

Special Consideration for Downtown Kirkland

Pedestrian features should be differentiated from vehicular features; thus fenestration detailing, cornices, friezes, and smaller art concepts should be concentrated in Design Districts 1 and 2, while landscaping and larger architectural features should be concentrated in Design Districts 3, 5, 7, and 8.

Special Consideration for the Totem Lake Business District Core

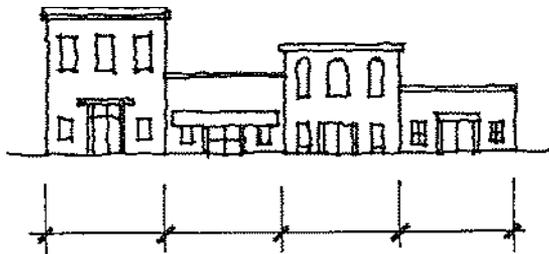
Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated with the building and not “tacked on”.

Building Modulation – Vertical Issue

Vertical building modulation is the vertical articulation or division of an imposing building facade through architectural features, setbacks, or varying rooflines. Vertical modulation adds variety and visual relief to long stretches of development on the streetscape. By altering an elevation vertically, a large building will appear to be more of an aggregation of smaller buildings. Vertical modulation is well-suited for residential development and sites with steep topography.

Discussion

Urban design guidelines should address vertical modulation in order to eliminate monotonous facades. Vertical modulation may take the form of balcony setbacks, varied rooflines, bay windows, protruding structures, or vertical circulation elements – the technique used must be integral to the architecture.



Vertical modulation in urban setting

Special Considerations for Rose Hill Business District 8

Site and orient multi-story buildings to minimize impacts to adjacent single family residents. For example, if a multi-story building is located near a single family property, provide landscaping elements and/or minimize windows and openings to protect the privacy of adjacent homes. Another consideration is to increase upper level building setbacks.

Guideline

Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.



This building uses both horizontal and vertical modulation to add interest and reduce its visual bulk.

Special Considerations for the Totem Lake Business District Core

Since greater heights are allowed in TL 1 than elsewhere in the city, the impacts of increased height are a concern. Impacts associated with taller buildings are generally ones of reduced open space and privacy, shadowing and loss of light.

Massing of development in slimmer but taller towers rather than in shorter, wider buildings presents an opportunity to create open space between existing buildings, particularly when buildings step back from property lines and neighboring structures. For new buildings to fit in to the existing setting, a balance between higher and lower structures should be maintained.

To preserve openness between structures, separation between towers, both on a development site and between adjacent properties, should be provided. The specific separation should be determined based on height, relation and orientation to other tall structures, configuration of building mass and solar access to public spaces.

Taller buildings or “towers” in TL 1 should have relatively compact floor plates. The use of towers above a two-three story podium creates a varied building footprint and the perception of a smaller overall building mass. When the building’s mass is instead concentrated in lower buildings with larger floor plates, greater emphasis should be placed on open space and plazas to provide relief at the pedestrian level.

Design treatments used in the upper portion of a building can promote visual interest and variety in the Totem Lake Business District Core skyline. Treatments that sculpt the facades of a building, provide for variety in materials, texture, pattern or color, or provide a specific architectural rooftop element can contribute to the creation of a varied skyline.

Special Considerations for Neighborhood Business Districts, Finn Hill Neighborhood Center (FHNC) and the Houghton/Everest Neighborhood Center, Bridle Trails Neighborhood Center (BCX Zone) Issue

Because these districts are typically integrated into residential areas, the design should reflect the scale of the neighborhood by avoiding long façades without visual relief.

Guideline

Façades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all floors above the ground floor combined with changes in color and material.

Building Modulation – Horizontal Issue

Horizontal building modulation is the horizontal articulation or division of larger building façades. The lower portion of a multi-story building should incorporate pedestrian-scale elements and a strong base. The top of the building should incorporate distinctive roof treatments. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Horizontal modulation is well suited to downtown areas and automobile-oriented streetscapes where the development of tall building masses is more likely.

Discussion

A lively urban character uses a variety of architectural forms and materials that together create an integrated pattern of development with recurring architectural features. Horizontal awnings, balconies, and roof features should be incorporated into new development provided that their appearance varies through the use of color, materials, size, and location.



Special Considerations for Rose Hill Business District 8

Because of the proximity to low density areas, a combination of vertical modulation techniques to reduce the architectural scale of buildings is desirable to provide visual relief for the surrounding residential neighborhood. Modulation is encouraged at 30 foot intervals. Alternatives will be considered provided they meet the intent of the guidelines.

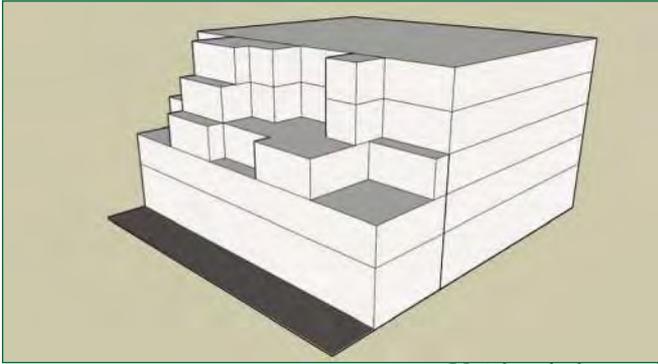
Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.

Special Consideration for Downtown Kirkland

Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.

Special Consideration for Building Massing in Central Business District 1 (CBD 1A & 1B) and the Houghton/Everest Neighborhood Center - Upper Story Step Backs, Bridle Trails Neighborhood Center (BCX Zone) Issue

Taller buildings can negatively affect human scale at the street level and should be mitigated. Upper story step backs provide a way to reduce building massing for larger structures. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.



Varied step back approach

- ◆ In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.
- ◆ Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street.
- ◆ Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.
- ◆ Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.
- ◆ Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key facades. Special attention to maintain an activated streetscape is important in these areas

Special Considerations for Rose Hill Business District 8

Encourage buildings to utilize architectural styles common to neighboring residential areas. This includes hipped or gabled roofs, front porches or covered entries, and fenestration patterns that relate to adjacent single family homes.

the following principles:

- ◆ Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings).
- ◆ The space should appear and function as public space rather than private space.
- ◆ A combination of lighting, paving, landscaping and seating should be utilized to enhance the pedestrian experience within the public open space.
- ◆ Public open space should be activated with adjacent shops, outdoor dining, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.

- ◆ Where substantial open space “trade-offs” are proposed, site context should be the primary factor in the placement of the public open space (e.g. important corners, solar access).

Guideline for CBD 1A & 1B only - Building Cantilevering Over Sidewalks

Buildings may be allowed to cantilever over sidewalks if a sidewalk dedication and/or easement is required consistent with following guidelines:

- ◆ The total length of cantilevered portions of a building should be no more than 1/3rd of the entire length of the building façade. The cantilevered portions of a building should be spread out and not consolidated in a single area on the building façade.
- ◆ Unobstructed pedestrian flow should be maintained through the subject property to adjoining sidewalks.
- ◆ Space under the building cantilever should appear and function as part of the public realm.
- ◆ The sense of enclosure is minimized.

Special Considerations for Neighborhood Business Districts and FHNC

Issue

Where buildings are close to the street in these neighborhood areas, vertical building massing can negatively affect human scale at the street level. Upper story step backs provide a way to reduce building massing. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.

Guideline

Above the ground floor, buildings should utilize upper story step backs to create receding building forms as building height increases. Rather than a rigid stair step approach, varied step back depths and heights should be used to create well modulated façades and usable decks and balconies overlooking the street.

Issue

Within the South Rose Hill Neighborhood Plan, additional mitigation of scale impacts is called for.

Guideline

Building height, bulk, modulation, and roofline design should reflect the scale and character of adjoining single-family development.

Color

Issue

Color bolsters a sense of place and community identity (e.g., white New England villages, adobe-colored New Mexico towns, limestone Cotswold villages). Kirkland should consider emphasizing the existing color scheme and developing a unified design identity.

Discussion

A variety of colors should be used in Kirkland. By no means should design be limited by overly-restrictive guidelines dictating color use. Based on Kirkland’s existing color scheme, the following general guidelines can prevent garish, incongruous colors from being inappropriately applied or juxtaposed to more subdued earth tones and colors.

- ◆ Where appropriate, use the natural colors of

Special Considerations for Rose Hill Business District 8

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 the 128th street corners to reinforce the desired pedestrian-oriented character of the district.

Encourage special landscaping elements on all street corners including a variety of plant types and textures that add seasonal interest. Encourage all buildings located at or near street corners 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.

Neighborhood Center (BCX Zone)

Special attention to the use of colors and materials should be used on a building's upper stories to reduce the appearance of taller buildings.

Street Corners

Issue

Street corners provide special opportunities for visual punctuation and an enhanced pedestrian environment. Buildings on corner sites should incorporate architectural design elements that create visual interest for the pedestrian and provide a sense of human proportion and scale.

Discussion

Corners are crossroads and provide places of heightened pedestrian activity. Rob Krier notes that: “The corner of a building is one of the most important zones and is mainly concerned with the mediation of two facades.” Corners may be accentuated by towers and corner building entrances.



Guideline

Buildings should be designed to architecturally enhance building corners.

Special Consideration for Downtown Kirkland

Special attention should be paid to both the design and detailing of new buildings on corner sites in the pedestrian oriented design districts. Existing buildings could incorporate some of these elements (human-scale and visual punctuation) through the use of such elements as awnings and well-designed signs at the corner.

Downtown Kirkland has several “T” intersections, and the building located at the terminus of the street view corridor presents a high-visibility opportunity for special architectural treatment.

The corner of Central Way and Third Street marks a prominent gateway to the core area as well as the Downtown Transit Center and deserves special design emphasis.

Special Consideration for Houghton/Everest Neighborhood Center

The corner of NE 68th Street and 108th Avenue NE provides a gateway to the Neighborhood Center. Buildings at this corner should be designed to enhance this gateway with elements such as building setbacks and step backs, architectural features, public open space, view preservation and art (see also Design Guidelines for Entry Gateway Features). Building frontages should encourage street level pedestrian activity.

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, May 19, 2022 8:51 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #18614] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details

ID 18614

Date/Time 5/19/2022 8:50 AM

Type 85th Station Area Plan

Address 11811 NE 102nd Pl, Kirkland

Origin Call Center

Comments I'd like to ask for clarification or explanation regarding the true equity and accessibility of the new Station Area as presented at the SAP Open House tonight. Specifically, the entire design reeks of ableism. How is anyone who is differently or physically disabled supposed to feel or be included in this new walkable and bikeable area?

I understand the BRT designs fall under WSDOT's purview, but perhaps you can somehow require a redesign of the grade for the pedestrian paths on 85th north to the BRT. They are set at 5%; ADA requirements explicitly state a maximum of 2% grade.

Additionally, within the SA itself, someone using a wheelchair, walker, cane, stroller, crutches, etc., will struggle to walk throughout the area and will therefore be excluded. I'm sure there will be subterranean parking available, but that's not the intent of this design. It's sold as a walkable, bikeable area.

Finally, I remain baffled as to why this sort of growth:

1. Improves the quality of life of residents (an explicit goal of the SAP)
2. Is necessary when Kirkland will already exceed population and job growth requirements as set forth by the Growth Management Act.

I would sincerely appreciate an explanation of these decisions. It's very frustrating to listen to continual concerns by my fellow citizens that clearly go unlistened to. The City Council plows ahead with its own desires, ignoring the fact they are to be representatives of their constituents.

Thank you,
Kara Pietila
Highlands Resident

Submitter Pietila, Kara D
11811 NE 102nd Pl
Kirkland, WA 98033
captainkarad@gmail.com

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From: Curtis Fleck <cleefleck78@gmail.com>
Sent: Monday, May 23, 2022 4:44 PM
To: Jon Pascal; Allison Zike
Subject: Public Comment for Station Area

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Dear Councilmember Pascal and Planning Commissioner Zike,

My husband Curt and I have watched every meeting regarding the 85th Street Station Project Plan and he has emailed you both plus had two very pleasant phone conversations with Jon Pascal. He spoke with you on behalf of our neighborhood, Overlook Village, which is bordered by 80th, the apartment style condos on 118th Way, and the homeless shelter/church on 120th, plus Lee Johnson who shares our fence. I am writing as a homeowner and constituent who is extremely disappointed with decisions being made that will affect our neighborhood.

Many times, we have heard the phrase "affordable housing", however all 30 of the households which will most likely be displaced already live in "affordable housing" within the station area. Our homes in Overlook Village are not multi-family structures, but have provided a lovely residential atmosphere for our eleven families since 1990. I am appalled by the disregard of the Council and Planning Commission toward those of us who are already living in the station area.

It is highly probable (especially with offered incentives) that since it was stated at a recent joint Council/Commission meeting that adjoining neighborhoods (Phases 1 and 2) needed to be rezoned for higher density to increase the tax base and thus help fund this project, our neighborhood will be approached for redevelopment. It seems so unfair that an established neighborhood of current tax payers will be impacted so much. It seems to me that the displacement of our residents will further contribute to Kirkland's housing crisis, especially for my husband and I who are on fixed retirement incomes. We are truly a part of the shrinking middle class!

Even if our neighborhood is not approached for redevelopment after rezoning, (highly improbable) I can not imagine the traffic, construction, and inconveniences damaging our future quality of life. It appears that the City is more focused on recreating Kirkland without planning for infrastructure needs which should be a top priority.

Thank you for reading my comments and concerns. I noticed that a topic of discussion has been that of renaming the Station Area. I suggest Googleland as I feel the city of Kirkland has sold their soul to Google.

Sincerely,
Alice Fleck

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, May 27, 2022 2:20 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #18740] (85th Station Area Plan) -

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Service Request Details

ID 18740
Date/Time 5/27/2022 2:20 PM
Type 85th Station Area Plan
Address 1819 9th St W, Kirkland
Origin Call Center
Comments Dear City Council,

I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.

Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.

Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten

percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thanks,
Deb and Steve Oroszlan

Submitter Oroszlan, Deb
1819 9th St W
Kirkland, WA 98033
425-941-7022
doroszlan@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, May 27, 2022 2:21 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #18741] (85th Station Area Plan) -

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A new service request has been submitted and action needs taken.

Service Request Details

ID 18741
Date/Time 5/27/2022 2:20 PM
Type 85th Station Area Plan
Address 1819 9th St W, Kirkland
Origin Call Center
Comments CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council Member:

I am writing to express my great concern regarding the entrance to the "Kiss & Ride" Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This planned entrance to the "Kiss & Ride" will create significant problems for Highlands' residents including traffic, parking problems, and noise. Having a single access point to the "Kiss & Ride" in a residential neighborhood is problematic and misguided. The "Kiss & Ride" will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already busy, especially at rush hour, and the volume of cars and traffic will increase exponentially with drivers traveling to and from the "Kiss & Ride". Trying to enter onto 405 during rush hour from West of Market will be horrendous! The "Kiss & Ride" entrance in the Highlands will also clog our streets as drivers wait to pick up commuters, creating a dangerous situation for

residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Avenue NE and adjacent streets without restriction.

There is an alternative to this ill-conceived plan. Access to the "Kiss & Ride" should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Thank you
Steve and Deb Oroszlan

Submitter Oroszlan, Deb
1819 9th St W
Kirkland, WA 98033
425-941-7022
doroszlan@gmail.com

[View in QAlert](#)

From: Thomas Neir <tomneir@gmail.com>
Sent: Friday, May 27, 2022 2:36 PM
To: Planning Commissioners
Cc: Allison Zike
Subject: SUPPORT for Station Area Plan - Coming meeting topic

Follow Up Flag: Follow up
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CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I am writing to **SUPPORT** the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, is fortunate enough to have attractive, grade A office space, opportunities what also include residential and transit option.

Kirkland's character, future and sustainability will surely be enhanced by approval of the propose station plan. The land currently occupied by the Lee Johnson car dealership location, next to the new interchange and BRT, is by far the best location for towers of density that will house and employ thousands with a minimum of environmental impact; an example for the entire region.

Further, the transportation options enabled by the new I-405/85th interchange will open new transportation possibilities for Washington High School ("LWHS") students/faculty, the 9,000 people that will occupy buildings, those that currently utilize both 85th and 405. All forms of transportation will, for the first time, have robust usage option right here in Kirkland.

Do listen to, but do not over-weight, the inputs from those championing single-family neighborhoods, exclusivity, and NIMBY narrowness, to the exclusion of a multitude of living options, diversity, and sustainable growth. Also, please work to fully utilize the newly free DOT land to the good of Kirkland.

Please march proudly ahead with the plan and work with major partners that will make this a cornerstone of wise growth for all to witness.

Thanks,

Tom Neir

NE 85th Street Station Area Plan

May 31, 2022



Acknowledgments

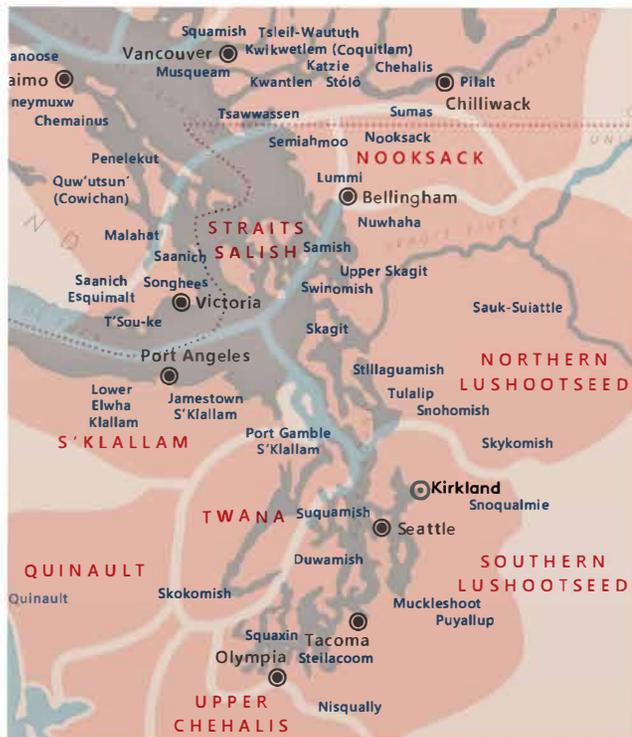


Image Source: LandLines Map, Burke Museum, USGS Topographic Map; Seattle quadrangle, 1906

Land Acknowledgment

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 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.

Source: City of Kirkland adopted land acknowledgment language.

City of Kirkland

City Manager's Office

- Kurt Triplett
- Tracey Dunlap
- Jim Lopez
- David Wolbrecht

Planning and Building Department

- Adam Weinstein
- Jeremy McMahan
- Allison Zike
- Jon Regala
- Janice Swenson
- David Barnes
- Scott Guter
- Shaylyn Reed

Public Works Department

- Joel Pfundt
- Victoria Kovacs
- Rachelle Starrett
- Thang Nguyen
- Kelli Jones
- Rachel Konrrdady
- Josh Pantzke
- John Burkhalter

Parks and Community Services

- Mary Gardocki
- Lynn Zwaagstra

Finance

- George Dugdale
- Kevin Pelstring

Consultant Team

- Mithun
- BERK
- BUSS
- ECONorthwest
- Fehr and Peers
- Herrera
- Rushing
- Habile

Public Agency Stakeholders

- Lake Washington School District
- Sound Transit
- Washington Department of Transportation
- King County Housing Authority

City Council

- Penny Sweet, Mayor
- Jay Arnold, Deputy Mayor
- Neal Black
- Kelli Curtis
- Amy Falcone
- Toby Nixon
- Jon Pascal

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- Scott Reusser, Vice Chair
- Katya Allen
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- Bria Heiser (term began April 2022)
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- Sandeep Singhal
- John M. Tymczyszyn

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- Faith DeBolt, Vice-Chair
- AJ Antrim
- Shreedhaarini Balamurugan, Youth Member (appointed April 2022)
- Rafael Fernandez
- Brian Magee
- Michelle Quinton
- Patrick Vu (appointed April 2022)
- Lisa McConnell (served through March X, 2022)
- Hayden Goldberg, Youth Member (served through December 2021)
- Brad Haverstein (served through July 2021)
- Douglas Jacobson (served through May 2021)
- Terry Marpert (served through May 2021)

Table of Contents

Acknowledgments	2	Vehicle traffic.....	82
How To Use This Plan	8	Open Space	84
1.0 Executive Summary—	10	Environment	86
Overview and Context.....	12	Public Services & Amenities.....	88
Station Area Objectives and Vision	14	A Shift Toward People-Centered Places	90
Planning for Growth.....	16	Station Area 2020 Market Study.....	92
Urban Design Framework	18	Development trends.....	94
Character Sub Areas	22	Urban Design Analysis	96
Key Urban Design Elements	24	Station Area Plan Elements —	98
120th Ave NE Main Street	26	NE 85th Study Area Existing Conditions 2022	100
Forbes Lake Park	28	NE 85th Study Area Future Vision	102
Norkirk Maker District	32	4.0 Community Benefit Strategies —	104
Green Innovation District.....	36	Planning for Community Benefits	106
Moving Towards Implementation	38	Affordable Housing.....	110
2.0 Project Context	40	Schools and Education	112
Project Objectives and Planning Context.....	42	Sustainability, Climate Action, and Resilience	114
Planning for Growth.....	44	Parks and Open Space	116
Referencing Key Relationships to the SAP	46	Mobility: Walking and Rolling.....	118
Station Area Existing Condition 2022	50	5.0 Vision and Urban Design Framework—	120
Developing The Plan.....	52	The Community Vision	122
Engagement Summary Feedback	62	Urban Design Framework	124
3.0 Existing Conditions	64	The Norkirk Maker District Vision.....	130
Growth Trends	66	Character Sub Areas	132
Our Community.....	68	Character Subarea Precedent Imagery.....	134
The Station Area Today.....	74		
Land Use	76		
Pedestrian & bike connections	78		
Transit.....	80		

6.0 Land Use and Zoning —	136
Land Use, Zoning Concepts and Goals	138
Land Use, Zoning Initiatives and Goals	140
Growth Framework	142
NE 85th Study Area Future Vision	144
Future Land Use Map	146
The Form-Based Code	148
NE 85th Street Form-Based Code	152
Green Innovation	160
7.0 Parks, Open Space & Environment —	162
Parks, Open Space and Environment	
Concepts and Goals	164
Open Space Framework	166
Open Space Typologies: Characteristics	168
Open Space Typology Examples	170
Open Space Project List	176
8.0 Transportation & Mobility —	184
Transportation and Mobility Concepts	
and Goals	186
NE 85th Street Future Vision, Looking West	192
Active Transportation Plan Coordination	194
Supporting the Future Transit Network	196
Mobility and Modal Split Goals	198
Street Types	200
Street Type Sections	202
Transportation Projects	206
9.0 Utilities & Public Services —	212
Utilities & Public Service Concept & Goals	214
Stormwater Infrastructure	218
Distributed / Shared Infrastructure	220
Water and Sewer	220
Public Services	222
Representative Projects	222

10.0 Sustainability Framework—	224
Background and Context	226
Sustainability Framework Goals and Principles	230
NE 85th Station Area Ecological Framework	232
Prioritizing Ecosystem and Green	
Infrastructure Strategies	234
NE 85th Station Area Energy Framework	236
Prioritizing Energy and Decarbonization	
Strategies	238
Summary of Ecosystem and Green	
Infrastructure Strategies	240
Summary of Energy and Decarbonization	
Strategies	242
11.0 Appendix — Table of Contents	244
11.1 Appendix — Implementation Strategies	246
11.2 Appendix — Recommendations List	248
11.3 Appendix — Recommended Infrastructure	254
11.4 Appendix — Supporting Plan Summary	264
11.5 Appendix — Market Study (2020)	284
11.6 Appendix — Forbes Lake Technical Memo	286
11.7 Appendix — Transit Travel Time Analysis	288
11.8 Appendix — Engagement Comment	
Summaries	290
11.9 Appendix — High-Performance Buildings &	
Sustainability Protocols	292
11.10 Appendix — Supplemental	
Transportation Memo	294

How To Use This Plan

The NE 85th Station Area Plan (SAP) is an effort led by the City of Kirkland to take a comprehensive look at how the area may evolve within an approximately 1/2-mile radius of the future Stride Bus Rapid Transit (BRT) station planned by Sound Transit and new WSDOT I-405 interchange at NE 85th Street. The SAP outlines the overall vision as a vibrant, mixed-use environment and a model of innovation with plentiful affordable housing and a mix of both high tech and family wage jobs linked by transit.

