subarea Plan requires a comprehensive set of regulations and supporting design guidelines. This form-based code is intended to ensure that development in the Station Area is facilitated by clear and predictable standards that achieve transit-supportive development intensities in a high quality, pedestrian-oriented built environment.

57.05.04 CODE ORGANIZATION

This code is organized into four sections:

- **Regulating Districts** define primary features of overall building form, including lot parameters, massing, height, and permitted uses. A regulating plan (Figure 14) defines the regulating district designation and allowed height for each parcel. These regulating districts are established on the Kirkland Zoning Map and in this chapter.

- **Frontage Types** establish design regulations for private property frontages, including the required front setback and building base. Eligible frontage types are determined based on the adjacent street type for a subject property.

- **Street Types** set the design intent for specific segments of public ROW, including functional classification, prioritized transportation modes, sidewalk and bikeway facility dimensions, and expected streetscape amenities like trees, planting, hardscape, and street furnishings.

- **Districtwide Standards** apply across the subarea, and include overall transitions, parking, plazas and public spaces, and landscaping and open space.

57.05.03 DEVELOPMENT AGREEMENTS - CATALYST PROJECTS

As a means of encouraging early catalyst transit oriented development projects within the Station Area, projects on sites greater than four acres within the Commercial Mixed Use District are encouraged to apply for and negotiate a development agreement with the City pursuant to Chapter 36.70B RCW.

The purpose of such a development agreement is to provide a process for tailoring the regulations and incentives of this Chapter as they apply to specific facts and circumstances.

A Development Agreement approved by the City Council pursuant to Chapter 36.70B RCW may approve specific variations or exceptions from the District Regulations if the Council finds and concludes in the Development Agreement that the variations or exceptions result in a project that provides overall greater benefit or overall better mitigation than would a project that strictly complies with the District Regulations, except that a Development Agreement may not authorize (1) additional height above the bonus maximum height; or (2) a principal use that is not otherwise permitted in the District.

FIGURE 1: FORM-BASED CODE ELEMENTS

57.05.05 ADMINISTRATIVE PROCESS

This chapter shall be administered by the Planning and Public Works Officials through the related development permit process. In cases where a development project is subject to Design Board Review and this chapter establishes flexible standards such as averaging, the final standard shall be determined by the Design Review Board as established in KZC Chapter 142.37, unless otherwise noted. Standards which may be granted design departures and minor variations are the following:

- Façade Width
- Façade Break Width and Depth
- Lot Setbacks
- Upper Story Street Setbacks
- Floor Area
- Parking Setbacks
- Plaza/Public Space Dimensions

57.05.06 DEFINITIONS

For definitions, refer to KZC Ch 5.

57.05.07 RELATIONSHIP TO OTHER REGULATIONS

Development in Regulating Districts contained in this chapter is subject to the below common code references. Where a provision in a referenced section below conflicts with a specific district or district-wide regulation contained in this chapter, the regulation of the specific district, or district-wide regulation shall govern.

Common Code Regulations. Refer to:

1. KZC Ch 1 to determine what other provisions of this code may apply to the subject property.

2. KZC Ch 45.50 for Public park development standards. See.

3. KZC Ch 90 for regulations regarding development near streams, minor lakes (e.g. Forbes Lake), wetlands, fish and wildlife habitat conservation areas and frequently flooded areas.

4. KZC Ch 85 for regulations regarding development on property containing geologically hazardous areas.

5. KZC Ch 92 for design regulations.

6. KZC Ch 95 for regulations regarding tree retention and landscape standards for development on private property.

7. KZC Ch 105 for parking areas, vehicle and pedestrian access, and related improvements.

8. KZC Ch 112 for regulations regarding affordable housing standards.

9. KZC Ch 113 for regulations regarding cottage, carriage, and two/three unit homes housing types.

10. KZC Ch 115 for applicable miscellaneous use development and performance standards.

11. KZC Ch 115.24 for development standards adjoining the Cross Kirkland.

12. KZC Ch 142 for regulations regarding the design review process.

13. KZC Ch 162 for regulations regarding nonconformances.

57.10 REGULATING DISTRICTS

57.10.01 PURPOSE

Regulating Districts are intended to translate the vision and goals documented in the NE 85th Station Area Plan into standards that define allowed uses, lot parameters, building massing, and height controls. Regulating Districts consist of two elements: Regulating District Standards that specify development standards for each district, and a Regulating Plan that maps these districts to specific parcels.

57.10.02 APPLICABILITY

Regulating Districts apply to areas shown on the Kirkland Zoning Map and in the Regulating Plan (Figure 2). They consist of the following zones:

• **Commercial Mixed Use (CMU)**: This zone is intended to encourage uses consistent with large scale commercial and office development. It allows for office, commercial, retail, and civic/institutional uses. Maximum heights are established in the Regulating Plan and range from 60' west of I-405 to 250' east of I-405.

• **Neighborhood Mixed Use (NMU)**:This zone is intended to encourage uses consistent with mid-rise urban residential neighborhood. It allows for residential, office, commercial, retail, and civic/institutional uses. Maximum heights are established in the Regulating Plan and range from 60' west of I-405 to 150' east of I-405.

• **Neighborhood Residential (NR)**: This zone is intended to encourage uses consistent with residential neighborhoods that can transition in intensity to existing lower density residential areas. Allows for smaller scale residential and retail, including "missing middle" housing types. Maximum heights are established in the Regulating Plan and range from 25-45'.

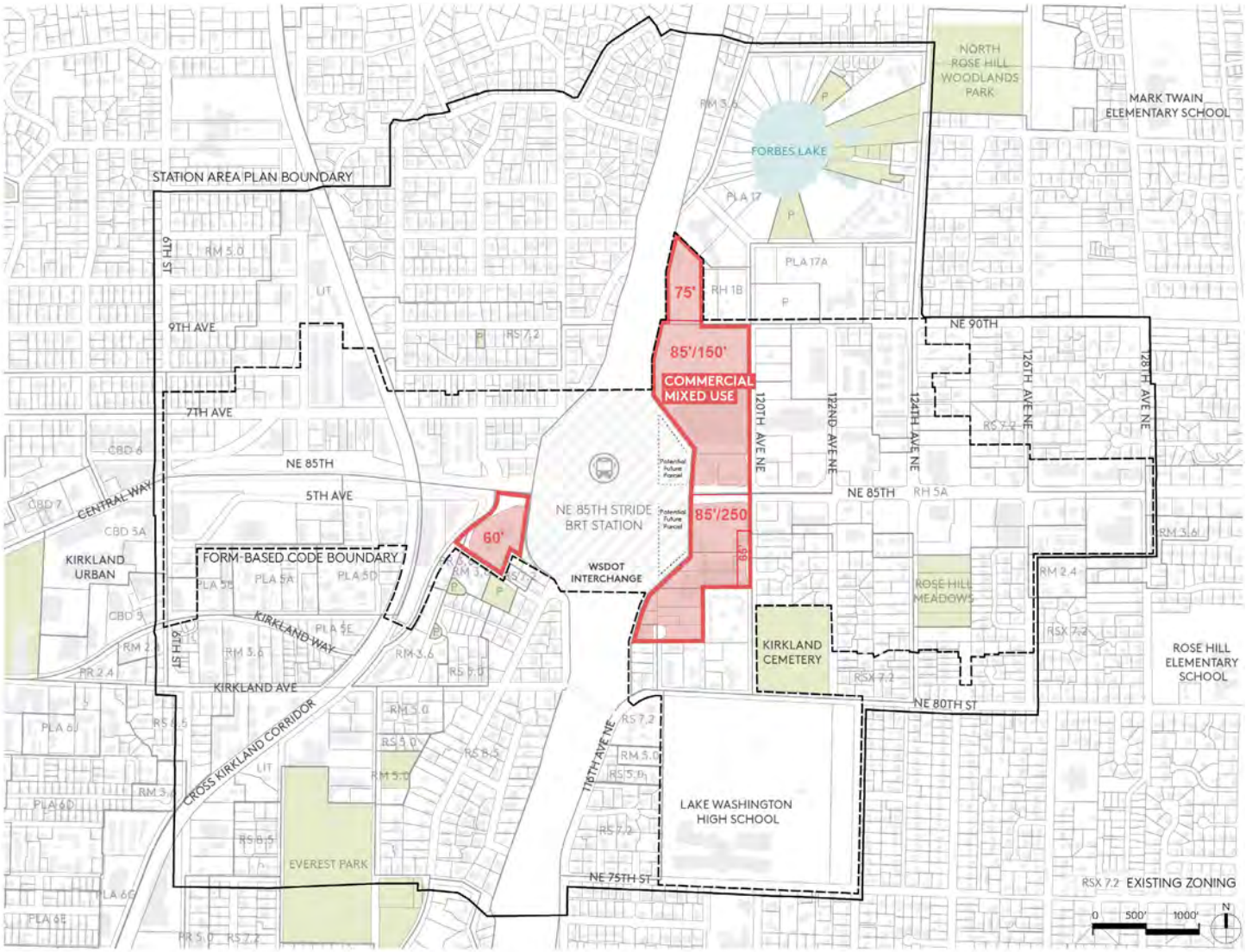
• **Civic Mixed Use (CIV)**: This zone is intended to encourage uses consistent with civic functions including education facilities, while preserving flexibility for additional uses in the future. Allows for educational, residential, and retail uses. Maximum heights are established in the Regulating Plan and range from 45-75'.

• **Urban Flex (UF)**: This zone is intended to encourage uses consistent with the light industrial history of the area and that are compatible with a walkable urban neighborhood. Allows for upper-story residential, light manufacturing, commercial, retail, and civic/institutional uses. Maximum heights are established in the Regulating Plan at 45'.

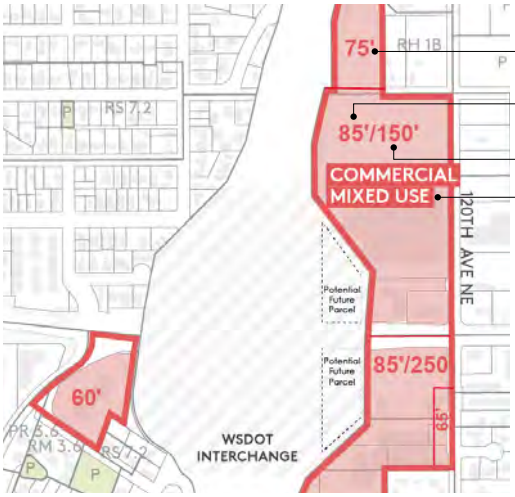
57.10.03 REGULATING PLAN

he Regulating Plan maps the applicable areas of the form-based code area with the appropriate regulating district designation. Each designation includes two parts: a district designation followed by the height subdistrict for that zone. Heights are stated in terms of maximum base and bonus heights. For instance, CMU 85/200 would reflect a base maximum height allowance of 85' and a bonus maximum height of 150'. Refer to the Incentive Zoning section of this chapter for details on utilizing the bonus allowances. Where heights are stated as a single number, that number reflects the maximum height and there are no incentive allowances for additional height.

FIGURE 2: REGULATING PLAN



USING THE REGULATING PLAN



MAXIMUM ALLOWED HEIGHT

BASE MAXIMUM ALLOWED HEIGHT

BONUS MAXIMUM ALLOWED HEIGHT

REGULATING DISTRICT

57.10.04 REGULATING DISTRICT STANDARDS

57.10.04.01 GENERAL PROVISIONS

Illustrations and graphics are included in this section to assist users in understanding the purpose and requirements of the regulations. In the event a conflict occurs between the text of this section and any illustration or graphic, the text supersedes.

57.10.04.02 REGULATING DISTRICT COMPONENTS

The following terms and concepts are used in regulating districts to address a lot's development parameters and building massing. This section is intended to clarify intent, for full definitions, refer to KZC Ch 5.10.

1. **Lot Boundary** represents the perimeter of the subject property.

2. **Lot Coverage** refers to the area of the Maximum Lot Coverage as defined in KZC Ch 5.10. The shaded area on graphics for lot coverage does not represent the required placement or location of buildable area.

3. **Required Yards** refers to the minimum Required Yard as defined in KZC Ch 5.10.

4. **Base Maximum Allowed Height** is the maximum allowed height of all buildings within a given regulating subdistrict by right, based on the Average Building Elevation as defined in KZC Ch 5.10, unless an alternate height calculation is identified in this chapter.

5. **Bonus Maximum Allowed Height** is the maximum allowed height of all buildings within a given regulating subdistrict with applicable bonus height, based on the Average Building Elevation as defined in KZC Ch 5.10. For details on the incentive zoning allowances, see the Incentive Zoning section of this chapter.

6. **Maximum Floor Plate** is the maximum Gross Floor Area allowed for each floor of a structure. Reductions shall be utilized at the exterior of the building. See design guidelines for additional guidance on achieving floor plate reductions. Maximum floor plate requirements are regulated at increments of structure height above the Average Building Elevation as defined in KZC Ch 5.10 unless an alternate height calculation is identified in this chapter.

7. **Upper Story Street Setbacks** are height-based triggers specified along streets for the building façade to be set back from the back of the required minimum sidewalk by a certain horizontal distance. This dimension may be averaged along the full street frontage, so long as no portion of the floor to be set back is less than 50% of the required setback distance. These setbacks apply to street-facing exterior walls only.

8. **Tower Separation** refers to the horizontal distance between the closest exterior walls of adjacent towers, excluding skybridges, decks, and balconies. "Tower" refers to any portions of buildings greater than 75' in height.

9. **Primary Use** refers to the predominant and main land use activity on a site, and is the highest and most readily identifiable use that characterizes a property.

10. **Building Heights** are measured above Average Building Elevation unless a different benchmark is specified.

11. **Maximum Façade Width and Minimum Façade Break Width** refer to the horizontal length of a façade parallel to the parcel frontage. Maximum façade width is the maximum allowed distance of a continuous façade wall. Once that maximum façade width is reached, a façade break that modulates the façade and meets a minimum width is required.

57.10.04.03 COMMERCIAL MIXED USE

PERMITTED USES

Table 1 specifies permitted uses for this zone.

TABLE 1: COMMERCIAL MIXED USE DISTRICT USE TABLE

General Use	Commercial Mixed Use (CMU) P/NP?
Commercial	P
Institutional	P
Residential	NP
Industrial	NP

Uses Specifically Prohibited as Primary Use
Automotive Service Station
Vehicle Service Station
Sale, service, storage, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers
Drive-through facilities

CONTINUED USES

Principal and accessory uses in existence in the Commercial Mixed Use zone at the time of adoption of this chapter, that become non-conforming uses as a result of the provisions of this chapter, may continue as legal nonconforming uses.

Structures in existence in the Commercial Mixed Use zone at the time of adoption of this chapter (ref. ord. no.) that became nonconforming structures solely as a result of the provisions in this chapter shall be deemed legally conforming structures for purposes of maintenance, repair, and replacement, and may be enlarged by up to ten percent of the existing footprint or existing gross floor area without complying with the provisions of this chapter. Enlargement of such structures or addition of new structures that exceed existing gross floor area or existing footprint by more than ten percent shall comply with the provisions of this chapter, except that an applicant may request an exception to allow enlargement by more than ten percent without complying with all provisions of this chapter if they can demonstrate to the satisfaction of the Planning and Building Director that it is not reasonable and practicable for such enlargement to comply with this chapter; or that such enlargement will not materially increase the nonconformity of the subject property in a manner contrary to the stated purpose of this chapter. Any enlargement of more than fifty percent of the footprint shall conform to this chapter, except as provided in the next section.

Subject properties greater than ten (10) acres in size with large-format retail sales uses in existence at the time of adoption of this chapter may redevelop or expand the structures associated with such uses by more than 10% of the existing gross floor area or existing footprint by means of a development agreement adopted pursuant to RCW 36.70B.170 et seq ("Development Agreement").

In the Development Agreement, the City Council may approve administrative modifications and adjustments to the Station Area Regulations as reasonably required to facilitate the following:

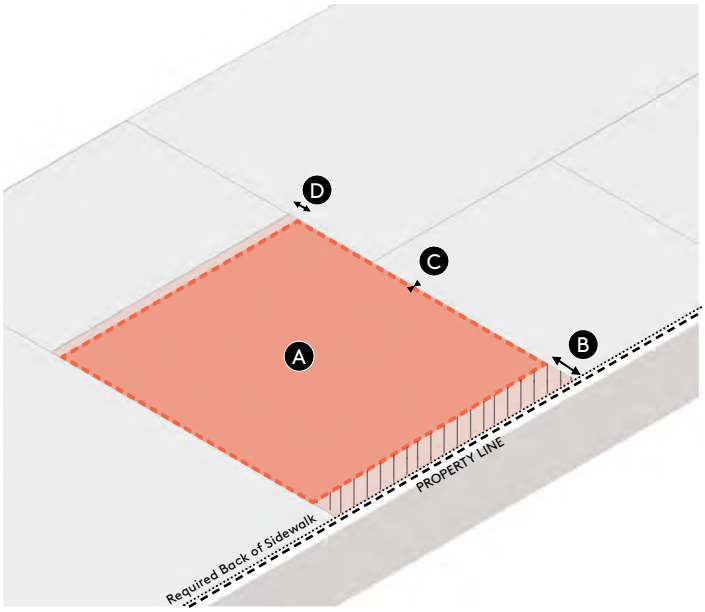
(A) Expansion of retail buildings, modification of the existing parking layouts, expansion, or development of existing or new accessory uses, modifications to surface parking or the addition of structured parking, and enlargement of allowed floor plates;

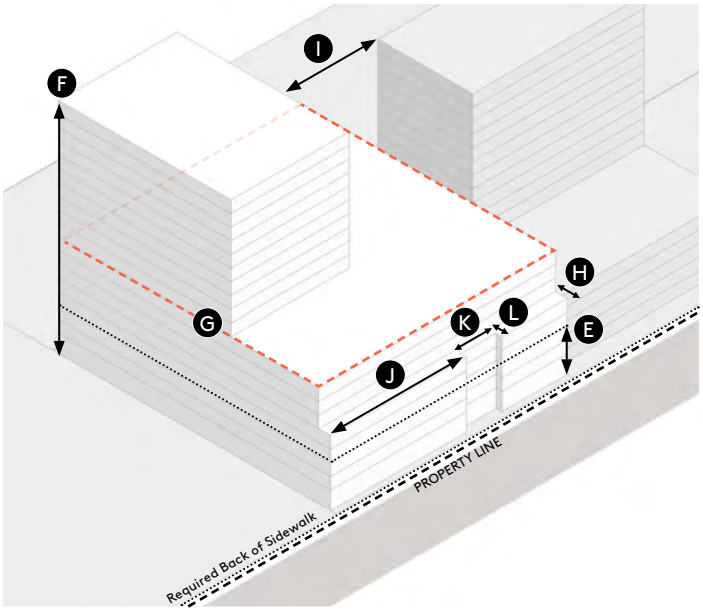
(B) Redevelopment of a subject property with a large-format retail sales use by more than fifty percent of the existing gross floor area or existing footprint shall comply with the Station Area Regulations and intent of the Form-Based Code to the extent reasonably practicable subject to operational requirements for such uses.

