Joint City Council / Planning Commission Study Session

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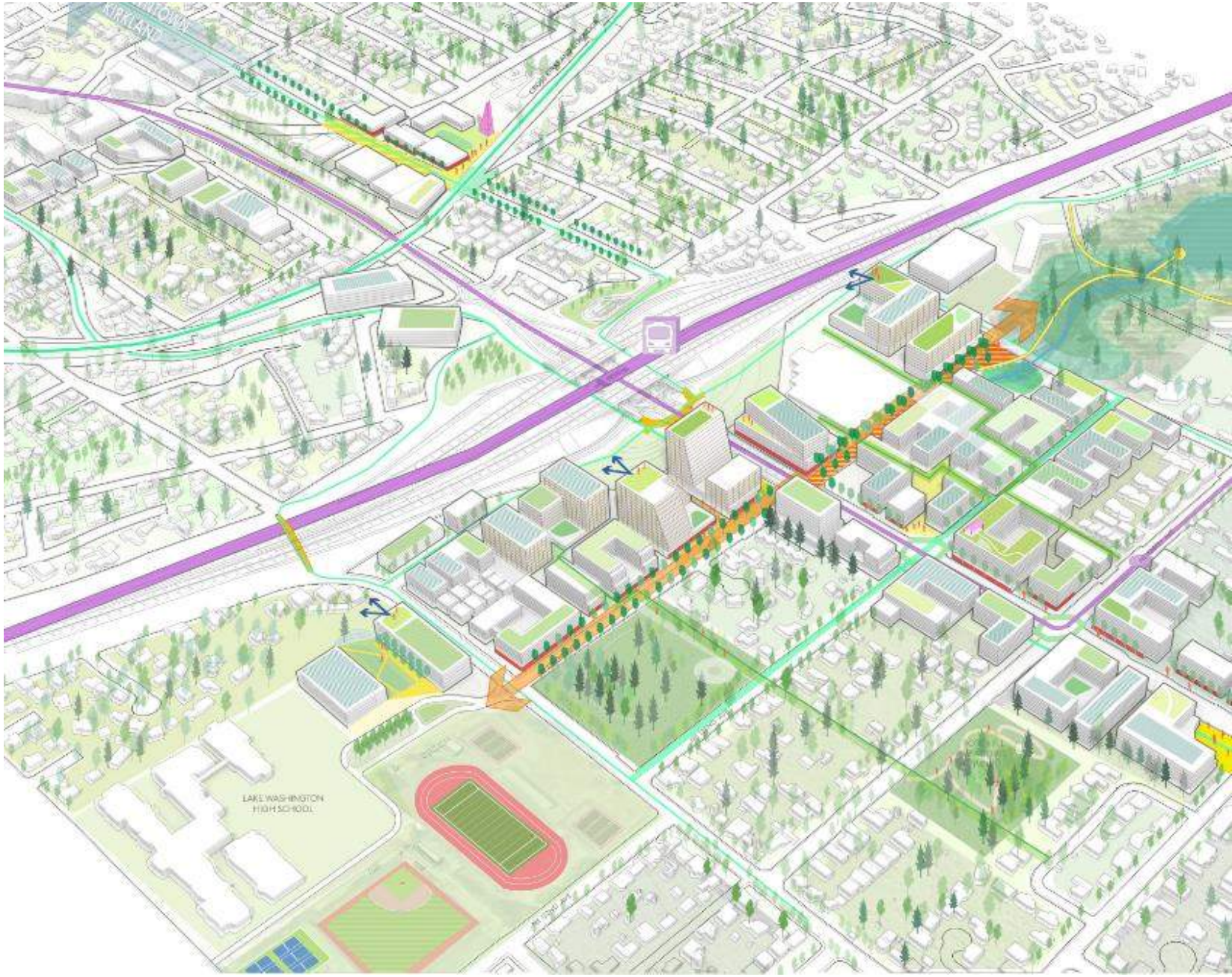
NE 85th Station Area Plan

City of Kirkland
Mithun

12 May 2022



Tonight's Agenda

- **Introduction / Review**
- **Draft Station Area Plan**
  - Presentation – 15 Minutes
  - Council/PC Discussion – 20 minutes
- **Draft Comprehensive Plan Policies**
  - Presentation – 10 Minutes
  - Council/PC Discussion – 20 minutes
- **Draft Form-based Code: CMU District / Draft Design Guidelines**
  - Presentation – 15 Minutes
  - Council/PC Discussion – 20 minutes
- **Preliminary Planned Action Ordinance**
  - Presentation – 2 Minutes
  - Council/PC Discussion – 10 minutes
- **Next Steps**
- **Final Thoughts?**

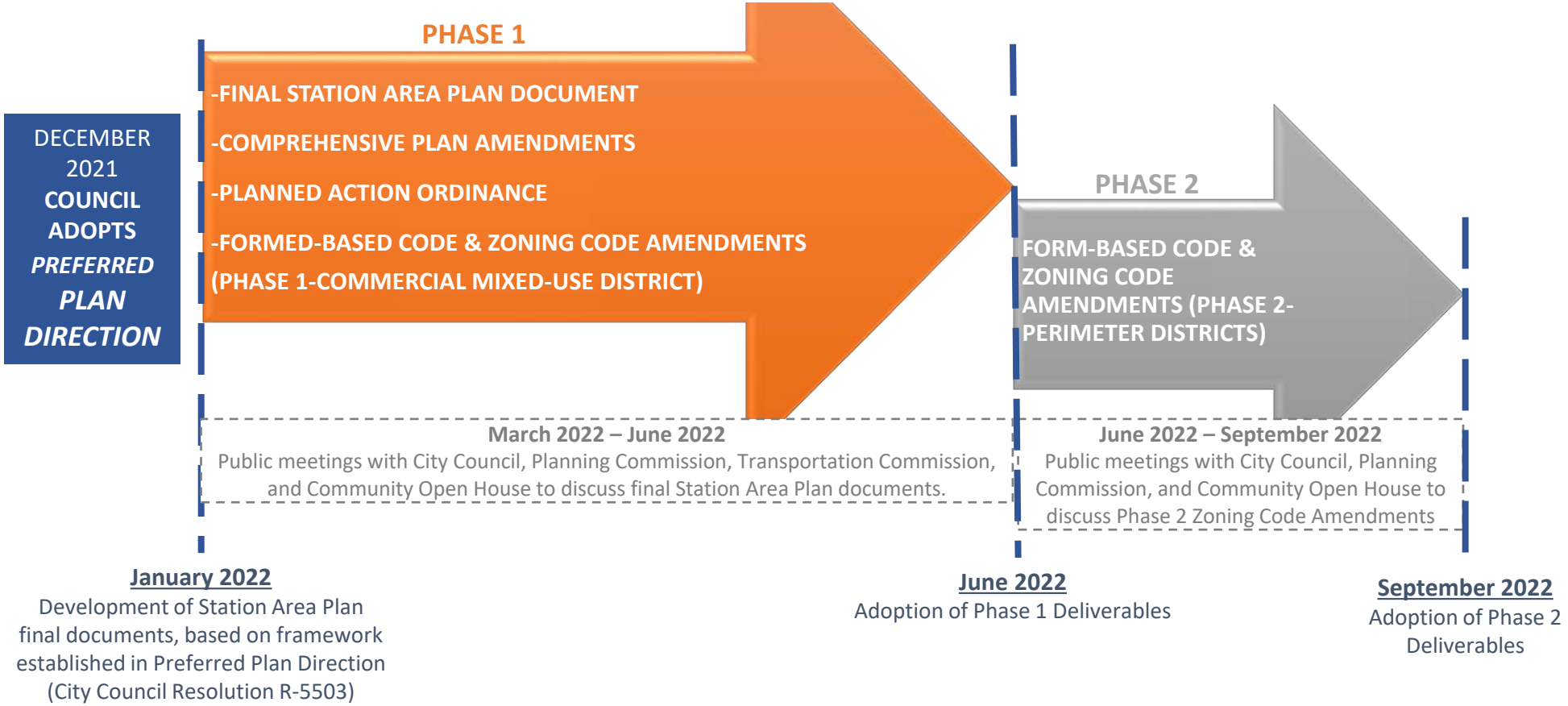
Station Area Vision

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.

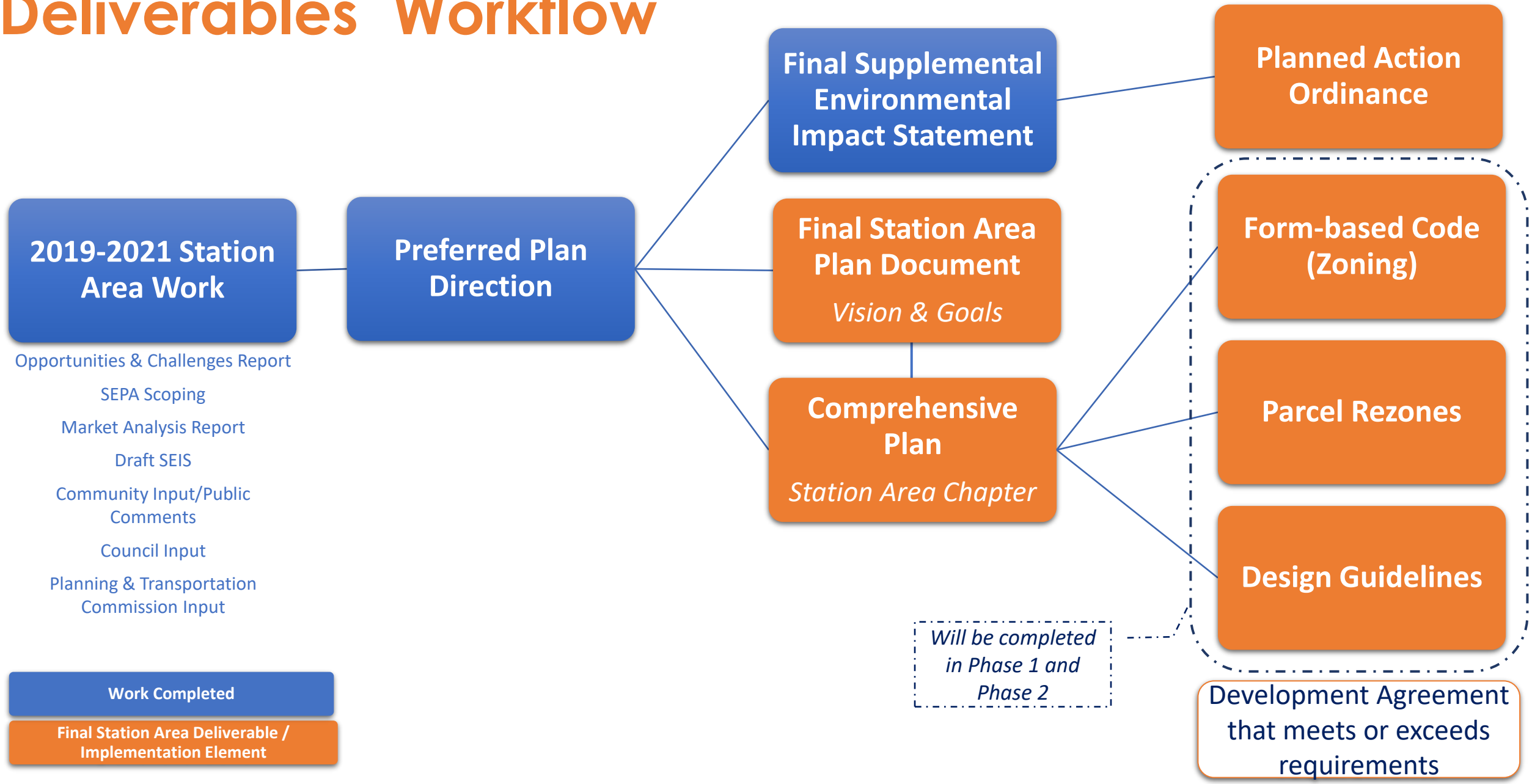
The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The 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.

2022 Plan Adoption and Phasing

- Extended timeline for more analysis and input
- Work on policy deliverables and key issues consider entire Station Area
- Phasing focuses on development standards and community benefits for catalyst area first
- Development agreement for catalyst site could be entered into contingent upon Phase 1 zoning
- Allows more time to consider and discuss development standards where Station Area meets lower density neighborhoods



Station Area Deliverables Workflow



Response to Community Input

Council has responded to community input since 2019 by:

- Holding Special Meeting of Council for Listening Session in May 2021
- Authorizing additional analyses prior to advancing phases in planning process
- Removing Draft SEIS Alternative 3 from consideration
- Directing Fiscal Impacts and Community Benefits Analysis
- Continuing to emphasize that the Plan address key community concerns such as Parks/Open Space, Transportation, and Schools

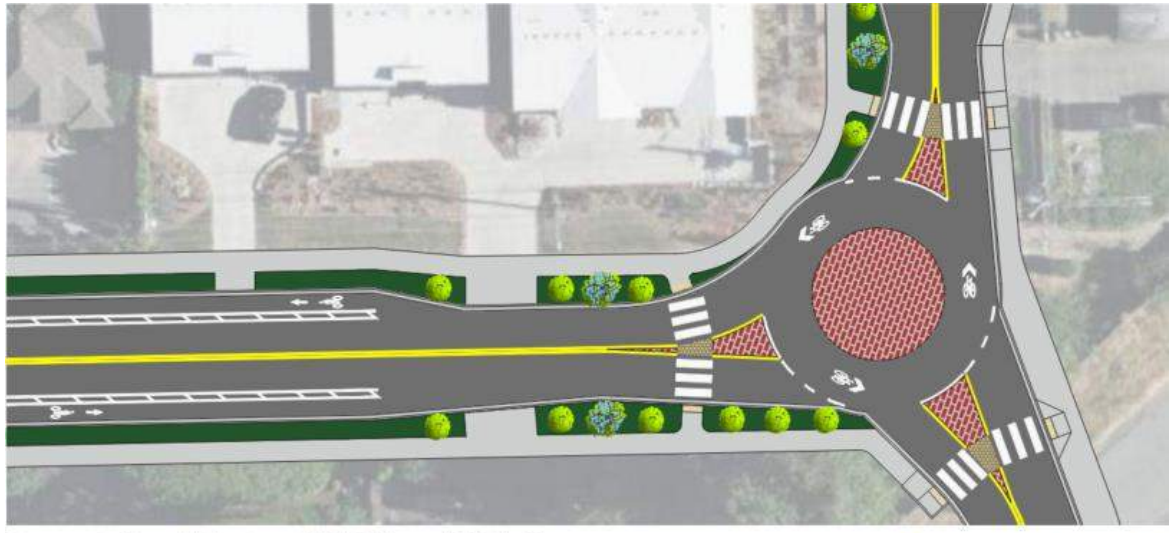
Response to Community Input

Project team has heard ongoing concerns:

- Traffic congestion and parking impacts around the potential Google development and Lake Washington High School
- Questions about impact the pick-up/drop-off area may have on congestion and overflow parking affecting the Highlands neighborhood.

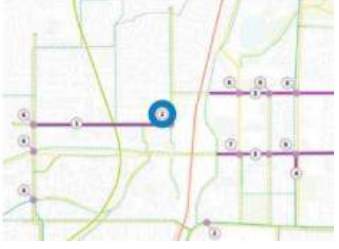
Staff are responding by:

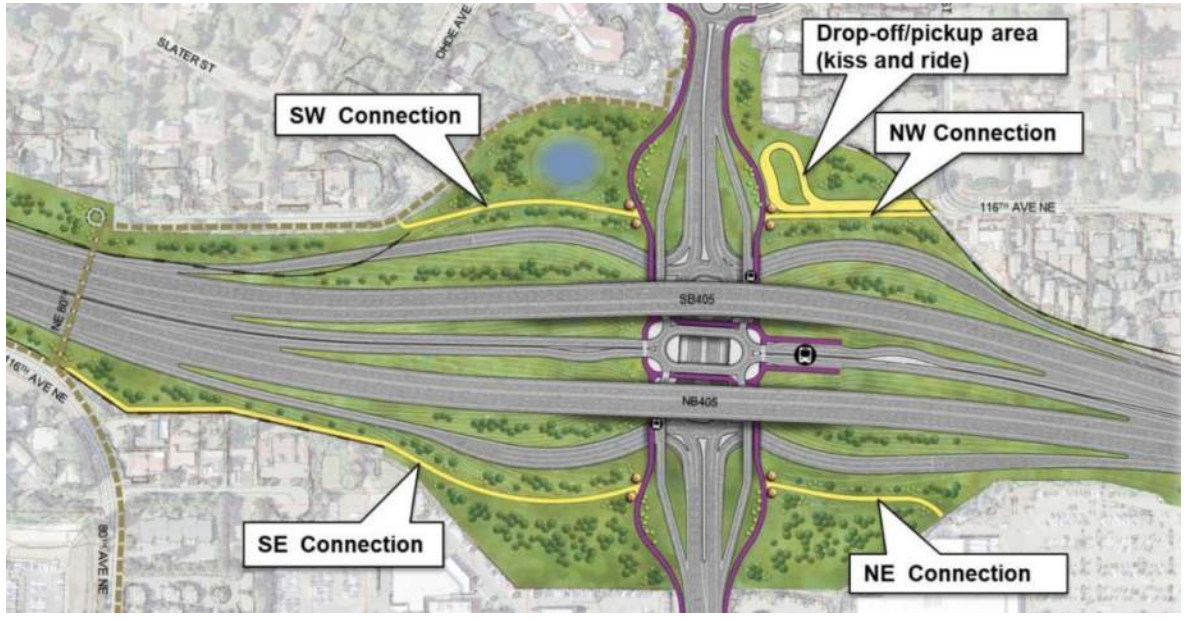
- Refining specific transportation projects and policies to address concerns:
  - Evaluating parking zones around the Google campus and near the Highlands drop-off area to prevent spillover parking.
  - Developing transportation improvements in Highlands.
- Coordinating with WSDOT and Sound Transit staff to provide more information to community members (May 9 presentation to KAN; May 18 presentation to Highlands N.A.



Compact Roundabouts at NE 87th and 116th Ave

Revise this intersection to be a compact roundabout that better accommodates people walking, biking, and access to the NE 85th Street Station pick-up and drop-off.





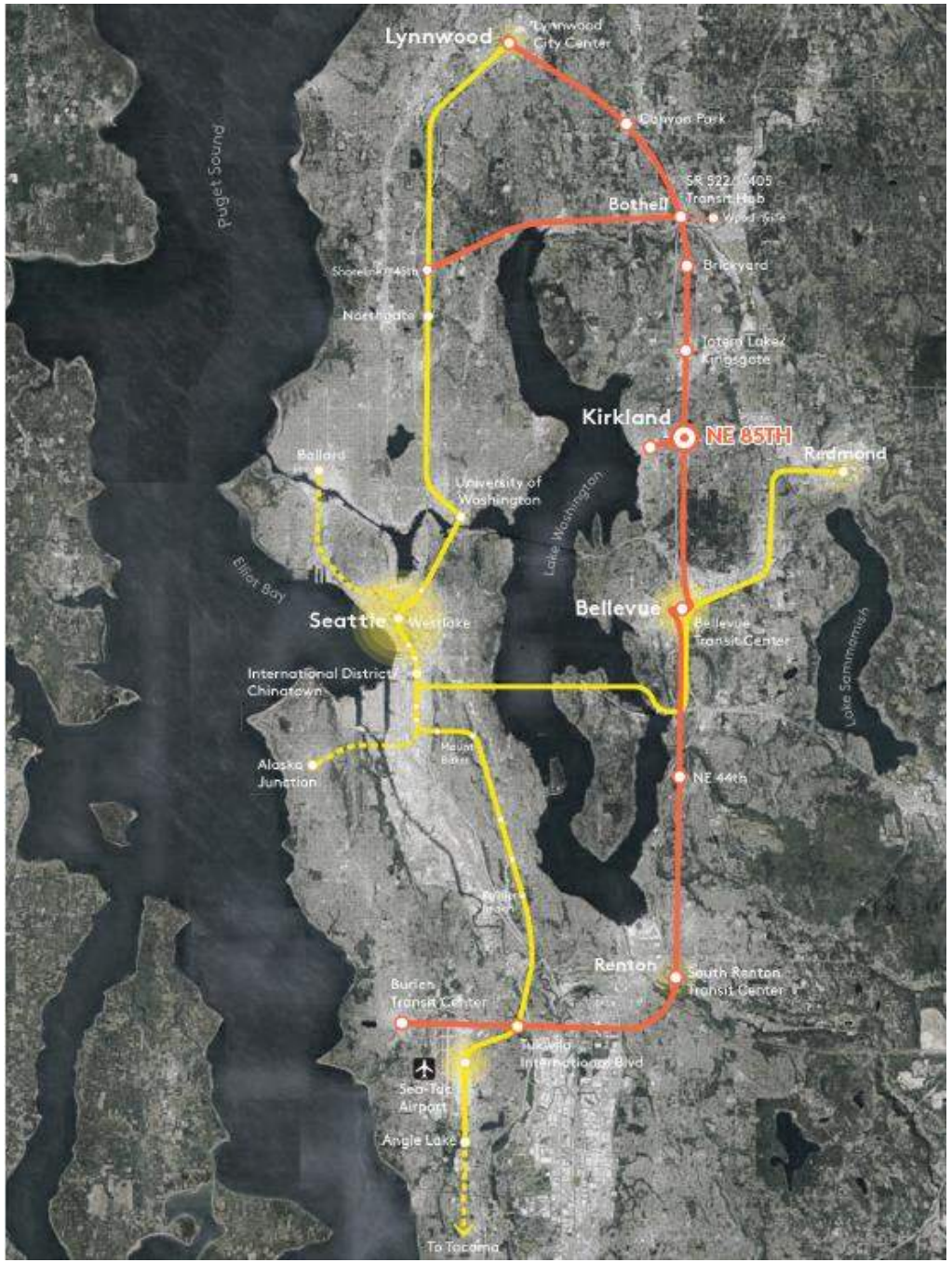
Draft Station Area Plan

Why Plan for the NE 85th Station Area?

