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# CITY OF KIRKLAND

## CITY COUNCIL



Penny Sweet, Mayor • Jay Arnold, Deputy Mayor • Neal Black • Kelli Curtis  
Amy Falcone • Toby Nixon • Jon Pascal • Kurt Triplett, City Manager

### *Vision Statement*

*Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair and inclusive. We honor our rich heritage while embracing the future. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.*

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### AGENDA

#### KIRKLAND CITY COUNCIL SPECIAL MEETING

Hybrid – Zoom/City Hall  
Kirkland, WA 98033  
Tuesday, June 28, 2022  
6:00 p.m.

COUNCIL AGENDA materials are available on the City of Kirkland website [www.kirklandwa.gov](http://www.kirklandwa.gov). Information regarding specific agenda topics may also be obtained from the City Clerk's Office on the Friday preceding the Council meeting. You are encouraged to call the City Clerk's Office (425-587-3190) or the City Manager's Office (425-587-3001) if you have any questions concerning City Council meetings, City services, or other municipal matters. The City of Kirkland strives to accommodate people with disabilities. Please contact the City Clerk's Office at 425-587-3190. If you should experience difficulty hearing the proceedings, please bring this to the attention of the Council by raising your hand.

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *N.E 85<sup>th</sup> Street Station Area Plan*
  - a. Staff and Consultant Presentation
  - b. City Council Discussion and Consideration of Station Area Plan Phase 1 Adoption
    - (1) Resolution R-5547, Adopting a NE 85<sup>th</sup> Street Station Area Plan
    - (2) Ordinance O-4800, Relating to Comprehensive Planning, Land Use, and Amending the City of Kirkland Comprehensive Plan, Ordinance O-3481, as Amended, Adding New Chapter XV.G, NE 85<sup>th</sup> Street Station Area Subarea Plan, Amending the City Land Use Map, and Approving a Summary for Publication, File No. CAM20-00153
    - (3) Ordinance O-4801, Relating to the NE 85<sup>th</sup> Street Station Area Plan and Zoning and Land Use, and Amending the Kirkland Zoning Map, Ordinance O-3710, as Amended, to Include Legislative Rezones to Conform with the City of Kirkland Comprehensive Plan, and Approving a Summary Ordinance for Publication, File No. CAM20-00153

- (4) Ordinance O-4802, Relating to the NE 85<sup>th</sup> Street Station Area Plan and Zoning and Land Use and Amending the City of Kirkland Zoning Code, Ordinance O-3719 as Amended, Including Chapters 10, 53, 95, and 142, Adding New Chapter 57, and Approving a Summary Ordinance for Publication, File No. CAM20-00153
- (5) Ordinance O-4803, Adopting Design Guidelines for the NE 85<sup>th</sup> St. Station Area Plan, Repealing Existing Design Guidelines for the Rose Hill Business District, Amending Design Guidelines for Pedestrian Oriented Business Districts, and Amending Section 3.30.040 of the Kirkland Municipal Code, File No. CAM20-00153

*4. ADJOURNMENT*





**CITY OF KIRKLAND**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587.3000**  
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## MEMORANDUM

**To:** Kurt Triplett

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

**Date:** June 22, 2022

**Subject:** NE 85<sup>TH</sup> ST STATION AREA PLAN – PHASE 1 – FILE NO. CAM20-00153

## STAFF RECOMMENDATION

Based on an extensive study, review by Council and their appointed boards and commissions, and public comment on the proposed NE 85<sup>th</sup> St. Station Area Plan, culminating in the June 9, 2022 Planning Commission public hearing and the Commission's recommendation, consider adoption of the following:

- Resolution R-5547: Station Area Plan
- Ordinance O-4800: Comprehensive Plan Amendments
- Ordinance O-4801: Zoning Map Amendments
- Ordinance O-4802: Kirkland Zoning Code (KZC) Amendments
- Ordinance O-4803: Kirkland Municipal Code Amendments

## BACKGROUND

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

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

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

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

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

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

*The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The highly visible integration of ecological systems within an urban setting sets the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.*

The Council last discussed the Station Area Plan at their June 21, 2022 study session, where they received the Planning Commission recommendation and gave staff final policy direction for the plan-associated Comprehensive Plan amendments and the incentive zoning program included in the draft Form-based Code.

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

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

May 26, 2021	<a href="#">City Council Special Meeting- Station Area Plan Listening Session Recording</a>
June 10, 2021	<a href="#">Planning Commission Meeting Packet</a>
July 28, 2021	<a href="#">Transportation Commission Meeting Packet</a>
August 12, 2021	Planning Commission Meeting <a href="#">Lake Washington School District Presentation</a> <i>(Note: LWSD presentation discussed City-wide school issues)</i>
September 22, 2021	<a href="#">Transportation Commission Meeting Packet</a>
October 26, 2021	<a href="#">City Council Study Session Meeting Packet</a>
October 26, 2021	<a href="#">City Council Study Session Meeting Packet</a>
November 1, 2021	<a href="#">Community Q&amp;A Session Video</a>  <a href="#">Community Q&amp;A Session Question/Comment Report</a>  <a href="#">Community Q&amp;A Session: Frequently Asked Question (FAQ) Responses</a>
November 16, 2021	<a href="#">Joint City Council/Planning Commission Study Session Meeting Packet</a>
December 14, 2021	<a href="#">City Council Study Session Packet</a>
March 10, 2022	<a href="#">Planning Commission Meeting Packet</a>
March 23, 2022	<a href="#">Transportation Commission Meeting Packet</a>
April 5, 2022	<a href="#">City Council Study Session Packet</a>
April 27, 2022	<a href="#">Transportation Commission Meeting Packet</a>
April 26, 2022	<a href="#">Joint City Council/Planning Commission Study Session Meeting Packet</a>
May 12, 2022	<a href="#">Joint City Council/Planning Commission Study Session Meeting Packet</a>
May 18, 2022	<a href="#">Community Open House Session Video</a>  <a href="#">May 18 Open House Written Q&amp;A</a>
June 7, 2022	<a href="#">City Council Meeting Packet</a>
June 9, 2022	Planning Commission Public Hearing – Phase 1 Meeting Packet <a href="#">Part 1(PDF, 10MB)</a> <a href="#">Part 2(PDF, 10MB)</a> <a href="#">Part 3(PDF, 8MB)</a>
June 14, 2022	Planning Commission Deliberations Meeting

June 21, 2022	<a href="#">City Council Study Session Meeting Packet</a>
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## **RESPONSE TO MAY 12 COUNCIL AND COMMISSION FEEDBACK**

City Council and Planning Commission held a [joint study session](#) on May 12, 2022 to review the draft documents in advance of the public hearing and provide direction to guide staff in completion of final drafts of the items under consideration for adoption in Phase 1. Staff amended the draft documents in response to Council and Commission feedback from the May 12 joint study session with the following edits by key issue area:

- Affordable Housing
  - Clarified that diverse housing types are encouraged in Station Area.
  - Added clarity to goals and policies that include minimum activity units and maximizing affordable housing with growth.
  - Revised language about jobs and housing balance to focus on promoting jobs and housing choices such that the Station Area is providing a mix of housing that is attainable for a range of existing and new jobs in the district and that is also accessible/connected via regional transit.
  - Revised Comprehensive Plan policies to revise references to “quality of life” with “access to amenities in neighborhoods”.
- Parks and Open Space
  - Added references to public art and the need for parks amenities for all ages and stages of life.
  - Added policies to support the use of the Kirkland Cemetery as an open space resource (while being sensitive to its primary function), and identifying connections to potential parks/open space opportunities at the Houghton Park & Ride, transfer station site, and Taylor Fields.
- Transportation and Mobility
  - Strengthened language in policies to ensure that transit service must function effectively in the study area corridors, especially during commute hours.
  - Edited language to clarify that active transportation includes multiple methods of “rolling” beyond bicycles.
  - Added policy language to clarify the mode-split goal and included implementation actions in the implementation matrix that supports monitoring over time.
- Sustainability
  - Moved emphasis on green infrastructure from the Parks discussions into the Sustainability sections and added details about green roofs into the plan document.
  - Strengthened policy language around sustainability goals.

- Schools
  - Added language to clarify that school uses can include post-high school education.
  - Strengthened policy language related to schools.
- Implementation
  - Completed an implementation matrix included in the draft Comprehensive Plan.

### **PROPOSED STATION AREA PLAN – SUMMARY (Resolution R-5547)**

The final plan document includes Vision and Goals for: Land Use and Urban Design, Open Space, Transportation and Mobility, and Sustainability. The document includes a summary of the entire planning process, including an executive summary, overview of the planning process, and plan recommendations. A draft of the Station Area Plan was included in the meeting materials and discussed at the [May 12 joint Council and Commission study session](#); a revised draft was included as a reference document in the June 9 public hearing packet, and the draft document has been available to the community on the [project webpage](#) since May 6, 2022. The process to adopt the final Station Area Plan is by a City Council resolution; it was not formally included in the items under consideration at the June 9 public hearing as it does not require the same legislative process as the Zoning Code, Comprehensive Plan, and Zoning Map amendments for the Station Area.

### **PROPOSED LEGISLATIVE AMENDMENTS – SUMMARY**

The process to amend the City's Comprehensive Plan, the Kirkland Zoning Code (KZC), and the Zoning Map is set forth in KZC Chapter 160, and requires the Planning Commission to hold a public hearing on the amendments and make a recommendation to the City Council. The amendments proposed to be adopted by Council are shown below, followed by a brief summary of the proposed amendments to each City document. Where applicable, a staff response is provided to the final policy direction received from Council at their [June 21 study session](#).

- Amend the Comprehensive Plan to adopt a new sub-area chapter for the Station Area. The subarea plan would overlay portions of the Everest, Highlands, Moss Bay, Norkirk, and Rose Hill neighborhood plans with superseding policies.
- Amend KZC 5 to add definitions.
- Amend KZC 10 to add the Station Area Commercial Mixed-Use zone.
- Amend KZC 53 to repeal Rose Hill Business District Zones RH 1A, RH 2A, and RH 2C that are being replaced with the Station Area Commercial Mixed-Use zone.
- Adopt a new chapter KZC 57 with a Form-based Code for the Station Area Commercial Mixed-use zone.
- Amend KZC 95 and KZC 142 to reference new Station Area Design Guidelines.
- The proposal includes legislative rezones of 15 parcels from North Rose Hill Business District (RH 1A, 2A, and 2C) to Commercial Mixed Use (CMU), one parcel from Professional Office (PO) to CMU and one parcel from Professional Office/Residential 3.6 (PR 3.6) to CMU (see O-4801, Exhibit A for a parcel rezone map).

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

*Proposed Comprehensive Plan Amendments – New Subarea Chapter (Ordinance O-4800)*

The proposed Comprehensive Plan amendments encompass the entire Station Area Plan and will include a new subarea chapter for the district that establishes the vision, goals, and policies for future growth. This new chapter will overlay portions of the six neighborhoods that comprise the geography of the Station Area, but will not alter any existing neighborhood boundaries. This approach is comparable to previous corridor plans the City completed, where a subarea is shared among multiple neighborhoods. The draft chapter addresses any inconsistencies with the underlying neighborhood plans with the following statement:

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

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

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

*Response to Council Policy Direction from June 21*

Council directed staff to explore options to amend the drafted goals and/or policies related to opportunities that should be explored for schools in the Station Area, and specifically, to highlight opportunities at the Houghton Park & Ride site. Staff suggests the following amendment to Policy SA-93, enclosed in Ordinance O-4800, to read as follows:

- Continue to foster partnerships with the Lake Washington School District, the City, and the private sector to encourage shared facilities in, or near, the Station Area and/or optimize utilization of shared use agreements; specifically, jointly explore the Houghton Park & Ride as a site for future school capacity that is nearby, and connected to, the Station Area.

*Note that staff submitted the draft Subarea Plan to Puget Sound Regional Council (PSRC) staff for review related to the City's pending Regional Growth Center application (comprised of the Station Area Subarea Plan and the adopted Moss Bay Subarea Plan). PSRC noted that the Subarea Plan advances regional policies and certification criteria. They offered various suggestions to facilitate review of the City's revised application, mostly related to how future annual amendments to the City's Land Use and Transportation Elements coordinate the two subareas into a consolidated Regional center approach. They did recommend clarification of the proposed Comprehensive Plan language related to equity and engagement and Ordinance 4800 includes minor edits to incorporate their recommendations.*

### *Proposed Legislative Rezones (Ordinance O-4801)*

The proposal includes legislative rezones of 15 parcels from North Rose Hill Business District (RH 1A, 2A, and 2C) to Commercial Mixed Use (CMU), one parcel from Professional Office (PO) to CMU, and one parcel from Professional Office/Residential 3.6 (PR 3.6) to CMU. Exhibit A to the ordinance includes a parcel map illustrating the proposed amendments to the Zoning Map.

### *Proposed KZC Amendments (Ordinance O-4802)*

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

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

#### Regulating Plan

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

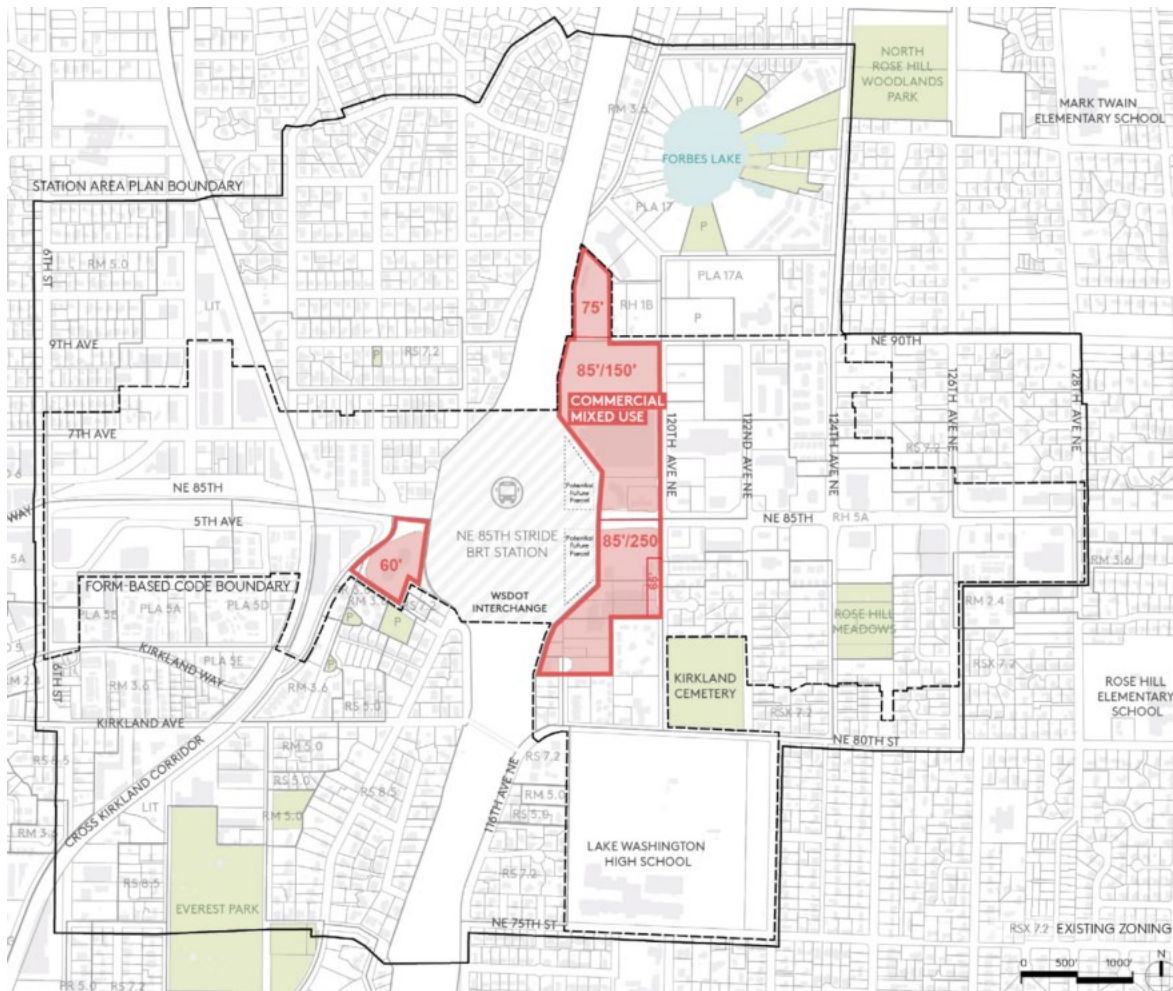


Figure 1: Regulating District Map, prepared by Mithun

### Permitted Uses

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

### Regulating District Standards

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

- Lot coverage
- Required yards
- Base maximum allowed height
- Bonus maximum allowed height
- Maximum floor plate(s) per building
- Upper story street setbacks
- Tower separation
- Maximum façade widths and modulation minimums





Figure 2: FBC exhibit, prepared by Mithun

### Frontage Types and Standards

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

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

### Street Types and Standards

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

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

### Transitions

The Form-based Code establishes required transitions that are intended to ensure that new development is consistent with the vision of the NE 85th Street Station Area Plan to provide

appropriate transitions of development intensity, height, and bulk across zones of varying height.

#### Incentive Zoning Program

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

The incentive zoning section in the Form-based Code includes a table of the available amenity categories an applicant may choose to provide to access incentive capacity, organized by key community benefit topics. The section also sets forth an “exchange rate” for each amenity that will regulate how much incentive capacity may be awarded to the applicant for each unit of community benefit amenity provided.

*Response to Council Policy Direction from June 21*

At the June 21 Council Study Session, Council further discussed the options for the incentive zoning structure that was initially discussed at their [June 7 study session](#). Council agreed that affordable housing should be the first and foremost priority for community benefits provision through the incentive zoning program in the Station Area. However, Council drew a distinction between the program structure currently under consideration for the Commercial Mixed Use (CMU) district where the affordable housing amenities provided would be in the form of a monetary contribution and not performance-based because residential uses are not allowed in the CMU district. Council discussed how a different program structure might apply to the remainder of the Station Area districts where residential uses will be allowed. Council also discussed that the program should be structured such that a variety of community benefit amenities are provided by individual developments, i.e., that a development should not be permitted to receive their full amount of requested incentive capacity by providing amenities in only one category (e.g., Sustainability). Council expressed a majority opinion that Option 3, a non-tiered and policy-weighted structure, was preferred as a base and requested that staff provide options within that structure that address the concerns discussed on June 21. Below are options for text that could accompany the incentive zoning program structure. Council should discuss and direct the inclusion of one of these options in the proposed KZC amendments.

**Option 3A:** Policy-weighted, variety of amenities required. An applicant must provide incentive amenities from at least two different categories in Table 5 in order to receive their requested incentive capacity. No more than 75% of the requested incentive capacity may be achieved through provision of amenities in a single category; amenities must be provided from at least two categories. Applicants may choose to provide amenities from more than two amenity categories. (Note that this option keeps the weighting factor that provides more incentive space for selecting affordable housing.)

**Option 3B:** Policy-weighted, housing required. An applicant must provide incentive amenities from at least two different categories in Table 5 in order to receive their requested incentive capacity. No more than 75% of the requested incentive capacity may be achieved through provision of amenities in a single category, and at least one of the provided amenities must be in the Affordable Housing category.

Staff recommends including the ability for the Planning Director to grant a modification to the above requirement if a modification provides a landmark community benefit in the chosen amenity category such that the benefit is superior to what could be provided through the required diversification of amenities, and/or if site constraints make compliance with two or more benefits infeasible.

*Proposed Kirkland Municipal Code Amendments – New Station Area Design Guidelines and Amendments to the Design Guidelines for Pedestrian Oriented Business Districts (Ordinance O-4803)*

The proposal includes amendments to KMC 3.30, which is the section of the Municipal Code that adopting by reference the City's Design Guidelines. The Station Area Design Guidelines will replace the existing Rose Hill Business District Guidelines. While the Form-based Code

establishes standards for the street, the relationship of buildings to the street, and specific massing limitations for development, the design guidelines will be used to provide general guidance for massing, articulation, and materials of buildings. The design guidelines encourage high-quality architecture and design and will help create an engaging pedestrian environment. The design guidelines will provide a framework to guide the Design Review Board (DRB) where DRB review is required for future new development applications. The Design Guidelines for the Station Area are largely based on existing guidelines for the Rose Hill Business District, Kirkland Parkplace, and Pedestrian Oriented Guidelines.

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

### *Other Proposals Not Included in Station Area Plan*

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

## **PLANNING COMMISSION RECOMMENDATION – STATION AREA PLAN PHASE 1**

The Planning Commission held a public hearing on June 9, 2022 to receive public testimony on Phase 1 of the NE 85<sup>th</sup> St. Station Area Plan amendments to the City's Comprehensive Plan, Kirkland Zoning Code (KZC), Zoning Map, and Kirkland Municipal Code (KMC), pursuant to the procedures for amendments set forth in KZC 160. Due to the length of the public testimony segment on June 9 and the extent of written comment, the Planning Commission closed the record after the last speaker was heard and completed their deliberations at a public meeting on June 14.

The following are the specific Phase 1 code amendments considered by Planning Commission, and a summary of the Commission recommendation to Council on each. Recommendations are based on the draft documents provided in the June 9 Planning Commission meeting packet (Links: [Part 1](#), [Part 2](#), [Part 3](#)), and the full recommendation is included as Attachment 1.

### Comprehensive Plan Amendments (subarea chapter for the full Station Area) Adopts and new subarea plan chapter for the NE 85<sup>th</sup> Street Station Area.

The Planning Commission voted unanimously to recommend that City Council adopt the Comprehensive Plan amendments as drafted, with amendments included on the following page (shown in underline and strikethrough text):

- Section 3 - Station Area Vision and Objectives.
  - Amend the first sentence of the vision statement to read: "The Station Area is a thriving, transit-oriented, 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~~."
- Section 9 - Transportation and Mobility.
  - Add a policy that reads: "Encourage and support high-frequency, broad-destination, transit throughout the Station Area."
- Section 10 - Public Services and Public Facilities.
  - Amend drafted goal as follows: "Create opportunities for additional school capacity in, or near, the Station Area and prioritize the provision of a new school within the Subarea boundaries."
  - Add a policy that reads: "Plan for, and coordinate, construction staging at a subarea-wide level in advance of development."

#### Legislative Rezones (Commercial Mixed Use Zoning district)

*Rezones Phase 1 properties (those closest to the new Bus Rapid Transit Stride Station) to Commercial Mixed Use.*

The Planning Commission voted unanimously to recommend that City Council adopt the proposed rezones of the indicated parcels to Commercial Mixed Use (CMU). For parcels in the southeast quadrant, designated as CMU 85/250, the Planning Commission's recommendation for heights above 150' is contingent upon the resolution of the Commission's recommendation noted above regarding community benefits associated with heights above 150'.

#### KZC Amendments

*Adopts new Chapter 57 of the Zoning Code to establish regulations for properties in the Station Area and adopts supporting miscellaneous amendments. Includes the Form-based Code and associated incentive zoning provisions as well as miscellaneous supporting amendments.*

Planning Commission voted on two separate motions related to the KZC amendments:

1. Planning Commission voted unanimously on a motion to recommend that Council adopt the Form-based Code as proposed, with the exception of regulations related to building heights in excess of 150' and associated incentive zoning.
2. Planning Commission voted unanimously in support of the following statement to City Council regarding KZC amendments related to maximum building heights and incentive zoning in the CMU district:

*We support the form-based code, allowing up to 150 feet of maximum building height, pursuant to the existing proposed inclusionary zoning system. The Planning Commission does not currently support 250 feet of maximum building height.*

*Up to 250 feet may be acceptable pursuant to additional Planning Commission review regarding public benefits only if these conditions are met: Monumental public benefits that prioritize affordable housing in the first tier and transit infrastructure, parks, and schools in the second tier. The Commission would request another meeting where we could further explore these tradeoffs and develop a more specific recommendation to the City Council.*

While it was not explicitly voted upon, the Commission's motions and supporting discussion indicate a general preference for a priority of affordable housing within Option 2 of the Incentive Zoning program structure options discussed by City Council at their June 7 meeting, and June 21 study session. The Commission also expressed a strong preference that the incentive zoning program should be focused on our priority community benefits (noted in the motion above) and not diluted across a wider range of amenities. As noted, the Commission expressed a strong interest in an additional meeting to further consider the tradeoffs for 250' of height.

#### Station Area Design Guidelines and related Municipal Code Amendments

*Adopts designs guidelines for use during Design Board review of future development of properties in the Station Area and amends Design Guidelines for Pedestrian Oriented Business Districts for development of the RH 8 zone (east of the Station Area).*

Planning Commission voted unanimously to recommend that City Council adopt the Design Guidelines and Municipal Code amendments as proposed.

#### **PUBLIC TESTIMONY AND COMMENTS**

Specific to the Planning Commission public hearing, oral testimony was provided live (virtually) to the Commission on June 9, and via written comment to the Commission prior to hearing. The testimony has been posted to the [project webpage](#), and can be viewed at the following links:

- [Video recording of the June 9 public hearing](#)
- [Record of written testimony](#)

The Commission and Council have received additional public comments throughout the planning process. Public comments received since the close of the Planning Commission public hearing and through June 21 are posted on the project webpage [here](#).

#### **COMMUNITY OUTREACH ON THE STATION AREA PLAN**

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

The community has provided input during all phases of the project, including as part of two community workshops, scoping for the environmental review, the formal comment period for the Draft SEIS, specific outreach emphasizing priority populations (as defined in the Equity

Impact Analysis) that are most likely to be affected by the Station Area Plan, a City Council listening session in May 2021, a Community Q&A Session in November 2021, and feedback to staff, Planning Commission and Council sent by numerous community members. The [project webpage](#) includes recordings and presentation slides from each community meeting, and summaries and/or question and answer reports as applicable.

The Station Area has been discussed at multiple public meetings since 2020 and prior to the hearing, including: 13 public City Council meetings (including the June 21 Council study session), 10 public Planning Commission meetings, and 6 public Transportation Commission meetings. The meeting materials and presentation slides for each of those meetings is available in the table above and on the [project webpage](#), and recordings of each meeting (video for Council and Planning Commission, audio only for Transportation Commission) are available on the respective City page for each body.

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

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

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

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

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

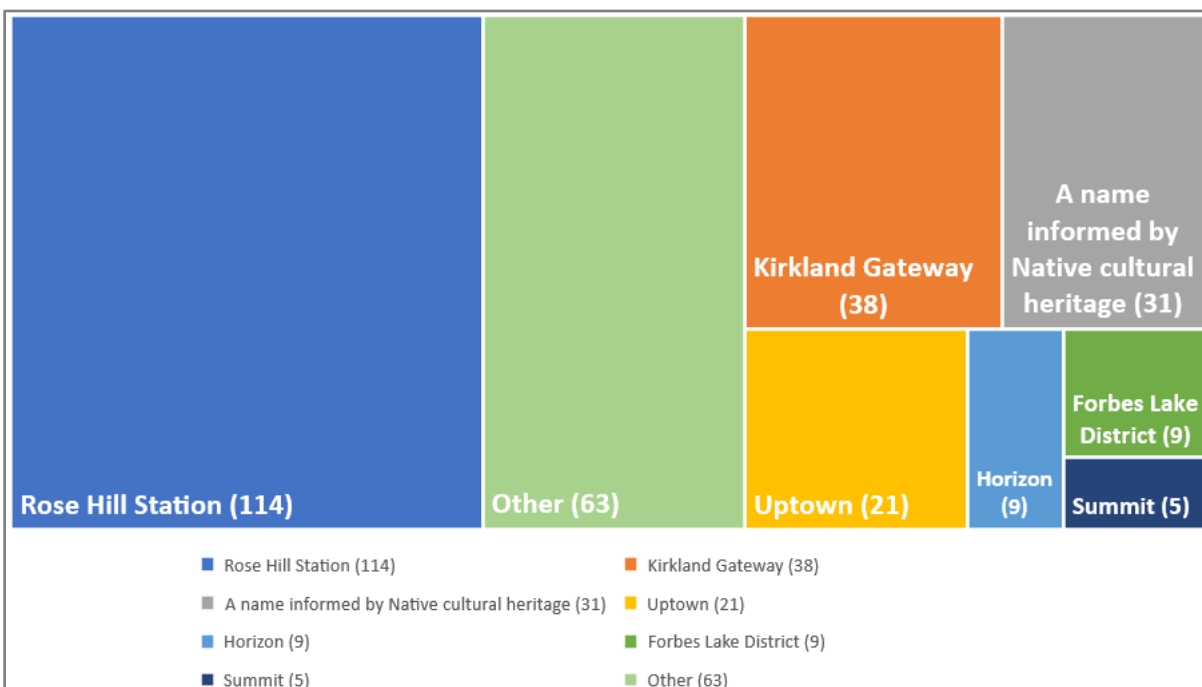
Area Plan and information about the June 9 Planning Commission hearing was mailed to every residence in the City prior to the hearing.

### CRITERIA FOR AMENDING THE COMPREHENSIVE PLAN AND ZONING CODE

The KZC includes criteria to consider in approving amendments to the Comprehensive Plan, Zoning Code, and Zoning Map. The criteria and staff analysis are included in the [June 9 Planning Commission packet](#) for the public hearing, and were considered by the Commission in their recommendation.

### STATION AREA NAME SURVEY RESULTS

A survey to gather community input on what the Station Area should be named was open May 19 to June 22, 2022. The survey was publicized through the project listserv and on City social media channels and This Week in Kirkland. The survey offered seven options for potential names previously discussed by Council, as well as an “other” option. There were 296 responses to the survey, but it should be noted the responses are not necessarily from 296 individuals. Results of the survey are provided below. Council can be provided with the name ideas provided by respondents in the “other” option upon request; there were a variety of unique offerings as well as a large number of editorial comments and/or opinions on the plan.



### ENVIRONMENTAL REVIEW

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



improvement projects with new development, and the forthcoming PAO. The City anticipates issuing an Addendum to the FSEIS prior to the June 28 Council meeting that will include supplemental analyses completed after the FSEIS was issued, and to reference the plan updates, draft code amendments, and development agreement being considered for adoption.

### **DEVELOPMENT AGREEMENT UPDATE**

As has been discussed in previous Council meeting packets, and in public meetings, City staff and outside counsel are engaging with Google to explore the terms of a development agreement as the Google project is of the size and scale to be considered a catalyst project under the Station Area Plan and the Form-based Code. The draft Form-based Code proposed in Phase 1 of adoption includes the following draft code provisions enabling development agreements to be utilized in the Station Area:

#### **KZC 57.05.03 DEVELOPMENT AGREEMENTS – CATALYST PROJECTS**

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

*The purpose of such a development agreement is to provide a process for tailoring the regulations and incentives of this Chapter as they apply to specific facts and circumstances. A Development Agreement approved by the City Council pursuant to Chapter 36.70B RCW may approve specific variations or exceptions from the District Regulations if the Council finds and concludes in the Development Agreement that the variations or exceptions result in a project that provides overall greater benefit or overall better mitigation than would a project that strictly complies with the District Regulations, except that a Development Agreement may not authorize (1) additional height above the bonus maximum height; or (2) a principal use that is not otherwise permitted in the District.*

The development agreement is also intended to provide sufficient certainty on requirements and mitigations for the Google project to allow Google to make the proposed purchase of the Lee Johnson properties in the Station Area in mid-2022. A development agreement is a voluntary contract between a local jurisdiction and a property owner, detailing the obligations of both parties and specifying the standards and conditions that will govern development of the property.

As the 85<sup>th</sup> BRT Station Area planning process began in earnest in 2020, Google and Lee Johnson reached out to City staff in support of the vision for the Station Area and expressed their potential interest in developing the property consistent with the vision, assuming adoption of a Station Area Plan and associated development regulations in mid-2021. At that time, the City Council requested additional analysis related to the fiscal impact and community benefits of the Station Area Plan, delaying the planned adoption of the Station Area plan until mid-2022. Upon completion of the supplemental work and adoption of the Preferred Plan Direction in December 2021, staff recommended that the zoning work be completed in two phases to provide more time for Council, Planning Commission, and public consideration of the two

phases of zoning, as described earlier. Phase 1 encompassing the Mixed Use Commercial Zone is targeted for adoption by June 30, 2022.

As highlighted at the June 21 Council meeting, there are two primary reasons why staff believes the development agreement process is important:

1. For the Station Area to achieve its vision and capitalize on the once-in-a-generation investment in mass transit that the BRT station represents, there needs to be one or more catalyst projects to drive redevelopment. As the City experienced with its up-zoning in Totem Lake over two decades ago, without a catalyst project the vision is likely to be entirely dependent on the volatility of the real estate market. By enabling the catalyst project to proceed, while ensuring it is supportive of the Station Area vision, the City can help ensure that the BRT investment achieves its promise and that the impacts of new development can be addressed. In the absence of the catalyst project and the Station Area Plan, under current market conditions, it is likely that the area will redevelop as multi-family housing that may not be able to support the impacts on services and infrastructure or provide the full range of public benefits desired by the community.
2. At the same time, one of Kirkland's long-time businesses and largest sales tax producers is planning to sell its property and has entered into options for other properties in Kirkland. In order for the owner to decide whether to exercise these options, Google must make a decision by mid-2022 on whether to purchase the Station Area site and develop it as a catalyst project. A development agreement will provide the certainty Google needs to make a timely decision for the current owner. The potential to retain an important existing business within Kirkland in a different location while obtaining a catalyst project within the Station Area presents the best opportunity to maximize community and economic and benefits for the City.

The City and Google are negotiating terms for a potential development agreement that could give Google the certainty it needs to make a purchase decision while ensuring that development of a catalyst project by Google would meet or exceed the outcomes intended by the requirements in the new Form Based Code for the Station Area that the City is developing at the same time. The development agreement may meet or exceed the requirements in alternate ways. An example of a potential difference might be larger floor plates authorized in the development agreement than in the draft Form Based Code but with offsetting investments in community benefits or less height than allowed in some areas. The development agreement is expected to include sections that include terms around the following items:

- Project description;
- Entitlement approvals, including Design Review process;
- Public benefits;
- Vesting of development regulations;
- Deviations from zoning standards;
- Process for amending the agreement;
- Phasing;
- Infrastructure improvements;
- Capital Facilities charges and Impact Fees;
- Concurrency;
- Signage;

- Transportation (e.g., vehicle access locations, pick-up/drop-off areas, parking, etc.);
- Permit processing fees and timing; and,
- Term of agreement.

If agreement is reached on these and other terms of the development agreement, a development agreement would be entered into after Phase 1 zoning is adopted. The development agreement process, as established by RCW 36.70B.170, requires a public hearing before such agreement is approved by ordinance or resolution. This hearing is currently scheduled for July 6, 2022.

### **NEXT STEPS**

Council will consider adoption of the enclosed resolution and ordinances at their June 28 meeting. Council is scheduled to hold a public hearing on July 6, 2022 for the Development Agreement currently being negotiated with Google for the Lee Johnson site. The next phase of the Station Area Plan will include finalizing the Planned Action Ordinance for the Station Area, and discussion and community engagement for the Form-based Code (zoning amendments) for the remainder of the Station Area districts.

### **ATTACHMENTS**

1. Planning Commission Recommendation – Station Area Phase 1

### **ENCLOSURES**

1. Resolution R-5547  
Exhibit A: Station Area Plan
2. Ordinance O-4800  
Summary Ordinance  
Exhibit A: Comprehensive Plan Amendments  
Exhibit B: Land Use Map Amendments
3. Ordinance O-4801  
Summary Ordinance  
Exhibit A: Zoning Map Amendments
4. Ordinance O-4802  
Summary Ordinance  
Exhibit A: Kirkland Zoning Code Text Amendments
5. Ordinance O-4803  
Summary Ordinance  
Exhibit A: Kirkland Municipal Code and Design Guideline Amendments



**CITY OF KIRKLAND**  
**Planning and Building Department**  
**123 5th Avenue, Kirkland, WA 98033**  
**425.587.3600- [www.kirklandwa.gov](http://www.kirklandwa.gov)**

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## **MEMORANDUM**

**To:** Kirkland City Council

**From:** Kirkland Planning Commission

**Date:** June 15, 2022

**Subject:** **Planning Commission Recommendation to Council – Station Area Plan Phase 1**

### **Planning Commission Public Hearing**

The Planning Commission held a public hearing on June 9, 2022 to receive public testimony on Phase 1 of the NE 85<sup>th</sup> St. Station Area Plan amendments to the City's Comprehensive Plan, Kirkland Zoning Code (KZC), Zoning Map, and Kirkland Municipal Code (KMC), pursuant to the procedures for amendments set forth in KZC 160. Due to the extent of the public testimony on June 9 and the volume of written comments received just prior to the hearing, the Planning Commission closed the record after the last speaker was heard and completed their deliberations at a public meeting on June 14.

### **Planning Commission Deliberation**

Commissioners have received numerous emails and letters from community members and stakeholders since they first began their work on the Station Area Plan in early 2020. For the public hearing, nearly 70 individuals provided the Commission with additional written testimony, and 31 individuals provided oral testimony at the June 9 public hearing. The Commission opted to continue the June 9 meeting specifically to allow more time to consider all the received testimony before beginning deliberations on June 14.

Commissioners discussed several aspects of the Station Area Plan and the draft code amendments under consideration. Discussion largely centered on:

- Questions and concerns regarding draft policies and regulations that would allow for a maximum allowed height of 250' in the southeast portion of the Commercial Mixed Use (CMU) district;
- Concerns that the incentive zoning program within the FBC does not provide enough clarity and/or certainty about what community benefits would be achieved by development above 150' of building height, and that the community benefits required to achieve heights up to 250' may not be commensurate with the community impacts associated with the height;
- Desire for the plan to provide more tangible plans for a new school in the Station Area to serve new students; and,
- Priorities for other community benefits such as affordable housing, parks, and transit

infrastructure.

In summary, the Commission supports allowing up to 150 feet of maximum building height, pursuant to the existing proposed inclusionary zoning system. The Planning Commission does not currently support 250 feet of maximum building height in the southeast quadrant.

Up to 250 feet may be acceptable pursuant to additional Planning Commission review regarding public benefits only if these conditions are met: Monumental public benefits that prioritize affordable housing in the first tier and transit infrastructure, parks, and schools in the second tier. The Commission would request another meeting where we could further explore these tradeoffs and develop a more specific recommendation to the City Council.

### **Planning Commission Recommendations to City Council - Station Area Plan Phase 1**

The following are the specific Phase 1 amendments considered by Planning Commission, and a summary of the Commission recommendation to Council on each. Recommendations are based on the draft documents provided in the June 9 Planning Commission meeting packet (Links: [Part 1](#), [Part 2](#), [Part 3](#)).

Comprehensive Plan Amendments (subarea chapter for the full Station Area)  
*Adopts and new subarea plan chapter for the NE 85<sup>th</sup> Street Station Area.*

The Planning Commission voted unanimously to recommend that City Council adopt the Comprehensive Plan amendments as drafted, with the following amendments (shown in underline and strikethrough text):

- Section 3- Station Area Vision and Objectives.
  - Amend the first sentence of the vision statement to read: "The Station Area is a thriving, transit-oriented, 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~~."
- Section 9- Transportation and Mobility.
  - Add a policy that reads: "Encourage and support high-frequency, broad-destination, transit throughout the Station Area."
- Section 10- Public Services and Public Facilities.
  - Amend drafted goal as follows: "Create opportunities for additional school capacity in, or near, the Station Area and prioritize the provision of a new school within the Subarea boundaries."
  - Add a policy that reads: "Plan for, and coordinate, construction staging at a subarea-wide level in advance of development."

Regarding our significant concerns related to school capacity reflected in our amendment to Section 10, the Planning Commission recommends that the City Council [view the video recording of the August 12, 2021 Planning Commission meeting](#). At that meeting, Lake Washington School District Superintendent, Dr. Jon Holman, provided a [presentation about growth trends and capital planning](#) in the District and noted the need for a school in the Station Area and emphasized the particular need for an elementary school.

Legislative Rezones (Commercial Mixed Use Zoning district)

*Rezones Phase 1 properties (those closest to the new Bus Rapid Transit Stride Station) to Commercial Mixed Use.*

The Planning Commission voted unanimously to recommend that City Council adopt the proposed rezones of the indicated parcels to Commercial Mixed Use (CMU). For parcels in the southeast quadrant, designated as CMU 85/250, our recommendation for heights above 150' is contingent upon the resolution of the Commission's recommendation noted above regarding community benefits associated with heights above 150'.

KZC Amendments

*Adopts new Chapter 57 of the Zoning Code to establish regulations for properties in the Station Area and adopts supporting miscellaneous amendments. Includes the form based code and associated incentive zoning provisions as well as miscellaneous supporting amendments.*

Planning Commission voted on two separate motions related to the KZC amendments:

1. Planning Commission voted unanimously on a motion to recommend that Council adopt the Form-based Code as proposed, with the exception of regulations related to building heights in excess of 150' and associated incentive zoning.
2. Planning Commission voted unanimously in support of the following statement to City Council regarding KZC amendments related to maximum building heights and incentive zoning in the CMU district:

*We support the form-based code, allowing up to 150 feet of maximum building height, pursuant to the existing proposed inclusionary zoning system. The Planning Commission does not currently support 250 feet of maximum building height.*

*Up to 250 feet may be acceptable pursuant to additional Planning Commission review regarding public benefits only if these conditions are met: Monumental public benefits that prioritize affordable housing in the first tier and transit infrastructure, parks, and schools in the second tier. The Commission would request another meeting where we could further explore these tradeoffs and develop a more specific recommendation to the City Council.*

While it was not explicitly voted upon, the Commission's motions and supporting discussion indicate a general preference for a priority of affordable housing within Option 2 of the Incentive Zoning program structure options discussed by City Council at their June 7 meeting, and scheduled for further policy discussion by Council at their June 21 study session. The Commission also expressed a strong preference that the incentive zoning program should be focused on our priority community benefits (noted in the motion above) and not diluted across a wider range of amenities. As noted, the Commission expressed a strong interest in an additional meeting to further consider the tradeoffs for 250' of height.

Station Area Design Guidelines and related Municipal Code Amendments

*Adopts designs guidelines for use during Design Board review of future development of properties in the Station Area and amends Design Guidelines for Pedestrian Oriented Business Districts for development of the RH 8 zone (east of the Station Area).*

Planning Commission voted unanimously to recommend that City Council adopt the Design Guidelines and Municipal Code amendments as proposed.

## RESOLUTION R-5547

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
KIRKLAND ADOPTING A NE 85<sup>TH</sup> STREET STATION AREA PLAN.