(C) The continued sale of gasoline and diesel fuel shall be permitted as an accessory use to an existing large-format retail sales use. A car wash is also authorized as an accessory use to a large-format retail sales use.

DEVELOPMENT STANDARDS

FIGURE 3: COMMERCIAL MIXED USE DISTRICT STANDARDS





LOT COVERAGE AND SETBACKS

Permitted Uses

General Permitted Uses	Commercial, Institutional

Lot Coverage

A	Max Lot Coverage *	90%

Required Yards

B	Front	Refer to Frontage Types
C	Side	0' Min
D	Rear	5' Min

* Lot coverage as shown does not represent intended building placement or setbacks.

MASSING AND DEVELOPMENT DENSITY

Height and Floor Area

E	Base Maximum Allowed Height	Refer to Regulating Plan
F	Bonus Maximum Allowed Height	Refer to Regulating Plan
G	Maximum Floor Plate (per building)	Between 45'-75': 35,000 GSF Between 75'-125': 25,000 GSF Above 125': 20,000 GSF

Setbacks and Tower Separation

H	Upper Story Street Setbacks	At 75': 15' setback At 125': 30' setback
I	Tower Separation	60'
J	Maximum Facade Width	160'
K	Minimum Facade Break Width	15'
L	Minimum Facade Break Depth	5'

57.10.04.04 NEIGHBORHOOD MIXED USE

Reserved.

57.10.04.05 NEIGHBORHOOD RESIDENTIAL

Reserved.

57.10.04.06 CIVIC MIXED USE

Reserved.

57.10.04.07 URBAN FLEX

Reserved.

57.15 FRONTAGE TYPES

57.15.01 PURPOSE

Frontage Types are intended to create a cohesive public realm by regulating the relationship between private development and the public right of way.

57.15.02 APPLICABILITY

Permitted frontage types are defined based on the street type designation of each street segment within the regulating districts as shown in Figure 14. A structure can apply more than one allowed frontage type along same street frontage. Application of a frontage type requires a minimum of 30' measured horizontally along the building façade, unless the building façade itself is less than 30'. The following types of frontages are permitted within the regulating districts:

- **Urban Street Edge**: This frontage type is intended to establish a public realm consistent with a walkable mixed-use environment. Characteristics include buildings set close to the public sidewalk, pedestrian-oriented facades, and landscaping that contributes to an urban environment.

- **Active Use/Retail**: This frontage type is intended to foster a dynamic public realm anchored by active uses on the street level floor, including retail, institutional, or other public-facing uses.

- **Residential Stoop / Porch**: This frontage type is intended to establish a consistent, walkable residential frontage defined by buildings that engage the public right of way by inclusion of elements that reflect individual residential units like direct entries, articulated facades, and elevated stoops and porches.

- **Plaza / Public Space**: This frontage type is intended to support the creation of publicly accessible public space within the district. It is characterized by high quality landscaping, pedestrian-oriented amenities like seating, fountains, and artwork, and buildings that engage the open space with elements like primary entries and storefronts.

- **Private Yard**: This frontage type is intended to establish a streetscape with landscaped front yards, a visual connection to primary buildings from the sidewalk, and street wall edges maintained with elements like low fences, low walls and low height vegetation.

57.15.03 FRONTAGE TYPES COMPONENTS

The following terms and concepts are used to address the elements of frontage types. This section is intended to clarify intent; for full definitions, refer to KZC Ch 5.10.

1. **Frontage** refers to a street-facing portion of a lot to a maximum depth of 50' from the required back of sidewalk.

2. **Street Level Floor** refers to the first floor accessible from sidewalk, consistent with the definition in KZC Ch 5.10. This is also referred to as Ground Floor.

3. **Street Level Floor Story Height** refers to the floor to floor height of this pedestrian-oriented story.

4. **Maximum Street-level Facade Width** refers to the division of the street level floor of a building façade into vertical sections that reduce perceived bulk, create visual interest, and reflect the vision and objectives of the NE 85th St Station Area Plan to create a pedestrian oriented district. For design guidance in achieving maximum street-level facade widths, refer to Design Guidelines for the NE 85th Street Station Subarea Plan.

5. **Façade Transparency** refers to the minimum total transparent area of the building façade between 2' and 10' above the street level floor elevation. Illustrations are not otherwise intended to reflect specific location requirements.

6. **Entrance Location** is intended to orient a primary building entrance along the frontage facing the street. Entrance locations shown in graphics depict one conforming design, but do not reflect specific location requirements.

7. **Entrance Spacing** refers to the linear horizontal distance between the closest points of entrances along a frontage.

8. **Entrance Transparency** is the minimum total transparency percentage of the entrance, which includes the gross area of the outer edge of doors and transom.

9. **Front Setback** is the area from the back of the required sidewalk width where the building exterior wall should be located. It is expressed as minimum and maximum distance.

10. **Sidewalk Amenity Zones** are portions of the frontage located between building façade and the back of the prescribed minimum sidewalk width that can be designed to support an active pedestrian scaled street experience. For amenities with seating for outdoor dining, minimum depths are required to ensure adequate space.

11. **Ground Floor Parking Setback** refers to a horizontal setback from the frontage building façade that is required for any parking uses. Building area within this setback must be designed for use as residential, commercial, or institutional use consistent with applicable permitted uses.

12. **Corner Design** refers to the treatment of building facades at the intersection of specific street types. Corner design regulations apply to the full height of the building façade within the applicable area. For design guidance on how to achieve the desired corner design, refer to Design Guidelines for the NE 85th Street Station Subarea Plan.

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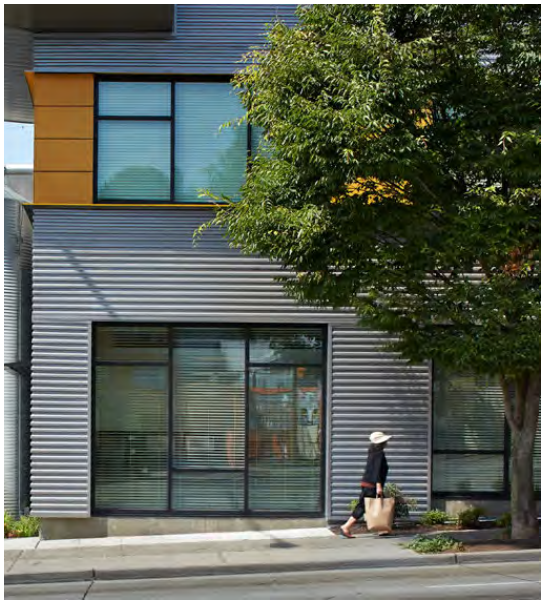
57.15.04 FRONTAGE TYPE STANDARDS

57.15.04.01 URBAN STREET EDGE

INTENT AND CHARACTER

The Urban Street Edge frontage type is intended to establish a public realm consistent with a walkable mixed use environment. Characteristics include buildings set close to the public right of way, pedestrian-oriented facades, and landscaping that contributes to an urban environment. Examples consistent with the intent of this frontage type are shown in Figure 4.

FIGURE 4: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE



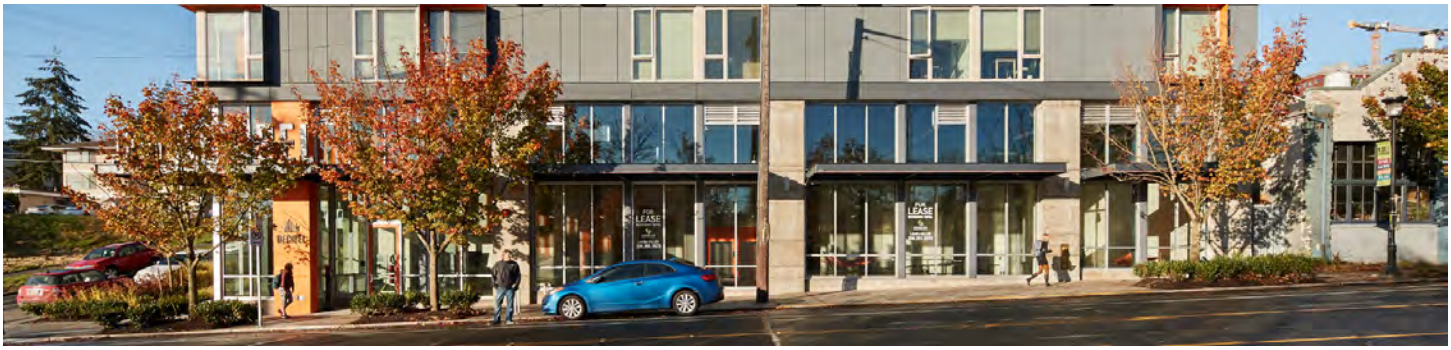
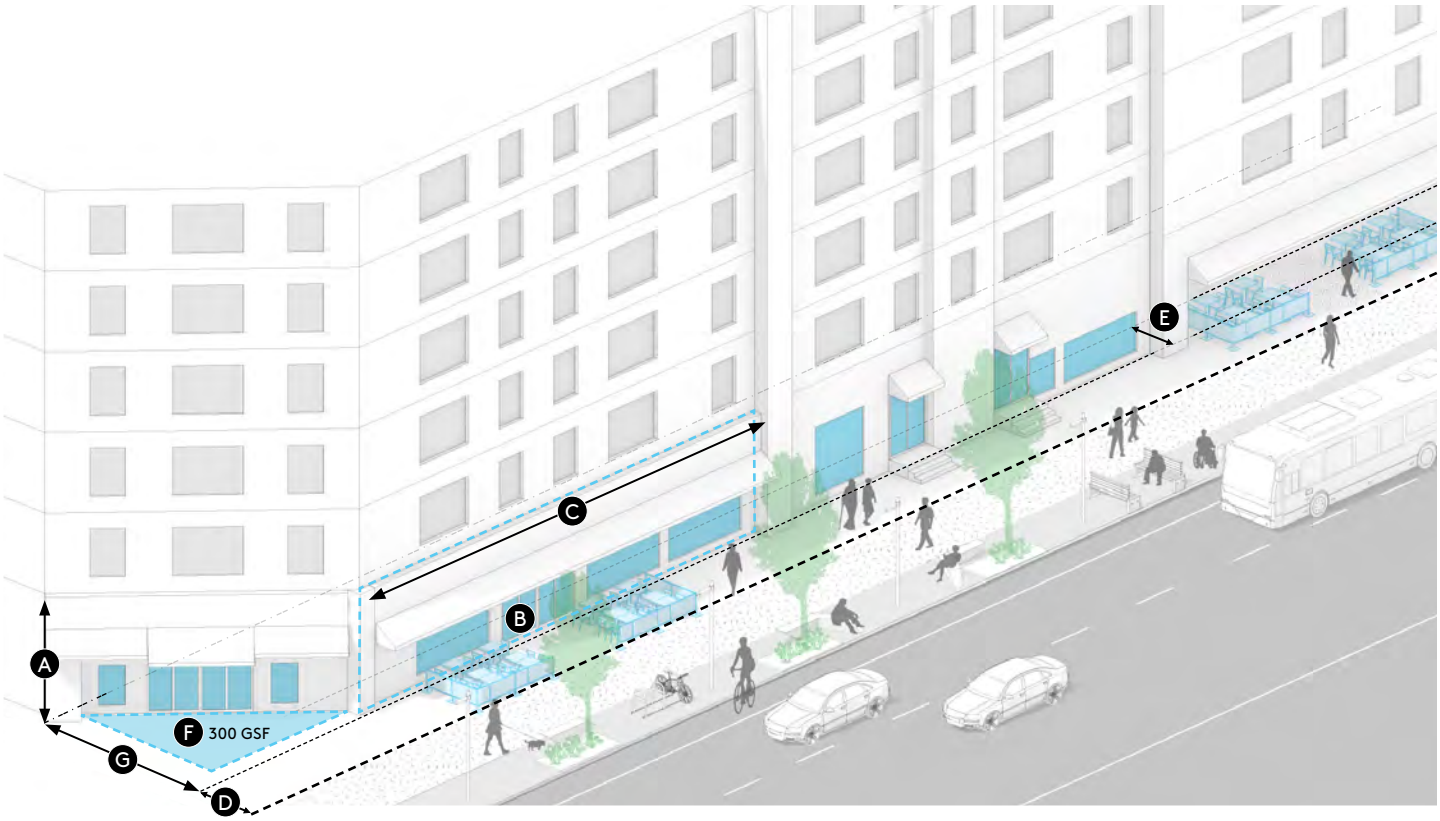


FIGURE 5: URBAN STREET EDGE FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRANCES

Ground Floor Design

A	Minimum Height	15'
B	Facade Transparency	50%
C	Max Street Level Facade Width	65'

Entrances

Location	Required on primary street-facing frontage
Entry Transparency	80%

PUBLIC REALM

Public Realm

D	Front Setbacks (Min, Max)	0',15'
E	Sidewalk Cafes/ Amenity Zone	min depth 7', up to 10' additional setback allowed
F	Corner Design	300 GSF required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use
G	Ground Floor Parking Setback	Average 30', Minimum 20'

57.15.04.02 RETAIL / ACTIVE USE

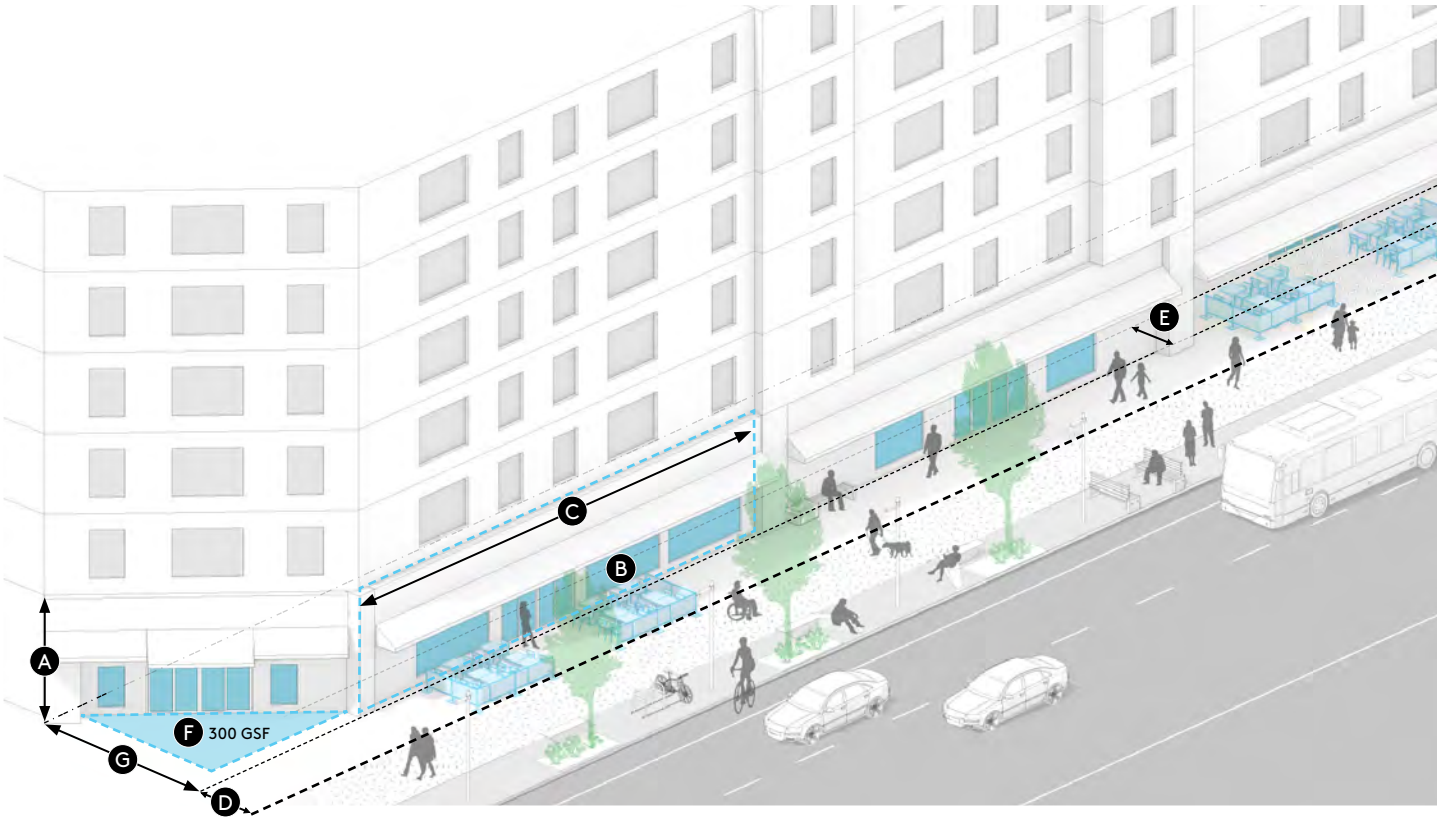
INTENT AND CHARACTER

The Retail/Active Use frontage type is intended to foster a dynamic public realm anchored by active uses on the ground floor, including retail, civic, or other public-facing uses. Examples consistent with the intent of this frontage type are shown in Figure 6.

FIGURE 6: CHARACTER EXAMPLES FOR RETAIL / ACTIVE USE FRONTAGE TYPE

IMAGE CREDITS: CASCADE DESIGN COLLECTIVE, M. KENNEDY

FIGURE 7: RETAIL AND ACTIVE USES FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRY

Ground Floor Design

A	Minimum Street Level Story Height	15'
B	Facade Transparency	75%
C	Max Street Level Facade Width	65'

Entrances

Location	Required on primary street-facing frontage
Entry Transparency	80%

PUBLIC REALM

Public Realm

D	Front Setbacks (Min, Max)	0',15'
E	Sidewalk Cafes/ Amenity Zone	Min depth 7', up to 10' additional setback allowed
F	Corner Design	300 GSF required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use
G	Ground Floor Parking Setback	25'

57.15.04.03 RESIDENTIAL STOOP / PORCH

INTENT AND CHARACTER

This frontage type is intended to establish a consistent, walkable residential frontage defined by buildings that engage the public right of way, elements that reflect individual residential units like direct entries and articulated facades, and elevated stoops and porches.

FIGURE 8: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE

FIGURE 9: RESIDENTIAL STOOP / PORCH FRONTAGE STANDARDS

GROUND FLOOR DESIGN AND ENTRY

Ground Floor Design

A	Max Street Level Facade Width	36'
B	Facade Transparency	50%

Entrances

Location	Required at frontage, otherwise entry path can be used

PUBLIC REALM

Public Realm

C	Front Setbacks (Min, Max)	5',10'
D	Corner Design	300 GSF required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use

RESIDENTIAL STOOP/PORCH ADDITIONAL STANDARDS

ALLOWANCES WITHIN FRONT SETBACKS

• Porches and steps connected to building entrances are allowed to extend up to 5′ into the front setback area. For structures less than 18″ above finished grade, refer to KZC Ch 115.115.