The Station Area has always been a crossroads.

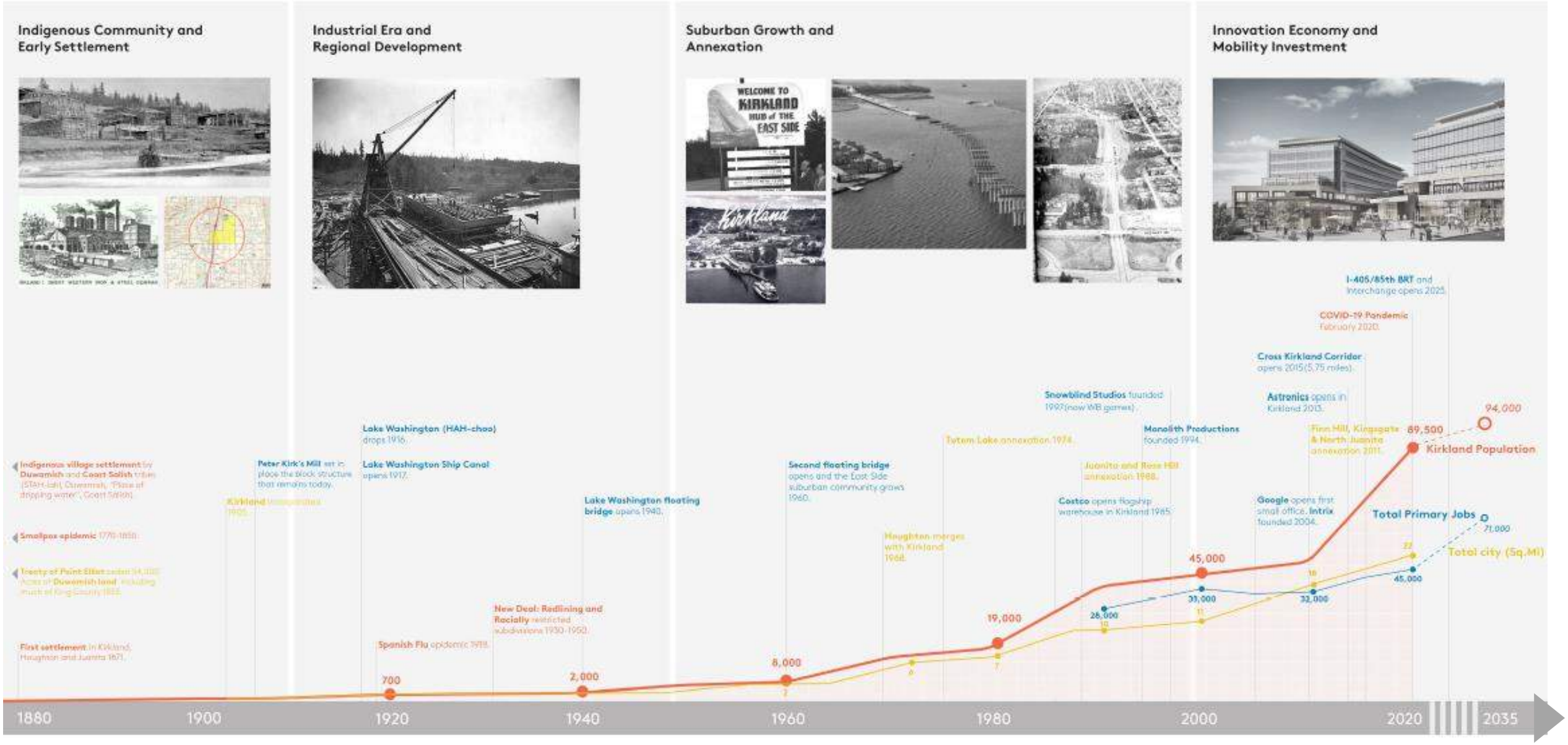
The new WSDOT / Sound Transit Bus Rapid Transit station at I-405 and NE 85th will connect Kirkland regionally to light rail at Bellevue, Lynnwood, and to SeaTac with frequent bus service every 10-15 minutes.

The Station Area Plan was directed by the City Council in 2019 to leverage this once in a generation regional BRT transit investment…



Why Plan for the NE 85th Station Area?

…and proactively plan for potential growth over the next 20+ years (adopted resolution R-5356).



setting our priorities for the future, together

The Plan builds on the 2035 Comprehensive Plan; the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans; the Sustainability Master Plan; the CKC Master Plan; and others. It includes Housing Action Planning supported by HB 1923 and will result in a supplemental EIS to the Comprehensive Plan.

2 Community workshops

8 Public Planning Commission Meetings

1 Community Q&A Session

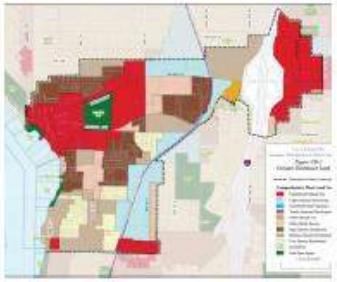
408 Survey responses

114 Written draft SEIS Comments

6 Public Transportation Commission Meetings

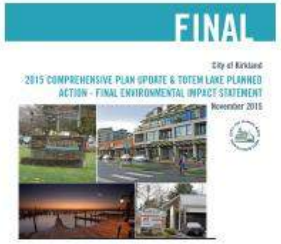
11 Public City Council Meetings

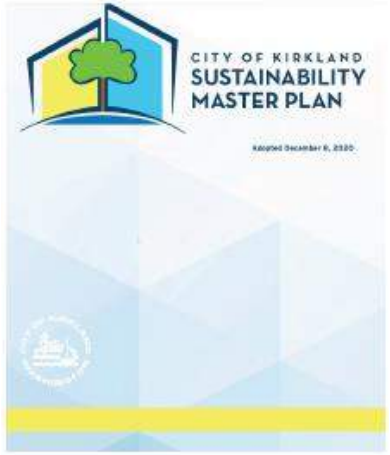
1 City Council Meeting Listening Session



City of Kirkland
Parks, Recreation & Open Space Plan

City of Kirkland
Active Transportation Plan Draft





Station Area Plan Concepts

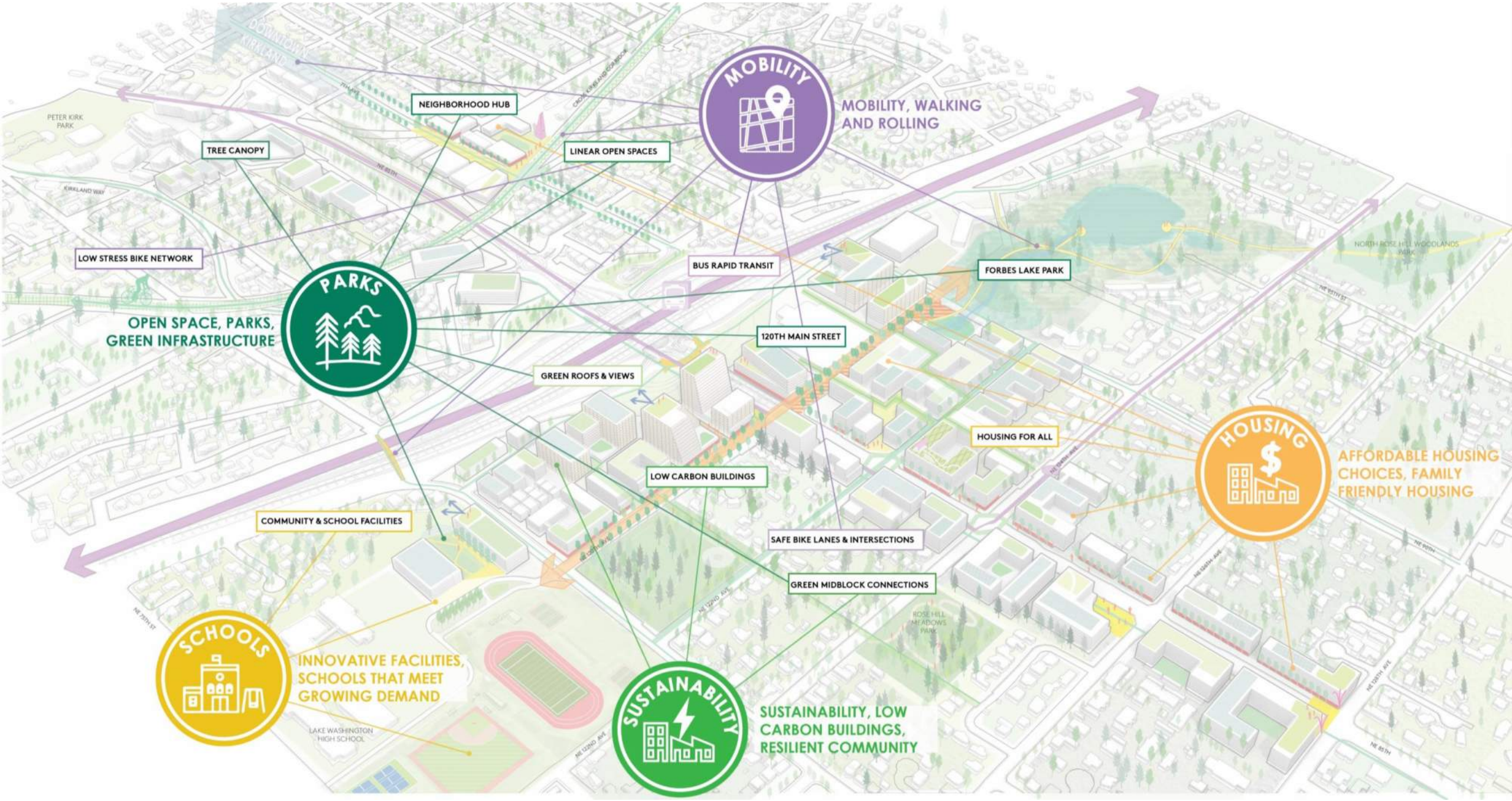
The Station Area is a thriving, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit.

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.

Station Area Plan Contents

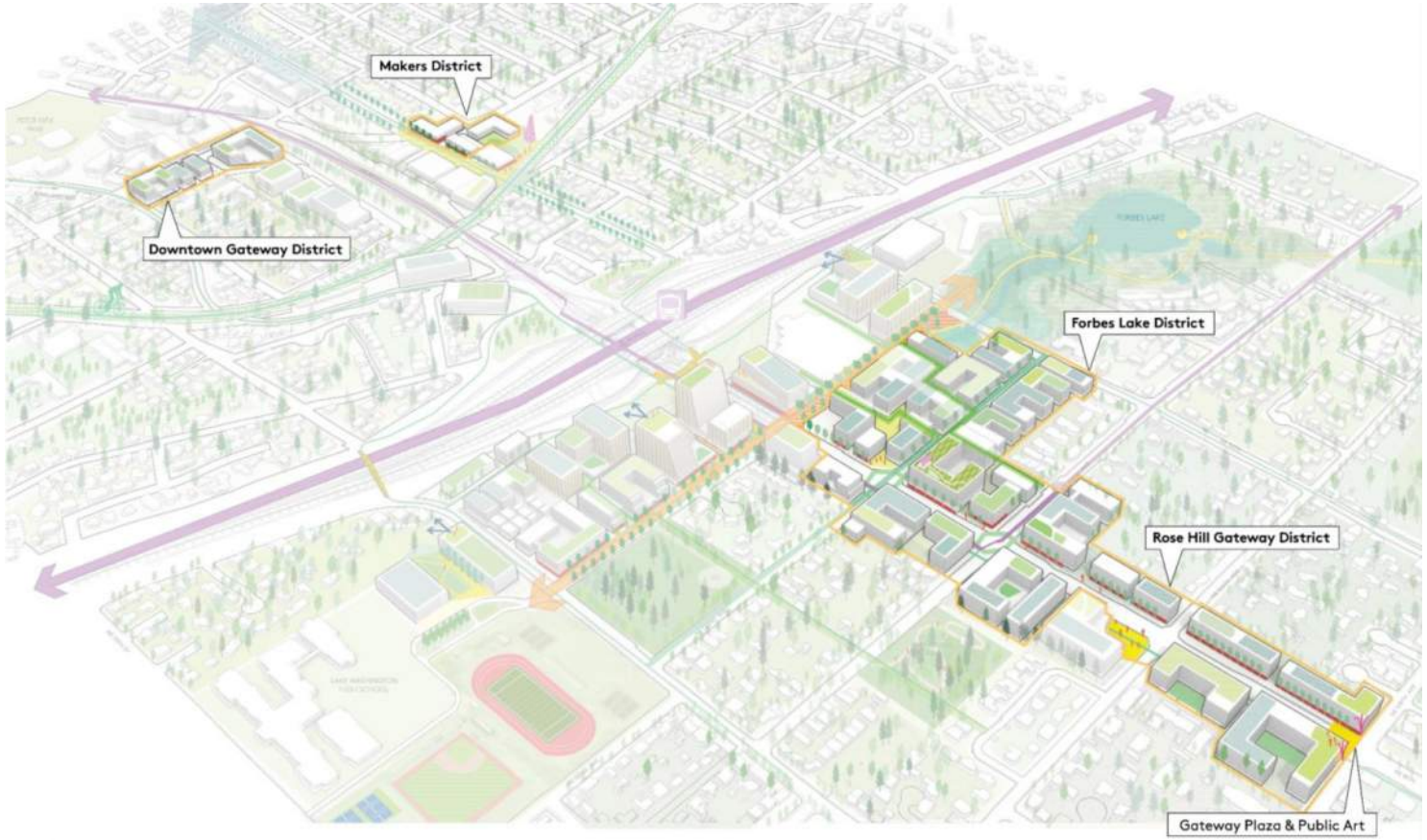
04 COMMUNITY BENEFITS

05 SUSTAINABILITY FRAMEWORK


MOBILITY
MOBILITY, WALKING AND ROLLING
NEIGHBORHOOD HUB
LINEAR OPEN SPACES
TREE CANOPY
LOW STRESS BIKE NETWORK
BUS RAPID TRANSIT
FORBES LAKE PARK
PARKS
OPEN SPACE, PARKS, GREEN INFRASTRUCTURE
120TH MAIN STREET
GREEN ROOFS & VIEWS
HOUSING FOR ALL
HOUSING
AFFORDABLE HOUSING CHOICES, FAMILY FRIENDLY HOUSING
LOW CARBON BUILDINGS
COMMUNITY & SCHOOL FACILITIES
SAFE BIKE LANES & INTERSECTIONS
GREEN MIDBLOCK CONNECTIONS
SCHOOLS
INNOVATIVE FACILITIES, SCHOOLS THAT MEET GROWING DEMAND
SUSTAINABILITY
SUSTAINABILITY, LOW CARBON BUILDINGS, RESILIENT COMMUNITY
PETER KIRK PARK
KIRKLAND WAY
NE 85TH
NE 120TH AVE
NE 122ND AVE
NE 124TH AVE
NE 128TH AVE
NE 90TH
NE 91TH ST
NE 70TH ST
LAKE WASHINGTON HIGH SCHOOL
ROSE HILL MEADOWS PARK
NORTH ROSE HILL WOODLANDS PARK

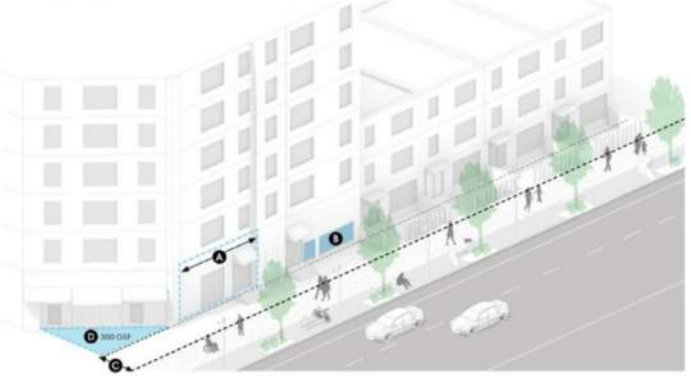
Affordable Housing

POTENTIAL HOUSING OPPORTUNITIES

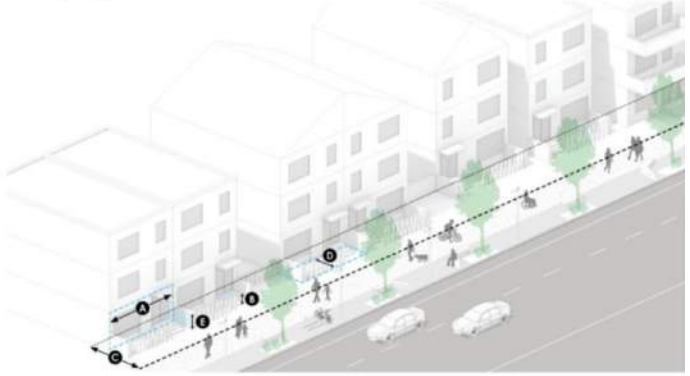


A Form-Based Code will ensure new housing supports a pleasant public realm and neighborhood character.