1 WHEREAS, voters in the Puget Sound region approved a  
2 ballot measure to expand regional transit known as Sound Transit  
3 3 in 2016; and  
4

5 WHEREAS, Sound Transit plans to implement a Bus Rapid  
6 Transit (BRT) line along I-405 to connect to light rail service in  
7 Lynnwood and Bellevue, and to fund the redevelopment of the I-  
8 405 interchange at NE 85<sup>th</sup> Street to include a BRT station; and  
9

10 WHEREAS, the Washington State Growth Management Act  
11 (GMA) sets goals that cities must address in their comprehensive  
12 plans, and requires cities to update their comprehensive plans  
13 every 8 years and to address expected growth for the next 20  
14 years; and  
15

16 WHEREAS, various Puget Sound Regional Council (PSRC)  
17 and King County County-wide Planning policies focus on housing  
18 and jobs growth in urban centers; and  
19

20 WHEREAS, the City of Kirkland (City) 2035 Comprehensive  
21 Plan includes land use policies that support land use patterns to  
22 accommodate growth targets, focusing development near high-  
23 capacity transit, commercial redevelopment in Rose Hill, and  
24 transit-oriented development around the future BRT Station at NE  
25 85<sup>th</sup> Street; and  
26

27 WHEREAS, the North and South Rose Hill Neighborhood  
28 Plan was updated in 2018, the Highlands and Norkirk  
29 Neighborhood Plans were updated in 2020, and the Moss Bay and  
30 Everest Neighborhood Plans were updated in 2021, each to reflect  
31 changing conditions, including the passage of ST 3 and plans for  
32 Sound Transit's BRT station at I-405 and NE 85th Street; and  
33

34 WHEREAS, on February 19, 2019, City Council adopted  
35 Resolution R-5356, approving the 2019-2020 Priority Goals and  
36 City Work Program, which included an initiative to continue  
37 partnerships with Sound Transit, the Washington State  
38 Department of Transportation, and King County Metro Transit to  
39 ensure that I-405 investments serve Kirkland's mobility needs and  
40 maximize the benefit of Sound Transit's NE 85<sup>th</sup> Street/I-405 Bus  
41 Rapid Transit interchange project, in part by completing land use,  
42 zoning, and economic development plans for areas adjacent to  
43 the interchange project to further the City goals of Balanced  
44 Transportation and Economic Development; and



45 WHEREAS, in August 2019, the City issued a Request for  
46 Qualifications (RFQ) for planning consulting services to support  
47 creation of an NE 85<sup>th</sup> Street Station Area Plan; and  
48

49 WHEREAS, on September 3, 2019, the Council adopted  
50 Resolution R-5384 authorizing the submittal of applications to  
51 King County and PSRC for the Greater Downtown Kirkland Urban  
52 Center and adoption of a consolidated plan for the greater  
53 downtown with the intent to include the future Station Area within  
54 the boundaries of the Greater Downtown Urban Center; and

55  
56 WHEREAS, in October 2019, City Planning staff began  
57 development of a Station Area planning process; and  
58

59 WHEREAS, in 2019, the Washington State Legislature  
60 passed E2SHB 1923, encouraging all cities planning under the  
61 GMA to increase residential building capacity; and  
62

63 WHEREAS, in October 2019, the City was awarded  
64 \$150,000 in related grant assistance from the Washington State  
65 Department of Commerce to include a form-based code and  
66 planned action ordinance in the Station Area Plan; and  
67

68 WHEREAS, on November 13, 2019, the Metropolitan King  
69 County Council adopted Ordinance 19007, amending the 2012  
70 King County Countywide Planning Policies to designate the  
71 Greater Downtown Kirkland Urban Center as an Urban Center,  
72 including the core areas surrounding the BRT Station of the  
73 Station Area Plan study area; and  
74

75 WHEREAS, the City has applied to PSRC for a Regional  
76 Center designation for the greater downtown area, with PSRC  
77 review anticipated following completion of the Station Area Plan  
78 (including its subarea plan) and the Moss Bay Neighborhood  
79 subarea plan; and  
80

81 WHEREAS, in February 2020, the City entered into a  
82 contract for consulting services with Mithun for creation of a  
83 Station Area Plan, including a Form-based Code, Supplemental  
84 Environmental Impact Statement, and Planned Action Ordinance;  
85 and  
86

87 WHEREAS, the City completed an Opportunities and  
88 Challenges Analysis to assist in identifying the vision, values, and  
89 goals for the Station Area Plan, and published the Station Area  
90 Plan Opportunities and Challenges Report on April 15, 2020; and  
91

92 WHEREAS, the City published the State Environmental  
93 Policy Act (SEPA) Environmental Checklist and Scoping Notice for  
94 the Station Area planning process on May 26, 2020, which  
95 included a scoping comment period from May 26, 2020 to June  
96 16, 2020 that resulted in public comments from 29 parties; and

WHEREAS, the City held the first public Community Workshop to discuss identified Station Area Plan opportunities and challenges and to gather community feedback on the initial concepts for the Station Area Plan on June 4, 2020; and

WHEREAS, the City published a Station Area Plan Market Analysis Report on June 16, 2020, which assessed market conditions for the Station Area and its suitability for new transit-oriented development; and

WHEREAS, Council held a study session on July 21, 2020 to receive a briefing on the Station Area Plan initial concepts and provided feedback on the preliminary Draft Supplemental Environmental Impact Statement (DSEIS) alternatives; and

WHEREAS, at their July 21, 2020 study session, the Council confirmed the following Station Area Plan Project Vision, Values, and Goals:

1. Project Vision: The NE 85<sup>th</sup> St Station Area Plan is a regional gateway district that supports transit, creates opportunity for all, and reflects Kirkland's unique identity.
2. Project Values: Livability, Sustainability, Equity.
3. Project Goals: Development Near Transit, Connected Kirkland, Inclusive District.

WHEREAS, the City published the DSEIS evaluating three Station Area Plan alternatives on January 5, 2021, commencing a 45-day DSEIS public comment period, and identified a Project Objective to leverage the WSDOT/Sound Transit I-405 and NE 85<sup>th</sup> St Interchange and inline Stride BRT station regional transit investment to maximize transit-oriented development and create the most: opportunity for an inclusive, diverse, and welcoming community; value for Kirkland; community benefits including affordable housing; and quality of life for people who live, work, and visit Kirkland; and

WHEREAS, the City held the second public Community Workshop to discuss the DSEIS analysis and gather community feedback on the three DSEIS Station Area Plan Alternatives on January 7, 2021; and

WHEREAS, in response to requests from the community, and in recognition that an extended comment period would provide all stakeholders more time to engage with the DSEIS and allow for further outreach to community members traditionally underrepresented in past planning processes, the City extended the DSEIS public comment period to 45 days, closing the public comment period on February 19, 2021; and

WHEREAS, the City received 114 written DSEIS comments, and gathered additional input on the DSEIS at a January 7, 2021 Community Workshop, received 408 responses to an online DSEIS survey; and received additional input through: a human service provider roundtable; "meeting-in-a-box" responses from 26 clients of Sophia Way via coordination with their staff; two Lake

Washington High School Economics class projects focused on the Station Area Plan and DSEIS alternatives; and input provided by various community organizations in meetings with City Planning staff; and

WHEREAS, at their January 19, 2021, meeting, the Council was presented with the results of the DSEIS and directed the Station Area Plan project team to expand the project scope and 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; and

WHEREAS, in advance of Council decisions about which growth alternatives were to be analyzed in a Fiscal Impacts and Community Benefits Analysis, the Council held a special meeting on May 26, 2021, which served as a Listening Session for community members to provide input on the Station Area Plan directly to the Council; and

WHEREAS, at their June 15, 2021, meeting, the Council reviewed the final scope for a Fiscal Impacts and Community Benefits Analysis and endorsed two "June Alternatives": June Alternative A (Current Trends) and June Alternative B (Transit-Connected Growth), for study in the Analysis; and

WHEREAS, in response to community feedback, the June Alternative A and June Alternative B were selected by the Council and thereby narrowing the "bookends" of potential growth in the Station Area based on DSEIS Alternatives 1 and 2 and eliminating DSEIS Alternative 3 from further consideration; and

WHEREAS, a focus of the Fiscal Impacts Analysis was to determine if the City could afford the investments necessary to address increased demand on infrastructure and public services if the City implements its vision of the Station Area as a thriving, new walkable urban center with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit; and

WHEREAS, an additional focus of the Community Benefits Analysis was to determine how the public can receive benefits of growth and how development can advance the City's priority objectives if the City implements its vision of the Station Area as a thriving, new walkable urban center with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit; and

WHEREAS, on October 26, 2021, the City published the Fiscal Impacts and Community Benefits Analysis Technical Memo and Appendices, which concluded 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 increased

demand on public services (especially on schools, parks/open spaces, transportation, and utilities) and avoid a reduction in service for existing community members and businesses if the City also adopts a series of policy changes, impact fees, commercial linkage fees, and benefit capture strategies, such as Tax Increment Financing, density bonuses, and partnership opportunities; and

WHEREAS, at their October 26, 2021 meeting, Council directed City staff to: (i) draft a Station Area Plan Preferred Plan Direction based on June Alternative B for inclusion in a final supplemental environmental impact statement, (ii) prepare an additional scope of work to support development of the community benefits strategies for Tax Increment Financing, commercial linkage fees, and a density bonus program, and (iii) complete supplemental transportation analyses; and

WHEREAS, the City held a Community Question and Answer Session on November 1, 2021 to provide an opportunity for the community to engage directly with the project team and to answer community questions related to the Fiscal Impacts and Community Benefits Analysis and other Station Area topics; and

WHEREAS, at their November 16, 2021 meeting, Council held a joint meeting with the Kirkland Planning Commission to receive an update on the draft Station Area Plan Preferred Plan Direction; and

WHEREAS, at their December 14, 2021 meeting, the Council adopted Resolution R-5503, which included the Preferred Plan Direction, and directed staff to complete a draft Station Area Plan incorporating the recommended growth capacity and components contained therein; and

WHEREAS, the *NE 85<sup>th</sup> St Station Area Plan Final Supplemental Environmental Impact Statement* (FSEIS) was issued on December 30, 2021 by the responsible official pursuant to Washington Administrative Code (WAC) 197-11-630; and

WHEREAS, the City held a Community Open House on May 18, 2022 to present the draft Station Area Plan to the community; and

WHEREAS, iterative drafts of the Station Area Plan have been publicly available on the City's website since May 6, 2022; and

WHEREAS, the Station Area Project team has coordinated with Lake Washington School District (LWSD), regional transit agencies, and major property owners in the Station Area to explore creative solutions to key issues, resulting in recommended school capacity strategies in the Station Area Plan; and

WHEREAS, the Council has directed staff to prepared additional analysis, reduce studied maximum growth capacity and

building heights, and expand opportunities for public comment through the planning process and, in direct response to community input received, to take additional actions including, but not limited to: (i) extending the DSEIS comment period from 30 to 45 days; (ii) holding a special Council meeting on May 26, 2021 to solicit additional input from the community prior to making any decisions about which DSEIS alternatives to continue studying; (iii) removing DSEIS Alternative 3 from further consideration and endorsing a lower revised "high-bookend" alternative that responded to community feedback for less density and more precisely reflected likely redevelopment to occur within the Station Area; (iv) directing the project team to complete a Fiscal Impacts and Community Benefits analysis to answer community questions related to how the City could support new growth with City services and infrastructure; and (v) extending the project timeline to complete additional analyses and continue collecting community input; and

WHEREAS, through June 2022, the City has reviewed the Station Area Plan in meetings at ten public Planning Commission meetings on: June 25, 2020; January 14, 2021; April 22, 2021; June 10, 2021; November 16, 2021 (jointly with City Council); March 10, 2022; April 26, 2022 (jointly with City Council); May 12, 2022 (jointly with City Council); June 9, 2022 (public hearing for Phase 1 code amendments); and June 14, 2022; and

WHEREAS, through June 2022, the City has discussed the Station Area Plan in meetings at six public Transportation Commission meetings on: September 23, 2020; January 27, 2021; July 28, 2021; September 22, 2021; March 23, 2022; and, April 27, 2022; and

WHEREAS, through June 2022, the City has discussed the Station Area Plan in meetings at 14 public City Council meetings on: March 17, 2020; July 21, 2020; January 19, 2021; April 6, 2021; June 15, 2021; October 26, 2021; November 16, 2021 (jointly with Planning Commission); December 14, 2021; April 5, 2022; April 26, 2022 (jointly with Planning Commission); May 12, 2022 (jointly with Planning Commission); June 7, 2022; June 21, 2022; and, June 28, 2022; and

WHEREAS, the Council recognizes and shares priorities for desired community benefits as identified through extensive studies, community outreach, and partnerships in the final Station Area Plan, including, but not limited to, the active transportation network and transit capacity and operations and ample provision of affordable housing, school capacity, parks and open space, and sustainability; and

WHEREAS, it is the intent of the Council that these areas will be addressed through the implementation actions included in the final Station Area Plan as adopted; and

WHEREAS, the project team has completed the Draft Station Area Plan, included as Exhibit A hereto; and

317 WHEREAS, the Draft Station Area Plan describes the new  
318 vision as "a thriving, new walkable district with high tech and  
319 family wage jobs, plentiful affordable housing, sustainable  
320 buildings, park amenities, and commercial and retail services  
321 linked by transit. The vibrant, mixed-use environment is a model  
322 of innovation. With an outstanding quality of life and unmatched  
323 mobility choices, the Station Area is eco-friendly, a place to  
324 connect, and deeply rooted in the history of the land, the people,  
325 and the culture of this special crossroads in Kirkland."; and  
326

327  
328 WHEREAS, the Draft Station Area Plan is intended to  
329 establish the Council's vision and strategies for the transit-  
330 oriented development of the Station Area based on stated  
331 objectives for the Plan and in order to help guide the City's future  
332 progress toward achieving that vision; and  
333

334 WHEREAS, City Council may choose a specific name for the  
335 "Station Area" at some time in the future that reflects the vision  
336 and objectives for the subarea and establishes a sense of place  
337 and identity.  
338

339 NOW, THEREFORE, be it resolved by the City Council of the  
340 City of Kirkland as follows:  
341

342 Section 1. Station Area Plan Adopted. The document  
343 entitled "NE 85th Street Station Area Plan," or such title as may  
344 be amended by City Council designation, and the referenced  
345 appendices, all dated June 2022 and attached to this Resolution  
346 as Exhibit A and is hereby adopted.  
347

348 Passed by majority vote of the Kirkland City Council in open  
349 meeting this \_\_\_\_\_ day of \_\_\_\_\_, 20.  
350

351 Signed in authentication thereof this \_\_\_\_ day of  
352 \_\_\_\_\_, 20.

\_\_\_\_\_  
Penny Sweet, Mayor

Attest:

\_\_\_\_\_  
Kathi Anderson, City Clerk

# NE 85th Street Station Area Plan

June 20, 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.

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Amy Falcone, Councilmember  
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For more information please visit:  
[www.kirklandwa.gov/stationareaplan](http://www.kirklandwa.gov/stationareaplan)

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### 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)
- Active Transportation Plan (ATP) update (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—

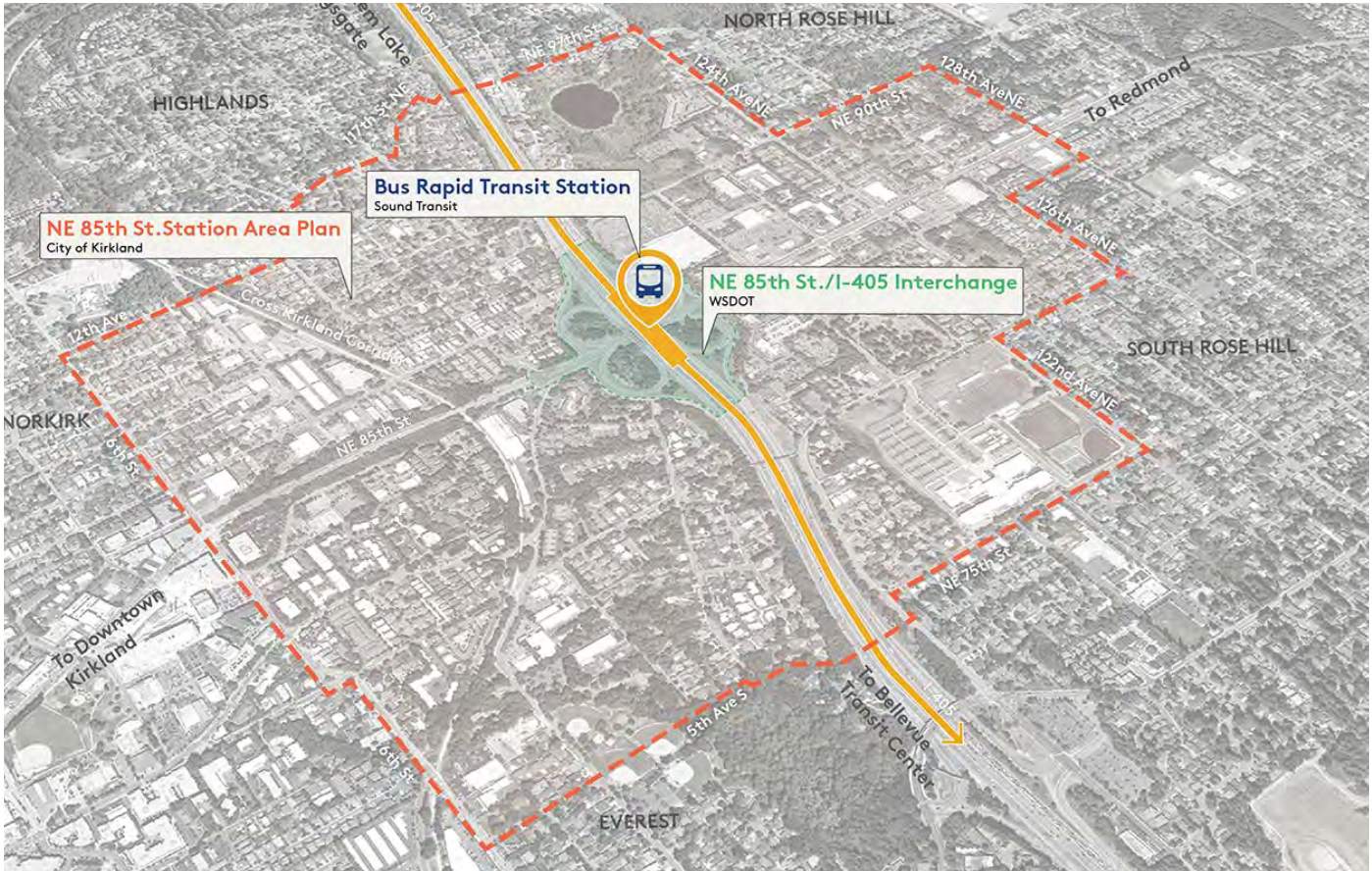


Overview and Context

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





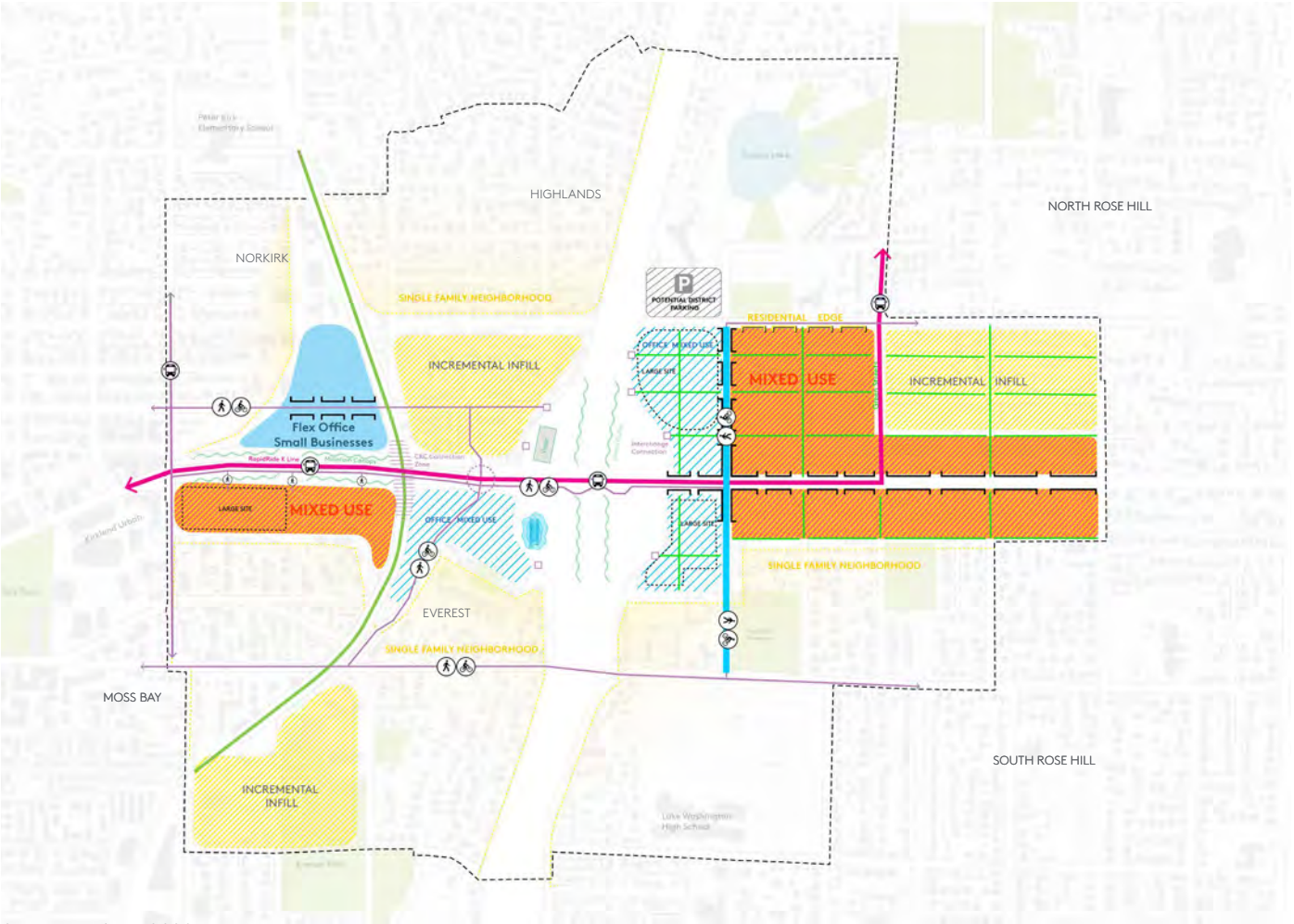
## Planning for Growth

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’s Light Industrial Technology (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?

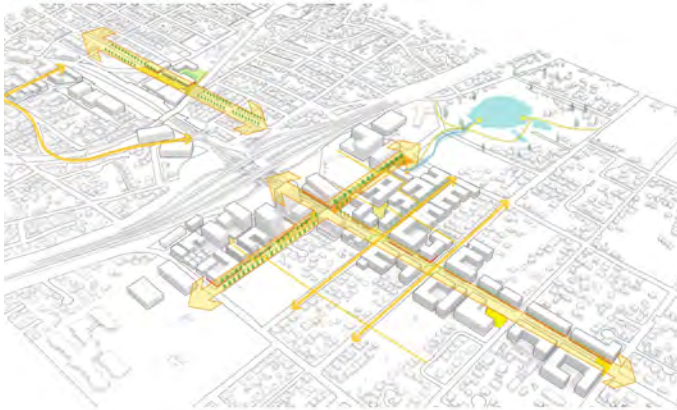
### Focus Near Transit



#### 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.

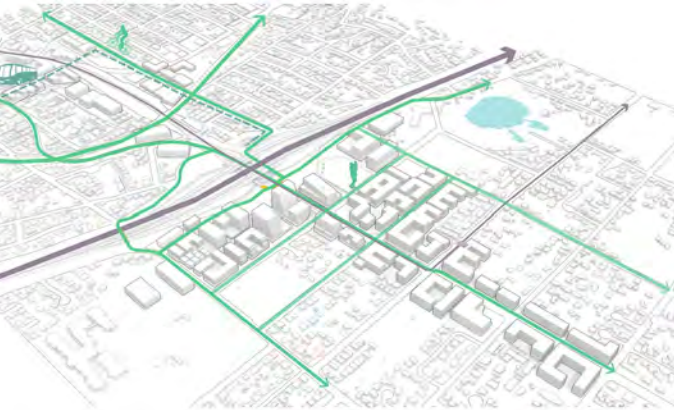
### A Strong Public Realm Network



#### 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



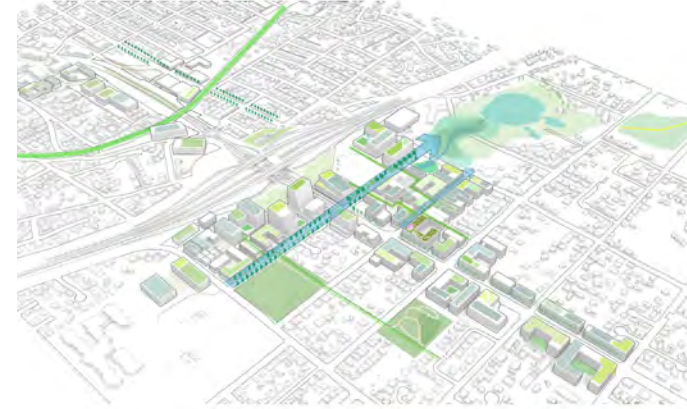
#### 3. Connect neighborhoods together with a comprehensive, multi-modal transportation network.

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.





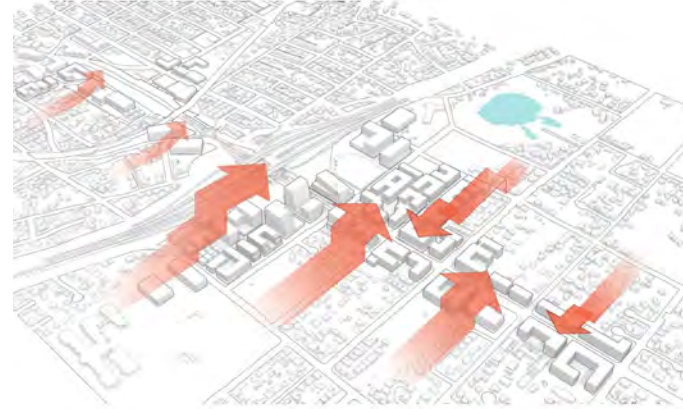
## Leverage Existing Natural Systems and Resources



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

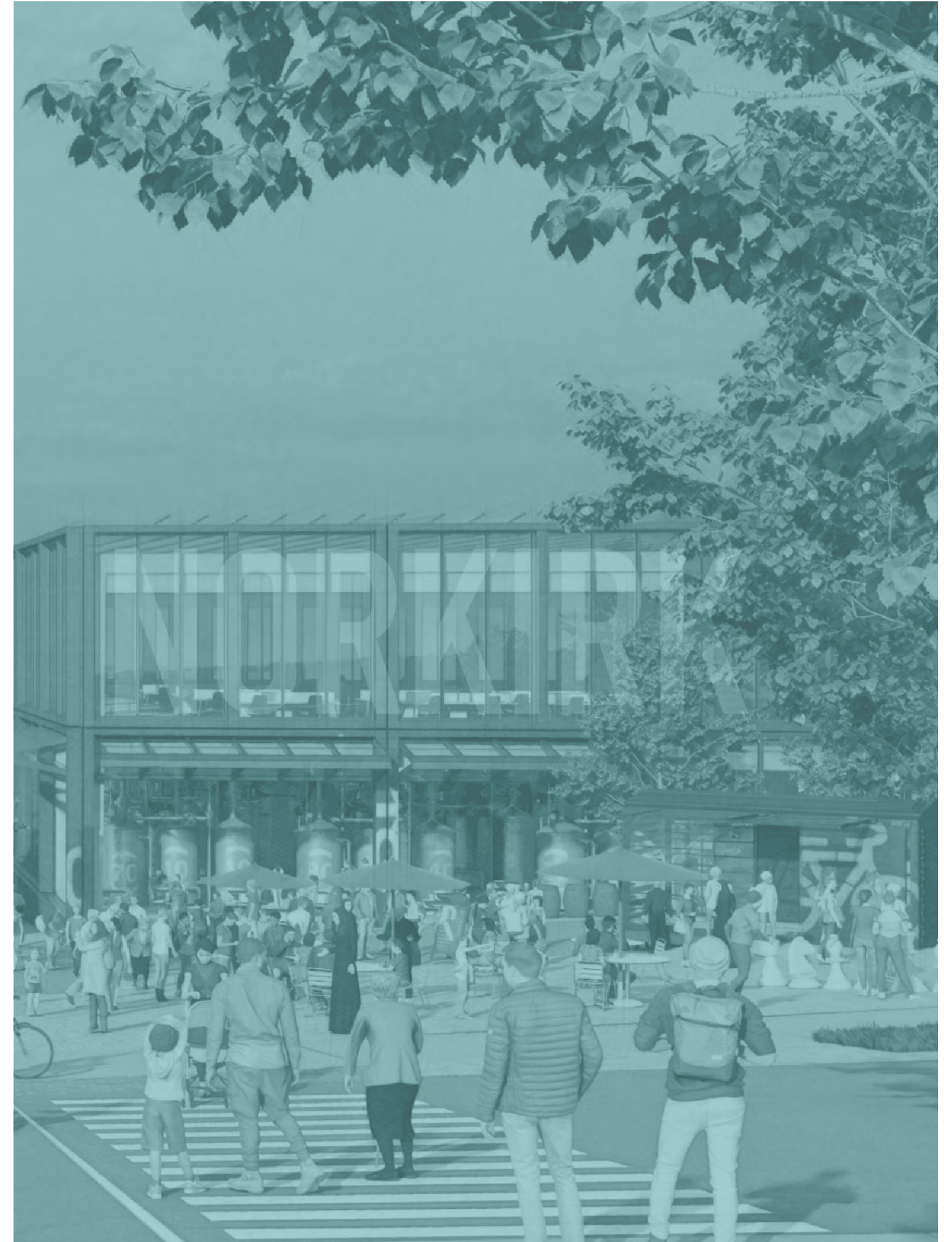
Like all of Kirkland, the station area is a rich natural environment with important ecological assets and opportunities to improve the sustainability and resilience of the district. Updated policies encourage stormwater management through on-site green infrastructure like bioswales in streetscapes and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

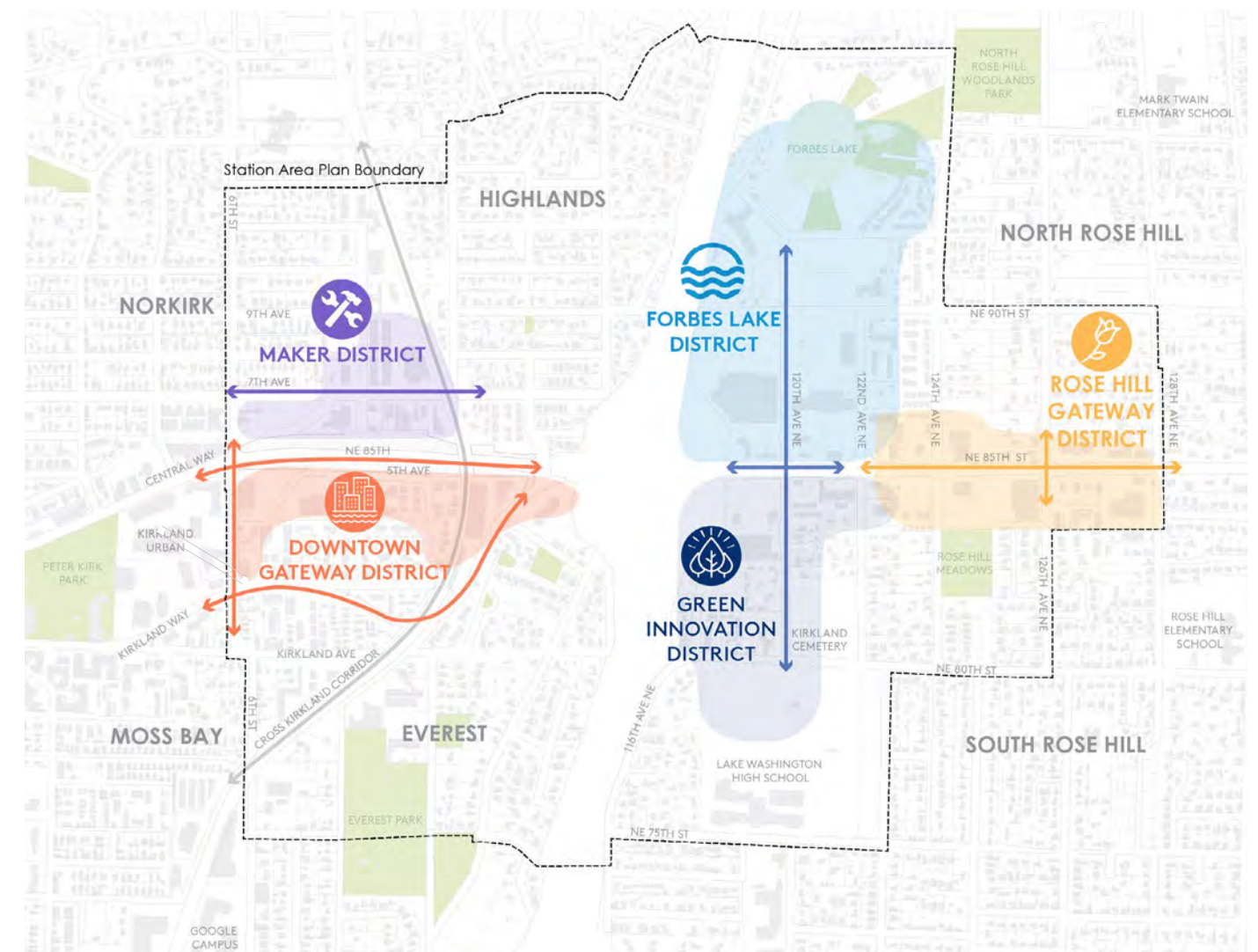
## Green Innovation District

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

Corridor-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





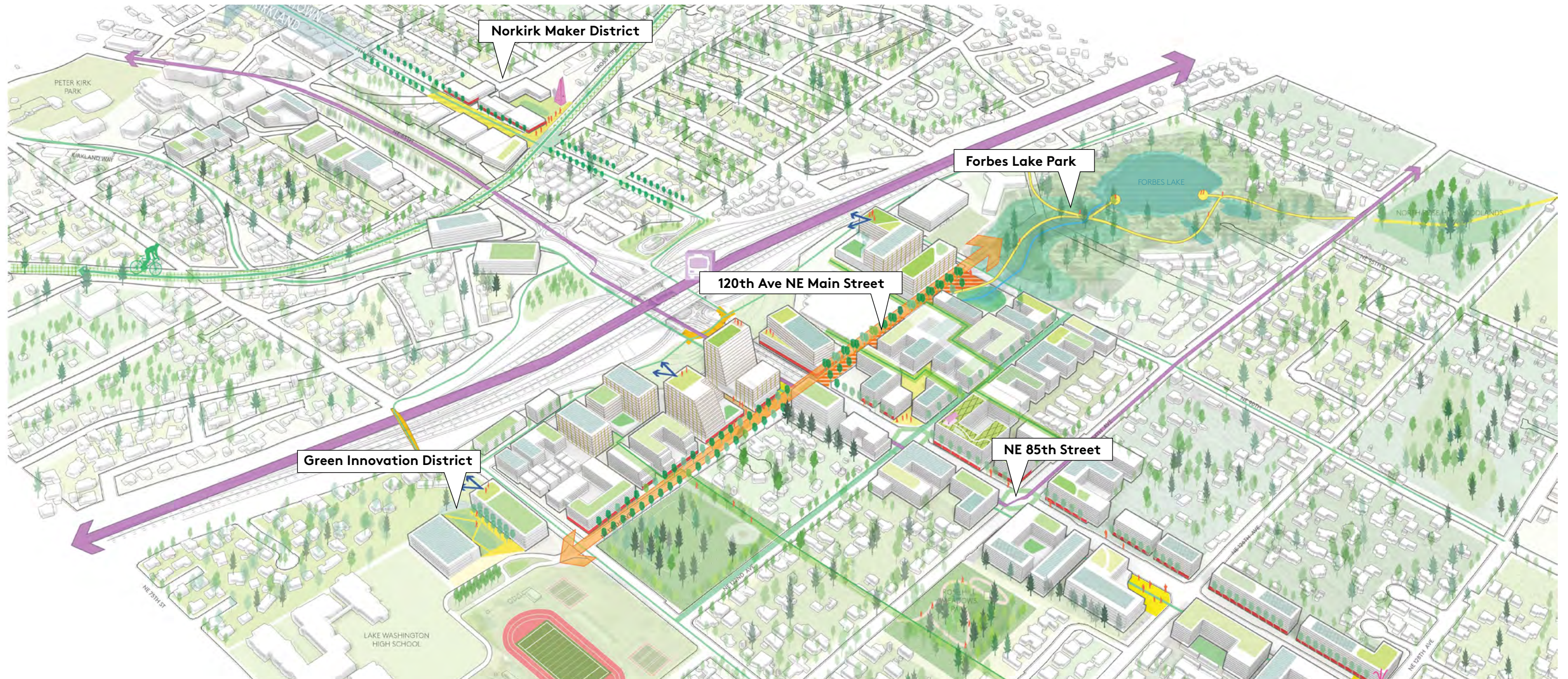
## Key Urban Design Elements

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). A selection of those initiatives is described in the following pages.



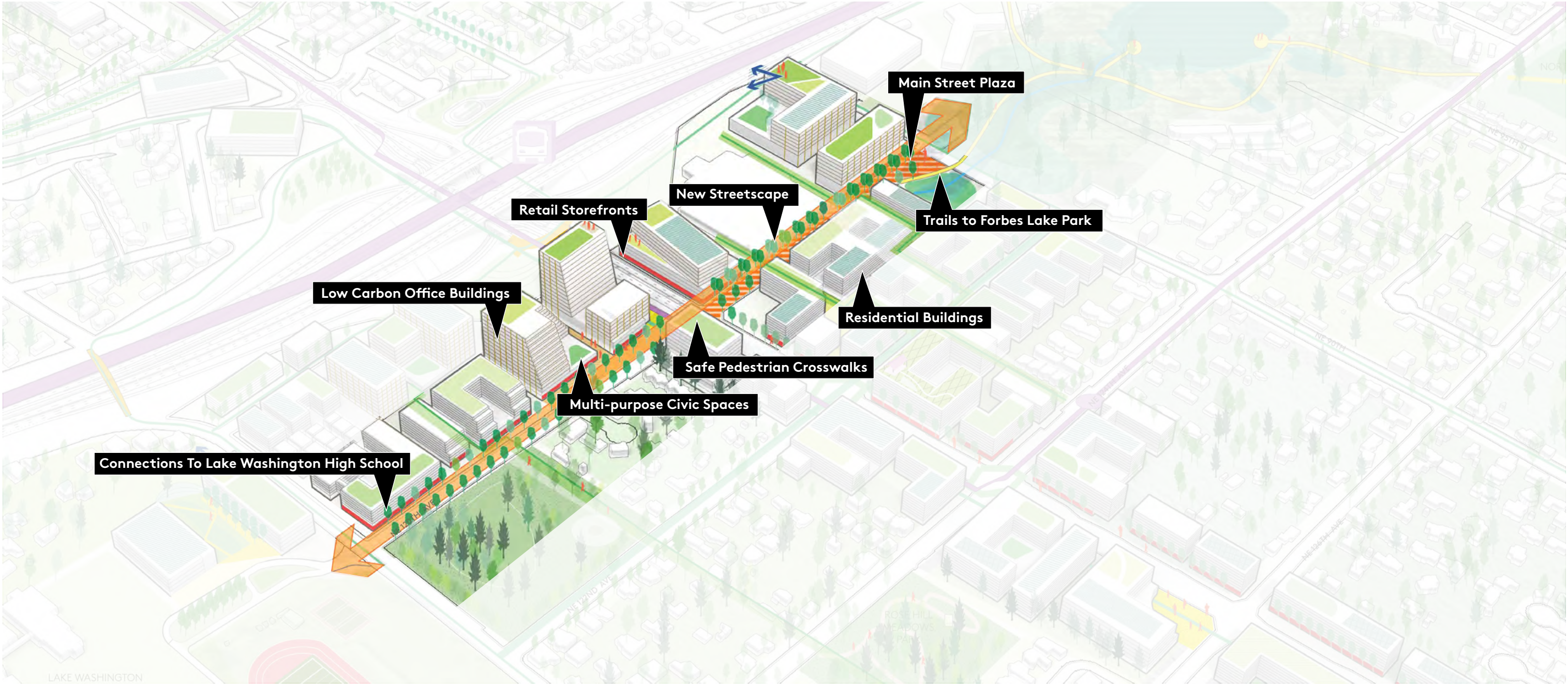




120th Ave NE Main Street

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.

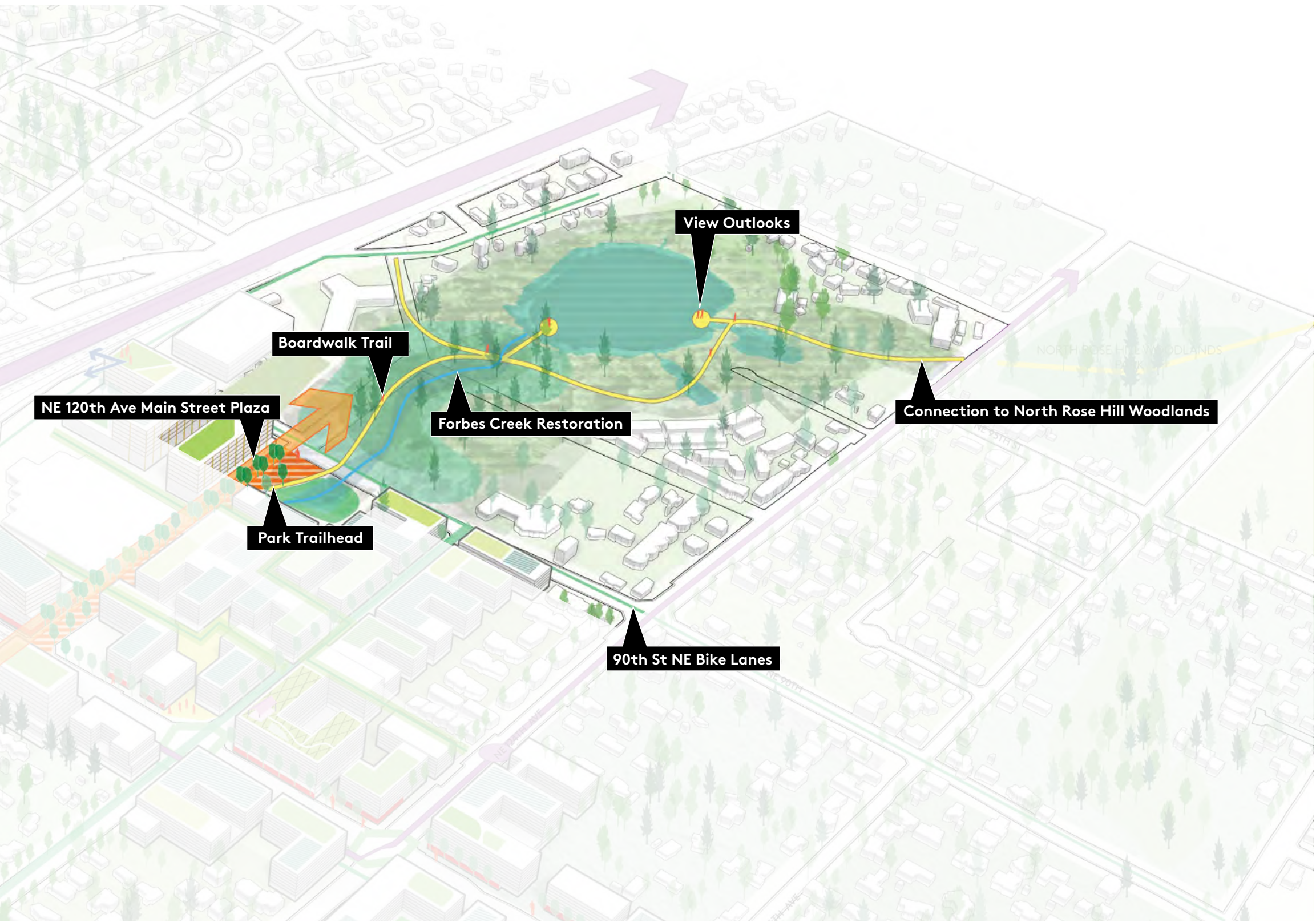






# Forbes Lake Park

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

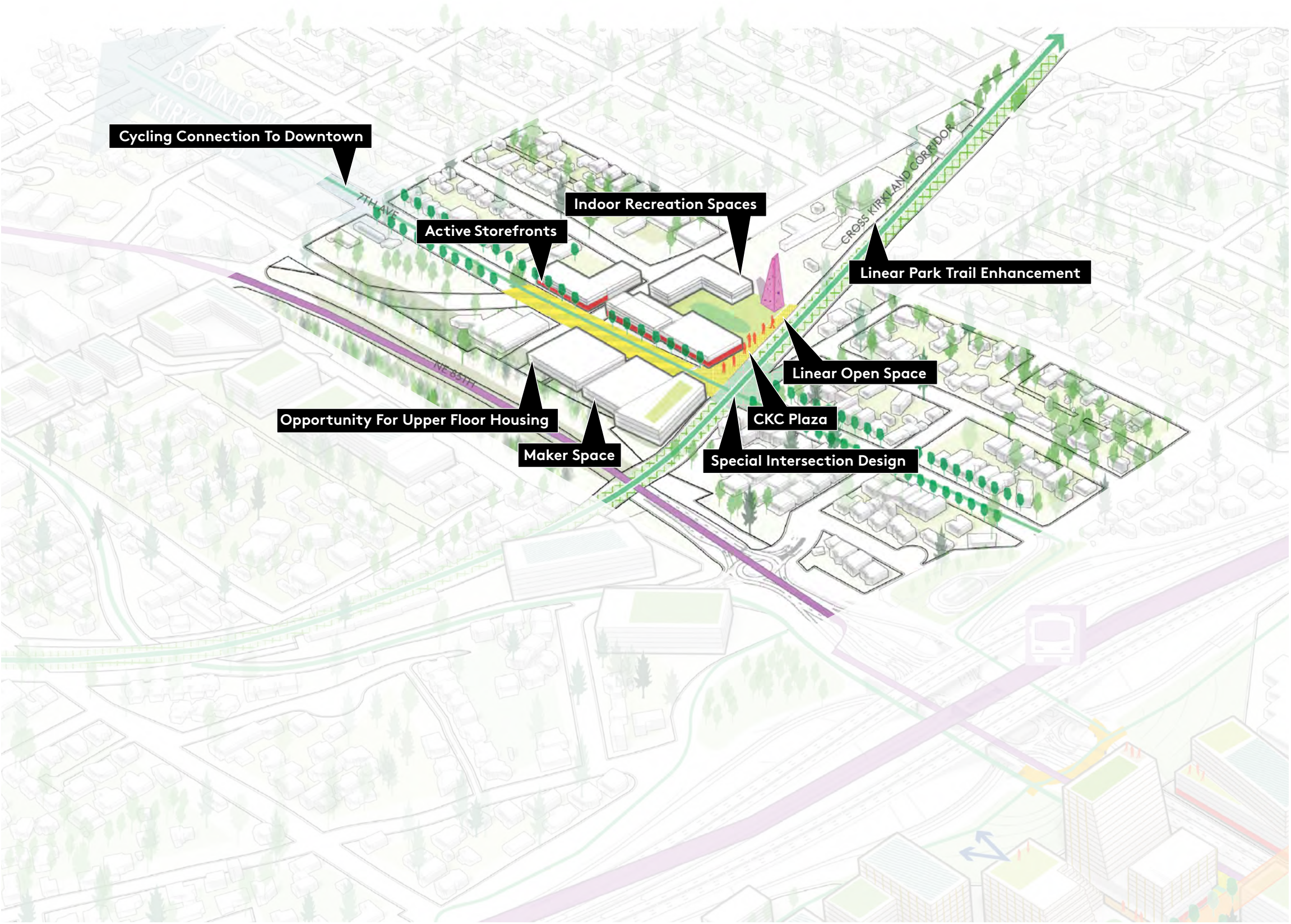






Norkirk Maker District

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.