• Porches must meet the following requirements:

- The finished floor of the porch is no more than four (4) feet above finished grade

- Three (3) sides of the porch are open

- The porch roof form is architecturally compatible with the roof form of the dwelling unit to which it is attached;

- No deck, balcony, or living area is placed on the roof of the porch within the required front yard;

- If the porch is covered, is no higher than one (1) story

• Low walls are allowed within the front setback, provided they are no taller than 3′.

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57.15.04.04 PLAZA/PUBLIC SPACE

INTENT AND CHARACTER

This frontage type is intended to support the creation of publicly accessible open space within the district. It is characterized by high quality landscape materials, pedestrian-oriented amenities like seating, fountains, and artwork, and buildings that engage the public space with elements like outdoor seating areas, primary building entrances, and transparent facades.

FIGURE 10: CHARACTER EXAMPLES FOR PLAZA/PUBLIC SPACE FRONTAGE TYPE

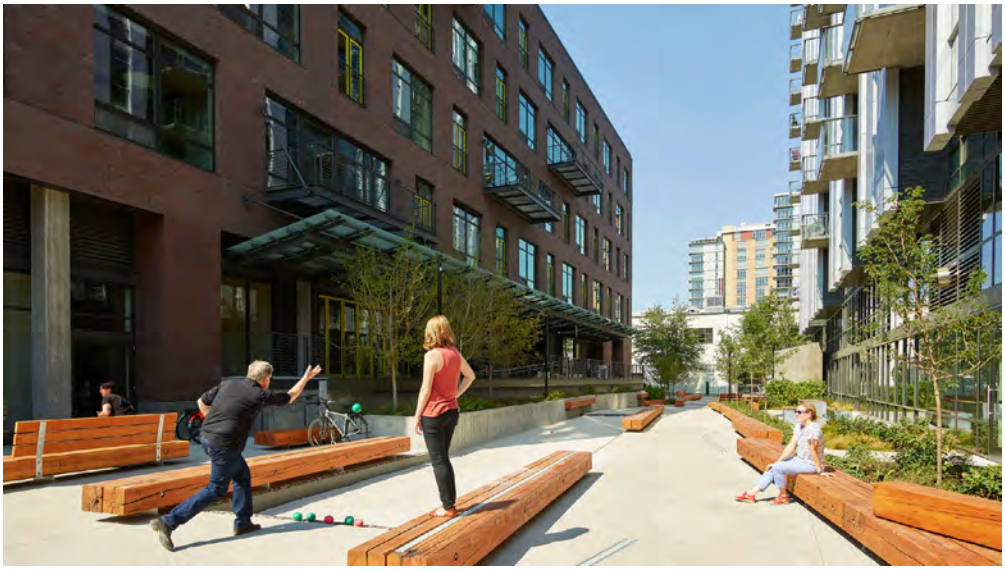
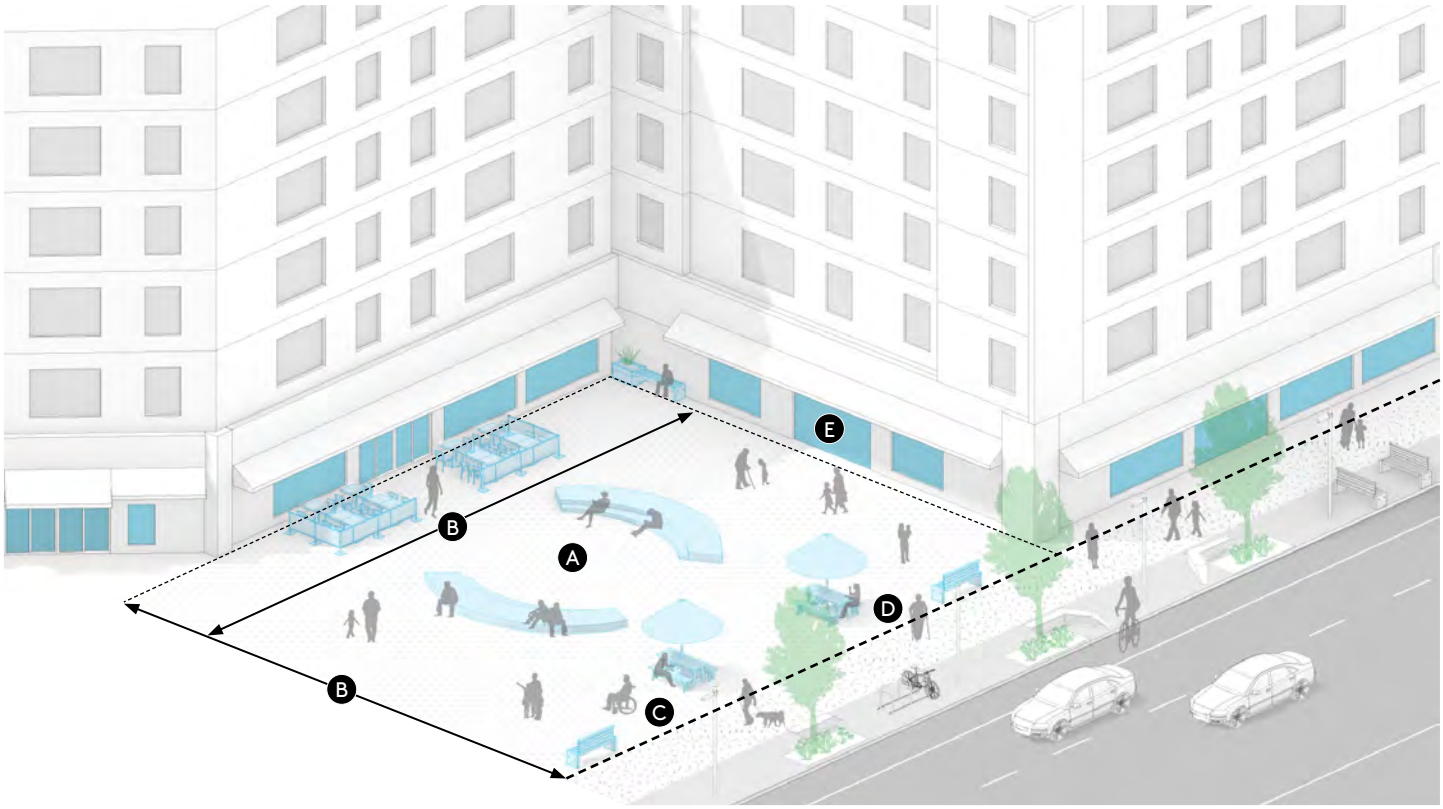


FIGURE 11: PLAZA/PUBLIC SPACE FRONTAGE STANDARDS



PUBLIC SPACE SIZE

Dimensions

A	Minimum Area	Min 2,000 SF, 75% occupiable by pedestrians
B	Minimum Dimension	Average 30'

RELATIONSHIP TO SIDEWALKS AND BUILDINGS

Relationship to Sidewalks

C	Access	ADA Accessible for pedestrians from adjacent sidewalk
D	Visibility	Minimum 2,000 sq.ft of plaza must be visible from frontage sidewalk

Relationship to Buildings

E	Building Frontage	Buildings should match standards for other allowed frontages and be oriented towards public space

PLAZA/OPEN SPACE ADDITIONAL STANDARDS

DIMENSIONS

• **Minimum Area**: Plazas must be a minimum area of 1,500 square feet. 75% of this must be occupiable by pedestrians.

• **Minimum Dimension**: Plazas must maintain either a 30' minimum average width measured along the property boundary or a 30' minimum average depth measured perpendicular to the property boundary.

RELATIONSHIP TO SIDEWALK

• **Access**: Plazas must be accessible to pedestrians from adjacent sidewalks, either by maintaining an at sidewalk grade transition to frontage grade or by providing steps, ramps, or other ADA Accessible means of moving easily from sidewalk to plaza. At least 30% of the plaza frontage must be free of barriers or other obstructions to pedestrians.

• **Visibility**: At least 2,000 square feet of the plaza must be visible (e.g. free from obstructions such as walls, hedges or other dense vegetation, furniture, etc.) from the adjacent sidewalk to each plaza frontage.

RELATIONSHIP TO BUILDINGS

• **Orientation:** Building walls that are adjacent to plazas must orient windows, entrances, and other frontage elements towards the plaza.

• **Frontage Type**: Building facades with more than 20' of linear frontage along a plaza must identify a frontage type which is permitted for the relevant street type, and design to the standards of that frontage type. Examples of other frontages would include urban street, retail and active uses, or residential porch/stoop.

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57.15.04.05 PRIVATE YARD

INTENT AND CHARACTER

This frontage type is intended to establish a streetscape with landscaped front yards, a visual connection to primary buildings from the sidewalk, and street wall edges maintained with elements like low fences, low walls and low height vegetation.

FIGURE 12: CHARACTER EXAMPLES FOR PRIVATE YARD FRONTAGE TYPE

FIGURE 13: PRIVATE YARD FRONTAGE STANDARDS

GROUND FLOOR DESIGN AND ENTRY

Ground Floor Design

A	Max Street Level Facade Width	35'

Entrances

	Location	Required at frontage
B	Porch Height	Maximum 4'

PUBLIC REALM

Public Realm

C	Front Setbacks (Min, Max)	10', 20'
D	Allowed Encroachment	Maximum 5'
E	Low wall	Maximum 3'

PRIVATE YARD ADDITIONAL STANDARDS

ALLOWANCES WITHIN FRONT SETBACKS

• Porches and stairs connected to building entrances are allowed to extend up to 5' into the front setback area. For structures less than 18" above finished grade, refer to KZC Ch 115.115.

• Porches must meet the following requirements:

- The finished floor of the porch is no more than four (4) feet above finished grade
- Three (3) sides of the porch are open
- The porch roof form is architecturally compatible with the roof form of the dwelling unit to which it is attached
- No deck, balcony, or living area is placed on the roof of the porch within the required front yard
- If the porch is covered, is no higher than one (1) story

• Low walls are allowed within the front setback, provided they are no taller than 3'.

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57.20 STREET TYPES

57.20.01 PURPOSE

Street types are intended to translate the vision and goals documented in the NE 85th Station Area Plan into standards that provide direction for improvements to public and private right of way. These street types specify typical dimensions, transportation mode considerations for appropriate facilities, and guidance on how public rights of way and private and frontage improvements can work together to create a cohesive, pleasant public realm.

57.20.02 APPLICABILITY

Street Types apply to areas shown in the Street Types Map, in Figure 14. They consist of the following types:

• **Major Thoroughfares** connect regional centers or run through central commercial corridors. Many of these streets have significant traffic volumes at peak hours and are important places for high-capacity transit routes and auto separated bike facilities.

• **Main Streets** are special streets that concentrate ground-floor retail and active uses, often with generous public realm designed to prioritize pedestrian activity and support transit.

• **Neighborhood Mixed Use** streets are neighborhood serving with low to mid-intensity commercial and midrise residential and occasional ground floor retail. They are generally lower vehicular traffic volume than major thoroughfares, and some may contain separated bike facilities and transit service.

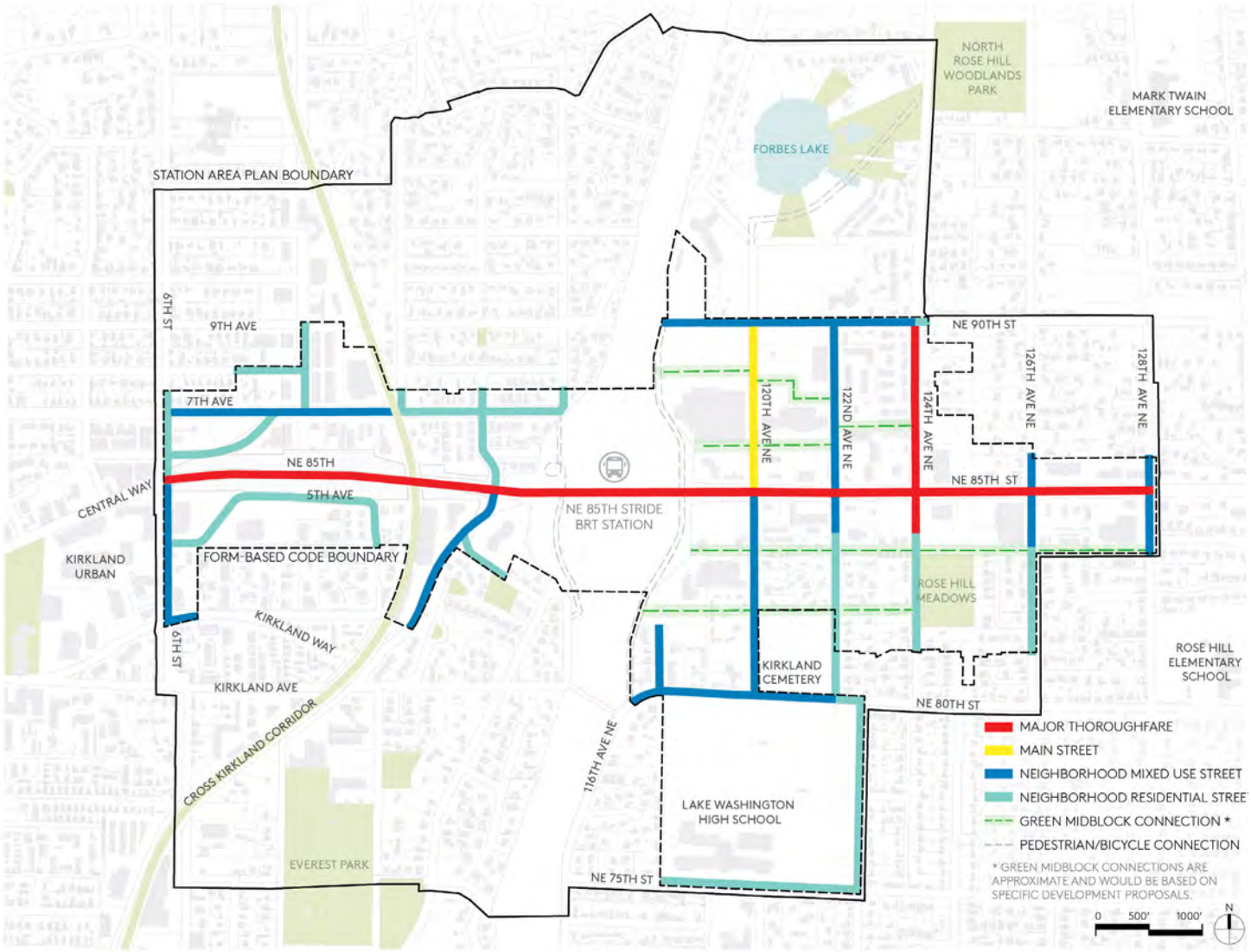
• **Neighborhood Residential streets** are residentially focused with low vehicular traffic volumes, which can accommodate shared bike facilities.

• **Green Mid-Block Connections** provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design, or where accommodating vehicle access, provide delivery and back of house access to parcels.

57.20.03 STREET TYPES MAP

The Street Types Map shows the designated street type classification for each street segment within the regulating districts.

FIGURE 14: STREET TYPES MAP



57.20.04 USING STREET TYPES

INDIVIDUAL TREATMENTS

These street types reflect the general intent for improvements of the public right of way, and guidance for development of private rights of way within private parcels. Specific designs for each street are subject to change based on site conditions or right of way constraints. In these cases, the Public Works Official shall determine how the proposed design meets the urban design and mobility intent of the designated street type.

STREET TYPE ELEMENTS

Street types are comprised of the following elements:

• **Pedestrian Clear Zone**: the primary, accessible portion of the sidewalk that runs parallel to the street. This zone must be clear of obstructions and elements that could impede pedestrian travel.

• **Furnishing Zone**: the section of the sidewalk between the curb and the pedestrian clear zone in which street furniture and amenities, such as lighting, benches, utility poles, tree pits, and green infrastructure are provided.

• **Bikeway**: the portion of the right-of-way dedicated to bicycle travel. This can include a variety of facilities, including separate paths within the roadway, raised paths between the curb and sidewalk, or shared facilities within the roadway.

• **Roadway/Travel Lanes**: the area between curbs, which can include travel lanes, on-street parking, and bikeways.

MINIMUM AND PREFERRED DIMENSIONS

The street types show typical dimensions that reflect the desired space allocation for each portion of the right of way. The table below shows minimum and desired dimensions for each street type. The Public Works Official shall determine allowed deviations from the typical dimensions pursuant to modification procedures in KZC 110.70.