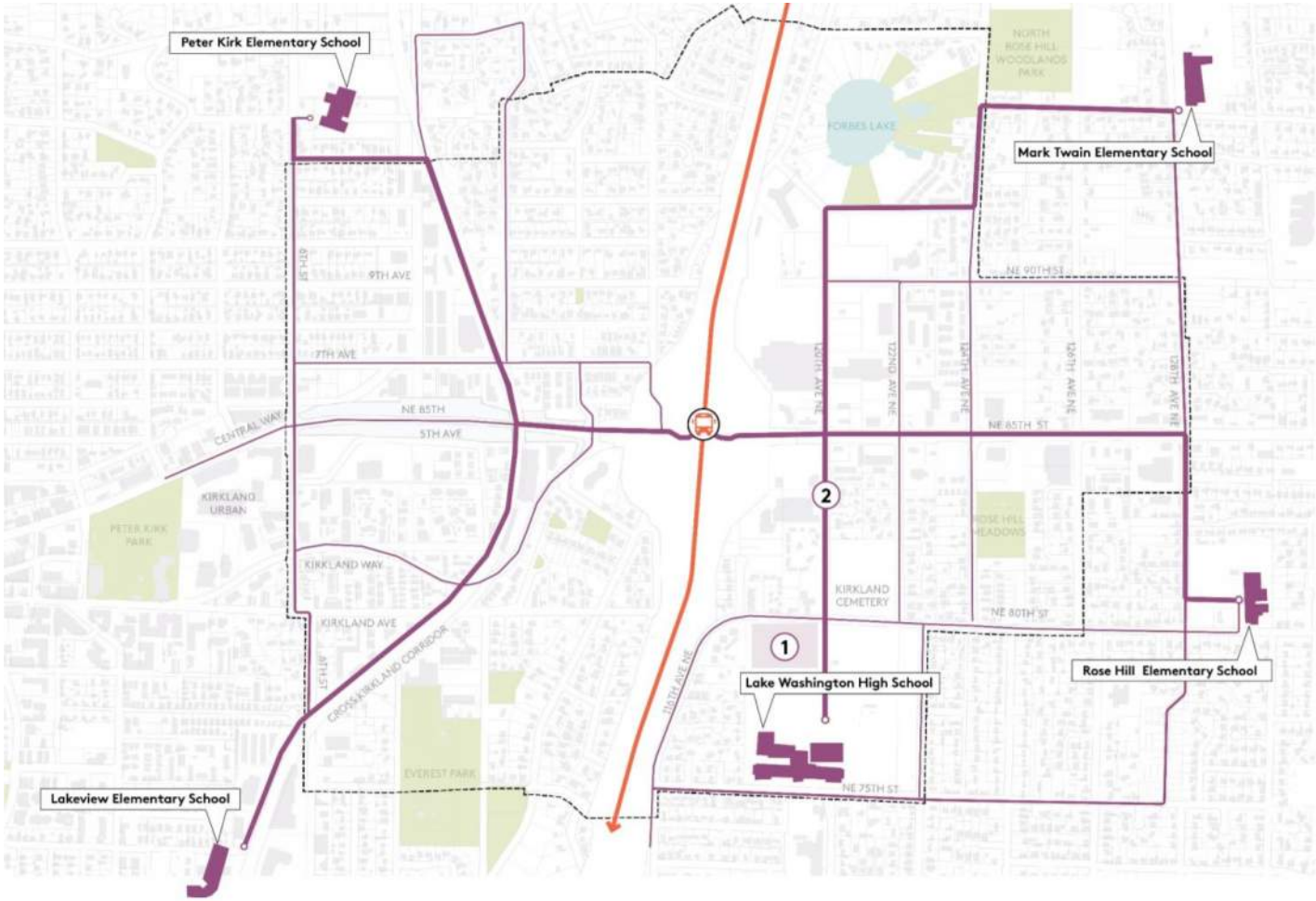
Frontage Type: Residential Stoop/Porch



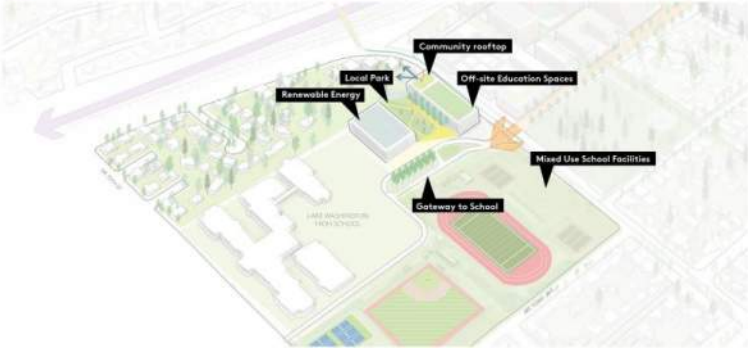
Frontage Type: Private Yard



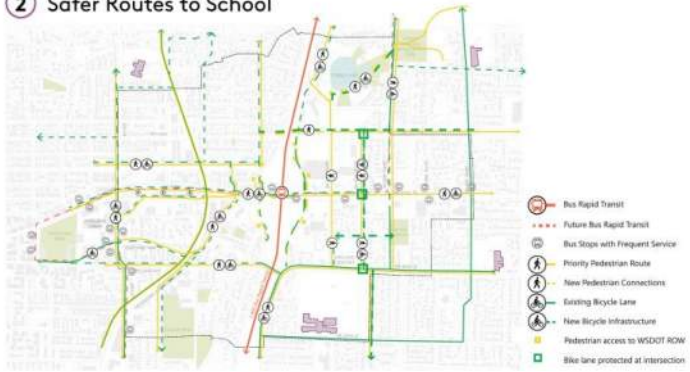
Schools



1 Mixed Use School Facilities

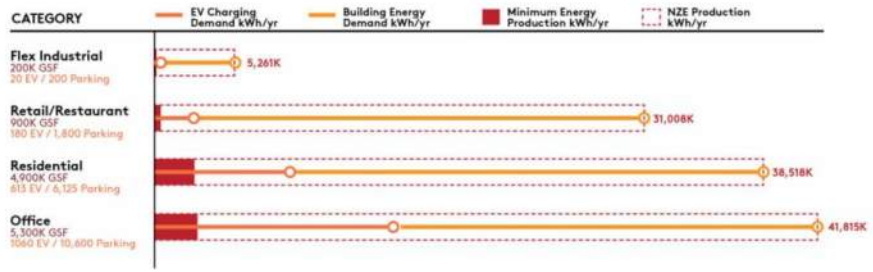


2 Safer Routes to School

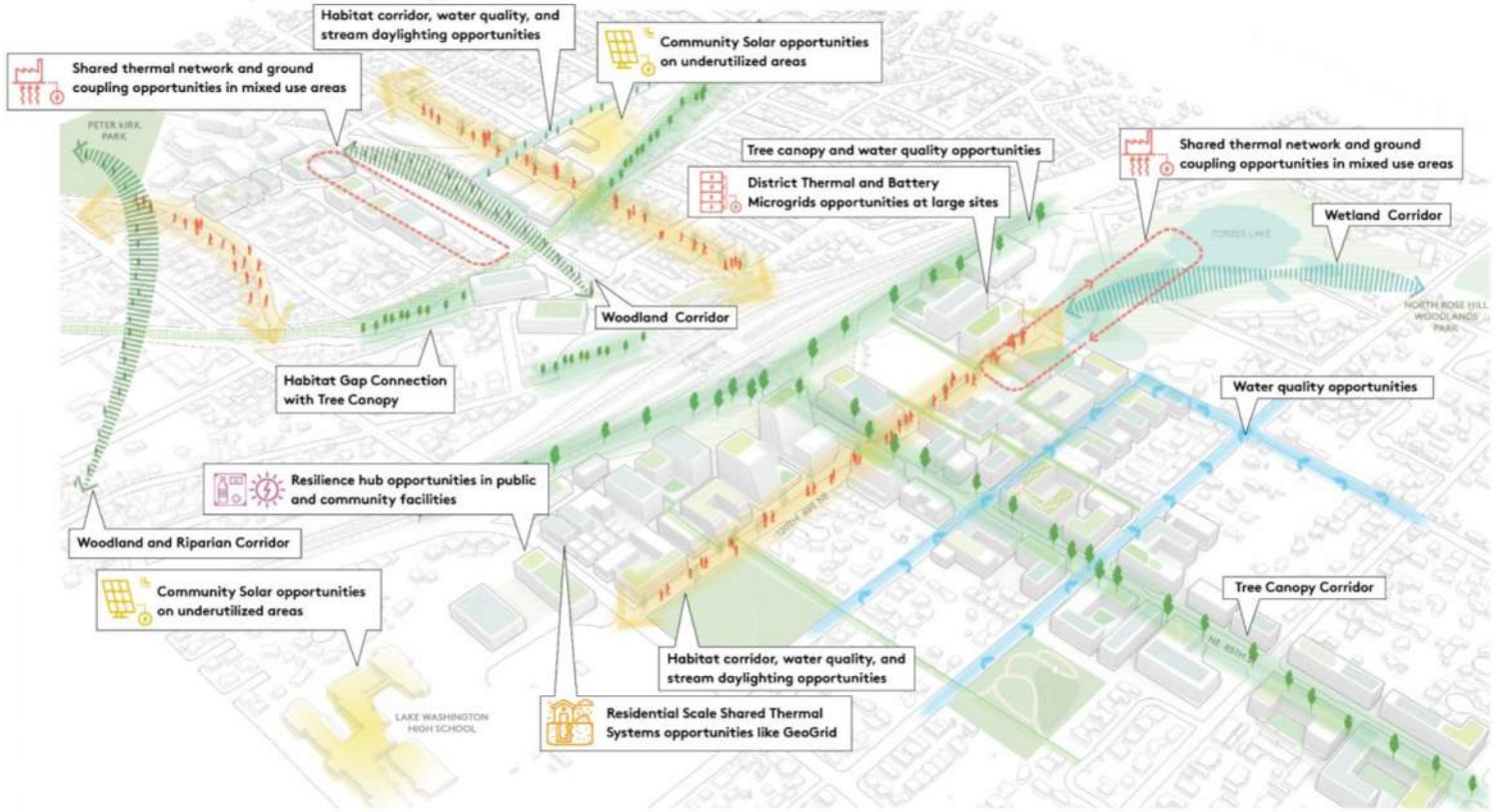


Sustainability and Resilience

Renewable Energy Production



SUSTAINABILITY AND RESILIENCE OPPORTUNITIES FRAMEWORK



Green Factor Standards for New Developments

High Performance Buildings

U.S. GREEN BUILDING COUNCIL PLATINUM USGBC

SALMON SAFE

BUILT GREEN

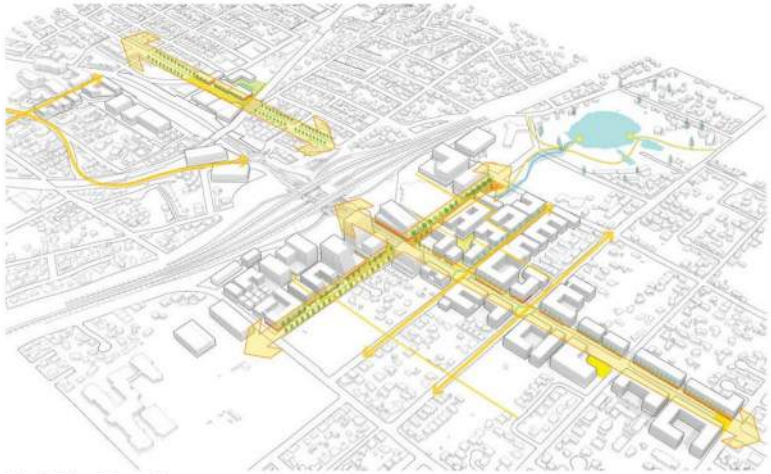
PHIUS

06 VISION AND URBAN DESIGN FRAMEWORK

Urban Design Strategies

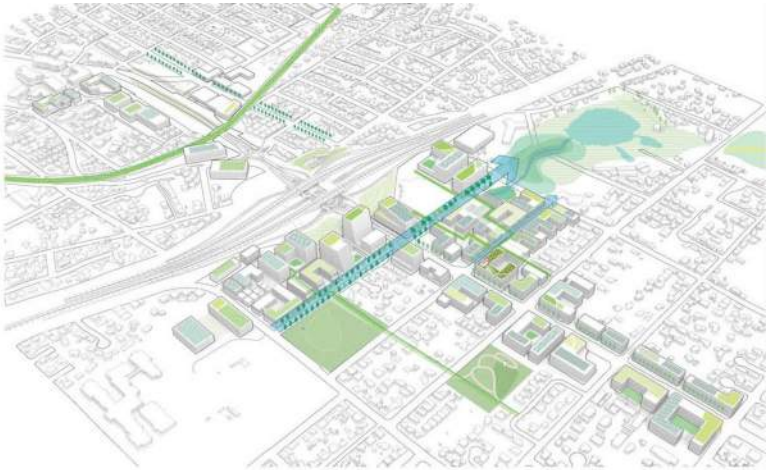
Inclusive Transit-Oriented Growth

Scale and Transitions



Public Realm

Mobility Network and Connections



Natural Systems and Resources

Walkable Districts to Live, Work, Learn, and Play

Maker District

WEST

Downtown Gateway District

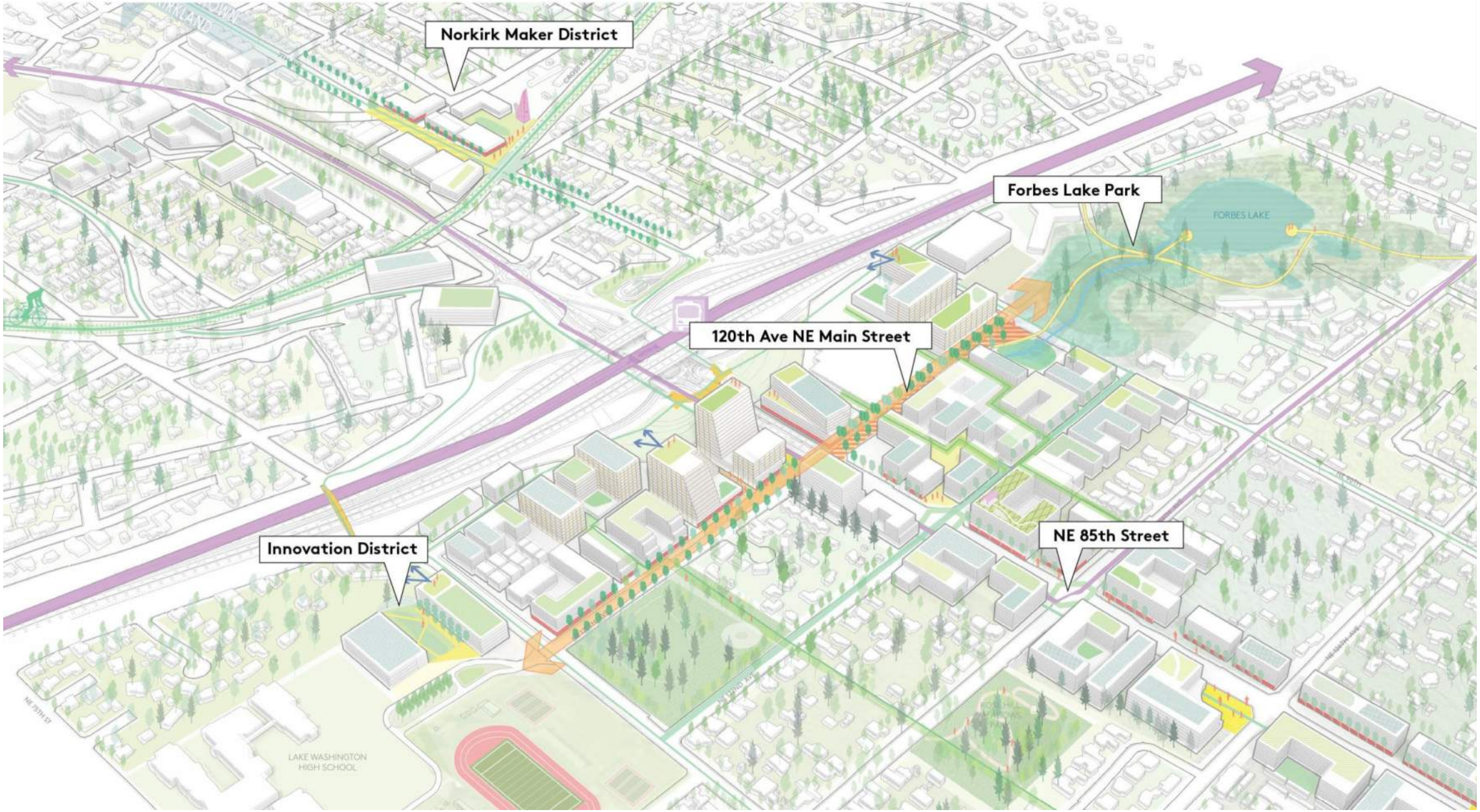
Forbes Lake District

EAST

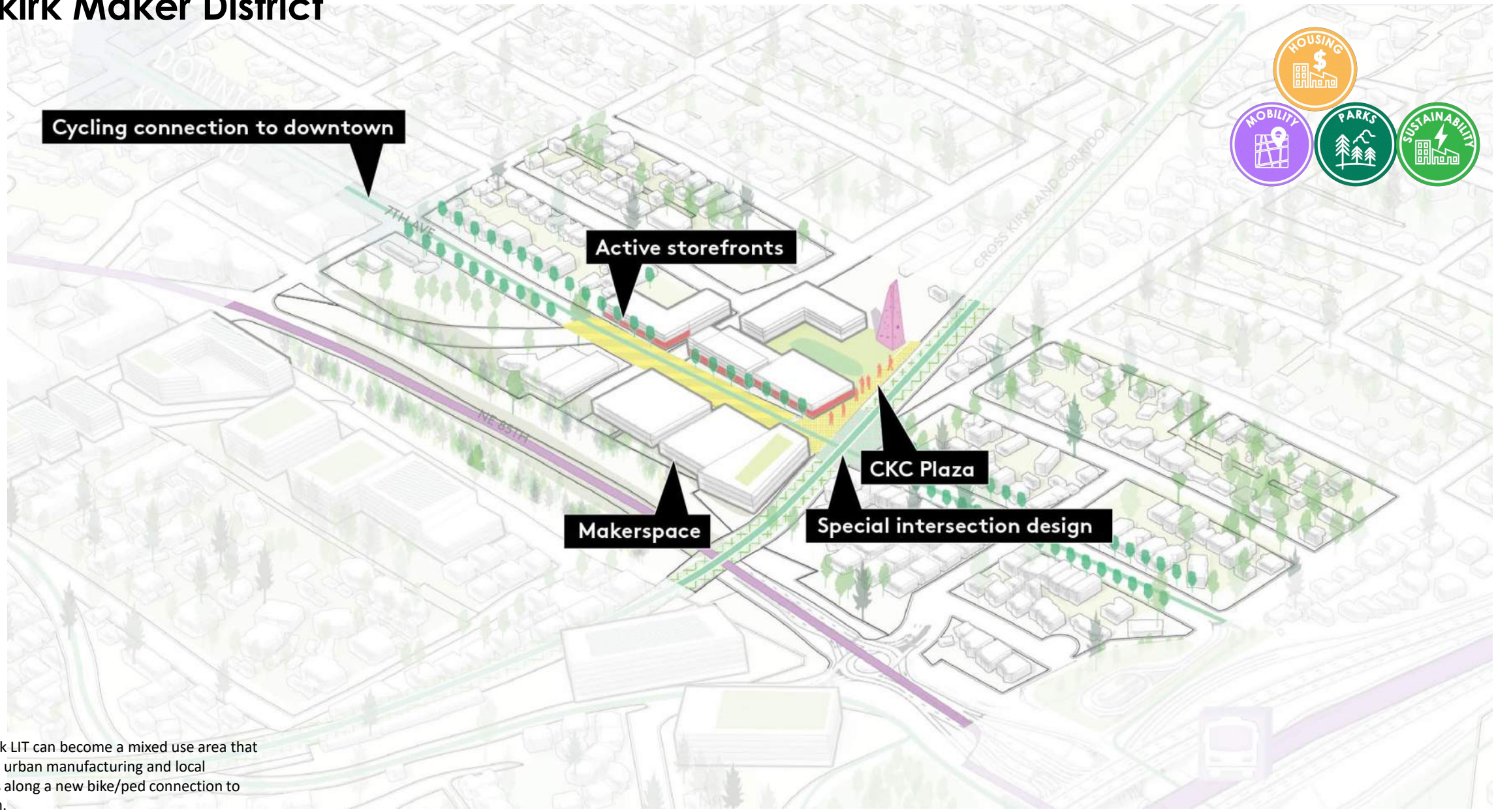
Green Innovation District

Rose Hill Gateway District

Key Urban Design Elements

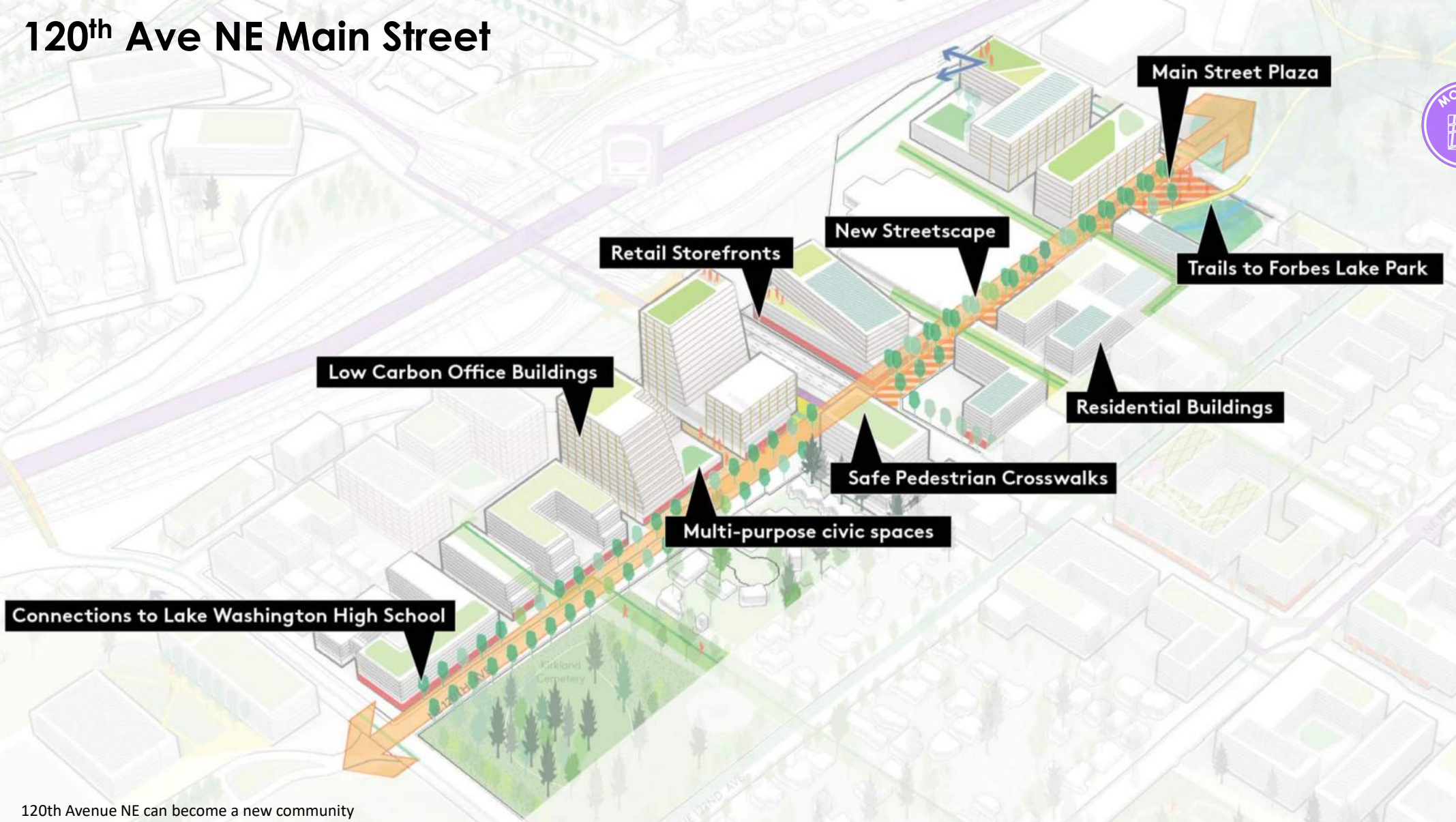


Norkirk Maker District



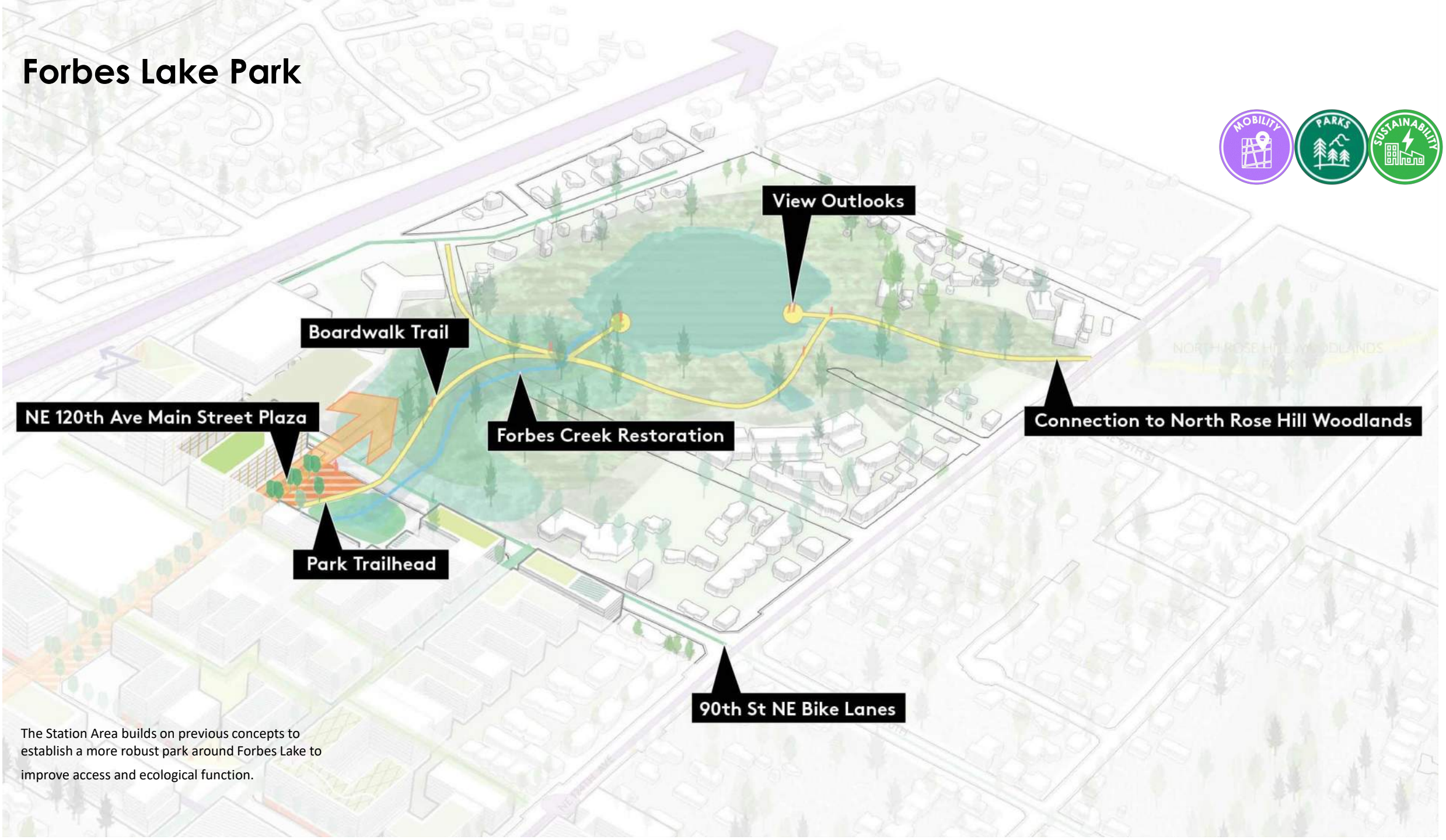
The Norkirk LIT can become a mixed use area that focuses on urban manufacturing and local businesses along a new bike/ped connection to Downtown.

120th Ave NE Main Street



120th Avenue NE can become a new community main street with retail and open space.