Community members, elected officials, and City staff should look to this long-range Station Area Plan as a guide to the area overall vision and goals, recommended public projects and services as well as future opportunities, and for additional detail surrounding the Preferred Plan direction which establishes growth targets and was included in the [Final Supplemental Environmental Impact Statement \(FSEIS\)](#) published in December 2021. The city will use the SAP and its appendices to inform,

guide, and coordinate implementing policies and plans including:

- A Station Area Chapter of the Comprehensive Plan to establish goals and policies for future growth. This chapter will be an overlay that addresses the Station Area relationships to existing Neighborhood Plans for Everest, Highlands, Moss Bay, Norkirk, North Rose Hill, and South Rose Hill.
- A new Form-Based Code chapter in the Zoning Code
- Parcel Rezones
- Design Guidelines
- Help inform and coordinate with other ongoing, citywide planning efforts such as the capital facilities plan
- Identify opportunity areas for further exploration

The overall structure of this SAP begins with an executive summary, an overview of the vision, a history of the planning processes, and then provides detail

into each of the key plan elements including Land Use, Open Space and Environment, Transportation and Mobility, Utilities and Public Services. Each plan element describes recommendations and goals, including supporting technical guidance in the form of zoning or other regulatory changes, design guidelines, and implementation strategies. This plan will guide where new jobs and homes will go and their relative density and form. The plan also describes where transportation network connections can be added or enhanced.

The SAP is closely related to other key strategic planning initiatives within the City of Kirkland. These include:

- A periodic update to the Comprehensive Plan (to be adopted 2024)
- Ongoing Park, Recreation and Open Space (PROS) Plan update (anticipated 2022)
- Sustainability Master Plan (Adopted 2020)
- Ongoing Active Transportation Plan (ATP) update (to be adopted 2022)
- High-Performance Building Standards (adopted

2022)

- Designation of portions of the Moss Bay Neighborhood and Station Area as a King County Regional Growth Center (and pending review of PSRC Urban Growth Center review after adoption of Station Area Plan)

Relevant projects and strategies from these initiatives are referenced throughout this document and were used to inform the structure and content of the Station Area Plan.

Within the document, several desired community benefits are identified based on community feedback, City Council and Planning Commission direction, and initial findings from the Draft Supplemental Environmental Impact Statement (DSEIS) and Opportunities and Challenges Report completed in 2020. These community benefits are outlined with a specific icon relating to affordable housing, mobility, parks and open space, sustainability, and schools. Initiatives that provide community benefits will be noted with the following icons:



1.0

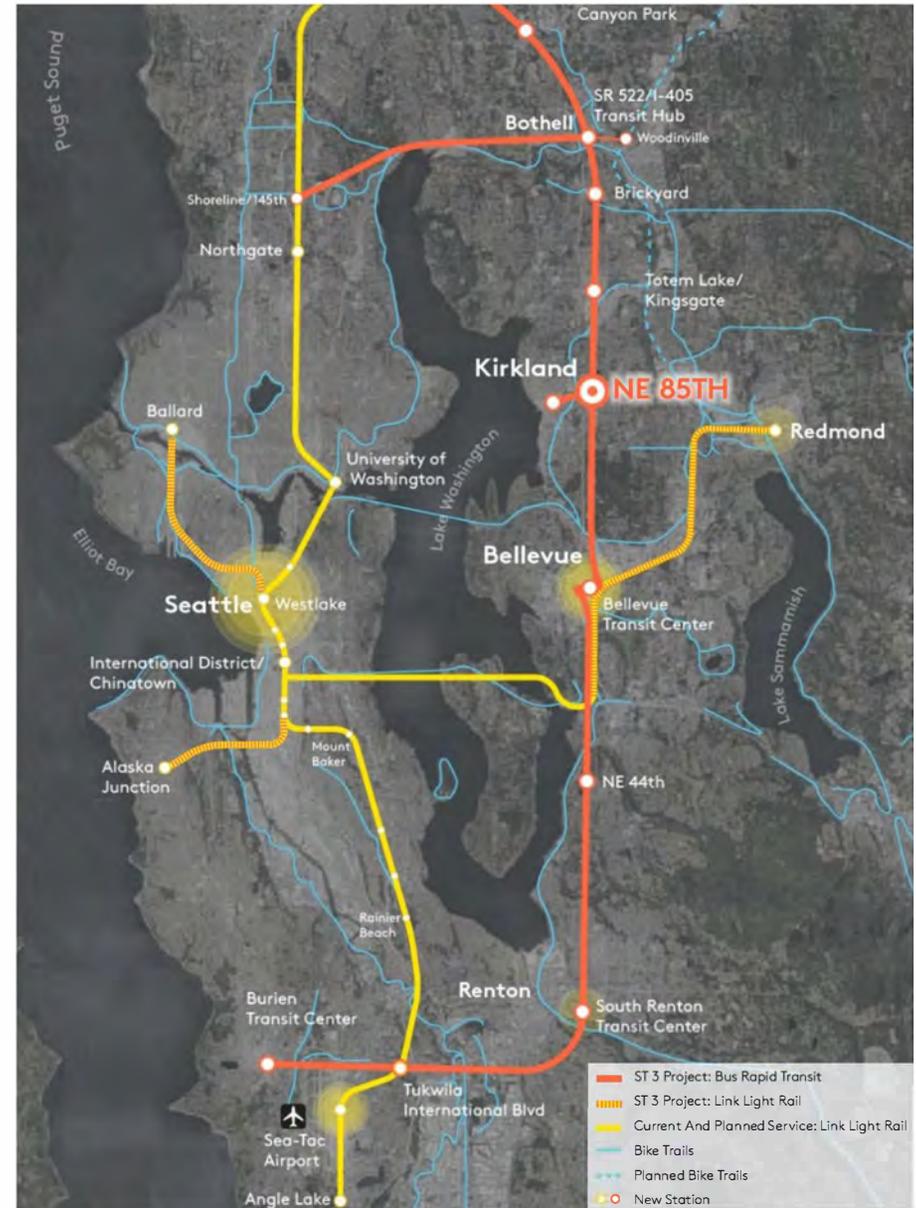
Executive Summary—

Overview and Context

Voter-approved transit funding package Sound Transit 3 (ST3) is bringing a once-in-a-generation transit investment to Kirkland with a new reconfigured interchange and Bus Rapid Transit (BRT) Stride station at NE 85th St and I-405 by 2026. The BRT Station and planned Stride BRT line (Burien to Lynnwood), developed by Sound Transit and the Washington State Department of Transportation (WSDOT), is designed to connect Kirkland to Link Light Rail service at stations in Downtown Bellevue and the Lynnwood Transit Center with frequent bus service every 10-15 minutes. The City of Kirkland's Station Area Plan (SAP) considers changes to policies, regulations and zoning to proactively plan for potential growth over the next 20+ years and encourage transit-oriented development near the BRT station to leverage this regional investment and create the most value and quality of life for Kirkland.

The Plan goals build on the 2035 Comprehensive Plan; the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans; and the Sustainability Master Plan. It includes an approach to Form-based zoning and a Planned Action supported by HB 1923. The planning process includes the issuance of a Supplemental Environmental Impact Statement (SEIS) to the 2035 Comprehensive Plan EIS.

a proactive plan to leverage a once-in-a-generation regional transit investment



* Source: www.soundtransit3.org

Station Area Objectives and Vision

The Vision

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.

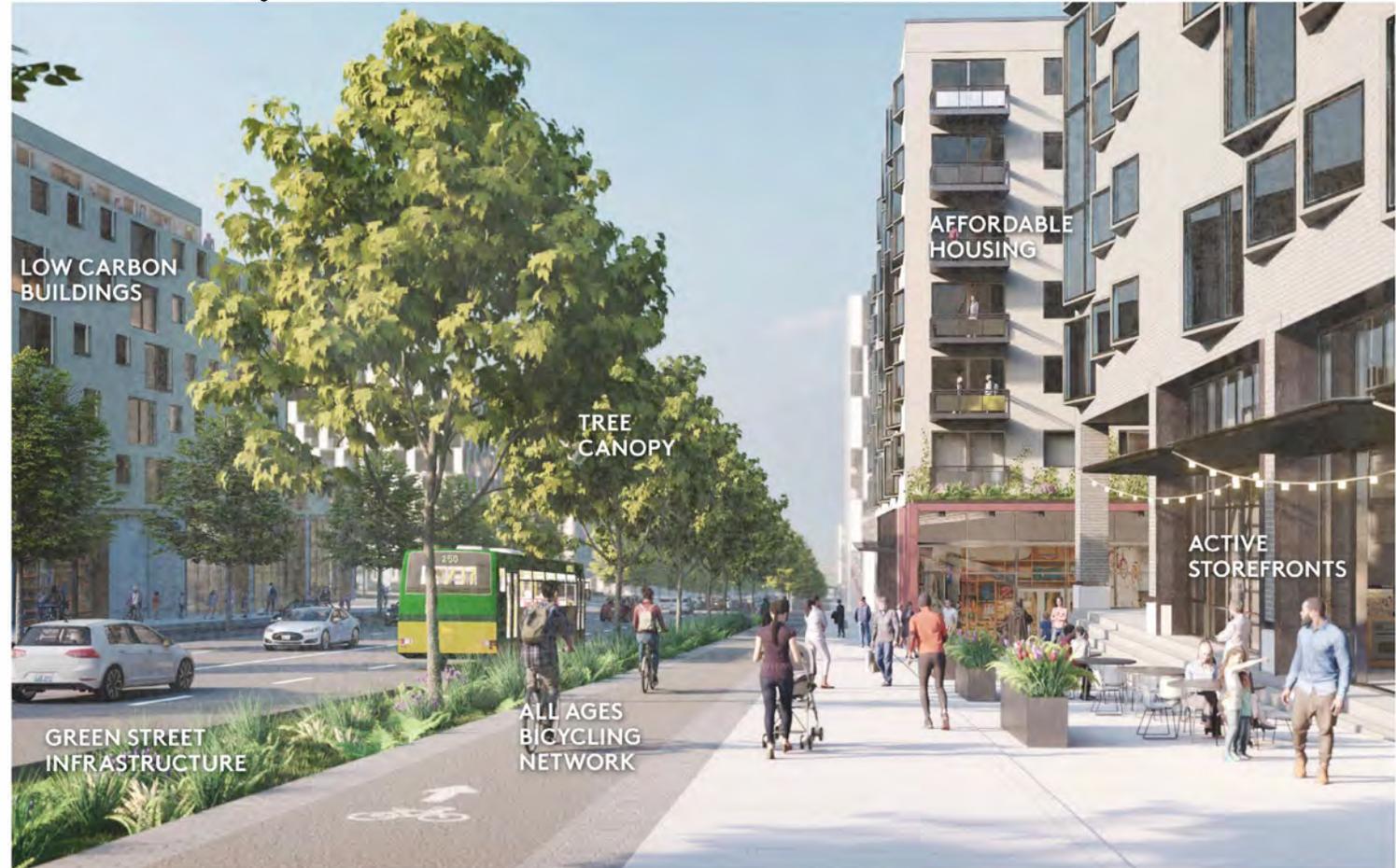
a place to connect and deeply rooted in the history of the land, the people, and the culture of this special area

The City's Objective

Leverage the BRT station regional transit investment. 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.

NE 85th St. Future Vision Looking West



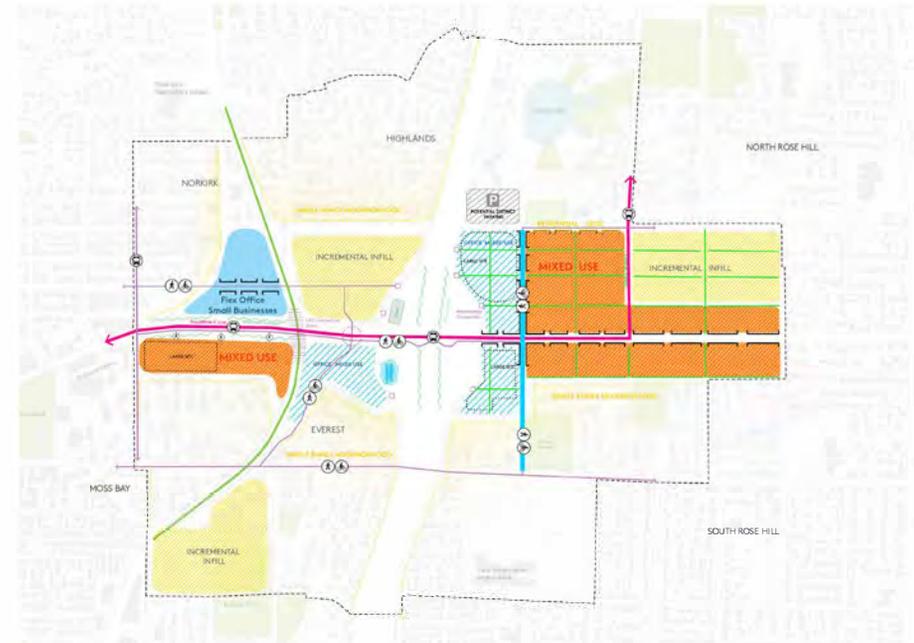
Planning for Growth

With a strong fundamental real estate market and significant regional transit investment, proactively planning for growth will help the community shape their own future by creating a vision and plan for development in the Station Area. The intent of the overall Station Area Plan growth framework is to:

- Support sustainable levels of service provision, by coordinating transportation infrastructure and land use capacity with changes near the BRT node to help achieve the City's fiscal responsibility and sustainability goals.
- Attract new jobs to foster economic activity and meet citywide targets.
- Balance the type and mix of allowed development and distribution of commercial-focused development across the area.
- Promote inclusion and support a range of attainable housing choices for existing residents, students, and workers.

The Growth Framework developed in 2020 as a basis for the Draft Supplemental EIS alternatives reflects public comments on a range of scenarios and focuses increased allowable building heights in areas that provide clear benefits to the community and take advantage of regional transit connections, rather than areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other factors. The areas planned for greater capacity for change are focused around the BRT node and the Cross-Kirkland Corridor, including two areas in Rose Hill nearest to the planned BRT Stride station: the mid-rise office designation in the northeast quadrant and the high-intensity office designation in the southeast quadrant; and the flex industrial – residential capacity in the Norkirk LIT area in the northwest quadrant. These are supported by an urban design framework that holistically brings together infrastructure and services within a future vision for welcoming this growth.

Study Area (June 2020): initial growth concept that served as the basis for the draft SEIS alternatives



Source: Mithun, 2020



Urban Design Framework

Alongside the vision for the Station Area Plan is an urban design framework that establishes a set of overarching strategies to shape development in the future. These strategies were developed based on community input and Council direction and are reflected throughout subsequent chapters of the Station Area Plan as well as implementation tools like Form-based Code and Design Guidelines.

How should we grow?

Focus Near Transit



1. 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 providing the potential for improved commutes and focusing growth in the City where residents and employees have the best access to high-capacity transit 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.

A Strong Public Realm Network



2. 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 places for people to connect, welcoming public art and cultural opportunities, a mix of active ground floors, 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, 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 massing.

A Network of Mobility Options



3. Connect neighborhoods together with a comprehensive, 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 mid-block connections help break down large auto-oriented 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 future King County Metro's K-line BRT, flexible parking policies, and specific roadway capacity improvements provide a multi-faceted approach to mitigate congestion and accommodate travel needs on roadways and parking demand. This holistic approach to mobility is integrated into all aspects of the urban design framework.

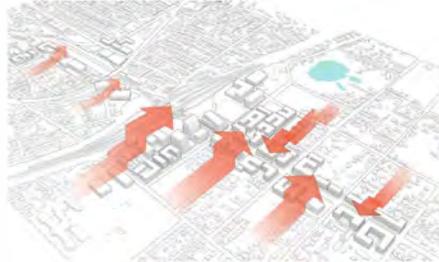
Leverage Existing Natural Systems and Resources



4. Leverage existing natural systems and resources, enhance ecosystem performance, and increase resilience.

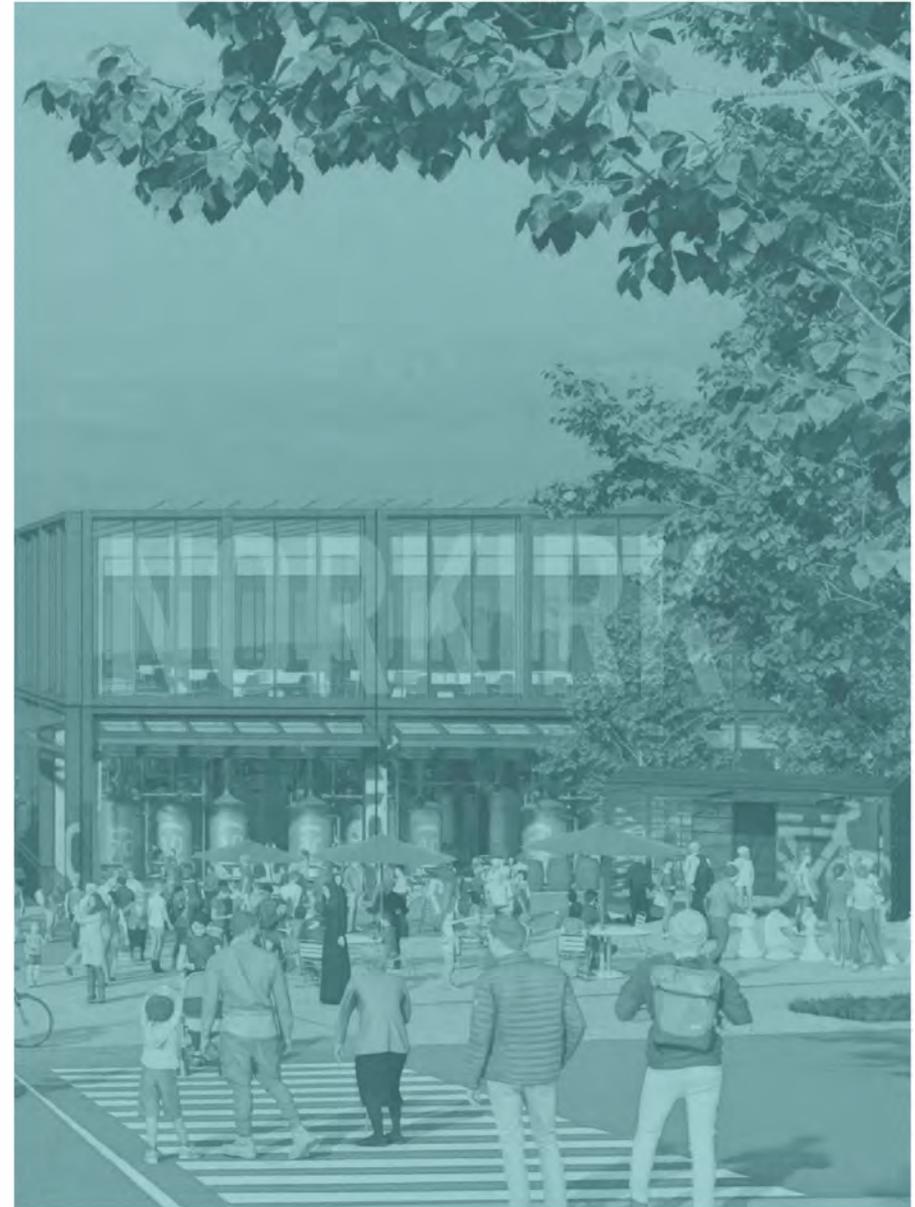
Like all of Kirkland, the station area is a rich natural environment with important ecological assets and opportunities to improve the sustainability and resilience of the district. Updated policies encourage stormwater management through on-site green infrastructure like bioswales in streetscapes and 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.

Transitions in Scale to Adjacent Neighborhoods



5. 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.