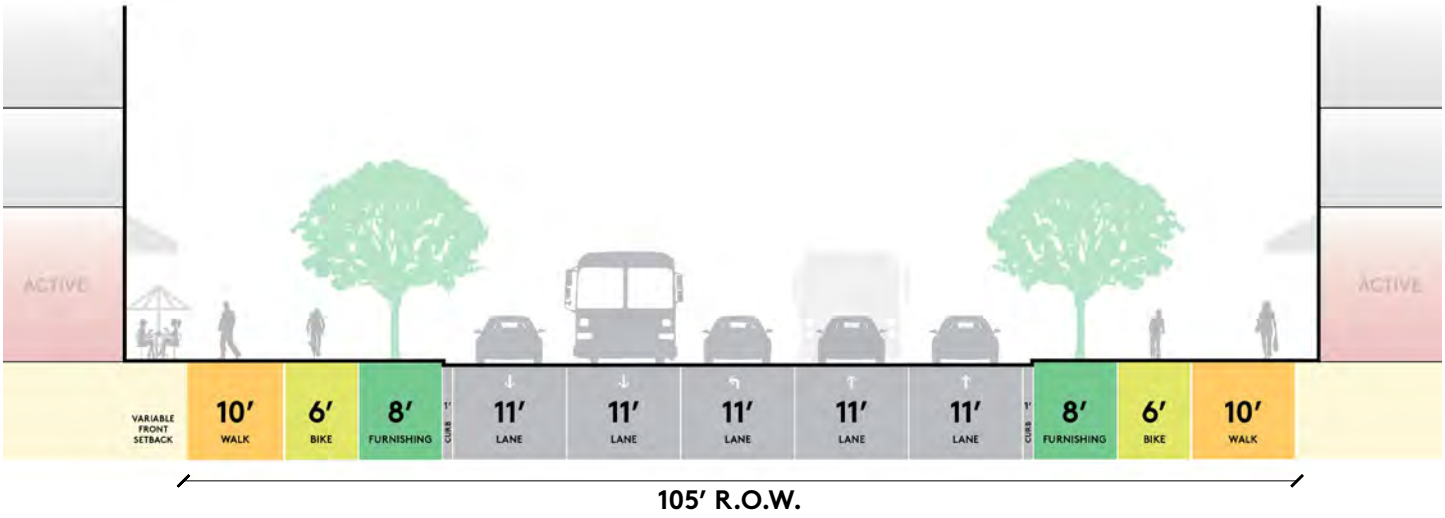
TABLE 2: MINIMUM AND PREFERRED DIMENSIONS FOR STREET TYPE ELEMENTS

	Pedestrian Clear Zone	Bikeway	Furnishing Zone	Travel Lane Width	Number of Travel Lanes (Typical)	On-Street Parking Permitted (Typical)
Major Thoroughfare	8′/10′	6′*	8′/10′	11′	5	No
Main						
Street	8′/15′	N/A	5′/10′	10′	3	Yes
Neighborhood Mixed Use	6′/8′	5′ bike lane/ 7′ buffered bike lane	5′/6′	10′	2	Yes
Neighborhood Residential	5′/6′	5′ bike lane/ 7′ buffered bike lane	5′/6′	10′	2	Yes
Green Mid-Block	6′/10′	5′ bike lane/ 12′ bidirectional trail	2′/6′	10′	2	No

*includes 1′ separation between pedestrian and bike zones

57.20.05 STREET TYPES STANDARDS

MAJOR THOROUGHFARE



DESCRIPTION

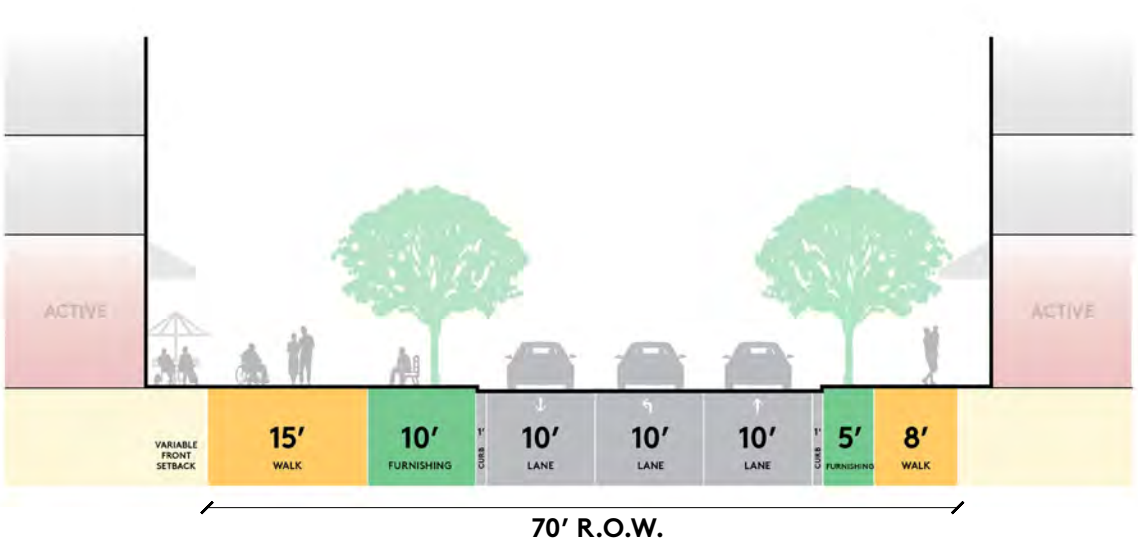
Major Thoroughfares are streets that connect regional centers or pass through central commercial corridors. Many of these streets have significant traffic volumes at peak hours, and are key places for high-capacity transit routes, separated bike facilities, and wider sidewalks.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Not Permitted	Permitted	Not Permitted

FUNCTIONAL CLASSES	Principal Arterial
ADJACENT LAND USES	High intensity commercial, residential, and active ground-level uses

MAIN STREET



DESCRIPTION

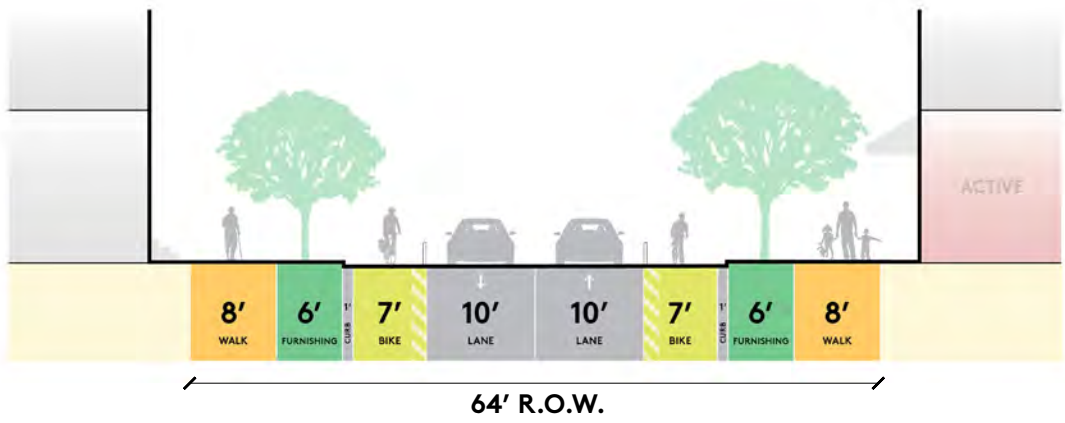
Main Streets are primary pedestrian corridors with active uses and generous sidewalks. They feature high quality streetscapes with linear open space, decorative paving, and tree canopy. These are often important corridors for transit or supported with transit nearby.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Not Permitted	Permitted	Not Permitted

FUNCTIONAL CLASSES	Minor Arterial, Collector
ADJACENT LAND USES	Mid to high intensity commercial, residential, and ground-level retail uses.

NEIGHBORHOOD MIXED USE STREET



DESCRIPTION

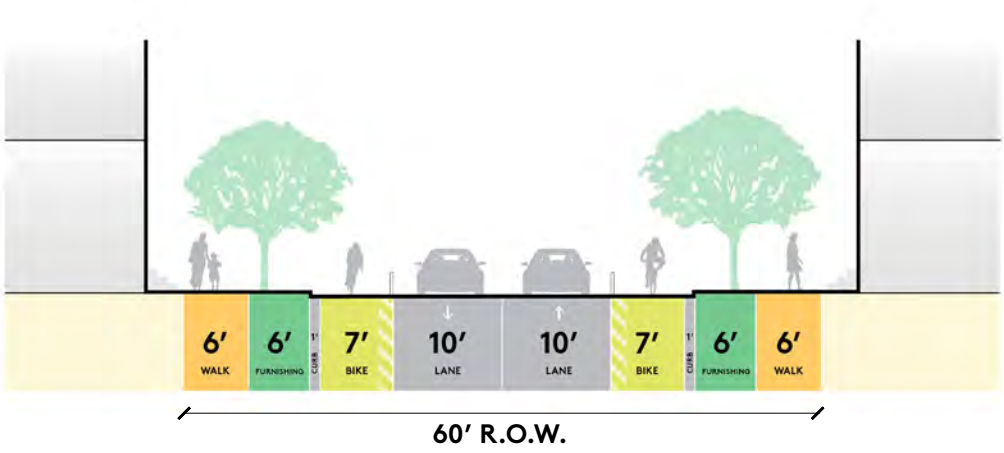
Neighborhood mixed use streets have low to mid-intensity commercial and residential, with occasional active ground floors. With generally lower vehicular volume than major thoroughfares, these streets require careful balancing among modes and should include wider sidewalks, buffered bike facilities, transit routes, and narrower travel lanes.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Permitted	Permitted	Permitted

FUNCTIONAL CLASSES	Minor Arterial, Collector, Neighborhood Access
ADJACENT LAND USES	Low to mid-intensity commercial, residential, and occasional active ground-level uses, civic and urban flex uses

NEIGHBORHOOD RESIDENTIAL STREET TYPE 1



DESCRIPTION

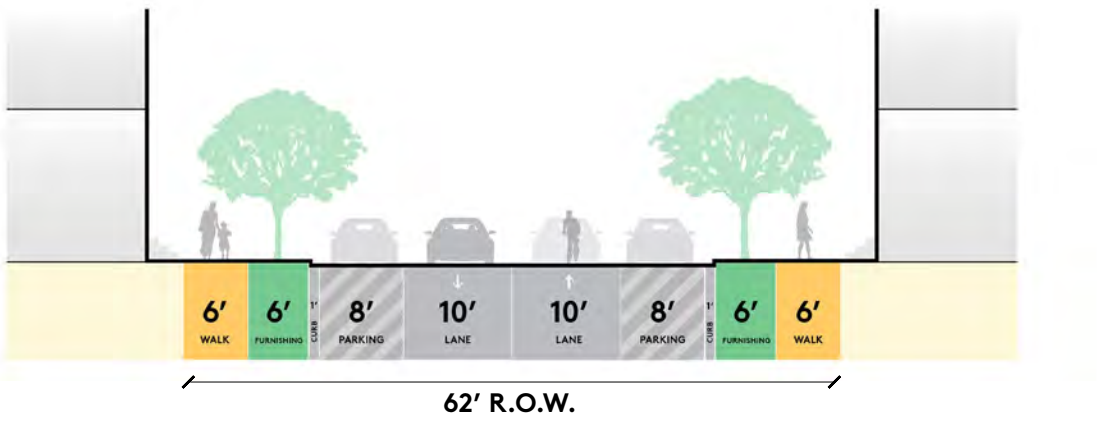
Neighborhood residential streets are low vehicular traffic volume streets that have primarily residential frontages and dedicated bicycle facilities.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Not Permitted	Not Permitted	Permitted	Permitted	Permitted

FUNCTIONAL CLASSES	Collector, Neighborhood Access
ADJACENT LAND USES	Predominantly low to medium intensity residential uses

NEIGHBORHOOD RESIDENTIAL STREET TYPE 2



DESCRIPTION

Residential-focused streets with low vehicular traffic volumes, which can accommodate shared bike facilities.

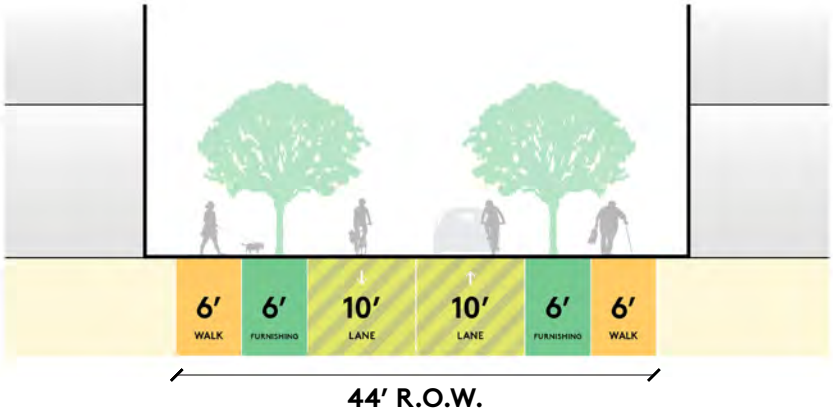
PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Not Permitted	Not Permitted	Permitted	Permitted	Permitted

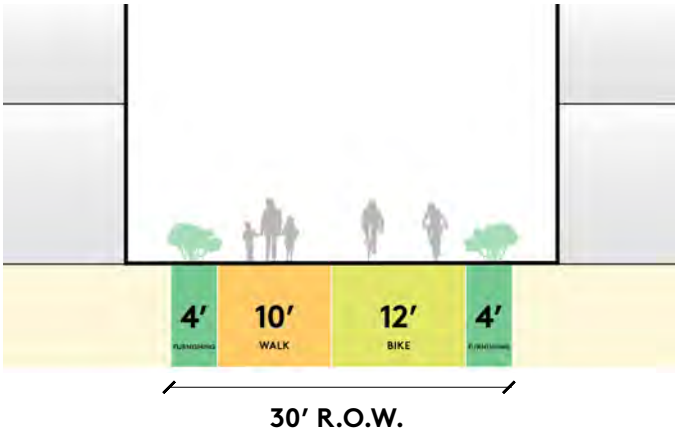
FUNCTIONAL CLASSES	Neighborhood Access
ADJACENT LAND USES	Predominantly low to medium intensity residential uses

GREEN MID-BLOCK CONNECTION

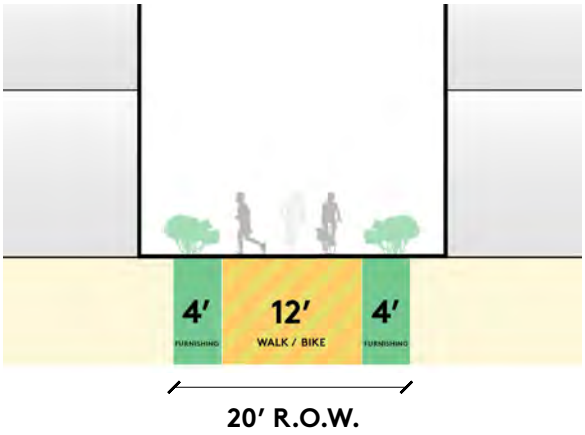
VEHICLE/BIKE/PEDESTRIAN SHARED



BIKE/PEDESTRIAN DEDICATED



BIKE/PEDESTRIAN SHARED



DESCRIPTION

These streets are generously landscaped mid-block connections typically as part of larger developments. May include required green infrastructure. Does not include public R.O.W. improvements to "green" an existing street. Mid-block connections may be used for emergency access, and may also be used for access to loading zones, parking entrances, or other "back of house" functions.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Permitted	Permitted	Permitted

FUNCTIONAL CLASSES	Neighborhood Access, Trail
ADJACENT LAND USES	Low to high intensity commercial or residential uses, typically within larger developments. May have active ground-level uses, depending on site design

57.25 DISTRICTWIDE STANDARDS

57.25.01 PURPOSE

The following standards are intended to support the vision and objectives of the NE 85th St Station Area Plan. They are comprised of standards that are consistent throughout the regulating districts as shown in Figure 2, including transitions, parking, landscaping requirements, and public space requirements.

57.25.02 APPLICABILITY

Districtwide standards apply to all areas within the regulating districts as shown in Figure 2, regardless of regulating district, frontage type, or street type designation.

57.25.03 ROOFTOP APPURTENANCES, AMENITIES, AND STRUCTURES

GENERAL PROVISIONS

1. Rooftop Amenities must be designed to be consistent with KZC 115.122, and green roof systems otherwise allowed by administrative review in the Green Innovation section of this chapter are considered rooftop amenities. Rooftop amenities are allowed in all regulating districts.

2. Rooftop appurtenances may exceed the maximum allowed height of the structure pursuant to KZC 115.120, and renewable energy generation systems otherwise allowed by administrative review in the Green Innovation section are considered Rooftop appurtenances and exemptions as defined in KZC 115.120.3.d.

57.25.04 LANDSCAPING, GREEN INFRASTRUCTURE, AND ENVIRONMENTAL FEATURES

GENERAL PROVISIONS

1. **Landscape Standards**: Unless specified otherwise in this chapter, all landscaping must be consistent with KZC Ch 95.

2. **Green Infrastructure**: Development shall implement the Green Innovation section of this chapter.

3. Bird-safe Standards: All developments shall design, build, and maintain building façade and site design strategies to make the building and site structures visible as physical barriers to birds. Using the formulas below, all developments shall achieve a maximum total building Bird Collision Threat Rating (BCTR) of 15 or less. The Bird Collision Threat Rating Calculation Spreadsheet can also be used per USGBC. All developments shall prepare and submit a post construction monitoring plan to review effectiveness of the building and site design in preventing bird collisions for three years.

For each Façade Zone, calculate the Factored Area:

[(Material Type 1 Threat Factor) x (Material Type Area)] + [(Material Type 2 Threat Factor) x (Material Type Area)] = Façade Zone Factored Area

Determine the Adjusted Building Façade Area:

[(2 x Zone 1 Area) + Zone 2 Area] = Adjusted Building Façade Area

Calculate the total building Bird Collision Threat Rating by dividing the sum of Zone 1 and Zone 2 Factored Areas by the Adjusted Building Façade Area:

(Zone 1 Factored Area + Zone 2 Factored Area) / Adjusted Building Façade Area = Total Building BCTR

4. Dark Sky Fixtures: All developments shall meet uplight and light trespass requirements for all exterior luminaires located inside the project boundary to support a nighttime habitat friendly environment, using one of two methods: 1) backlight-uplight-glare (bug) or 2) the calculation method. Refer to USGBC Tables for rating methods and calculations.

57.25.05 TRANSITIONS

GENERAL PROVISIONS

1. **Intent**: Transitions are intended to ensure that new development is consistent with the vision of the NE 85th Street Station Area Plan to provide appropriate transitions of development intensity, height, and bulk across zones.

2. **Applicability**: Transitions are required where the difference between the maximum height proposed for a subject property is more than 30' higher than the maximum allowed height of an abutting parcel. These transitions may be applied to side or rear lot lines. Front parcel transitions are addressed through upper story setbacks requirements for each regulating district. No portion of the structure shall extend into this Sky Plane Exposure.

3. **Transition Requirements**: Where transitions are applicable, they shall consist of a required Landscape Buffer and a Sky Plane Exposure.

4. **Landscape Buffer**: A minimum 15-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall planted consistent with Buffering Standard 1 of KZC Chapter 95.

5. **Sky Plane Exposure**: Transitions are established using a sky plane exposure plane that sets the maximum envelope for massing within the subject property. The sky exposure plane is measured at an angle from a vertical line. To calculate the sky exposure plane, use the following steps:

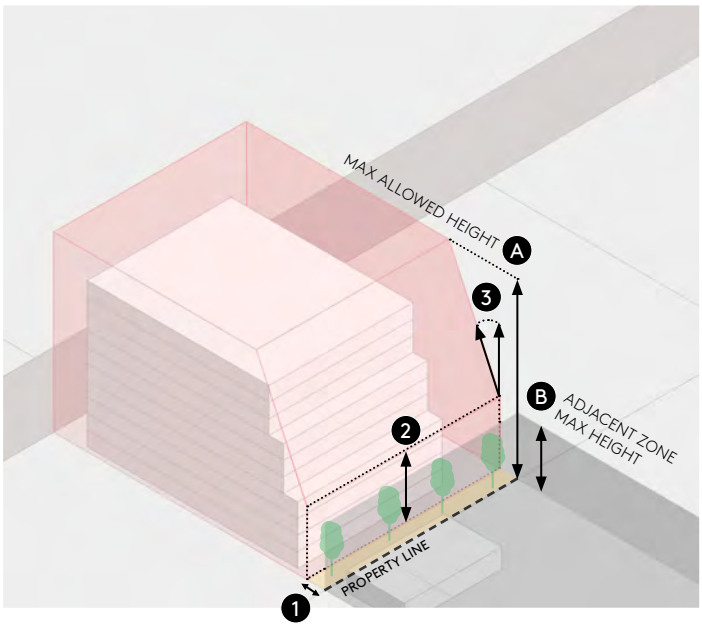
i. Establish a transition starting elevation by determining the existing grade at the subject property's midpoint elevation along the abutting common lot line.

ii. Create a vertical plane 15' set back from and parallel to the common lot line.

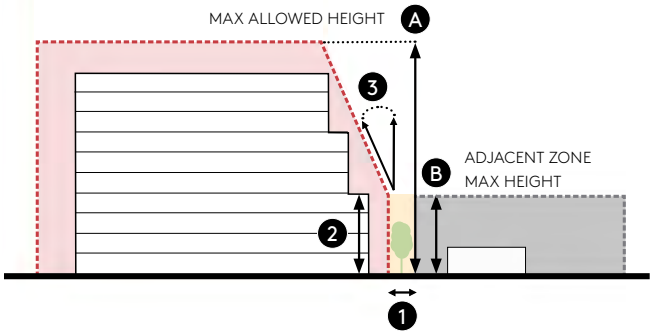
iii. Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.

iv. From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.