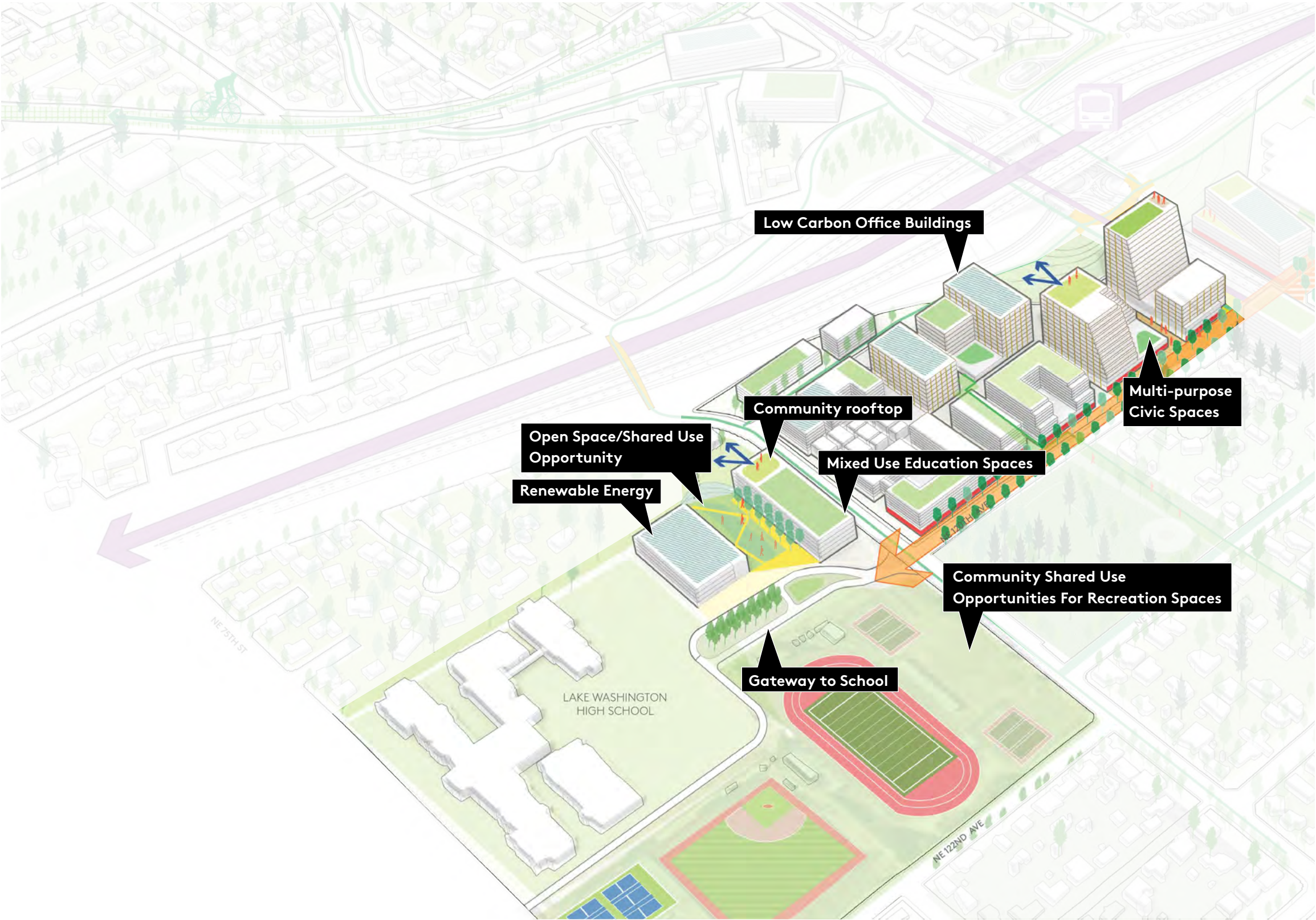
Norkirk Maker District Future Vision Looking West





### 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.







# 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.

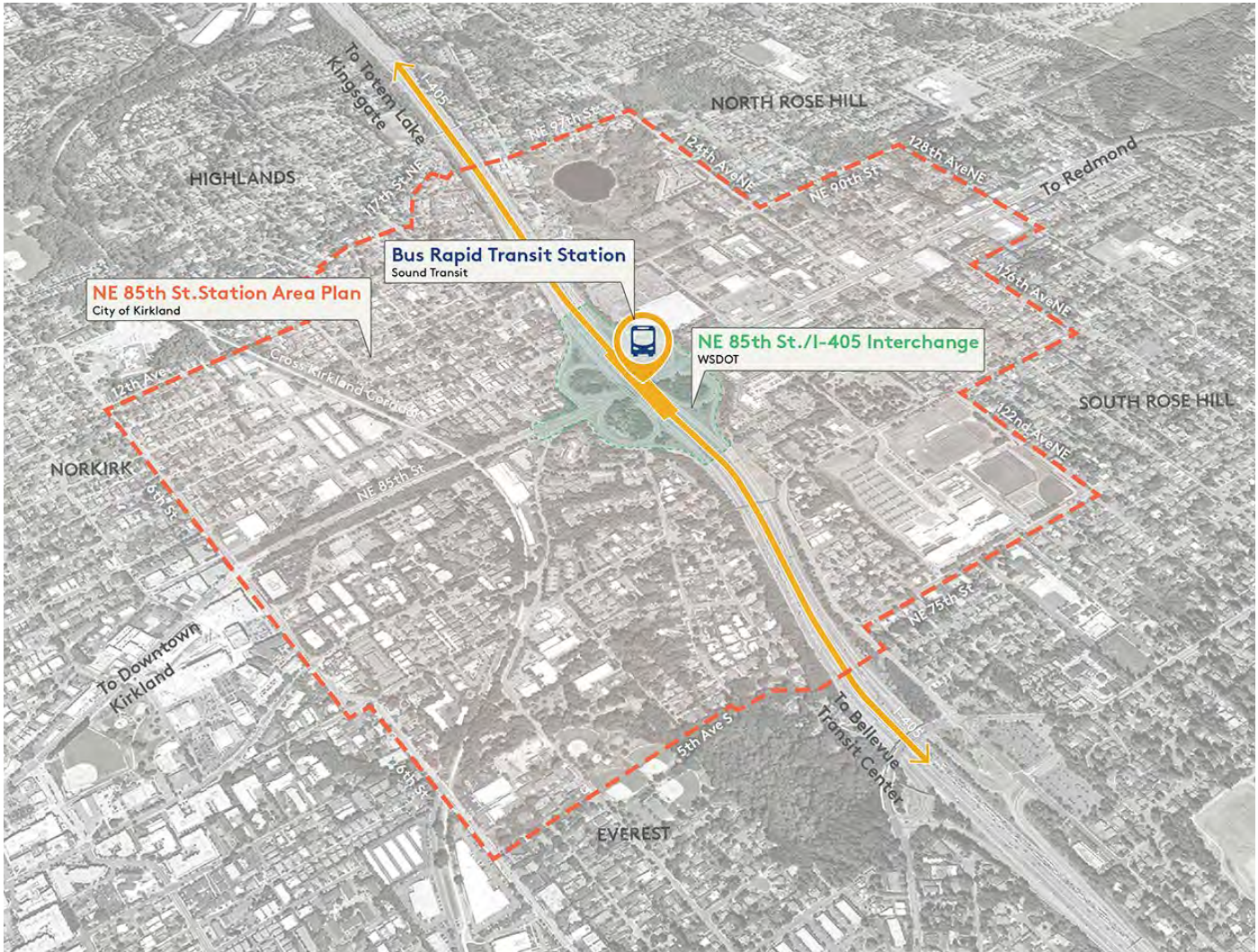
The City of Kirkland has also recently completed or is in the process of updating several key documents, including the Comprehensive Plan (2015), Parks, Recreation and Open Space Plan (anticipated 2022), Sustainability Master Plan (2020), High Performance Building Standards (2022), and submitted an application 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 Comprehensive Plan. The SAP refers to the following nine (9) documents found in the following next pages:

### Station Area Objectives

#### 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.





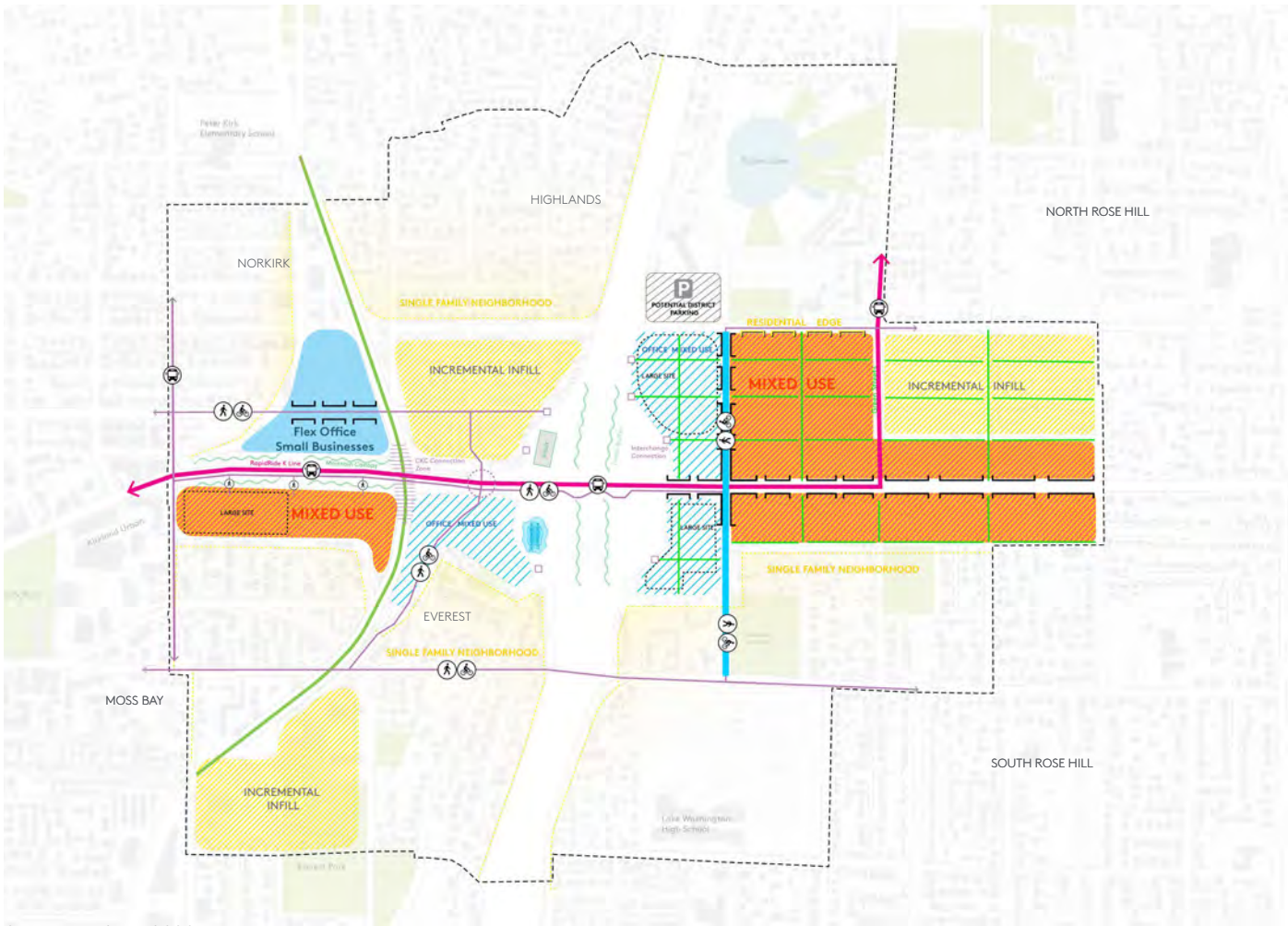
## Planning for Growth

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

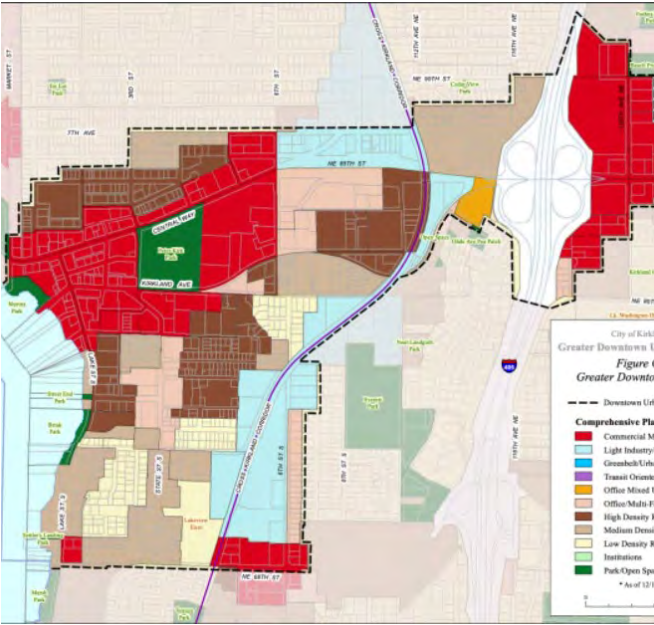
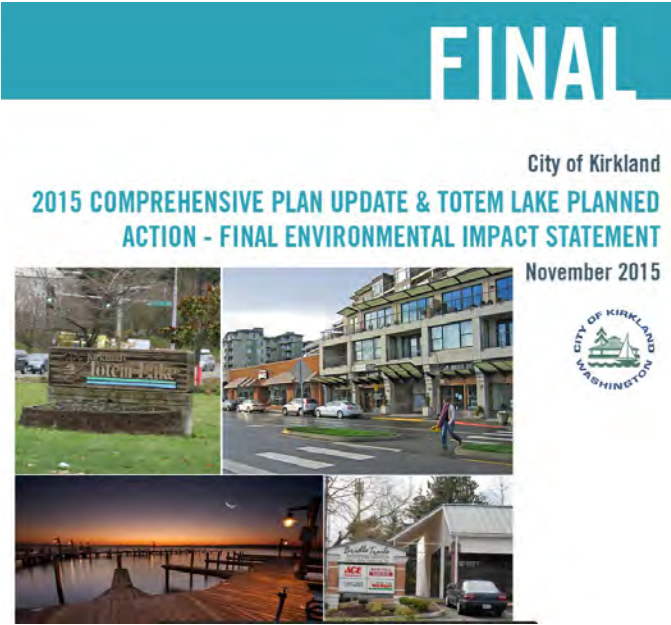
Referencing Key Relationships to the SAP

**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 of 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 King County Metro K Line.

**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. PSRC review is pending completion of the Station Area Plan.

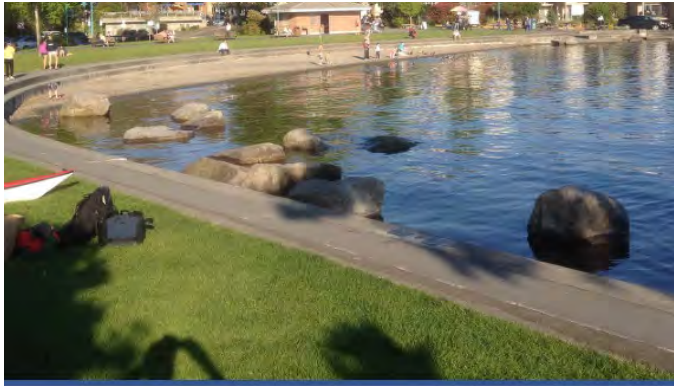




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**5. Parks, Recreation and Open Space (PROS) Master Plan**

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)**

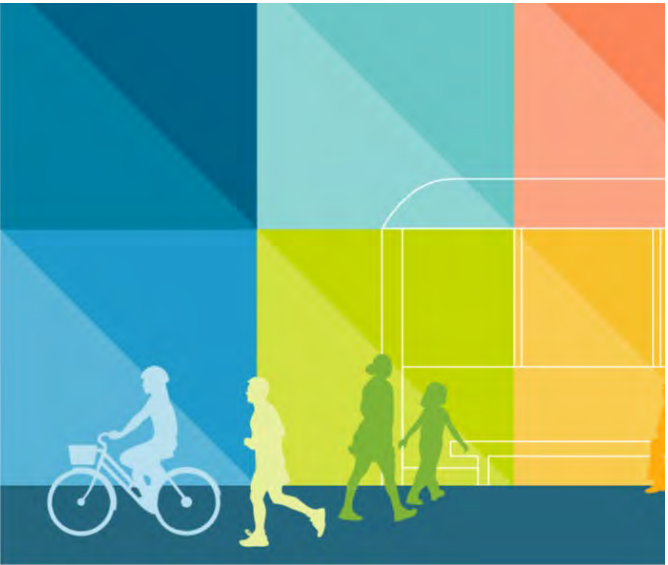
Active Transportation recommendations for the Station Area have been coordinated with the ATP update. Concept design for several key bike / pedestrian corridors have been advanced through Station Area Planning efforts and are integrated into proposed street sections and intersection improvements in the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

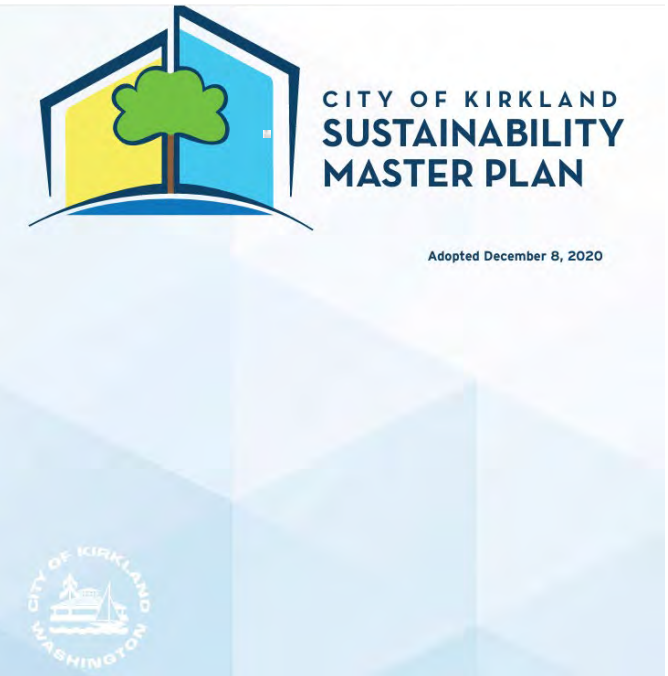
**9. High Performance Building Standards**

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





NE 85th Study Area Existing Conditions





Developing The Plan

Background

On February 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.

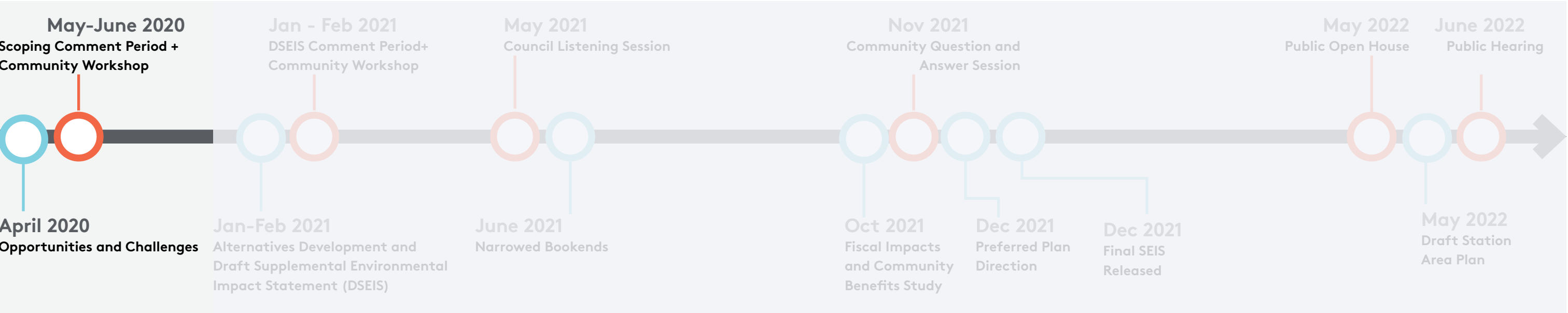
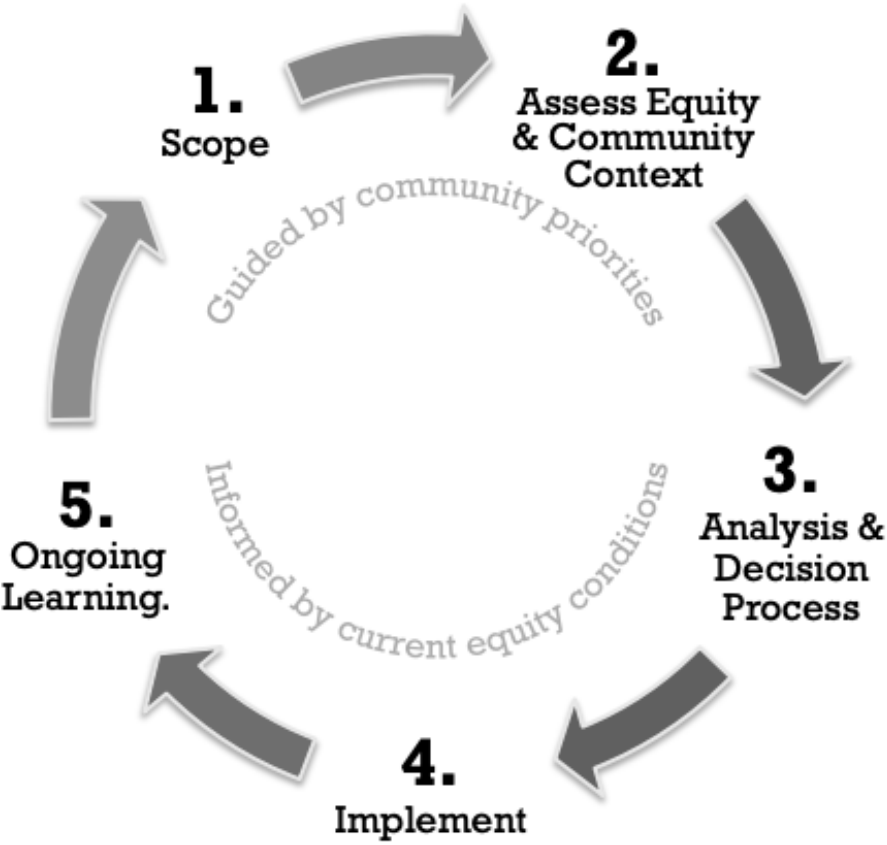
Opportunities and Challenges Winter 2020

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

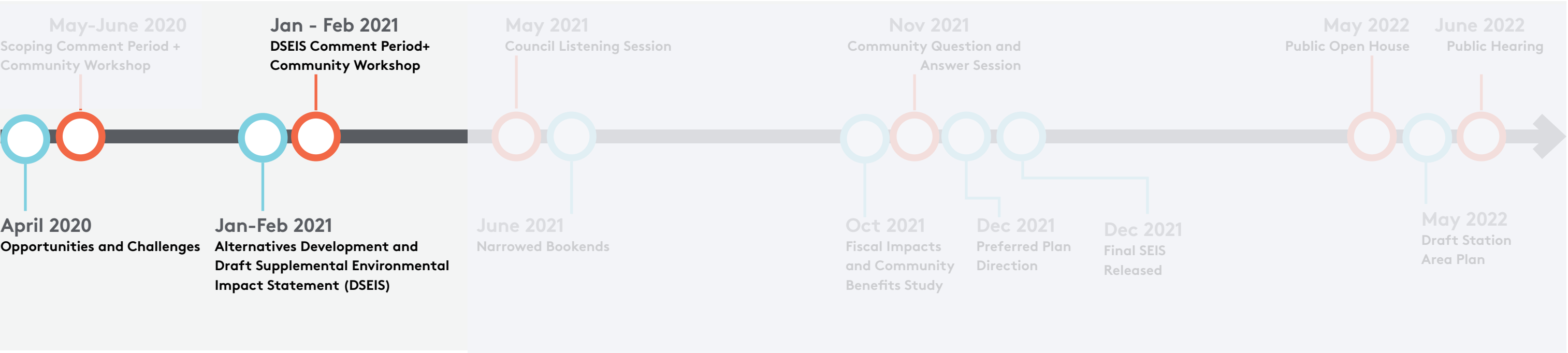
After reviewing input from the Community and City Council, the team developed Draft SEIS Alternatives 1, 2 and 3, which were distinguished by the level of growth which would be allowed. This phase culminated in the release of the Draft SEIS on January 5, 2021, which opened a 30-day public comment period. 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 11.8.



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

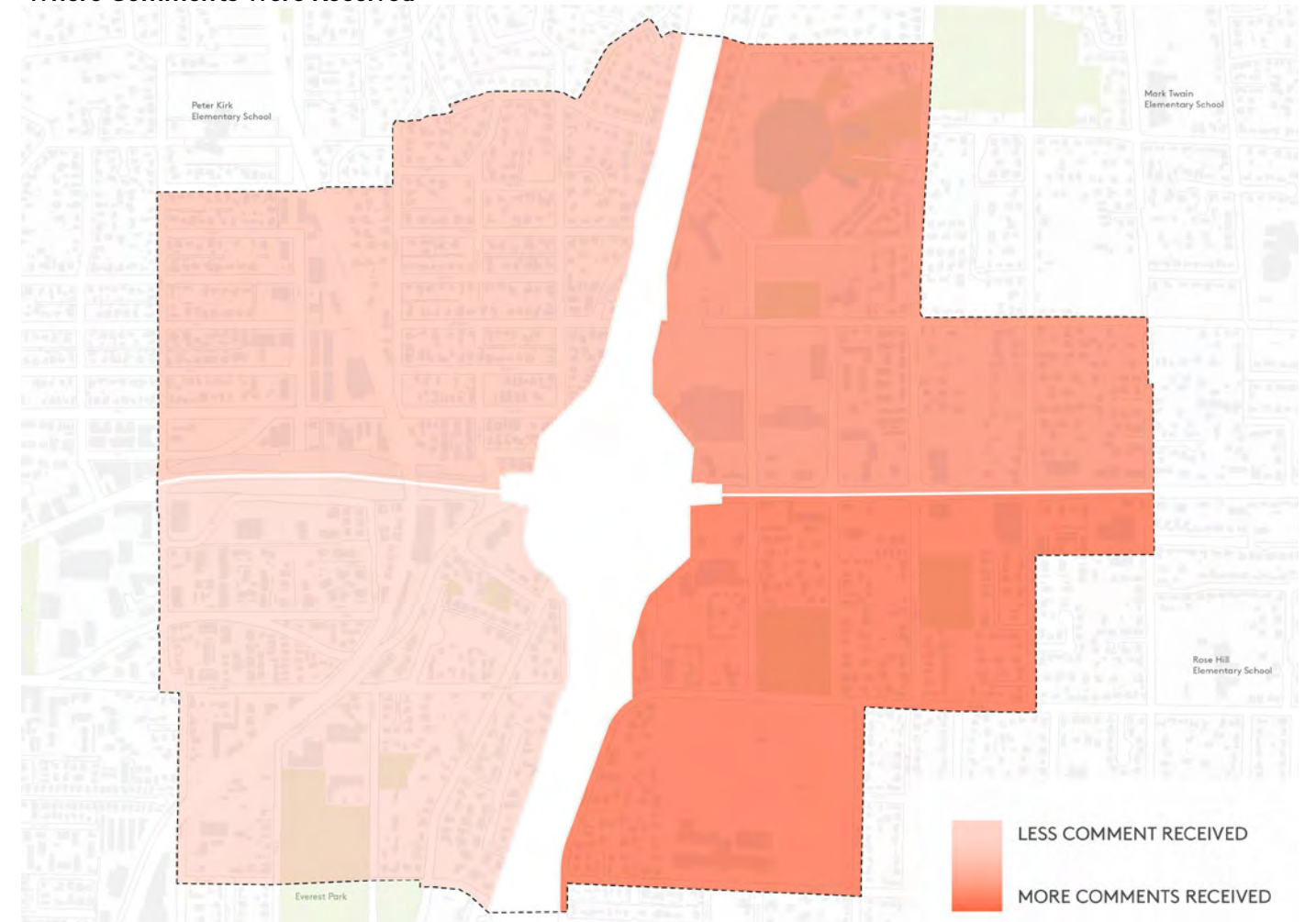
- Impacts of growth
- Traffic congestion
- Increased Building Height
- Impacts on Schools
- Transit Capacity
- Match of Housing and jobs for People

"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, 2022 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

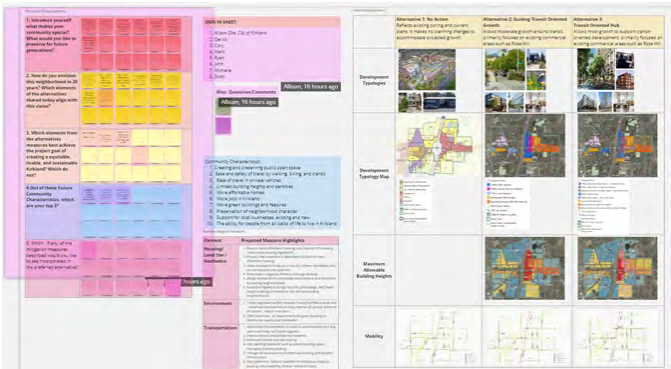
supplemental analysis, and a May 12 Joint City Council and Planning Commission Draft Document Review Study Session. The Community Benefits strategies will be integrated into the Comprehensive Plan policies for the Station Area and a series of Zoning Code amendments. The zoning amendments related to the 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 the inception of the plan in 2019.

*\*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

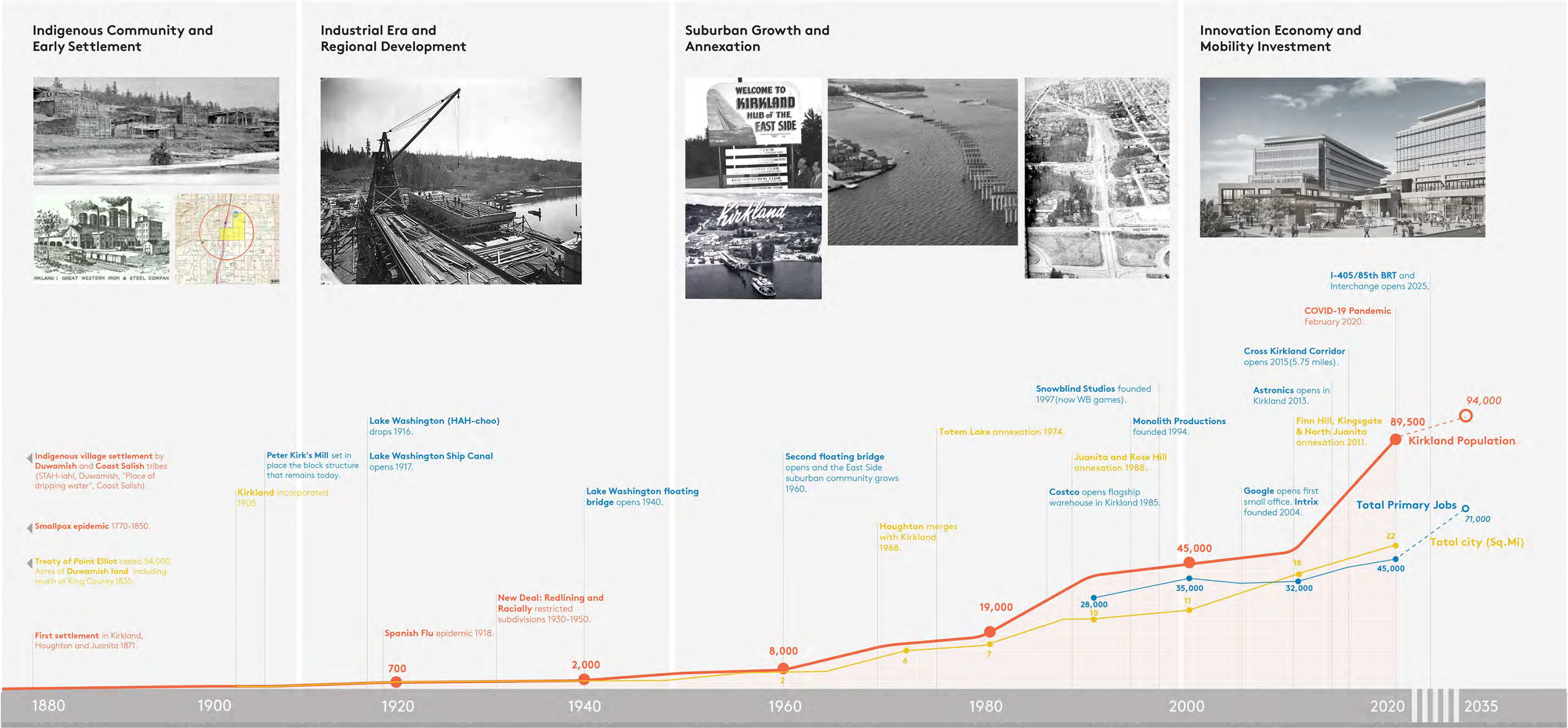
## Existing Conditions



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.





Our Community

The station area includes about 3,100<sup>1</sup> residents as well as over 3,200<sup>2</sup> 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 old<sup>3</sup>. 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 younger<sup>4</sup>, 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%<sup>5</sup> of residents are people of color. Nearly a quarter of people who live in the area are immigrants<sup>6</sup>, and about 7%<sup>7</sup> 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%<sup>8</sup> 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%<sup>9</sup>, compared to about 30%<sup>9</sup> of residents citywide, and they may be working multiple jobs to make ends meet.

People with disabilities

Between 6-8%<sup>8</sup> 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.

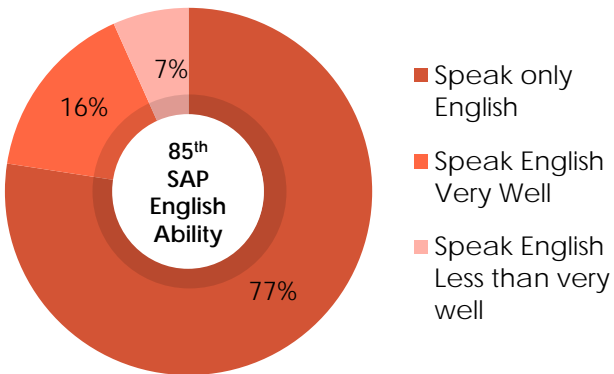
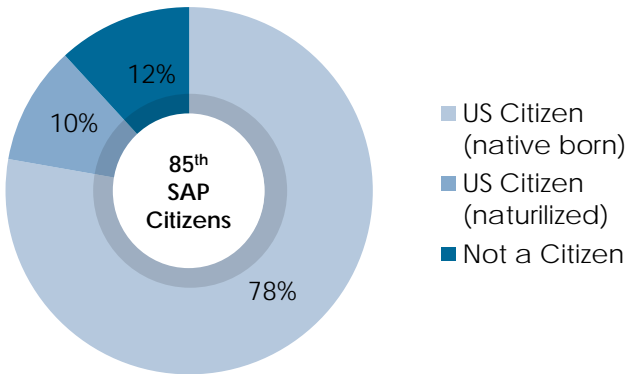
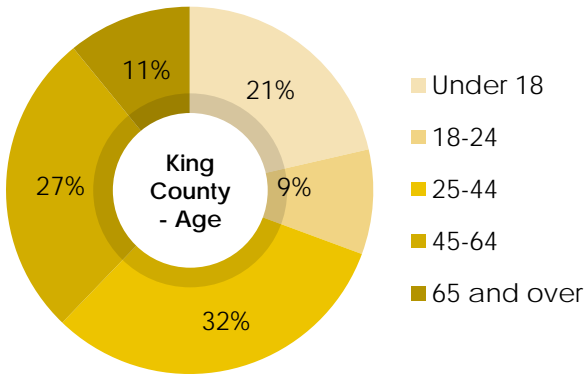
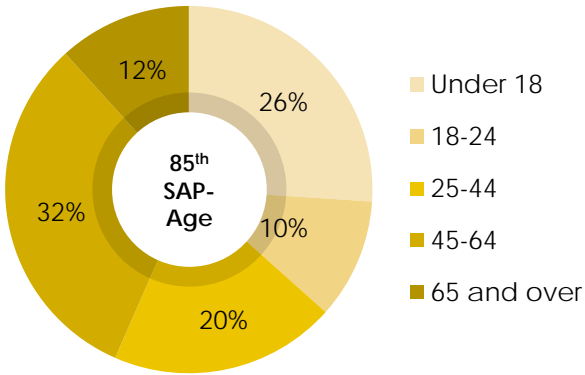
1 American Community Survey 2018 estimates  
2 Longitudinal Employer-Household Dynamics, US Census Bureau, 2017  
3 American Community Survey 2017 estimates  
4 American Community Survey 2017 estimates  
5 American Community Survey 2017 estimates  
6 American Community Survey 2017 estimates  
7 American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



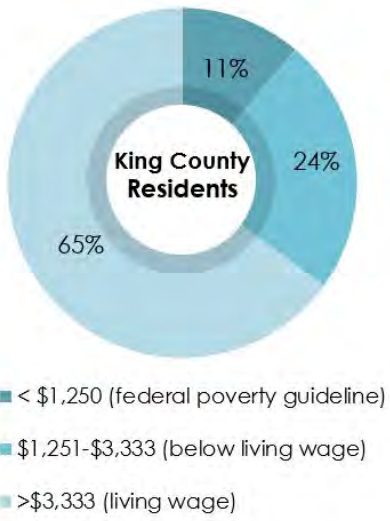
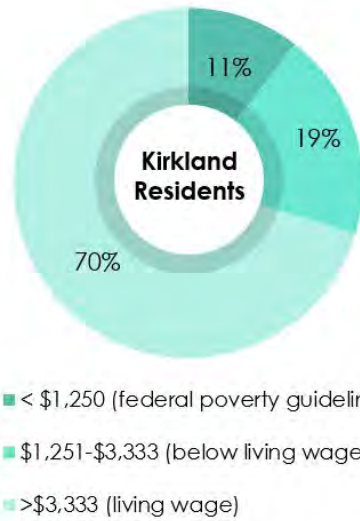
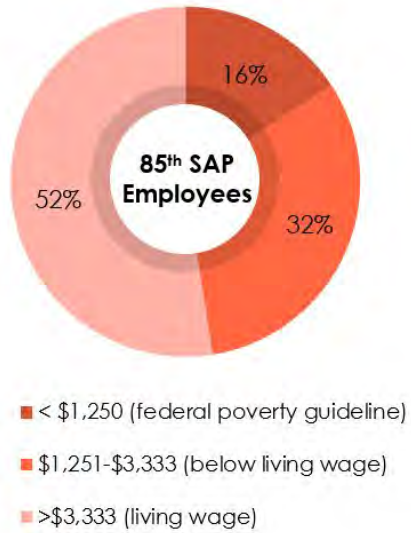




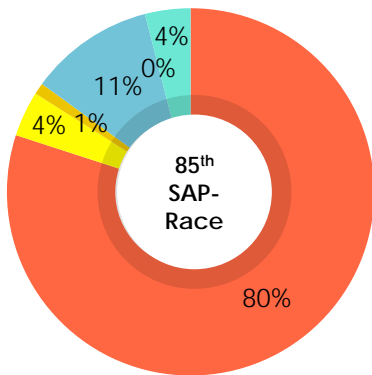
Resident Demographics



Employment Demographics

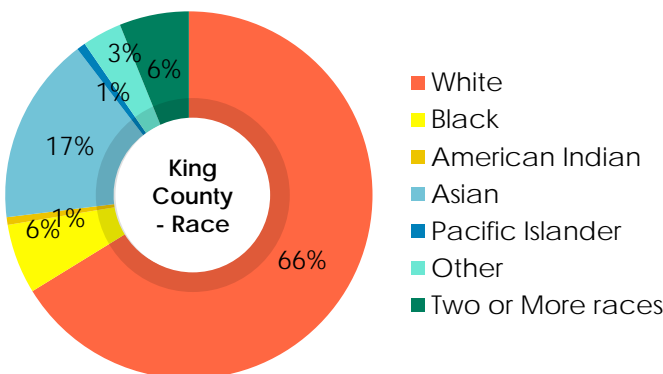
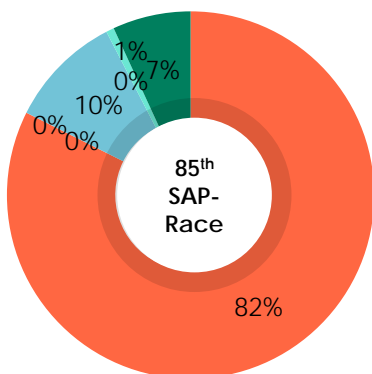


Employee Demographics



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

Resident Demographics





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.

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

but lack pedestrian access and visual connections to the public realm. 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.



710 acres

> 3,000 jobs<sup>1</sup>

> 3,000 residents<sup>2</sup>

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% - 44%<sup>3</sup> 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



Overview of Station Area Today





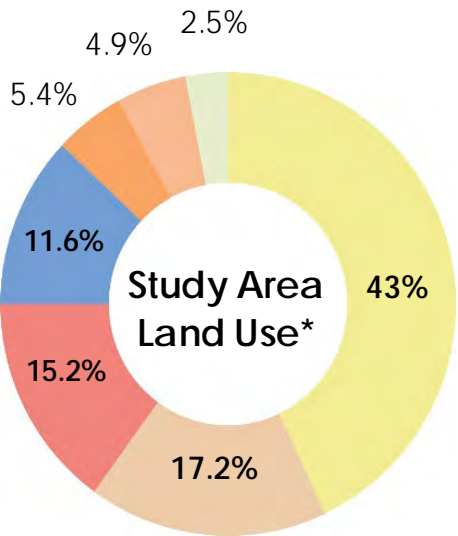
Land Use

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.

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

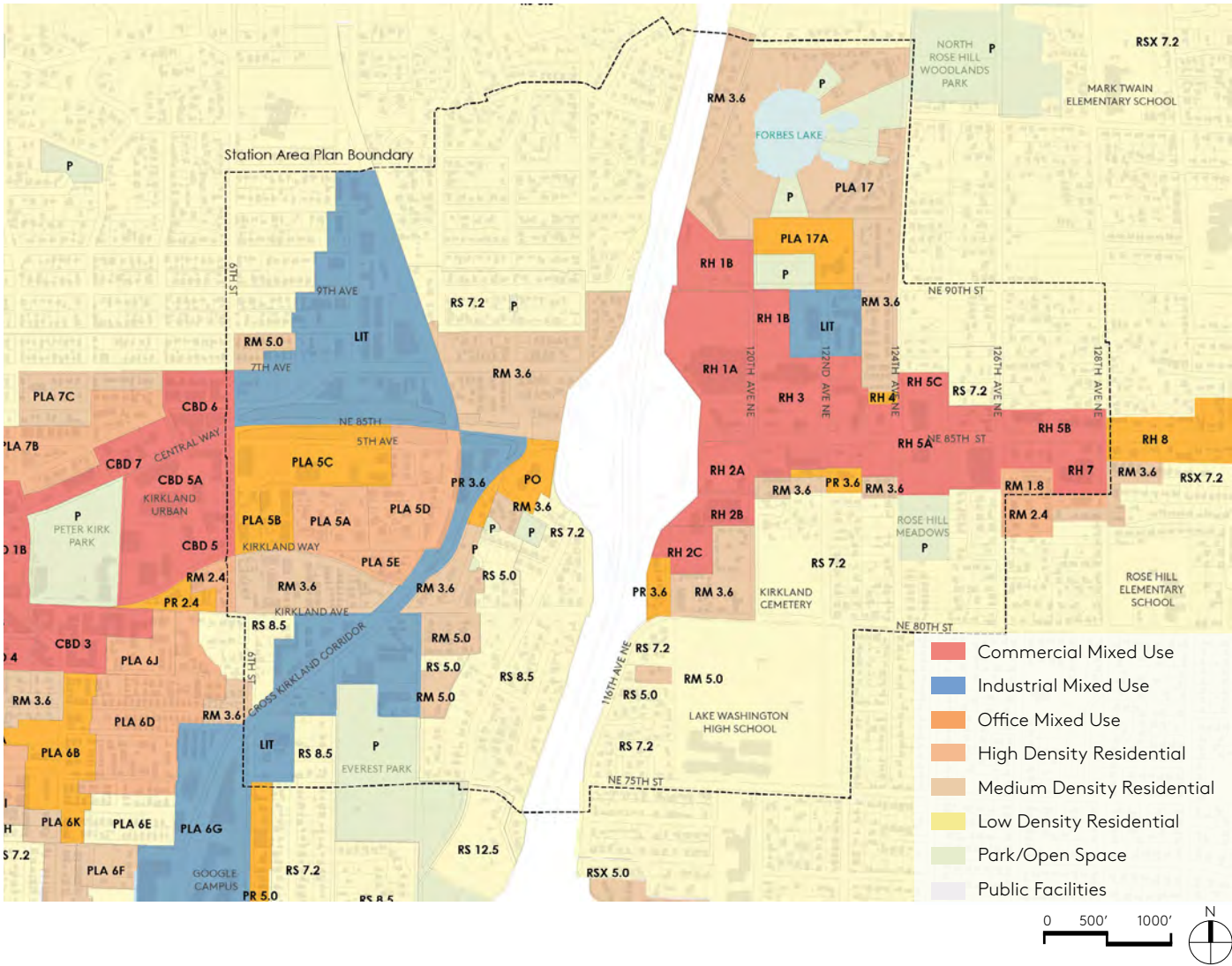
relatively single-use area in Rose Hill and a much more pocketed, patchwork of uses west of I-405. The second is the role of lower density residential parcels, which comprise a significant proportion of the study area but a relatively small proportion of the parcels directly bordering the WSDOT ROW.