West Character Sub Areas

The Urban Design framework is a cohesive set of design strategies used throughout the Station Area. Within the larger urban design framework, character subareas specify the unique opportunities and desired elements for each portion of the study area that build on existing assets and characteristics the community values. These subareas can inform public investments, design guidelines for future development, and placemaking.

West of 114th Ave NE, NE 85th Street is built on an elevated structure, and the topography of the area creates two distinct districts: the Maker District in the Norkirk and Highlands neighborhoods north of 85th and the Downtown Gateway District in the Everest and Moss Bay neighborhoods south of 85th. Here, the focus is supporting pedestrian-oriented districts and enhancing Cross Kirkland Corridor as the major north south connection.

Maker District

Pedestrian-oriented district building on Norkirk's character and excellent Cross Kirkland Corridor trail connections. 7th is a lively connection between the BRT drop off and downtown. The traditional mixed industrial/commercial character of the area is recognized while encouraging more urban uses supporting "maker" activities, locally-owned small businesses, active lifestyle and recreation-related private and public uses.

Downtown Gateway District

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 station and the Cross Kirkland Corridor providing connections between employment centers. This district will also provide the greatest opportunity to accommodate affordable housing within this higher density.

East Character Sub Areas

East of I-405, NE 85th Street is an important connector and gateway to Kirkland from Redmond. The Plan envisions NE 85th Street as a place to be, rather than travel through, that encourages people to gather and spend time in a lively public realm. It is supported by a robust mobility network that bridges existing barriers and provides safe crossings. The Forbes Lake District and Green Innovation District envision a strong public realm connection along 120th Ave NE, between North and South Rose Hill neighborhoods; and the Rose Hill Gateway District similarly envisions a cohesive public realm and safe crossings along NE 85th Street.

Forbes Lake District

A walkable mixed-use district with opportunities for mid-rise residential uses and higher intensity office 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.

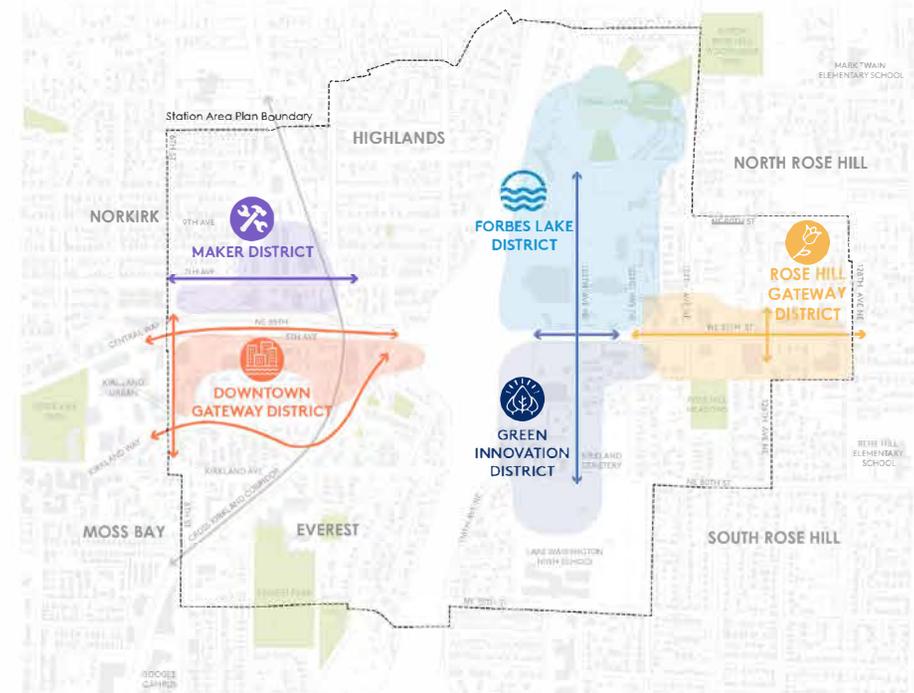
Green Innovation District

This vibrant, mixed-use district is a model of innovation and place for community, students, and the workforce to connect. It transitions from high intensity office uses near the BRT Station, to mid-rise shops and office uses, to townhouses, small apartment buildings, and civic uses. Active transportation choices, connections to green space, and walkable 120th Ave NE offer a healthy lifestyle. Existing cemetery is an opportunity for green space that provides opportunities for walking and more passive recreation.

Rose Hill Gateway District

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

Character Sub Areas



Key Urban Design Elements

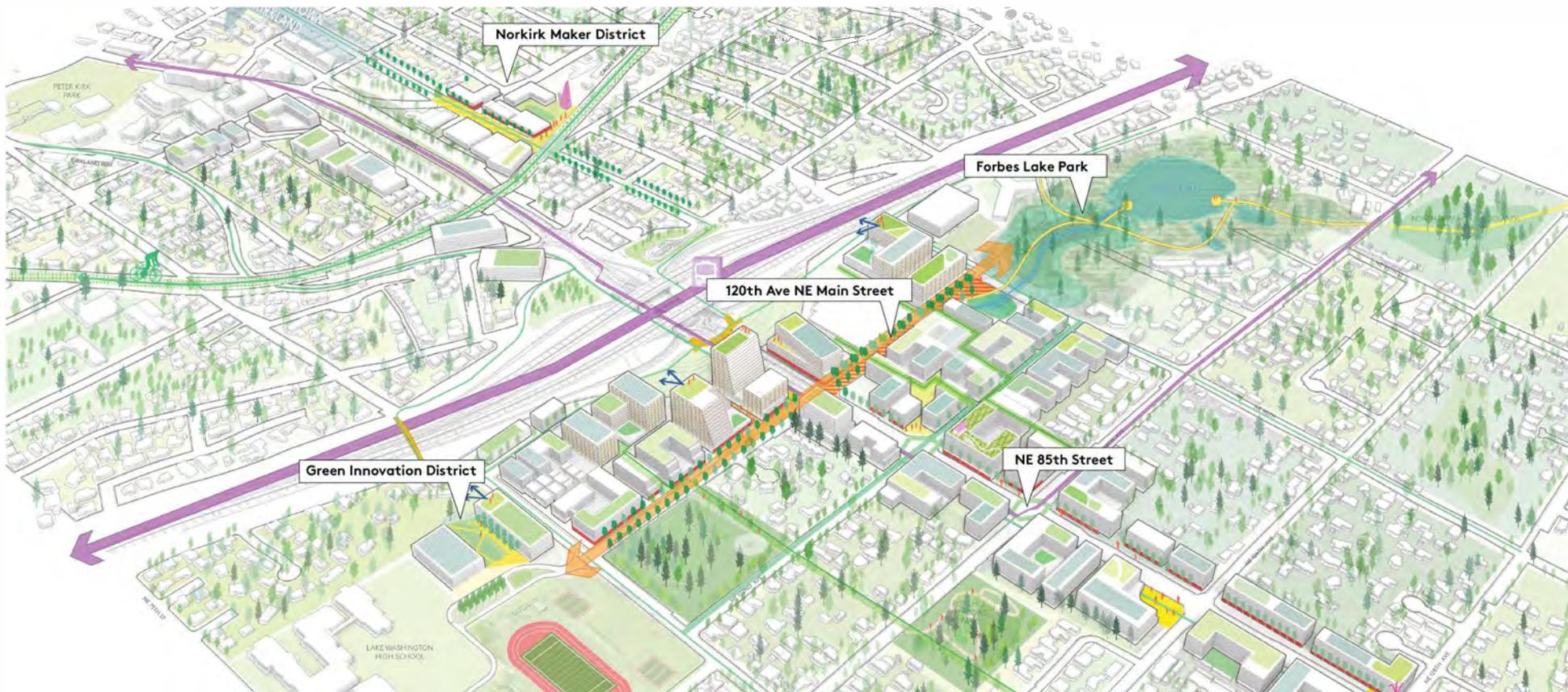
Based on the vision and urban design framework, a number of key initiatives are included in the Station Area Plan. These reflect both public investments, private development opportunities and partnerships that can bring together private, public, and institutional investments to realize the greatest value for the community.

The 120th Ave NE main street establishes a new civic heart for the district, adjacent to trails and open space amenities at the newly activated Forbes Lake Park. The Norkirk Maker District creates new opportunities for local businesses and mixed-use educational facilities help meet the continued need for expanded school

capacity. New multi-benefit mobility connections provide space for enhanced landscaping in the urban context and improve accessibility to existing parks.

Businesses are integrated with activation of the Cross Kirkland Corridor (CKC). Mixed use educational facilities

could help meet the continued need for expanded school capacity. A selection of those initiatives is described in the following pages.

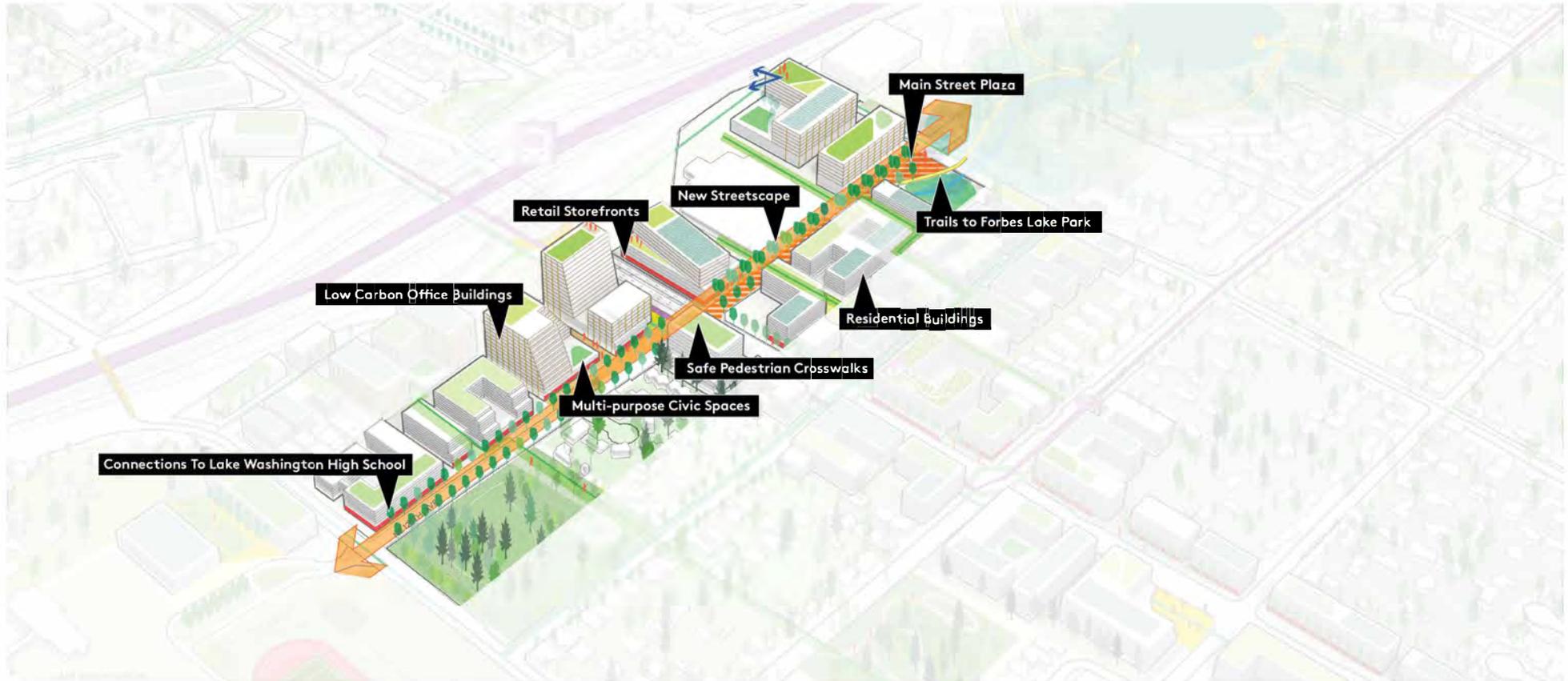




120th Ave NE Main Street

Many of Kirkland's most beloved public spaces are organized around streets that combine shopping and services, gathering spaces, and dense residential and office uses that help activate these spaces. 120th Ave NE, particularly between NE 85th St and NE 90th St, is envisioned as a future main street for the district with wider sidewalks, improved tree canopy, and human-

scaled, active ground floors. As part of the Forbes Lake subdistrict, a focus on connections to the lake through landscaping, gateway features, and wayfinding, and connections to the proposed Forbes Lake Park (see next initiative) will create a unique complement to existing destinations in the city.



Forbes Lake Park

Forbes Lake is a jewel in the station area. It serves a critical ecological habitat role in the larger watershed and provides opportunities for future visitors to connect with nature and Kirkland's history. The station area plan builds on previous concepts to establish a more robust park around Forbes Lake that can make it more accessible to future visitors and improve ecological function. The key components include a trail head plaza at 120th Ave NE and NE 90th St and a network of wide boardwalks connecting NE 90th St to the North Rose Hill Woodlands Park. The boardwalk system will serve the dual purpose of connecting park visitors with nature while providing an improved bicycle and pedestrian network connecting the Station area and surrounding community.



120th Ave NE Corridor and Forbes Lake Vision



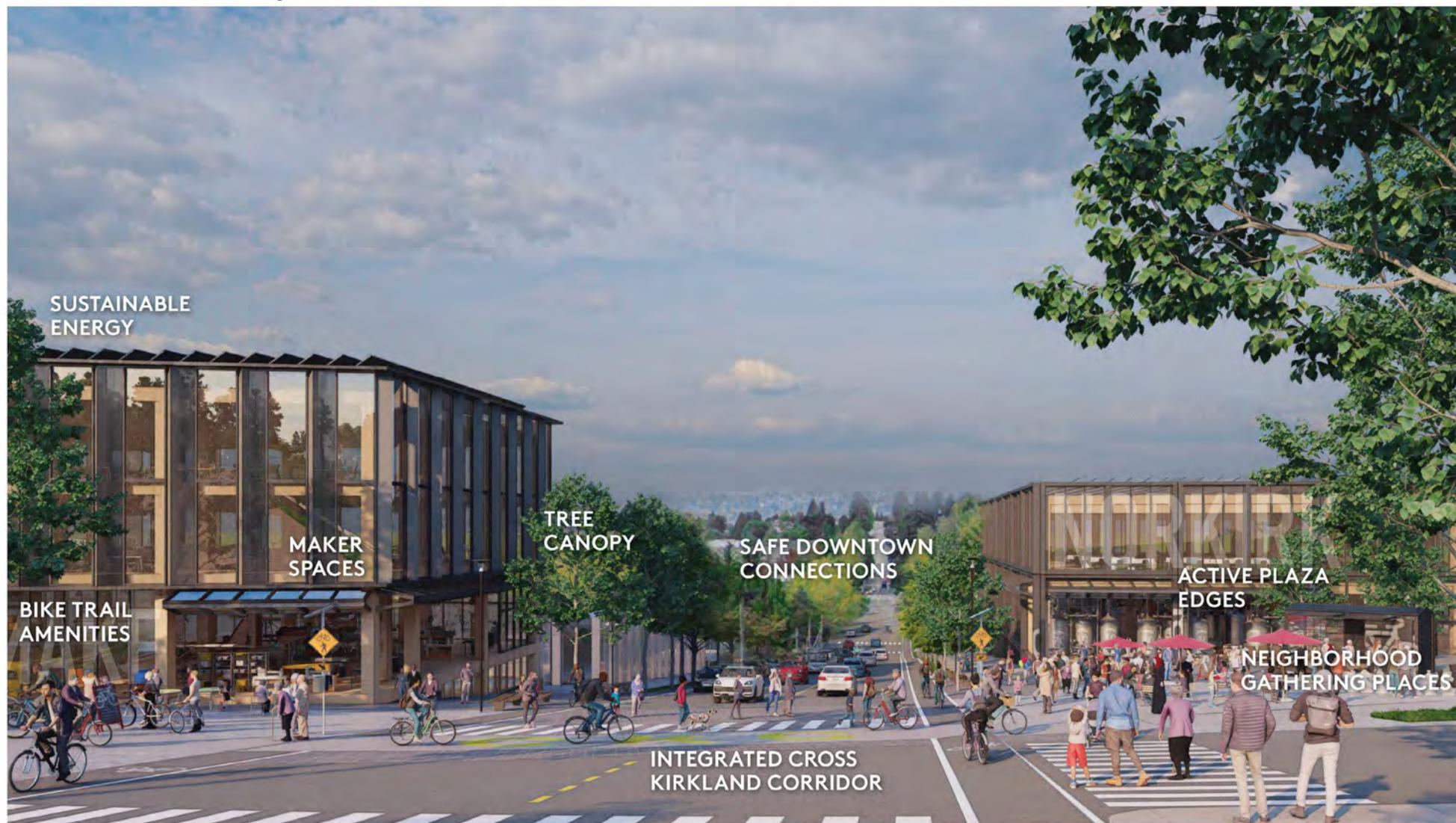


Norkirk Maker District

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. 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, workers, and visitors. 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 an additional draw to the area. Finally, activating the intersection of the Cross Kirkland Corridor and 7th Ave can emphasize this multimodal intersection and create a neighborhood gathering place with multimodal and recreational amenities.

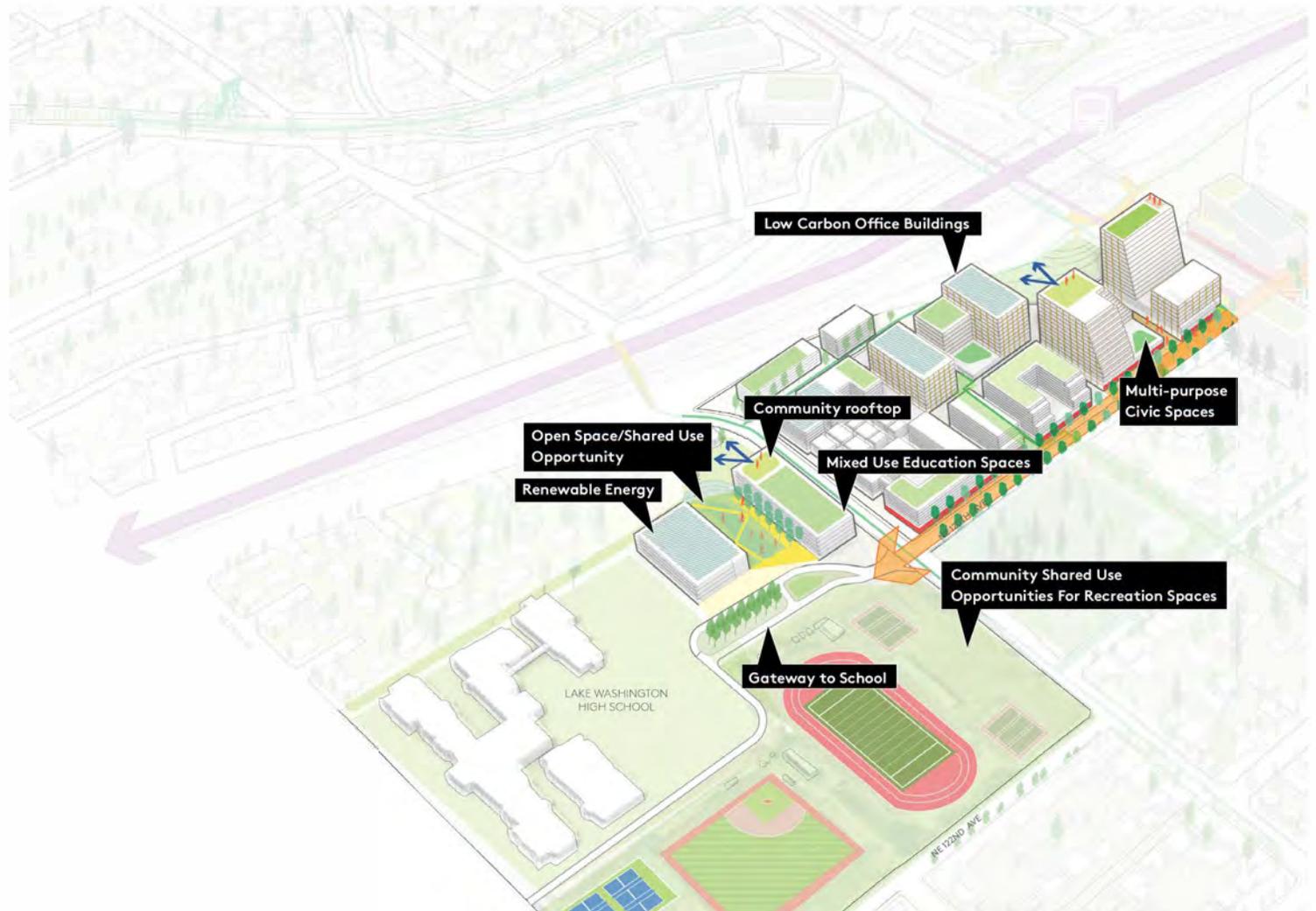


Norkirk Maker District Future Vision Looking West



Green Innovation District

As the City continues to grow, this subarea can show how innovative urban design strategies can meet community needs. Higher intensity office located close to transit can also provide for green mid-block connections and plazas. A pedestrian oriented corridor along 120th Ave NE will link Lake Washington High School with the rest of the neighborhood and the BRT station. The current cemetery can be improved to also provide passive open space. Innovative models for schools can add significant capacity on existing Lake Washington School District properties and integrate 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.



Moving Towards Implementation

The Study Area encompasses three main components to planning for the growth and future of this area. The first is the Plan and Planned Action Ordinance (PAO) boundary as shown in the dark black line in the diagram, which spans over 700 acres. Second, the Form-Based Code boundary which dictates design and character of the sub-area for over 250 acres within the Station Area. Lastly, the Phase 1 boundary planned for a mixed-use commercial district in the center of the plan adjacent to the future transit station.

This Station Area Plan establishes a long range vision for the study area with an urban design framework, community benefits goals, and specific strategies for elements like mobility, open space, and public services. A number of tools have been developed to support the implementation of this plan. These include:

Form-Based Code (Zoning)

A form-based code will regulate future development for a subarea of the study area. This form-based code is intended to ensure that development is facilitated by clear and predictable standards that achieve transit-supportive development intensities in a high quality, pedestrian-oriented built environment.