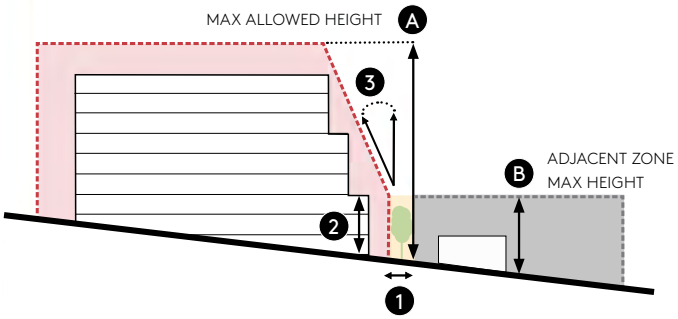
FIGURE 15: DISTRICTWIDE STANDARDS



EXAMPLE ONE



EXAMPLE TWO



TRANSITIONS

Applicability	A B	Transitions are required if the allowed maximum height for the subject parcel is greater than 30' above the maximum allowed height for any adjacent parcel.
Requirement	1	Create a vertical plane 15' away from and parallel to the common lot line.
	2	Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.
	3	From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.

57.25.06 PARKING

GENERAL PROVISIONS

1. **Off-Street Parking:**

a. **Required Parking**: The following off-street parking requirements apply to uses in the regulating districts as shown in Table 3.

TABLE 3: OFF-STREET PARKING REQUIREMENTS

Land Use	Minimum Required Parking
Residential	Reserved
Commercial	2/1000 SF GFA
Industrial	Reserved
Institutional	set by traffic engineer under KZC 105.25

b. **Shared Parking Reduction**: Shared parking is allowed in accordance with the provisions in KZC 105.45.

c. **Modification to Minimum Required Parking**: For a modification to sub-section 1.a, a decrease in the required number of spaces may be granted by the Planning Official if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study to be sufficient to fully serve the use. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the proposed use which justify a parking reduction. The scope of the study shall be proposed by the applicant's transportation engineer and approved by the City Transportation Engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City Transportation Engineer. Approval of a parking reduction shall be solely at the discretion of the City. A decrease in the minimum required number of spaces may be based in whole or part on the provision of nationally accepted TDM (transportation demand management) measures. Data supporting the effectiveness of the TDM measures shall be provided as part of the parking demand and utilization study and approved by the City Transportation Engineer.

2. **Parking Location**: Refer to KZC Ch 105.

3. **Parking Area Design**: Refer to KZC Ch 105, as well as the Green Innovation section of this chapter for relevant requirements and incentives.

4. **Parking Dimensional Standards**: Refer to KZC Ch 105.

5. **Bike Parking:** Bicycle parking spaces shall be provided in all new development to encourage the use of bicycles as a form of transportation by providing safe and convenient places to park bicycles. Both short-term and long-term bicycle parking shall be provided. Short-term bicycle parking is intended to serve visitors or business patrons who visit the project site for a short time period, around 4 hours or less. Short-term bicycle parking is located near the site entrance in a visible location that makes it easy to find for visitors. Long-term bicycle parking is intended to serve residents or employees who may need to store bikes on site during a typical workday or overnight. Long-term bicycle parking is secured and weatherproof to provide a safe and comfortable storage place for longer periods.

1. General bicycle parking standards.

a. Rates: Short and long-term bicycle parking shall be provided based on the following rates:

Use	Short-Term Bicycle Parking Rate (spaces per 1,000 sq.ft. gross floor area)	Long-Term Bicycle Parking Rate (spaces per 1,000 sq.ft. gross floor area)
General Commercial	0.50	0.33
Office Uses	0.07	0.33
Institutional Uses	As determined by City Transportation Engineer	As determined by City Transportation Engineer
Institutional	set by traffic engineer under KZC 105.25	

i. The required number of short-term bicycle parking spaces shall be rounded up to the nearest even number.

ii. The required number of long-term bicycle parking spaces shall be rounded up to the nearest whole number.

iii. The Planning Official may modify the required amount of bicycle parking according to size of development and anticipated pedestrian and bicycle activity as determined by the City Transportation Engineer. Lack of existing bicycle and pedestrian activity shall not be considered as sufficient criteria to provide less than the minimum required amount of bicycle parking.

6. **Loading and Driveways**: Refer to KZC 115.47. Additionally, the following standards apply in the regulating districts:

a. Wherever practical, vehicular access for loading or parking should not be provided along the following street types: Main Street, Major Thoroughfare.

b. Refer to Public Works Policy R-4 for driveway location standards, subject to approval by the Public Works Official.

7. **Special Regulations for Institutional Uses**: For school and/or childcare uses greater than 5,000 GSF, an on-site passenger loading area must be provided, unless otherwise approved by the Public Works Official. The Public Works Official shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on the network.

57.25.07 GREEN INNOVATION

RELATIONSHIP TO OTHER REGULATIONS

Reserved.

GENERAL PROVISIONS

1. **Intent**: The Green Innovation code is intended to ensure that new development is consistent with the vision of the NE 85th Street Station Area Plan Sustainability Framework as well as aligned with the Sustainability Master Plan.

2. **Requirements**: As part of any development permit submittal, all projects shall complete a form provided by the City of Kirkland indicating their review of the **NE 85th Street Station Area Plan Chapter 10, Sustainability Framework**, and how the development is aligned with those goals and opportunities. All new developments and major renovations requiring Design Board Review per KZC 142.15 shall be designed, built, and certified to achieve or exceed requirements in three categories: High Performance Buildings; Energy and Decarbonization; and Ecosystems and Green Infrastructure.

i. **High Performance Buildings**:
All new developments and major renovations shall be designed, built, and certified to achieve or exceed the High Performance Building Standards described in KZC 115.62. For commercial developments that are building Core and Shell only, they may be designed, built, and certified to achieve LEED v4 Core and Shell Gold as an alternative certification to meet requirements of KZC 115.62.2.b. Some third-party protocol certifications may be eligible for the Incentive Program, refer to that section of this chapter.

ii. **Energy and Decarbonization**

(a) All new developments larger than 5,000 sf shall include a renewable energy generation system with production at a rate of 0.60 W/sf of all conditioned area. Renewable energy shall be produced on-site, or off-site including the following compliance options in 2021 Washington State Energy Code section C411.2.1.

(b) All new developments and major renovations less than twenty stories shall include solar readiness, per 2021 Washington State Energy Code standards, Section C411.3.

iii. **Ecosystems and Green Infrastructure**

(a) All new developments and major renovations shall be designed, built, and certified to achieve or exceed the **Green Factor.**

The Green Factor sets criteria for landscape and site-based sustainability measures. The landscape elements listed will contribute to larger district sustainability goals focused on the natural environment, ecosystems, and stormwater. The elements that contribute more significantly to supporting the citywide Sustainability Master Plan's goals related to Sustainable Urban Waterways, Conservation + Stewardship, Access to Parks + Open Space, and Sustainable Urban Forestry have been weighted higher in this Green Factor.

FIGURE 17: GREEN FACTOR ELEMENTS

GREEN FACTOR

The Green Factor score shall be calculated as follows:

1. Identify all proposed elements in Table 4.

2. Multiply the square feet, or equivalent unit of measurement where applicable, of each landscape element by the multiplier provided for that element in Table 4 according to the following provisions:

a. If multiple elements listed in Table 4 occupy the same physical area, they may all be counted.

b. Landscaping elements and other frontage improvements in the right-of-way between the lot line and the roadway may only be counted if the enhancements in the right-of-way contribute to district sustainability goals including habitat connectivity, tree canopy, or stormwater goals and a commitment is made to ongoing maintenance and management of the landscape areas. Subject to approval by the City of Kirkland.

c. Unless otherwise noted, elements shall be measured in square feet.

d. For trees, large and medium shrubs and perennials, use the equivalent square footage of each tree or shrub provided in Table 4.

e. For green wall systems, use the square footage of the portion of the wall that will be covered by vegetation at three years. Green wall systems shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green Factor Score.

f. All vegetated structures, including fences counted as vegetated walls shall be constructed of durable materials, provide adequate planting area for plant health, and provide appropriate surfaces or structures that enable plant coverage. Vegetated walls shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green Factor Score.

g. For all elements other than trees, large shrubs, large perennials, green walls, structural soil systems and soil cell system volume; square footage is determined by the area of the portion of the horizontal plane that lies over or under the element.

h. All permeable paving and structural soil credits may not count for more than one-third of a project's Green Factor Score.

i. An Innovation credit may be awarded at the discretion of the Planning Official. This credit can be awarded if a development seeks to exceed the minimum requirements in supporting larger district sustainability goals. The multiplier may range from 0.2-.5 depending on the development proposal.

3. Add together all the products calculated in Table 4 to determine the Green Factor numerator.

4. Divide the Green Factor numerator by the parcel area to determine the Green Factor score. A development shall achieve a minimum score of 0.4.

5. The City of Kirkland reviewer has the final authority in determining the accuracy of the calculation of the Green Factor score.

TABLE 4: GREEN FACTOR

1. Landscape Elements		
A.	Bioretention facilities and/or soil cells	1.5
B.	*Structural soil systems	0.2
C.	Landscaped areas with soil depth less than 24"	0.1
D.	Landscaped areas with soil depth of 24" or more	0.6
E.	Preservation of existing trees - calculated at 20 sq ft per inch dbh (Trees must have a minimum diameter of 6" at dbh.)	1.0
F.	Preservation of Landmark Trees bonus - calculated at 20 sq ft per inch dbh (Trees must meet City of Kirkland's definition of Landmark Trees)	0.1
G.	Preservation of existing evergreen trees bonus - calculated at 20 sq ft per inch dbh (Preserved evergreen trees must have a minimum diameter of 6" at dbh)	0.1
H.	Ground covers or other low plants (less than or equal to 2' tall at maturity)	0.1
I.	Medium Shrubs or perennials - calculated at 9 sq ft per plant (2'-4' tall at maturity)	0.3
J.	Large Shrubs or perennials - calculated at 36 sq ft per plant (greater than 4' tall at maturity)	0.4
K.	**Small Trees or equivalent with calculated soil volume that meets or exceeds 500ft3 per tree - calculated at 90 sq ft per tree (canopy spread 10' to 15' at maturity)	0.3
L.	**Medium Trees or equivalent with calculated soil volume that meets or exceeds 1000 ft3 per tree - calculated at 230 sq ft per tree (canopy spread 16' to 24' at maturity)	0.5
M.	**Large Trees with calculated soil volume that meets or exceeds 1500 ft3 per tree - calculated at 350 sq ft per tree (canopy spread 25' and greater at maturity)	0.7
2. Green Roofs		
A.	Area planted with at least 2" of growth medium but less than 4" of soil	0.4
B.	Area planted with at least 4" but less than 8" of soil	0.7
C.	Area planted with at least 8" of but less than 30" of soil	1.0
D.	Area planted with tree(s) and at least 30" of soil	1.5
3. Green Walls		
A.	Façade or wall surface obstructed with vines (calculate at 3 years of growth)	0.1
B.	Façade or wall surface planted with a green wall system (must have year-round irrigation and maintenance plan)	0.2
4. Landscape Benefits		
A.	***Landscaped areas in food cultivation	0.2
B.	Landscaped areas planted with native or drought tolerant plants	0.1
C.	Landscaped areas at sidewalk grade where the majority of the area is covered with vegetation that is native or drought tolerant, and/or provides habitat for urban wildlife and pollinators	0.1
D.	Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater	0.2
E.	****Planting that provides food, forage and refuge for a diversity of species (native insects, pollinators, birds, and other urban wildlife) and/or inclusion of habitat elements such as woody debris, gravel/ cobble, nesting materials, etc.	0.2

TABLE 4: GREEN FACTOR (CONTINUED)

5. Permeable Paving		
A.	Permeable paving over a minimum 6" and less than 24" of soil or gravel	0.2
B.	Permeable paving over at least 24" of soil or gravel	0.5
6. Innovation		
A.	Contributes to district sustainability goals including habitat connectivity, tree canopy, or stormwater goals beyond the site boundary. (i.e. Treating stormwater from public ROW on project site, daylighting piped streams, enhanced tree canopy and habitat connecting larger patches/corridors, enhance and maintain landscaping in ROW, enhanced stormwater treatment for water quality pollutants including metals, 6PPD Quinone, and phosphorus, landscape plan that demonstrates a commitment to minimal pesticide and fertilizer inputs) Scoring to be awarded at the discretion of the City of Kirkland.	0.2-0.5

* Structural soil system means a soil mix or equivalent structure that is engineered to support pavement while allowing healthy root growth.

** For purposes of determining the size category of a tree species, the tree must have a mature canopy spread of the following: Small Trees — 8 feet to 16 feet, Medium Trees — 16 feet to 26 feet, Large Trees — 26 feet or more

*** Landscape areas in food cultivation are defined as a use in which land is used to grow plants and harvest food or ornamental crops for donation or for use by those cultivating the land and their households. Examples include Pea Patch community gardens.

**** Refer to the Green Factor Scoresheet Reference Pollinator Plant List tab and City Pollinator Plant List for reference plant species.

INCENTIVE PROGRAM

PURPOSE

The purpose of the Incentive Zoning Program within the Subarea is to provide additional development capacity above the allowed base height zoning in exchange for providing amenities with a clear public benefit while addressing the impacts that this additional development might have on the community.

GENERAL

The incentive zoning program may be utilized to achieve development up to the bonus maximum allowed height where the regulating district map (Fig. 2 of this chapter) identifies both a base and maximum allowed height (e.g., CMU 85'/150'). Where a regulating district identifies only a base maximum height, that property is not eligible to receive incentive development capacity (e.g., CMU 60). In no case may the incentive zoning allow development that exceeds the maximum building height as allowed in Figure 2.

REQUIRED REVIEW

The Planning and Building Director may approve an application for incentive zoning that complies with Table 6 if the Director finds that:

1. The design and/or extent of the amenity meets the established criteria; and

2. Where amenities are to be provided on the subject property, a public benefit will be derived from the development of the proposed amenity in the proposed location.

An application for incentive zoning shall be made on the forms provided by the City and submitted with the established application fee.

An applicant may propose flexible amenity options as identified in Table 5 through a Development Agreement subject to the provisions of Section 57.05.03 of this Chapter provided that the City finds that the flexible amenity options clearly meet or exceed the public benefit that would results from the standard incentive amenities.

INCENTIVE AMENITIES AND EXCHANGE RATES FOR INCENTIVE CAPACITY

Tables 5 and 6 describe the incentive amenities that may be provided to receive incentive capacity and the exchange rate at which incentive capacity will be granted for each unit of amenity provided. Measurements shall be in square feet (indicated as sf in Tables).

Table 5: Incentive Amenities

Proposed List of Eligible Amenities	Public Benefit Provided
AFFORDABLE HOUSING	
Commercial development: Affordable housing contribution (fee-in-lieu)	Fee revenue for affordable housing
MOBILITY / TRANSPORTATION	
Enhanced Mid-block Green Connections: Enhancement to an active transportation connection through a property that provides a route alternate to the vehicular road network, established through either a public easement, or right-of-way dedication.	Square feet of enhanced mid-block green connections
PARKS / OPEN SPACE	
Public Open Space (outdoor): Outdoor space available for public use such as plazas, pocket parks, linear parks, rooftops, etc .	Square feet of improved public outdoor park-like space
Public Community Space (indoor): Space available for civic or community uses such as arts or performance spaces, after-school programming, recreation, event space, etc .	Square feet of improved public indoor community space
SUSTAINABILITY	
Enhanced Performance Buildings: Design, build, and certify to achieve ***Living Building Challenge v4 Carbon Certification*** or ***Living Building Challenge v4 Petal Certification***	New buildings that exceed Kirkland High Performance Building Code
Ecology and Habitat: Achieve a Green Factor Score ***of at least 0.75*** - (as-of-right requires projects to demonstate a score of at least 0.4)	SF of land, enhanced ecology/habit
Innovation Investments: Design, build and operate innovative energy and/or decarbonization systsems (on-site or within SAP)	New and innovative sustainability infrastructure in the Station Area
SCHOOLS, EDUCATION, AND CHILDCARE	
ECE/Day Care Operation Space: Floor area dedicated to child care, or Preschool learning space, as defined in KZC 5 .10 .194	Long-term dedication of building space for non-profit childcare use
School Operation Space: Floor area dedicated to school operation as defined in KZC 5 .10 .825	Long-term dedication of building space for education use
OTHER APPLICANT PROPOSED AMENITIES	
Flexible Amenity Options: Applicant may propose amenities not on this list (on a case-by-case basis). Amenities must have a clear public benefit and will be subject to approval by the City and formalized in a development agreement.	TBD

Table 5: Incentive Amenities

List of Eligible Amenities	Measure of Exchange Rate	Alternative Bonus Ratio Options				Amenity Provided per 20,000 Sf of IZ Space	
			Policy Weighted Bonus Ratio				
		Bonus Ratio (base)	Priority Rank	Priority Weight	Bonus Ratio (priority)	Bonus Ratio (base)	Bonus Ratio (priority)
AFFORDABLE HOUSING							
Commercial development contribution	Voluntary fee per SF of incentive bonus space	**$25.00**	**1**	**1.50**	**$16.67**	$500,000	$333,333
MOBILITY / TRANSPORTATION							
Enhanced Mid-block Green Connections	Bonus SF per SF of enhanced connections	**5.0**	**3**	**1.00**	**5.0**	4,000 sf	4,000 sf
PARKS / OPEN SPACE							
Public Open Space (outdoor)	Bonus SF for each SF of improved public space	**6.0**	**2**	**1.25**	**7.5**	3,333 sf	2,667 sf
Public Community Space (indoor)	Bonus SF for each SF of improved public space	**7.0**	**2**	**1.25**	**8.8**	2,857 sf	2,286 sf
SUSTAINABILITY							
Enhanced Performance Buildings	Bonus SF per $1,000 invested	**40.0**	**3**	**1.00**	**40.0**	$500,000	$500,000
Ecology and Habitat (GF score above 0.75)	Bonus SF for each SF of enhanced ecology/habitat land	**1.4**	**3**	**1.00**	**1.4**	14,286 sf	14,286 sf
Innovation Investments: Energy and Decarbonization	Bonus SF per $1,000 invested	**40.0**	**3**	**1.00**	**40.0**	$500,000	$500,000
SCHOOLS, EDUCATION, AND CHILDCARE							
ECE/Day Care Operation Space	Bonus SF for each SF of ECE/Day Care space	**10.0**	**2**	**1.25**	**12.5**	2,000 sf	1,600 sf
School Operation Space	Bonus SF for each SF of school space	**10.0**	**2**	**1.25**	**12.5**	2,000 sf	1,600 sf
OTHER APPLICANT PROPOSED AMENITIES							
Flexible Amenity Options	TBD	**40.0**	**3**	**1.00**	**40.0**	$500,000	$500,000

KMC Amendments

For the following miscellaneous KMC amendments, new text is show in bold underline and removed text is shown in ~~strikethrough~~.