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.

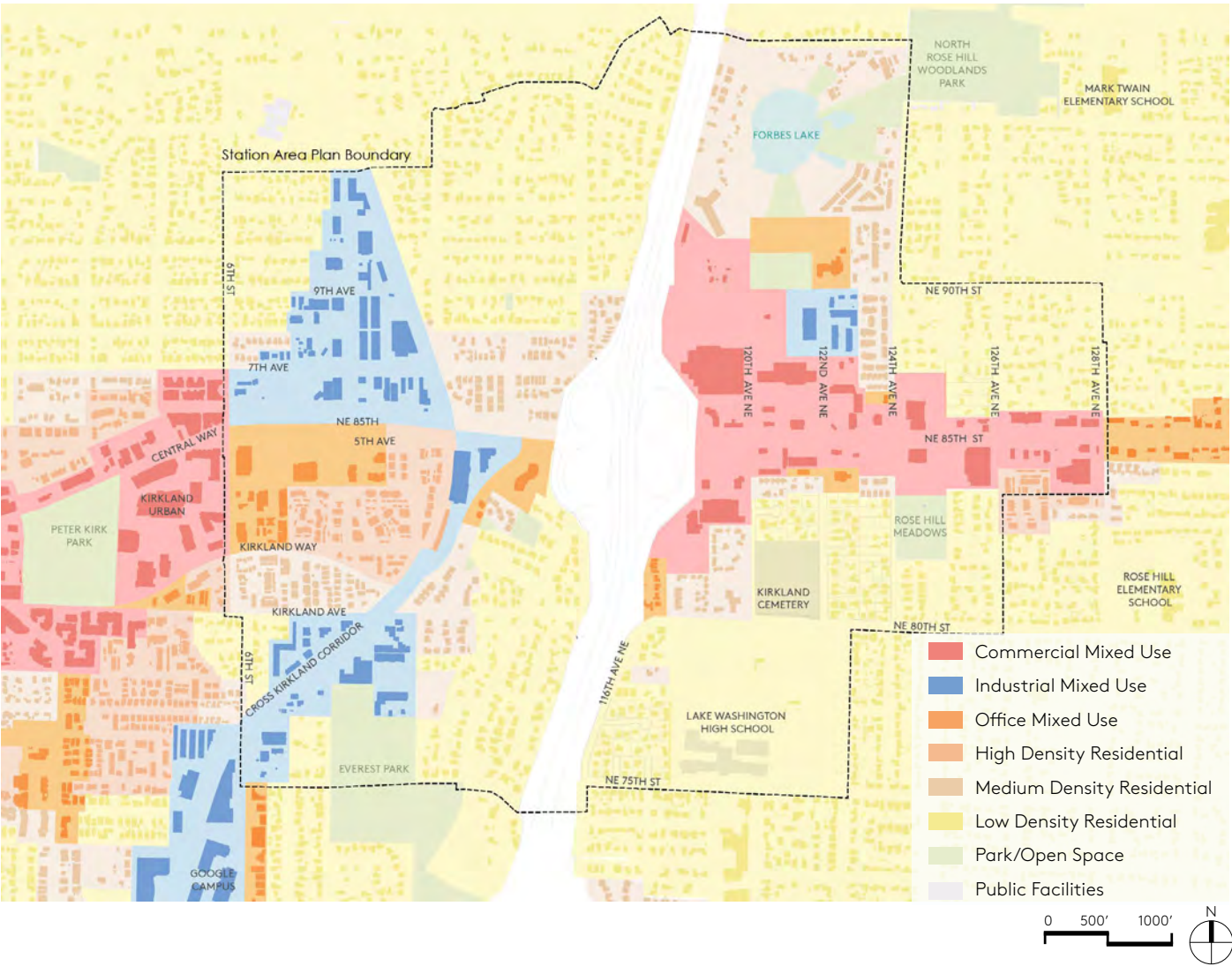


\*Net land use as percent of total parcel area, excluding WSDOT ROW.

Existing Zoning



Existing Land Use





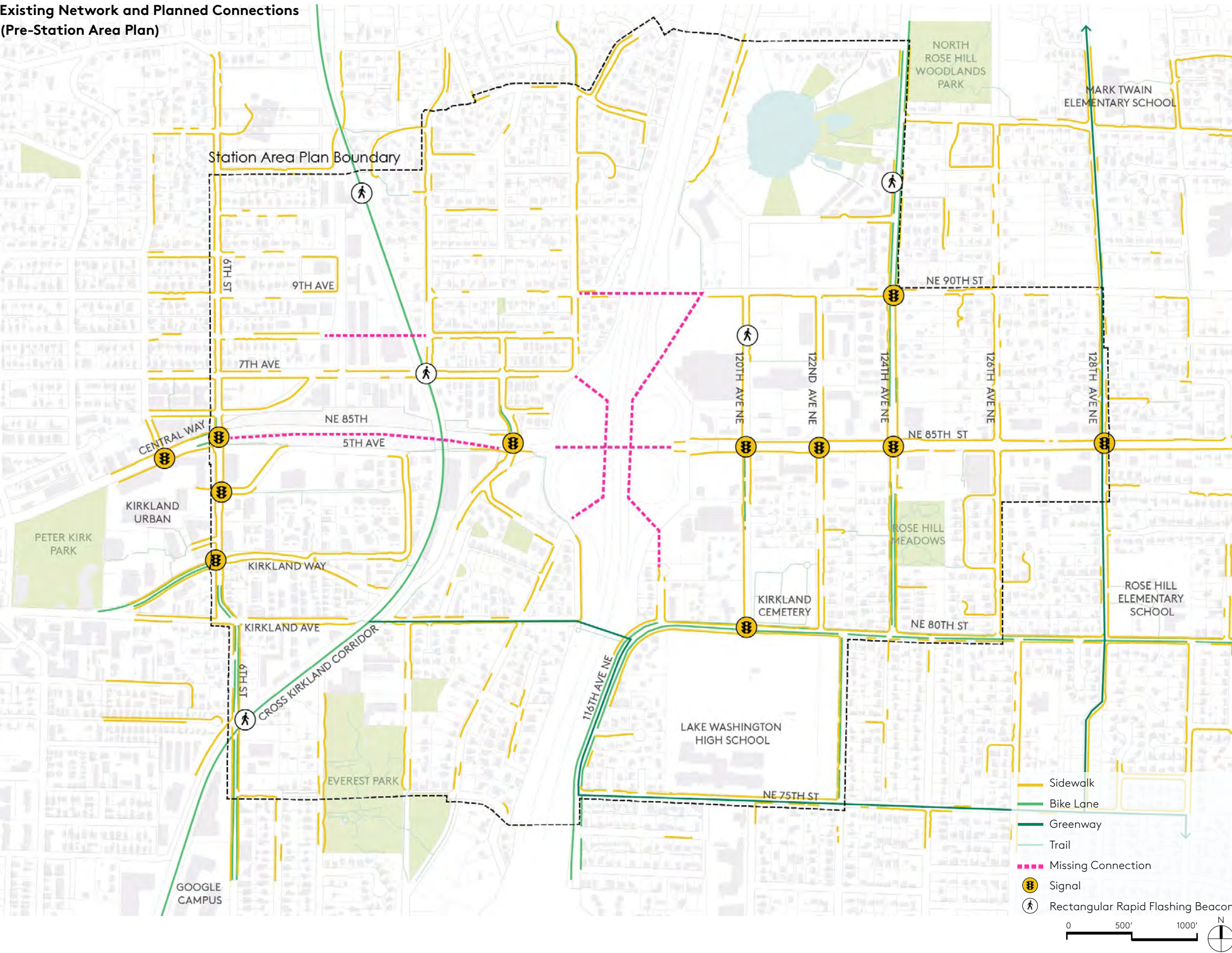
Pedestrian and Bike Connections

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 Street 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\*.

King County Metro is planning for the K Line, a bus rapid transit service that will 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



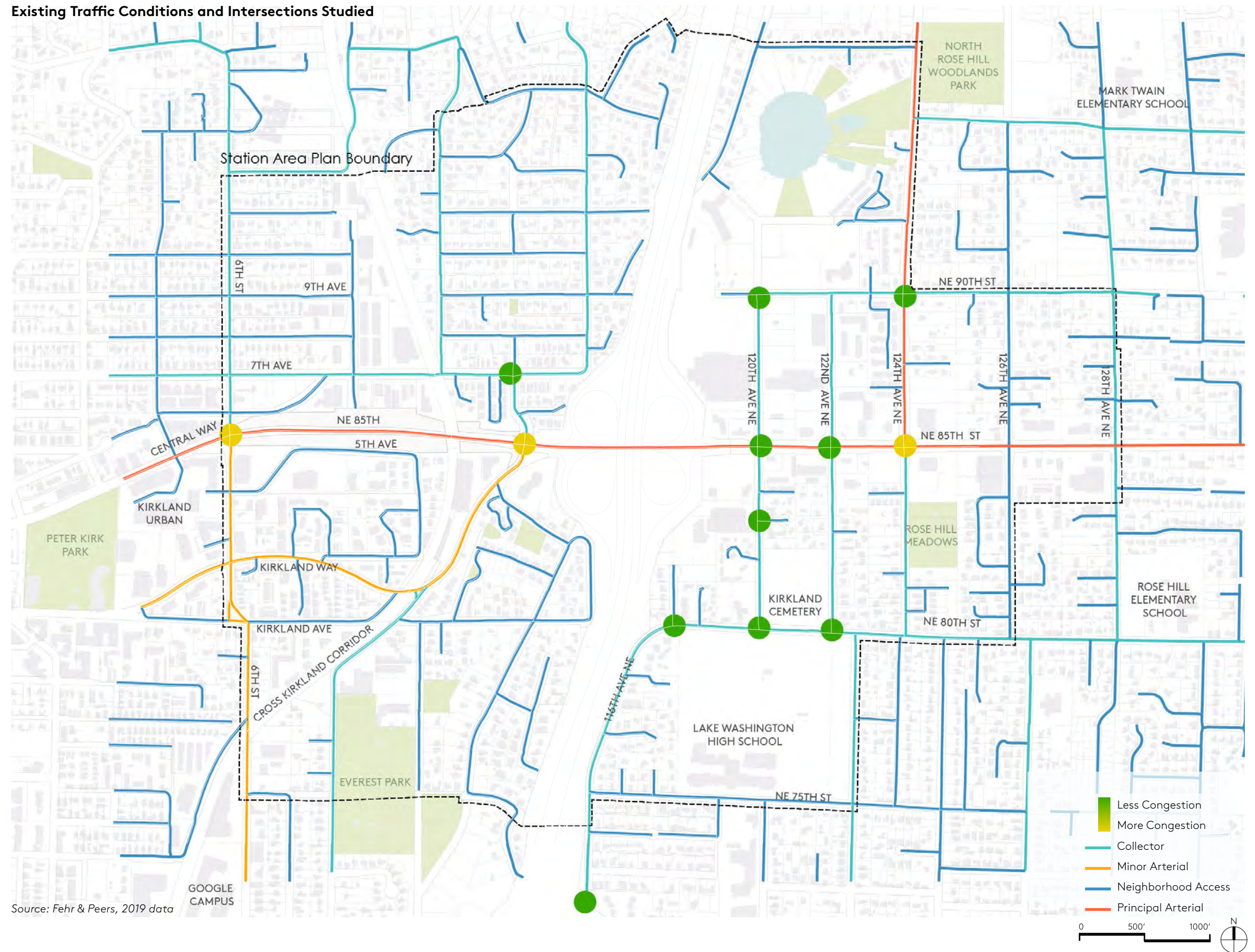


## Vehicle traffic

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 11.7 and 11.10: Transportation Analysis for more detail on existing vehicular network performance.

### Existing Traffic Conditions and Intersections Studied





## 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

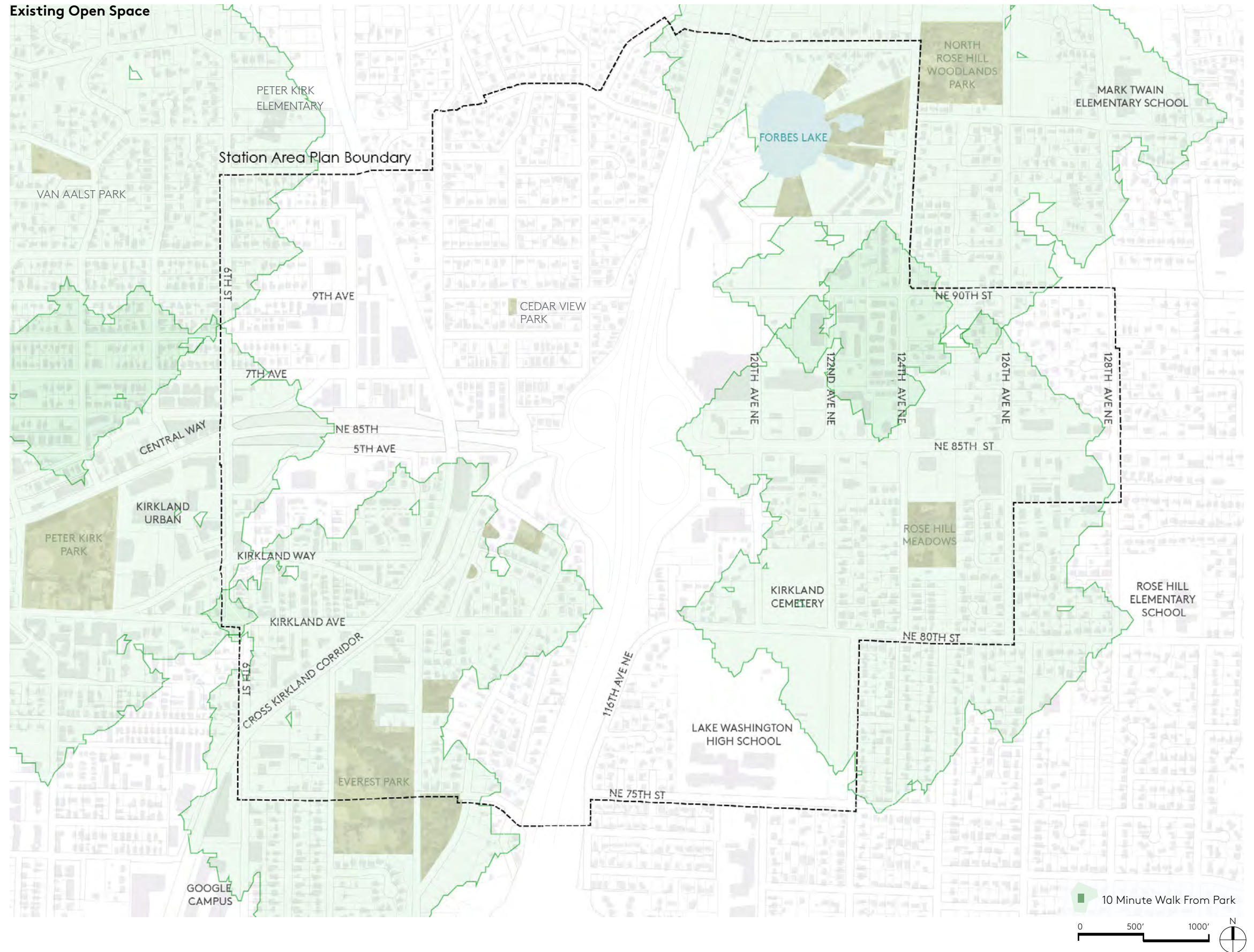
One measure of parks and open space provision is access to nearby parks. Much of the study area today, particularly the Highlands neighborhood and the interchange area itself, are not within a 15 minute walk of a single large park. Moreover, only a small portion of Rose Hill has access to more than one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

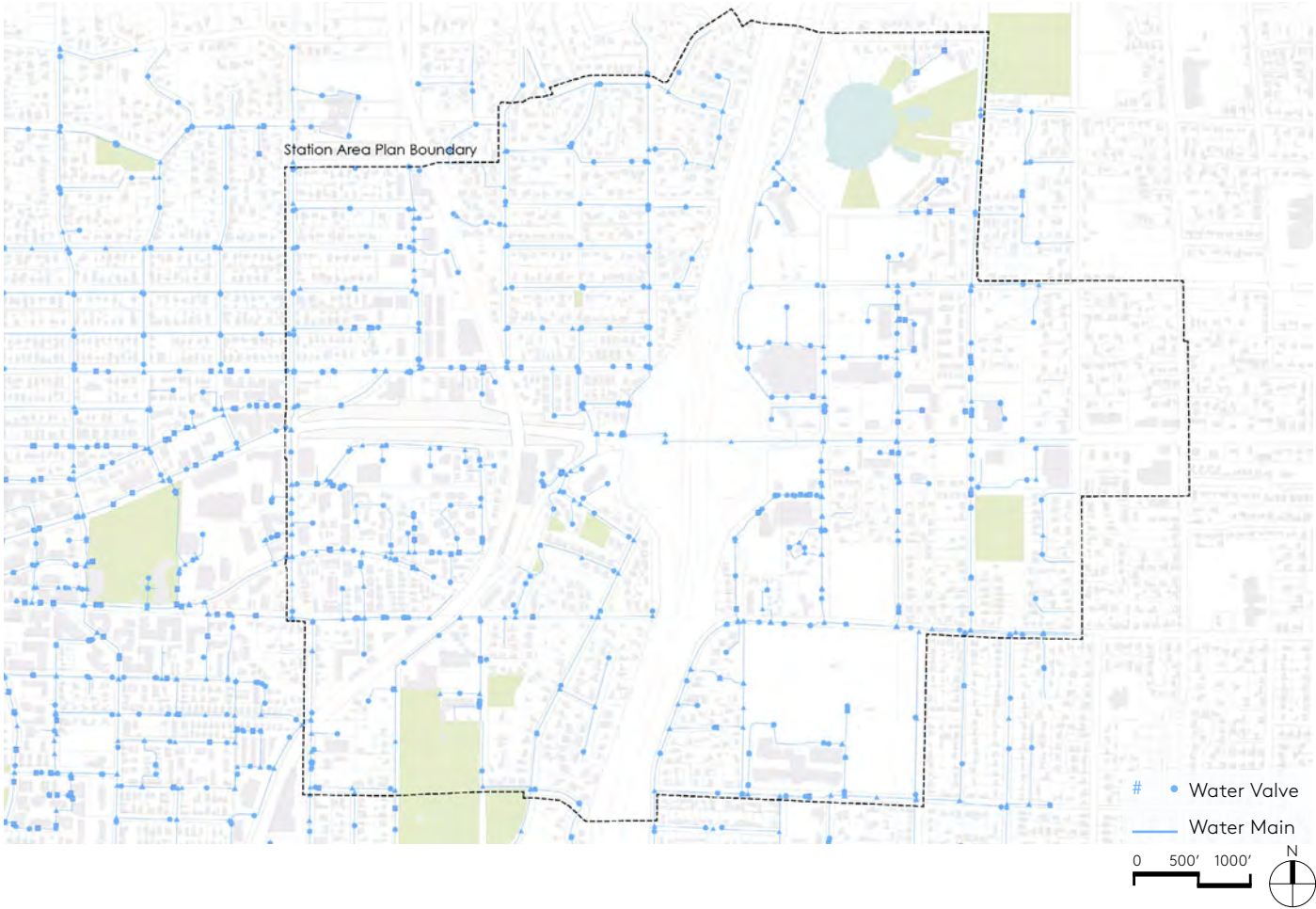
Wastewater

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

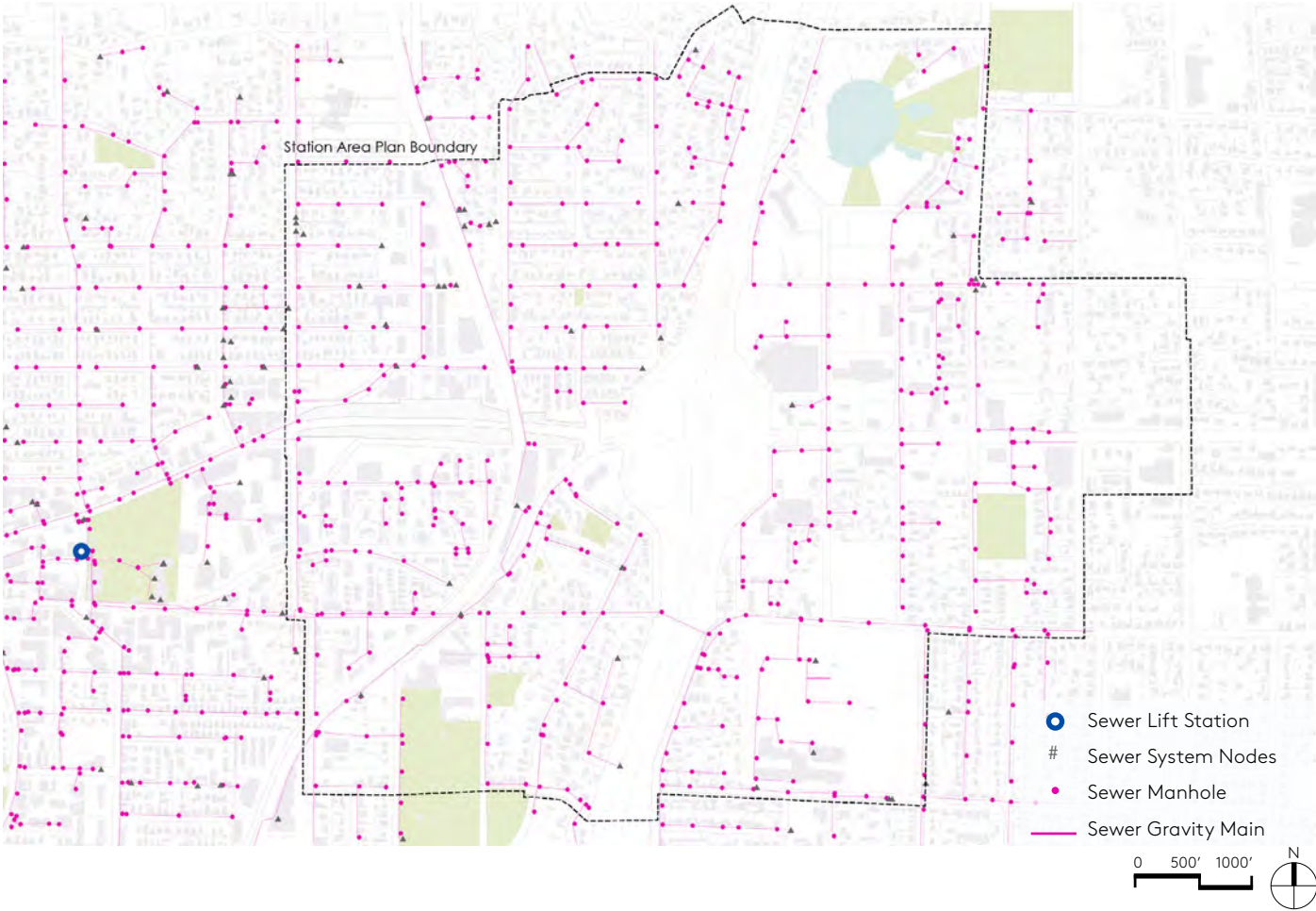
6,230 LF of force main. The wastewater system conveys water to King County’s Eastside Interceptor and to the South Wastewater Treatment Plant (South WWTP) located in Renton, WA.

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





### A Shift Toward People-Centered Places

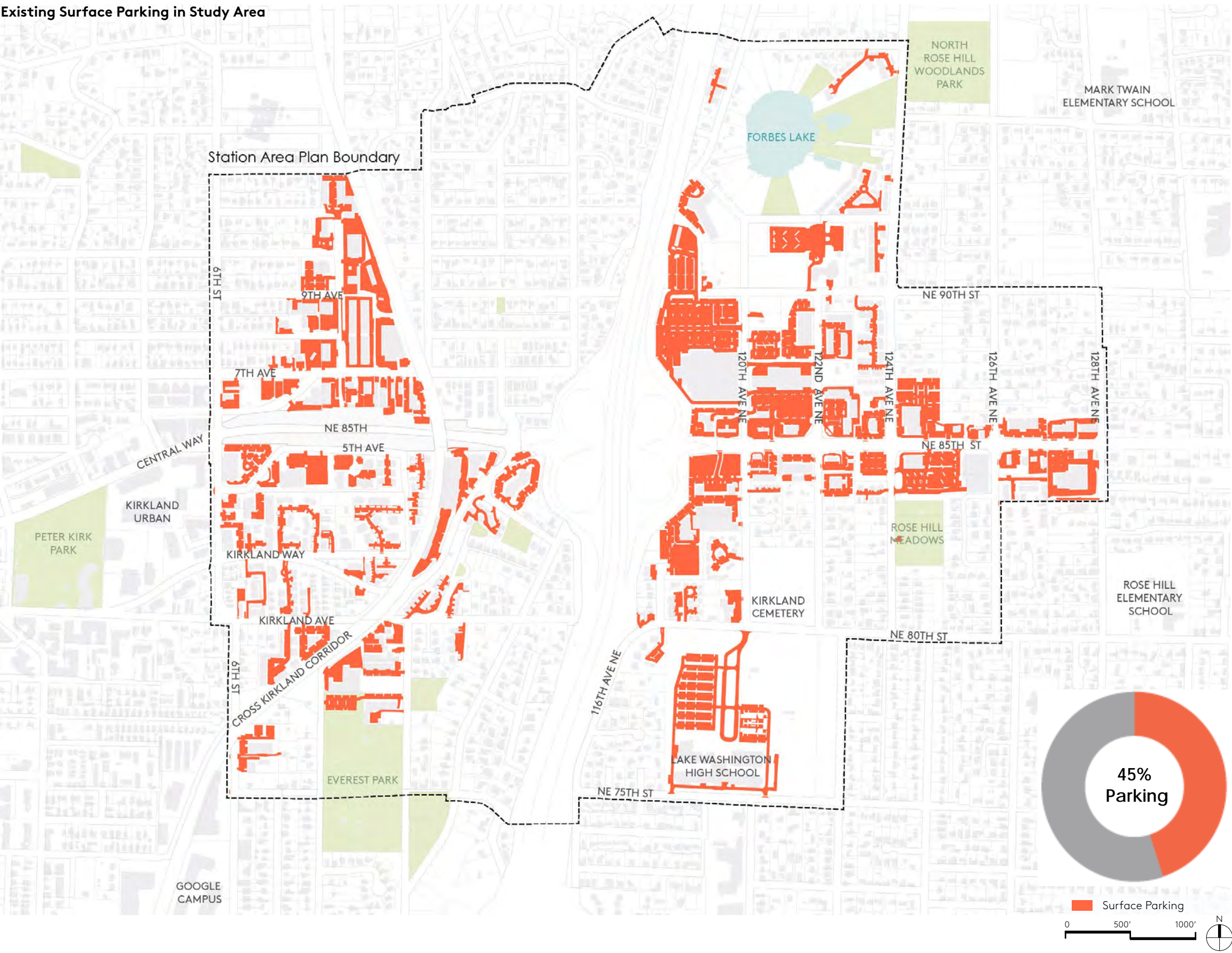
A core principle of Transit Oriented Development is to maximize development types that put people, jobs, and destinations within walking distance of transit.

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.

Existing Surface Parking in Study Area





### 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%)

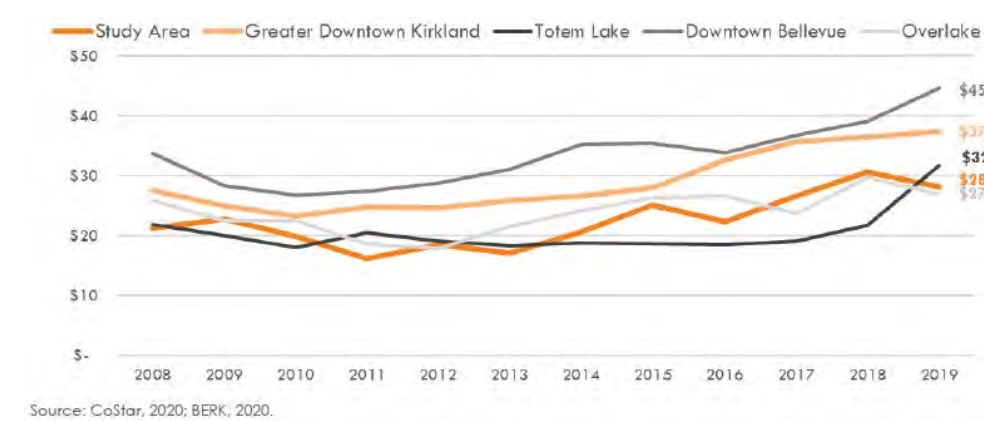
Sources: Costar, 2020; BERK, 2020

Residential Property in the Study Area by Type, 2020

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

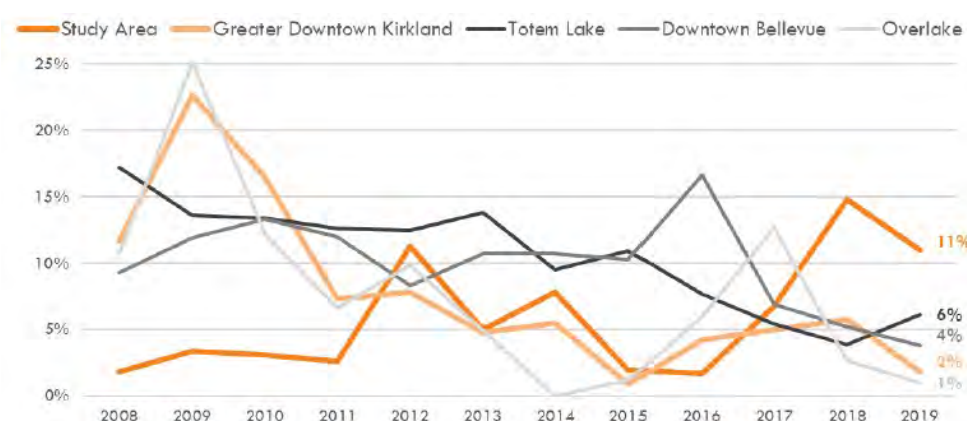
Sources: Costar, 2020; BERK, 2020

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



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
2 Kirkland Urban	Total proposed buildout: 1.3 million sf Office : 925,000 sf Commercial space : 218,000 sf Residential space : 172,000 sf, 185 housing units**
3 Rose Hill	Total project size: 1.3 million sf. 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

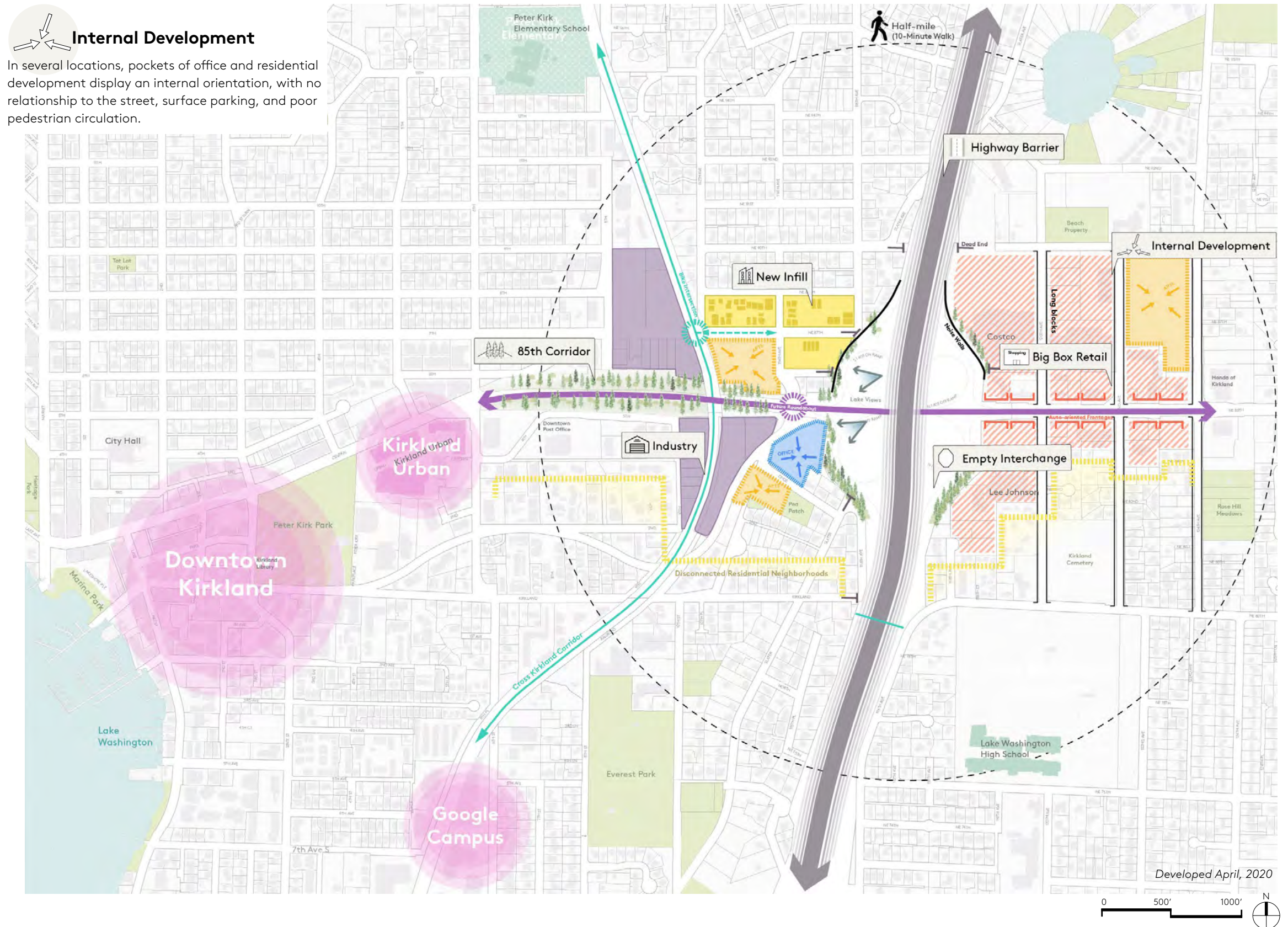
I-405 acts a major barrier, limiting east/west connections, discouraging adjacent development opportunities, and contributing to noise and air pollution.

### 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.



Developed April, 2020



# Station Area Plan Elements —



NE 85th Study Area Existing Conditions 2022





NE 85th Study Area Future Vision, Looking West





# 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 multifamily 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.

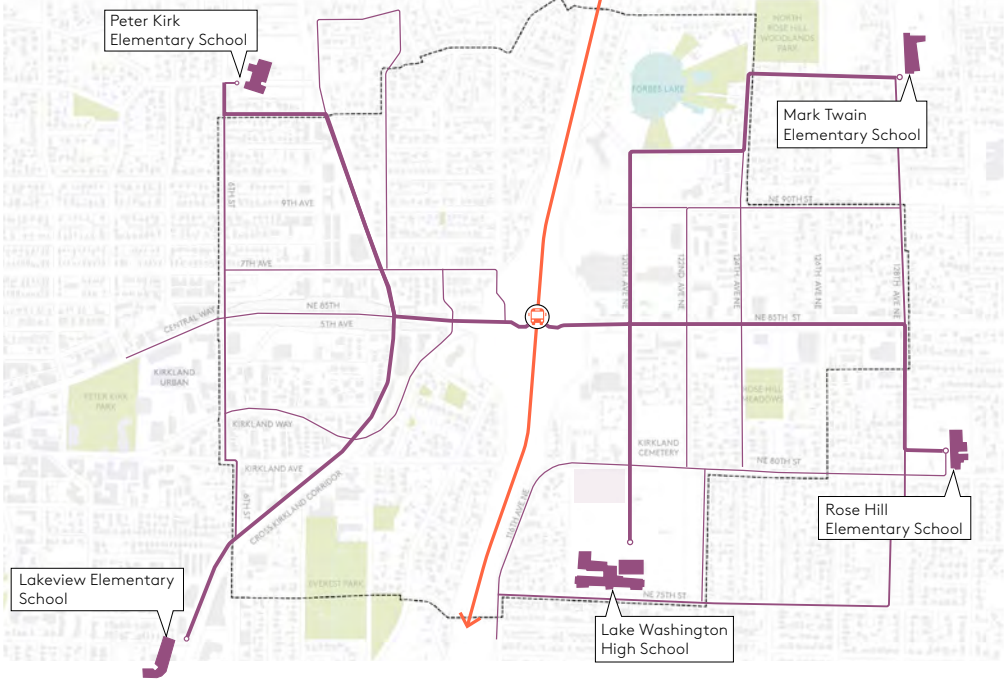
In addition, on March 1, 2022, the City Council approved the following item for the Planning Commission work program:

**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.





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 and specific objectives in the Sustainability Master Plan (SMP). 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 priority performance areas of 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. This Green Innovation Strategy is realized in the plan through multiple means: First, the Sustainability Framework (Chapter 10.0) adopts the SMP goals and actions, lays out complementary Station Area Sustainability Goals, and identifies a set of strategies and opportunities related to priority performance areas.

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.

Next, the Form-Based Code includes baseline requirements as well as incentives to help realize the Sustainability Framework, including the High Performance Building Standard and a new Green Factor for integrated green infrastructure. Finally, there are opportunities to explore partnerships and other initiatives that contribute to district-wide initiatives, shared systems, and other multi-benefit efforts. Currently aligned initiatives, potential partners and opportunities have been identified in the Sustainability Framework and should be pursued to continue advancing objectives.

For more information refer to Chapter 10.0.





## Parks and Open Space



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).

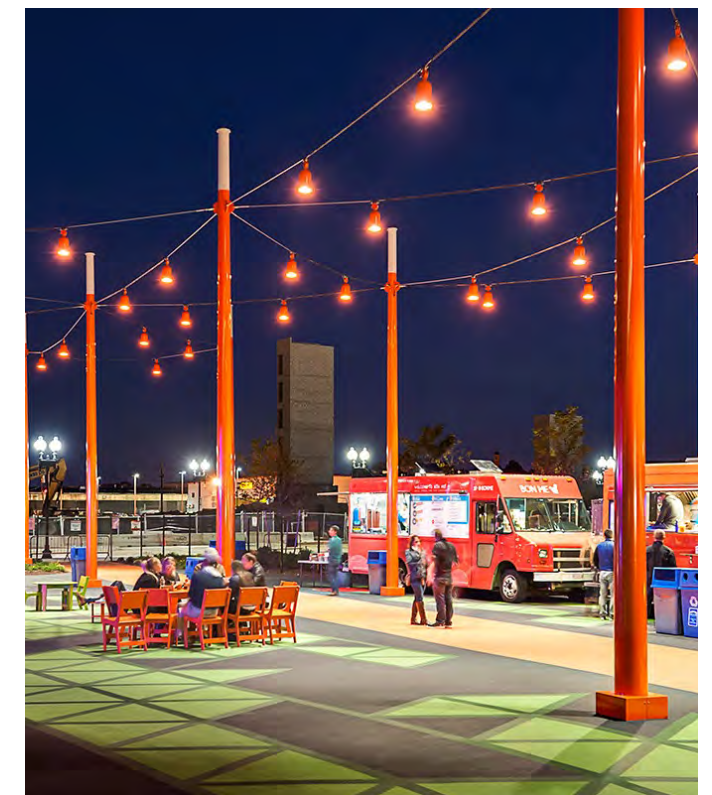
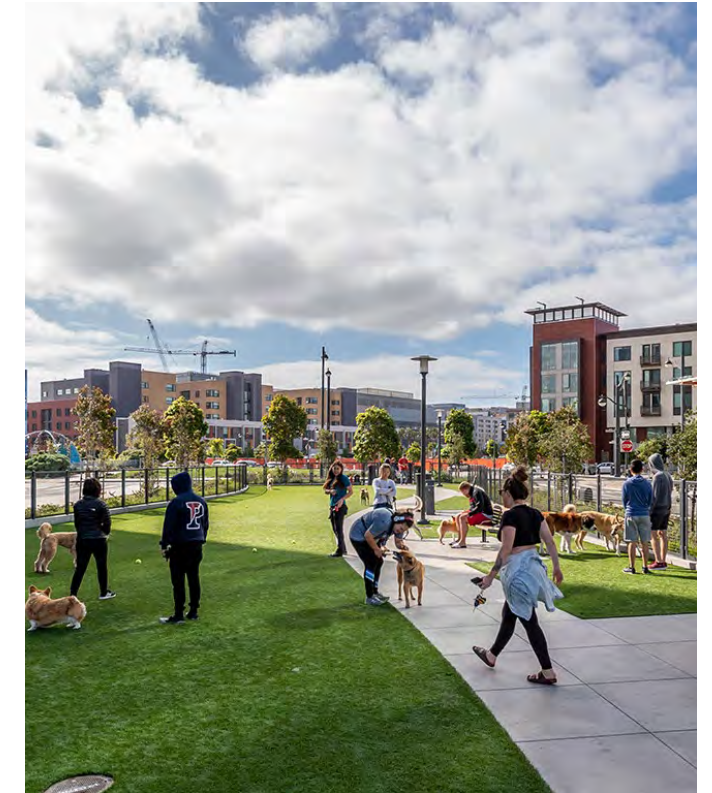
Pocket-parks and amenity considerations that are small in scale have the potential to support community gathering spaces and recreational opportunities to homes. Examples of programming that can increase the utility of open spaces for people to connect include the following:

- 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 7.0 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 7.0.](#)





### 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 has been adopted in June 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 8.0.](#)





# 5.0

## Vision and Urban Design Framework—

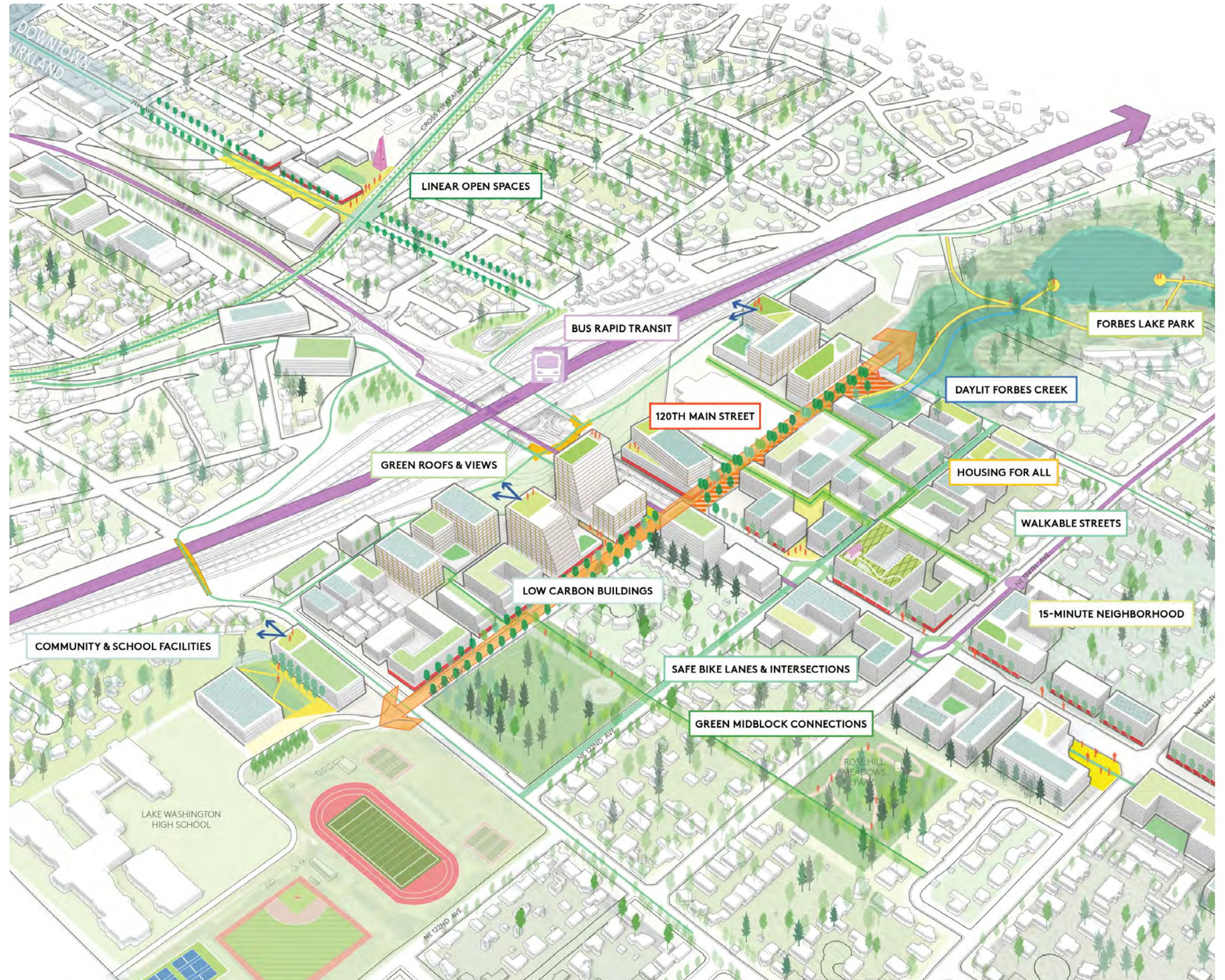


## The Community Vision

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.