Planned Action Ordinance

Future development proposals within the NE 85th Street Station Area Plan study area will be reviewed for alignment with the vision, goals, and growth limits established through the Final Supplemental Environmental Impact Statement (FSEIS). Development that is consistent can be designated by the City as a Planned Action, pursuant to SEPA (RCW 43.21c.440 and WAC 197-11-164 to 172). Designating a planned action streamlines environmental review for development proposals consistent with FSEIS mitigation measures that are adopted in a planned action ordinance. Development proposals exceeding the growth studied in the Station Area FSEIS would require additional environmental analysis and review.

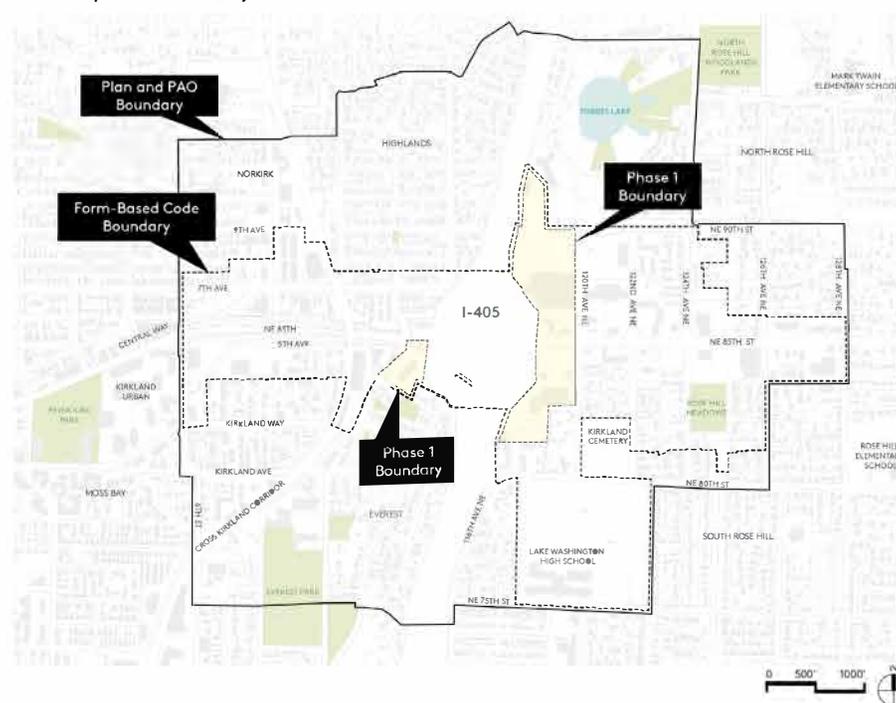
Sustainability Framework

Sustainability is woven throughout the Station Area Planning effort and the vision and opportunities framework can be found in the last chapter of this plan. Specific implementation tools include a Green Factor program that codifies how to provide green infrastructure and other ecological benefits as part of new development. Additional sustainability strategies are included within the form-based code, incentive zoning, and specific City-led public improvements.

Incentive Zoning

Incentive zoning creates a mechanism for realizing community benefits in exchange for allowing additional development capacity or other incentives. Benefits can range from affordable housing and educational space to small parks, additional tree canopy, and low carbon buildings. The Form-based Code will establish base heights allowed by right and, in certain regulating districts, a menu of incentive amenity options that would be required to build to the maximum height established for the district by the Preferred Plan Direction.

Plan Components and Study Area



2.0

Project Context

Project Objectives and Planning Context

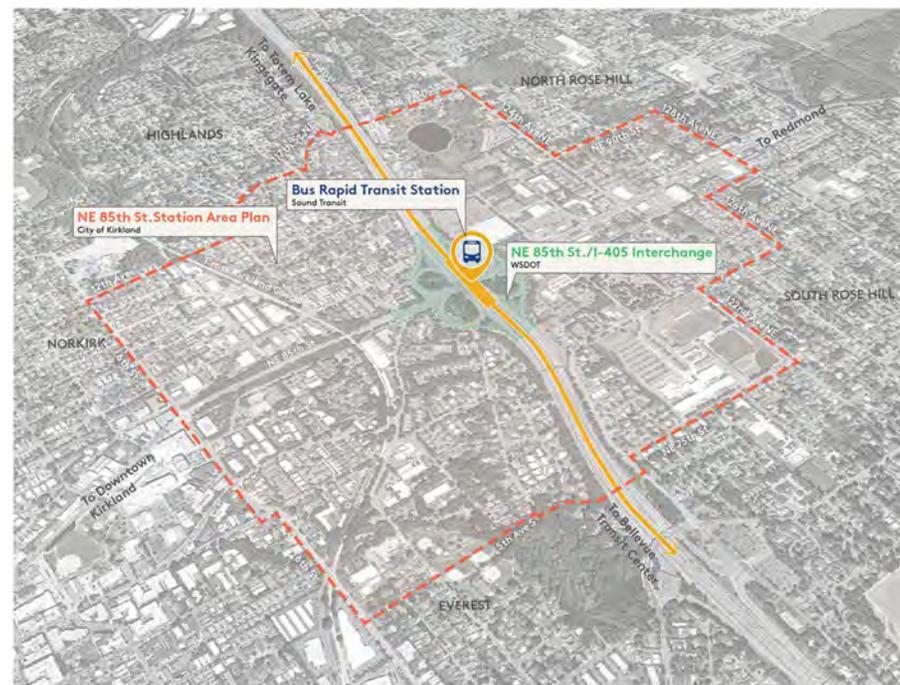
The area covered by this Station Area Plan is part of several ongoing and recent initiatives. The creation of the BRT Station prompted the design and construction of a new interchange, led by WSDOT. Sound Transit is leading the design of the BRT Station itself. The Station Area Plan, by contrast, is an effort led by the City of Kirkland to take a comprehensive look at how the surrounding one-half mile area may evolve with this new interchange and BRT Station in mind.

The City of Kirkland has also recently completed or is in the process of updating several key documents, including the Comprehensive Plan (2015), Parks, Recreation and Open Space Plan (anticipated 2022), Sustainability Master Plan (2020), High Performance Building Standards (2022), and submitted an application for Regional Center designation with Puget Sound Regional Council pending review after adoption of the Station Area Plan. Relevant projects and strategies from these documents are cross-referenced throughout the document. The Station Area Plan is an influential project for the Kirkland community and is viewed as a part of the City's strategy to achieve the objective and vision laid out in the . The SAP refers to the following nine (9) documents found in the following next pages:

Station Area Objectives

Leverage the BRT station regional transit investment. 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.



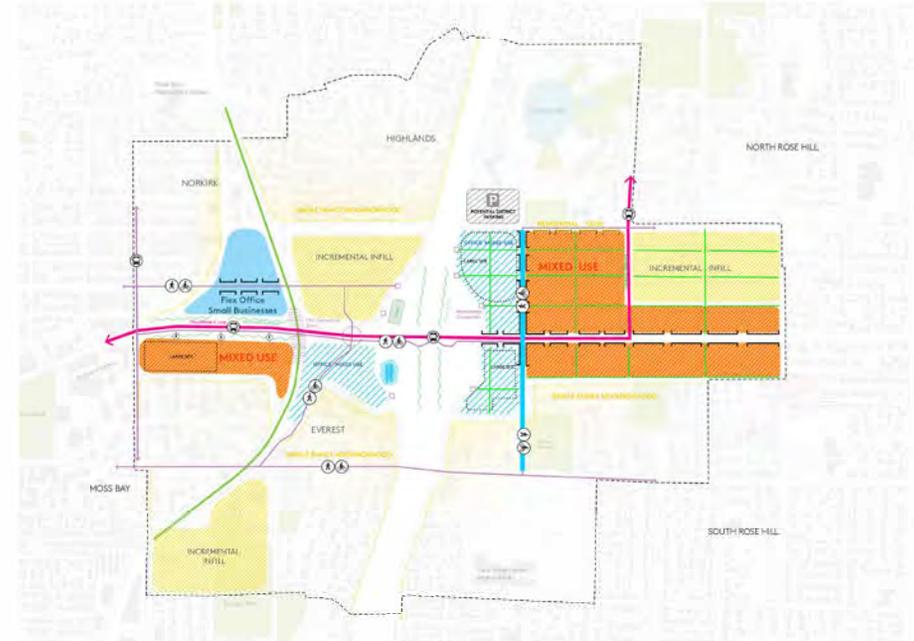
Planning for Growth

With a strong fundamental real estate market, and planned regional transit investment, proactively planning for growth can help the community shape their own future by creating a vision and plans for the Station Area. The intent of the overall Station Area Plan growth framework is to:

- Support value for the city with sustainable levels of infrastructure and service provision, and, coordinating transportation and land use with capacity for change near the BRT node, to help achieve the City's fiscal responsibility and sustainability goals.
- Attract new jobs to foster economic activity and meet citywide targets.
- Balance the type and mix of allowed development and distribution of commercial-focused development across the area.
- Promote inclusion by supporting existing residents, students, and workers, and optimize for additional workforce and affordable housing choices.

The Growth Framework reflects public comments on a range of scenarios and focuses increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections, rather than areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other factors. The areas planned for greater capacity for change are focused around the BRT node and the Cross-Kirkland Corridor, including two areas in Rose Hill nearest to the planned BRT Stride station: the mid-rise office designation in the northeast quadrant and the high-intensity office designation in the southeast quadrant; and the flex industrial – residential capacity in the Norkirk LIT area in the northwest quadrant. These are supported by an urban design framework that holistically brings together infrastructure and services within a future vision for welcoming this growth.

Study Area (June 2020): initial growth concept that served as the basis for the draft SEIS alternatives



Source: Mithun, 2020

Referencing Key Relationships to the SAP

1. WSDOT I-405/SR 167 Corridor Program

Project includes an innovative triple decker interchange that will replace the I-405 / NE 85th Cloverleaf. Improvements will maintain an at-grade under crossing for I-405 at NE 85th and create a new second level for HOV lanes, bike and pedestrian traffic, and bus traffic. The second level will accommodate Sound Transit's new BRT Stride line. The new interchange leaves a significant amount of excess WSDOT ROW, which has been considered when developing land use, active transportation, vegetation, and stormwater recommendations for the SAP.

2. Sound Transit I-405 Bus Rapid Transit Program

Includes design and construction of the BRT Stride station with the new I-405/ NE 85th St Interchange. The Stride line will provide a regional connection from Burien to Lynnwood with frequent bus service running at 10 to 15-minute intervals. This new service, which will support frequent transit service connecting Kirkland to the Link Light Rail at Bellevue and the Lynnwood Transit Center, as well as connections to existing and planned transit connections on NE 85th St including the new Metro K-Line. The BRT station and planned Stride BRT line (Burien to Lynnwood), developed by Sound Transit and WSDOT, is designed to connect Kirkland to the Link Light Rail at Bellevue and the Lynnwood Transit Center with frequent bus service every 10-15 minutes.

3. Kirkland 2015 Comprehensive Plan Update And Totem Lake Planned Action

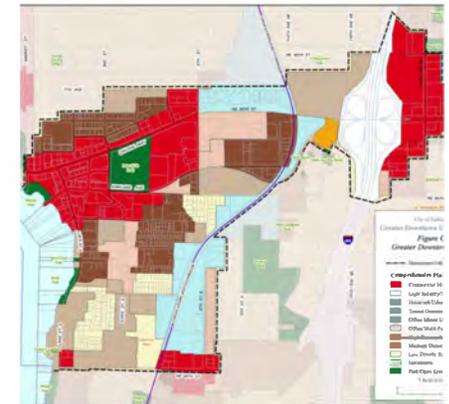
The purpose of the SAP is to advance the Comprehensive Plan by supporting a welcoming, equitable, and sustainable Transit-Oriented Community as outlined in the Comprehensive Plan objectives. Together these documents will shape the continued growth expected in Downtown Kirkland and the Station Area. The NE 85th St Station Area Planned Action SEIS supplements the Kirkland 2015 Comprehensive Plan Update EIS.

4. Puget Sound Regional Council (PSRC) Greater Downtown Kirkland Regional Growth Center Designation

In November 2019, King County Council recognized Downtown Kirkland as an Urban Center, inclusive of the core areas surrounding the BRT Station. Kirkland has also applied for formal recognition of the Greater Downtown area as a Regional Growth Center from the Puget Sound Regional Council as a Regional Growth Center. PSRC review is pending completion of the Station Area Plan.

46

47



5. Parks, Recreation and Open Space (PROS) Master Plan

The Open Space recommendations in the Station Area Plan are coordinated with the draft recommendations in the PROS Plan, anticipated to be adopted in June 2022. In addition, some of the open space mitigations outlined proposed in the FSEIS will be addressed through the PROS plan.



City of Kirkland
Parks, Recreation & Open Space Plan

6. Cross Kirkland Corridor Master Plan

The Cross Kirkland Corridor is a unifying recreational and transportation amenity and part of the low stress bike and pedestrian network. It serves as an important north-south connection for the community and a key element of the identities of the Norkirk, Everest, and Moss Bay neighborhoods.

The access points and intersection improvements proposed in the CKC Master Plan are referenced in the active transportation section, and amenities and potential additional ROW development along the CKC in Norkirk are referenced in the Parks and Open Space Section [Chapter 7.0](#).



7. Active Transportation Plan (ATP)

Active Transportation recommendations for the Station Area have been coordinated with the ATP update. Concept design for several key bike / pedestrian corridors have been advanced through Station Area Planning efforts and are integrated into proposed street sections and intersection improvements in the [Transportation Section Chapter 8.0](#).

8. Sustainability Master Plan (SMP)

The City's initiative to revitalize an auto-centric part of the City with urban, transit-oriented development reflects and ongoing commitment to long term sustainable growth patterns. The Green Innovation Code, summarized in the Sustainability Section, will be instrumental in demonstrating that Kirkland can support growth while building a greener and more environmentally-sound community . To facilitate this, the team completed a 'crosswalk' between Station Area Plan elements and Sustainability Master Plan topics. This work demonstrated that many elements embedded in the Station Area Plan help to support SMP Goals.

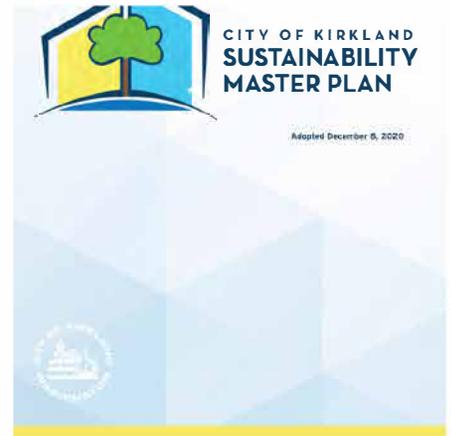
9. High Performance Building Standards

The City's High Performing Building Code has been integrated into the Green Innovation Code, which is summarized in the [Sustainability Framework section, Chapter 10.0](#).



City of Kirkland

Active Transportation Plan Draft
SPRING 2022



Adopted December 9, 2020

2.0 Project Context

NE 85th Street Station Area Plan

NE 85th Study Area Existing Conditions



50

51

Developing The Plan

Background

On Feb 19, 2019 the City Council adopted the City's Work Program (R-5356), which included a goal of completing land use, zoning, and economic development plans for areas adjacent to Sound Transit's NE 85th Street/ I-405 Bus Rapid Transit interchange project. To pursue this goal, the City issued a Request for Qualifications (RFQ) for planning consulting services to support the creation of a Station Area Plan in August 2019. This process is supported by a grant awarded to the City by the State Department of Commerce under HB 1923 to support the creation of a Form-Based Code and Planned Action Ordinance within the Station Area Plan.

Opportunities and Challenges Winter 2020

In February 2020, the team's first task was to complete an Opportunities and Challenges Report to assist in identifying the vision, values, and goals for the Station Area Plan. The Opportunities and Challenges report was released on April 15, 2020. As part of this work, the team assessed market conditions. The Market Study report, published on June 16, 2020, confirmed that the Station Area is suitable for transit-oriented

development. The opportunities and challenges report also included an Equity Impact Review, conducted according to King County's recommended methodology. To support equitable project processes and outcomes, demographic analysis was performed to identify all communities that would be affected by the project and consider how to incorporate them into the decision-making process.

These populations (in the study area) were prioritized for enhanced outreach and engagement since they will be most affected by the project and are not always well represented in conventional public meetings: residents of color (18%), limited English speakers (7%) and linguistically isolated populations* (EJ Mapper estimates 1.4%), seniors (32%), youth, (26%), renters (36%), and households experiencing poverty (6%), including clients of Kirkland's new adult women and family shelter. The engagement process focused on this equity impact to the Station Area and expanded engagement was carried out throughout the feedback process.

Equity Impact Review Process



* linguistically isolated household is one in which no member 14 years old and over speaks only English or English "very well." In other words, all members 14 years old and over have at least some difficulties with English.

Initial Concepts and Plan Alternatives- Spring through Fall 2020

On May 26th, the City released their SEPA Scoping notice. This kicked off a 3-week comment period which provided opportunities for comment in several different formats. Engagement opportunities were advertised widely including through City social media channels and e-newsletters, posters, and postcards mailed to businesses, property owners, residents in the station area. The City and its consultants held the first public Community Workshop to discuss opportunities and challenges for the Station Area, and to gather feedback on initial concepts for the plan on June 4, 2020. The workshop included a large presentation to share out information and small group activities to collect input. About 90 people, including 13 team members, participated in the workshop. Comments were also collected through a web survey and Story Map, which allowed stakeholders and the public to learn about the SAP and provide feedback on their own time. This Story Map webpage received over 800 visits, and 26 people

completed the survey. In addition, stakeholders and members of the public were invited to submit written comment. Over the 3-week period, the City received 32 written comments.

The Opportunities and Challenges analysis along with Initial Station Area Concepts were shared in a June 2020 public workshop. These concepts were used as the framework for the three alternatives evaluated in the Draft SEIS work, developed in parallel with station area planning efforts.

Draft Supplemental Environmental Impact Statement (SEIS) – Fall 2020 through Winter 2021

After reviewing input from the Community and City Council, the team developed Draft SEIS Alternatives 1, 2 and 3, which were distinguished by the level of growth which would be allowed. This phase culminated in the release of the Draft SEIS on January 5, 2021, which opened a 30-day public comment period. In response to requests from the community, and in recognition

that an extended comment period would allow for further outreach to community members traditionally underrepresented in past planning processes, the City extended the Draft SEIS comment period to 45 days.

To inform this round of outreach and engagement, the City and project team reviewed representation of minority groups in the SEPA Scoping comments, and identified voices that were underrepresented in that conversation. The Project Team developed the following targeted engagement methods to increase representation from those groups: To receive additional input from youth, the project team coordinated with the Lake Washington High School. Students from two Lake Washington High School economics classes engaged in a month long project to learn about the SAP and to provide input during the comment period. To receive input from those experiencing homelessness, the project team designed 'Meeting in a Box' including project background information and presentation materials. The Sophia Way hosted two in-person group

sessions and a few one-on-one discussions to gather input on the Draft SEIS from 26 of their clients, all of whom are women experiencing homelessness. The city also hosted a service provider round table with representatives of shelters and day centers who have clients in the Station Area on February 2, 2021. After a brief presentation, attendees provided input about how the plan can support client needs. The project team pursued several broad outreach methodologies intended to expand participation in the DSEIS Comment Period across the community. The city produced a video to provide the public with information on the plan and how to provide comment. The team built on engagement methods that were found to be successful during the Initial Concepts engagement. 140 people attended an online open house held on January 7, 2021, 408 People responded to the online survey and 114 written comments that were received. These comments were all documented and responded to in the Final SEIS. For more information, see Appendix 10.7.



Key issues and concerns identified through SEPA
Scoping and DSEIS engagement:

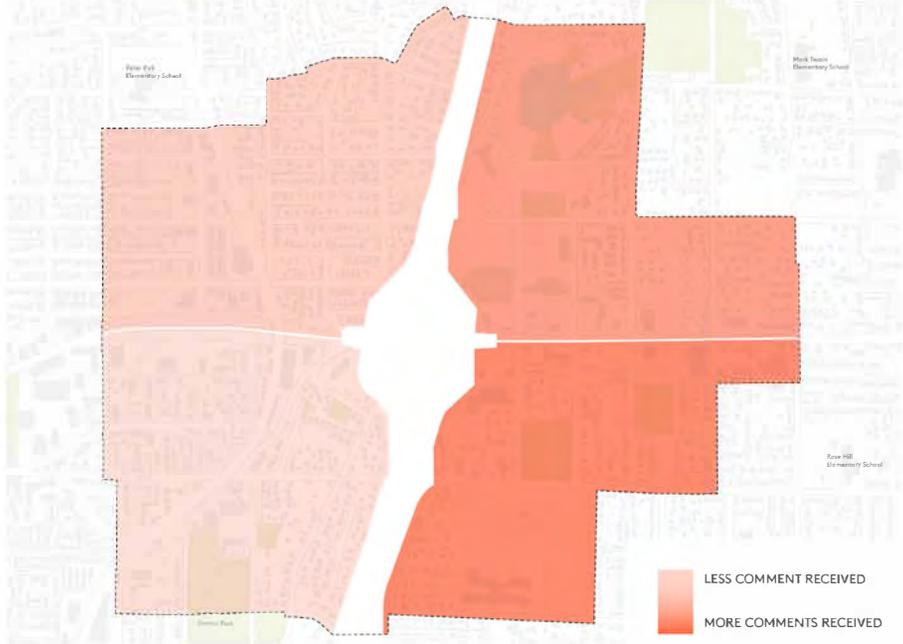
- Impacts of growth
- Traffic congestion
- Increased Building Height
- Impacts on Schools
- Transit Capacity
- Match of Housing and jobs for People

"Make sure there are enough schools that these children living in this proposed development can go to, and that there will be public bus routes provided before and after school."

"Is the burden to build this infrastructure going to be placed on the current tax payers of Kirkland?"

"...further identify and quantify additional mitigation projects and/or Transportation Demand Management strategies that could be implemented to address these adverse impacts under Alternatives 2 and 3."