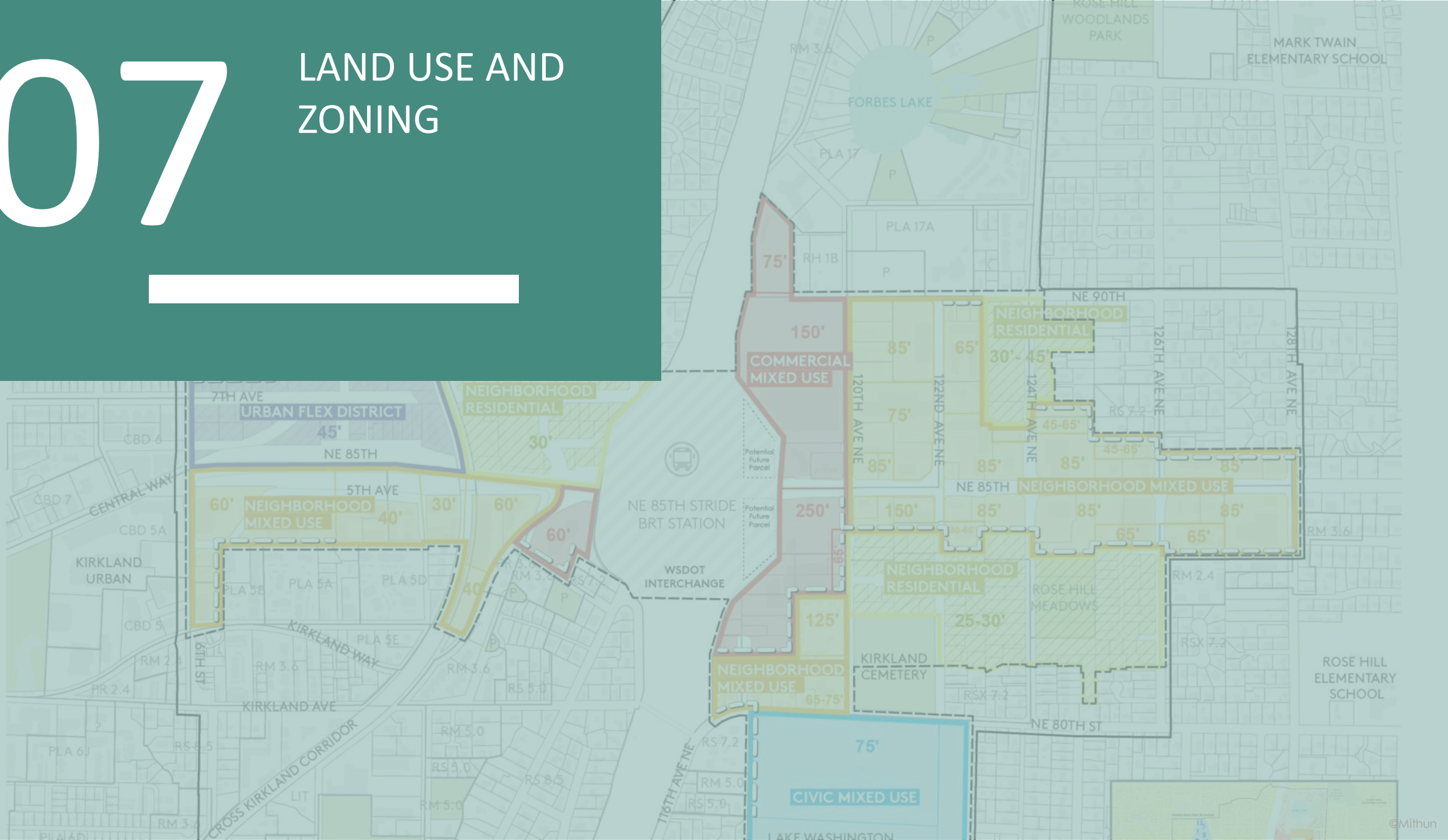
Forbes Lake Park



The Station Area builds on previous concepts to establish a more robust park around Forbes Lake to improve access and ecological function.

07

LAND USE AND ZONING



08 PARKS, OPEN SPACE AND ENVIRONMENT

Open Space Typologies

Linear Open Space Along Trails

Linear Open Spaces along trails will be a minimum of 15,000 square feet and incorporate a variety of programs. Opportunities within the study area include developer improvements along the Cross Kirkland Corridor (CKC) and trail connections to transit stops along the 85th Street and BRT Station.

Pocket Parks

Pocket parks are opportunities to incorporate open space in dense, tight urban fabric with a minimum of 10,000 square feet. The commercial mixed use district could see potential for pocket parks given its density.

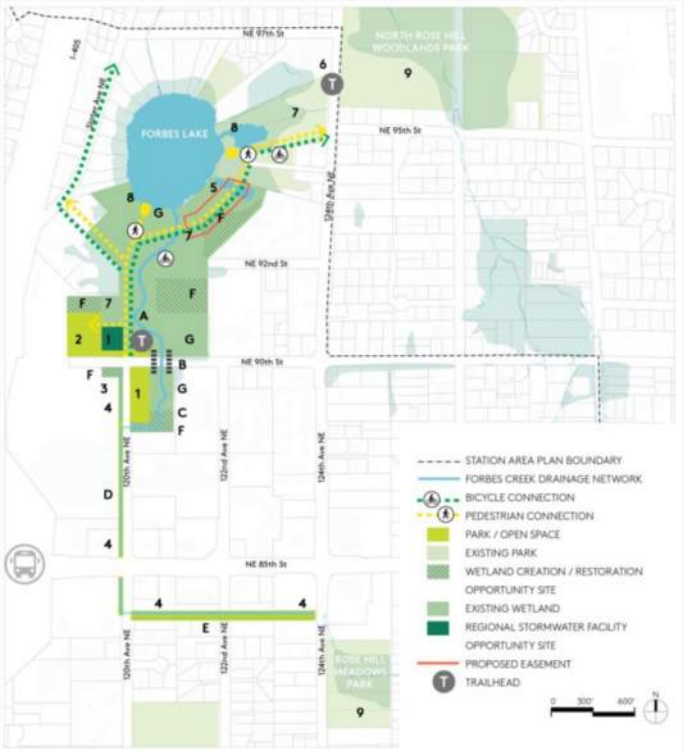
Community Gardens

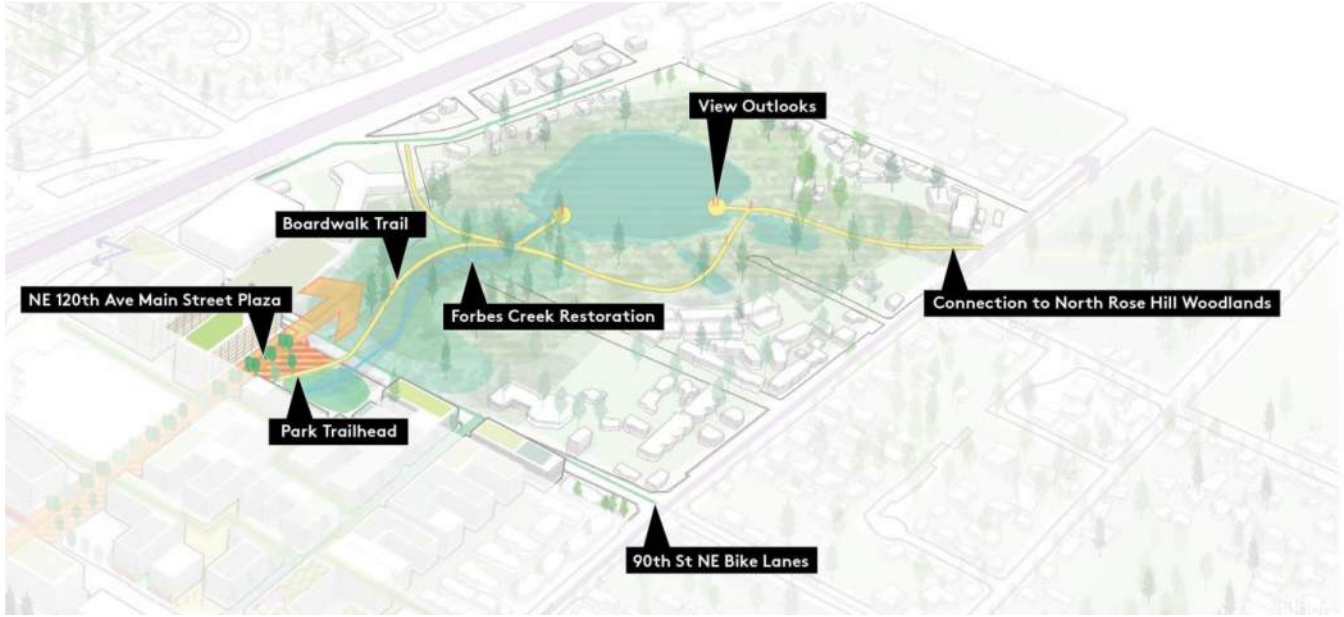
Community gardens are opportunities to provide planter beds for food cultivation and/or habitat for pollinator species and bees. They can be in surface parking lots as temporary programming, or in more permanent conditions such as on private rooftops, within pocket parks, public plazas and on publicly accessible rooftops.

Active Recreation

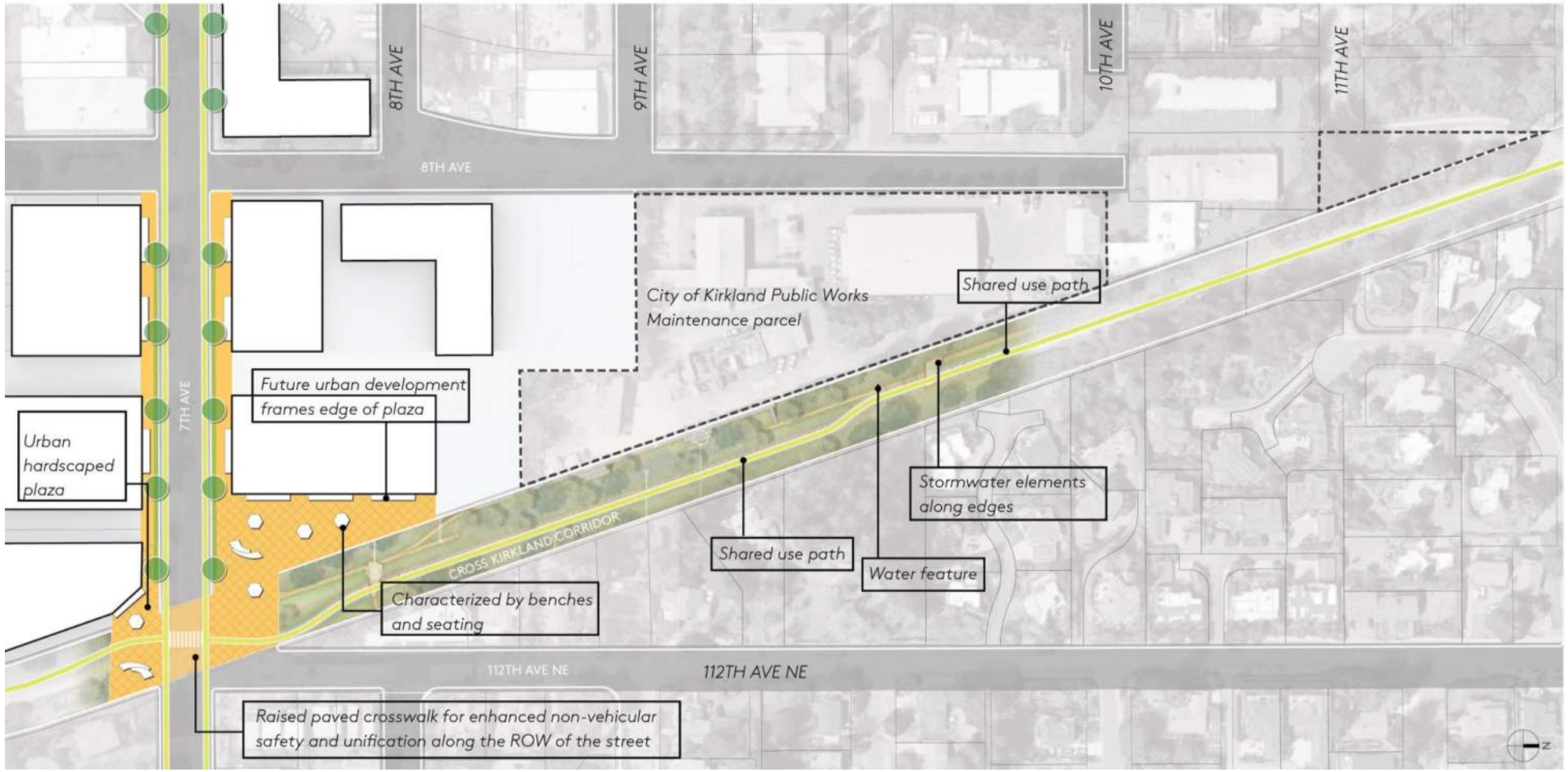
The types of active recreation programming is limitless and varied. Some example opportunities for the Station Area include pickleball courts, playgrounds, exercise equipment, and bocce ball courts.