Chapter 3.30
DESIGN REVIEW BOARD

3.30.040 Design guidelines adopted by reference.

The design review board in combination with the authority set forth in Chapter 142 KZC shall use the following design guidelines documents to review development permits:

(1) The document entitled "Design Guidelines for Pedestrian Oriented Business Districts" bearing the signatures of the mayor and the director of the department of planning and community development, dated August 3, 2004, and amended by Ordinance 4106, passed July 3, 2007, Ordinance 4636 to add Finn Hill Neighborhood Center design guidelines, passed January 26, 2018, and by Ordinance 4785, passed March 15, 2022, **and by Ordinance xxxx, passed _____, 2022** is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(2) The document entitled "Design Guidelines for the ~~Rose Hill Business District~~ **NE 85th Street Station Subarea Plan**" bearing the signatures of the mayor and the director of the department of planning and community development, dated ~~January 3, 2006~~**_____, 2022**, ~~and amended by Ordinance 4496, passed December 8, 2015~~, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

City of Kirkland Design Guidelines NE 85th Street Station Subarea Plan

May 31, 2022

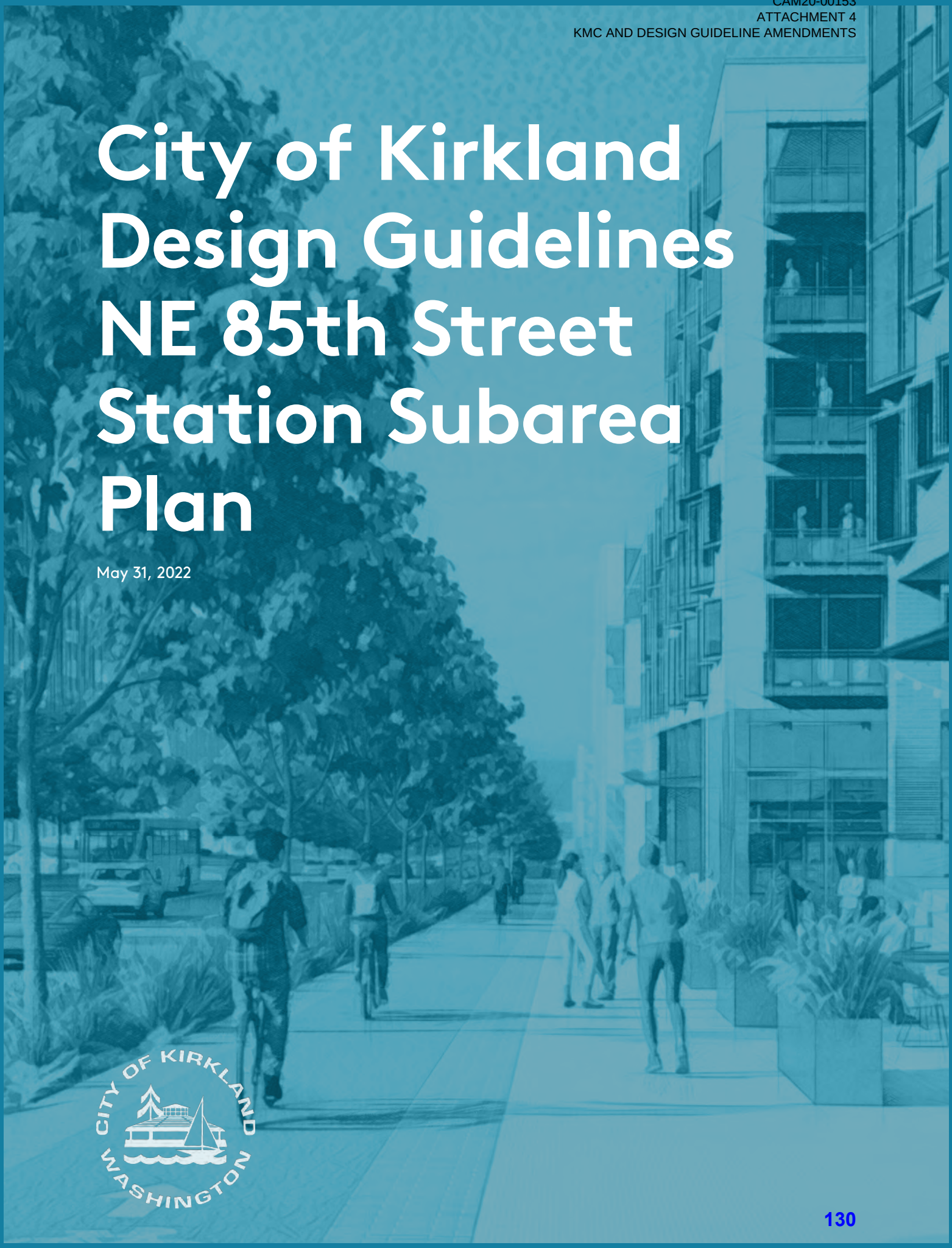


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Table of Contents

1.0

Policy Overview—

1 | Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code, that will be used by the City in the in the design review process for projects in the NE 85th Street Station Area.

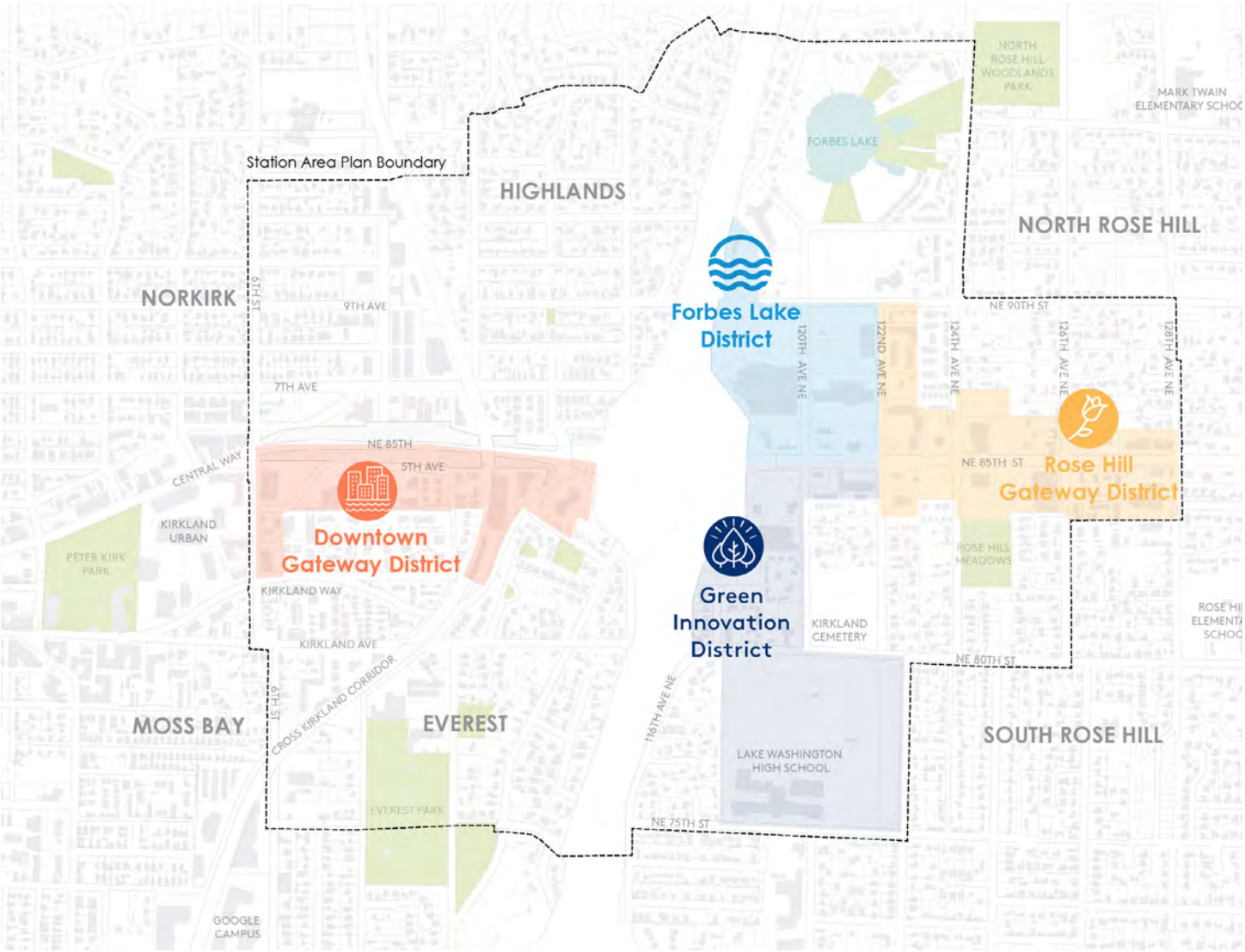
The Design Guidelines are intended to be used in conjunction with the Form-Based Code requirements established in Chapter 57 of Kirkland Zoning Code. In cases where the Zoning Code establishes flexible standards to encourage creative building design and attractive public spaces, the Design Review Board will use these guidelines to administer that flexibility through the design departures and minor variation authority of KZC 142.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic role. The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development

2 | Design Vision

The Station Area is a thriving, new walkable urban center with high tech jobs, plentiful affordable housing, sustainable buildings, and shops, and restaurants linked by transit. The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The highly visible integration of ecological systems within an urban setting set the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.

The Station Area design districts are comprised of four distinct character subdistricts as shown in Figure 01: The Green Innovation District, The Forbes Lake District, The Rose Hill Gateway District, and the Downtown Gateway District.



3 | Comprehensive Plan Design Direction

The urban design framework establishes a set of overarching goals, policies and strategies to shape future public and private development and investments in the district. The Station Area Design District is divided into four urban design subdistricts. While the design of public and private development will be guided in a manner that creates a cohesive identity for the Station Area, each subdistrict will evolve into its own unique neighborhood character and identity, described in more detail below.

Goal - Focus growth in inclusive housing and jobs near transit.
There is a mutually supportive relationship between transit ridership and the amount of housing, jobs, and services near transit. The Station Area Plan designates the areas closest to the future BRT Stride station as priority locations for increased development. Not only are these areas prime opportunities to broaden the mix of jobs and housing choices within the station area, this strategy focuses growth in a more sustainable, compact form. In addition, the areas closest to the future station on the east side of I-405 are reserved for taller office development. This serves a dual role of focusing growth in the City where residents and employees have the best access to high-capacity transit for the station and using larger office buildings as a buffer to protect residences from the noise and air pollution that come from high volume roadways like I-405.

Policy - Establish a strong public realm network and transit-oriented community that puts people first.
The vision for the station area includes a robust, vibrant public realm with a mix of active ground floor uses, generous sidewalks, and improved tree canopy. The urban design framework identifies key streets where a combination of public and private investments will create focal points and destinations for the district, the city, and the region. These include enhancing NE 85th Street to a more urban street that becomes a place for people to engage, supporting retail-focused streets like 120th Ave NE near Forbes Lake, and neighborhood hubs like the 7th Ave corridor in Norkirk. Each of these focal points brings together recommendations around mobility, public realm, land use, sustainability, and building massing.

Policy - Connect across barriers with a multi-modal transportation network.
As a station area plan, it's particularly important to create a network of mobility options that connect transit users between the station and key services and destinations. Green midblock connections help break down large blocks into walkable distances. New and enhanced sidewalks and bikeways provide safe and comfortable walking and biking connections throughout the district. Finally, increased transit service, including the Stride BRT station and future King County Metro's K-line BRT, flexible parking policies, and strategic roadway capacity improvements provide a multi-faceted approach to mitigate congestion and accommodate travel needs and parking demand. This holistic approach to mobility is integrated into all aspects of the urban design framework.

Policy - Leverage existing natural systems and resources, enhance ecosystem performance, and increase resilience.
Like all of Kirkland, the station area is a rich natural environment with important ecological assets and opportunities to improve the sustainability and resilience of the district. Updated policies encourage stormwater management through on-site green infrastructure like bioswales in streetscapes and within larger developments. Street types in the form-based code will lead to increased tree canopy in the public realm, and ecological assets like Forbes Lake become the focus of a new boardwalk network and "trailhead" that's integrated into the streetscape at 120th Ave NE and NE 90th St.

Policy - Ensure appropriate development scale with transitions to adjacent neighborhoods and design regulations.

While planning for growth in the station area, supporting transitions in scale to adjacent neighborhoods is a key focus of the urban design framework. The form-based code regulates elements of massing and form to step down from larger commercial office blocks to mid-rise neighborhood mixed use development, and eventually to smaller "missing middle" infill. Special rules for transitions, landscaping requirements, and other policies further specify how new development should respond to the existing context. Additional design guidelines and the City's Design Review process will ensure that building massing and details reflect a pedestrian-oriented district.

2.0

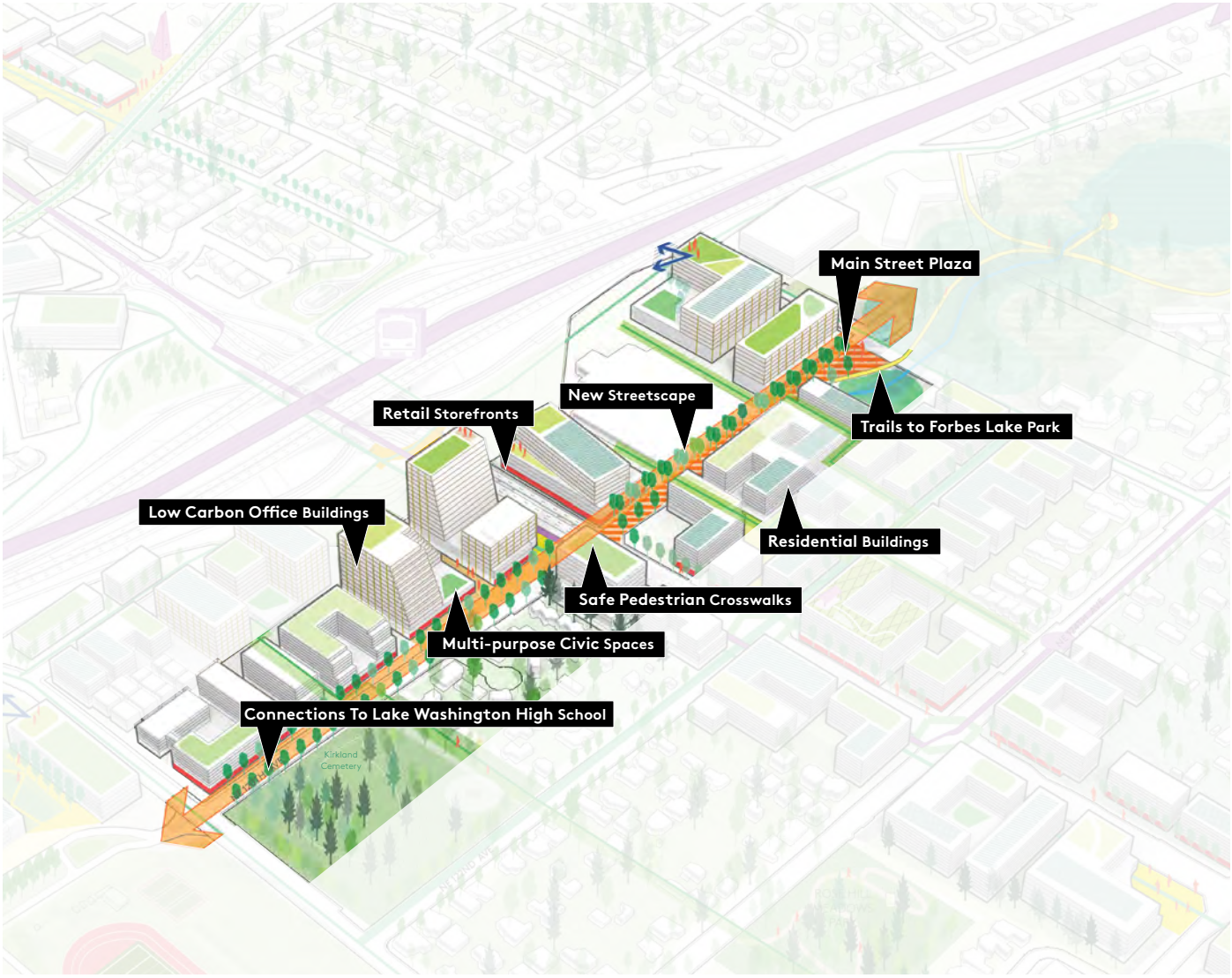
Overview of Design Districts—

4 | Green Innovation District

This vibrant, mixed use district is a model of innovation and place for community, students, and the workforce to connect. It transitions from shops and office uses to mixed use and residential buildings, to civic uses. Active transportation choices, connections to green space, and a walkable 120th Ave NE offer a healthy lifestyle.

The larger sites within this subarea should coordinate the phasing and organization of major redevelopment around new internal vehicular and pedestrian circulation systems with buildings orienting toward the internal circulation networks and adjacent streets. Large sites along NE 85th Street can provide a welcoming pedestrian and visual entrance to the District from the Stride BRT Station. These large sites can provide their own pedestrian-oriented focal points that include a plaza area surrounded by shops or wide sidewalk areas along an interior access street.

Because this area allows some of the most intensive development in the Station Area, thoughtful design transitions from north to south and west to east are important to ensure that new development integrates into the surrounding land use context.



5 | Forbes Lake District

A walkable mixed-use district with opportunities for shops and office uses as well as mid-rise residential uses, organized around a green main street corridor with retail and active uses combined with small open spaces on 120th that connects to Forbes Lake. Biophilic design and visible water, energy, and biodiversity strategies tell the story of this place.

Similar to the Green Innovation District, large site developments in this District create opportunities to arrange development around complete internal circulation networks that provide a framework for building placement and arrangement of pedestrian open spaces and amenities. Development on NE 85th Street should also provide a welcoming pedestrian and visual entrance to the District.

6 | Rose Hill Gateway 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.

7 | Downtown Gateway District

A gateway district to Downtown Kirkland via 6th St that emphasizes mid-rise residential and office uses along 6th and important bicycle and pedestrian connections along green pathways to and from the Stride BRT Station and the Cross Kirkland Corridor.

3.0

Design Guidelines—

The Guidelines in Section 8 apply to all districts. Sections 9 – 11 identify Guidelines that are district-specific and respond to key locations defined in the City's Comprehensive Plan as requiring special attention.

8 | All Districts

Overall Intent: Create a pedestrian-oriented mixed use transit district.

Site Planning

1.Streetscape

Intent: Maintain a continuous and safe streetscape with a pedestrian-friendly character.