## 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

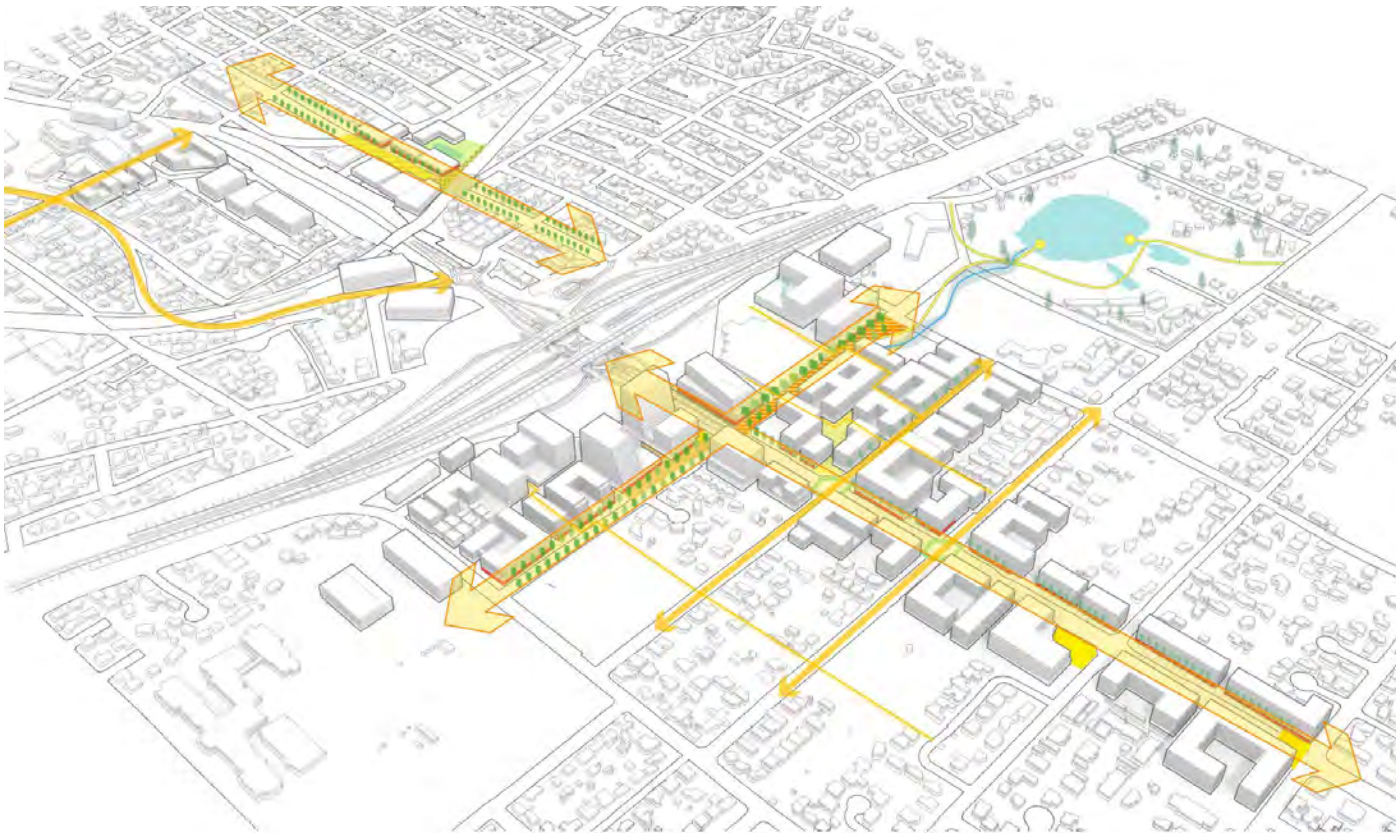
There is a mutually supportive relationship between transit ridership and the amount of housing, jobs, and services near transit. The Station Area Plan designates the areas closest to the future BRT Stride station as priority locations for increased development. Not only are these areas prime opportunities 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



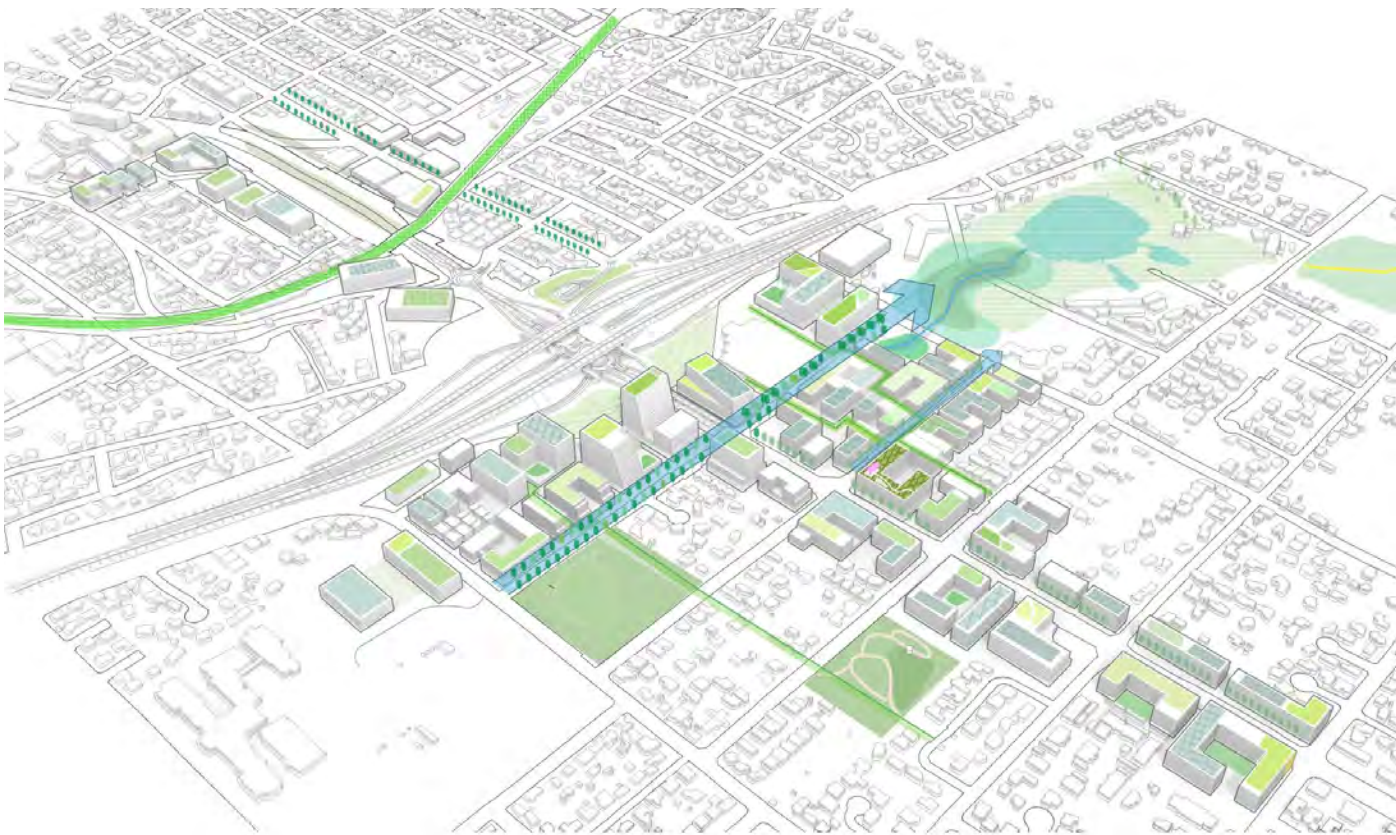
**3. Connect neighborhoods together with a comprehensive, multi-modal transportation network**

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.



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.



Existing

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



SUSTAINABLE  
ENERGY

MAKER  
SPACES

TREE  
CANOPY

SAFE DOWNTOWN  
CONNECTIONS

ACTIVE PLAZA  
EDGES

NEIGHBORHOOD  
GATHERING PLACES

INTEGRATED CROSS  
KIRKLAND CORRIDOR

BIKE TRAIL  
AMENITIES



### 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 of 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 Street 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.

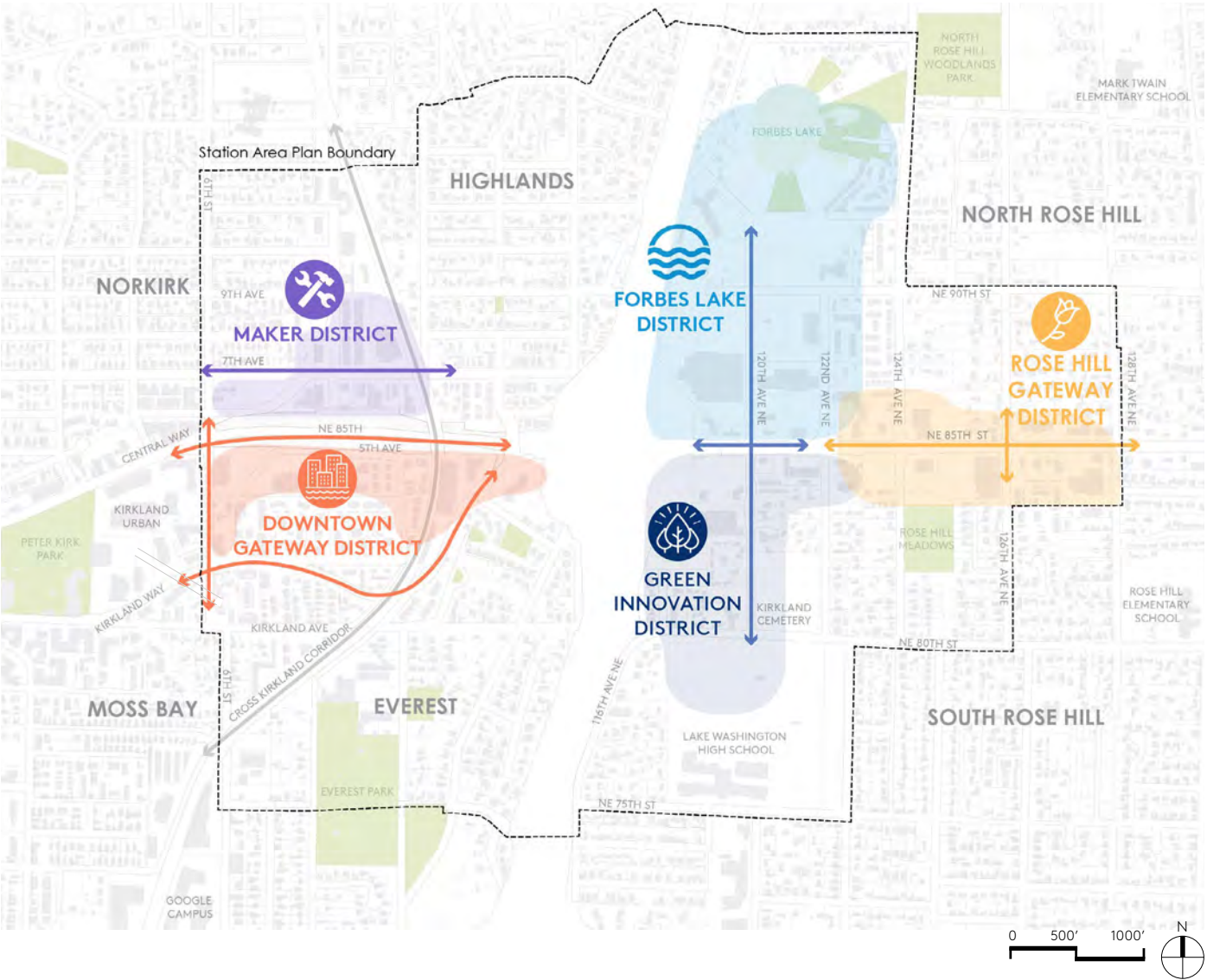
#### Green Innovation District

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

Corridor-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





Character Subarea Precedent Imagery

Maker District



Downtown Gateway District



Forbes Lake District



Green Innovation District



Rose Hill Gateway District





# 6.0

Land Use and  
Zoning —



### Land Use, Zoning Concepts and Goals

The future land use concept for the station area focuses on two main ideas: establishing mixed use areas of various intensities in currently commercial or industrial zones and introducing lower scale missing middle housing types in those existing residential areas which are closest to the station. This land use concept is the basis for the Form-Based Code regulating districts. The Station Area will facilitate existing City allowances for Missing Middle Housing typologies.

All inclusive neighborhoods with nodes of commercial gathering places and essential services in walking distance should be facilitated to create 15 minute neighborhoods. While existing businesses and households should be retained and the City could provide incentives for development that help to retain these key spaces.

#### The Form-Based Code

This land use concept is the basis for the Form-Based Code regulating districts. Design standards implemented through the Form-Based Code will ensure compatible development and transitions. The Form-Based Code will also help to encourage building designs that break up the massing to avoid monolithic forms, particularly for tower style developments. Limits on the footprint of tower-style development will regulate relationship of building massing to site open space. Design of exterior building illumination will reduce light pollution and spillover into adjacent, lower density neighborhoods outside the station area, including the use of shielding lighting, ground level fixtures, or other screening techniques.

All inclusive neighborhoods with nodes of commercial gathering places and essential services in walking distance should be facilitated to create 15 minute neighborhoods. Existing businesses and households should be retained and the City could provide incentives for development that help to retain these key spaces.

#### Green Innovation and Building Standards

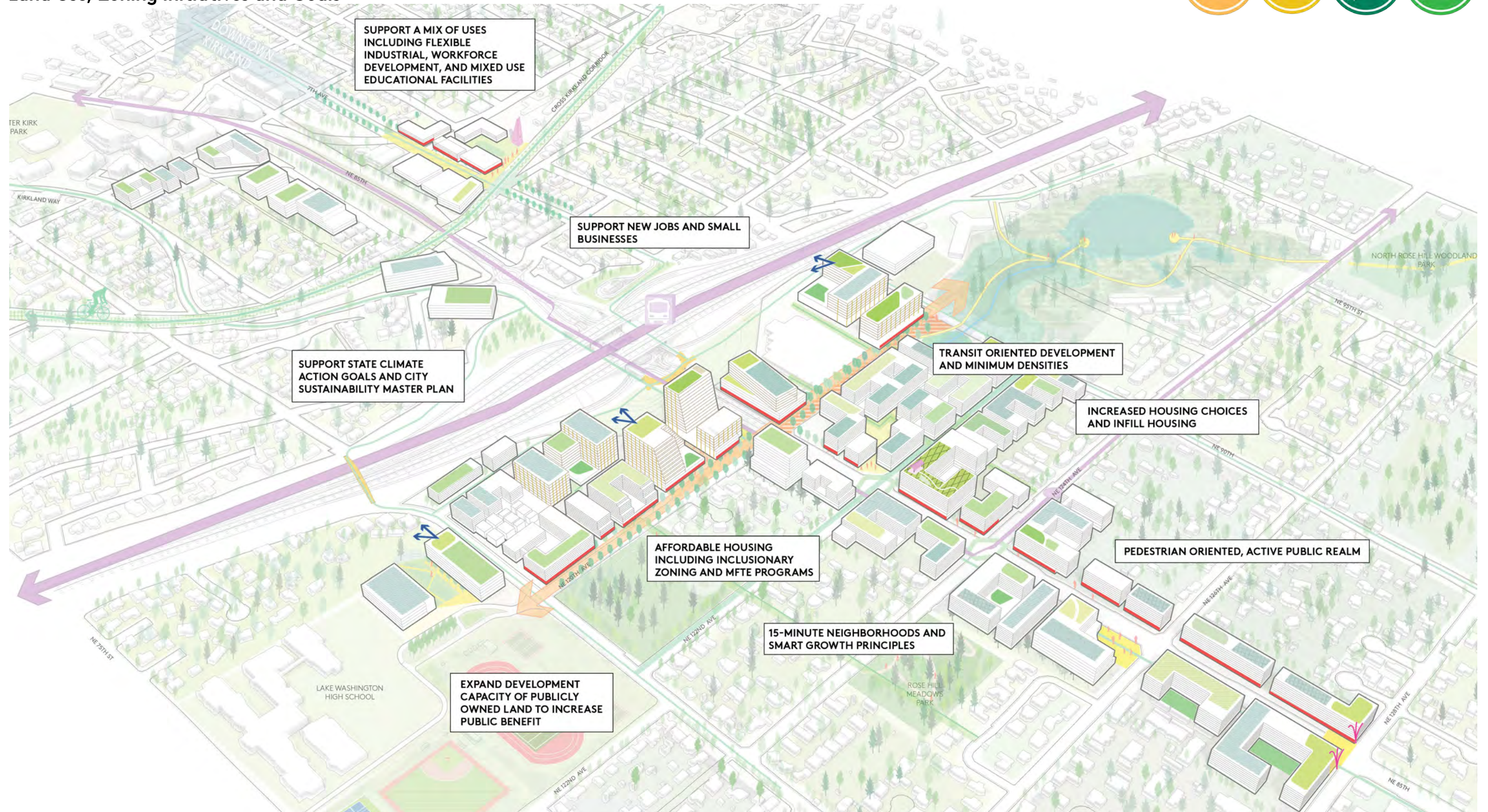
Within the Form-Based Code districtwide green building standards, incentives and credentialing programs will be implemented. Retrofits to existing buildings to reduce energy use will also be encouraged. These goals will help to reduce energy consumption by retrofitting existing buildings with any renovations or upgrades.







## Land Use, Zoning Initiatives and Goals





Growth Framework

**Proposed Growth**

The overall Station Area Plan growth framework developed in 2020 as a basis for the Draft Supplemental EIS alternatives is aimed at supporting an inclusive, transit-oriented district that supports existing residents and businesses while offering more choices for living, working, learning, and visiting the area. As a transit-oriented community, the station area will accommodate a significant share of the City’s growth, in support of city and regional plans, and add more jobs to improve the balance of land uses in the area and the City as a whole. The intent of this strategy is to:

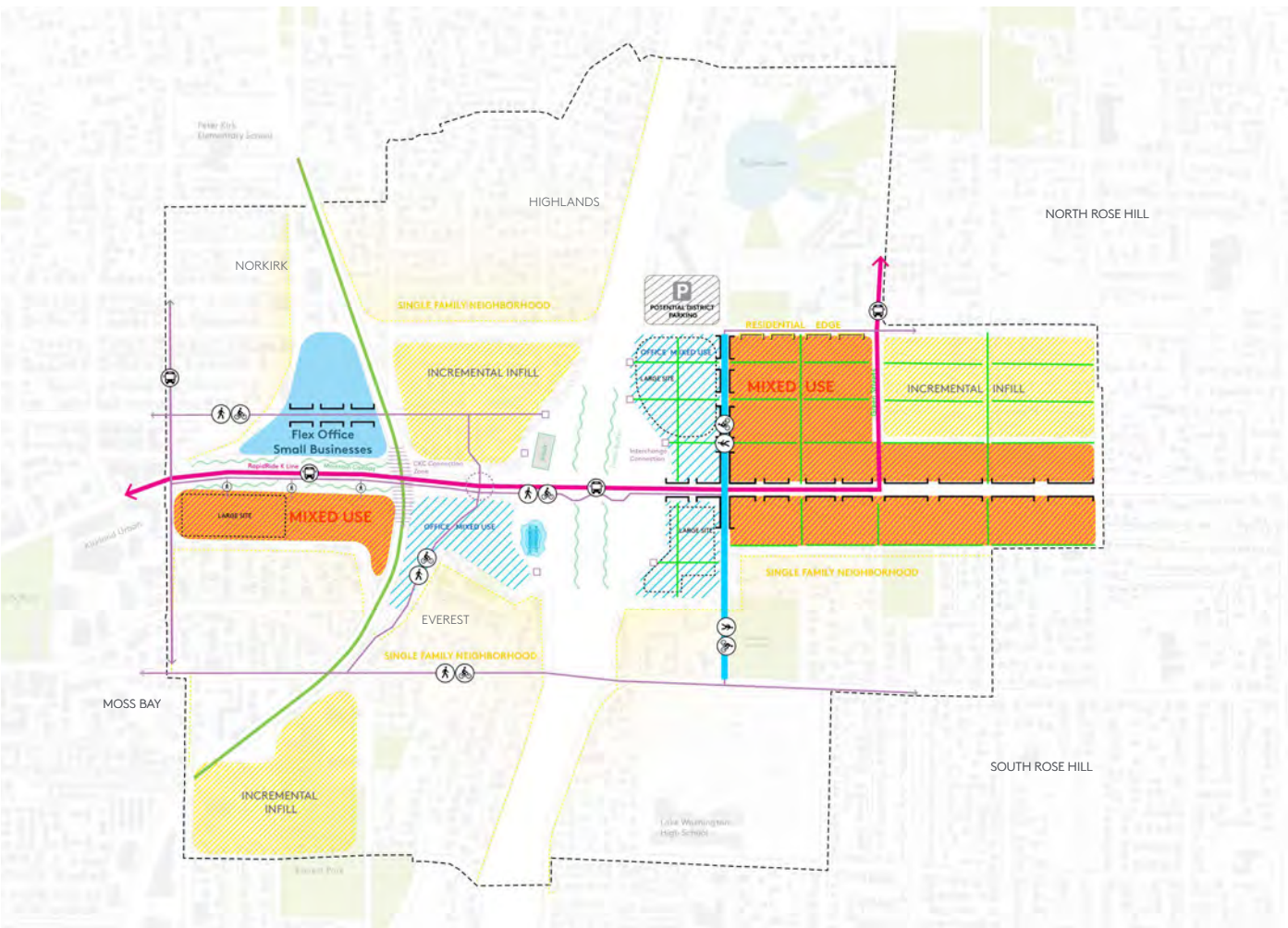
- Optimize for workforce and affordable housing.
- Attract new jobs to foster economic activity and meet citywide targets.
- Include commercial-focused development across different areas of the Study Area.
- Foster an environmentally sound land use pattern that helps achieve the City’s sustainability goals.

The Growth framework responds to the public comment heard during the DSEIS comment period and the May 26, 2021 Council Listening Session.

The final Growth Framework only proposes increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections. To that end, several areas where height increases had been proposed as part of DSEIS Alternative 2 and 3 have been removed from consideration in the final growth framework. These include areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other factors. The final growth framework is closest to DSEIS Alternative 2, with lower employment to create a better match between jobs and housing in the future.

In alignment with the Station Area Initial Concepts Growth Framework, a few areas of greater capacity for change as compared to existing conditions are included. These are focused around the BRT node and the Cross-Kirkland Corridor, including two areas in Rose Hill nearest to the future BRT 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’s Light Industrial Technology (LIT) area in the northwest quadrant. Because of this greater capacity for change, these areas received greater study in some studies regarding fiscal impacts and potential for community benefits. It is important to note that development will likely occur incrementally, and in all cases, the projected growth capacity reflects a hypothetical assumption of the total allowed development in the Preferred Plan Direction and is not meant to presuppose decision making by private landowners or the actions of the market.

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



Source: Mithun, 2020

Preferred Plan Direction (2044)	
Households	8,152
Employment	22,751

Totals refer to 2044

Growth Expectations (2044) GSF	
GSF Residential	4,990,000
GSF Office	5,260,000
GSF Retail / Restaurant	900,000
GSF Flex / Industrial	150,000

Totals refer to 2044



NE 85th Study Area Future Vision





Future Land Use Map

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

The Regulating Plan maps the applicable areas of the Form-Based Code area with the appropriate regulating district designation. Each designation includes two parts: a district designation followed by the height subdistrict for that zone. Heights are stated in terms of maximum base and bonus heights. For instance, NMU 85/150 would reflect a base maximum height allowance of 85’ and a bonus maximum height of 150’. The Incentive Zoning section of the Form-Based Code will include details on utilizing the bonus allowances.

Mixed use areas are represented in the Form-Based Code regulating plan as Commercial Mixed Use, Neighborhood Mixed Use, Civic Mixed Use, Neighborhood Residential, and Urban Flex districts. The Commercial Mixed Use district does not allow residential and focuses on institutional and commercial land uses, with active ground floor uses on key streets. Neighborhood Mixed Use and Civic Mixed Use districts allow for a combination of residential, institutional, and commercial uses, with different height subdistricts established. The Urban Flex district allows for light industrial, some residential, and commercial uses consistent with a neighborhood scale, pedestrian oriented environment. Residential areas intended for lower intensity infill are represented by the Neighborhood Residential regulating district

- Commercial Mixed Use

Urban Flex

Civic Mixed Use

Neighborhood Mixed Use

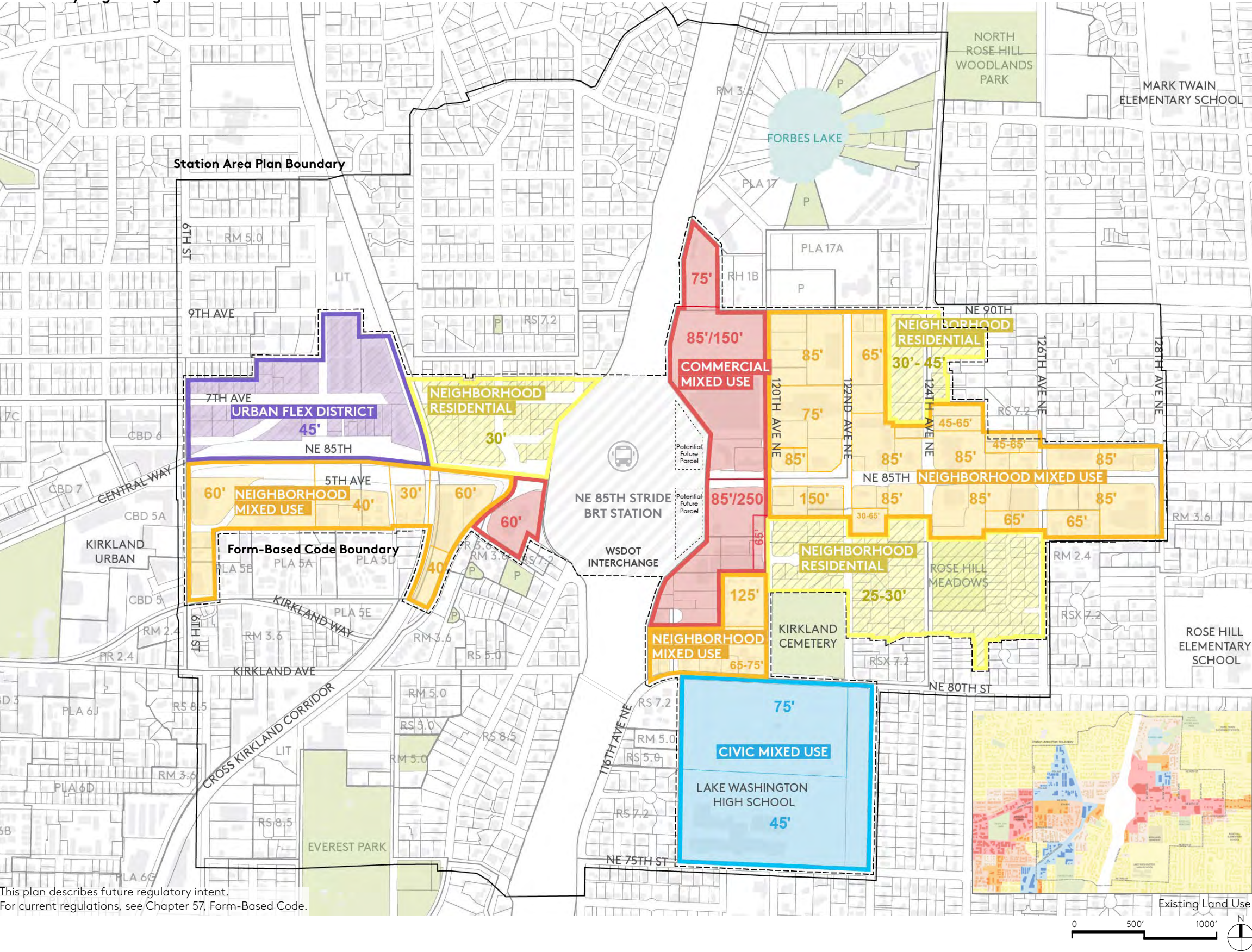
Low Density Residential

Park/Open Space
- RSX 7.2 Existing Zoning

Form-Based Code Boundary

Station Area Plan Boundary

Preliminary Regulating Plan Direction





The Form-Based Code

In December 2021, City Council voted to confirm the Preferred Plan Direction. Implementation of the vision established in the Preferred Plan Direction and forthcoming NE 85th Street Station Subarea Comprehensive Plan Chapter 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.

Form-Based Codes Overview

Form-Based Codes are an approach to land use regulation that focuses on physical form as a primary element of zoning. Conventional zoning evolved with a focus on the separation of land uses, and over time has adapted to take on more complex topics like building height, massing, and other elements of physical form. This can create zoning codes that have unpredictable outcomes, do not achieve the character desired by the community, and which become complex to administer.

By contrast, form-based codes are organized around the desired physical character of future development with graphic, clear illustrations. This focus on physical form can result in future development that better matches the desired character of an area. One key aspect of Form-Based Codes is that they can better link private development to the character of adjacent development and public spaces, creating a more seamless, inviting public realm.

Form-Based Code Elements





Form-Based Code Applied





NE 85th Street Form-Based Code

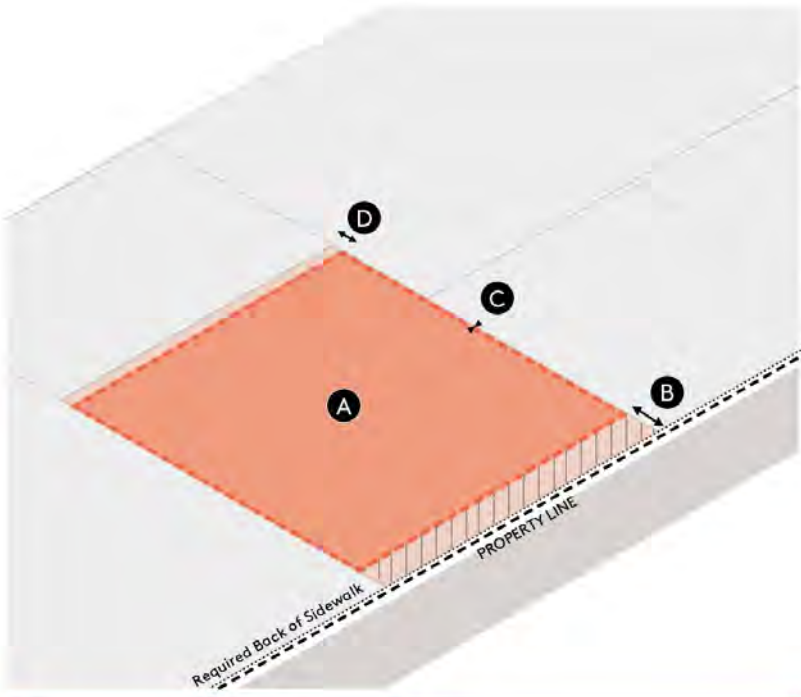
The Form-Based Code for NE 85th St Station Area Plan applies to a subset of the larger study area (see regulating plan). The NE 85th St Form-Based Code is key to realizing several aspects of the vision and goals of the overall plan. For instance, frontage standards include ground level parking setbacks that require structured parking to be located behind ground level uses that activate the public realm. Regulating districts like the urban flex district include standards to encourage smaller scale commercial spaces that can support existing local businesses and “maker” uses. This code is organized into four sections:

Regulating Districts

Regulating districts define primary features of overall building form, including lot parameters, massing, height, and permitted uses. A regulating plan defines the regulating district designation and allowed height for each parcel. These regulating districts are established on the Kirkland Zoning Map and in the code. An example of the Commercial Mixed Use district is shown to the right.

This excerpt is for illustration purposes only. For current regulations, see Kirkland Zoning Code Chapter 57.

Regulating District Example: Commercial Mixed Use



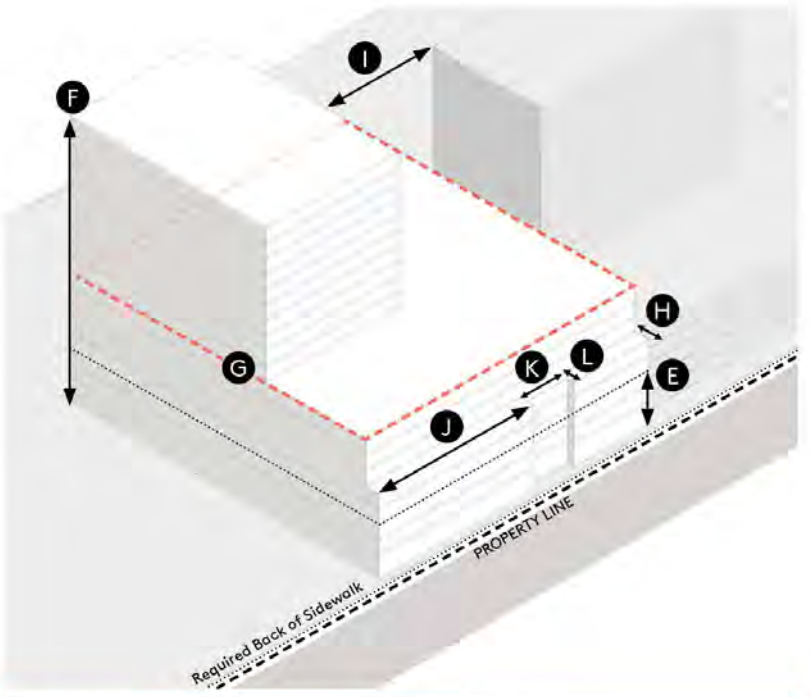
**LOT COVERAGE AND SETBACKS**

Permitted Uses	
General Permitted Uses	Commercial, Institutional

Lot Coverage	
<b>A</b> Max Lot Coverage *	90%

Required Yards	
<b>B</b> Front	Refer to Frontage Types
<b>C</b> Side	0' Min
<b>D</b> Rear	5' Min

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



**MASSING AND DEVELOPMENT DENSITY**

Height and Floor Area	
<b>E</b> Base Maximum Allowed Height	Refer to Regulating Plan
<b>F</b> Bonus Maximum Allowed Height	Refer to Regulating Plan
<b>G</b> 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	
<b>H</b> Upper Story Street Setbacks	At 75': 15' setback At 125': 30' setback
<b>I</b> Tower Separation	60'
<b>J</b> Maximum Facade Width	160'
<b>K</b> Minimum Facade Break Width	15'
<b>L</b> Minimum Facade Break Depth	5'



**Frontage Types**

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

This excerpt is for illustration purposes only. For current regulations, see Kirkland Zoning Code Chapter 57.

Frontage Type Example: Retail and Active Uses

GROUND FLOOR DESIGN AND ENTRY		PUBLIC REALM			
Ground Floor Design		Public Realm			
A	Minimum Street Level Story Height	15'	D	Front Setbacks (Min, Max)	0',15'
B	Facade Transparency	75%	E	Sidewalk Cafes/ Amenity Zone	Min depth 7', up to 10' additional setback allowed
C	Max Street Level Facade Width	65'	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
Entrances		G	Ground Floor Parking Setback	25'	
Location		Required on primary street-facing frontage			
Entry Transparency		80%			

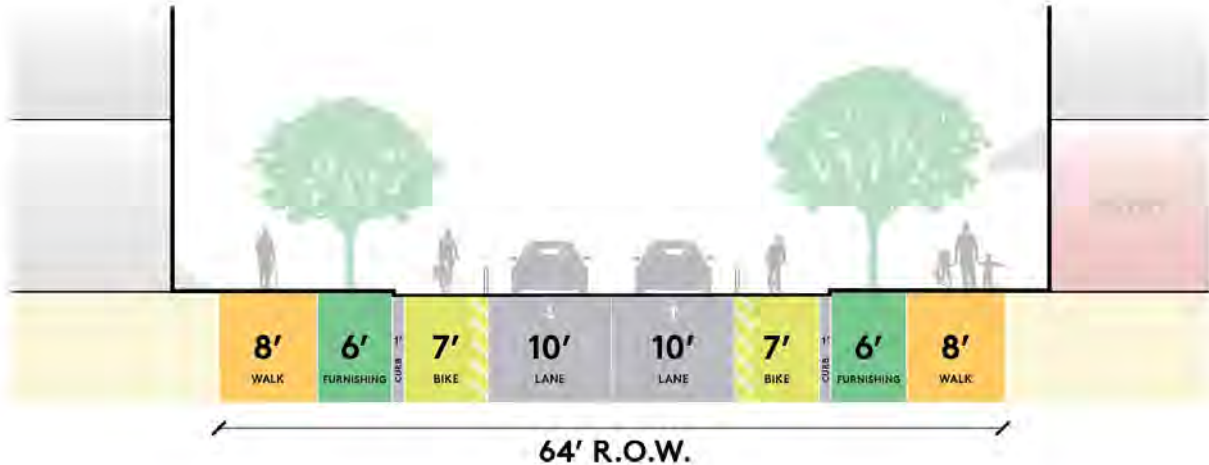


Street Types

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

This excerpt is for illustration purposes only. For current regulations, see Kirkland Zoning Code Chapter 57.

Street Types Example: Neighborhood Mixed Use Street



DESCRIPTION

Neighborhood mixed use streets have low to mid-intensity commercial and residential, occasional active ground floors. With generally lower vehicular volume than major thoroughfares, these streets require careful balancing among modes and should include wider sidewalks, buffered bike facilities, transit routes, and narrower travel lanes. On-street parking considered on a contextual basis and is subject to approval by Public Works Official.

PERMITTED FRONTAGE TYPES

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

FUNCTIONAL CLASSES

Minor Arterial, Collector, Neighborhood Access

ADJACENT LAND USES

Low to mid-intensity commercial, residential, and occasional active ground-level uses, civic and urban flex uses



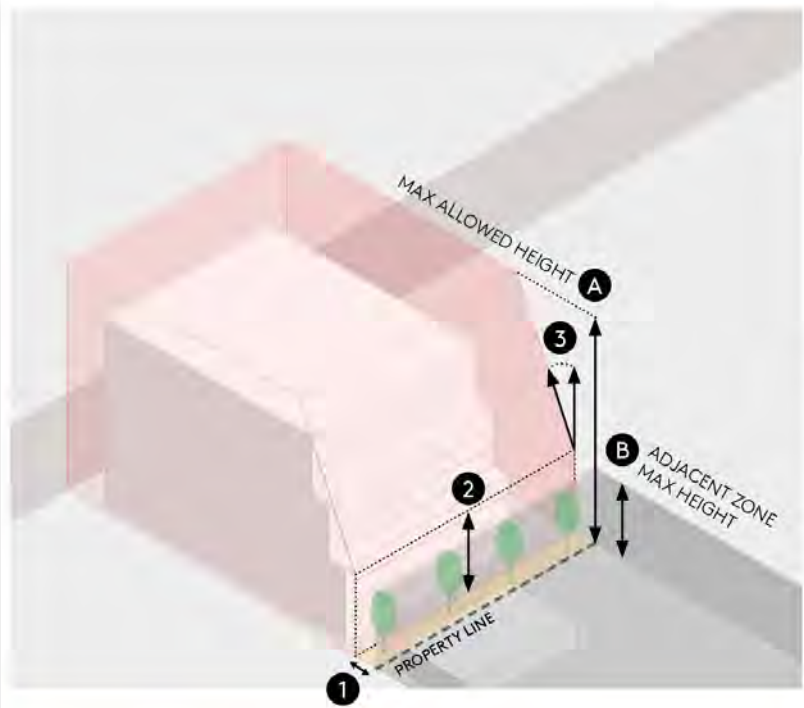
Districtwide Standards

Shown in the transition example, districtwide standards apply across the subarea, and include overall transitions, parking, plazas and public spaces, landscaping and open space, and sustainability and green innovation.

To use the code, an applicant first identifies the applicable regulating district for their property. Based on the street type designation for the parcel frontage, the applicant can choose from a set of eligible frontage types for that street type, as well as an understanding of the requirements for any improvements to the public right of way.

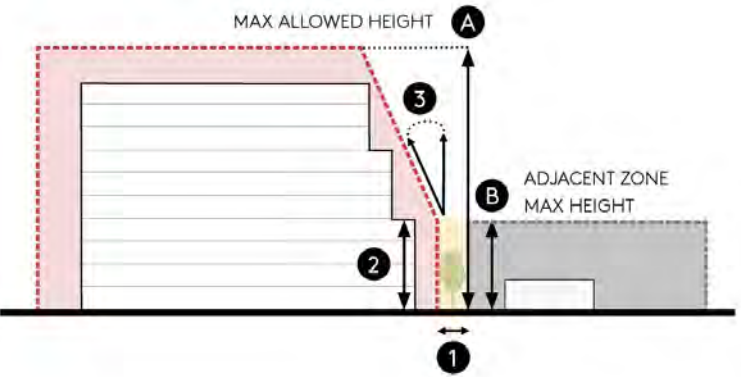
This excerpt is for illustration purposes only. For current regulations, see Kirkland Zoning Code Chapter 57.