Forbes Lake Park





Future Norkirk Plaza at Cross Kirkland Corridor (CKC) and 7th Avenue

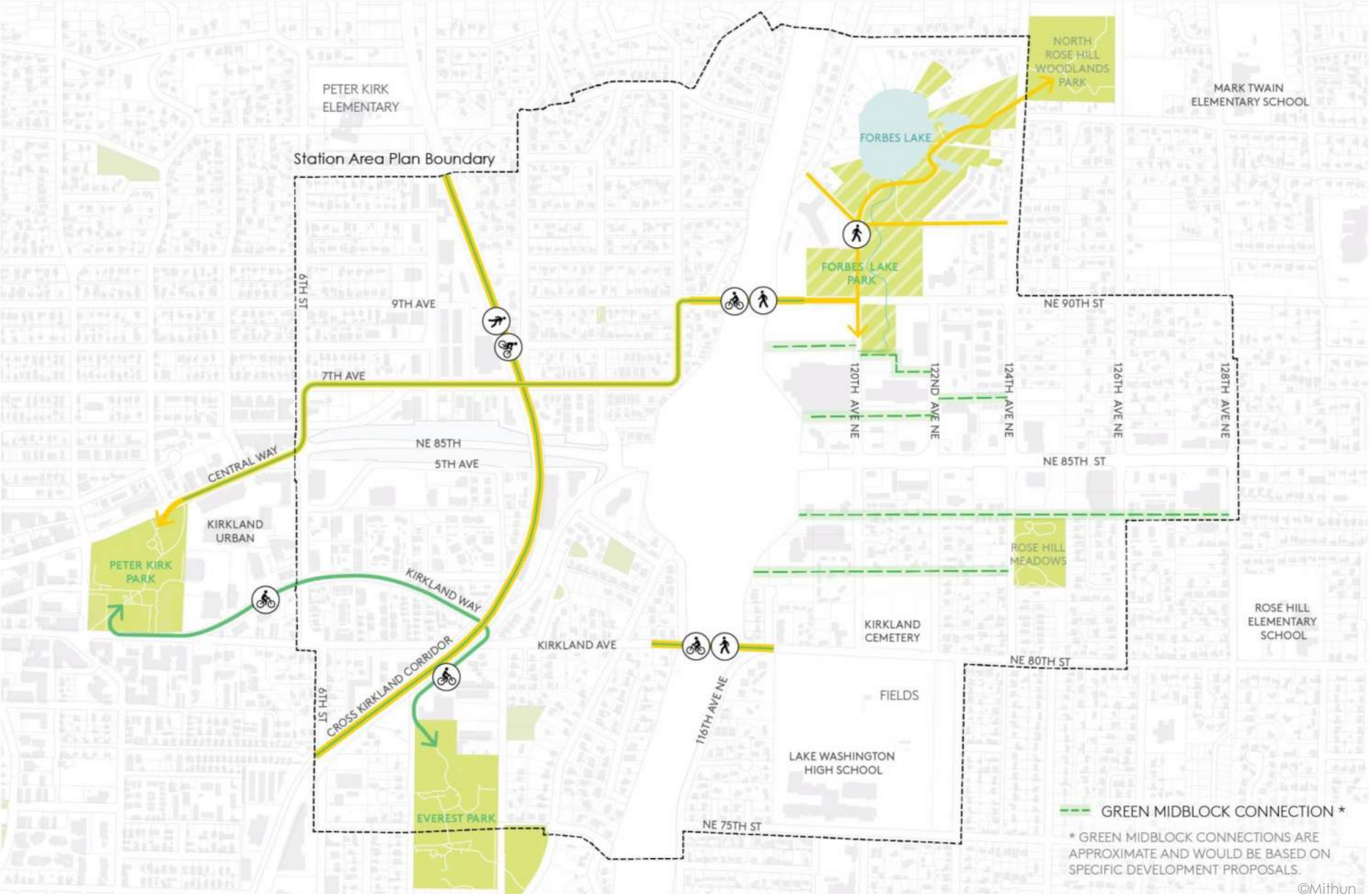


INSET

FERITON SPUR PARK

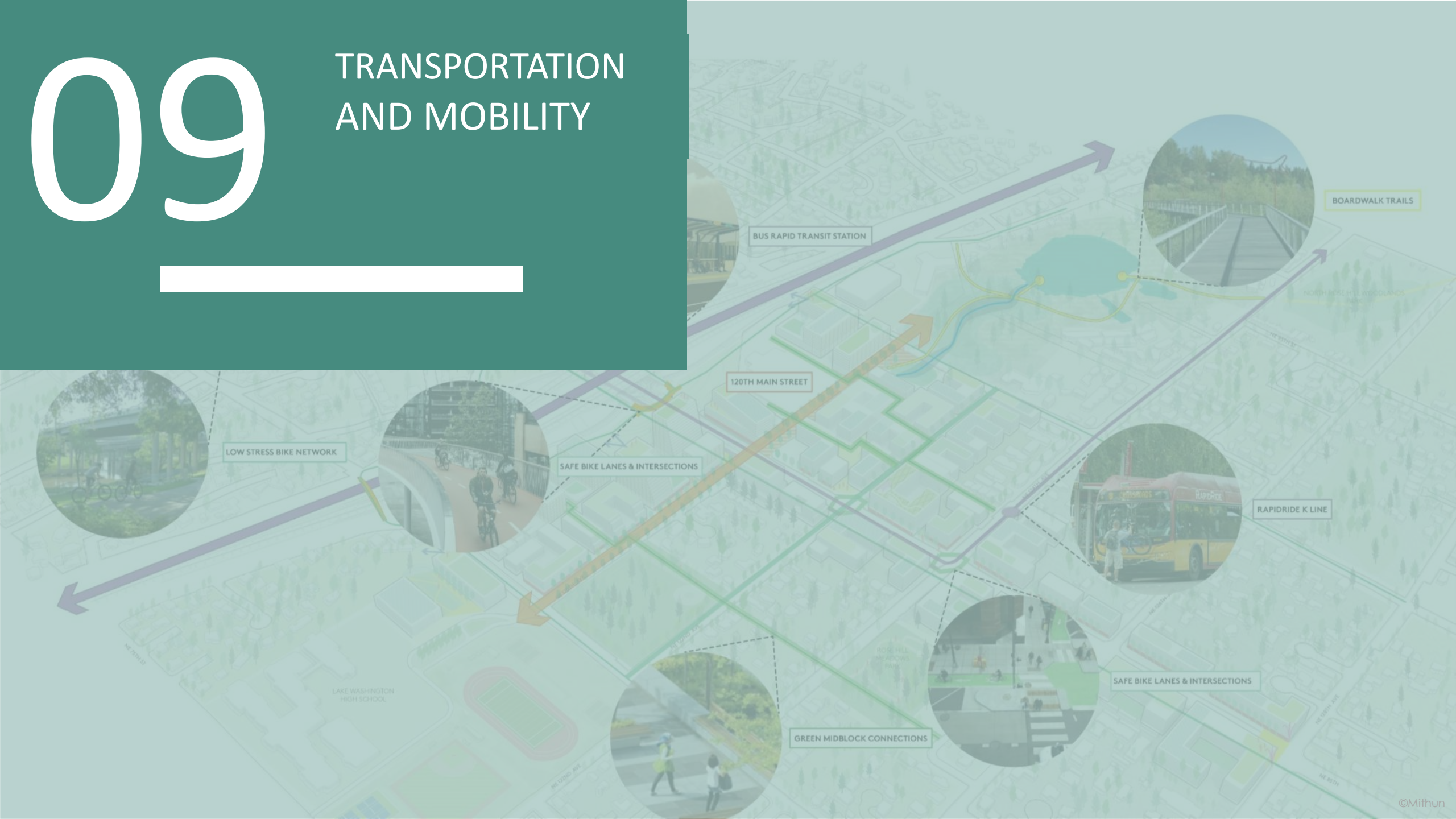
Open Space Connections to Community Parks

There are opportunities to enhance connections to Peter Kirk and Everest Park.



09

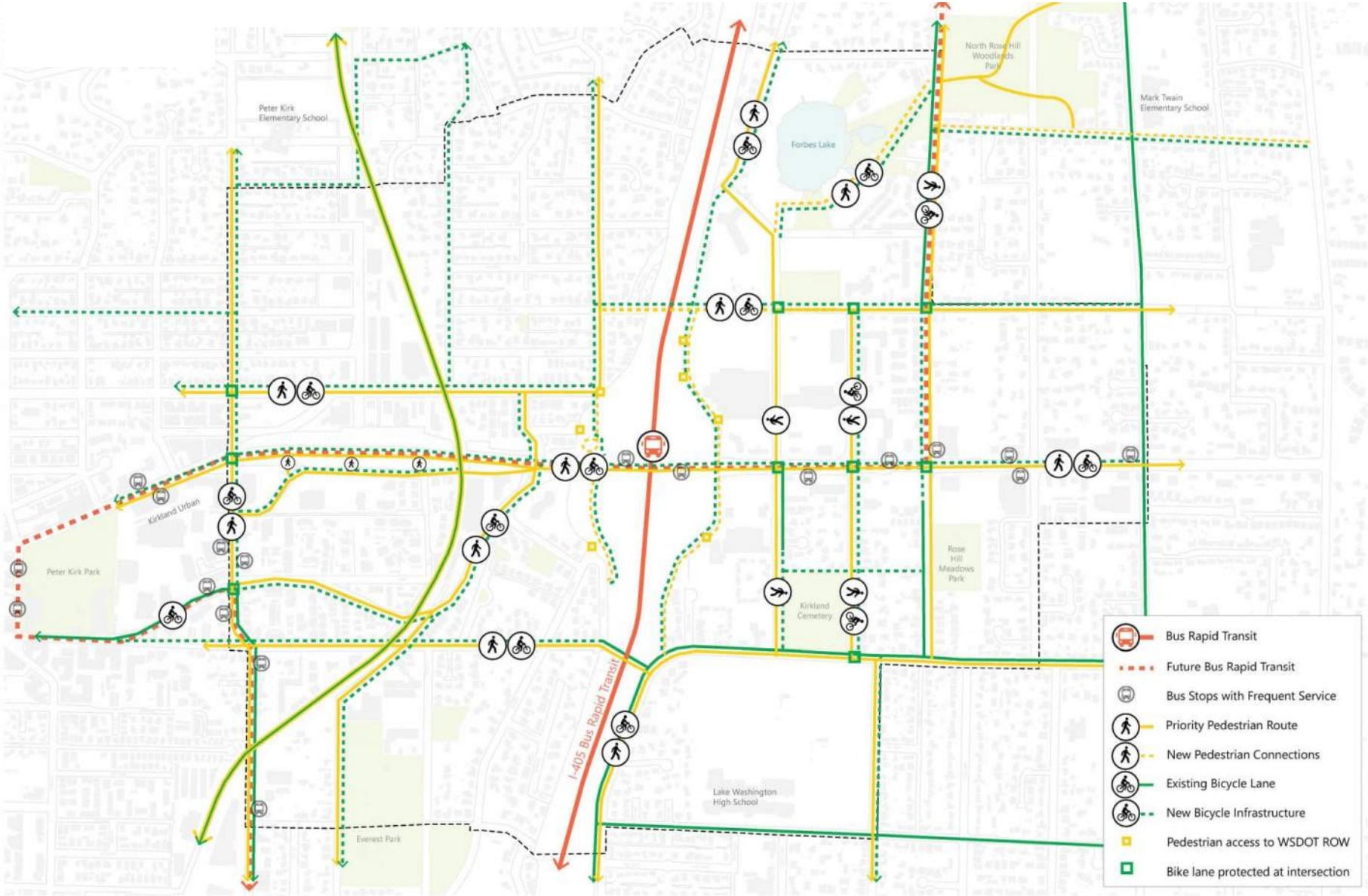
TRANSPORTATION AND MOBILITY



Future Mobility Network

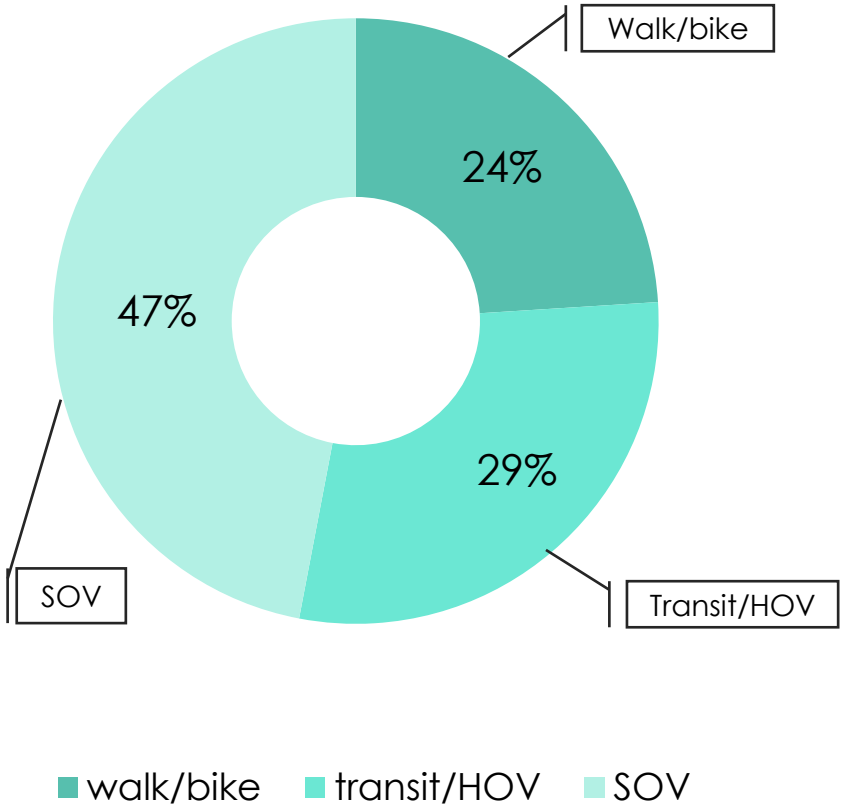
Specifically, the plan links to the Active Transportation Plan which outlines three main goals:

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 bike network that accommodates people of all ages and abilities.
3. Encourage and incentivize more people to walk and bike and encourage safe behavior for all users of the transportation system.



Mobility and Modal Split Goals

Main goals throughout this plan are to support mobility, to increase opportunities for people to walk, bike, and take transit to key services and destinations, and to manage vehicular congestion.