Where Comments Were Received



Fiscal Impacts and Community Benefits Spring 2021-Fall 2021

The comments on the Draft SEIS and planning process included concerns from the community about the impacts of growth and increased density, and a desire for the plan to help achieve community benefits such as affordable housing, plentiful parks and recreation opportunities, improvements to the active transportation network, sustainability strategies, and school capacity for students in the Station Area. In response to these concerns and following a review of the DSEIS, Council directed the project team to expand the project scope to complete a Fiscal Impacts and Community Benefits Analysis in order to: analyze the fiscal impacts of infrastructure and public service provision to accommodate future growth in the Station Area; explore strategies to achieve Community Benefits from growth; and further analyze the transportation network. To facilitate this analysis, the project team

developed new alternatives to respond to the vision for Kirkland's future shared by community members. In advance of Council decisions about which growth alternatives to analyze in the Fiscal Impacts and Community Benefits Analysis, the Council held a special meeting on May 26, 2021 that served as a Listening Session for community members to provide input on the Station Area Plan directly to Council members. At their June 15, 2021 meeting, Council endorsed Alternative A (Current Trends) and Alternative B (Transit-Connected Growth) for study in the Analysis. This narrowed the bookends of potential growth under consideration for the final Plan, and eliminated Draft SEIS Alternative 3, the highest growth alternative.

On October 26, 2021, the City published the Fiscal Impacts and Community Benefits Analysis Technical Memo, which found that if the City were to select June Alternative B to implement its vision of the Station Area, the City could afford the investments necessary to address the increased demand on public services,

and avoid a reduction in service for existing community members and businesses. The memo recommended a series of policy changes and benefit capture strategies necessary to support this outcome. Upon review of the Fiscal Impacts and Community Benefits Memo, Council directed staff to draft a Preferred Plan Direction based on Alternative B (Transit Connected Growth) for inclusion in the Final EIS, and to prepare an additional scope of work to support further development of the community benefits strategies. On November 1, 2021, The City hosted a Community Question and Answer Session to provide an opportunity for the community to engage directly with the project team and ask questions regarding the Fiscal Impacts and Community Benefits Analysis and related topics.

Final Supplemental Environmental Impact Statement (SEIS) – Winter 2021

The project team integrated Council's vision of the Station Area into the Preferred Plan Direction. This describes a thriving, new walkable urban center with

high tech jobs, plentiful affordable housing, sustainable buildings, and shops, and restaurants linked by transit. The Preferred Plan Direction was presented to Council on December 14th, 2020. Council passed Resolution R-5503, which adopted the Preferred Plan Direction and instructed the project team to proceed with drafting a final Station Area Plan, Form-based Code and zoning amendments, Comprehensive Plan amendments and a Planned Action Ordinance based on the Preferred Plan Direction. R-5503 also directed the City Manager to procure consulting services to further develop community benefits strategies.

The Preferred Plan Direction was integrated into the Final EIS along with responses to Draft SEIS Comments and related edits. The Final SEIS was released on December 30th, 2021.



Community Benefits Study – Winter to Spring 2022

As directed in R-5503, the project team began to advance the Community Benefits Policy Framework including key topics of parks, affordable housing, mobility, sustainability, and schools/childcare/education to help support Station Area Plan implementation. This entailed additional engagement and meetings, transportation analysis, the development of an incentive zoning program, and drafting a Green Innovation Code. The Project Team received guidance on this approach in 4 public meetings: A March 10, 2020 presentation to Planning Commission to provide an Introduction to the Form-Based Code, a March 23 Project Update for Transportation Commission, an April 5 Process update and Key Issues Status Briefing for City Council, an April 26th Joint City Council and Planning Commission Policy Direction Study Session, an April 27 presentation to Transportation Commission on

supplemental analysis, and a May 12 Joint City Council and Planning Commission Draft Document Review Study Session. The Community Benefits strategies will be integrated into the Comprehensive Plan policies for the Station Area and a series of Zoning Code amendments. The zoning amendments related to the Commercial Mixed Use Districts are intended to be adopted in June 2022, with amendments relating to the remainder of the Station Area regulating districts adopted later in 2022.

Final Plan and Form-Based Code – Winter to Summer 2022

Implementation of the vision established in the Preferred Plan Direction and forthcoming NE 85th Street Station Subarea Plan requires a comprehensive set of regulations and supporting design guidelines. This form-based code is intended to facilitate development in the Station Area with clear and predictable

standards that support transit-supportive development intensities in a high quality, pedestrian-oriented built environment. City staff and the consultant team are developing the code in a phased approach, beginning with the Commercial Mixed Use district and associated elements, and continuing to the additional districts later in 2022.

This Final Station Area Plan report is a summary of the entire process described above, and the recommendations developed through over two years of community engagement and technical analysis. It illustrates the vision for the future of the station area plan and documents recommendations to support ongoing planning efforts by the City and realize transit-oriented development that creates the most value for the City and maximizes community benefits.



Online Engagement Event: Utilizing a tool called Miro to explain concepts to the public.



Online Engagement Event Via Zoom Platform



Engagement Summary Feedback

The NE 85th Station Area Plan has gone through substantial community engagement as outlined in the previous section Developing the Plan. Throughout the process a number of different voices, and methods of collecting feedback have been implemented. Ongoing

public discussions have also occurred with 6 public Transportation Commission meetings, 8 public Planning Commission meetings, as well as 11 public City Council Meetings since March 2022.

**Includes 2 community workshops, 1 City Council listening session, and 1 community Q&A session*

4
Listening
Sessions /
Workshops*

1
Community
Open House

114
Written
Draft SEIS
Comments

150+
Written
Comments

408
Survey
Responses

8
Public
Planning
Commission
Meetings

11
Public City
Council
Meetings

6
Public
Transportation
Commission
Meetings

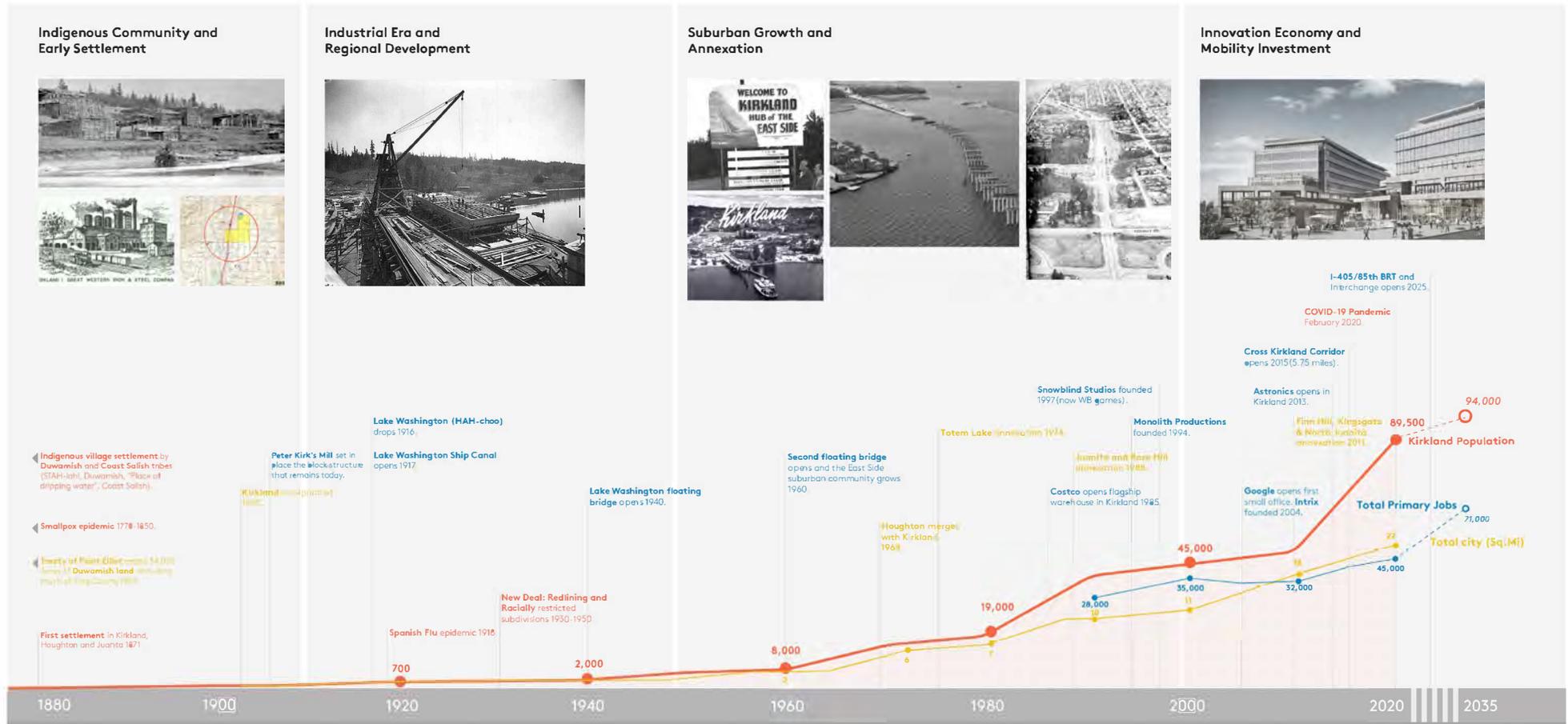
3.0

Existing Conditions

Growth Trends

This station area's history echoes many of the same forces that have shaped Kirkland's evolution as a whole. Kirkland's founder, Peter Kirk, sited a mill near the present-day interchange to take advantage of the topography and access to Forbes Lake. Although the

mill is no longer there, the large land area it required is reflected in block pattern and parcels of that portion of the study area today. Other themes, such as the long relationship between transportation infrastructure and growth, continue to shape the city today.



3.0 Existing Conditions

NE 85th Street Station Area Plan

Our Community

The station area includes about 3,100¹ residents as well as over 3,200² jobs. People of all stages of life live, work, learn, and visit this special place in Kirkland. The plan recognizes the many intersecting dimensions of social and economic identities and aims to advance an inclusive district where people of all ages and abilities are supported and welcome.

Seniors

About a third of people who live in the area are over 65 years old³. Many have owned homes here for years, and there are also people who have moved here more recently. The hilly area and lack of safe places for walking may create challenges for older adults to access services and connect with neighbors.

Youth

A quarter of the people who live in the area are 18 or younger⁴, and Lake Washington High School has about 1800 students. There is a substantial demand for childcare space and indoor recreation opportunities within the station area, and growth in the area will require more school capacity in the future. The Cross Kirkland Corridor and other parks are great assets, yet youth may also have challenges to easily walk and bike throughout the area.

Race, Ethnicity, and Language

The area has a higher proportion of white people than the average in King County. About 18%⁵ of residents are people of color. Nearly a quarter of people who live in the area are immigrants⁶, and about 7%⁷ of people in the area have limited English language skills. People who are racialized often face institutional barriers within our communities and may have less access to social networks and services.

Renters

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. Renters have less control over changes to their housing costs and are not always well represented in public meetings and comments due to conventional notification practices and associations which often center homeowners.

People experiencing poverty

About 6%⁸ 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 costs and may spend a significant share of their income on housing, or not have secure housing. The share of employees in this area who earn low wages is about 48%⁹, compared to about 30%⁹ of residents citywide, and they may be working multiple jobs to make ends meet.

People with disabilities

Between 6-8%⁸ of people in the area overall have disabilities, including difficulties with mobility, vision, hearing, and others. People with disabilities may have low life outcomes and be more likely to be under employed or experience housing instability. In the station area, a quarter of people who are living in poverty also have a disability.

advance an inclusive district where people of all ages and abilities are supported and welcomed.

1 American Community Survey 2018 estimates
2 Longitudinal Employer-Household Dynamics, US Census Bureau, 2017
3 American Community Survey 2017 estimates
4 American Community Survey 2017 estimates
5 American Community Survey 2017 estimates
6 American Community Survey 2017 estimates
7 American Community Survey 2017 estimates
8 American Community Survey 2017 estimates
9 Longitudinal Employer-Household Dynamics, US Census Bureau, 2017

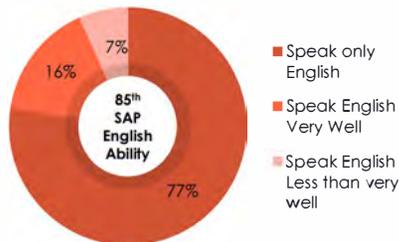
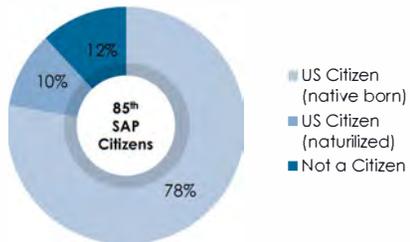
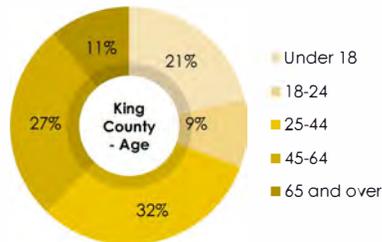
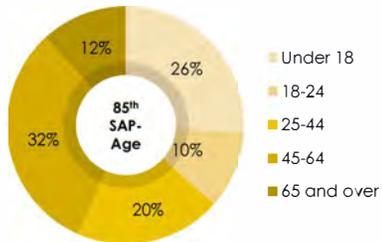


3.0 Existing Conditions

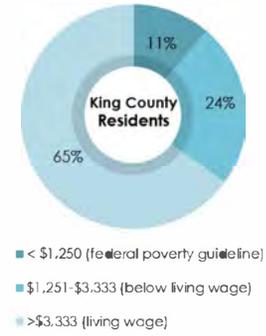
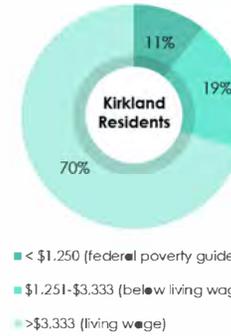
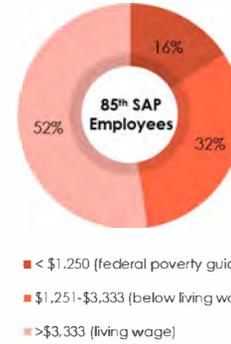
NE 85th Street Station Area Plan



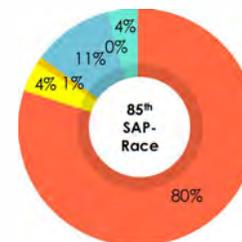
Resident Demographics



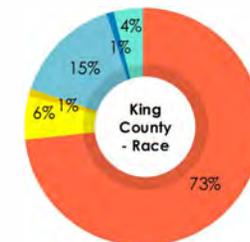
Employment Demographics



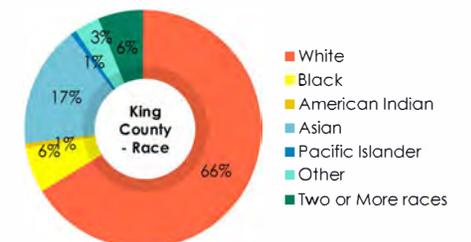
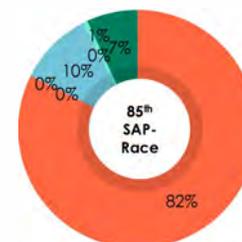
Employee Demographics



Source: Longitudinal Employer-Household Dynamics, 2017
<https://lehd.ces.census.gov/>



Resident Demographics



3.0 Existing Conditions

NE 85th Street Station Area Plan

The Station Area Today

Today, development in the study area reflects the different eras of growth for Kirkland. Low density neighborhoods anchor the district, ranging from large lot homes to smaller bungalows. The northwestern portion of the study area also includes a mix of townhouses and other infill adjacent to single family neighborhoods, and small apartment complexes. This mix is important for housing diversity. The western part of the study area is also home to a pocketed, somewhat isolated set of developments.

but lack pedestrian access and visual connections to the public realm. The eastern portion of the study area is dominated by large parcels of strip retail. This type of development is marked by large surface parking, auto-oriented sites with frequent driveways and curb cuts, and a weak relationship to street frontages. Because 13% of the land within one half mile from the BRT station is comprised of the WSDOT right-of-way, this road infrastructure plays an influential role in the character in the study area. These parts of the study area are prone to significant noise, unused open space, and uneven maintenance and vegetation.

Auto-oriented office buildings, light industrial, and multi-family complexes add diversity to the study area



710 acres,
>3,000 jobs¹,
>3,000 residents²
1 industrial district
1 regional trail
1 cloverleaf interchange

1 high school
1 cemetery
1 lake
2 watersheds
1 community park

45% surface parking
25% to 44%³ tree canopy cover
6 neighborhoods

¹ Source: LEHD, 2017
² Source: American Community Survey 2018 estimates
³ Source: City of Kirkland 2018 Urban Tree Canopy Assessment

3.0 Existing Conditions

NE 85th Street Station Area Plan

Overview of Station Area Today



3.0 Existing Conditions

NE 85th Street Station Area Plan

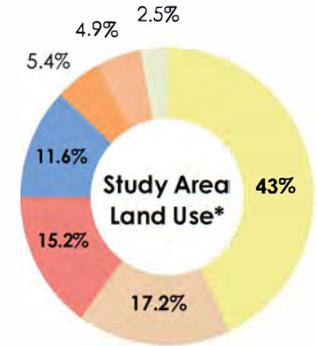
Land Use

The study area is marked by a strong congruence between zoned and existing uses. Very few examples of non-conforming uses are found in the study area. At the same time, much of this conformance is due to zoning designations that respond to the specific circumstances of numerous subareas. Examples include the Rose Hill business district and areas in Everest adjacent to 85th St.

relatively single-use area in Rose Hill and a much more pocketed, patchwork of uses west of I-405. The second is the role of lower density residential parcels, which comprise a significant proportion of the study area but a relatively small proportion of the parcels directly bordering the WSDOT ROW.

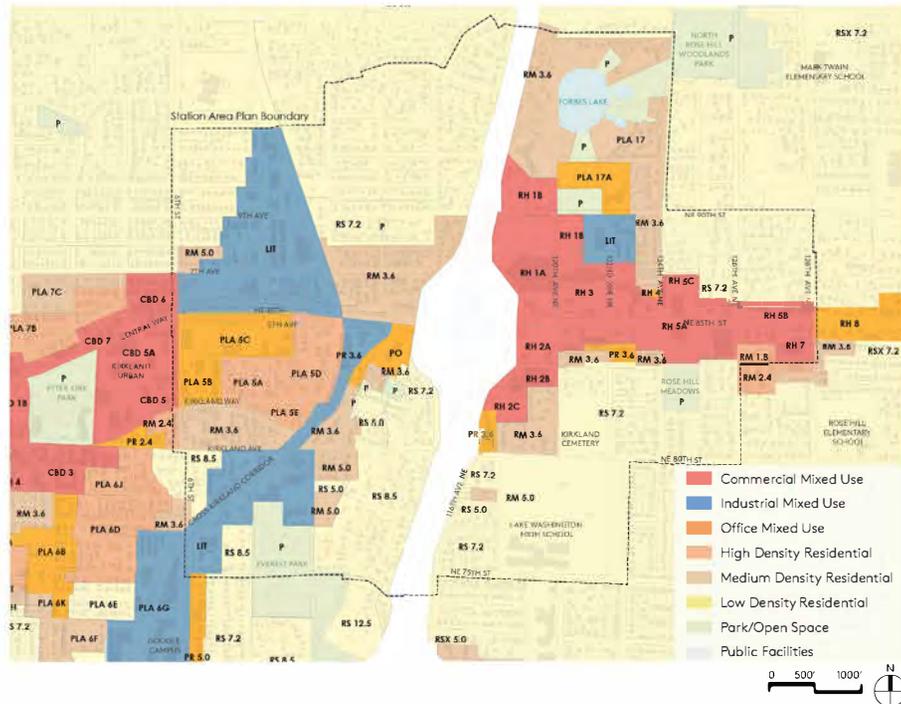
Both this distribution of land uses and the edge condition of the ROW are important considerations for creating effective transitions in the Station Area Plan.

Overall land use for the study area reflects two main trends. First, I-405 serves as a dividing line between a

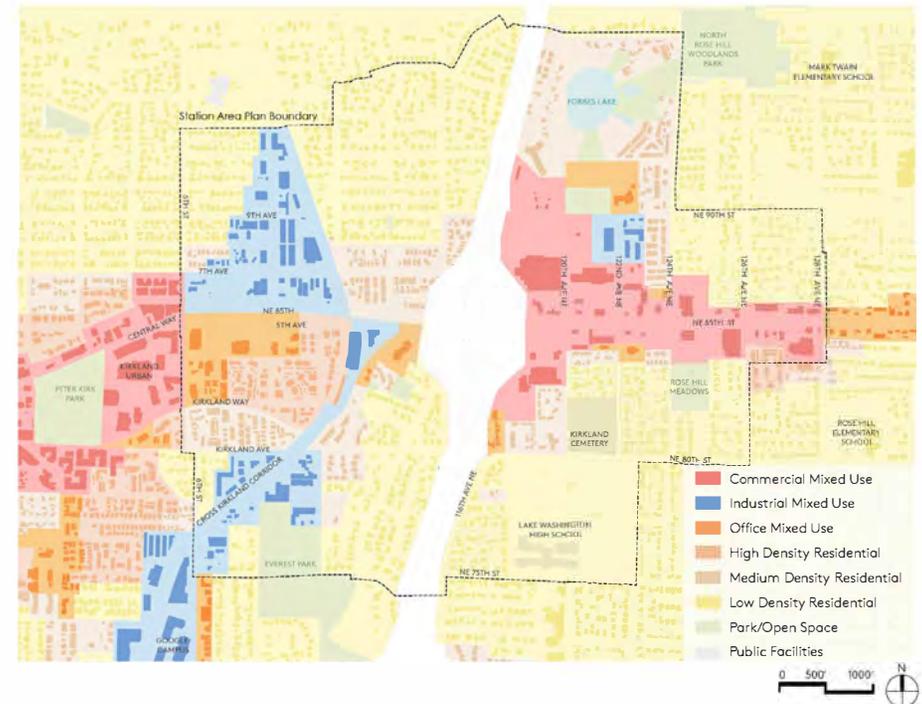


*Net land use as percent of total parcel area, excluding WSDOT ROW.