- In conjunction with the required street types, streets should contribute to the physical safety and comfort of pedestrians .
- Use design elements such as separate storefronts, pedestrian-oriented signs, exterior light fixtures, awnings, and overhangs to add interest and give a human dimension to street-level building facades.
- In general, buildings with active ground floor uses should be set as close as possible to sidewalk to establish active, lively uses. Maintain a continuous street wall, limiting gaps to those necessary to accommodate vehicular and pedestrian access.
- Encourage recessed main building and/or shop entrances consistent with a traditional "main street" design that is inviting and promotes street-scape continuity.
- The corners of buildings located at street intersections should recess to promote visibility and allow for a collection of people.
- Allow larger buildings to recess from the sidewalk edge to allow for entry forecourts, provided street continuity is not interrupted along the majority of the block.

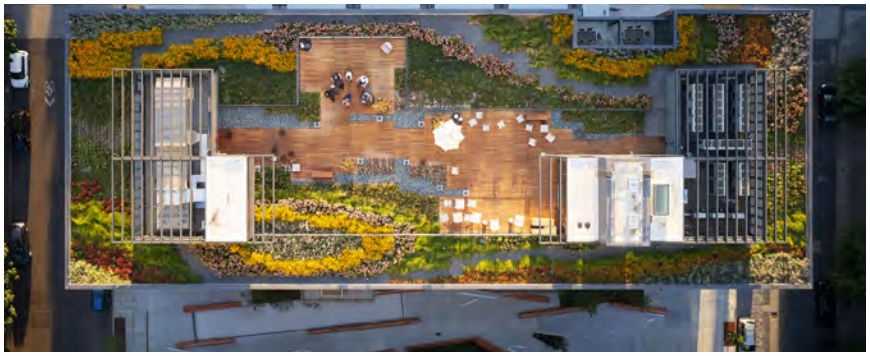
2. Public Spaces: Plazas, Courtyards, Terraces, and Gardens

Intent: Provide a friendly pedestrian environment by creating a variety of usable and interesting public and semi-public open spaces.

- Position plazas in visible locations on major internal circulation routes, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks. For large sites, development should be configured to create a focal plaza or plazas. Plazas should establish a relationship with the adjacent sidewalk or internal pathway to enhance visibility and accessibility.
- Incorporate plenty of benches, steps, and ledges for seating . A combination of permanent and moveable seating is encouraged. Seating areas should be provided with views of amenities, landscaping elements, or people watching. Seating should also encourage use by individuals, small groups, and civic gathering where appropriate
- Provide storefronts, street vendors, or other pedestrian-oriented uses, to the extent possible, around the perimeter of the plaza
- Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants
- Incorporate pedestrian amenities , including:
  - pedestrian scaled lighting
  - special paving, such as integral colored/stained concrete, stone, brick, or unit pavers
  - specialty pedestrian scale bollards or other types of accent lighting
  - public art and/or water features
- Consider the solar orientation and wind patterns in the design of the open space and choice of landscaping to maximize outdoor comfort.
- Make plazas and courtyards comfortable for multiple types of human activity and social interaction – standing, sitting, talking, eating, etc.
- Create a sense of enclosure and space definition within outdoor spaces through a combination of building and landscape elements. Oversized spaces that lack definition are discouraged.
- Usable ground level, rooftop, and/or terrace open space should be provided for multifamily residential uses. Open space should be large enough to provide functional leisure or recreational activity and provide for a range of activities and age groups, including children's play areas.







3. Pedestrian Connections and Wayfinding

Intent: Create a network of safe, attractive, and identifiable linkages for pedestrians and bicyclists.

- Provide clearly defined pedestrian connections at locations specified in the Zoning Code and Citywide Transportation Connection Map. Connections that are publicly accessible should be designed to be clearly recognizable as part of the pedestrian and bicycle network.
- Ensure that pathways are well illuminated. Pathways should provide added safety with abutting active uses and visibility from upper story uses wherever feasible.
- Wayfinding signage should be incorporated at key locations and intersections of pathways to help orient users to public and private destinations within the Station Area and City.
- Connections should be designed inclusively and be accessible to all. Where grade transitions are necessary, provide graceful physical and visual transitions through the use of landscaping, terraced planters, overlooking balconies, wide and inviting stairways, and other pedestrian connections. Stairs connecting to bikeways should include runnels to allow pedestrians to change grade with their bikes.

4. Lighting

Intent: Ensure that lighting contributes to the character of the Station Area, provides personal safety, and does not disturb adjacent developments and residences.

- Use City-approved fixtures for street lighting along City streets.
- Lighting elements throughout the Station Area and on adjoining rights-of-way should be coordinated, including public open spaces, accent lighting, and streets.
- Lighting should include non-glaring design, such as cut-off fixtures that avoid light spilling over onto other properties.
- Flood lighting of entire building facades should not be allowed.
- Lighting on upper levels should be sensitive to adjoining residences.

5. Screening of Trash and Service Areas

Intent: To screen trash and service areas from public view.

- All service, loading, and trash collection areas should be screened by a combination of planting and architectural treatment similar to the design of the adjacent building.
- Avoid locating service, loading, and trash collection facilities in pedestrian-oriented areas, including midblock connections.

6. Signs

Intent: Create signs that are creative, engaging, and effective for a variety of user groups, respond to a variety of spaces, and reflect the desired character for design districts.

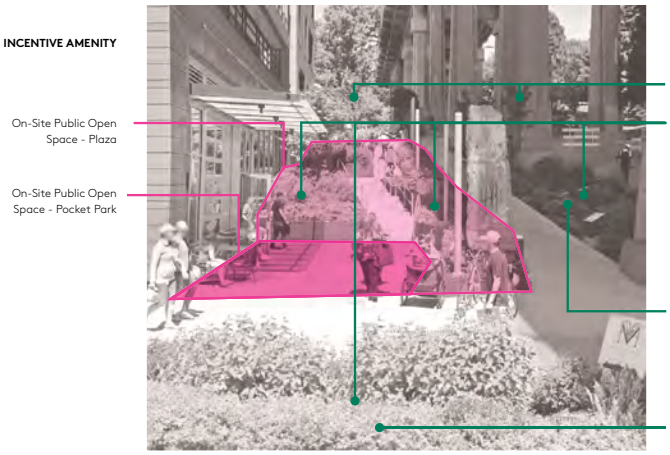
Large site developments should create Master Sign Plans that are in keeping with the following design objectives:

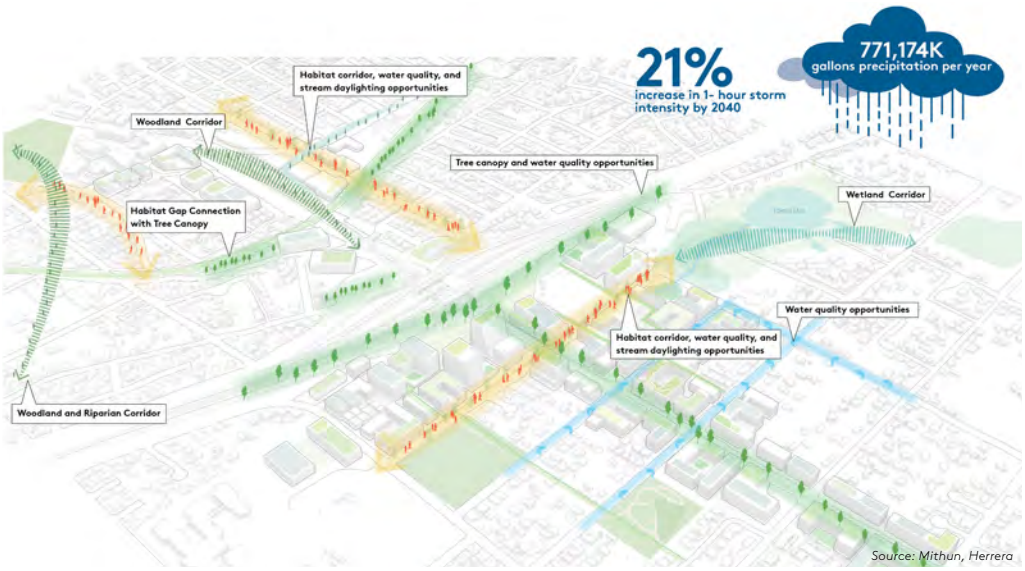
- Signs should be complementary and integrated with the unique character of the specific areas or buildings where they are located.
- Signs should be high quality and consistent with the contemporary urban character of comparable developments in Kirkland.
- he design of buildings should identify locations, sizes, and general design for future signs.
- Where Master Sign Plans are required in KZC 57, the Master Sign Plan should include a hierarchy of elements based on function, such as:
  - site signs for entries, wayfinding, District identity
  - building signs for addressing and landmarking
  - tenant signs to encourage expressive individualization

7. Landscaping

Intent: To enhance the visual quality of the urban environment and provide multi-benefit landscaping that provides beauty and high performance ecosystem functions.

- Project landscaping should incorporate the Green Factor requirements of KZC Chapter 57 into the overall project design. These sustainable landscape elements should be designed and implemented to provide a high level of ecosystem function in terms of urban heat island mitigation, biofiltration, reduced irrigation, and support for pollinators and other ecosystem benefits identified in the Chapter.
- In addition to ecosystem function, the Green Factor requirements should be integrated into building design elements like vertical and horizontal modulation to enhance design objectives. Large tree species planted with generous soil volumes can work with horizontal building modulations to enhance the effectiveness of façade breaks. Similarly, green roofs and terrace plantings can increase the effectiveness and visibility of vertical building modulations by softening the mass of upper stories and creating an interesting skyline.
- Encourage landscape elements such as rain gardens and Silva Cell installations that provide screens its faults while not blocking views of the business or signage.





Source: Mithun, Herrera

Building Design

1. Orientation to the Street

Intent: Ensure that buildings contribute to the liveliness of the Station Area's public spaces, and overall community character.

- The following design treatments should apply to areas where retail and active use frontages occur:
- Streets and public spaces should be enlivened by storefronts, windows, merchandise, and other activity. Along appropriate street types, buildings should be designed with frequent entrances to encourage multi-tenant occupancy and walk-in traffic.
- Entrances: Principal building entry should be visible from internal or external streets and public space. Entries should be marked by large entry doors and/or canopy/portico/overhang.
- Transparency: To help provide a visual connection between activities, ground floor facades should provide high levels of transparency.
- Weather Protection : Where required, pedestrians weather protection should:
  - be constructed of durable materials
  - vary in design and respond to architecture of the building
  - have continuity, minimizing gaps

2. Massing/Articulation

Intent: Create a variety of form and massing through articulation and use of materials to maintain a pedestrian scale.

- Break down the scale and massing of larger buildings into smaller and varied volumes. This should occur through a combination of vertical and horizontal modulation and/or articulation at appropriate intervals. Modulation should be paired with changed on building materials and colors to strengthen these massing moves. Avoid excessive changes in modulation, material choice, or color that distracts from the larger architectural concept.
- Design departures and minor variations from Maximum Façade Widths specified in the Zoning Code are appropriate where different massing strategies are used to provide similar or superior visual relief at the ground level to create a comfortable pedestrian scale and appropriate modulation is expressed in upper levels of the façade.
- All building faces should be responsive to the context of the surrounding environment and neighboring buildings. Utilize elements from neighboring buildings to establish a datum that can inform changes in material, modulation, articulation, or other changes in mass or façade.
- Design all sides of the building with care.
- Buildings should distinguish a strong "base" using articulation and materials that connect it to the ground plane. The base should include regulating lines and rhythms to create a pedestrian-scaled environment appropriate for its street frontage. Design departures and minor variations from Maximum Street Level Façade Widths may be appropriate where alternative design solutions result in an improved building base design solution.
- Provide clear pattern of building openings. Windows, balconies, and bays should unify a building's street wall and add considerably to a facade's three-dimensional quality.
- Ribbon windows and extensive use of mirrored glass are discouraged.

- Employ major architectural expressions into the facade, roof form, massing, and orientation, such as tower forms, oversized windows, and entrances to demarcate gateways and intersections . Strong corner massing can function as a visual anchor at key locations within the District.
- Building modulation and articulation should be employed to break up long facades and create a visual interest unique to each building. The type of modulation should be determined by the overall design concept for each building, using dimensions from window sizes, column spacing, rain screen paneling, etc. to determine a distinct design solution.
- Facades that are stepped back should be distinguished by a change in elements such as window design, railings, trellises, details, materials, and/or color so that the result is a richly organized combination of features that face the street
- Roof Silhouettes: Express roofs in varied ways. Consider potential views of roof tops from adjacent buildings. Avoid monotonous design.
- Locate and/or screen rooftop equipment so that it is not visible from public spaces. Integrate rooftop screening into building's form.
- Sustainability features such as solar panels, wind power, and fresh air ventilation shafts should be thoughtfully placed and integrated into the building design, but these features are to be encouraged and the function should not be diminished by these guidelines.
- Green building certification programs, such as Passive House , that strive for ultra-high energy efficiency may require efficient building envelope configurations that can challenge the desired vertical and horizontal building modulation measures prescribed in these Guidelines. The Design Review Board should work collaboratively with applicants consider the project's desired sustainability certification outcomes and ensure that these guidelines do not preclude certification.

3. Parking Garages

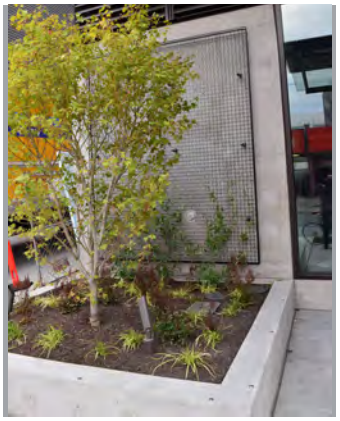
Intent: Mitigate the intrusive qualities of parking garages in pedestrian areas.

- Visible parking structures should generally be located away from public sidewalks and through block pathways. Where this cannot occur, design strategies such as intervening ground-level retail uses, dense landscaping, comfortable pedestrian spaces, and/or attractive facade treatments should be required.
- Design and site parking garage entries to complement, not subordinate the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building.
- Utilize similar architectural forms, materials, and/or details to integrate the garage with the development.

4. Blank Wall Treatments

Intent: Reduce the visual impact of blank walls by providing visual interest.

- Although blank walls are generally not encouraged along public streets and pedestrian spaces, there may be a few occasions in which they are necessary for functional purposes. Any blank walls longer than 20 feet should incorporate two or more of the following to provide visual interest:
  - vegetation, such as trees, shrubs, ground cover and or vines adjacent to the wall surface
  - artwork, such as bas-relief sculpture, murals, or trellis structures
  - seating area with special paving and planting
  - architectural detailing, reveals, contrasting materials, or other special visual interest



5. Encourage High-Quality Design

Intent: Ensure that all buildings in the Station Area are constructed as a quality addition to the Kirkland Community.

- Exterior architectural design and building materials should exhibit permanence and quality appropriate to Kirkland's urban setting.

9 | Green Innovation District

Intent: Respond to the important location and significant development opportunities of this District by establishing critical connections and innovative design solutions that will catalyze development throughout the Station Area.

Site Planning

- Site features, landscape elements, and architectural statements should welcome pedestrians and bicyclists to the District from the Stride BRT Station and create obvious connections for them to get to their destinations within this District or elsewhere in the community.
- Include land forming techniques such as berming and large, dense plantings along the freeway to reduce visual, air quality, and noise impacts to adjoining development and the neighborhood as a whole.
- Establish a series of landscaped open spaces arranged along the pedestrian network in the district to create comfortable pedestrian spaces among the larger building forms in the District.
- Design for an engaging pedestrian experience along the street level floor of buildings to create a seamless transition between the public realm (back of public sidewalk) and adjoining private development. This should take the form of variability in sidewalks widths, modulations of the building faces, and wider areas for pedestrian space and landscape areas.
- The corner at the NE 85th Street and 120th Avenue NE intersection should include a meaningful open space treatment to create a gathering space as well as a gateway to the District for the community. Corner building treatments should accentuate the space and help define the gateway.
- 120th Avenue NE is envisioned as a major pedestrian spine from NE 80th Street to NE 90th Street. Frontages should orient buildings, open spaces, driveways, and other site elements in such a way as to support the pedestrian activity intended for this street.
- Transitions from the Commercial Mixed Use District to the Neighborhood Mixed Use District should create opportunities for future shared open space and shared pathways to ensure long term cohesiveness for residents and employees of this District.

Building Design

- The following design techniques should be incorporated into projects to minimize the dominance of large single occupant structures:
  - individual building footprints should be separated by open space, or include design strategies to create distinct buildings
  - multiple tenant spaces on the ground floor of structures abutting pedestrian or vehicular routes
  - stepping back of upper stories adjacent to areas with lower allowed heights
  - providing openness by limiting the floor area on upper stories, separating the individual buildings, and providing ample building modulation
- The following principles should ensure that buildings are distinct and respond to the unique location within large, multi-building projects:
  - buildings should be designed to integrate with each other, while demonstrating architectural diversity. Buildings should be responsive to context of the surrounding environment and neighboring buildings
  - materials should be selected to integrate with each other and to help provide a richness of architectural diversity
  - windows should incorporate variation of patterning between buildings
- In addition to complying with guidelines for parking garages, visible parking podiums should be integrated with the architecture of buildings above in terms of façade treatments and materials.

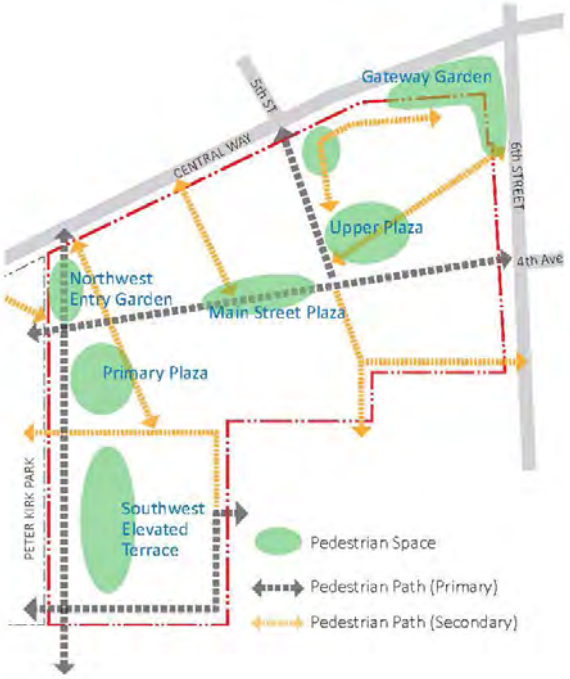
A Rich Network of Mobility Options

10 | Forbes Lake District

Intent: Establish 120th Ave NE as a pedestrian-oriented main street for the District and as a visual and ecological connection to Forbes Lake Park.