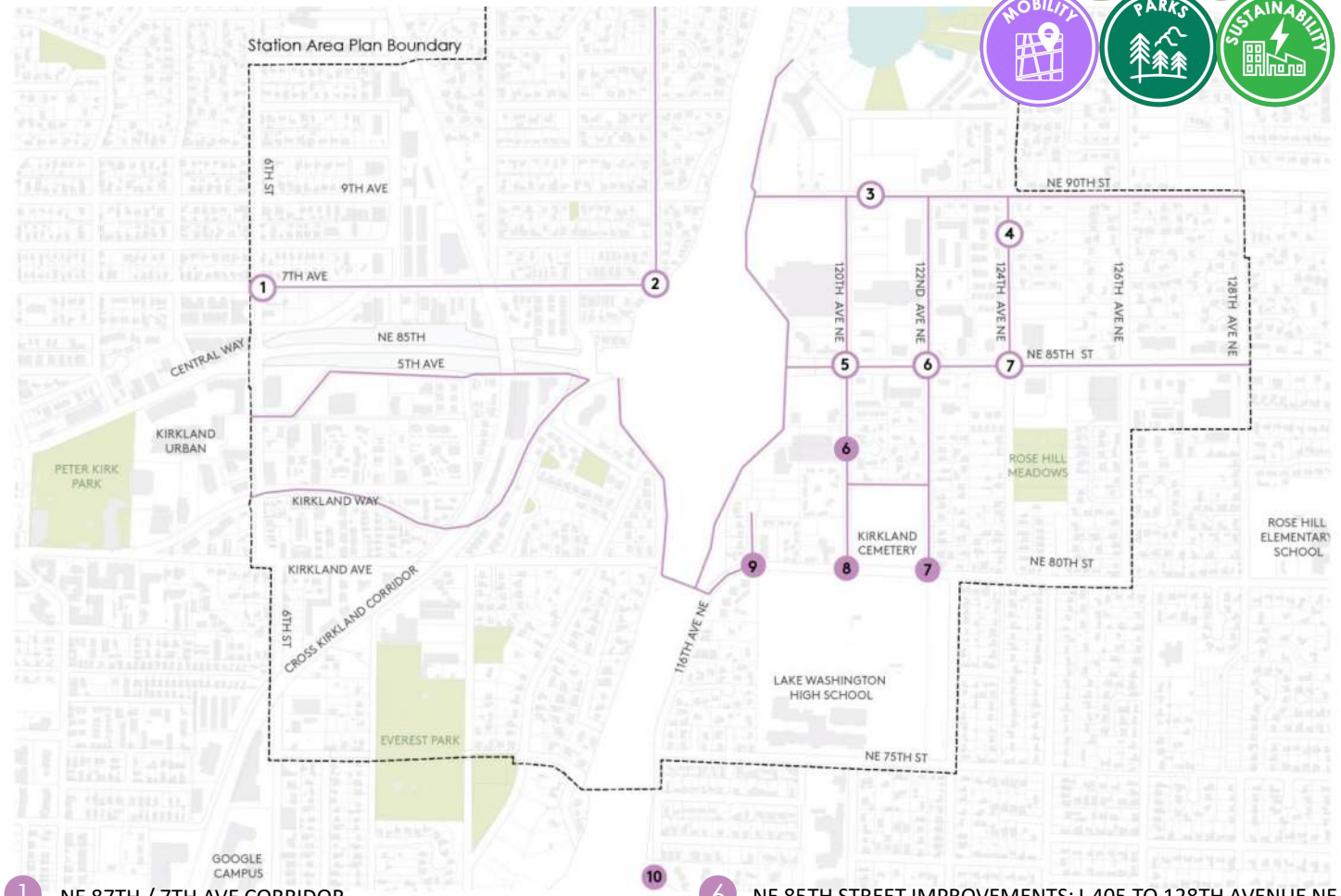


Source: Cycling Promotion Fund

Transportation Projects Summary

2 COMPACT ROUNDABOUTS AT NE 87TH AND 116TH AVE

5 NE 85TH STREET AND 120TH AVENUE NE IMPROVEMENTS



1 NE 87TH / 7TH AVE CORRIDOR

2 COMPACT ROUNDABOUTS AT NE 87TH AND 116TH AVE

3 NE 90TH STREET CORRIDOR

4 124TH AVENUE NE WIDENING AND PROTECTED BIKE LANES

5 NE 85TH STREET AND 120TH AVENUE NE IMPROVEMENTS

6 NE 85TH STREET IMPROVEMENTS: I-405 TO 128TH AVENUE NE

7 NE 85TH AND 124TH AVENUE NE IMPROVEMENTS

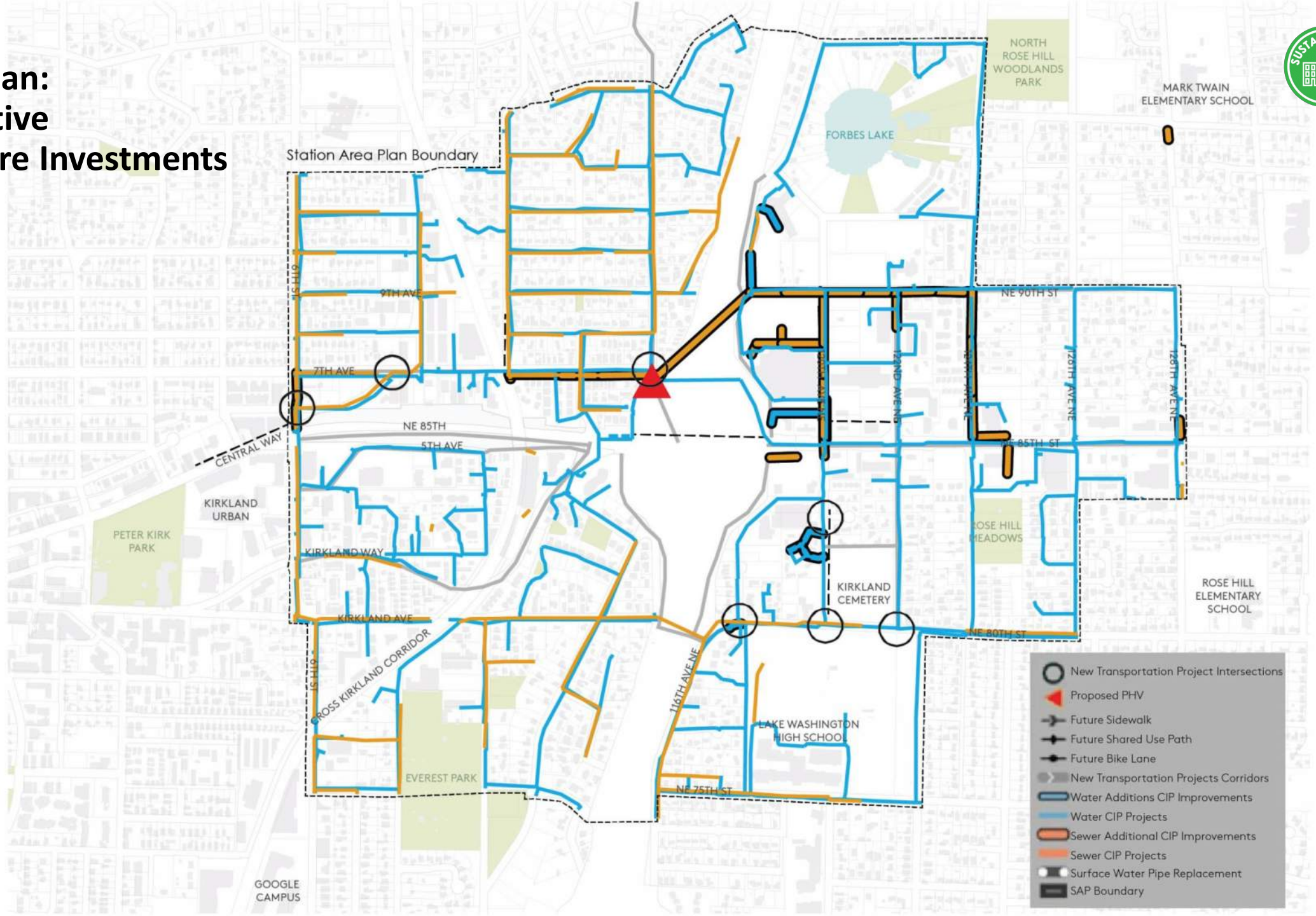
8 NE 80TH STREET AND 120TH AVENUE NE IMPROVEMENTS

9 NE 80TH STREET AND 116TH AVE NE IMPROVEMENTS

10 116TH AVE NE INTERSECTION IMPROVEMENTS

10 UTILITIES AND PUBLIC SERVICES

Preferred Plan: Representative Infrastructure Investments



SOURCE: CITY OF KIRKLAND

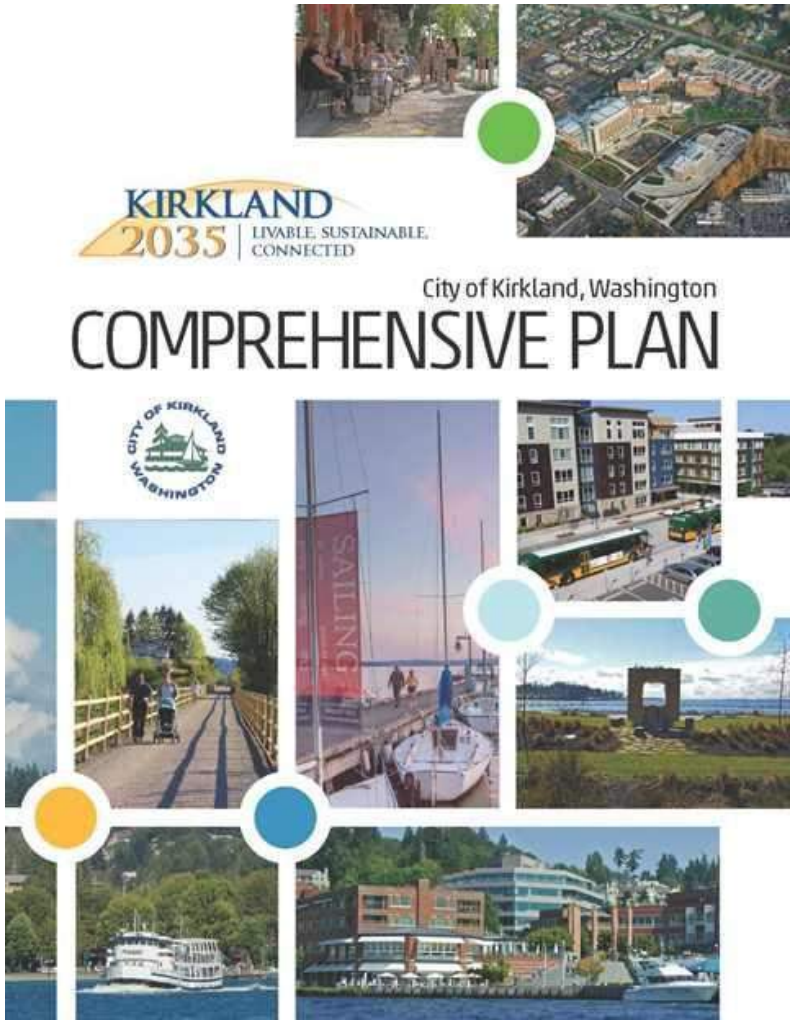
Draft Station Area Plan Discussion

- Do Council and Commission have any questions for the project team?
- Does the plan adequately and appropriately establish the vision for the future of the Station Area?
- Is there anything in the plan that should be more, or less, emphasized?
- Other comments?

Draft Comprehensive Plan Policies

Comprehensive Plan Amendments

- New Station Area Chapter added to establish goals and policies for future growth
- Will address Station Area relationships to Neighborhood Plans
    - Overlays six existing neighborhoods – doesn't change neighborhood boundaries
    - Establish that Station Area Goals and Policies will govern when neighborhood plan policies specify different direction (e.g., growth capacity, height, access, etc.)
    - Station Area process will include only minor edits- future amendments could further address any inconsistencies
- Adopted by Ordinance in June 2022



LAND USE AND DEVELOPMENT
Draft Goals & Policies

- Goal - Establish residential and employment growth targets that accommodate a significant share of the City's growth.
- Goal – Promote the Station Area as a district where all community members are welcome and celebrated.
- Policy – Station Area development standards and urban design principles shall accommodate the growth targets based on the capacity analyzed in the Station Area FSEIS Preferred Plan Direction.
- Policy - Establish design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit.



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

Reference E-pages #26-27 for complete draft

HOUSING
Draft Goals & Policies

- Goal- Plan for and achieve housing production (including affordable housing) to meet growth targets and maximize opportunities for affordable housing provision in the Station Area.
- Goal- Increase Affordable housing by developing strategies and incentives to increase the amount of affordable housing.
- Policy- Create density bonuses that prioritize affordable housing, particularly units available at deeper levels of affordability.
- Policy - Increase housing supply and choices consistent with the Regional Growth Strategy.
- Policy - Expand housing capacity for moderate income (missing middle housing).

- Policy - Encourage coordination with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement, etc. Policy - Promote housing in centers and near transit
- Policy - Promote flexible standards and innovative techniques for housing provision.

Reference E-pages #27-28 for complete draft

ECONOMIC DEVELOPMENT
Draft Goals & Policies

- Goal – Provide opportunity for a vibrant district, with interesting places to live, work, recreate, and visit that becomes a destination- a place people want to be.
- Policy - Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities.
- Policy – Create development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.
- Policy – Identify opportunities for multi-benefit partnerships and programs between private, public, and non-profit organizations in the Station Area to create community benefits such as:
  - Job placement opportunities,
  - Providing publicly accessible community spaces,
  - Providing opportunities for students, and
  - Meeting shared needs (e.g., parking, mobility, complementary services).

Reference E-page #28 for complete draft

SUSTAINABILITY, NATURAL ENVIRONMENT
Draft Goals & Policies

- Goal - Prioritize opportunities to create multiple benefits across ecosystem functions.
- Policy - Implement the City's Sustainability Master Plan goals.
- Policy- Develop a "Future Ready" district framework guide to align development in the Station Area with the City's Sustainability Master Plan policies and performance targets.
- Policy- Contribute to in-watershed habitat connectivity, tree canopy, and stream health goals that connect the ecology of the Station Area to the broader community.
- Policy - Establish a Green Factor Code that encourages visible, functional, green spaces and high-quality habitat.

Reference E-page #29-31 for complete draft

PARKS / OPEN SPACE
Draft Goals & Policies

- Goal – Provide ample opportunity in the Station Area for community members to connect with active and passive recreation opportunities, open space, and managed natural areas.
- Policy – Refer the City's adopted Parks, Recreation, and Open Space (PROS) Plan for urban level-of-service guidelines for the Station Area.
- Policy - Leverage public assets and partnerships, including excess WSDOT right-of-way, for potential active recreational areas, managed natural areas, stormwater treatment, or sustainable landscape areas.
- Policy- Identify and minimize gaps in equitable access to parks and open spaces.
- Policy - Provide incentives through zoning requirements for new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, and linear parks.

Reference E-pages #31 for complete draft

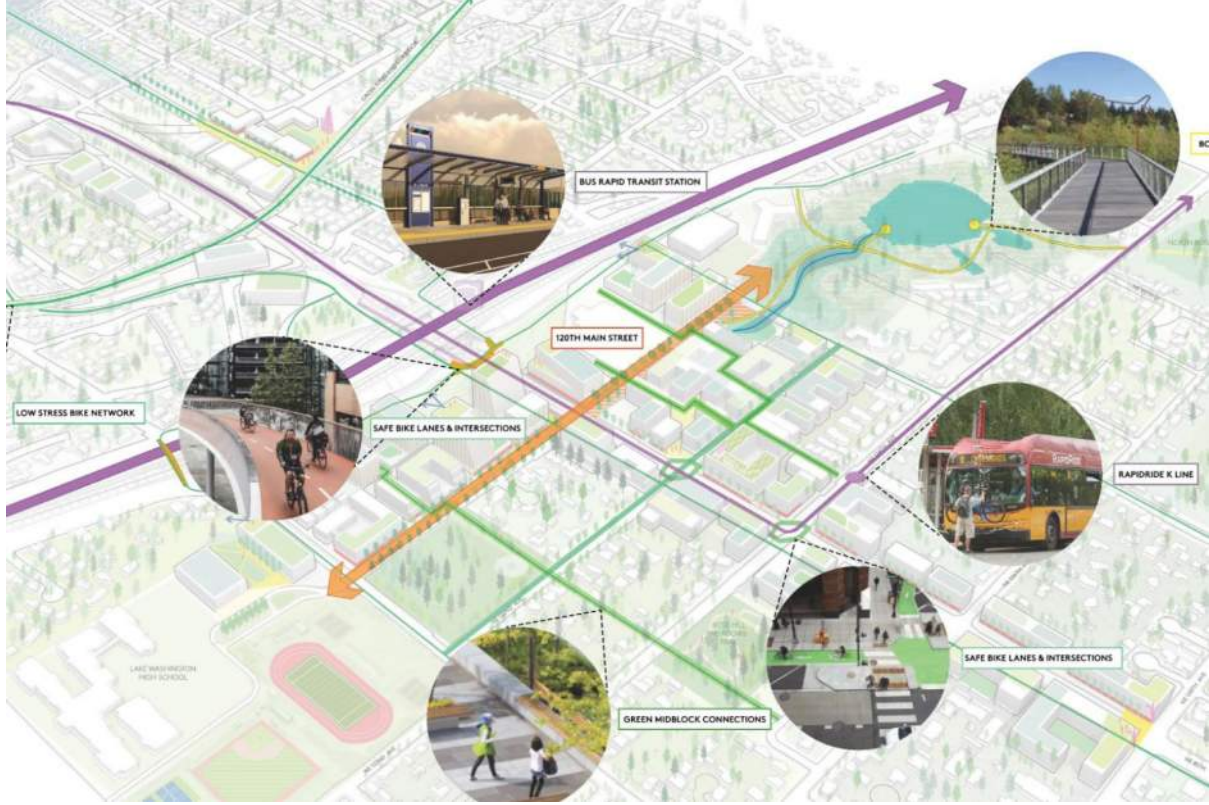
TRANSPORTATION
Draft Goals & Policies

- Goal – Provide a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network.

- Goal – Achieve the following mode-split goal by the Station Area horizon planning year of 2044:

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

Source: Fehr & Peers.



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

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

- Policy – Accommodate effective transit service within the study area along transit corridors.

- Policy – Utilize tools like residential permit parking zones, enhanced monitoring, and enforcement to ensure that Station Area nodes like the Sound Transit pick-up/drop-off facility, and large commercial developments, do not result in detrimental parking impacts to surrounding neighborhoods.

Reference E-page #31-34 for complete draft

ACTIVE TRANSPORTATION
Draft Goals & Policies

- Goal- Develop a bold vision of a multimodal transportation network in the Station Area that prioritizes pedestrians and cyclists and amenities.
- Policy – Prioritize the completion of a pedestrian network in the Station Area with sidewalks that accommodate the forecast person trips expected in the Station Area.
- Policy- Provide a consistent, connected network for walking and bicycling.
- Policy- Provide more protection and comfort for walking and bicycling, particularly on highspeed, high-volume roadways.
- Policy- Provide delineated bike space in the enhanced sidewalks on NE 85th St.
- Policy-Improve safety for people walking and bicycling through intersections.

Reference E-page #31-34 for complete draft

URBAN DESIGN
Draft Goals & Policies

- Goal- Advance pedestrian friendly, transit- oriented development, and transit-supportive planning that orients land uses around transit.

- Policy - Establish design sub-districts in the station area that reflect the distinct characteristics of each area.

- Policy - Establish design guidelines to ensure that future development in the Station Area will:
  - Maintain a continuous and safe streetscape.
  - Provide a friendly pedestrian environment.
  - Enhance the visual quality of the urban environment and provide multi-benefit landscaping.
  - Create a variety of form and massing through articulation and use of materials.
  - Ensure that all buildings in the Station Area are constructed as a quality addition to the Kirkland Community.

Reference E-pages #34 for complete draft

PUBLIC SERVICES / SCHOOLS

Draft Goals & Policies

- Goal - The Subarea Plan supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth.
- Goal – Create opportunities for new students to be accommodated in, or near, the Station Area.
- Policy - Ensure planned infrastructure and facilities can support targeted growth.
- Policy - Ensure availability of public services, such as utilities infrastructure, Police, and Fire Service to meet the needs of businesses and residents.
- Policy – Identify development standards that can provide Lake Washington School District with more development capacity to accommodate additional students on current school sites.
- Policy – Consider development bonus incentives for new development to provide school space.
- Policy – Allow education space including day care, early learning, and other school facilities in active frontages and required retail space.

Reference E-page #34 for complete draft

STATION AREA IMPLEMENTATION STRATEGIES

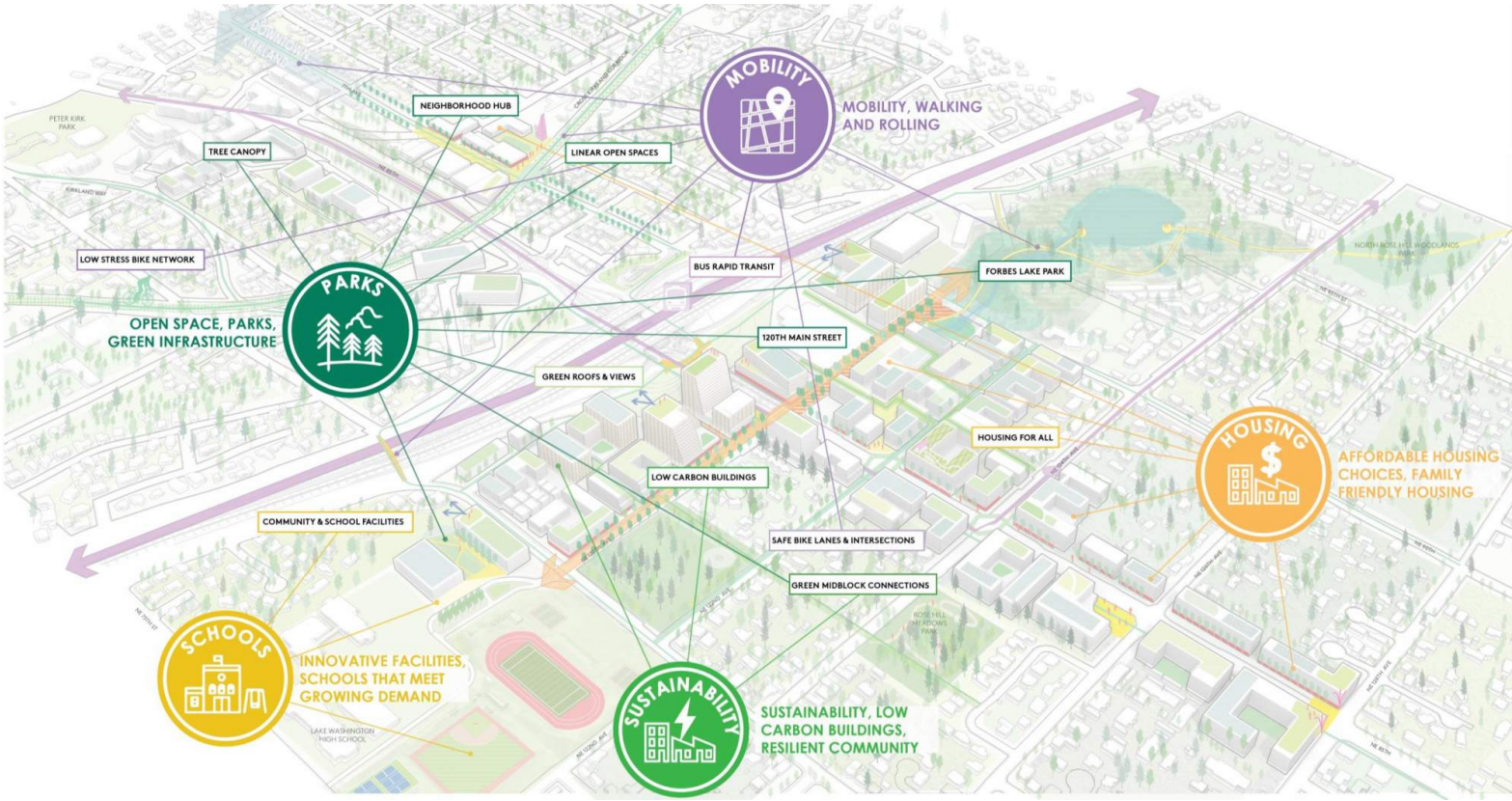
Draft Goals & Policies

- Goal – Implementation strategies are forward-looking to ensure that infrastructure and services are in place before new development places needs on City systems.

- Policy – Integrate the Station Area project concepts for Transportation, Stormwater, Sewer, and Water into the appropriate capital improvement programs and processes.

- Policy – Study funding strategies such as tax increment financing to help provide early infrastructure investment in areas such as parks and transportation.

- Policy – As part of a Citywide effort, continue to monitor capacity for childcare and schools relative to new residential growth in the Station Area and explore opportunities for additional partnerships as needed.



Reference E-pages #35 for complete draft

Draft Comp Plan Policies & Goals Discussion

- Do Council and Commission have any questions for the project team?
- Are there additional goals or policies we should include in the final Plan or Comprehensive Plan?
- Are there specific edits to any goals or policies?
- Other comments?