Existing Zoning



Existing Land Use



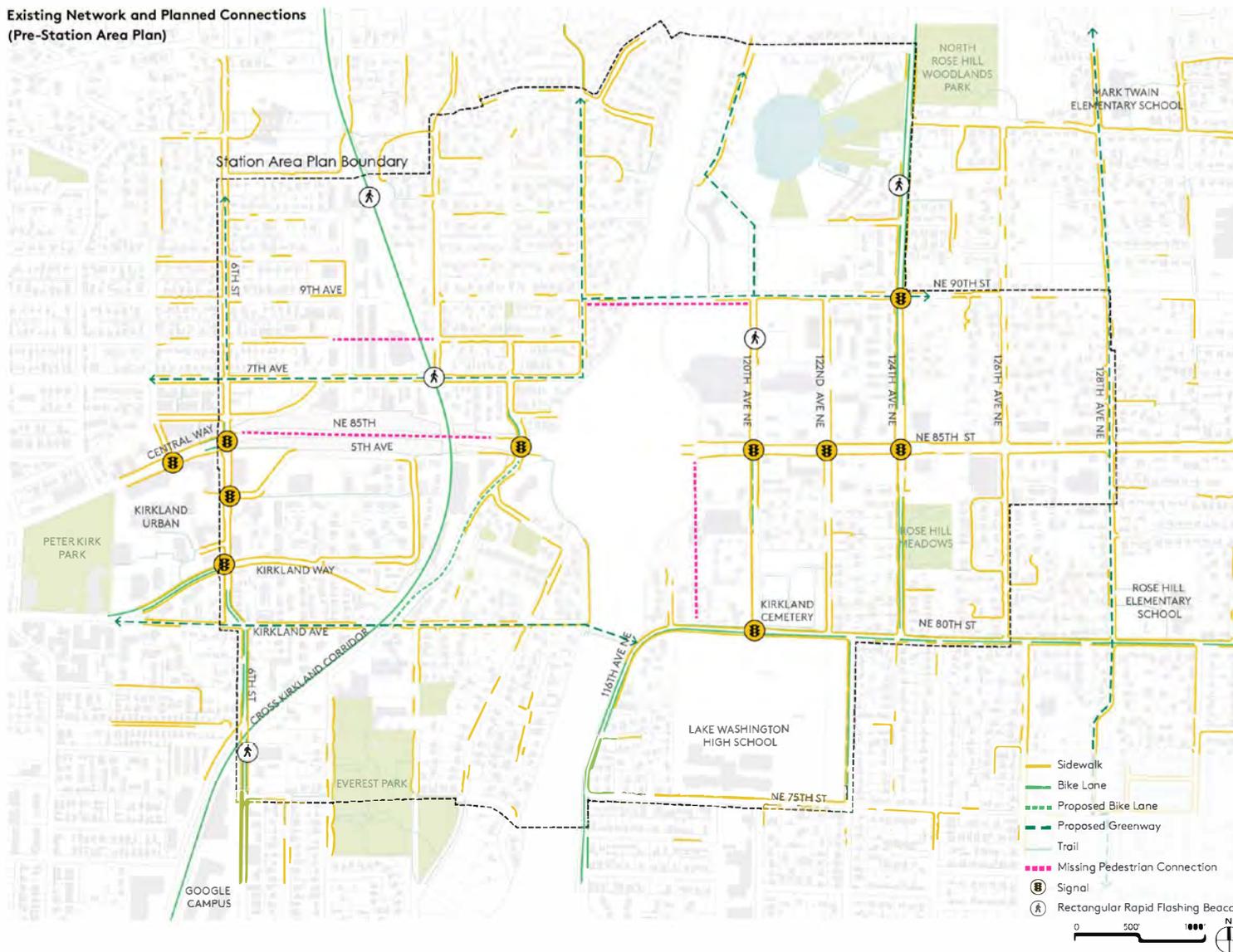
Pedestrian & bike connections

Kirkland was developed over several decades, which is reflected in both the block structure as well as the mix of streets with and without sidewalks. Many major streets have sidewalk coverage, with the prevailing sidewalk width varying between 5-8 feet. 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. As part of the funding agreement with Sound Transit for the future BRT station and interchange project, there will be a new shared use path south of NE 85th St to connect the station to 6th Street. Local streets have some sidewalks, however many of the adjacent commercial and industrial areas lack coverage or there are gaps along a block. 120th Ave NE, 122nd Ave NE, 126th Ave NE, NE 90th St and 116th Ave NE all lack consistent sidewalks.

There is also a lack of continuity in the bicycle facilities provided in the study area. On the western side of the study area, the Cross Kirkland Corridor provides the most significant north/south connectivity, while partially buffered bike lanes on 80th St, bike lanes on 124th Ave NE, and the newly completed greenway on NE 75th St and 128th Ave NE act as the primary connections on the eastern side of the station area.

For both people walking and biking, east/west connectivity across I-405 is a significant challenge. There is an existing pedestrian bridge at Kirkland Ave/116th Ave NE, and planned improvements to address this gap include the future Stores to Shores greenway which will improve access to the existing NE 100th St bridge and the WSDOT-designed shared use paths through the interchange at I-405 and 85th.

Existing Network and Planned Connections
(Pre-Station Area Plan)



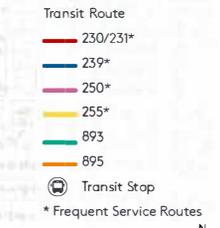
Transit

The new BRT station at I-405 and 85th St will greatly improve transit connectivity for Kirkland. Within the station area, NE 85th St and 124th Ave NE are the primary transit corridors which have transit service from the Kirkland Transit Center in Downtown Kirkland to Totem Lake, Redmond, and Downtown Bellevue.

Route 250, which connects to Redmond along NE 85th St is the only route currently designated as a "frequent all day route" with service every 15 minutes*.

serve the fast-growing communities between Totem Lake in Kirkland and Bellevue. The K Line buses will come more often and reliably on-time, with service added at night and on weekends.

Existing Transit And Future K Line

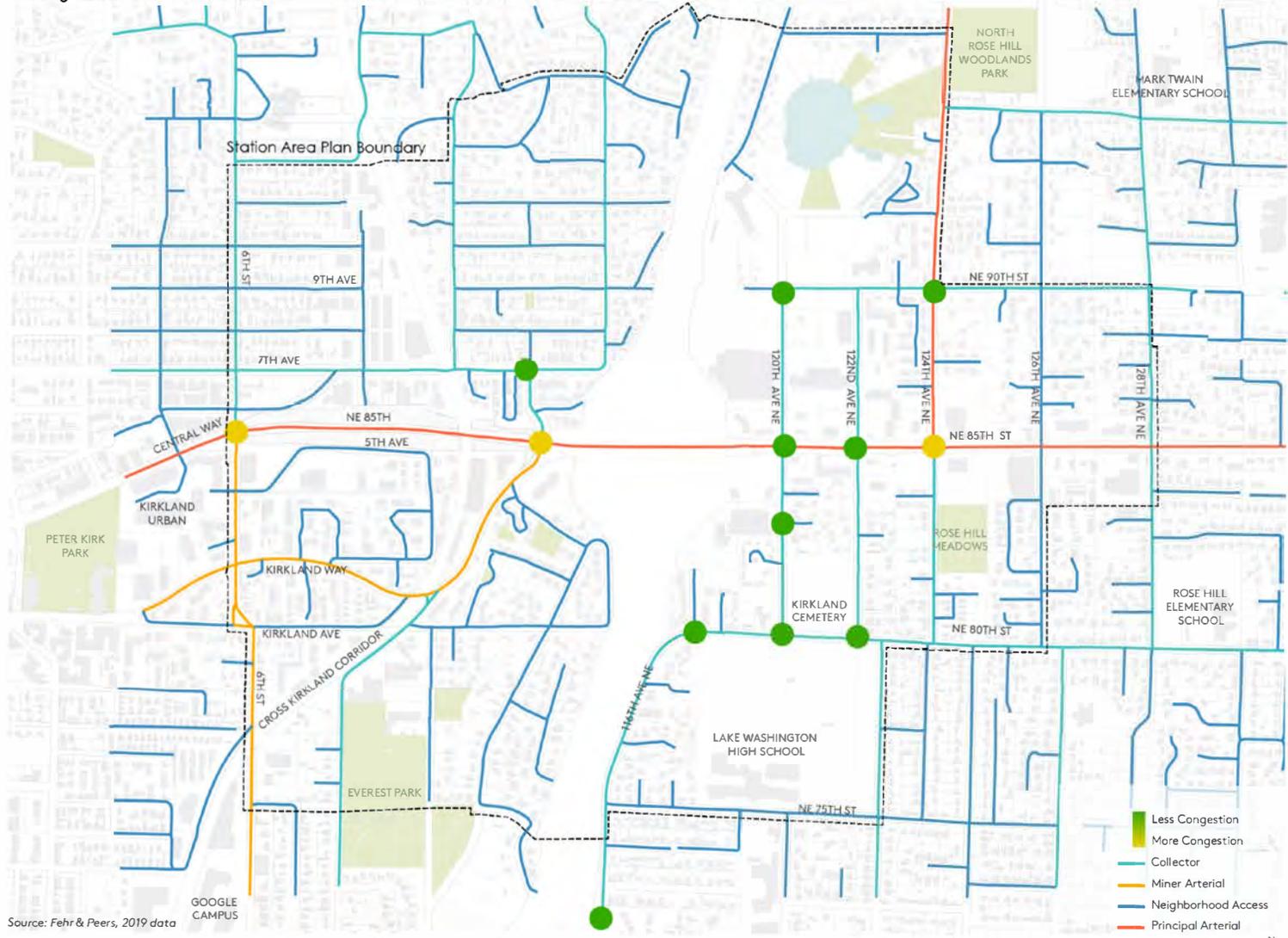


Vehicle traffic

Road infrastructure in the study area is primarily oriented around NE 85th St serving east/west traffic and 124th Ave NE and I-405 serving north/south traffic.

Generally, intersections are most challenged where arterials meet, such as at Kirkland Way and 85th. There is anticipated vehicle delay at intersections due to increased regional growth and congestion. ST/WSDOT is incorporating additional vehicle capacity improvements in the study area as part of the I-405 interchange project, including as roundabout at NE 85th St and Kirkland Way and a third eastbound lane from the interchange to 122nd Ave NE. See Appendix 11.6 and 11.9: Transportation Analysis for more detail on existing vehicular network performance.

Existing Traffic Conditions And Intersections Studied



Source: Fehr & Peers, 2019 data

3.0 Existing Conditions

NE 85th Street Station Area Plan

Open Space

Kirkland as a city is well served by parks and open space. The Lake Washington waterfront, Peter Kirk Park, Everest Park, and the Forbes Lake Park all serve adjacent neighborhoods with a mix of passive natural open space and active recreation facilities.

However, the study area itself is generally lacking in parks and open space across several measures.

Access to Parks

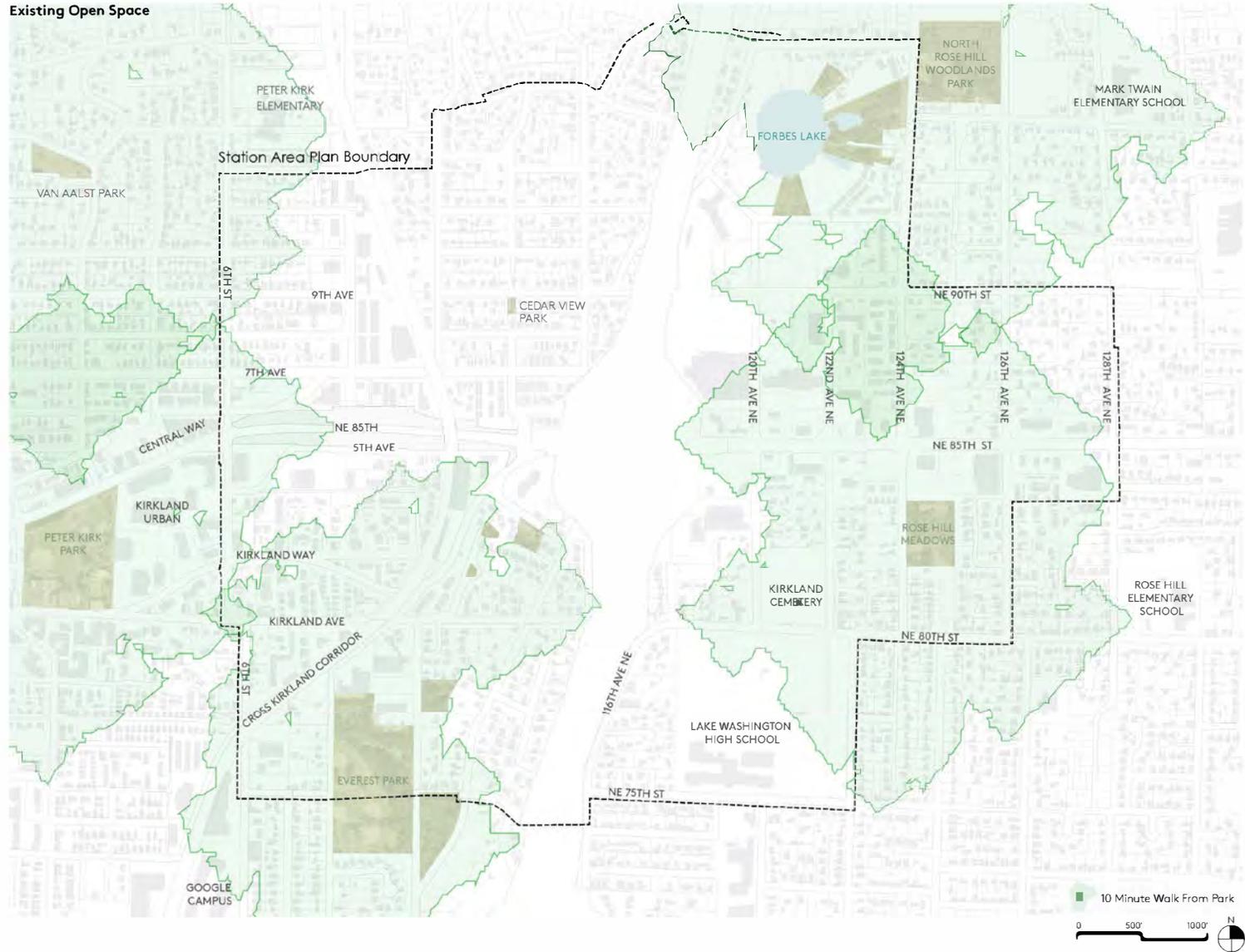
One measure of parks and open space provision is access to nearby parks. Much of the study area today, particularly the Highlands neighborhood and the interchange area itself, are not within a 15 minute walk of a single large park. Moreover, only a small portion of Rose Hill has access to more than one park within a 15 minute walk.

Park Amenities

Most parks that serve the study area include a mix of natural areas as well as active recreation. Everest Park and Rose Hill Meadows both include playground equipment, while Forbes Lake Park provides access to nature trails. Two smaller parks within the study area provide pocket park amenities like small play areas and community gardening. However, only these smaller parks fall within the study area itself.

In addition to these neighborhood parks which are accessible to portions of the study area, there remains significant opportunity to provide parks and open space that directly serves new development near the station itself, serving a critical mental and physical health need and providing the opportunity for gathering and social cohesion.

Existing Open Space



Environment

Kirkland's identity is strongly tied to its natural environment. Within the study area, a number of important elements come into focus.

Watersheds: The study area straddles two primary watersheds roughly divided along I-405: Moss Bay and Forbes Creek. Moss Bay consists 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 provides important aquatic species habitat, and is vulnerable to stream bank erosion and increased sediment loads.

Topography: Like other parts of the Puget Sound Lowlands, Kirkland's topography was shaped during the ice age with elements such as kettle ponds and moraines. Within the study area, the slope generally rises West to East away from Lake Washington. This consistent slope creates excellent views at the I-405 interchange. The bermed and elevated portion of 85th St between 6th St and 114th Ave is a significant man-made topographic feature, which influences several aspects of the study area, from land use and stormwater to transportation access.

Vegetation: Similar to other parts of Kirkland, the study area includes dense areas of vegetation interspersed through existing neighborhoods. Three of these are of particular significance for the study area: A woodland corridor at 85th St between 6th St and 114th Ave, a riparian corridor that includes Everest Park, and the wetlands and associated lands surrounding Forbes Lake.



Public Services & Amenities

Stormwater

The Storm and Surface Water Division of Kirkland Public Works is responsible for managing the City of Kirkland's stormwater system. Within the NE 85th SAP study area, a large portion of the storm-water conveyance is the responsibility of WSDOT along I-405. WSDOT has its own stormwater manual, the Highway Runoff Manual (HRM).

Known System Deficiencies in the Forbes Creek basin are related to water quality and fish habitat. Concerns in the basin include sedimentation, flooding, and fish passage barriers and a regional detention facility has been proposed for the basin. Peter Kirk Park is used as a detention storage area for stormwater during peak events and is mapped as a floodplain.

Water

Potable water is purchased by the City of Kirkland from Seattle Public Utilities (SPU) through the Cascade Water Alliance (Cascade). Cascade is an association of five cities and two water and sewer districts in Puget Sound that have partnered to supply water to over 380,000 residences. The Kirkland Water Division operates and maintains the City's water infrastructure. In 2013, average water usage for the entire Kirkland system was 5.3 million gallons per day.

Some areas of the City's system are over 40 years old, and water mains are expected to have a life expectancy of only 50 years. Portions of the system, particularly in the older parts of the city, may need to be replaced within the next ten years.

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.

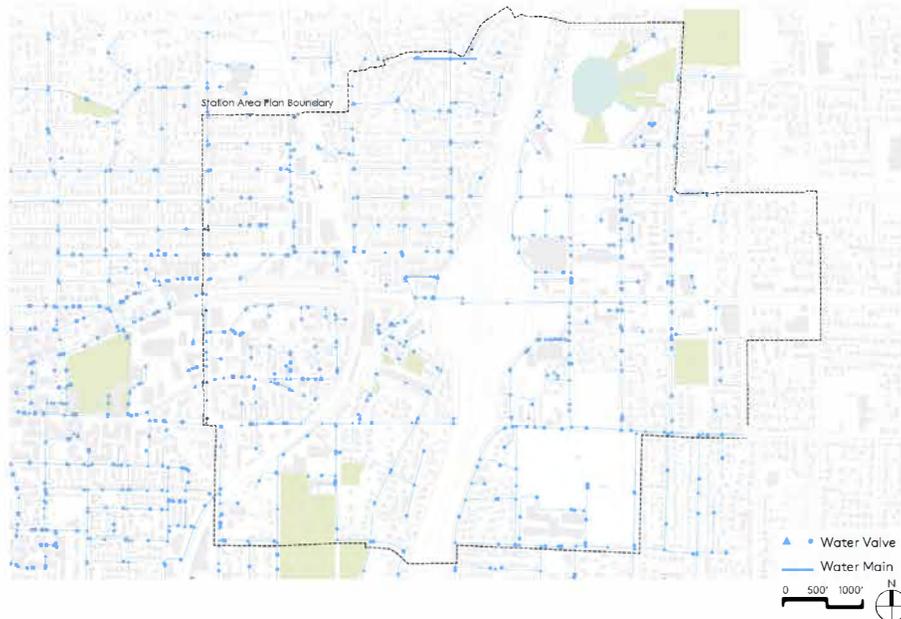
Wastewater

The Wastewater Division of the City of Kirkland Department of Public Works maintains the City's sewer system, which serves the southern portion of the city. The portion of the city North of NE 116th St of the city is served by Northshore Utility District (Northshore) (RH2 2018). The City's sewer system is made up of 13 major drainage basins, six pump stations, approximately 122 linear miles of gravity sewer piping, and approximately

6,230 LF of force main. The wastewater system conveys water to King County's Eastside Interceptor and to the South Wastewater Treatment Plant (South WWTP) located in Renton, WA.

The majority of the proposed sanitary pipeline replacement projects listed in the City's 2018 General Sewer Plan (RH2 2018) are located within the Kirkland basin (the basin to the west of the I-405 Interchange). The project list is based on the City's assessment of existing deficiencies, safety concerns, maintenance requirements, and capacity requirements.