Site Planning

- As with the Green Innovation District, this District should include site features, landscape elements, and architectural statements welcoming pedestrians and bicyclists to the District from the Stride BRT Station and create obvious connections for them to get to their destinations within this District or elsewhere in the community.
- Large development sites should be master-planned to provide coordinated development. The master plans should be pedestrian oriented and incorporate design standards such as:
  - buildings and retail storefronts oriented primarily to external frontages to activate the public realm. If there are internal pedestrian and vehicular routes within the site, orient buildings to engage with these internal routes through façade treatments, landscape design, and other elements to support a pedestrian-friendly environment. Internal routes should also connect to surrounding streets with clearly identifiable building and pedestrian access points and entryways to adjacent streets and internal pedestrian pathways
  - design techniques to prevent the dominance of large single occupant structures, such as use of smaller building footprints, multiple tenant spaces on each floor of a structure abutting a street, stepping back of upper stories along NE 85th Street and
  - incorporate useable public spaces, plazas or pocket parks, and public amenities, such as art, sculptures, fountains, or benches
  - use landscaping to emphasize entries into buildings, pedestrian areas, and pedestrian routes to enhance public spaces, parking areas, and to screen blank walls and service areas.
  - placement of loading and service areas shall be located away from NE 85th Street and pedestrian areas
- The corners at the NE 85th Street/120th Avenue NE and at 120th Avenue NE/122nd Avenue intersections should include open space treatments to create



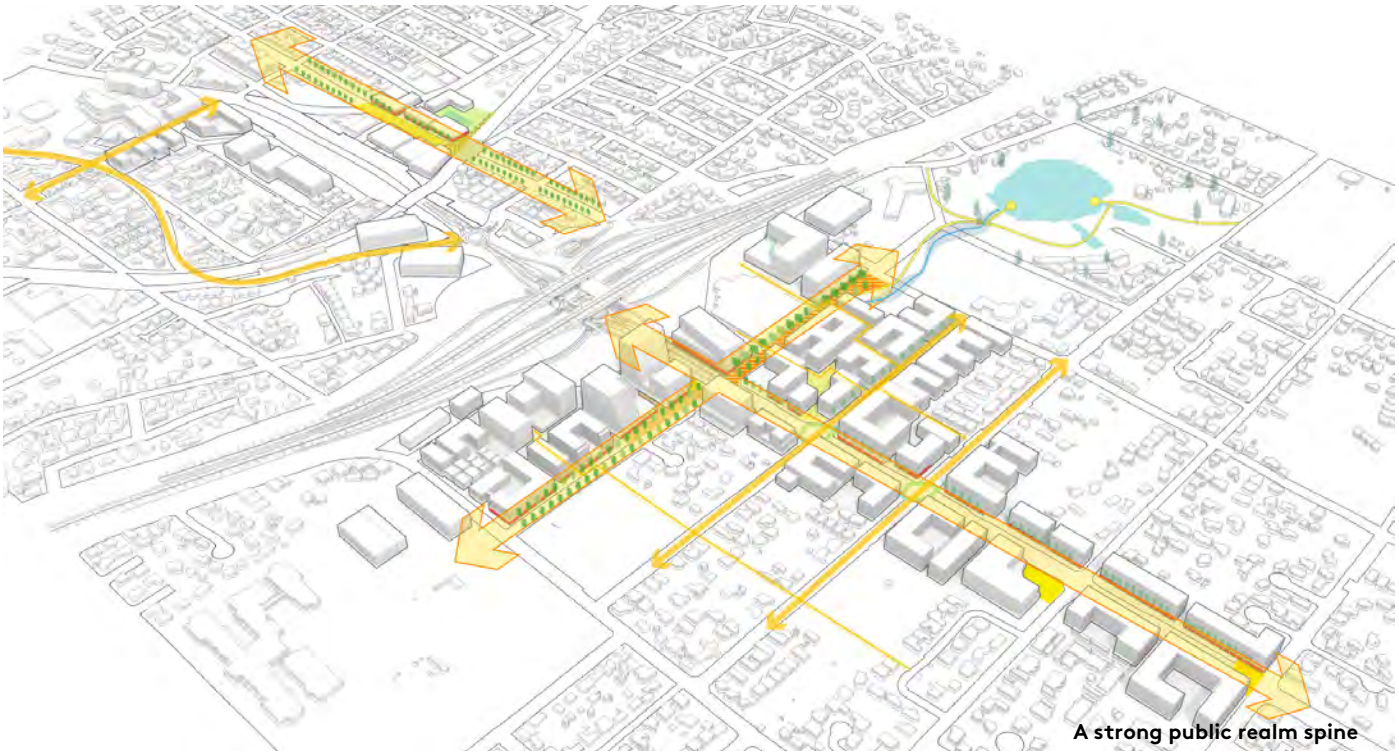
Conceptual Master Plan Example - Kirkland Urban

gathering spaces as well as gateways to the District for the community. Corner building treatments should accentuate the spaces and help define the gateway.

- Along 120th Avenue NE , buildings should present an active, transparent, continuous, and pedestrian oriented street edge. The street level floor of buildings should create a seamless transition between the public realm (back of public sidewalk) and adjoining private development. This should take the form of variability in sidewalks widths, modulations of the building faces, and wider areas for outdoor dining, pedestrian space, and landscape areas.
- Projects should include berming and large, dense plantings along the freeway to reduce visual, air quality, and noise impacts to adjoining development and the neighborhood as a whole.
- The north end of the District should include landscape and open space features that both transition to and leverage the opportunity created by Forbes Lake Park and future nonmotorized connections to the neighborhoods to the north.

Building Design

- The design techniques prescribed for the Green Innovation District are also applicable in this District.



A strong public realm spine

11 | Rosehill Gateway District

Intent: Establish a gateway into the Station Area from point east while also creating a neighborhood hub defined by active streetscapes and pedestrian connections into adjoining neighborhoods.

Site Planning

- The street corners along NE 85th Street within this District provide special opportunities for visual punctuation and an enhanced pedestrian environment. They should include the following considerations:
- encourage design treatments that emphasize street corners through the use of building location and design, plaza spaces, landscaping, distinctive architectural features, and/or signage
- incorporate storefronts directly at 124th, 126th, and 128th street corners to reinforce the desired pedestrian-oriented character of the District
- Encourage special landscaping elements on all street corners in the District. Such landscaping elements should incorporate a variety of plant types and textures that add seasonal interest
- encourage all buildings located at or near street corner to incorporate special architectural elements that add visual interest and provide a sense of human proportion and scale. This could include a raised roofline, turret, corner balconies, bay windows, special awning or canopy design, and/or distinctive use of building materials
- Minimize the number of curb cuts into a development, particularly off of NE 85th Street. To the extent possible, adjacent developments should share driveways.
- Develop an efficient internal vehicular access system that minimizes conflicts with pedestrians and NE 85th Street traffic flow.
- Configure development to provide interior vehicular connections to adjacent uses, where desirable. Where current connections to adjacent uses are not feasible, but desirable in the future, configure development to provide the opportunity for a future connection, should the adjacent site be redeveloped.
- Encourage the use of rose bushes in highly visible locations together with other plants to reinforce the identity of the Rose Hill neighborhood (low maintenance and drought tolerant varieties).

12 | Downtown Gateway District

Intent: Establish the urban design and nonmotorized transportation connectivity between Downtown Kirkland, the Stride BRT Station, and the Station Area Districts to the east of the freeway.

Site Planning

- As with other quadrants of the Station Area that adjoin the Stride BRT Station, redevelopment to the southwest of the Station should include site features, landscape elements, and architectural statements welcoming pedestrians and bicyclists to the District from the Stride BRT Station and create obvious connections for them to get to their destinations within this District or elsewhere in the community.
- Redevelopment along the Cross Kirkland Corridor should provide a strong open space, pedestrian, and bicycle orientation toward the Corridor, including:
  - enhancement of designated public connections
  - avoiding blank facades and service areas
  - establishment of green open space opportunities
- The existing east-west pedestrian and bicycle network should be improved with multi use pathways. Where steep grades require stairs, bicycle runnels should be included to make it easier for those with bikes to make the transition.

Building Design

- Buildings along NE 85th Street should explore opportunities to connect to sidewalk and bicycle improvements along the street to create an improved streetscape and access to the Stride BRT Station.

Amendments to Design Guidelines for Pedestrian-Oriented Business Districts

The City of Kirkland

Design Guidelines

For Pedestrian-Oriented Business Districts

A night out at downtown Kirkland's Park Lane

Updated to incorporated guidelines for the Rose Hill Business District RH 8 Zone. This document only includes amended sections. The Complete guidelines are available on the City's Design Review Board webpage.

Adopted by the City Council pursuant to Kirkland Municipal Code Section 3.30.040.
Dated August 3, 2004
Updated: March 15 2022, O-4785
Attest:

Penny Sweet,
Mayor

Adam Weinstein
Director,
Planning & Building
Department

Table of Contents

Table of Contents continued

The Illustrations throughout this document are provided by *MAKERS*.

- Enhance the gateway at the corner of NE 68th Street and 108th Avenue NE.
- Provide gathering spaces and relaxation areas within the center.

The following guidelines do not apply to the Neighborhood Center:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks

Purpose of the Design Guidelines for Neighborhood Business Districts

The Comprehensive Plan establishes a hierarchy of commercial districts, with regional goods and services at the upper end and neighborhoods goods and services at the lower end.

Kirkland's Neighborhood Business Districts (BN, BNA, and MSC2) are important in providing neighborhood goods and services. Given the more localized draw for residents to meet their everyday needs, an emphasis on convenient and attractive pedestrian connections and vehicular access is important.

In addition, because these districts are surrounded by the residential land uses they serve, the design character and context of new development is critical to ensure that it integrates into the neighborhood.

The design guidelines are intended to further the following design objectives that are stated in the Plan:

- Establish development standards that promote attractive commercial areas and reflect the distinctive role of each area.
- Encourage and develop places and events throughout the community where people can gather and interact.
- Moss Bay neighborhood: Ensure that building design is compatible with the neighborhood in size, scale, and character.
- South Rose Hill neighborhood: Residential scale and design are critical to integrate these uses into the residential area.

The following guidelines do not apply to these districts:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks

Purpose of the Design Guidelines for the Bridle Trails Neighborhood Center (BCX Zone)

The Bridle Trails Neighborhood Plan was adopted in late 2018 by the City Council. The Neighborhood Plan encourages redevelopment of the Bridle Trails Neighborhood Center into a lively pedsetrian-oriented, transit-supportive, mixed-use residential and commercial neighborhood center.

The design guidelines are inteded to further the following design objectives described in the Plan for neighborhood center and summarized below:

- Careful attention to architectural scale, massing and upper story step backs, pedestrian orientation and connections, compatibility with surrounding residential uses and commercial uses across NE 70th Street, building modulation, and use of materials to reduce the appearance of bulk and mass.
- Buildings are oriented to adjoining rights-of-way and internal pedestrian pathways.
- Green building standards and sustainable site

Purpose of the Design Guidelines for Rose Hill Business District 8

The Rose Hill Neighborhood Plan envisions this area east of 128th Avenue NE as an area with less intensive office, neighborhood retail, and neighborhood services uses. The area features a mix of smaller scale uses oriented towards both the regional and local population. The style of development should be more residential in character including conversion of single family homes into commercial businesses. Nearly all buildings should feature pitched roofs and porches or smaller covered entries. Over time, many smaller sites should be consolidated to maximize development opportunity and share vehicular access and parking. The design guidelines provide a number of street frontage options for businesses. In the future, the resulting development will be a mix of storefronts directly on the street, storefronts with small landscaped setbacks, businesses maintaining parking in front, and multi-story buildings with parking underneath.

Special Considerations for Rose Hill Business District 8

Incorporate transparent windows and doors and weather protection features along all non-residential facades adjacent to a sidewalk or internal pathway. Weather protection features could include awnings, canopies, marquees, or other permitted treatments. Alternative treatments may be considered if they meet the objectives. For example, reduced transparency and weather protection levels may be considered if an alternative configuration provides other amenities above and beyond what is required by KZC Chapter 92 and the Design Guidelines and, if building details or architectural treatments provide interest at close range and won't "deaden" the pedestrian environment or create a potential safety problem.

Nonuniform Awnings and Facades (Recommended for Pedestrian Oriented St

Guideline

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.

"Pedestrian-Friendly" Building Fronts

Issue

Building setbacks were originally developed to promote "pedestrian-friendly" building fronts by providing light, air, and safety. But dull building facades and building setbacks that are either too wide or too narrow can destroy a pedestrian streetscape. A successful pedestrian business district must provide interesting, pedestrian-friendly building facades and sidewalk activities.

Discussion

Building fronts should have pedestrian-friendly features transparent or decorative windows, public entrances, murals, bulletin boards, display windows, seating, or street vendors that cover at least 75 percent of the ground-level storefront surface between 2' and 6' above the sidewalk.

- Provide artwork on the surface.

Guideline

All building fronts should have pedestrian-friendly features as listed above.

Special Consideration for Downtown Kirkland - Glazing

Building frontages along pedestrian-oriented streets in the Central Business District should be configured to have a 15' story height to ensure suitability for diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront detailing is necessary to provide a visual connection between pedestrian and retail activity.

Guideline

Storefronts along pedestrian-oriented streets should be highly transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.

Special Consideration For Non-Retail Lobbies In Central Business District 1A & 1B

Non-retail uses are generally not allowed along street frontage within Central Business District 1. However, in order to provide pedestrian access to office, hotel, or residential uses located off of the street frontage or above the retail, some allowance for lobbies is necessary.

Special Considerations for the Market Street Corridor

An historic style of street light should be used to reflect the nature of the 1890's buildings in the historic district at 7th Avenue and Market Street. These lights may also be used along other stretches of the corridor, particularly in the area between the Historic District and the Central Business District.

Special Consideration for Houghton/Everest Neighborhood Center

Pedestrian lighting should be provided along school walk routes and all pedestrian oriented streets in the center.

Entry Gateway Features

Issue

The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts. Entry points differ in topography, available space, and surrounding visual character; nevertheless, gateway features should be reinforced by a unified design theme. Gateway features can be different in size or configuration, yet still incorporate similar materials, landscaping, graphics, and design elements.

Discussion

The gateway features should frame and enhance views. Large sign bridges or flashing graphics would dominate the view and are inappropriate. Consistent elements that could be incorporated at all entry points might include:

- Distinctive landscaping such as floral displays or blue-green colored evergreen foliage.
- Multicolored masonry, perhaps forming a screen or wall on which an entry sign is placed.
- A distinctive light such as a column of glass block or cluster of globes.
- A unifying device such as the district's logo. In Downtown Kirkland, for example, a triangular sa logo could be a metal weather vane or an actual fabric sail on a steel armature.
- A repetitive element such as a series of closely spaced sails or lights.
- A trellis incorporating landscaping. A trellis or arbor is adaptable to space constraints.
- Similar artwork such as a different animal or bird sculpture at each entry.

Guideline

Construct entry gateway features at locations noted in the Comprehensive Plan. Gateways may be constructed in conjunction with commercial development. Emphasis should be placed on framing the view into the district.

Special Consideration for Downtown Kirkland

The transit center is another "gateway" experience. The center should be a focal feature that provides comfort and amenities for transit users. Some form of shelter with a strong architectural identity should be pursued.

Special Consideration for Juanita Business District

The entry features should be "identity-giving elements" that reflect the business district and Juanita Bay. If successful they can become an identifying symbol or logo for the district and an attraction in themselves.

Special Consideration for North Rose Hill Business District

Use public art and private efforts to establish gateway features that strengthen the character and identity of the neighborhood. Use landscaping, signs, structures or other features that identify the neighborhood.

At the southwest corner of NE 116th Street and 124th

Special Considerations for Rose Hill Business District 8

Incorporate entry gateway features in new development on NE 85th Street at 132nd Ave NE. Gateway features should incorporate some or all of the following:
* Distinctive landscaping including an assortment of varieties of roses.
* Artwork (e.g. vertical sculpture incorporating historical information about Rose Hill).
* A gateway sign with the City logo.
* Multicolored masonry forming a base for an entry sign.
* Decorative lighting elements.

Guideline

Minimize the number of driveways by restricting curb cuts and by encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Encourage side and rear yard parking areas by restricting parking in front yards. Require extensive screening where there is front yard parking.

Special Consideration for Downtown Kirkland

Parking lot location and design is critical on busy entry streets such as Market Street, Central Way, Lake Street, Kirkland Avenue, and in the congested core area where pedestrian activities are emphasized. The *Downtown Plan* calls for limiting the number of vehicle curb cuts.

Special Consideration for Juanita Business District and North Rose Hill Business District

Shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts. The Juanita Business District Plan also encourages shared parking/service areas in Land Use Area JBD-1. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.

Special Consideration for the Totem Lake Business District Core

Throughout the Totem Lake Business District Core, parking areas located between the street and the building should be discouraged. This is particularly critical in TL 2, where buildings should front on 120th Avenue NE to foster the desired pedestrian-oriented environment.

Special Considerations for Houghton/Everest Neighborhood Center

Consolidate driveways within the neighborhood center, especially existing driveways that are currently closely spaced. Restrict or mitigate surface parking between buildings and the Cross Kirkland Corridor.

Circulation Within Parking Lots

Issue

Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked. Parking lots should be combined to reduce d

Special Considerations for Rose Hill Business District 8

Encourage development to locate and orient buildings towards the street with parking to the side or the rear. At a minimum this should include:

- Non-residential facades located directly adjacent to the sidewalk or buildings featuring a modest landscaped front yard area or plaza area between the sidewalk and the façade.
- Primary building entries and windows facing the street.
- Landscaping trimmed to maintain visibility between the sidewalk and the building.

Office and residential developments are encouraged to locate and orient buildings towards an interior open space or courtyard, where space allows. In this scenario, primary building entries may orient towards the open space provided there is direct visibility into the open space from the sidewalk. Windows should be provided on the street façade. Buildings may be located towards the rear of the property provided they meet landscaping, parking, pathway, and façade standards along the front (see Figure XX).

Figure XX

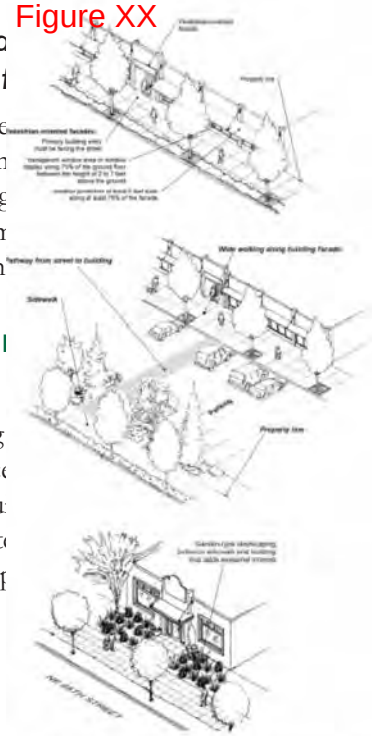


Figure 19. NE 85th Street frontage options for the East End properties. The option in the middle with the parking lot in front, is the least preferred option. Note the required pedestrian elements and landscaping features.

Speci
Downt

Because Kirkland, efficient and con are a top priority. Parking e core area that accomm oximately 3/4 to 1 acre) sh ed berms.

Parki

Issue

Parking ire vast quantities of spac gs, and destroy the continu arking lots should be locat his is not possible, landscap creen parking lots.