Draft
Form-based Code
[Commercial Mixed-use District]
&
Design Guidelines
[All districts]

Form-based Code Concepts

Regulating District

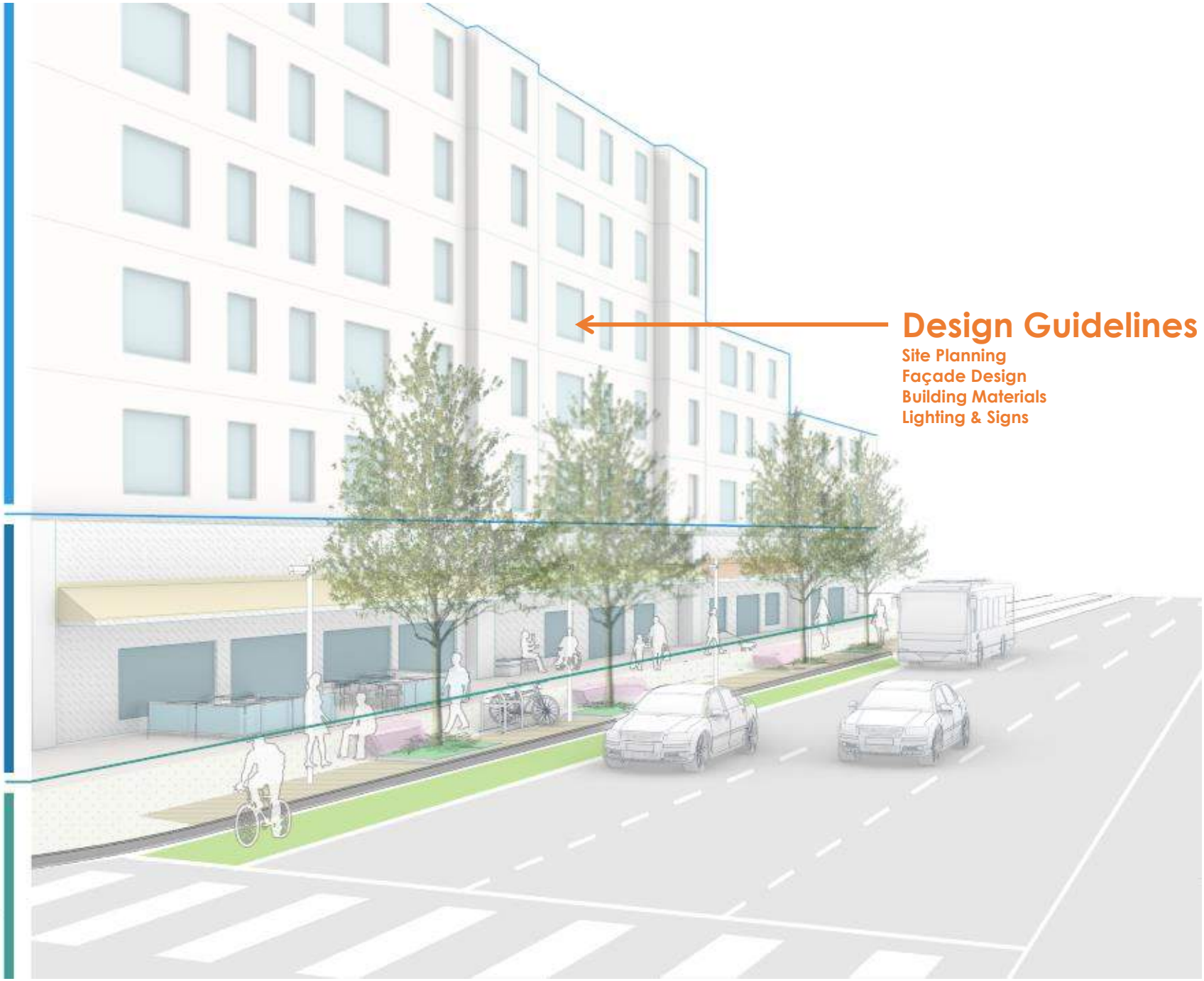
Building Height
Building Massing
Facade Modulation
Side & Rear Setbacks

Frontage Type

Front Setbacks
Ground Floor Design
Cafe & Amenity Zones

Street Type

Sidewalks
Trees & Street Furnishings
Bike Facilities
Road Widths



Design Guidelines

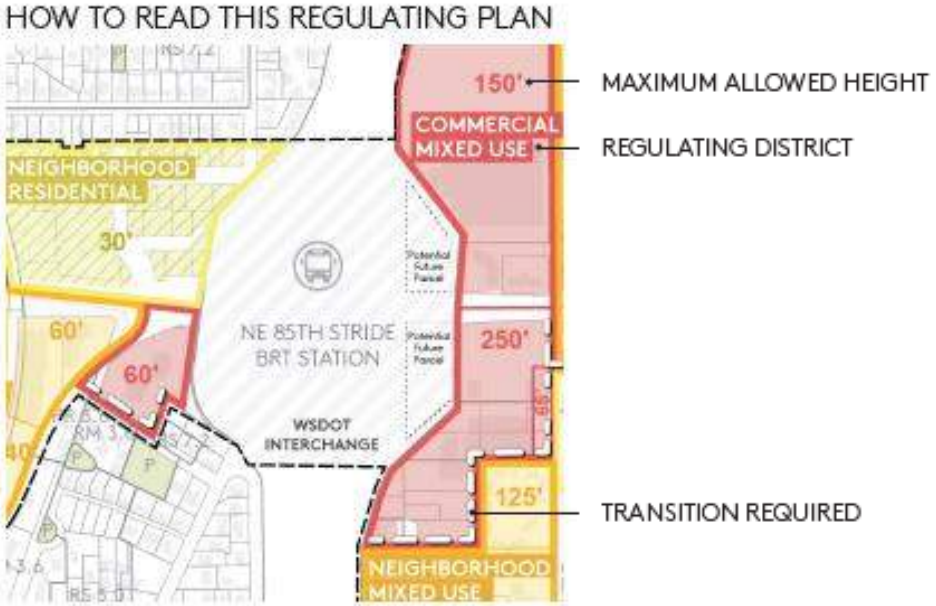
Site Planning
Façade Design
Building Materials
Lighting & Signs

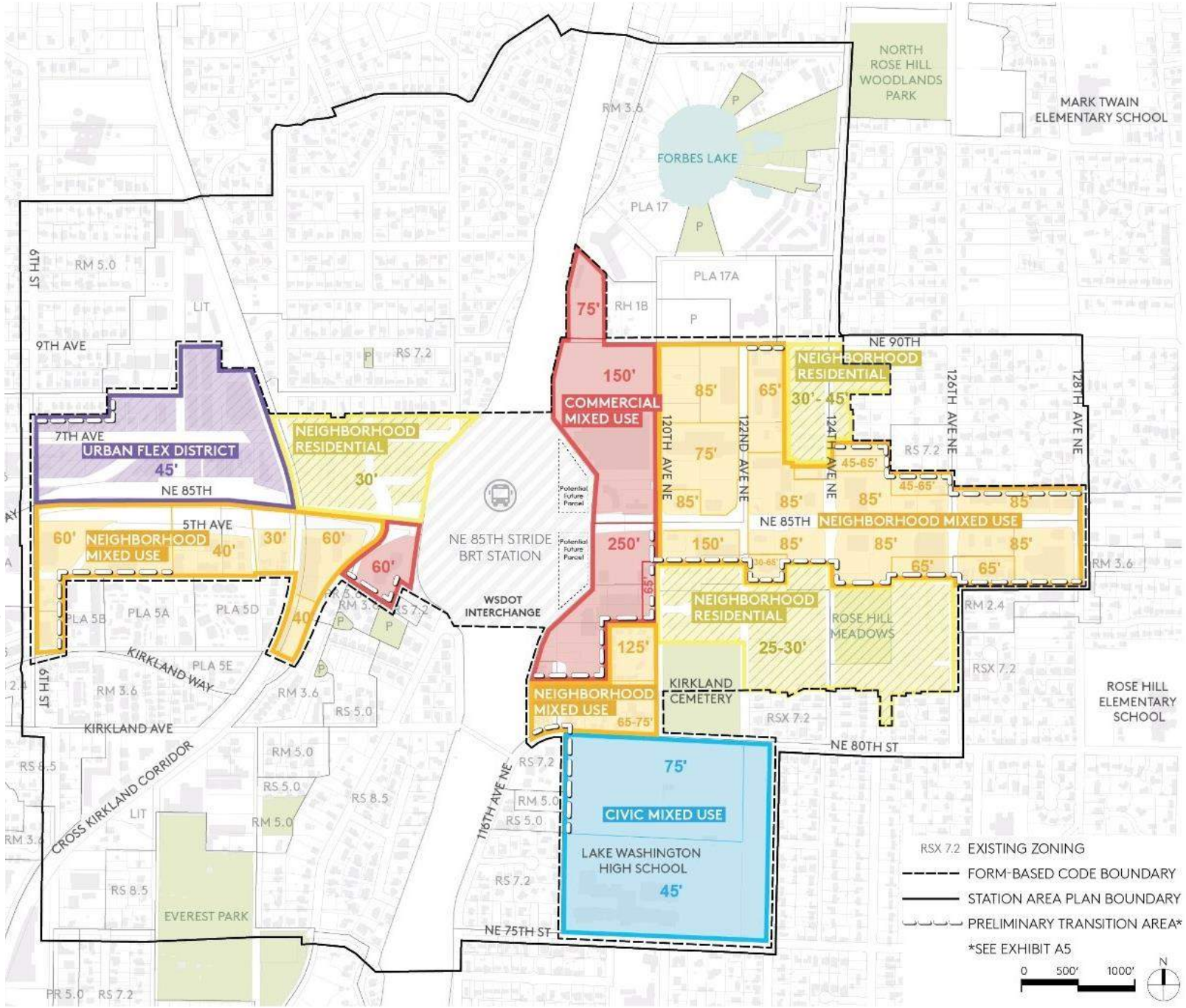
Form-based Code Table of Contents

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


Regulating District
Frontage Type
Districtwide Standards
Design Guidelines
Materials & Articulation
Corner Design
Transition
Upper Story Setbacks
Max Façade Width
Lighting & Signage
Front Setbacks /Porch Design
Min Street Level Façade Width
Ground Floor Height

Regulating Plan





REGULATING DISTRICT STANDARDS

GENERAL PROVISIONS

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

REGULATING DISTRICT COMPONENTS

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

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

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

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

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

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

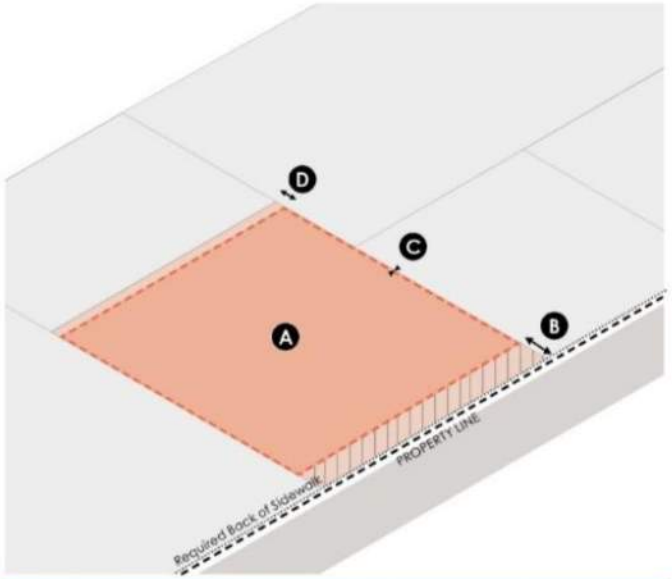
6. **Maximum Floor Plate** is the maximum Gross Floor Area allowed for each floor of a structure. Reductions shall be utilized at the exterior of the building. See design guidelines for additional guidance on achieving floor plate reductions. Maximum floor plate requirements are regulated at increments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

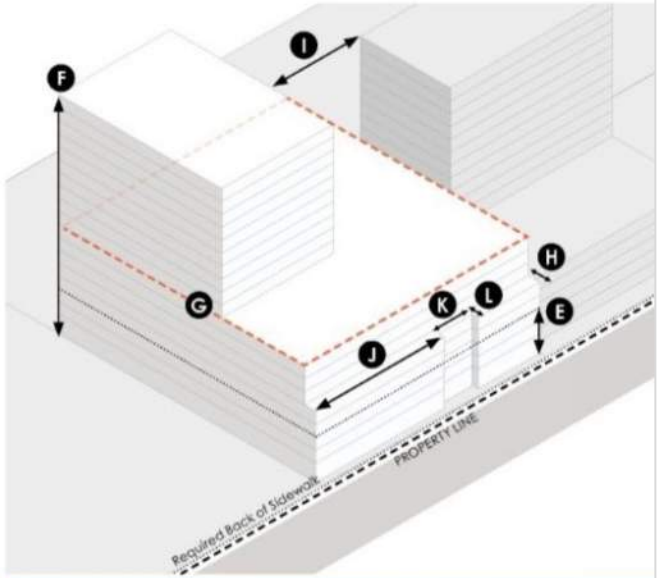
7. **Upper Story Street Setbacks** are height-based triggers specified along streets for the building façade to be set back from the back of the required minimum sidewalk by a certain horizontal distance. This dimension may be averaged along the full street frontage, so long as no portion of the floor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

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

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

REGULATING DISTRICTS : COMMERCIAL MIXED USE





LOT COVERAGE AND SETBACKS

Permitted Uses	
General Permitted Uses	Commercial, Institutional
Lot Coverage	
A Max Lot Coverage *	90%
Required Yards	
B Front	Refer to Frontage Types
C Side	0' Min
D Rear	5' Min

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

MASSING AND DEVELOPMENT DENSITY

Height and Floor Area	
E Base Maximum Allowed Height	Refer to Regulating Plan
F Bonus Maximum Allowed Height	Refer to Regulating Plan
G Maximum Floor Plate (per building)	Between 45'-75': 35,000 GSF Between 75'-125': 25,000 GSF Above 125': 20,000 GSF
Setbacks and Tower Separation	
H Upper Story Street Setbacks	At 75': 15' setback At 125': 30' setback
I Tower Separation	60'
J Maximum Facade Width	160'
K Minimum Facade Break Width	15'
L Minimum Facade Break Depth	5'

TRANSITIONS

GENERAL PROVISIONS

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

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

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

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

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

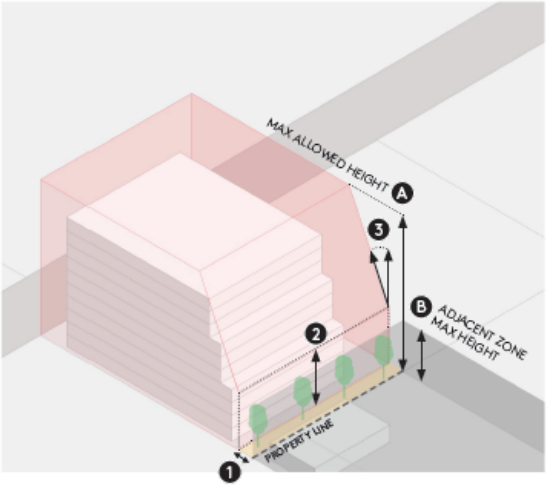
i. Establish a transition starting elevation by determining the existing grade at the subject property's midpoint elevation along the abutting common lot line.

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

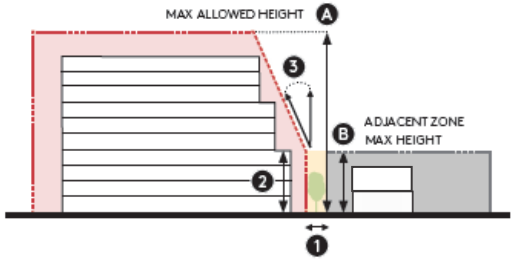
iii. Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.

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

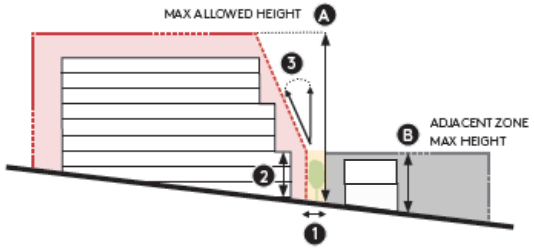
FIGURE 15: DISTRICTWIDE STANDARDS



EXAMPLE ONE



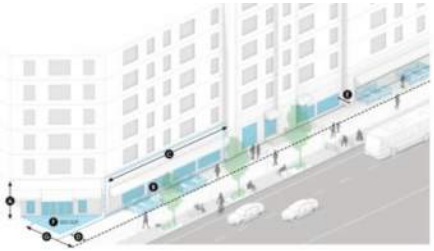
EXAMPLE TWO



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

Frontage Types Overview

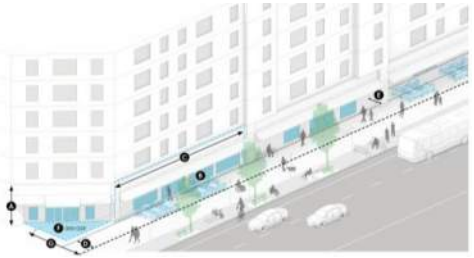
Urban Street Edge



Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use
- Neighborhood Residential Street
- Green Midblock Connection

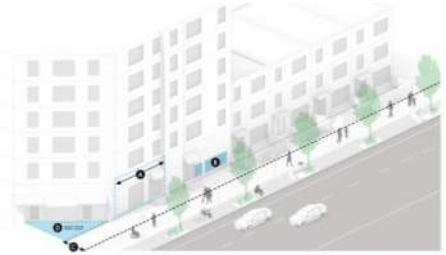
Retail & Active Uses



Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use

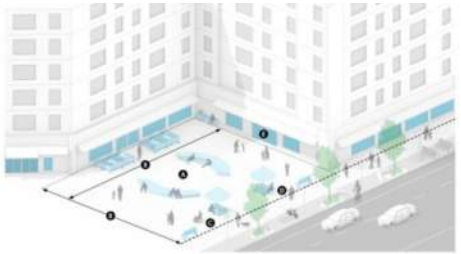
Residential Stoop/Porch



Applicable Street Types

- Neighborhood Mixed Use
- Neighborhood Residential Street
- Green Midblock Connection

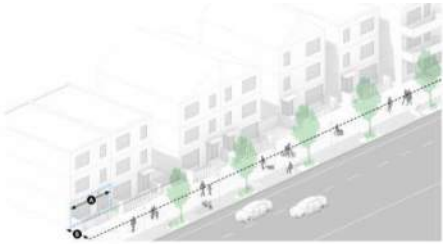
Plaza/Public Space

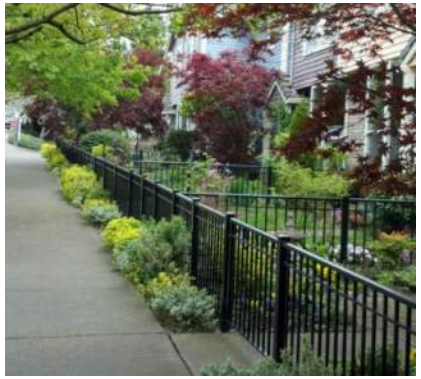


Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use
- Neighborhood Residential Street
- Green Midblock Connection

Private Yard





Applicable Street Types

- Neighborhood Residential Street
- Green Midblock Connection

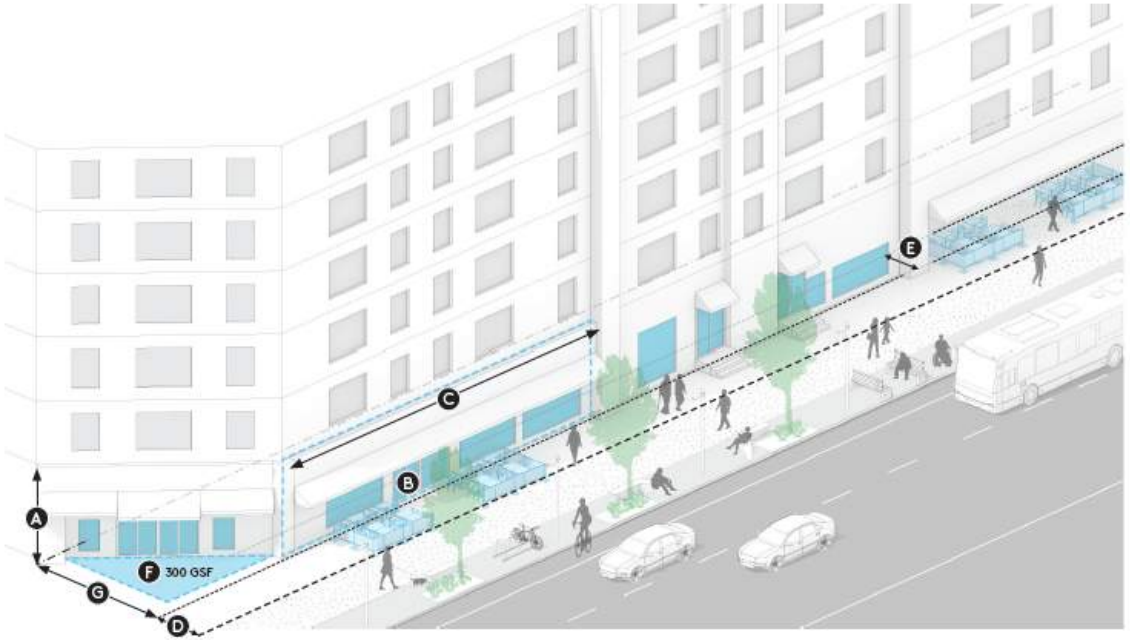
URBAN STREET EDGE

INTENT AND CHARACTER

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

FIGURE 4: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE

FIGURE 5: URBAN STREET EDGE FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRANCES	
Ground Floor Design	
A Minimum Height	15'
B Facade Transparency	50%
C Max Street Level Facade Width	65'
Entrances	
Location	Required on primary street-facing frontage
Entry Transparency	80%