Existing Water Infrastructure



Existing Waste Water Infrastructure



3.0 Existing Conditions

NE 85th Street Station Area Plan

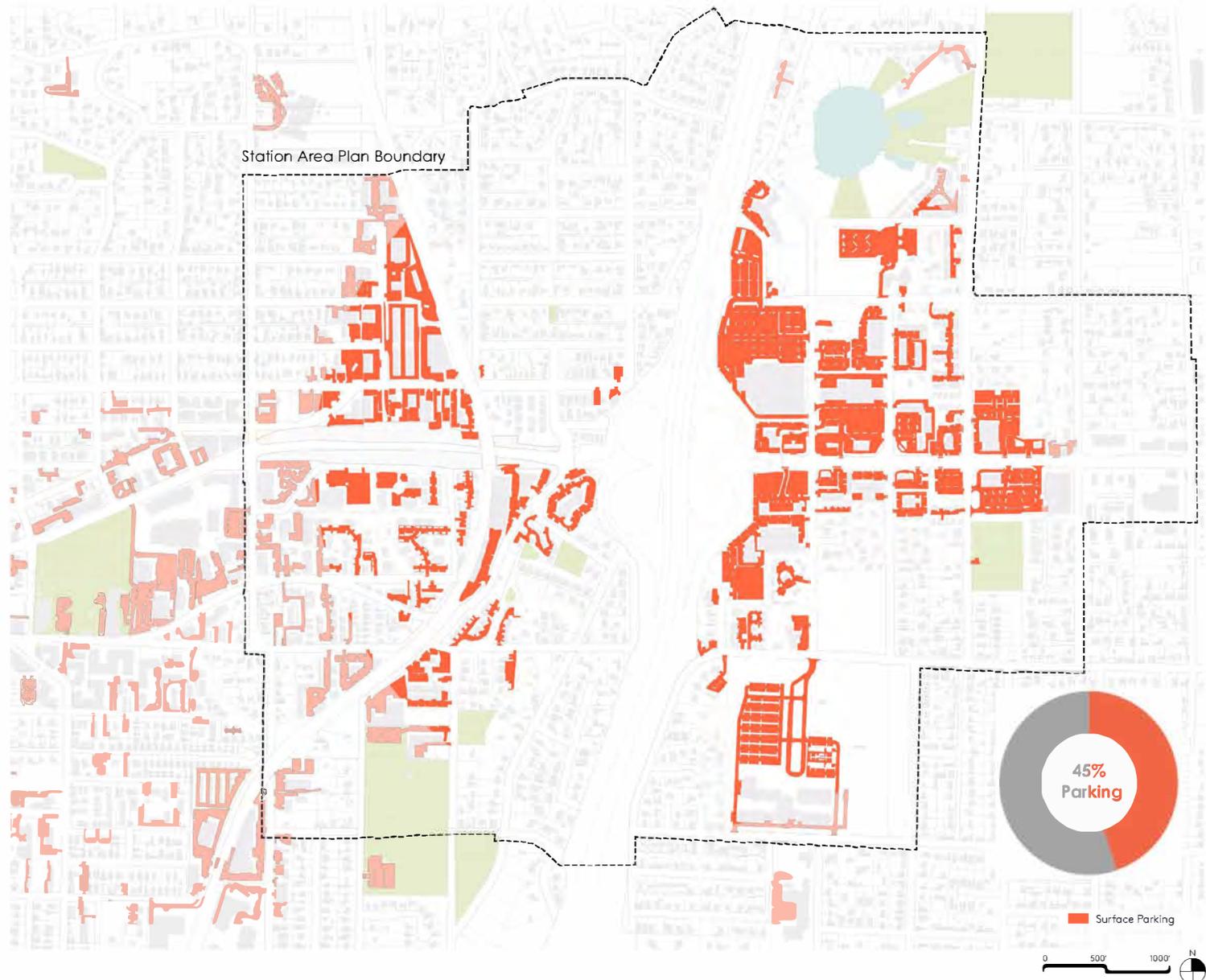
A Shift Toward People-Centered Places

A core principle of Transit Oriented Development is to maximize development types that put people, jobs, and destinations within walking distance of transit.

Surface parking discourages this by both crowding out more active uses and creating more space between development that does exist. These typical outcomes tend to make surface parking a suboptimal use for land close to transit.

Within the study area, a remarkable portion of the total parcel area is dedicated to surface parking lots. Although the big box retail in Rose Hill is one source of this surface parking, many smaller developments also display an auto-oriented site organization that features a "ring" of surface parking.

These areas of surface parking are good candidates for future development. Future parking needs are anticipated to be lower due to the accessibility of frequent transit and improved multimodal networks for greater transportation choices. Future vehicle parking demand can be met through a number of strategies, including structured parking, shared parking, district parking and management strategies such as time limits. District approaches to parking can reduce site design inefficiencies by pooling resources, coordinating infrastructure planning, and identifying the most effective overall strategies for delivery.



Station Area 2020 Market Study

A market study was conducted using February/March 2020 market and economic data that had not captured the ongoing impacts of the Covid-19 coronavirus pandemic facing local and regional economies across the country. Although the market study was conducted largely pre-Covid general key takeaways are still applicable. The Study Area represents the half-mile buffer surrounding the NE 85th Street Station. Overall, this study emphasized that within the Study Area, there is potential for increased investment and integration with the walkable center in downtown Kirkland.

Kirkland mainly comprises land uses organized around motor vehicle traffic and access. Residential uses in the northwestern portion of the Study Area include a mix of townhouses, and other medium density residential and small apartment developments. In addition to a

review of the existing low- and mid-density residential development types that are already being built in the Station Area today, three distinct types of real estate products were also studied for potential market feasibility and their ability to accommodate future residential and employment growth:

- Office commercial.
- Retail commercial.
- Multifamily residential.

An additional real estate category that could be considered in the Study Area is institutional use. This includes schools, colleges and universities, hospital campuses, and civic or public buildings. These uses support a stable workforce, a mix of demographics, and amenities. Within the Study Area, retail space

forms the bulk of the commercial property, with only 39% of space in office use. This report covered a few key takeaways including:

OFFICE

- There is a regional demand that is growing for office space on the Eastside.
- Within downtown Kirkland the office market is strong with high rents per square foot and low vacancy rates below 5%.
- The office market of the Study Area offers a lower-cost investment opportunity to build on existing momentum for a growing tech center in Greater Downtown Kirkland.
- The addition of supportive amenities could attract additional office investment such as higher walk score that provide convenient access to errands and meals.

RETAIL

- A variety of services are auto oriented within the Study Area.
- There may be opportunities for more retail as part of new development because of low vacancy rates as well as increased demand for office space.

MULTIFAMILY RESIDENTIAL

- Multifamily buildings in the Study Area are low-rise and 30 units or less (show image below exhibit 25).
- Home values within the study Area have more than doubled between 2010 – 2019.
- Currently, 60% of the Study Area is zoned for low and medium density residential development.
- Increasing residential density with more multifamily development will enhance the City of Kirkland's station area's capacity to leverage mobility investments.
- Regional case studies and national research shows evidence that Bus Rapid Transit investments lead to increased development activity, particularly when paired with complementary policy initiatives.

Commercial Property in the Study Area by Type, 2020

Total Rentable SF	
Office Properties	261,875 (39%)
Retail Properties	414,813 (61%)

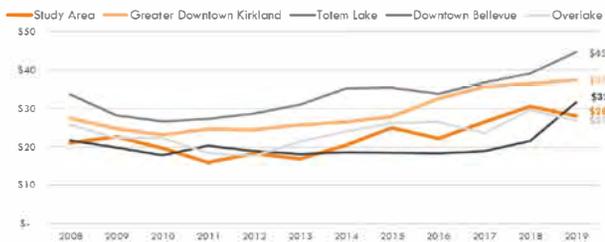
Sources: Costar, 2020; BERK, 2020

Residential Property in the Study Area by Type, 2020

Total SF	
Multifamily Units	164, 696 (3%)
Single Family Lots	5,834,339 (97%)

Sources: Costar, 2020; BERK, 2020

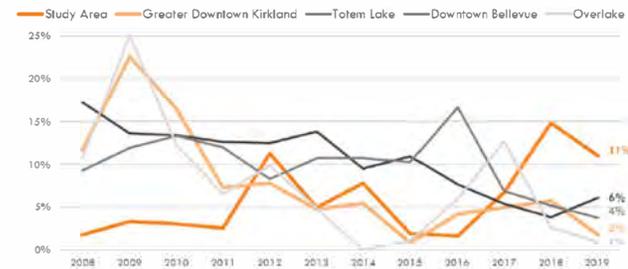
Base Rent per Square Foot, Office Commercial, Study Area and Peer Geographies, 2008-2019



Source: CoStar, 2020; BERK, 2020.

Sources: Costar, 2020; BERK, 2020

Vacancy, Office Commercial, Study Area and Peer Geographies 2008-2019



Sources: Costar, 2020; BERK, 2020

Development trends

Kirkland is in the midst of a period of significant growth. This growth has taken shape in the form of both large scale developments as well as smaller infill projects in existing neighborhoods.

Three major recent projects are relevant for this study. Kirkland Urban, located just outside the current study area on Central Way, is a large mixed use development with a proposed build out of 925k sq ft of office, 50k sf of general retail and a 55k sf grocery store. Together with smaller development across the street, it contributes to a more walkable, urban orientation for Central Way. Google's recent and planned expansion in Everest are another major recent project, which demonstrates the significant opportunity for increased commercial and office development as well as the flexibility of light industrial uses in the study area to adapt to more urban uses.

Another major project is the Rose Hill mixed use development, 1.3M sq ft proposal with 870 housing units and 80,000 sq ft of retail. This project reflects many of the trends seen elsewhere in the region towards redevelopment of large strip-commercial parcels into more walkable, urban development. Also within the study area are a number of smaller infill developments, particularly on the Northwest side of the interchange. These kinds of smaller scale projects can be an important way of transitioning from larger new development to existing neighborhoods.

Project	Description*
1 Google Campus	Office space : 375,000 sf at the campus Total proposed buildout: 1.3 million sf Office : 925,000 sf
2 Kirkland Urban	Commercial space : 218,000 sf Residential space : 172,000 sf, 185 housing units** Total project size: 1.3 million sf.
3 Rose Hill	Residential space: 870 housing units Ground-floor retail : 84,200 sf

Sources:

*City of Kirkland: <https://www.kirklandwa.gov/>

**City of Kirkland



Urban Design Analysis

The urban design context for the study area today reflects a mix of conditions, from big box strip commercial and auto-oriented corridors to new infill residential and established neighborhoods.

NE 85th St Corridor

NE 85th St Corridor – NE 85th St is an important east/west connection. Its auto-oriented character often lacks sidewalks on the western side, instead featuring a dense tree canopy, and lots that turn their back on this important corridor.

Industry

Industrial areas adjacent to 85th feature large parcels, close proximity to the future station, and potential opportunities for development or new investment. Many are currently important locations for small businesses.

New Infill

Townhouses, small apartments, and other medium-density developments are creating transitions from single family neighborhoods to larger developments typically associated with TOD.

Highway Barrier

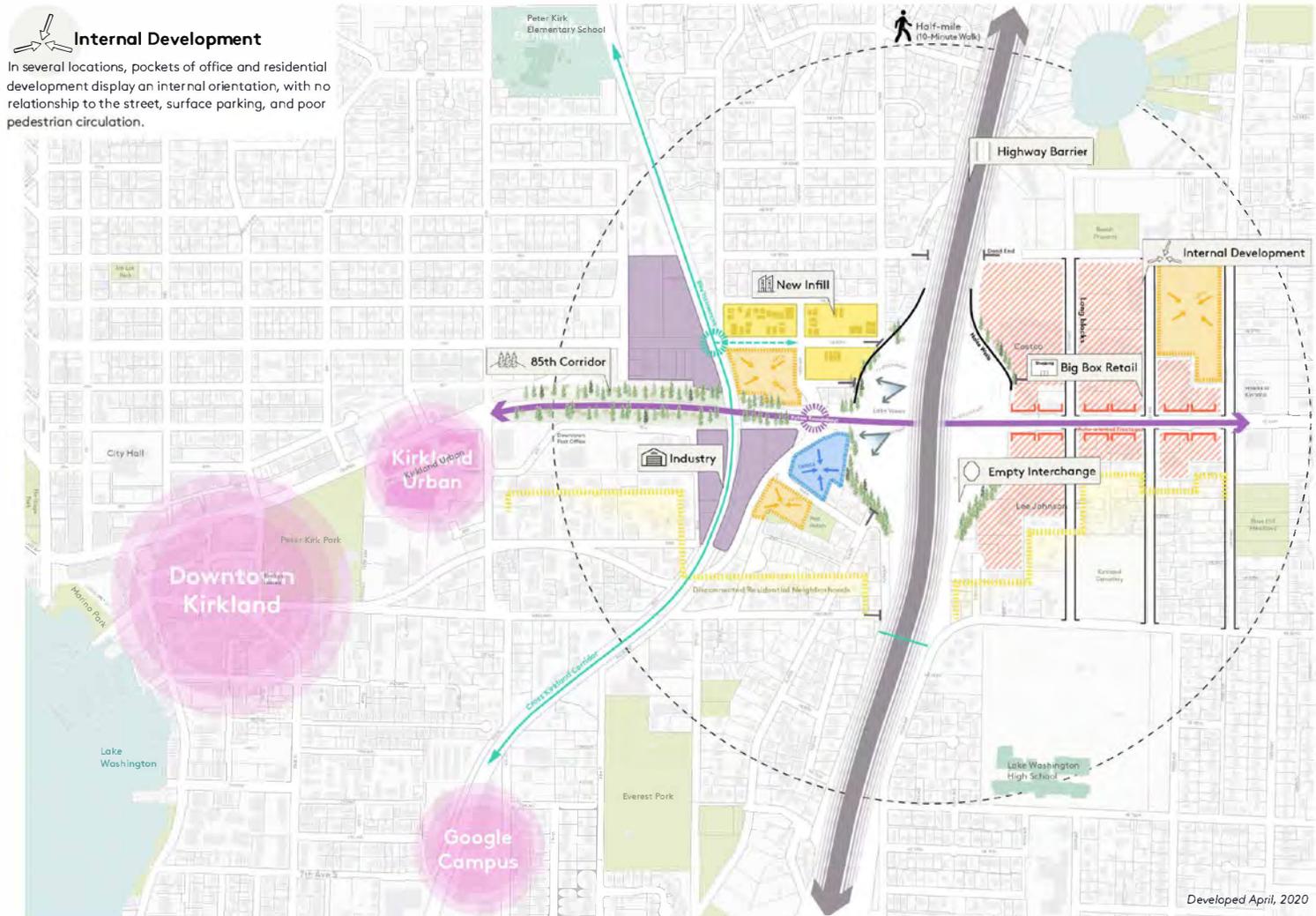
I-405 acts a major barrier, limiting east/west connections, discouraging adjacent development opportunities, and contributing to noise and air pollution.

Empty Interchange

The interchange geometry results in large underutilized open spaces designed to be experienced by vehicle.

Big Box Retail

The Rose Hill business district is an important economic engine and activity center for the city. Characteristics include extensive surface lots, superblocks, and auto-oriented streets and public realm.



Station Area Plan Elements —

NE 85th Study Area Existing Conditions 2022



NE 85th Study Area Future Vision



4.0

Community Benefit Strategies —

Planning for Community Benefits

To achieve the project objectives of promoting opportunity and inclusion with future growth, as well as sustaining quality of life for existing and new neighbors, a Community Benefits policy framework and strategy have been developed. Priority community benefits were chosen for this project based on community feedback, City Council and Planning Commission direction, and initial findings from the DSEIS and 2020 Opportunities and Challenges Report. They include affordable housing, schools, parks and open space, sustainability, and mobility.

How can the public receive benefits of growth?

Along with planned growth comes the opportunity for public, private, and other investments and improvements in the Station Area. Rezoning and updated policies in the Station Area will change the amount and type of development that is allowed, and what baseline requirements will be expected. This new development capacity will be supported by public investments and partnerships for infrastructure and services to sustain amenities for the community. As upzoning may increase the potential value of private land, a portion of this potential value can also be leveraged for public benefit. Overall, the Station Area itself comes with a tremendous opportunity of intrinsic public benefits which include, but are not limited to, enhanced transportation choices, improved and more community gathering places and environmentally sound growth patterns that support the overall vision to the Station Area.

Public Projects will support infrastructure and services including transportation and mobility, parks and open space to sustain quality of life for the public. This plan identifies a range of public project opportunities, which are coordinated through the City's capital planning process and other city-wide planning efforts such as the Parks, Recreation, and Open Space Master Plan and the Transportation Master Plan. These projects may include improvements or enhancements to existing public assets and services, or the creation of new public infrastructure.

Private Developments

Through baseline requirements and the Form-Based Code, community benefits can be realized through private development. Beyond these baseline benefits, there is also potential for additional public benefits or amenities that can be incentivized. This can occur through tools like incentive zoning programs that allow additional development in exchange for the developer providing community benefits. Under a typical incentive zoning program, new zoning establishes a base development allowance in each zone. In exchange for additional development capacity, the developer provides public benefits through fee-in-lieu or direct provision of the amenity. In the Station Area, the incentive program would not allow development heights above the maximum heights adopted in the Preferred Plan Direction.

Partnership Opportunities can advance priority community benefits through program alignment or potential co-benefits. P3's, or Public-Private Partnerships, are examples of collaboration across sectors or organizations to achieve aligned goals. There is potential to advance some of the plan initiatives, community benefits, and long-term vision through such partnerships, especially around the topics of schools, education, and childcare; affordable housing and workforce development; as well as sustainability, climate action, and health and well-being initiatives.

Community Benefits Icons

Throughout the document the following five community benefit icons are called out. Each denotes the topic in which the SAP provides benefits to the broader population:



Community Benefits



Affordable Housing



The Preferred Plan Direction adopted by Council identified a vision for plentiful affordable housing in the Station Area, and maximizing affordable housing options in the Station Area was a priority in all phases of the planning process. Future redevelopment in the Station Area will be subject to the City's existing inclusionary zoning requirement that at least 10% of new multi-family units are affordable – which could result in over 600 estimated new affordable units (of the studied capacity for up to 6,243 additional housing units). Additional strategies to promote and incentive affordable housing production in the area were identified in the FSEIS, and included:

- Leverage regional partnerships (e.g., A Regional Coalition for Housing (ARCH)) to add affordable housing opportunities in the Station Area,
- Create density bonuses that prioritize affordable housing,
- Establish minimum requirements for family-size units,
- Require development to provide a minimum number of activity units (i.e. housing units or jobs), and
- Commercial linkage fees.

City staff has coordinated with ARCH to discuss the mitigation options that the City could consider to maximize affordable housing opportunities in the

Station Area. ARCH will be a key partner in assisting the City with investing resources to produce affordable housing. To the extent that the City receives cash payments toward affordable housing rather than units being built directly by developers, it will be important that those funds be directed to affordable housing projects located in or near the Station Area. New affordable housing projects in the Station Area will be accessible and connected to the region via transit, and should also be targeted to support housing choices attainable for people that work at a range of existing and new jobs in the district.

In the economic analysis for the incentive zoning program, the project team has evaluated options for base and incentive housing requirements, including: providing more than 10% (current inclusionary zoning requirement) of units as affordable, and providing units at deeper levels of affordability. The project team believes that commercial linkage fees could be a valuable tool and should be evaluated in the future. To support evaluation of commercial linkage fees as a tool for the future, the City should continue to work with ARCH to identify legislative changes that might better address such fees being mandatory and applying on a jurisdiction-wide basis.

More than 30% of people who work within the NE 85th Station Area make a salary below the living wage. Additionally, 16% of employees within this area make below the federal poverty guidelines this imbalance of equity regarding the types of jobs available in the area should be addressed. Opportunities to support linkage fee programs and workforce development in order to encourage more jobs for residents in Kirkland will be important, especially jobs that offer higher income. Workforce training programs may be possible along the 120th corridor connecting high tech jobs and the schools. The plan also seeks to maximize affordable housing by 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.



Schools and Education



As part of the Final SEIS for the Station Area Plan, School mitigation options were identified to address the anticipated student growth associated with the increased density in the district. The Station Area Project team has coordinated with Lake Washington School District (“LWSD”) throughout the planning process to discuss student generation projected with growth in the Station Area, and to collaborate around ways the City can help the district address school capacity. The final plan anticipates that the City will continue coordination with LWSD to explore creative solutions. The project team has identified the below ways to address school capacity in the plan, with the opportunity for future solutions to be identified.

1. Increase development capacity on existing school sites:

The major existing school site in the Station Area is Lake Washington High School. The Preferred Plan Direction contemplates increased density on the site by incorporating it into a future Civic Mixed Use regulating district in the SE quadrant of the Station Area. The Preferred Plan Direction established an increased maximum height allowance up to 75’ on portions of the site. Under the allowed height of 75’, up to 5 stories could be accommodated on that land area, including structured parking above, or below, ground, which could multiply 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.

In addition, on March 1, 2022, the City Council approved the following item for the Planning Commission work program:

Growing School Capacity: The City is consistently receiving feedback from the community and the Lake Washington School District (LWSD) about the capacity issues at current District facilities. This Planning Work Program project, building on a collaboration between City staff, LWSD, and University of Washington urban design students in 2018 (that addressed this issue on a separate site), would partner with the District to explore potential development constraints on existing District-owned properties that create barriers to adding student capacity, and then undertaking code amendments to reduce or eliminate these barriers. Examples might include height, setbacks, parking, and permitting processes.

2. Explore development bonus incentives for provision of school space in new development:

Staff evaluated the feasibility of providing bonus density incentives in two broad categories: commercial development and residential development.

School Facilities and Potential Safe Routes



Commercial Dedication of School Space

Based on recent office building sales in the Spring District and downtown Bellevue – areas with similar zoning and building quality to what is expected in the NE 85th St SAP – the value of built space that could be dedicated to school use could be between \$750-\$1000 per SF.

Residential Dedication of School Space

Another option that staff explored is providing development bonus incentives for provision of school space (likely for Pre-K programs) in new residential development of sufficient size to support such facilities. These would likely be located within ground floor commercial spaces which may be economically beneficial to project applicants. Depending on factors such as location and size of these commercial units, these spaces sometimes do not provide significant rental income. Combining this with the possibility of requiring less parking for a Pre-K use as compared to general retail or restaurant, there could be a net economic benefit to the project.

3. Define active frontages or required retail space to include educational uses:

The form-based code will regulate future development in the Station Area. In order to allow flexibility for more types of educational space to be provided in the future, the Preferred Plan Direction included draft regulating districts that would allow educational (“civic”) uses in all zones. Additionally, the form-based code will 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 partnerships to encourage shared facilities in the Station Area and/or optimize utilization of shared use agreements:

As development interest in the Station Area arises, staff has coordinated with the private sector and the school district to encourage conversations to explore opportunities and barriers. These connections should help the City and the District understand the most effective 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.