Transitions Example

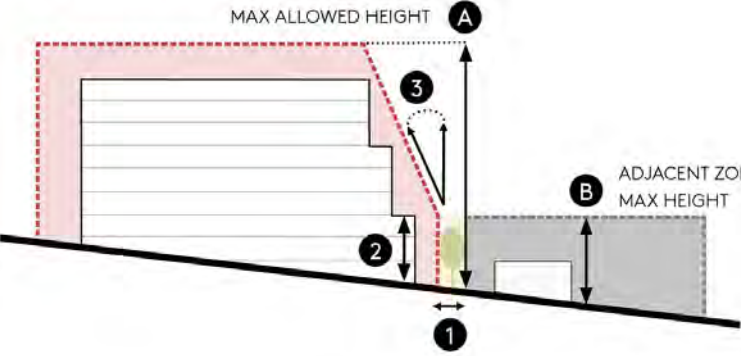


TRANSITIONS	
Applicability	<p><b>A</b> Transitions are required if the allowed maximum height for the subject parcel is greater than 30' above the maximum allowed height for any adjacent parcel.</p> <p><b>B</b></p>
Requirement	<p><b>1</b> Create a vertical plane 15' away from and parallel to the common lot line.</p> <p><b>2</b> 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.</p> <p><b>3</b> 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.</p>

EXAMPLE ONE



EXAMPLE TWO







### Green Innovation

Within the Form-Based Code Districtwide Standards, a Green Innovation component has been included 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. The document outlines several requirements in detail with the overarching subjects of:

- High Performance Buildings
- Energy and Decarbonization
- Ecosystems and Green Infrastructure

### Green Factor Criteria

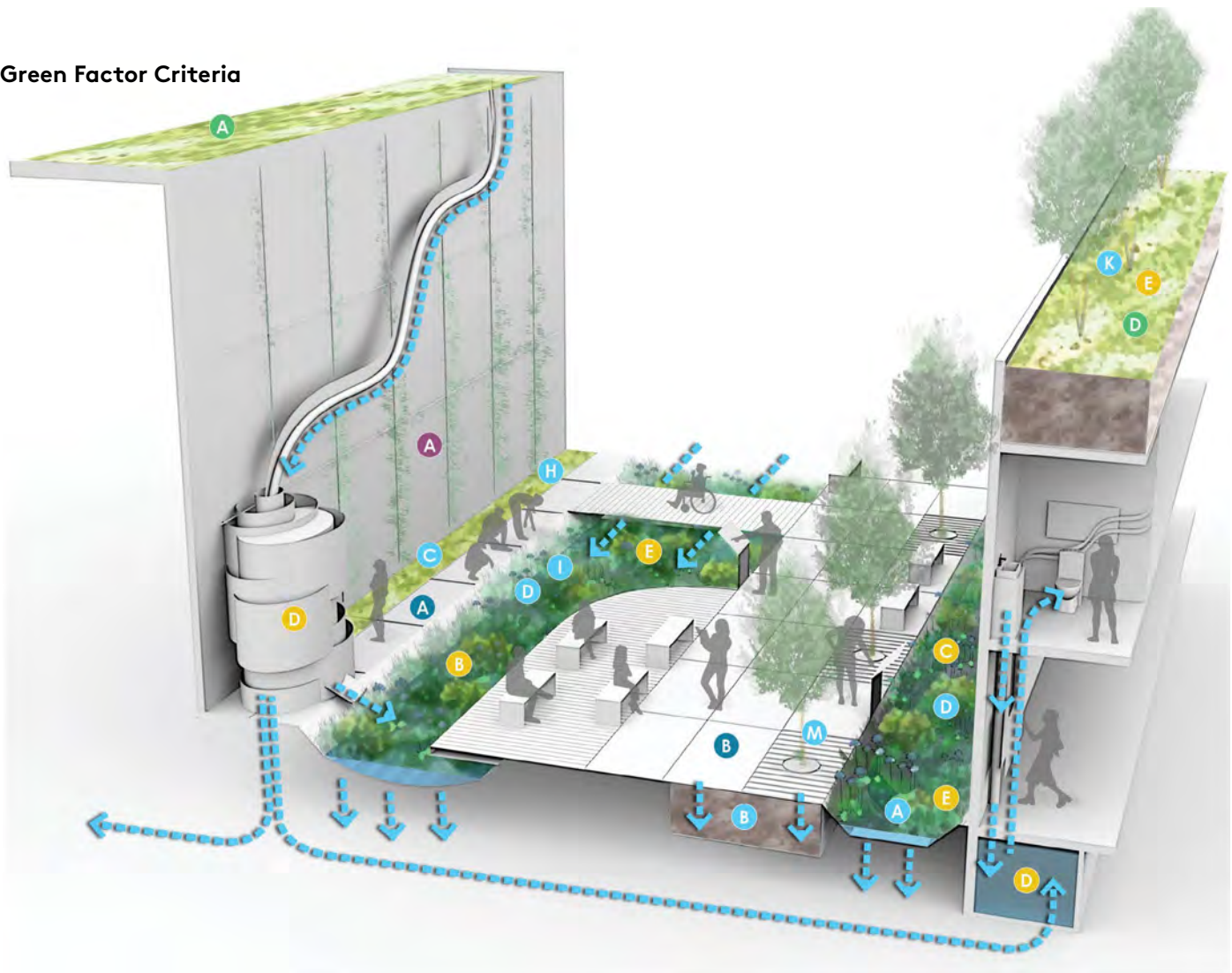
1 LANDSCAPE ELEMENTS	
A	Bioretention facilities and/or soil cells
B	Structural soil systems
C	Landscape areas with soil depth less than 24"
D	Landscape areas with soil depth of 24" or more
E	Preservation of existing trees
F	Preservation of Landmark trees bonus
G	Preservation of exiting evergreen trees bonus
H	Groundcovers or other low plants
I	Medium shrubs or perennials
J	Large shrubs or perennials
K	Small trees with 500 ft³ soil volume
L	Medium trees with 1000 ft³ soil volume
M	Large Trees with 1500 ft³ soil volume
2 GREEN ROOFS	
A	Area planted with at least 2" but less than 4" of soil
B	Area planted with at least 4" but less than 8" of soil
C	Area planted with at least 8" but less than 30" of soil
D	Area planted with trees and least 30" of soil

### Green Factor

The Green Factor is one of the primary tools that will be used to achieve the Ecosystems and Green Infrastructure goals at the project scale through building -and site- integrated green infrastructure. The Green Factor sets criteria for landscape and site-based sustainability measures. The landscape elements and benefits that are included in the Green Factor code will contribute to larger district sustainability goals focused on the natural environment, ecosystems, and stormwater.

4 LANDSCAPE BENEFITS	
A	Landscape areas in food cultivation
B	Landscape areas with native or drought tolerant plants
C	Landscape 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
D	Rainwater harvesting
E	Planting that provides food, forage and refuge for a diversity of species and/or inclusion of habitat elements such as woody debris, gravel/cobble, nesting materials, etc.
5 PERMEABLE PAVING	
A	Permeable paving over 6"-24" soil or gravel
B	Permeable paving over at least 24" of soil or gravel
3 GREEN WALLS	
A	Facade or wall surface onbstructed with vines
B	Facade or wall surface planted with a green wall system

### Green Factor Criteria





# 7.0

## Parks, Open Space and Environment —



## Parks, Open Space and Environment Concepts and Goals

Open space within the Station Area will provide multiple benefits for employees, visitors, and residents living in and around the Station Area and these spaces will be critical in supporting growth while providing places for people to gather and support mental, physical, and community well-being. Open spaces that are welcoming to people of a wide range of ages and stages of life, that support social connections, art and culture, and everyday interactions should be prioritized.

Open Space strategies within the larger Station Area align with the goals of the Parks, Recreation and Open Space Plan and the Sustainability Master Plan, and should respond to the character and scale defined for each of the Character Subareas and respond specifically to the environmental conditions of their watersheds (Moss Bay and Forbes Creek). While there are existing assets within the station area including Forbes Lake and areas of tree canopy and habitat, there are also gaps that exist due to urban development patterns and barriers. Goals include improving and connecting tree canopy and habitat areas, improving stream health by daylighting or making other improvements, and generally minimizing impervious surfaces. Green infrastructure techniques that incorporate trees, planting, and natural materials as part of the drainage system, instead of conventional "gray" stormwater facilities, provide additional environmental and open space benefits and support resilience through air and water quality, shade and cooling, and habitat. When considering new open space design and existing open space enhancement opportunities, multi-benefit strategies that serve functions of active / passive recreation, flexible use open space, and environmental functions like stormwater management, carbon sequestration, air quality, and urban heat island mitigation, should be prioritized to maximize value.

Within the Station Area, open space opportunities include: the creation of urban linear parks, pocket parks, and plazas, rooftops and mid-block connections,

passive and active recreational parks, arts, cultural, and gathering spaces, and enhancements to existing parks and open space. Within these spaces, sustainability goals are promoted by prioritizing the use of large canopy trees, a diverse plant pallet of species that are native, drought tolerant and provide habitat such as food, forage, and refuge, and the integration of stormwater management. Management of Kirkland's urban forest resource for optimal health, climate resiliency and social equity will be important in creating new open spaces.

New development within the Station area should be encouraged to provide publicly accessible parks and sustainability components at ground level or at upper-level portions of the site, while considering opportunities to replace tree canopy to support ecological goals by adding new trees and habitat with plantings wherever gaps exist. Enhancing publicly owned land to support open space objectives with improvements to provide open space and recreational amenities and explore potential partnerships for shared use agreements to support recreational uses. These actions will help to contribute to the overarching goal to provide all areas within the Station Area a park or open space within a 15-minute walk. Coordination with the PROS Plan on how park LOS is defined in more urban areas of the City that moves toward equitable park access within walking distance and away from a per acre approach should be considered to more broadly leverage green infrastructure to create more open space, educational and environmental opportunities.

**Integrate parks and open spaces throughout the area and ensure all residents have access to open space within a 15-minute walk.**

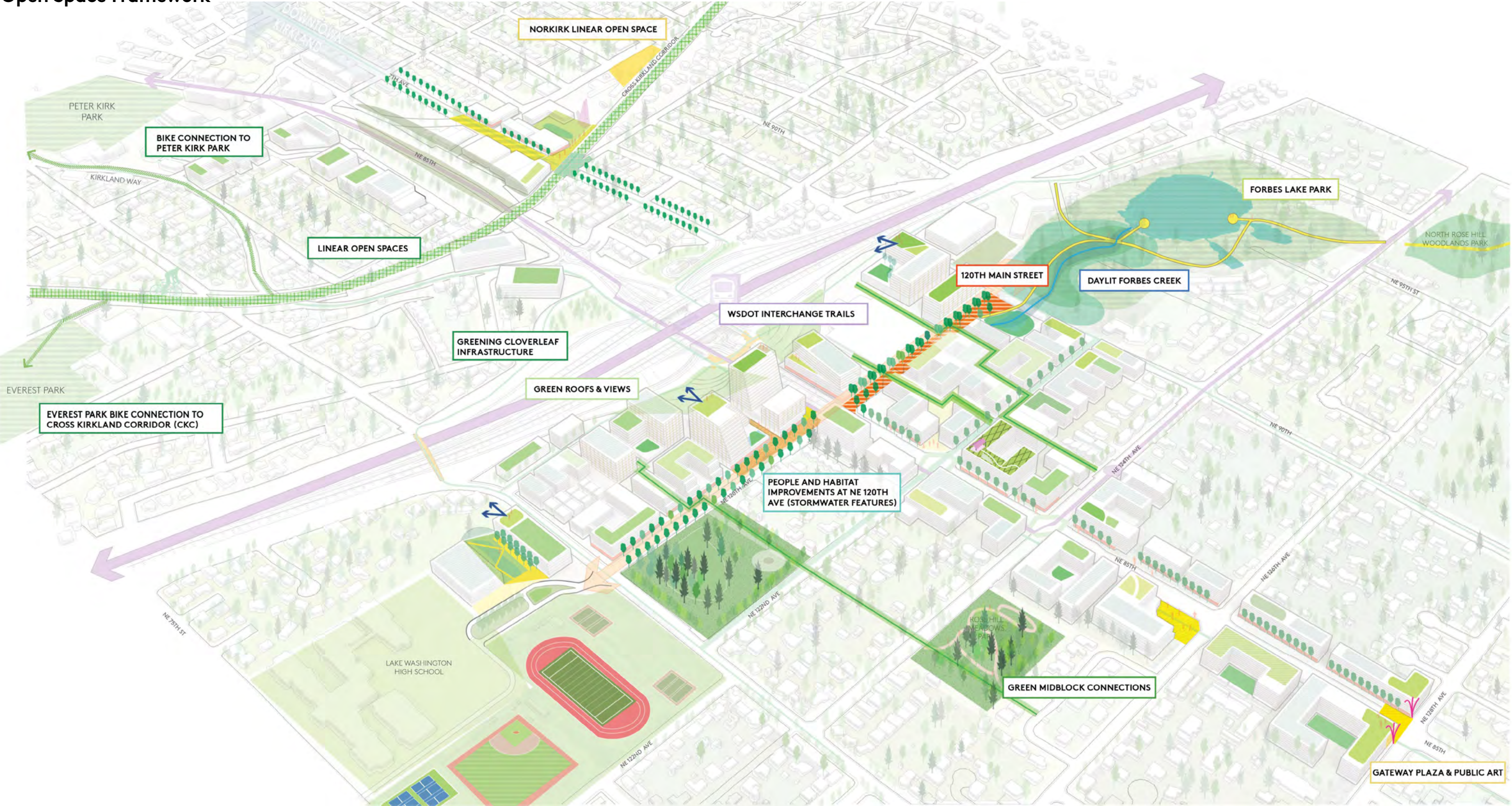
**Preserve existing trees and support enhanced canopy to support the City's 40% tree canopy cover goal.**

**Parks and Open Space support human health, wellness and provide opportunities for active living.**





Open Space Framework





### Open Space Typologies: Characteristics

Open space opportunities will arise through public projects and with private development throughout the Station Area. Several varying typologies have been identified in the table below which can supplement and enhance private development while improving the open space network already in existence. As more development occurs and jobs and housing increase, so will the amount of open space. City of Kirkland staff will work with the development community as projects arise to fulfill the appropriate scale and type of open space to enhance the overall park and public realm system.

The following table describes twelve (12) open space typologies with siting criteria, approximate sizing requirements, programming potential and some example project opportunities.

Support park opportunities and amenities for community.



Open Space Typology	Siting Criteria	Sizing Range	Example Typical Program / Features	Example Opportunities within Study Area
1. Linear Open Space Along Trails	To be located in dense areas linking major urban nodes.	Minimum size of 15,000 SF	<ul style="list-style-type: none"><li>Landscaping</li><li>Seating</li><li>Public Art</li><li>Performance spaces</li></ul>	Developer improvements along Cross Kirkland Corridor (CKC) or Trail connections to transit stops along NE 85th Street and the BRT station
2. Pocket Parks	Within tightly spaced urban fabric where accommodating larger open space is difficult, or where open space is needed in areas with limited access to park spaces.	Minimum size 10,000 SF	<ul style="list-style-type: none"><li>Trees</li><li>Seating</li><li>Public Art</li><li>Performance spaces</li></ul>	Pocket park within dense commercial district
3. Active Recreation Spaces	Consider in areas where programming is lacking.	Playground minimum of 5,000 SF / Pickleball minimum of 7,500 SF	<ul style="list-style-type: none"><li>Playground</li><li>Exercise Equipment</li><li>Pickleball / Tennis / Courts</li><li>Dog Parks and Dog Runs</li></ul>	Pickleball Courts; playground or exercise equipment in pocket parks and/or linear open space
4. Community Gardens (small and rooftop ex.)	Consider rooftops and temporary surface parking lots.	Varies on context	<ul style="list-style-type: none"><li>Planter beds</li><li>Pollinator and bee habitat</li><li>Gathering tables, supportive infrastructure like sinks and tool sheds</li></ul>	Surface parking lot potential; pocket parks; public plazas; private rooftops; publicly accessible rooftops
5. Rooftops with Public Viewpoints	Programming such as dog runs or playgrounds should be chosen in areas where a large proportion of families with young children live.	Playground minimum of 5,000 SF	<ul style="list-style-type: none"><li>Playground</li><li>Cultural and performance spaces</li><li>Dog Parks and Dog Runs</li></ul>	Potential for Playground or dog runs on top of residential rooftop within new commercial district zone.
6. Green Mid-block Connections	Sited within a travel corridor to maintain continuity for pedestrians and/ or cyclists. Or may exist adjacent to active frontages.	Varies on context	<ul style="list-style-type: none"><li>Seating</li><li>Elements of landscaping</li><li>Water components</li></ul>	Opportunities for east/west connections off 120th Main Street
7. Neighborhood Park	Should be sited near residential land use and provide adequate opportunity for a variety of program.	Minimum size of 2 acres	<ul style="list-style-type: none"><li>Seating and Public Art</li><li>Elements of landscaping</li><li>Community gardens</li><li>Cultural and Performance spaces</li></ul>	Enhance existing publicly owned parks and improve access to support open space objectives. Seek opportunities for community access to recreation assets, spaces, and facilities.
8. Community Park	Sited next to residential areas with access to pedestrian and bike paths. Large areas of managed landscape and opportunities for shade, program, refuge and impermeable surface.	Minimum size of 15 acres	<ul style="list-style-type: none"><li>Community center</li><li>Elements of landscaping</li><li>Connections and walking/cycling paths</li></ul>	Enhance existing publicly owned parks and improve access to support open space objectives. Seek opportunities for community access to recreation assets, spaces, and facilities.
9. Plazas	Plaza will supply physical and visual access from the adjacent right-of-way. Support sense of security to users through well-lit and visible spaces.	Minimum size of 3,000 SF	<ul style="list-style-type: none"><li>Seating</li><li>Elements of landscaping</li><li>Public Art</li><li>Water components</li></ul>	Norkirk Plaza at 7th Avenue and 112th St Ave NE; other examples could be larger-scale redevelopment in Station Area; coordination with corner treatments required in FBC
10. Tree Canopy and Habitat	Locate in areas where abundant natural light and limited infrastructure below grade is present to accommodate large soil volumes and trees. Seek opportunities to expand canopy and habitat, and bridge existing gaps.	-	<ul style="list-style-type: none"><li>Landscaping</li><li>Green infrastructure and stormwater features</li><li>Nature trails</li><li>Wayfinding</li><li>Educational opportunities</li></ul>	Opportunities for additional tree canopy and habitat improvements within underutilized spaces, public land, and easements could be included as part of streetscape and multi-benefit projects. There is also an opportunity for a city Tree Nursery that would require a site at about 20,000 SF.
11. Unprogrammed Green Space	Opportunity to provide refuge and passive place to contemplate or simply enjoy nature, which may be sited within medium to lower scale density.	0.25 acres	<ul style="list-style-type: none"><li>Heavy vegetation</li><li>Landscaping</li><li>Seating</li></ul>	Forbes Lake Park Kirkland Cemetery
12. Green Infrastructure and Stormwater with Open Spcae for People	Areas that can accommodate water storage, conveyance, and quality improvements through natural systems that provide co-benefits	See standards	<ul style="list-style-type: none"><li>Landscaping</li><li>Green infrastructure</li><li>Green roofs</li></ul>	Forbes Lake Park





## Open Space Typology Examples

### 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

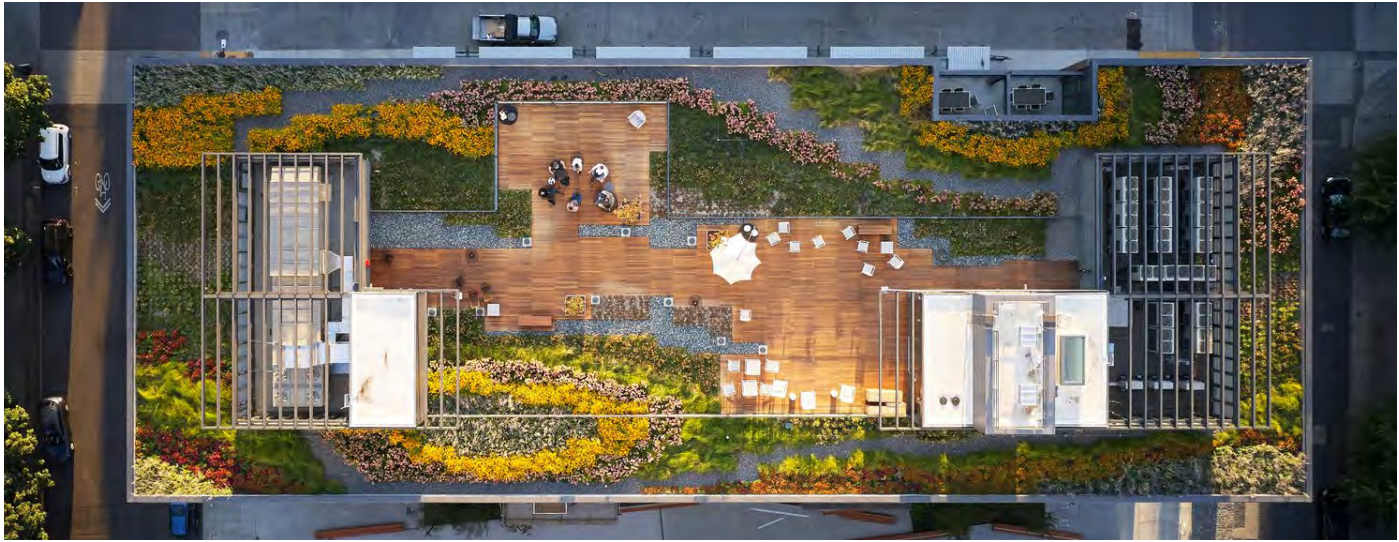
The types of active recreation programming is limitless and varied. Some example opportunities for the Station Area include pickleball courts, playgrounds, exercise equipment, and bocce ball courts.





Rooftops with Public Viewpoint Areas

Rooftops have a wide potential to create public amenity space whether it be on private rooftops, or publicly accessible ones. Potential for playgrounds within the new commercial district zone is possible, along with other programming including community gardens or dog parks.



Green Mid-Block Connections

Opportunities for east/west connections off of 120th Main Street are possible for green mid-block connections which can vary in size depending on its context.



Neighborhood Park

New neighborhood parks should be a minimum of 2 acres in size. Existing neighborhood parks in and near the station area include Rose Hills Meadows Park and North Rose Hill Woodlands Park. Better connections to existing community parks will support open space objectives, and an inventory of existing publicly owned parcels within the station area should be completed to seek other opportunities.



Community Park

New community parks should be a minimum of 15 acres. Existing community parks near the station area include Peter Kirk Park and Everest Park. The City currently has an agreement with Lake Washington High School for shared use of their fields and recreation facilities. Enhancements and better connections to existing community parks will support open space objectives, and an inventory of existing publicly owned parcels within the station area should be completed to seek other opportunities.







Plazas

Plazas are a minimum of 3,000 square feet and offer the opportunity for flexible gathering spaces for events, performances, art, or other uses, as well as an important opportunity for wayfinding and identity elements. The future of the area could include a plaza at 7th Avenue and 112th St Avenue NE, or a gateway plaza in the Rose Hill area along NE 85th Street as part of a larger scale redevelopment in Station Area; Coordination with corner treatments required in FBC



Tree Canopy and Habitat

Tree nursery opportunity within the area would provide greater tree canopy and habitat as well as serve a function for the Parks and Community Services Department.



Unprogrammed Green Space

Passive, unprogrammed green space is important to a neighborhood to provide moments of refuge, contemplation, and true connection to nature. Areas of this nature could include public or interpretative art, should be a minimum of 0.25 acres and examples include Forbes Lake Park and the Kirkland Cemetery.



Green Infrastructure and Stormwater With Open Space for People

Areas to store and contain extra water can be accomplished throughout the Station Area within a variety of scales. Forbes Lake Park will have the opportunity to accommodate green infrastructure and storm water while providing green space for people to enjoy.





Open Space Project List

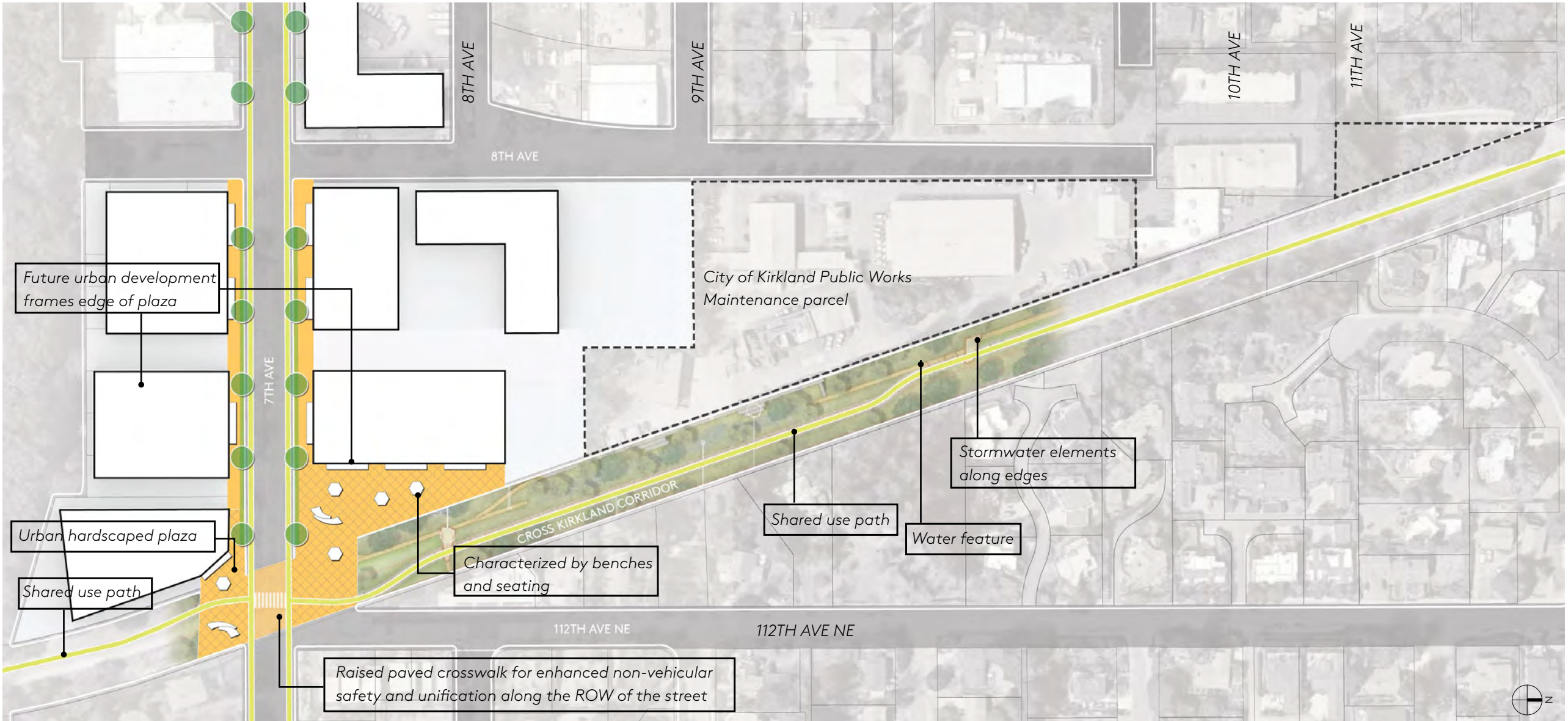
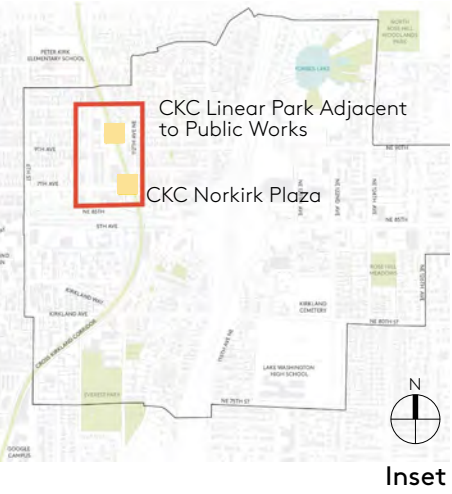
Cross Kirkland Corridor Related Improvements at Norkirk Plaza and adjacent to Public Works Maintenance Center

The Cross Kirkland Corridor (CKC) Norkirk Plaza is located at the important intersection of 7th Avenue and 112th Ave NE where bike focused infrastructure is envisioned to connect from the BRT pick up / drop off location to downtown. This concept builds on the CKC

Master Plan vision and will support the creation of public open space accessible by transit within the urban neighborhood. It is characterized by high quality landscape materials, pedestrian-oriented amenities like seating, and buildings that engage the open space.



Feriton Spur Park





Forbes Lake Park

Preliminary planning to expand public open space and neighborhood connectivity near the City of Kirkland's Forbes Lake Park as part of the Station Area Plan has been explored. Existing protected critical areas, including Forbes Lake and associated wetlands and tributary drainages to Forbes Creek, including some piped conveyances, appear to restrict options for developing recreational facilities, however the attraction of these natural features provide opportunities for passive and active recreational public use and environmental education and interpretive exhibits.

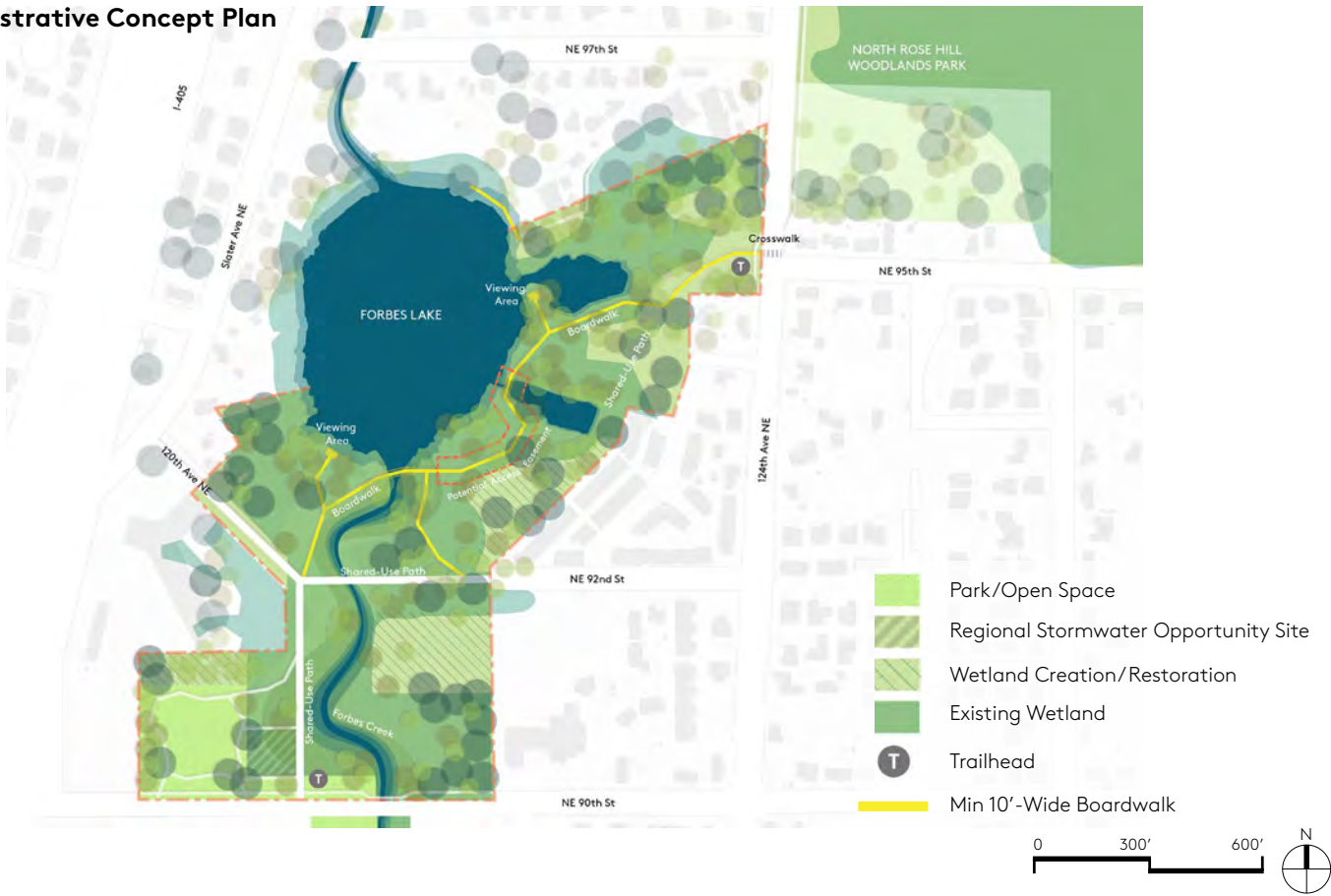
Forbes Lake Park is proposed to have a boardwalk with easy connections to North Rose Hill Woodlands Park as well as active transportation facilities nearby, that is a minimum of 10 feet wide to support two-way directional travel with open grate decking to avoid exceeding single threshold stormwater discharge. Opportunities for active and passive recreation are

imagined. At the southwest corner of 120th Avenue and 90th Street where the parking lot exists, a stormwater treatment may act as open space as a floodable park. New trailheads, potential linear parks or pocket parks may be envisioned.

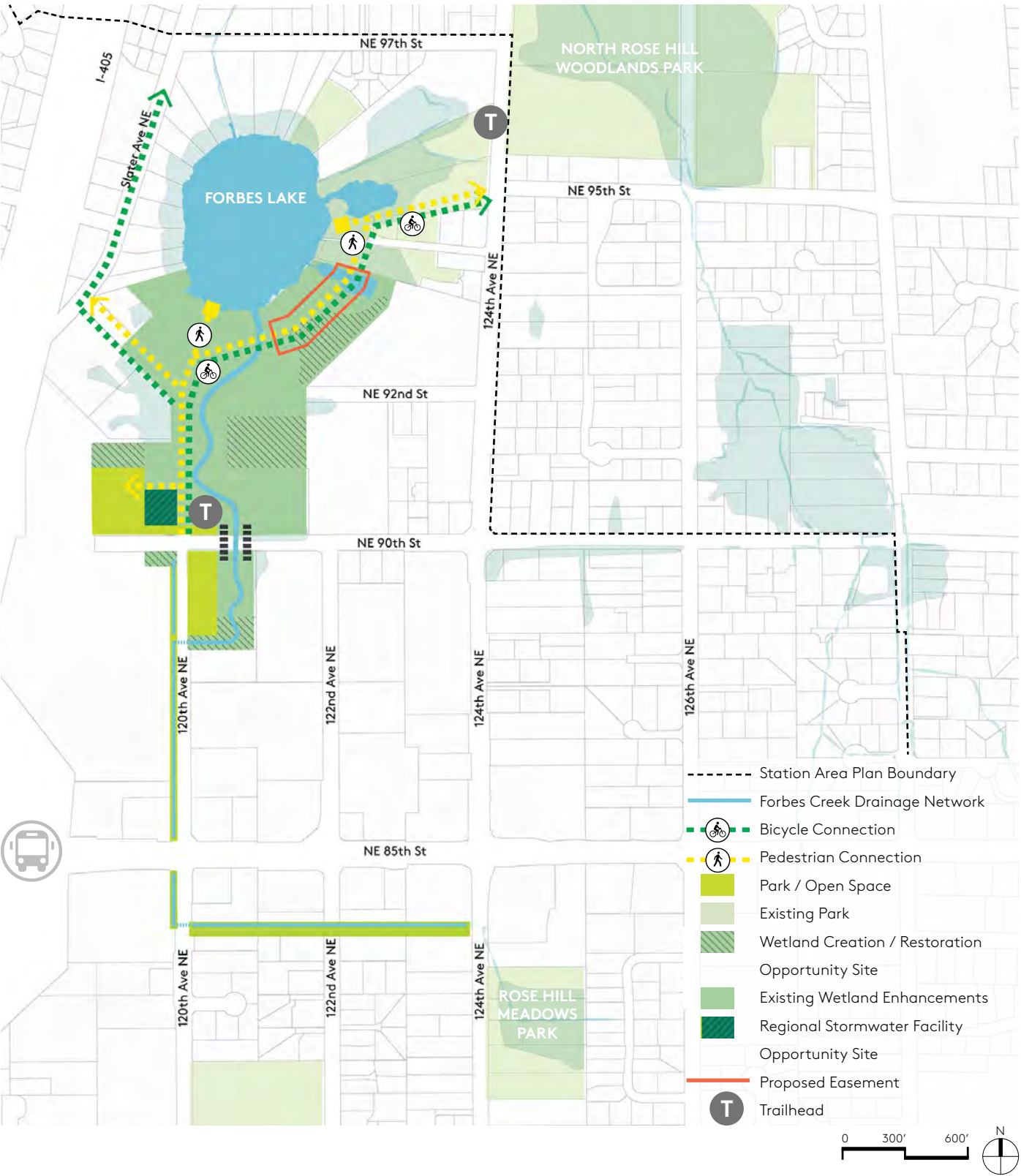
High Performance Bioretention Soil Mixture would likely be incorporated into Forbes Lake Parks to enhance overall water quality. The City encourages daylighting a stream that is located in a culvert to restore it to a more natural open space with tree preservation and native buffer vegetation plantings. The purpose is to improve the values and functions of the stream, including maintaining water quality, reducing storm and flooding water flow, and providing wildlife habitat.

The proposed open space options have been selected to avoid and or minimize potential environmental impacts, as required for regulatory compliance and permitting by federal, state, and local agencies, as applicable.

Illustrative Concept Plan



Concept Diagram and Connections







120th Ave NE Corridor and Forbes Lake Vision

A refined corridor at 120th Ave NE serves as an important connection to Forbes Lake Park as well as Lake Washington High School. It will accommodate a place for both pedestrians with wide sidewalks, as well as cyclists with dedicated bicycle facilities avoiding shared bike/ped routes where possible. Slow vehicle speeds with narrow travel lanes, smaller turning radii and other traffic calming measures are envisioned along the corridor. A strong public realm that focuses on the transitions for buildings and their relationship at the ground floor will be emphasized, and developments will be encouraged to include publicly accessible plazas and pocket parks along the 120th Ave NE frontage. The northern terminus of 120th Ave NE in the Station Area will meet a gateway to the Forbes Lake Park boardwalk.

Support habitat, stream, lake and wetlands health.



Existing



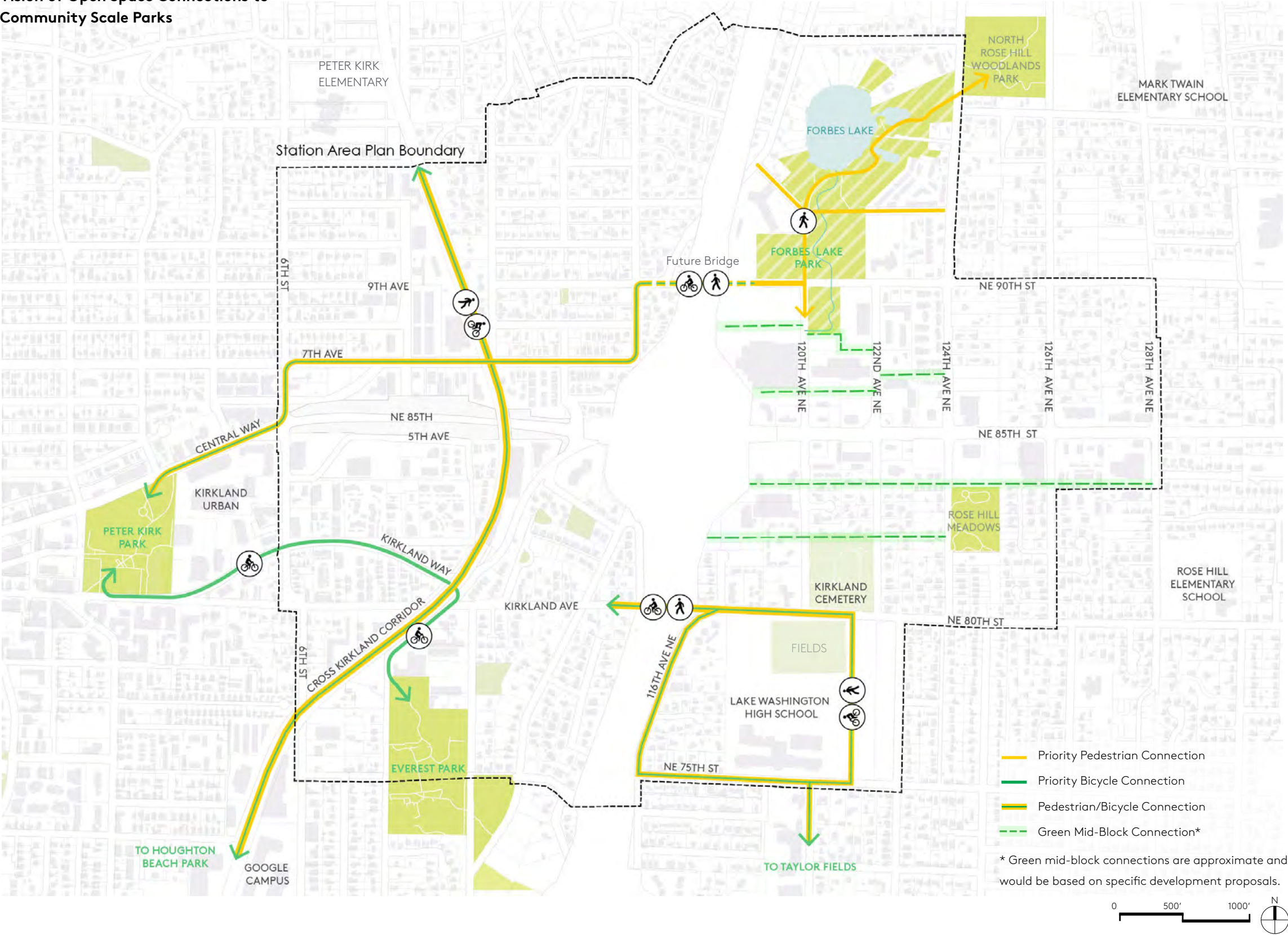


Enhanced Connections and Improvements to Existing Parks

The planning process identified opportunities for enhanced connections to existing parks. These enhanced connections will improve access to parks, and creating connections from the Cross Kirkland Corridor to existing parks will help link together existing recreational spaces in, and close to, the district. Existing Community Park assets of Peter Kirk Park, Taylor Fields, and Everest Park located just outside the Station Area and partially within the area respectively could be improved, and walking and cycling routes to these community assets can be enhanced, including connections directly from the CKC. There is an opportunity for the City to improve existing public assets with enhanced or new park and recreation elements, and all publicly owned land should be studied for potential to contribute to open space objectives. These enhancements and connections can help address gaps in the system in the south western area of the Station Area.

Enhance community and neighborhood parks and improve ease of access by walking, rolling and transit.

Vision of Open Space Connections to Community Scale Parks





# 8.0

## Transportation and Mobility —



### Transportation and Mobility Concepts and Goals

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

The Cross Kirkland Corridor (CKC), which is a part of the King County regional trails system and a key north-south multimodal corridor, was formerly the Lake Washington Belt Line freight train corridor from Renton

to Woodinville which once had a station platform at 7th Avenue/ NE 87th Street, and later a depot station for both passenger and freight service at what is now Kirkland Avenue. The CKC continues to be a critical regional active transportation link for the east side, and the access point at 7th Ave is a key connection point for the Highlands and Norkirk neighborhoods. 7th Ave will also become the corridor link from the CKC to the passenger pick up and drop of zone for the future BRT station.

As a principal arterial, NE 85th St has been designed to support throughput, moving people between places. NE 85th Street has a right-of-way width of nearly 100' wide and a typical curb to curb width of 60'. With significant roadway volumes on NE 85th St, and the north-south barrier of I-405 limiting east/west connectivity, these roadways have had a profound effect on the surrounding neighborhoods, creating physical and social barriers between the four quadrants. Existing development is auto oriented with large parking areas and very little space devoted to walking and biking.

The planned Stride BRT station and multimodal access improvements present an impetus to improve many of these conditions. Moreover, in support of citywide and regional plans, the station area will accommodate a significant share of the City's planned growth. The station area is a significant opportunity to develop a transit-oriented district and add more jobs, households, and improve the balance of land uses in the area and the city as a whole. The multimodal infrastructure and services in the station area will support a proactive shift toward a successful place to live and work that builds value for the City and community by promoting sustainable growth.

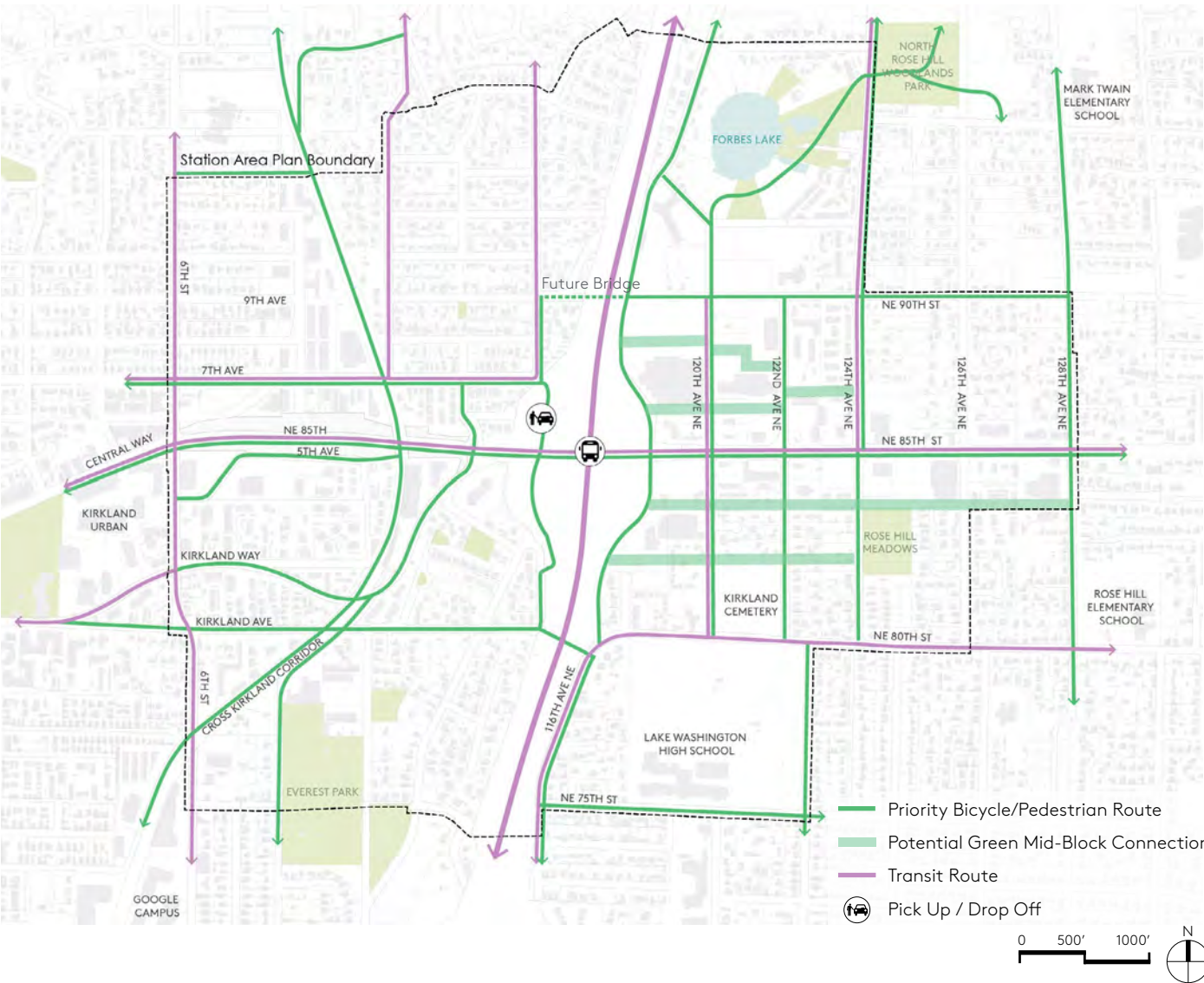
As a place to be, rather than to pass through, the Station Area will support and improve access to businesses, homes, schools, and open spaces. It will put people walking, bicycling and taking transit first, while maintaining a manageable level of vehicular traffic. The planned transportation improvements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

**Mobility and Active Transportation**  
Ensuring a safe and pleasant network for walking, biking, and other active transportation options for people of all ages and abilities is critical to the success of the Station Area Plan and a priority for the City. To create a safe and connected active transportation network, this Plan includes a number of proposed transportation projects and improvements. For this long-range plan, the City is targeting modal split goals for the station area of approximately 24% walk and bike trips, 29% transit/high-occupancy vehicle (HOV) trips, and 47% single-occupancy vehicle (SOV) trips. More information can be found in the pages that follow.