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

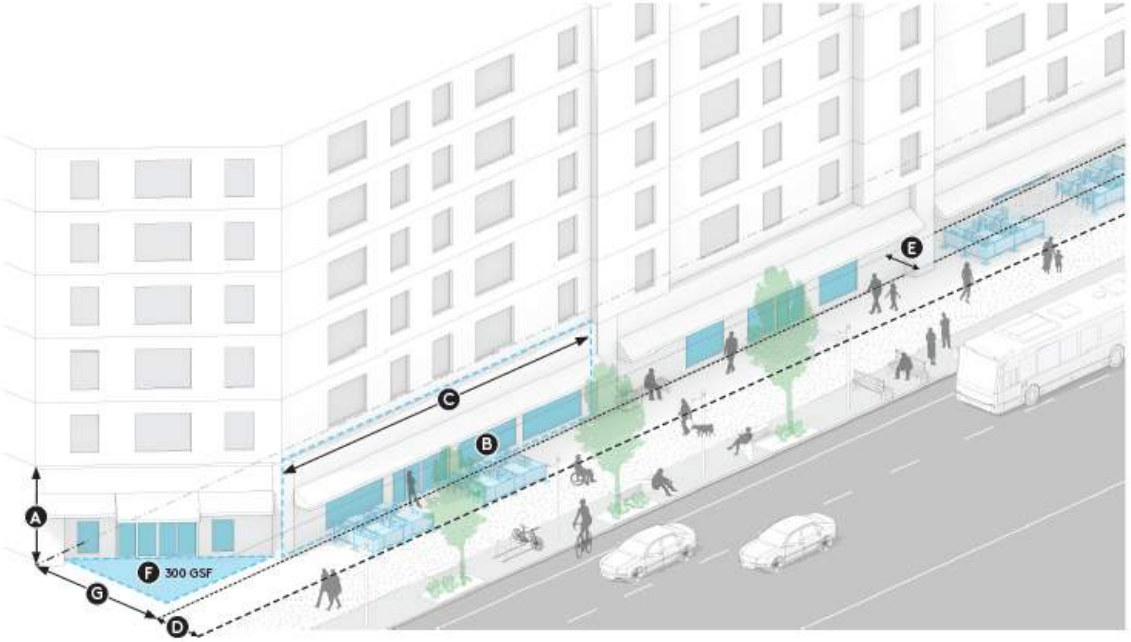
RETAIL / ACTIVE USE

INTENT AND CHARACTER

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

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

FIGURE 7: RETAIL AND ACTIVE USES FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRY	
Ground Floor Design	
A Minimum Street Level Story Height	15'
B Facade Transparency	75%
C Max Street Level Facade Width	65'
Entrances	
Location	Required on primary street-facing frontage
Entry Transparency	80%

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

RESIDENTIAL STOOP / PORCH

INTENT AND CHARACTER

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

FIGURE 8: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE

FIGURE 9: RESIDENTIAL STOOP / PORCH FRONTAGE STANDARDS

GROUND FLOOR DESIGN AND ENTRY	
Ground Floor Design	
A Max Street Level Facade Width	36'
B Facade Transparency	50%
Entrances	
Location	Required at frontage, otherwise entry path can be used

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

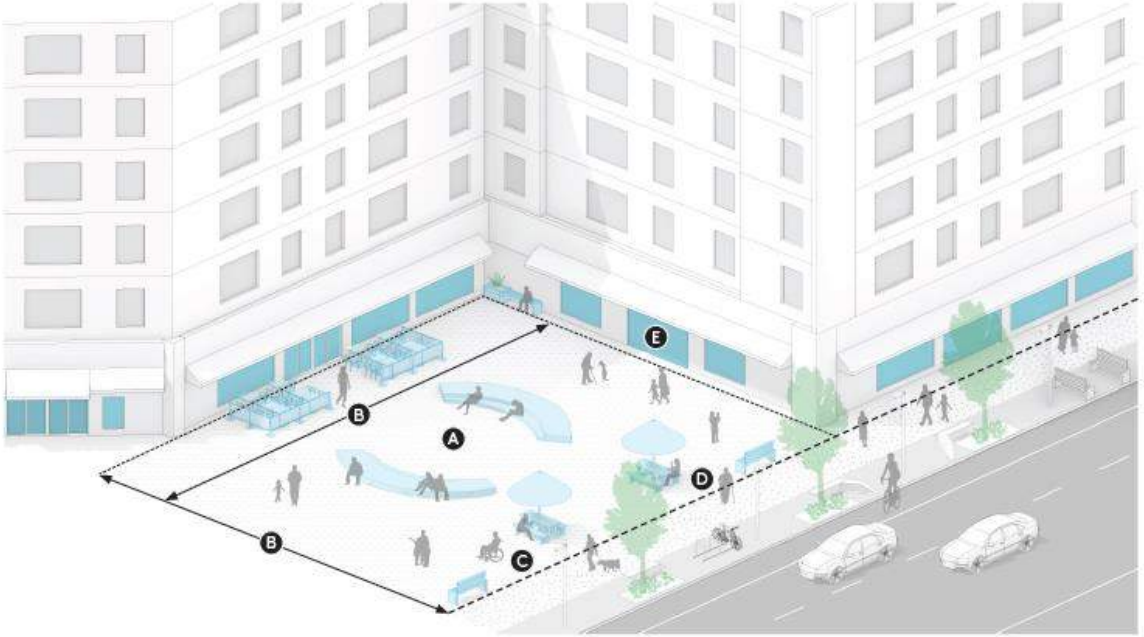
PLAZA/PUBLIC SPACE

INTENT AND CHARACTER

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

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

FIGURE 11: PLAZA/PUBLIC SPACE FRONTAGE STANDARDS



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

RELATIONSHIP TO SIDEWALKS AND BUILDINGS	
Relationship to Sidewalks	
C Access	ADA Accessible for pedestrians from adjacent sidewalk
D Visibility	Min. 50% plaza must be visible from adjacent sidewalk
Relationship to Buildings	
E Building Frontage	Buildings should match standards for other allowed frontages and be oriented towards public space

PRIVATE YARD

INTENT AND CHARACTER

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

FIGURE 12: CHARACTER EXAMPLES FOR PRIVATE YARD FRONTAGE TYPE

FIGURE 13: PRIVATE YARD FRONTAGE STANDARDS

GROUND FLOOR DESIGN AND ENTRY	
Ground Floor Design	
A Max Street Level Facade Width	35'
Entrances	
Location	Required at frontage
B Porch Height	Maximum 4'

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

Draft Design Guidelines

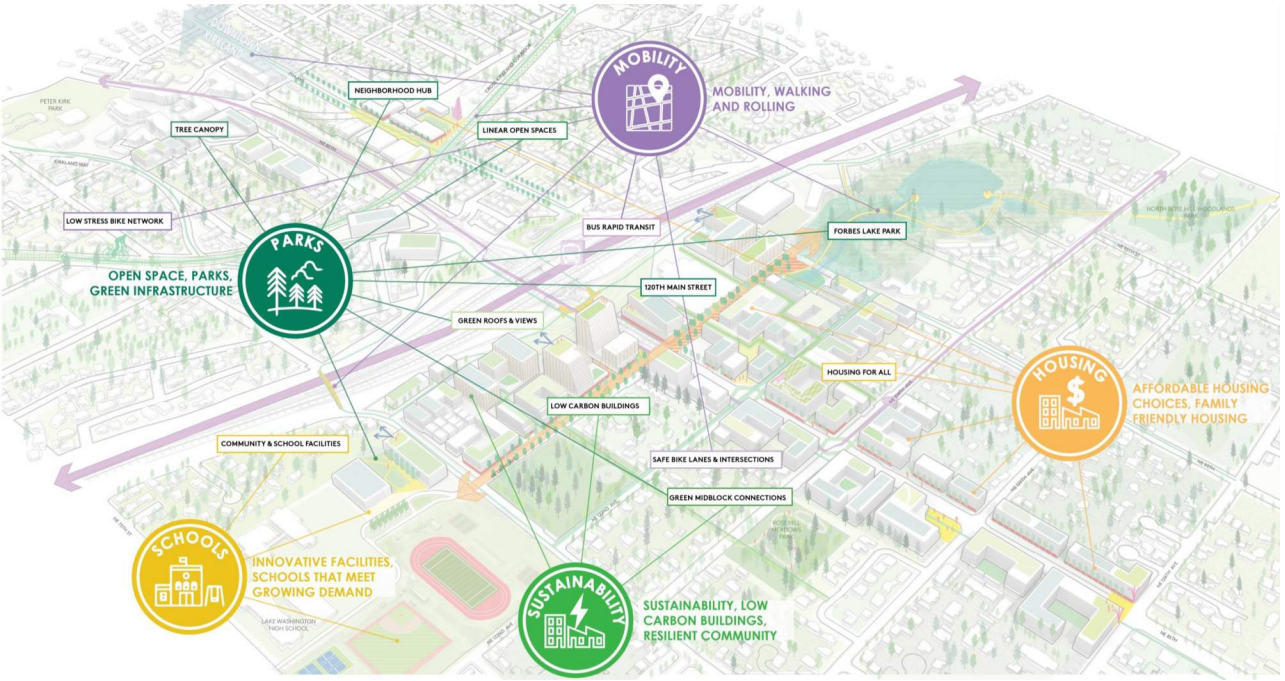
- Review by the Design Review Board will be required for new buildings greater than one (1) story in height or greater than 10,000 square feet of gross floor area.

- **Site Planning** guidelines include:
  - Streetscape
  - Public Spaces (plazas, courtyards, terraces, gardens)
  - Pedestrian Connections & Wayfinding
  - Lighting
  - Screening of Trash & Service Areas
  - Signs
  - Landscaping

- **Building Design** guidelines include:
  - Orientation to Street
  - Massing/Articulation
  - Parking Garages
  - Blank Wall Treatments
  - High-Quality Design

- Draft also includes specific **guidelines by character sub-district**

Green Innovation & Incentive Zoning



GREEN INNOVATION

DEFINITIONS

Reserved.

RELATIONSHIP TO OTHER REGULATIONS

Reserved.

GENERAL PROVISIONS

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

2. **Requirements**: All new developments and major renovations over xx,xxx sf shall acknowledge their review of the NE 85th Street Station Area Plan Sustainability Framework, and identify how the development is aligned with those goals and opportunities. In addition, developments shall be designed, built, and certified to achieve or exceed requirements in three categories: High Performance Buildings; Energy and Decarbonization; and Ecosystems and Green Infrastructure.

i. **High Performance Buildings**:
All new developments and major renovations over xx,xxx sf shall be designed, built, and certified to achieve or exceed the High Performance Building Standards described in KZC 115.62, including:

1) Electric Vehicle Infrastructure

2) All electric buildings

3) Embodied Carbon Assessments and Limits

4) Material Diversion

5) Water Efficiency

6) Third-party sustainability certifications

(a) To comply with Third-party sustainability certifications, all new multi-family residential projects over xx,xxx sf or x units shall be designed, built, and certified to achieve either:

- LEED Multi-Family Platinum or

- Built Green 4-star, or

- Passive House v2021

and Salmon Safe Urban Standard.

(b) To comply with Third-party sustainability certifications, all new commercial projects over xx,xxx sf shall be designed, built, and certified to achieve:

- Either:

- LEED for New Construction Platinum, or

- LEED Core and Shell Gold, or

- Passive House v2021

- and Salmon Safe Urban Standard.

ii. **Energy and Decarbonization**

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

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

iii. Ecosystems and Green Infrastructure

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

FIGURE 17: GREEN FACTOR

LANDSCAPE ELEMENTS

LANDSCAPE QUALITY BENEFITS

GREEN ROOFS

PERMEABLE PAVING

GREEN WALLS

INNOVATION

GREEN FACTOR

The Green Factor score shall be calculated as follows:

1. Identify all proposed elements in Table A.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Permeable Paving		
A.	Permeable paving over a minimum 6" and less than 24" of soil or gravel	0.2
B.	Permeable paving over at least 24" of soil or gravel	0.5

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

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

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

INCENTIVE PROGRAM

PURPOSE

Reserved.

APPLICABILITY AND ELIGIBILITY

Reserved- pending completion of incentive zoning analysis.

INCENTIVE AMENITIES

Reserved- table below is draft bonusable amenities under study in the incentive zoning analysis.

Incentive Amenity	Bonus Ratio and Design Criteria	
Affordable Housing		
Inclusionary Requirement: number of units within development required to meet definition of affordable per KZC 5.10.023.	Bonus Ratio:	
	xx	xx
	Inclusionary Tier 1 Design Criteria	Inclusionary Tier 2 Design Criteria
	x% of units (above existing standard) in Development must meet definition of affordable in KZC 5.10.023.	x% of units (above existing standard) in Development must meet definition of affordable in KZC 5.10.023.
Level of Affordability: required level of affordability of units to be included in required minimum of affordable units within a development.	Bonus Ratio:	
	xx	xx
	Design Criteria	
	For renter-occupied units: x% of required affordable units within a development must be reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed 30 percent of the King County median household income, adjusted for household size, as determined by HUD, and no more than 30 percent of the monthly household income is paid for monthly housing expenses (rent and an appropriate utility allowance).	For owner-occupied dwelling units: x% of required affordable units within a development must be reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed 70 percent of the King County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners' dues).

Commercial development contribution to affordable housing	Bonus Ratio	
	xx	
	Design Criteria	
MOBILITY / TRANSPORTATION		
Mid-block Green Connections: an active transportation connection through a property that provides a route alternate to the vehicular road network, established through either a public easement, or right-of-way dedication.	Bonus Ratio:	
	xx	
	Design Criteria	
	Mid-block connections available for bonus capacity must meet the standards referenced in xxx.	
PARKS / OPEN SPACE		
Public Open Space (outdoor): an outdoor space available for public use such as plazas, pocket parks, linear parks, rooftops, etc.	Bonus Ratio:	Bonus Ratio:
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Provide on-site public space within developments; Size and design and criteria must meet the standards referenced in xxx.	TBD, pending analysis
Public Community Space (indoor): a space available for civic or community uses such as arts or performance spaces, after-school programming, recreation, event space, etc.	Bonus Ratio:	Bonus Ratio:
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Provide on-site public space within developments; Size and design and criteria must meet the standards referenced in xxx.	TBD, pending analysis
SUSTAINABILITY		
High Performance Buildings	Bonus Ratio	Bonus Ratio
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Design, build, and certify to achieve Living Building Challenge v4 Carbon Certification or Living Building Challenge v4 Petal Certification	TBD, pending analysis

Ecology and Habitat	Bonus Ratio	Bonus Ratio
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Achieve a Green Factor Score of x - see KZC Chapter XX for details.	TBD, pending analysis
Energy and Decarbonization	Bonus Ratio	Bonus Ratio
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Provide on-site renewable energy generation at a rate greater than x/sf; or	TBD, pending analysis
	Provide all electric or all renewable energy sources, with no exceptions for combustion; or	
	Contribution to low-carbon systems and shared energy infrastructure, including: x	
SCHOOLS, EDUCATION, AND CHILDCARE		
ECE/Day Care Operation Space: Floor area dedicated to child care, or Preschool learning space, as defined in KZC 5.10.194.	Bonus Ratio	
	xx	
	Tier 1 Design Criteria	
	1. Bonusable preschool space must provide a minimum of 4 classrooms, with a minimum of 900 SF per classroom.	
	2. Space shall be used in manner described for the life of the project.	
	3. Documentation of required licensing for day care operation shall be provided.	
	4. Director may approve a buy-out of space originally dedicated to child care/nonprofit space at the prevailing fee-in-lieu rate if applicant shows good faith efforts to locate eligible tenant. If buy-out option is approved, covenant required in number 1 above shall be released.	

School Operation Space: Floor area dedicated to school operation as defined in KZC 5.10.825.	Bonus Ratio	
	xx	
	Design Criteria	
	1. Bonusable school space must provide a minimum of 4 classrooms, with a minimum of 900 SF per classroom.	
	2. Space shall be used in manner described for the life of the project.	
	3. Documentation of required licensing for school operation shall be provided.	
	4. Director may approve a buy-out of space originally dedicated to child care/nonprofit space at the prevailing fee-in-lieu rate if applicant shows good faith efforts to locate eligible tenant. If buy-out option is approved, covenant required in number 1 above shall be released.	

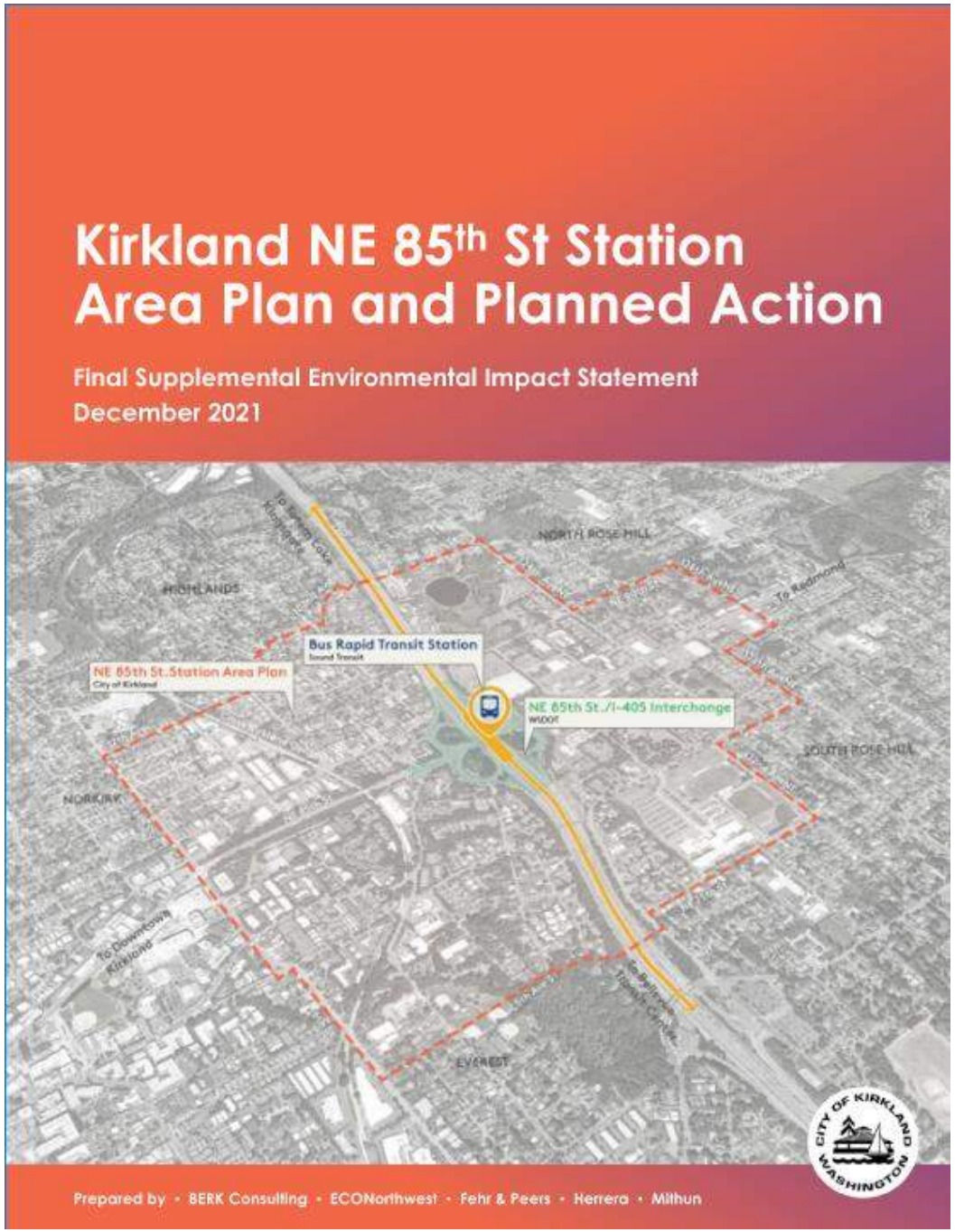
FORM-BASED CODE DISCUSSION

- Do Council or Commission have any questions for the project team?
- Comments about the site development standards?
- Comments about the street types or frontage types?
- Comments about draft incentive amenities?
- Comments about design guidelines?
- Other comments?

Preliminary Planned Action Ordinance

Planned Action Ordinance

- Informed by FSEIS
- Includes specific mitigation measures for future development
- Includes submittal requirements for development applications to be reviewed as planned actions – where projects will not exceed thresholds studied in FSEIS
- Adopted by Ordinance (June 2022)



PLANNED ACTION ORDINANCE DISCUSSION

- Do Council or Commission have any questions for the project team?

Next Steps

- May 18, 2022: **Community Open House**
- May 23 – June 9**: Station Area Display @ City Hall**
- June 9, 2022: **Planning Commission Public Hearing and Deliberations – Recommendation to City Council**
- June 2022: **City Council Adoption – Phase 1**
- Summer/Fall 2022: **Planning Commission and City Council Study - Phase 2**

- *Ongoing*: ***Naming the Station Area***

Questions? Comments? Additional Issues?