4.0 Community Benefits

NE 85th Street Station Area Plan

Sustainability, Climate Action, and Resilience

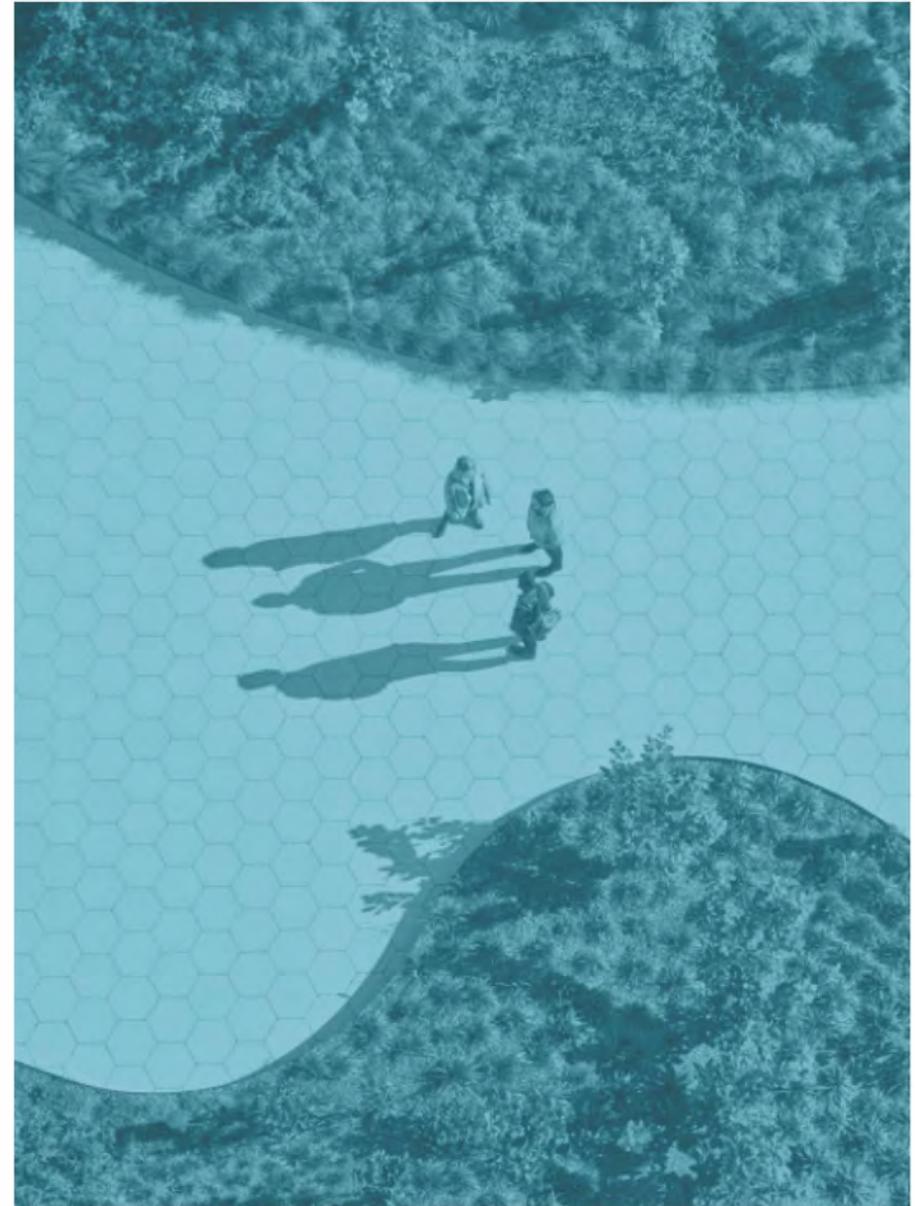


The Station Area is envisioned as a demonstration district that maximizes opportunity for innovation and community benefit around climate action, resilience, and quality of life. The scale and unique opportunities of a mixed-use, transit-oriented district provide a tangible way to move the needle on the City's broad sustainability and resilience goals. 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 existing residents and employees and new members of the community.

Sustainability Framework Summary

The purpose of this Sustainability Framework is to advance the City's objectives and Sustainability Master Plan with the Station Area as a demonstration district that maximizes opportunity for innovation and community benefit around climate action, resilience, and quality of life. This Framework is aimed to complement the Station Area Plan and 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, and that recognizes the pace of market transformation and does not preclude future innovations.

[For more information refer to Chapter 10.](#)





Open space and parks are inherently important to health and wellbeing of the community, and provide vibrancy in urban settings, and needed amenities with increasing density as is expected to occur within the Station Area in Kirkland. They function as an essential service, supporting social resilience and the setting for people to gather and connect, to share culture and art. There are opportunities to enhance the amount and types of open spaces provided within the study area, as well improve connections to open space within, and outside, of the Station Area. The City should think creatively on the use of publicly owned land and potential for shared use agreements, as well as how to include open space elements that would support the population within smaller urban footprints to strategically consider smaller, park-like areas within new developments. To supplement this approach, gaps identified in larger scale neighborhood or community parks could be accommodated through enhancements and improved access to existing parks nearby the Station Area, as well as through exploring community access to recreation facilities and spaces within the Station Area.

Coordination with the PROS Plan

On a parallel timeline with the Station Area Plan, the Parks and Community Services Department has been updating the PROS plan, both of 2022. This updated PROS will set the strategy for the City's investments and includes elements related to serving the Station Area. As discussed later in the document, the process of funding and executing these projects will be done as part of the existing capital improvement program (CIP) and capital facilities plan (CFP).

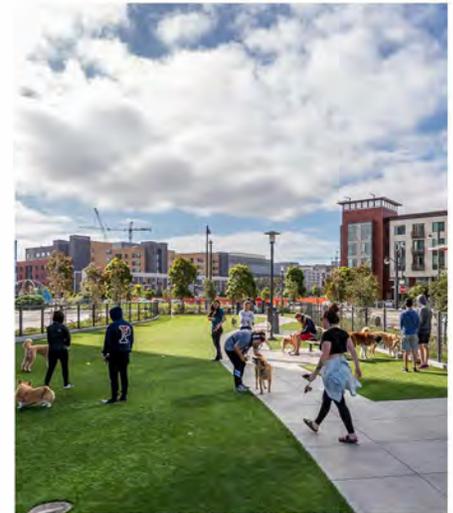
Pocket-parks and amenity considerations that are small in scale have the potential to support community gathering spaces and recreational opportunities to homes. Examples of programming that can increase the utility of open spaces for people to connect include the following:

- Linear Parks
- Dog Runs
- Plazas/Civic Spaces
- Playgrounds
- Exercise Stations

The Station Area Plan provides a unique opportunity to coordinate within the PROS Plan, as well as consider policy changes to the LOS opportunities to provide new open spaces. These approaches can be taken into action in the near term. Options explored through the Station Area planning process include:

- Explore the ability to integrate parks and open space through planned infrastructure investments in the public right-of-way, including street and utility improvements,
- Leverage existing spaced by enhancing existing neighborhood parks, open space around Forbes Lake, and the Cross Kirkland Corridor, these enhancements are identified within Chapter 6.0 Parks, Open Space and Environment .
- Consider the role of school facilities and non-City parks, as well as existing publicly owned parcels in helping to provide recreation opportunities and infrastructure advancements (including excess WSDOT right-of-way for open space benefits such as stormwater treatment, natural areas, and canopy restoration.
- Consider Community Park options that may include supporting the re design of Peter Kirk Park and renovation of other community parks to increase capacity.

[For more information refer to Chapter 7.](#)



4.0 Community Benefits

NE 85th Street Station Area Plan

Mobility: Walking and Rolling



This Station Area Plan creates a rich network of mobility options that not only connect transit users to and from the future bus rapid transit station but allow movement throughout the station area to connect downtown Kirkland, Redmond, and beyond. Improved sidewalks and dedicated bikeways ensure that walking and biking in the station area is safe and pleasant. Capacity is added to key intersections on major arterials through strategic widening and signal operation changes to avoid gridlock. These improvements are linked to overall urban design and mobility goals for each corridor. For instance, on NE 85th St a wide landscaped furnishing zone, protected bikeway at the sidewalk level, and wide generous sidewalks are appropriate infrastructure investments to create a sense of safety and a pleasant environment for walking and biking along a major thoroughfare that connects vehicle and transit traffic to the interstate. On smaller collector streets such as the 7th Ave/NE 87th St corridor, sidewalks with sufficient clear pedestrian zones, buffered bikeways, and narrower vehicle lanes proportionally relates the street to a more intimate, residential character.

Green mid-block connections help break down large blocks into more walkable distances and a pedestrian scale environment. Finally, increased transit service with dedicated lanes through the interchange and flexible parking policies balance the transportation needs of the station area.

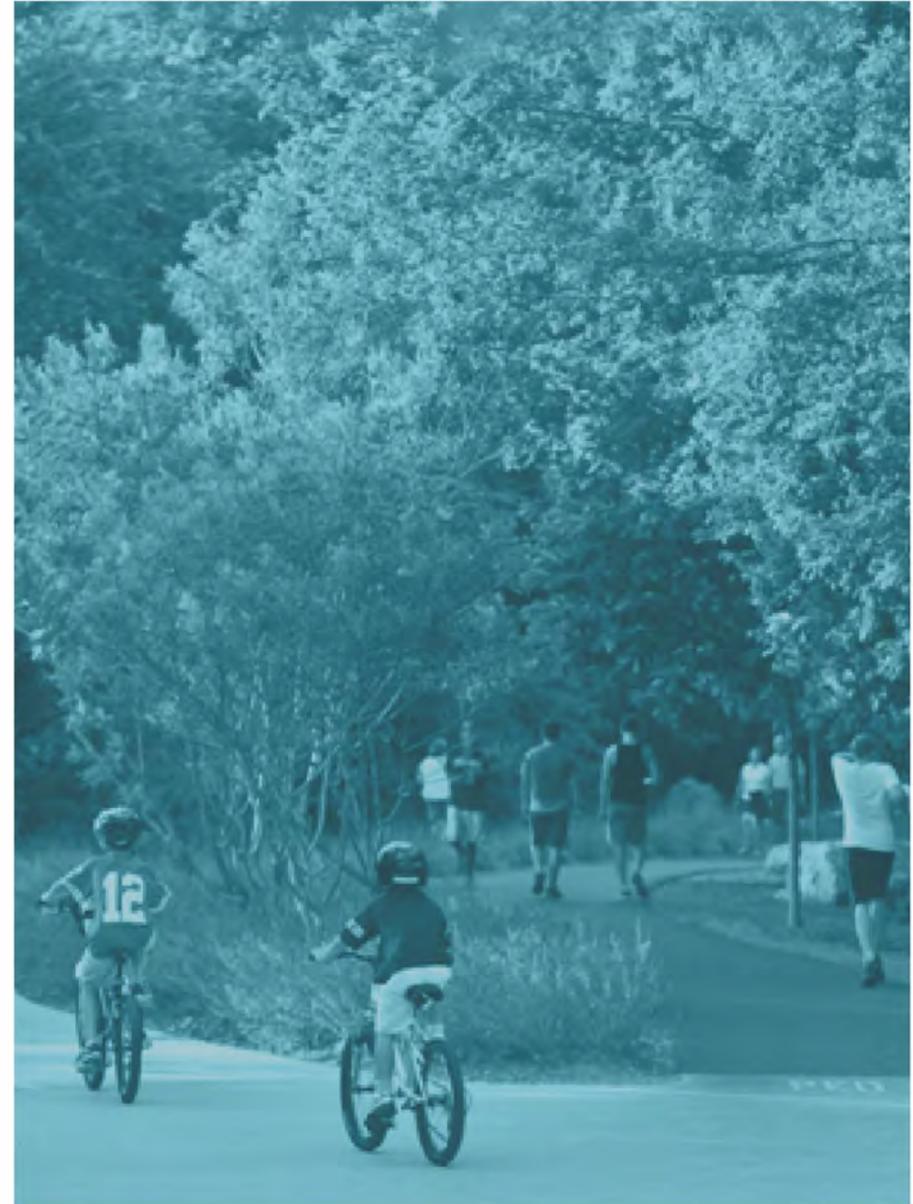
Active Transportation Plan Coordination

The Station Area Plan's transportation analysis and study has been running alongside the City of Kirkland's ongoing work to update the Active Transportation Plan (ATP) which will be finalized in 2022. The update to the ATP reaffirms Kirkland's commitment to a multi-modal system of transportation choices by providing network and infrastructure improvement recommendations to enable people of all ages and abilities to safely walk, bike, and roll. Specifically, the Active Transportation Plan outlines three main goals:

1. Create a safe, connected pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips.
2. Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such as activity centers, parks, and transit.
3. Encourage and incentivize more people to walk and bike and encourage safe behavior for all users of the transportation system.

Network recommendations made as part of the ATP update have been incorporated into the active transportation network vision for the Station Area Plan.

[For more information refer to Chapter 8.](#)



5.0

Vision and Urban Design Framework—

5.0 Vision and Urban Design Framework

The Community Vision

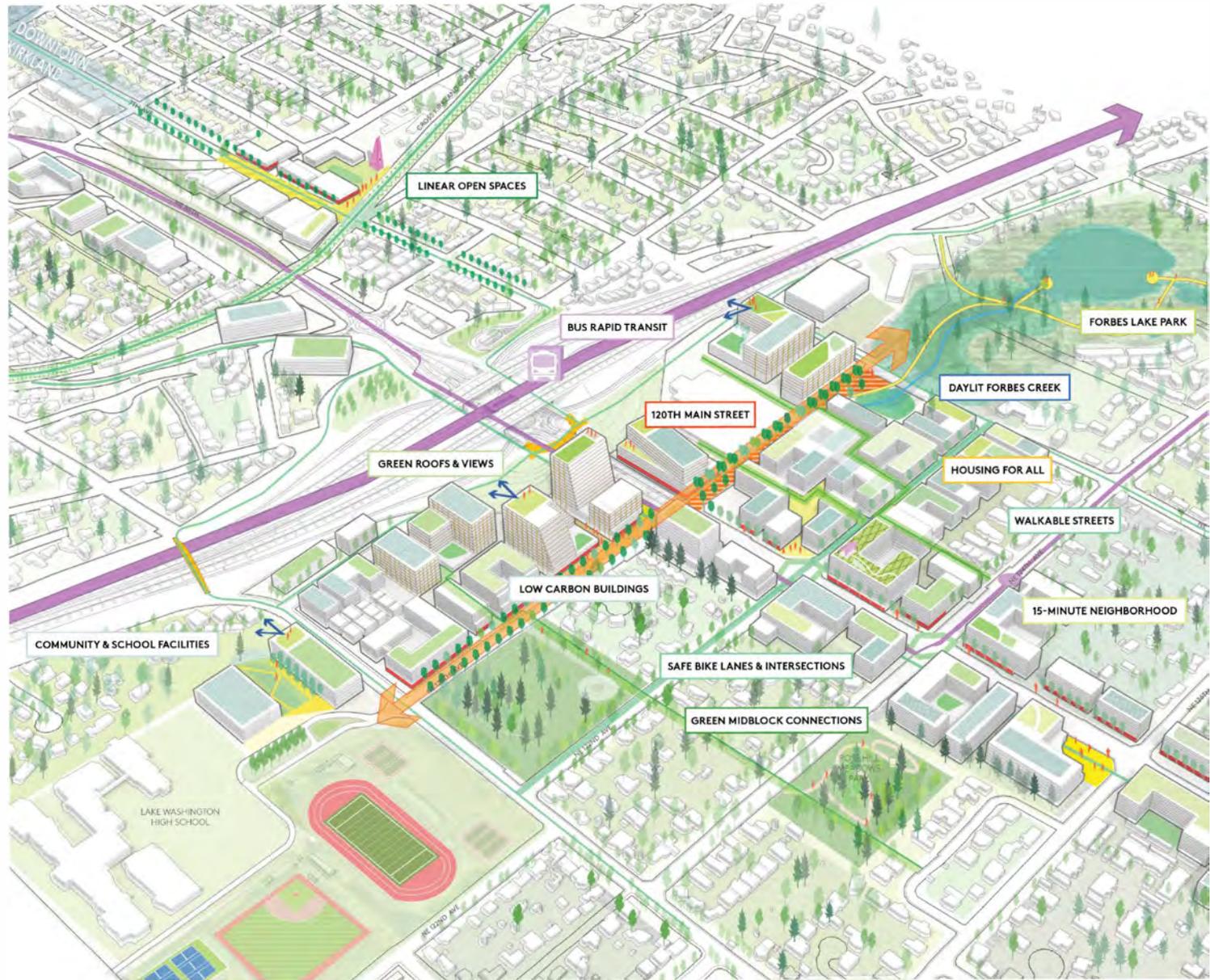
This Station Area Plan envisions a vibrant, mixed use district that is a model of innovation, equity, and quality of life. Development focused around the future station ensures high ridership and supports last mile connections via walking, biking, and transit. Buildings transition in scale as they approach existing neighborhoods to respect the established context while encouraging new jobs and homes. A mix of housing types reflects the needs of a diverse community for all ages and stages of life, at a variety of income levels.

A robust public realm is punctuated with key focal points for retail and services along NE 85th St, 120th Ave NE, and 7th Ave. These focal points provide increased opportunities for pocket parks, green infrastructure, and other amenities that enliven the street. Signature public spaces like Forbes Lake Park and future plazas in large developments create spaces for people to connect with nature and each other. Within development a combination of courtyards, green roofs and other outdoor areas supplement the public realm. Flexible standards for educational and civic spaces encourage creative solutions to provide capacity for students to learn and the community to gather or recreate with future growth in the district.

Finally, this district's innovation is shown in the ambitious sustainability features woven into the district. Community solar power generation, district-scale energy networks, and low-carbon building technologies all reduce the climate impacts of this district. Similarly, green infrastructure, new tree canopy, and ambitious low water use buildings improve the ecological health of the district and its residents.



NE 85th Street Station Area Plan



Urban Design Framework

Alongside the vision for the Station Area Plan is an urban design framework that establishes a set of overarching strategies to shape development and investments in the district in the future. These strategies are reflected throughout subsequent chapters of the Station Area Plan as well as implementation tools like Form-based Code and Design Guidelines.

How should we grow?



Focus Near Transit



1. 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 providing the potential for improved commutes and focusing growth in the City where residents and employees have the best access to high-capacity transit 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.



A Strong Public Realm Spine



2. 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.

A Network of Mobility Options

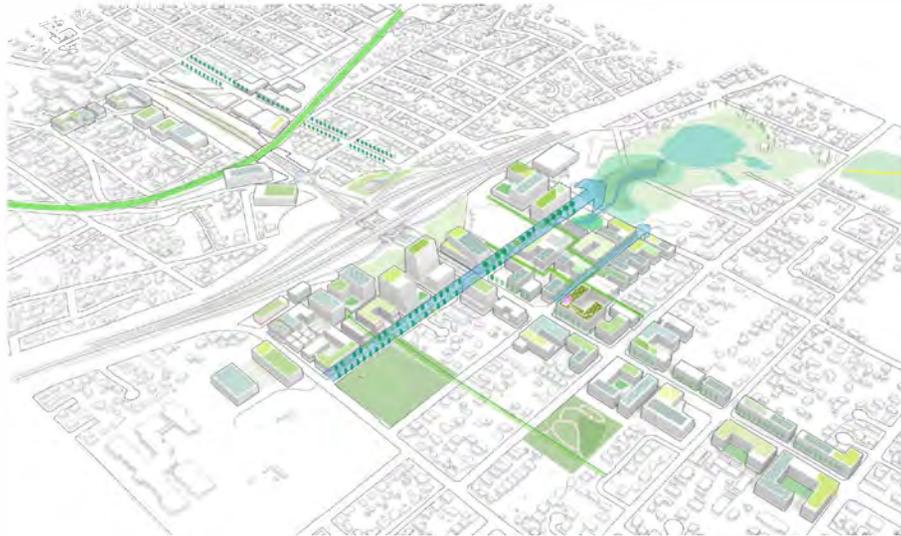


3. Connect neighborhoods together with a comprehensive, multi-modal transportation network

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 mid-block connections help break down large auto-oriented 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 future King County Metro's K-line BRT, flexible parking policies, and specific roadway capacity improvements provide a multi-faceted approach to mitigate congestion and accommodate travel needs on roadways and parking demand. This holistic approach to mobility is integrated into all aspects of the urban design framework.

Leverage Existing Natural Systems and Resources



4. 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.

Transitions in Scale to Adjacent Neighborhoods



5. 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.

5.0 Vision and Urban Design Framework

The Norkirk Maker District vision builds on the area's industrial character with a focus on local "maker" businesses organized along 7th Avenue and a new plaza that meets the Cross Kirkland Corridor trail.

NE 85th Street Station Area Plan



NE 87th Street and 7th Avenue Intersection Future Vision, Looking West



West Character Sub Areas

The Urban Design framework is a cohesive set of design strategies used throughout the Station Area. Within the larger urban design framework, character subareas specify the unique opportunities and desired elements for each portion of the study area that build on existing assets and characteristics the community values. These subareas can inform public investments, design guidelines for future development, and placemaking.

West of 114th Ave NE, NE 85th Street is built on an elevated structure, and the topography of the area creates two distinct districts: the Maker District in the Norkirk and Highlands neighborhoods north of 85th and the Downtown Gateway District in the Everest and Moss Bay neighborhoods south of 85th. Here, the focus is supporting pedestrian-oriented districts and enhancing Cross Kirkland Corridor as the major north south connection.

Maker District

Pedestrian-oriented district building on Norkirk's character and excellent Cross Kirkland Corridor trail connections. 7th is a lively connection between the BRT drop off and downtown. The traditional mixed industrial/commercial character of the area is recognized while encouraging more urban uses supporting "maker" activities, locally-owned small businesses, active lifestyle and recreation-related private and public uses.

Downtown Gateway District

Gateway district to Downtown Kirkland via 6th St that emphasizes mid-rise residential, and office uses along 6th and important bicycle and pedestrian connections between the future Stride station and Rose Hill commercial area and Downtown Kirkland. These connections include a new bicycle and pedestrian route along NE 85th Street as well as improved bicycle and pedestrian facilities along existing Kirkland Way.

East Character Sub Areas

East of I-405, NE 85th Street is an important connector and gateway to Kirkland from Redmond. The Plan envisions NE 85th Street as a place to be, rather than travel through, that encourages people to gather and spend time in a lively public realm. It is supported by a robust mobility network that bridges existing barriers and provides safe crossings. The Forbes Lake District and Green Innovation District envision a strong public realm connection along 120th Ave NE, between North and South Rose Hill neighborhoods; and the Rose Hill Gateway District similarly envisions a cohesive public realm and safe crossings along NE 85th Street.

Forbes Lake District

A walkable mixed-use district with opportunities for mid-rise residential uses and higher intensity office 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.

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 high intensity office uses near the BRT Station, to mid-rise shops and office uses, to townhouses, small apartment buildings, and civic uses. Active transportation choices, connections to green space, and walkable 120th Ave NE offer a healthy lifestyle. Existing cemetery is an opportunity for green space that provides opportunities for walking and more passive recreation.

Rose Hill Gateway District

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

Character Sub Areas