Construction of NE 85th Street

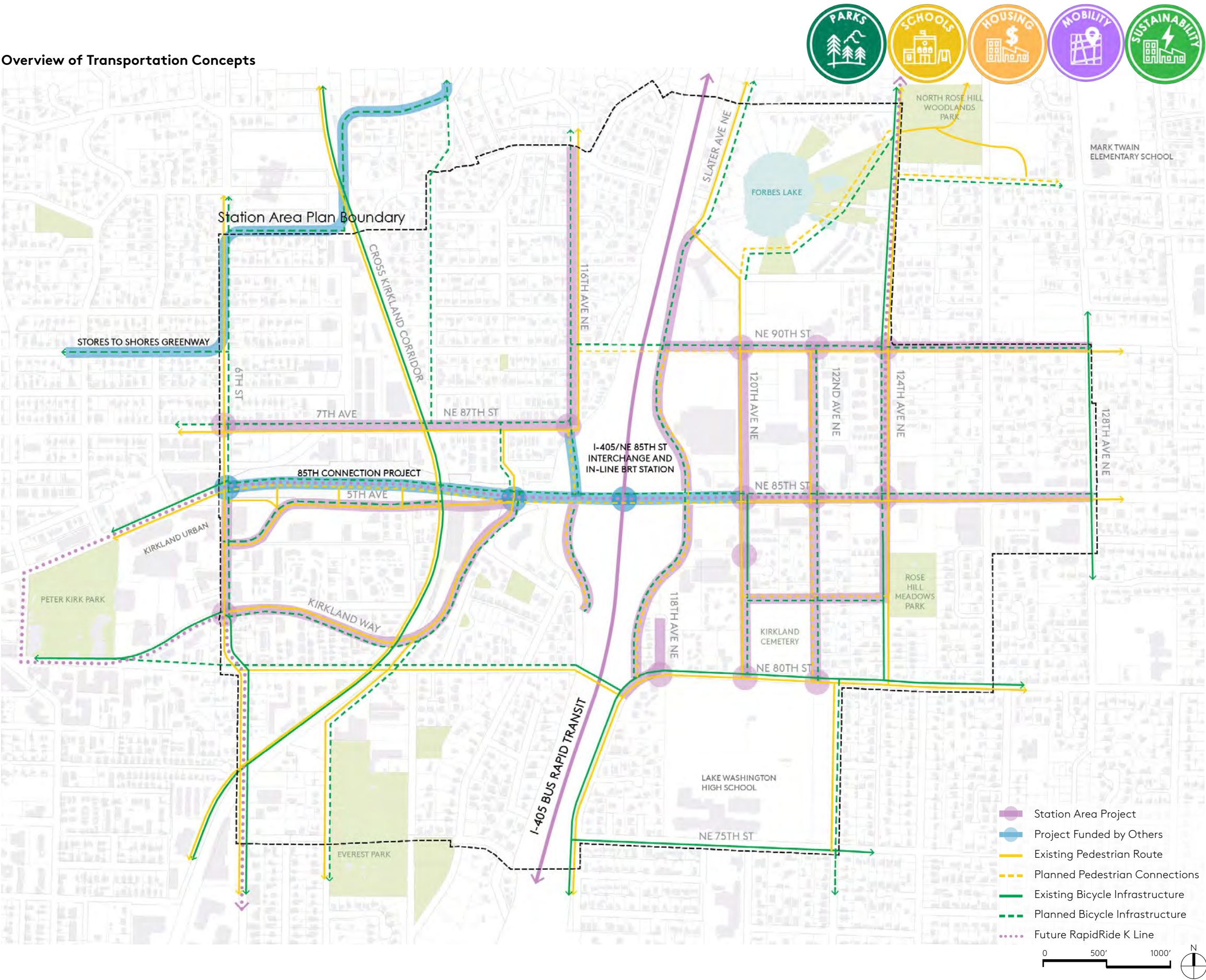


Mobility and Active Transportation (Bicycle/Pedestrian and Transit)





Overview of Transportation Concepts





### Supporting Transit

Envisioned as a transit-oriented community, the plan primarily considers access improvements to the future Stride BRT station and existing local routes. While no specific transit speed or reliability projects other than the interchange associated ramps and Stride stations are included in this plan, it and does not preclude future improvements from the King County Metro K Line BRT design efforts currently underway. This plan does include complete street concepts for improvements to streets and greenways throughout the station area and coordinates shared use trails and other connections between transit stations and key services and destinations. Three primary elements to understand potential change to transit conditions under the different land use alternatives are: passenger loads, speed and reliability, and access to transit. Two routes were evaluated to estimate how travel times for transit vehicles might change from existing conditions to 2044 conditions under the 2044 Preferred Alternative for the Station Area Plan. The two routes are:

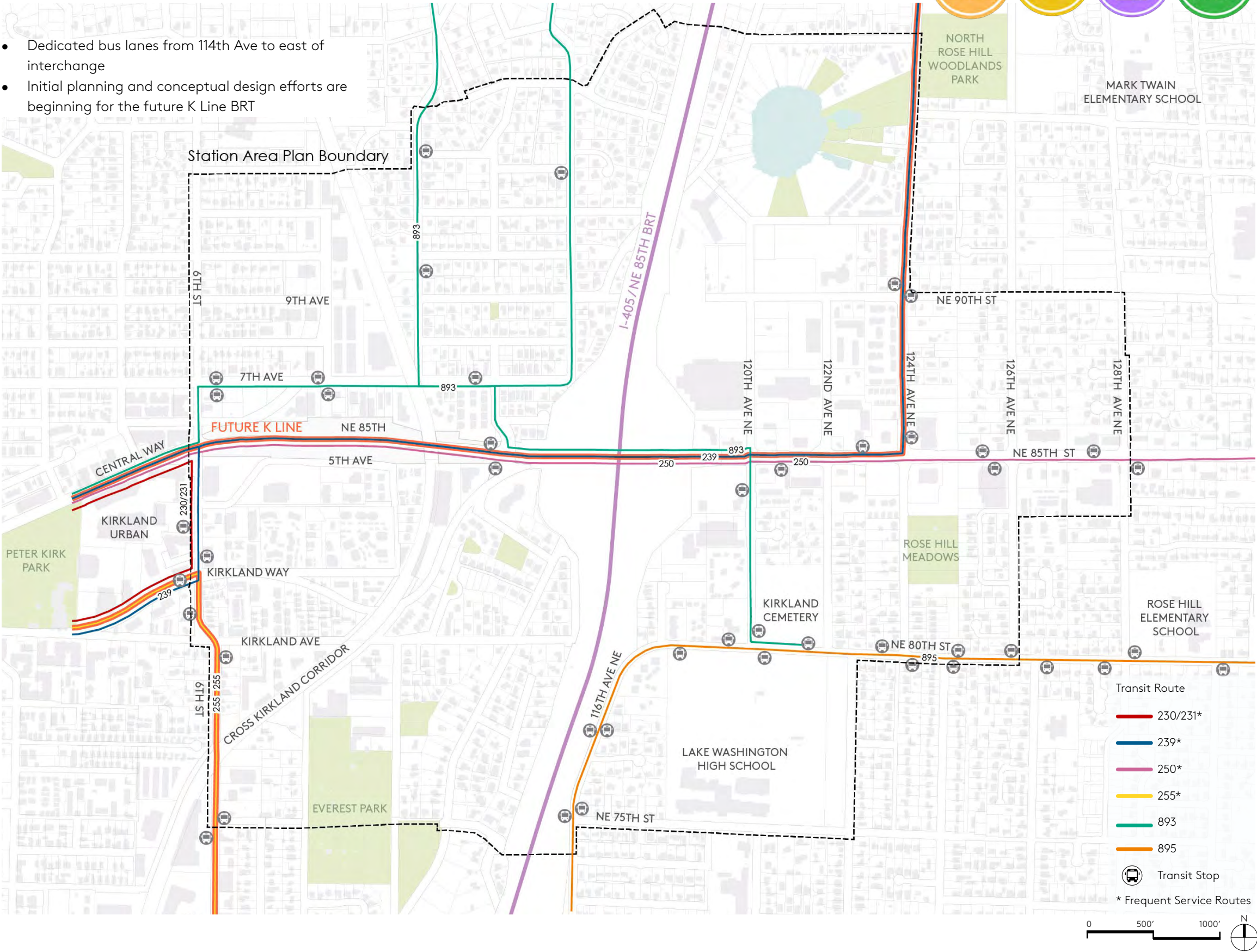
- Along NE 85th St between 128th Ave NE and 6th St (Route 250)
- Along NE 85th St and 124th Ave NE between NE 90th St and 6th St (Route 239 and K Line)

Analysis shows that projected overcrowding of buses will impact many transit routes within the Study Area. Delay at many intersections along NE 85th Street may slow down transit by 1-2 minutes according to a study done by transportation consultant Fehr & Peers (see Appendix 11.7) on point-to-point analysis, not the full route. This delay may reduce reliability of service. Currently, a queue jump is being planned at NE 85th Street and 6th Street to improve transit operations. Improvements to enhance access to transit include:

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

### Transit Network

- Dedicated bus lanes from 114th Ave to east of interchange
- Initial planning and conceptual design efforts are beginning for the future K Line BRT



MARK TWAIN  
ELEMENTARY SCHOOL

ROSE HILL  
ELEMENTARY  
SCHOOL





**Low Stress Bike Network**

Throughout the district, a network of bikeways is planned to provide a low stress riding experience for people of all ages and abilities. On streets with higher speeds and vehicle volumes, bikeways will be separated from vehicles through grade separation, furnishing zones, parked cars, or striped buffers. On lower speed and lower volume streets, bikeway connections will be provided through neighborhood greenways, which include signing, striping, and speed and volume controls to prioritize a street for walking and bicycling. This low stress bike network will be supplemented by additional infrastructure including bicycle parking at destinations and intersection improvements such as bicycle signals, green conflict pavement markings, and refuge islands.

**Pedestrian Scaled Network**

A complete network of pedestrian accessible routes is planned to support the vision of the station area as a walkable, urban district. This includes a mix of expanded or improved sidewalks, shared-use trails, green mid-block connections that provide access through otherwise large blocks, and public spaces like plazas and parks which can function as pedestrian pass-through routes. A complete, connected network of sidewalks, trails, and pedestrian connections will provide more universal accessibility for the station area.

**Future Auto Network**

NE 85th Street and 124th Avenue NE are the key principal arterials within the station area that serve both local and regional trips. Due to limited crossings of I-405, and anticipated increase in regional and planned local growth, both corridors are heavily utilized today,

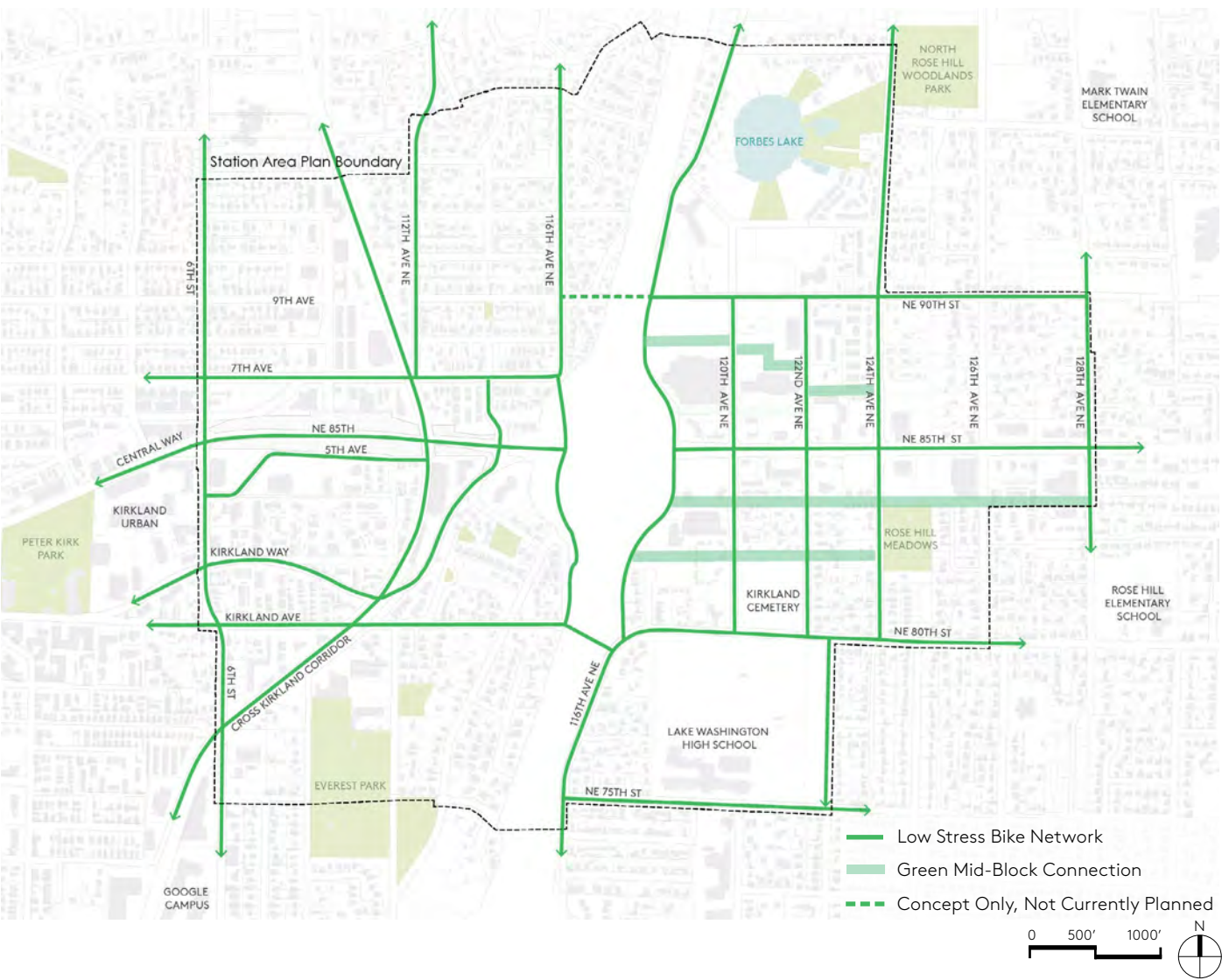
and will have congestion in the future. The Preferred Plan includes a mix and distribution of growth and land uses to minimize substantial congestion impacts, which were studied through the EIS process and supplemental studies. The planned development intensity and mix of uses east of I-405 present a greater opportunity to reduce overall vehicular trips through transit-oriented development. Within the Station Area, transportation improvements have been planned to maintain or improve the existing traffic flow, while reducing conflicts between vehicles and people walking or biking.

**Parking**

With plans to support more walking, biking, and transit use, the goal is to facilitate adequate parking needs and management for people who live, work, and visit the Station Area, while reducing the negative impacts of large surface lots and building parking requirements through the Form-Based Code. In addition to general parking requirements, the Form-Based Code also addresses bike parking and electric vehicle / micro mobility parking. The following section on Transportation Demand Management (TDM) explores a few options to implement within the district to reduce the need for vehicle parking.

As a place to be, rather than to pass through, the Station Area will support and improve access to businesses, homes, schools, and open spaces.

**Low Stress Bike Network**







NE 85th Street Future Vision, Looking West





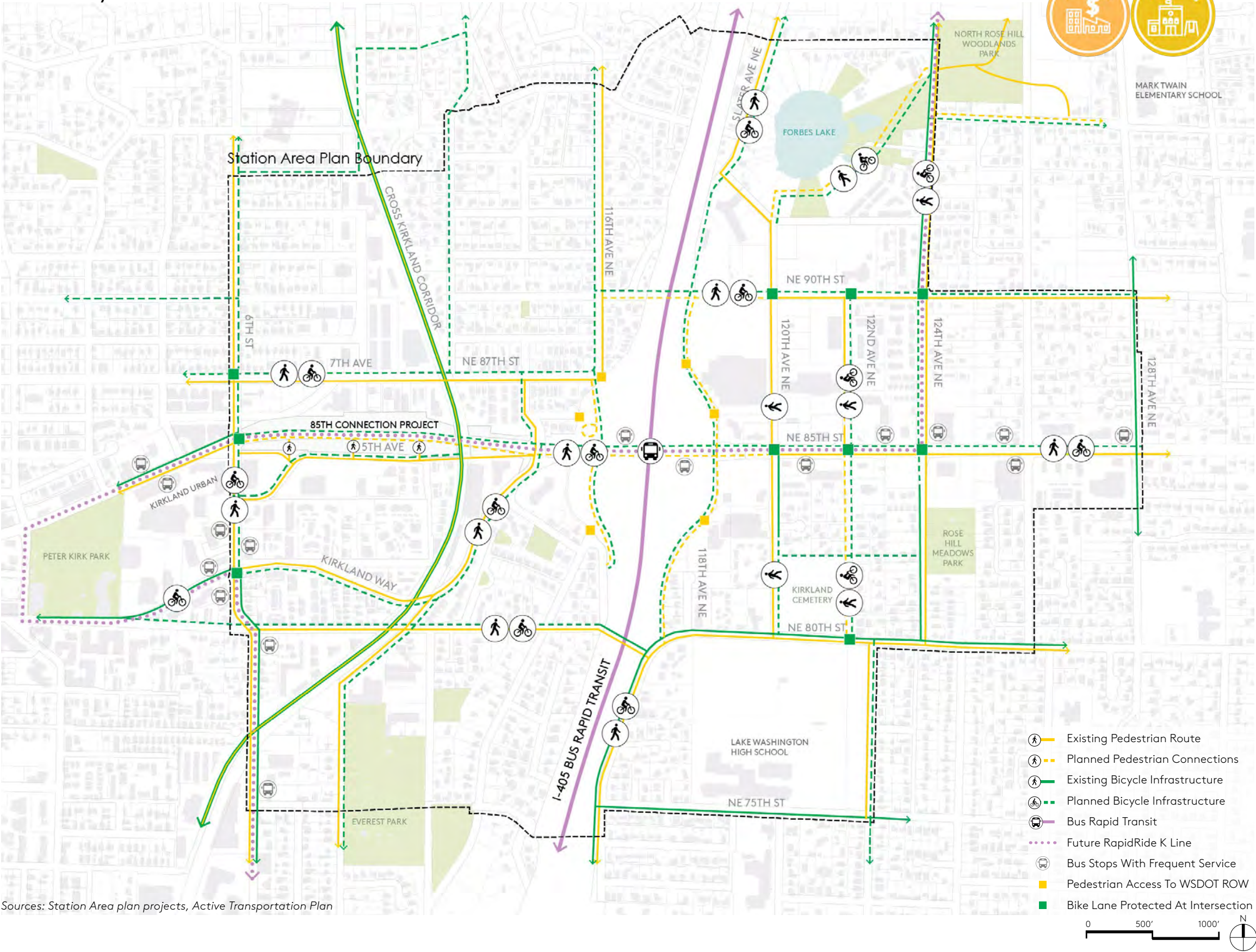
### Active Transportation Plan Coordination

The Station Area Plan’s transportation analysis and study has been running alongside the City of Kirkland’s ongoing work with the Update to the Active Transportation Plan (ATP) which will be finalized in 2022. The update to the ATP reaffirms Kirkland’s commitment to a multimodal 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.

Future Mobility Network





### Mobility and Modal Split Goals

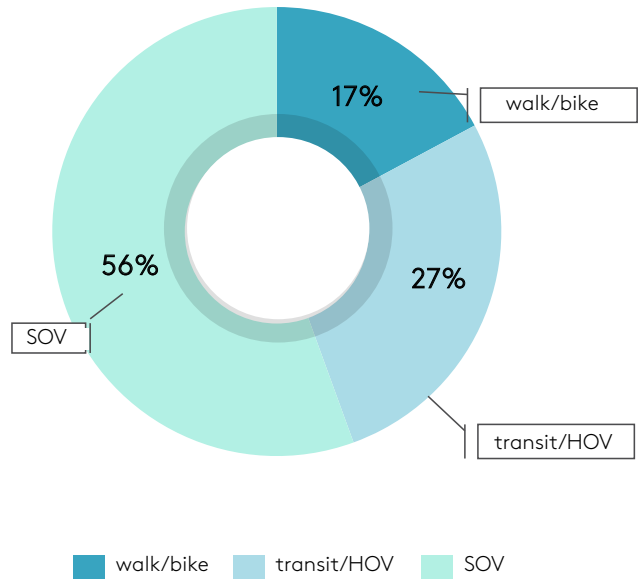
#### Travel Demand Management (TDM)

TDM strategies suitable for the station area were analyzed with the Preferred Plan growth as part of the 2021 Fiscal Impacts and Community Benefits Study. With the recommended strategies in place, the analysis estimated a possible 13% reduction in single-occupancy vehicle (SOV) and high-occupancy vehicle (HOV) trips, and increase in the number of transit, walk and bike trips.

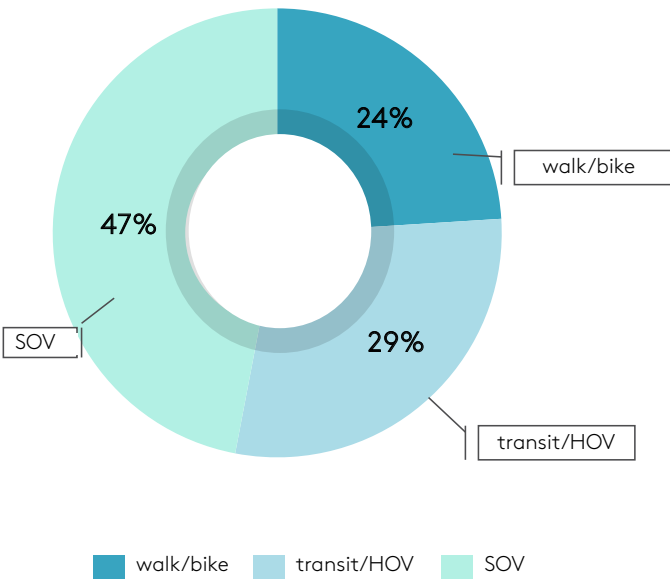
Based on analysis and a comparison of existing modal splits and targets in other areas, the City is targeting modal split goals for the station area of approximately 47% SOV, 29% HOV/Transit, and 24% walk and bike trips. TDM programs are successful when they are enforced within developments. Implementation and monitoring will be critical to the success of this target mode share in Kirkland. Modeled no action modal split and proposed modal split goals within the study area are shown in the image on the right.

- Identified TDM strategies to implement in the station area include:
- Unbundle parking to separate parking costs from total property cost, allowing buyers or tenants to forgo buying or leasing parking spaces if they do not park a car.
  - Revise parking code to reduce the amount of parking new developments must provide.
  - Implement managed on-street parking strategies (e.g., designate special use zone for activities such as loading/unloading or emergencies
  - Require new development to charge for parking off-street.
  - Encourage or require transit pass subsidies from developers/property owners.
  - Utilize a Ridematch Program to assist potential carpoolers in finding other individuals with similar travel routes.

Modal Split: No Action



Modal Split: Proposed Goal (2044)



**Mobility In Terms of Space: Space needs on the street for the same number of people that can fit in one bus, riding bicycles, or traveling by car.**



Source: Cycling Promotion Fund



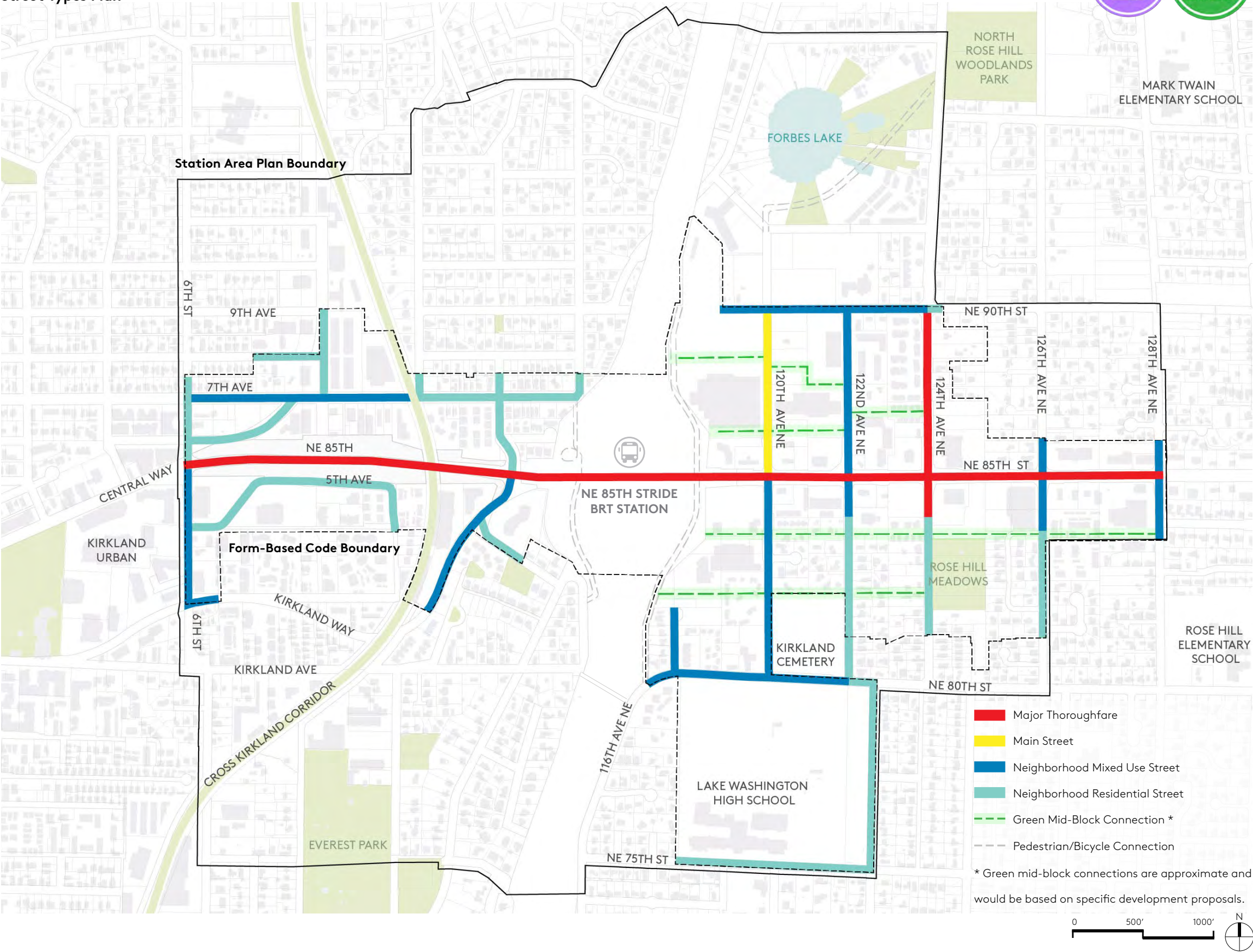
Street Types

Street improvements are designed to accommodate all modes of travel, support a pleasant and safe public realm, and support the homes, businesses, and community places within the Station Area. 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.

Street Types set the design intent for specific segments of public ROW, including functional classification, prioritized transportation modes, sidewalk and bikeway facility dimensions, and expected streetscape amenities like trees, planting, hardscape, and street furnishings. They are addressed in the Form-Based Code and illustrated in the following sections.

*Note: only areas within the Form-Based Code boundary have a street type assigned. This does not preclude additional pedestrian/ bicycle improvements within the Station Area. This excerpt is for illustration purposes only. For current regulations, see Kirkland Zoning Code Chapter 57.*

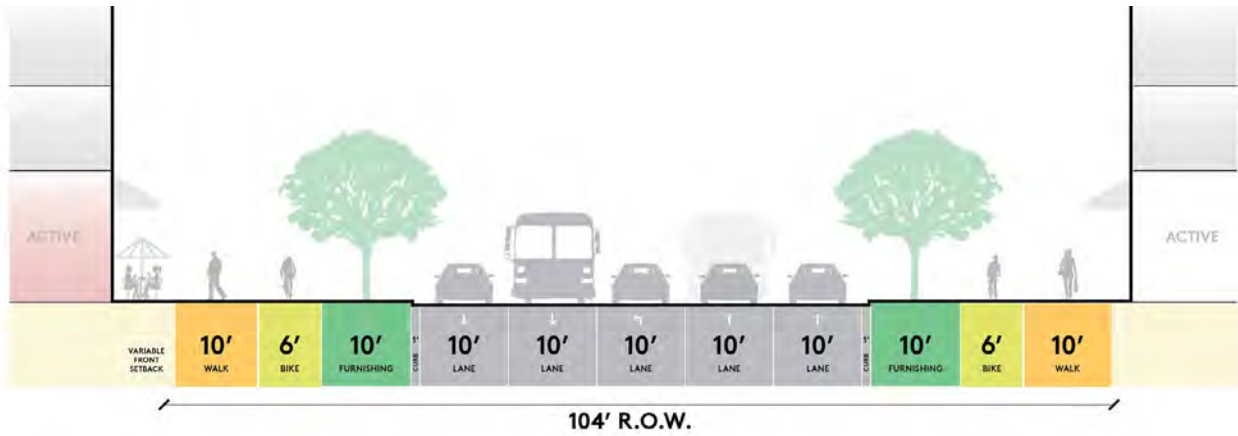
Street Types Plan





Street Type Sections

Major Thoroughfare



DESCRIPTION

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

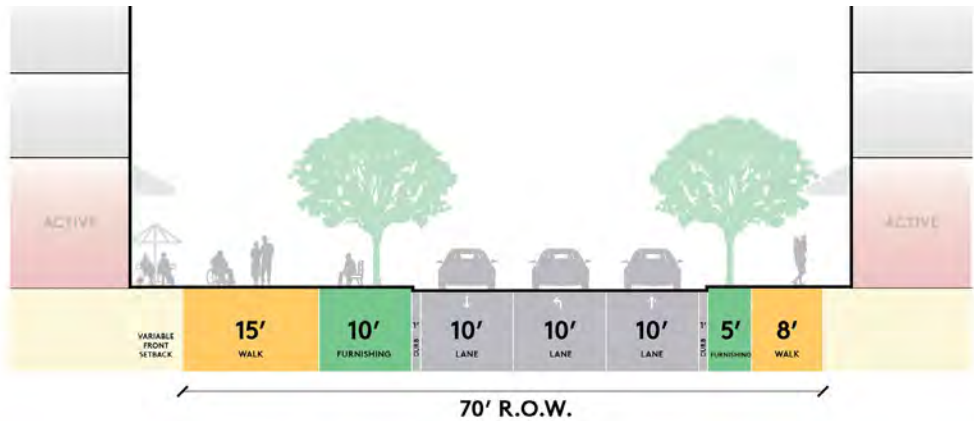
PERMITTED FRONTAGE TYPES

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

FUNCTIONAL CLASSES Principal Arterial

ADJACENT LAND USES High intensity commercial, residential, and active ground-level uses

Main Street



DESCRIPTION

Main Streets are primary pedestrian corridors with active uses and generous sidewalks. They feature high quality streetscapes with linear open space, decorative paving, and tree canopy. These are often important corridors for transit or supported with transit nearby. Wide furnishing zone may include pockets for on-street parking.

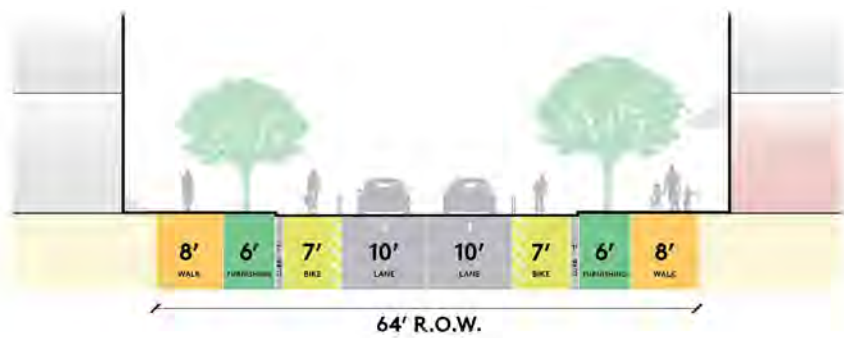
PERMITTED FRONTAGE TYPES

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

FUNCTIONAL CLASSES Minor Arterial, Collector

ADJACENT LAND USES Mid to high intensity commercial, residential, and ground-level retail uses.

Neighborhood Mixed Use Street



DESCRIPTION

Neighborhood mixed use streets have low to mid-intensity commercial and residential, occasional active ground floors. With generally lower vehicular volume than major thoroughfares, these streets require careful balancing among modes and should include wider sidewalks, buffered bike facilities, transit routes, and narrower travel lanes. On-street parking considered on a contextual basis and is subject to approval by Public Works Official.

PERMITTED FRONTAGE TYPES

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

FUNCTIONAL CLASSES Minor Arterial, Collector, Neighborhood Access

ADJACENT LAND USES Low to mid-intensity commercial, residential, and occasional active ground-level uses, civic and urban flex uses

Neighborhood Residential Street Type 1



DESCRIPTION

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

PERMITTED FRONTAGE TYPES

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

FUNCTIONAL CLASSES Collector, Neighborhood Access

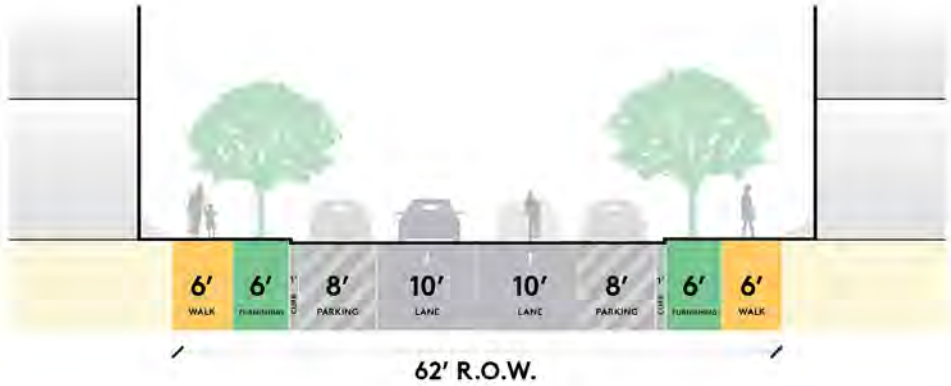
ADJACENT LAND USES Predominantly low to medium intensity residential uses





Street Type Sections

Neighborhood Residential Street Type 2



**DESCRIPTION**

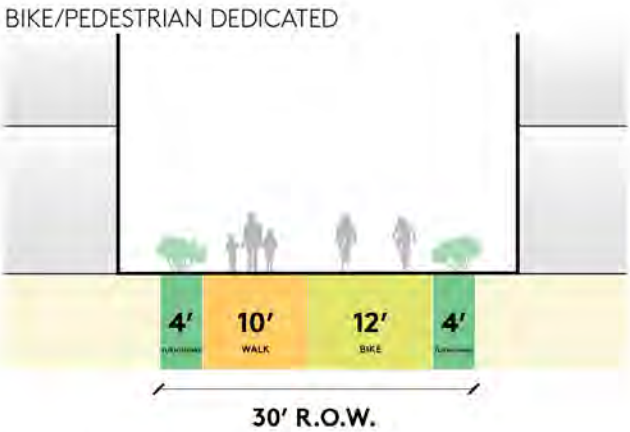
Residential-focused streets with low vehicular traffic volumes, which can accommodate shared bike facilities.

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

FUNCTIONAL CLASSES	
Neighborhood Access	

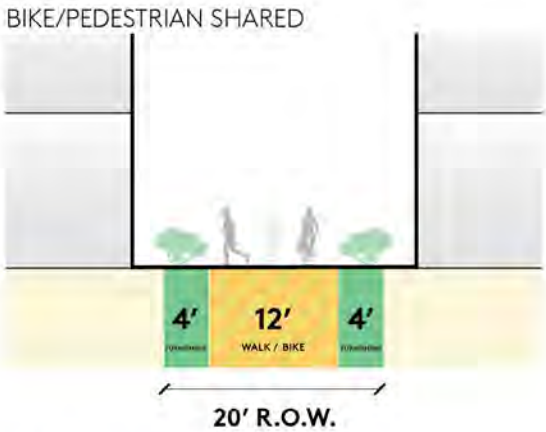
ADJACENT LAND USES	
Predominantly low to medium intensity residential uses	

Green Mid-Block Connection



**DESCRIPTION**

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



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

FUNCTIONAL CLASSES	
Neighborhood Access, Trail	

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



### Transportation Projects

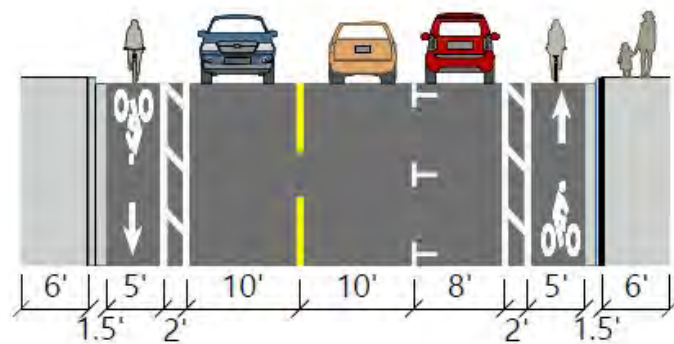
A number of different transportation projects are being recommended as part of this Plan, including intersection improvements to accommodate safe crossings that reduce conflicts between modes of transportation, focused roadway capacity improvements to manage vehicular congestion, and complete streets projects to provide a complete network for all transportation modes. Proposed station area plan projects have been developed to a representative planning level. When these improvements move into project design, configurations or details may change but fundamentally these projects should support mobility with a priority for people walking, rolling, and taking transit, as well as enhance the public realm through public art, landscape, green infrastructure, and trees.

The following are a few highlighted station area plan transportation projects that are part of the full set of proposed improvements, available in the Appendix 11.3.

Highlighted Station Area Plan Transportation Projects



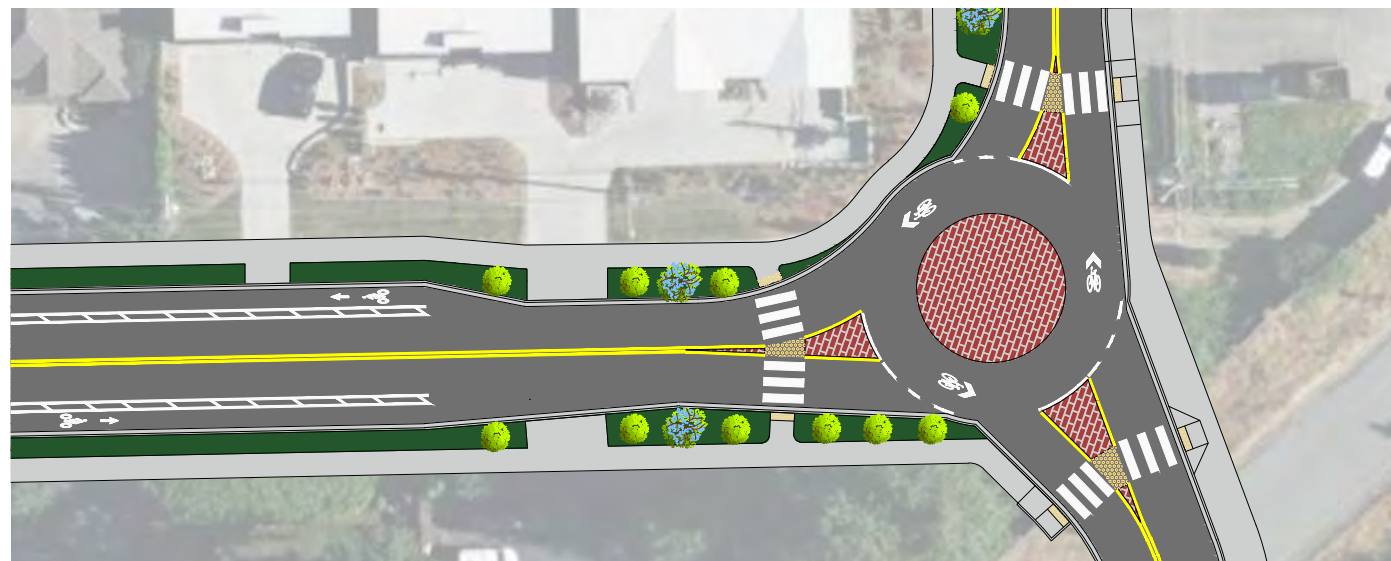




Source: Fehr & Peers

**Representative:**  
**NE 87th and 7th Ave Corridor Improvements**

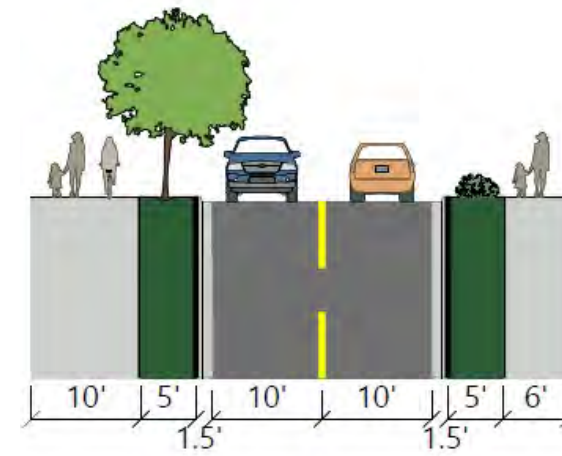
Add new buffered bike lanes and consistent sidewalks between 6th Avenue and 116th Avenue NE. West of the Cross Kirkland Corridor, provide a parking-protected bike lane on the south side of the street and buffered bike lane on the north side of the street. East of the Cross Kirkland Corridor, provide buffered bike lanes, and a consistent sidewalk with 5-foot landscape strip to enhance the street's character.



Source: Fehr & Peers

**Representative:**  
NE 87th and 116th Ave Intersection Improvements

Provide improvements to better accommodate people walking, biking, and access to the STRIDE BRT NE 85th Street Station pick-up and drop-off. Consider a compact roundabout, signal, or other means to reduce conflicts between modes and support safe crossing.



Source: Fehr & Peers

**Representative:**  
**NE 90th Street Corridor Improvements**

Between I-405 and 122nd Avenue NE adjacent to Forbes Lake, build a shared-use path or boardwalk on the north side of the street. Between 122nd and 124th Avenue NE, provide buffered bike lanes and sidewalks with landscape strips on both sides of the street. From 124th Ave NE to 128th Ave NE in the more residential context provide a neighborhood greenway with signing, striping, and traffic calming measures to prioritize the street for walking and biking.



Source: Fehr & Peers

**Representative:**  
**124th Avenue NE Widening and Protected Bike Lanes Improvements**

Widen 124th Avenue NE to five lanes and provide raised (grade separated from the street) and protected bike lanes and improved sidewalks from NE 85th Street through the NE 90th Street intersection. This project also includes continuation of protected bike lanes south through the NE 85th St intersection to NE 84th Lane to connect to exiting on-street bike lanes.





Source: NACTO, Urban Street Design Guide

**Representative:**  
**NE 85th Improvements: I-405 to 128th Avenue NE**

To offer a high-quality experience for people walking, biking, rolling, and making last-mile connections from transit, enhance NE 85th Street between I-405 and 128th Avenue NE by providing active transportation facilities on both sides of the street. The interchange project will construct shared use paths from I-405 to 120th Ave NE, and the remained of the corridor will provide one-way raised protected bike lanes, widened sidewalks, and wide landscape zones.



Source: Fehr & Peers

**Representative:**  
**NE 85th Street and 120th Avenue NE Improvements**

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





# 9.0

## Utilities and Public Services —



### Utilities and Public Service Concept and Goals

Overall, the approach to infrastructure and public services improvements should take a holistic view of all the potential improvements and seek efficiencies through multi-benefit strategies, or timing projects to be bundled together and reduce construction needs.

Prioritize Multi-Benefit Strategies: To maximize investment and community benefit, multi-benefit strategies that achieve multiple goals through one intervention should be prioritized. For example, green infrastructure and planting can provide tree canopy/air quality benefit, bioswales to provide stormwater benefit, increases habitat or biodiversity, improves human mental and physical health, and provides resiliency to climate change. It should be noted that water plays into Ecosystem / Green Infrastructure, Energy due to energy needed to deliver water, and Building Performance.

Promote innovative stormwater strategies that respond to specific watershed conditions and enhance urban ecological function.

Regional Stormwater facilities provide opportunities to reduce impact on redevelopment parcels and can be coupled with other projects to contribute to other watershed goals like wetland and stream buffer restoration.

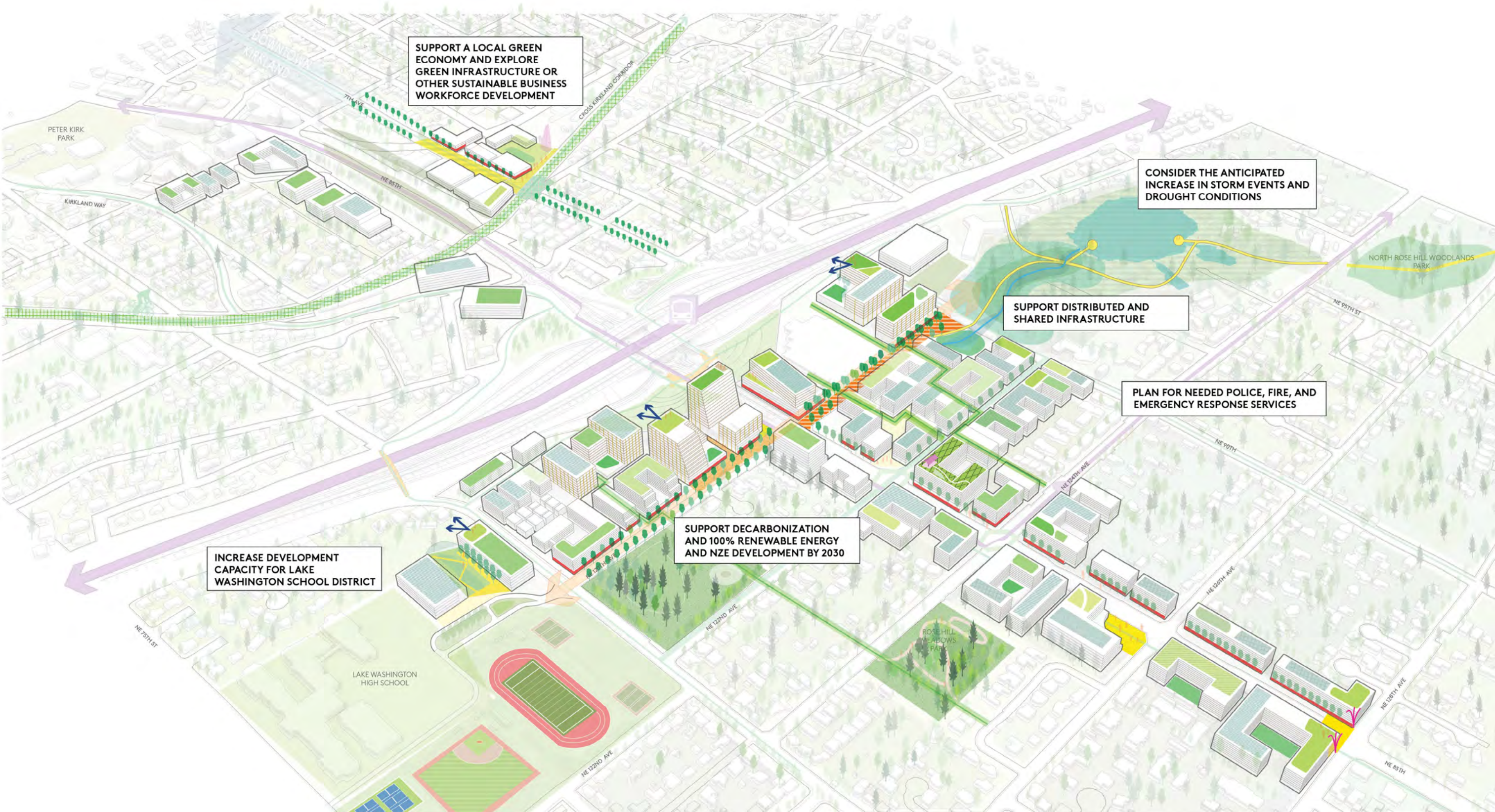
The annual cost of services and infrastructure per household in suburban developments is estimated to be 2.5 times higher compared to dense compact urban developments.

Source: Sustainable Property





Overview of Utilities and Services Initiatives and Goals





Stormwater Infrastructure

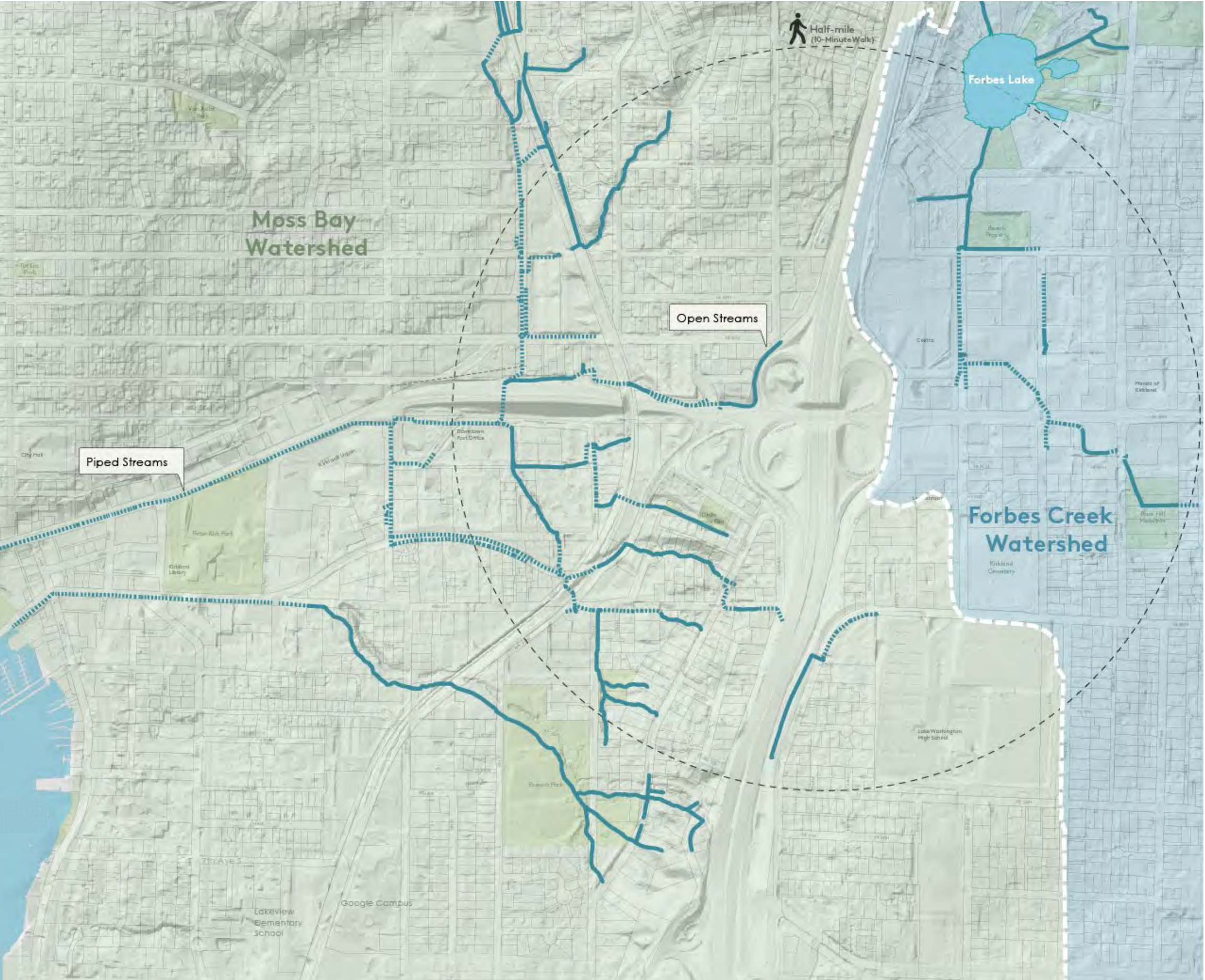
The City of Kirkland has a track record of innovative stormwater management and aquatic resource protection. The opportunities to further promote innovative stormwater strategies for future development look at possibilities to reduce the stormwater management burden (e.g. facility cost, space required) for redevelopment projects within the subarea, while protecting the natural environment and the City’s stormwater infrastructure. The opportunities are strongly influenced by the environmental conditions and regulatory requirements within the two primary stream basins of the subarea, the Moss Bay Basin and the Forbes Creek Basin.

Moss Bay Stormwater Opportunities:

Development and redevelopment projects within these stream-discharge areas are required to comply with stringent flow control requirements, which necessitate large detention facilities to protect the stream channels from the damaging effects of high flow; however, there is no viable fish habitat mapped in this area. Downstream of these open stream channels, the City may allow smaller detention facilities if it can be demonstrated that the downstream stormwater conveyance infrastructure is adequate to handle the existing flows.

Forbes Creek Stormwater Opportunities:

Forbes Creek is a salmon-bearing stream and is identified as priority habitat. This basin also includes a large area that discharges to Forbes Lake, which requires that projects in the basin to utilize water quality practices that provide phosphorus treatment. The primary opportunity in the Forbes Creek basin to reduce the stormwater management burden for redevelopment projects is to meet those stormwater requirements at a different site, such as through regional stormwater facilities constructed by the City prior to redevelopment. Development of the Forbes Lake Park concept could also contribute to wetland and stream buffer restoration to enhance function.



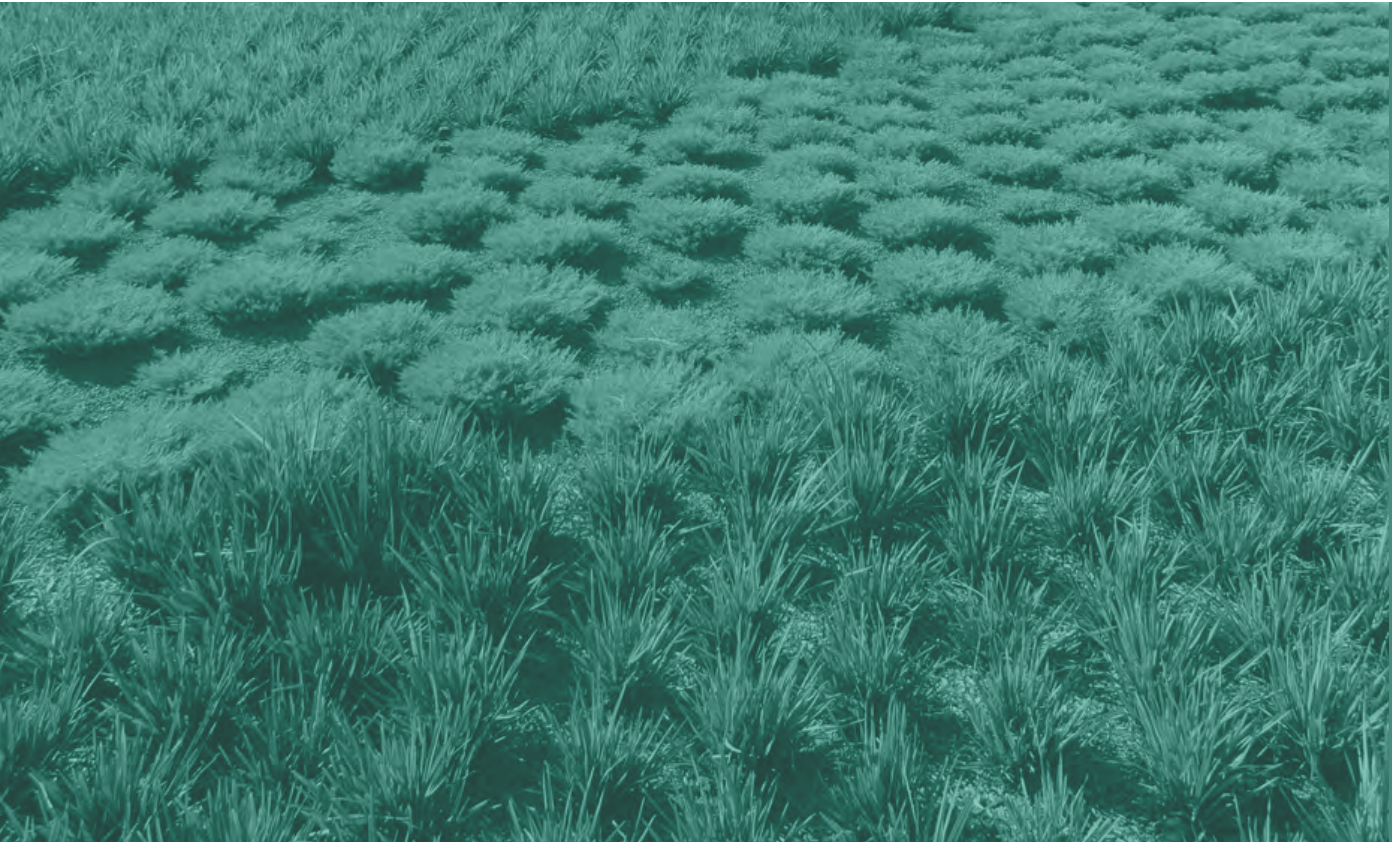




## Distributed / Shared Infrastructure

To increase resilience and flexibility, prioritize a more distributed, multi-source approach to infrastructure that is less vulnerable to risk from disruptions and allows for changes over time. Support the shift from centralized large-scale infrastructure, such as centralized energy or stormwater treatment plants, to networks of smaller scale facilities that can be interconnected and shared; also recognizing that this is likely to be a mid to long-term process.

There is also an opportunity to explore the concept of a Blue Green Corridor, which can be designed to achieve a broad range of goals for placemaking, stormwater management and quality, and urban ecology and therefore can range from an open vegetated stream channel to a series of at grade bioretention cells, to water and ecology themed art installations and specialty paving, to trees and other plantings all of which can be paired with below grade traditional grey infrastructure (i.e., vaults and pipes).



## Water and Sewer

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

### Reduce Demands

Developments can incorporate efficiency measures through their systems and fixture selection, as well as operations. The Green Innovation Strategies incorporate the standard of reducing water use in buildings by 10% by 2025 and 20% by 2030 as compared to a 2019 baseline. Reduced water demands will also reduce energy needs to convey the water.

**Increased water and sewer demands will require replacement and improvements to existing infrastructure.**

**Green Innovation strategies promote a more efficient approach to water use within buildings which will reduce potable water demands.**

### Use Potable Water for Potable Needs

Today, it is common practice to use potable water for all water needs, including uses such as irrigation that do not necessitate a potable water treatment standard. By using recycled water sources, such as cleaned stormwater for irrigation, the demand for potable water is reduced and we will use less water from our streams and groundwater basins. This principle will support a healthy ecosystem and habitat, and in particular, stream health within the Moss Bay watershed. While there are some regulatory barriers that exist today, recycling water on-site or in larger, district facilities is anticipated to become more common during this plan horizon, and should not be precluded. Future proofing strategies include developments with dual plumbing to allow for purple pipe connections in the future. These strategies are encouraged by third-party protocols like the Living Building Challenge.

A next step should be to study climate change impacts to sewer and stormwater / storm events and follow up planning.

**Water use reduction is supported through the prioritization of using recycled water sources for non-potable water use needs**



## Public Services

To support planned growth, public services including schools, parks and open spaces, transportation, and utilities will also be needed. The City has planned for meeting these needs in alignment with Level of Service (LOS) standards. With a more compact, mixed use form of development than other parts of Kirkland, there may be opportunities to consider an approach to service provision that takes advantage of more varied mobility choices, like walking, biking, and transit. The City will plan for additional Police and Fire and Emergency Services staff and equipment to align with population growth, including at Fire Station 26. For more information refer to the Fiscal Impacts and Community Benefits Analysis (2021).

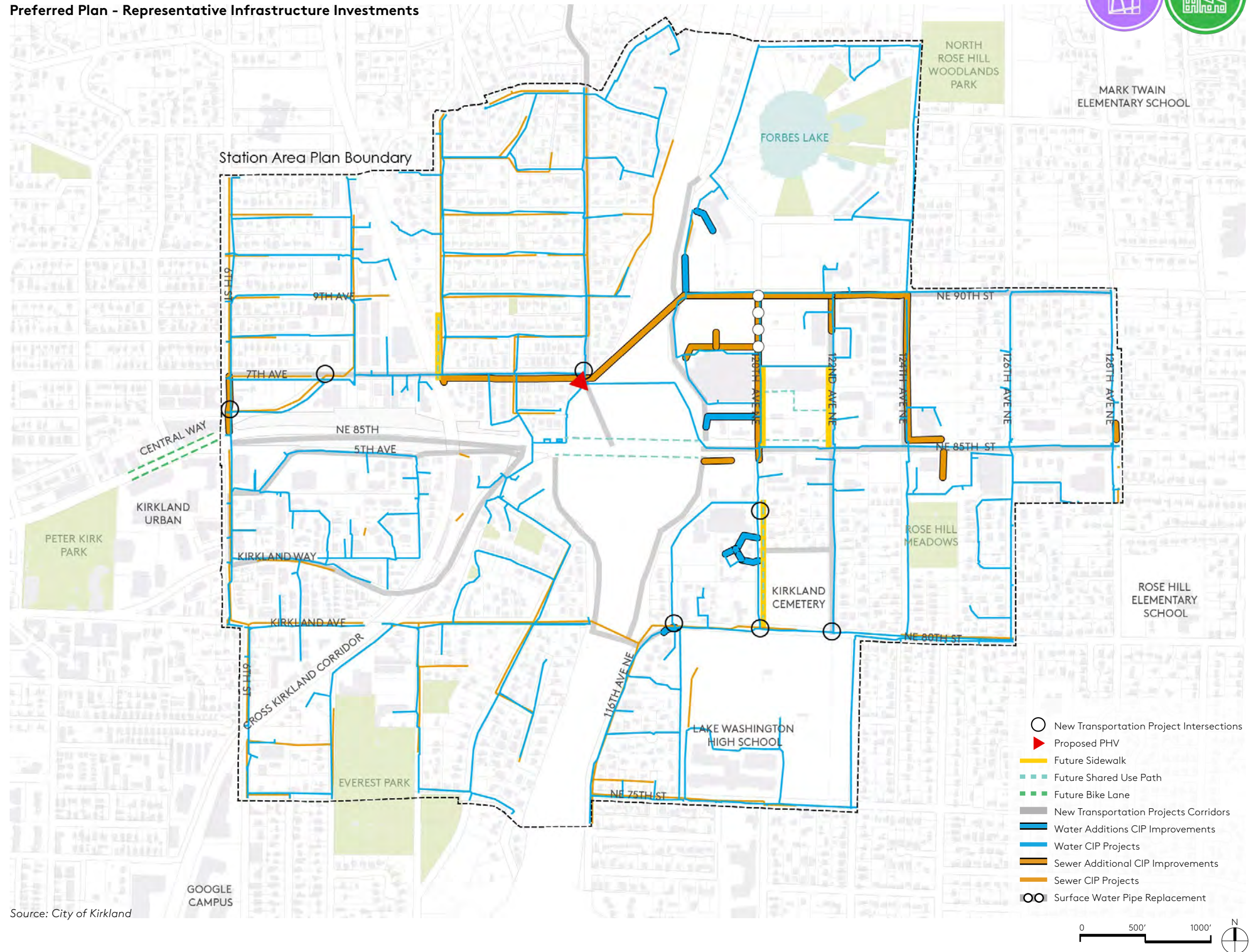
**City services like Fire, Police, and Emergency Services will be increased to align with population growth.**

## Representative Projects

Planning level studies completed for the Fiscal Impacts and Community Benefits Analysis (2021) determined a set of representative infrastructure investments needed to maintain service levels in water, sewer, and stormwater given the planned household and employment growth for the station area. A full list is available in the Appendix 11.3, Project List.

- Notable water and sewer improvements needed include a water main under I-405 as required by WSDOT due to construction of the BRT station, as well as a sewer capacity project that crosses under I-405 to connect the King County transmission line under Cross Kirkland Corridor.
- Within the representative infrastructure improvements, the only recommended stormwater project within the Study Area consists of replacing 520 feet of pipe along 120th Ave NE with a smoother pipe material to increase conveyance capacity.

### Preferred Plan - Representative Infrastructure Investments





# 10.0

Sustainability  
Framework—



Background and Context

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.

Climate conditions are changing quickly and are anticipated to have wide-ranging effects on our region

by this plan’s horizon of 2044. The future climate implications for Kirkland and the station area include:

- Heavier and more frequent storms and rain events, resulting in flooding
- Drought and regional decline in snow and ice in Cascades and Olympic mountains, resulting in irrigation and water shortages
- Sea level rise and ocean chemistry change in ways that are harmful to local marine species like shellfish and salmon
- Temperature ranges, increased extreme heat days, high smoke events due to an increase in regional wildfires
- Increased potential for cardiovascular illness due to heat or for vector-borne diseases
- Increased potential for food availability and affordability impacts from heat, drought, and pests

Being along a major highway corridor places the Station Area at higher environmental exposure for GHG emissions, resulting in poorer air quality and noise impacts experienced today. While the Plan includes land use strategies to buffer and mitigate these current impacts, the highways and high level of paving and impervious surface in the Station Area do reduce the community’s capacity for resilience looking forward, by increasing flood and heat island risks, by forming barriers for people to get to essential services, and by creating gaps in habitat and stream corridors and reducing ecosystem performance.

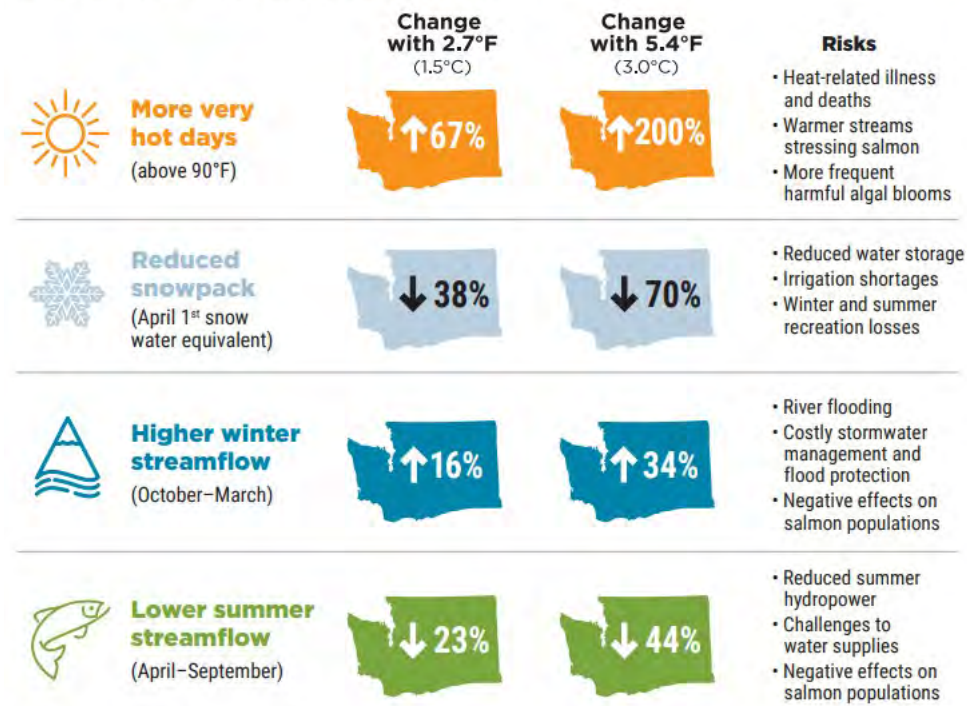
The adopted Preferred Plan supports growth with an increasing mix in land uses and transit-oriented development, along with improved biking and walking connections and an enhanced open space network. With the planned growth, there will also be an increased demand for resources including energy, water, and open space among others.

However, a more compact, urban development pattern affords the potential to improve upon community resilience as a part of this planned growth, with strategies including shared resources, a more distributed, flexible approach to infrastructure, and enhancing ecosystem performance.

How can we increase community resilience?

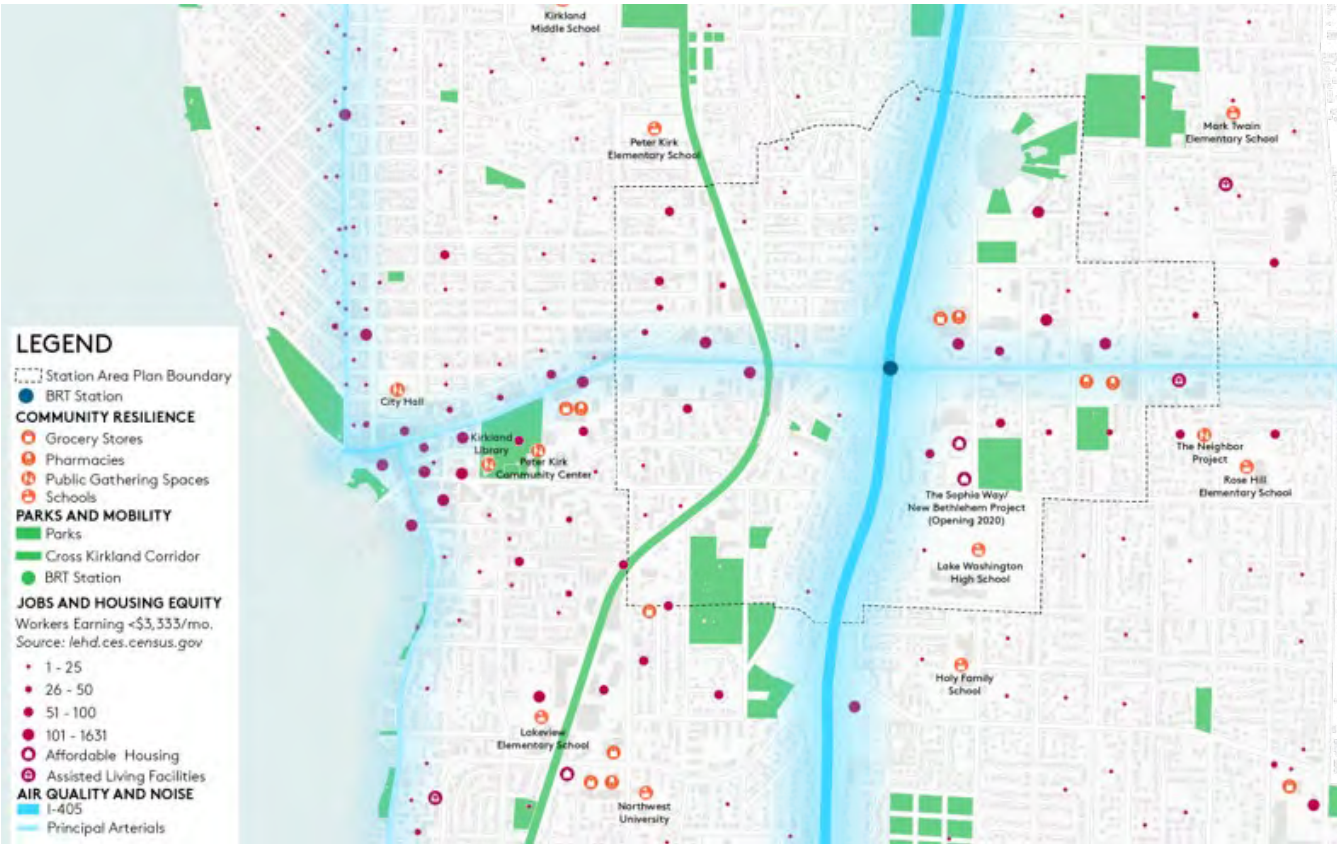
Projected Impacts of Climate Change

**Projected changes in very hot days, snowpack, and streamflow in Washington State with up to 5.4°F of warming globally.** This amount of warming is currently expected as soon as the 2060s (2050–2079) under a high GHG emission scenario. Higher amounts of warming are possible (up to 8.6°F globally) by 2100 under the high GHG scenario. Changes in hot days are relative to 1976–2005; all others are relative to 1970–1999.



Adapted from UW Climate Impacts Group (Snover et al. 2019)<sup>7</sup>  
Source: 2020 Strategic Climate Action Plan, King County

Essential Services and Resources, Environmental Exposure and Access Gaps





Many sustainability co-benefits will accrue through the fundamentals of these smart growth concepts represented in the Station Area Plan – particularly in the areas of syncing land use, transportation, and open space together. A crosswalk indicating alignment between projects and Sustainability Master Plan goals is in the Appendix.

Some examples of strategies already embedded in the plan that will support Sustainability benefits include:

**Jobs and Housing Opportunities –**

Currently, Kirkland has significantly more housing than jobs, and many people who work in Kirkland cannot afford to live here. This jobs / housing imbalance creates both sustainability and resiliency challenges. The large number of commuters increases VMT, and the lack of affordable housing makes it difficult for essential workers to reach their jobs. The proposed zoning amendments in the Station Area Plan will help address the citywide jobs/ housing imbalance and can reduce the need for commuting.

**Mobility and Active Transportation –**

The planned mobility and active transportation projects and programs will be essential to achieving VMT reduction and climate goals. These include a suite of actions including access to the BRT station, multimodal streets, transportation demand management strategies, and intersection improvements.

**NE 120th Main Street –**

120th is an important, pedestrian friendly main street for the Station Area with active ground floors and is also envisioned as a green street with plantings which could serve as a habitat corridor and stormwater management feature. These improvements help to strengthen bike and pedestrian connections between Lake Washington High School and Forbes Lake, a valuable open space asset to leverage for ecological and community benefit.

**Green Mid-Block Connections –**

These mid-block easements are envisioned to help break down large blocks and parcels to a more pedestrian friendly scale. They provide valuable opportunities for stormwater conveyance and treatment and could also provide opportunities for public private partnerships that would allow the city to treat stormwater from the public ROW on private land.

**Forbes Lake Park –**

Forbes Lake is an important existing open space and habitat asset. Investments including an enhanced wetland buffers could help address phosphorous levels in this salmon bearing water body. A proposed boardwalk and potential acquisitions could expand open space access in this area.

**Sustainability co-benefits will accrue through smart growth concepts– particularly in the areas of syncing land use, transportation, and open space together.**





Sustainability Framework Goals and Principles

To address anticipated climate changes and increased demands for the Station Area, this Sustainability Framework includes all the Sustainability Master Plan (SMP) goals informed by the community (see inset) and establishes a set of goals and principles to maximize community benefit, including sustainability measures, for Kirkland’s existing residents and employees and new members of the community. Like the SMP, the High Performance Building Standards described in KZC 115.62 outline key implementation strategies and actions for development projects to readily tackle these goals.

Sustainability Master Plan (SMP) goals

### Sustainability Master Plan Key Recommendations

The plan is divided into eight focus areas. The following list of recommendations highlights the ideas that garnered the most support and excitement in the community:

#### Energy Supply and Emissions

It is imperative that the energy the community uses is renewable and consistently gets cleaner until it is free from all pollutants. This can be achieved by sourcing electricity that is not produced by combustion of fossil fuels. On a global scale, this conversion should be done to the maximum extent possible by 2030 to avoid the worst impact from Climate Change as the world works towards achieving zero community greenhouse gas (GHG) emissions.

- Secure carbon-free electricity for the community
- Reduce the use of natural gas in buildings and convert existing systems to clean electric
- Reduce vehicle miles traveled

#### Buildings and Infrastructure

Buildings and related infrastructure not only use a great deal of natural and human made materials, but their construction and operation are responsible for over one third of the community's GHG emissions. Since water is a precious and essential resource, we should ensure we don't use more than required as it is also being impacted by climate change.

- Incentivize construction of high-performing, low energy use zero-emission structures
- Retain existing buildings to reduce energy use
- Increase water efficiency in all buildings and infrastructure

#### Land Use and Transportation

Transportation alone accounts for about half of Kirkland's community greenhouse gas emissions. Efficient land use and transportation patterns can be optimized to use the land we have more efficiently, and to help the community improve air quality, reduce congestion by driving less, and utilize many cleaner transportation options such as biking, walking, transit use and carpooling.

- Employ Smart Growth principles in all City planning practices and codes
- Reduce the average amount each person drives by 20% by 2030 and 50% by 2050
- Ensure that people of all ages and abilities can comfortably get around by walking or bicycling
- Grow the annual number of weekday transit riders by 10% each year

#### Natural Environment and Ecosystems

Air, water, land, plants and animals and the entire ecosystem that supports them are vital to human health and contribute immensely to the community's quality of life.

- Protect and enhance the water quality of Kirkland's streams, lakes and wetlands
- With the community's help, restore at least 500 acres of City-owned natural areas and open space park lands by 2035
- Eliminate the discretionary use of synthetic pesticides in parks by 2025
- Make sure that all residents can walk to a park or open space
- Meet the overall goal of citywide 40% tree canopy cover goal by 2026
- Manage Kirkland's urban forest resource for optimal health, climate resiliency and social equity

### Sustainable Material Management

Reducing consumption and waste by reusing materials and fixing items instead of replacing or discarding them helps us transition to a system where everything is reused or recycled.

- Achieve zero waste by 2030
- Compost all food and yard waste
- Reuse material and recycle the rest
- Support product stewardship

### Sustainable Governance

Responsible governance helps foster decisions that are good for the environment, social equity, and the economy.

- Integrate sustainability into every major decision the City makes
- Coordinate sustainability programs and policies across all City departments
- Ensure processes for public participation are fair, accessible, and inclusive
- Build community resiliency
- Maintain the City's responsible fiscal practices

### Sustainable Business

Local businesses, both small and large, contribute extensively to the livelihood of the community and enhance Kirkland's sense of place. The city can assist businesses to become more sustainable and help rebuild the local economy through local and regional partnerships.

- Provide personalized environmental technical support to businesses
- Develop a diversified, equitable and resilient local green economy

### Healthy Community

Communities that have access to the necessities of life such as food, water, housing, jobs and opportunities are happier and healthier. It is important for all members of the community to feel they belong and that their city is equitable and socially just.

- Double the number of P-Patches or other community gardens by 2025, and again by 2030
- Reduce how much potable water each person in Kirkland uses by 10% by 2025 and 20% by 2030
- Help refugees and immigrants, people of color and economically struggling residents access the resources they need to thrive
- Build a community that helps young people become engaged, competent and responsible members of the community
- Make Kirkland a safe, inclusive, and welcoming place for all people
- Expand housing options for all income levels
- Provide more recreation facilities

Goals

In support of the project objectives of an inclusive district that supports community benefits and quality of life, and the Council -and community- identified priority innovation areas of Ecosystems / Green Infrastructure and Energy / Decarbonization, the following goals have been developed. Opportunities around these goals are explored further in the following frameworks.

- Plan for a "future-ready" district that supports innovation and emerging technologies
- Lead the way on sustainability goals with public projects
- Support community health and emergency preparedness
- Prioritize actions that support social resilience and environmental justice
- Support partnerships and shared systems to achieve district objectives
- Require high performance buildings to achieve emissions, energy, materials, and water targets
- Prioritize green infrastructure, address gaps, and reduce impervious surfaces to improve resilience, air and water quality, shade and cooling and ecological function
- Support clean energy production and decarbonization

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## NE 85th Station Area Ecological Framework

### Subarea Context and Priorities

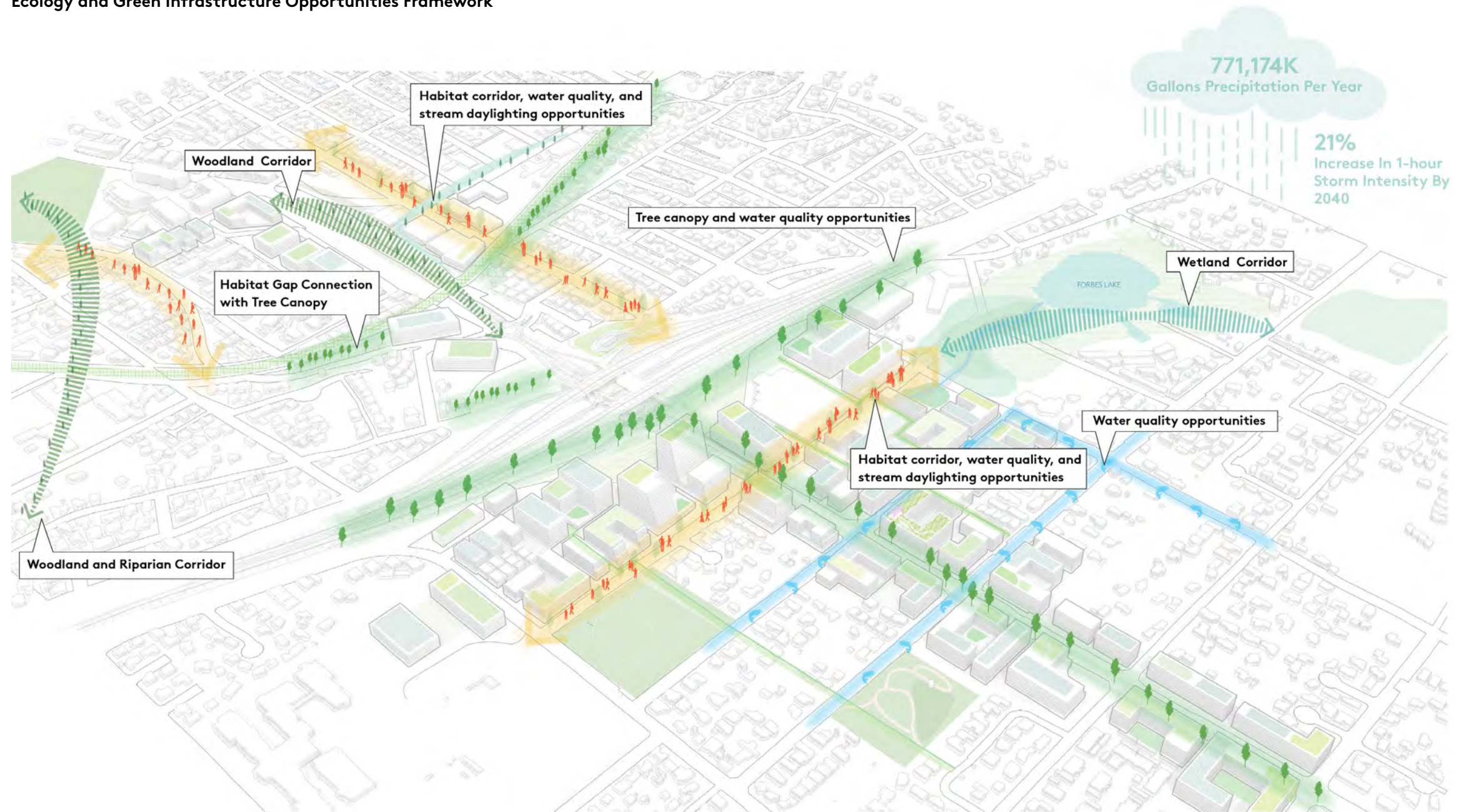
There is an urgency to address anticipated climate changes including more frequent storms and flooding; drought and water shortages; negative impacts to salmon; and increased extreme heat days and food availability. Progress can be made through project and site-level interventions, but by definition, cooperation is needed for system-wide improvements to ecosystem health and functioning.

The subarea has glacial geology with kettles and moraines and includes substantial rolling hills and topography. It is comprised of two watersheds: the Forbes Creek watershed and the Moss Bay watershed. The Forbes Creek watershed is a salmon bearing habitat. It also includes dense areas of existing vegetation interspersed through neighborhoods.

This vegetation primarily exists in an urban matrix consisting of both patches and disconnected habitat corridors. These patches and corridors are made up of layered vegetation including tree canopy and understory planting which supports structural habitat that provides for food, forage, and shelter for mammals, birds, and insects. Three of these are of particular significance: a woodland corridor at NE 85th St between 6th St and NE 114th Ave, a riparian corridor that includes Everest Park, and the wetlands and associated lands surrounding Forbes Lake.

To support the goals of enhancing urban ecology, biological diversity, and tree canopy within the station area, existing patches and corridors should be protected, while filling in the gaps between them.

### Ecology and Green Infrastructure Opportunities Framework



Source: Mithun, Herrera





## Prioritizing Ecosystem and Green Infrastructure Strategies

### Multiple Benefits

A guiding principle for the ecosystem and green infrastructure strategies prioritized here is that they create multiple benefits across ecosystem functions such as: improving mental and physical health; cleaning water and air; increasing biodiversity; and providing resiliency to the impacts of urbanization and climate change impacts, including increased frequency and intensity of rainfall and warmer temperatures.

### Resilient, Distributed Green Infrastructure

The recommended green infrastructure strategies are informed by a distributed systems approach to infrastructure and utilities that moves from large, centralized stormwater facilities to smaller scale facilities that are distributed throughout the area and, when they are interconnected, has been shown to increase resiliency. Resiliency is the ability to respond to chronic or sudden stressors, such as significant rain, flooding, or heat events. Successful green stormwater infrastructure projects use a mixture of regional facilities and distributed stormwater features to provide multiple benefits including stormwater conveyance, treatment and adding significant value to the urban habitat, as well as to the pedestrian realm, through green streets.

### Connected and Living Systems

To support citywide goals around tree canopy and habitat, this framework builds on Kirkland’s existing urban forestry plan and utilizes a Green Factor criterion to incentivize integrated green infrastructure project contributions at the site scale, leveraging new buildings, sites, frontages, open spaces, and streets.

Opportunities to support broader ecosystem and habitat function beyond the site scale are very important for living, resilient systems. Existing stormwater regulations and standards offer a strong

foundation to support ecosystems; however, there are gaps that can reduce participation of developments.

There is an opportunity to support more stringent water quality standards and biodiversity by considering amending infeasibility criteria and providing other incentives, that would also anticipate future regulations addressing water quality pollutants (such as metals, 6PPD quinone, and phosphorus) and permit drivers to retrofit existing development.

“Beyond the Site” opportunities include a range of strategies and innovations that should not be precluded, and are illustrated in the Ecosystem Opportunities Framework:

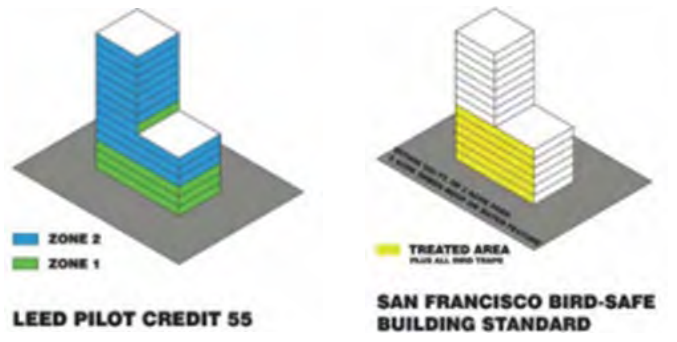
- Contribute to in-watershed habitat connectivity, tree canopy, and stream health goals beyond the site boundary
- To address flooding, reduce impervious surfaces, treat stormwater from the public right-of-way on the project site, or contribute to a district green infrastructure project
- To support ecosystem health, provide enhanced stormwater treatment for water quality pollutants including metals, 6PPD Quinone, and phosphorus, with a priority on the Forbes Creek watershed; and support stream health including daylighting of piped portions with a priority on the Moss Bay watershed
- To support urban habitat, consider design and management practices that provide dark sky environments and bird-safe construction, and adaptive management of landscapes
- To reduce potable water needs and address droughts, contribute to water use efficiencies, and include rainwater capture, harvesting, reuse, and on-site treatment

Stretch strategies for additional consideration include shared and distributed systems, like blue streets or purple pipes, and should be studied further. Some areas

should be further explored by City departments and in collaboration with partner organizations or local utilities. For example, widespread adoption of water recycling could be facilitated by installation of district purple pipe as the city performs ongoing maintenance on public streets. There would need to be conversations with the City, King County, and water retailers regarding implications of this shift.



Bird Safe glass, Louisiana Children's Museum (Mithun)



Example applications of Bird Safe Design Standards



Stormwater management integrated into plaza, Liberty Bank Building (Mithun)



Woodland Park Zoomazium Green Roof (Mithun)





# NE 85th Station Area Energy Framework

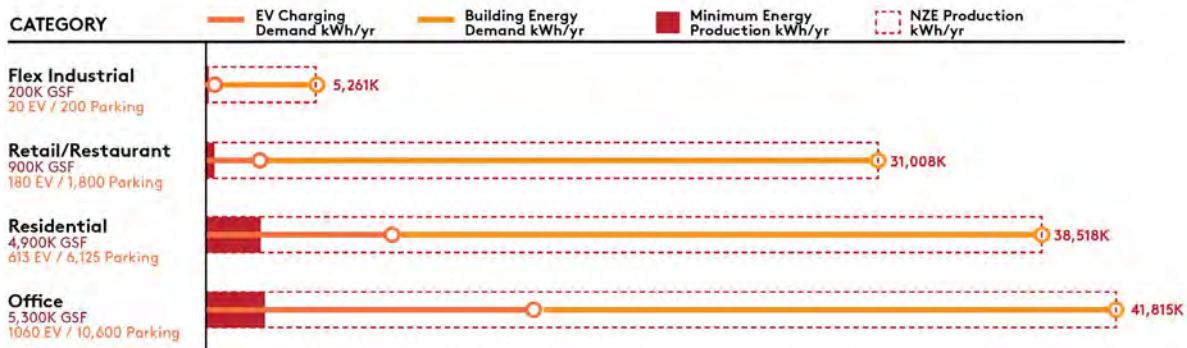
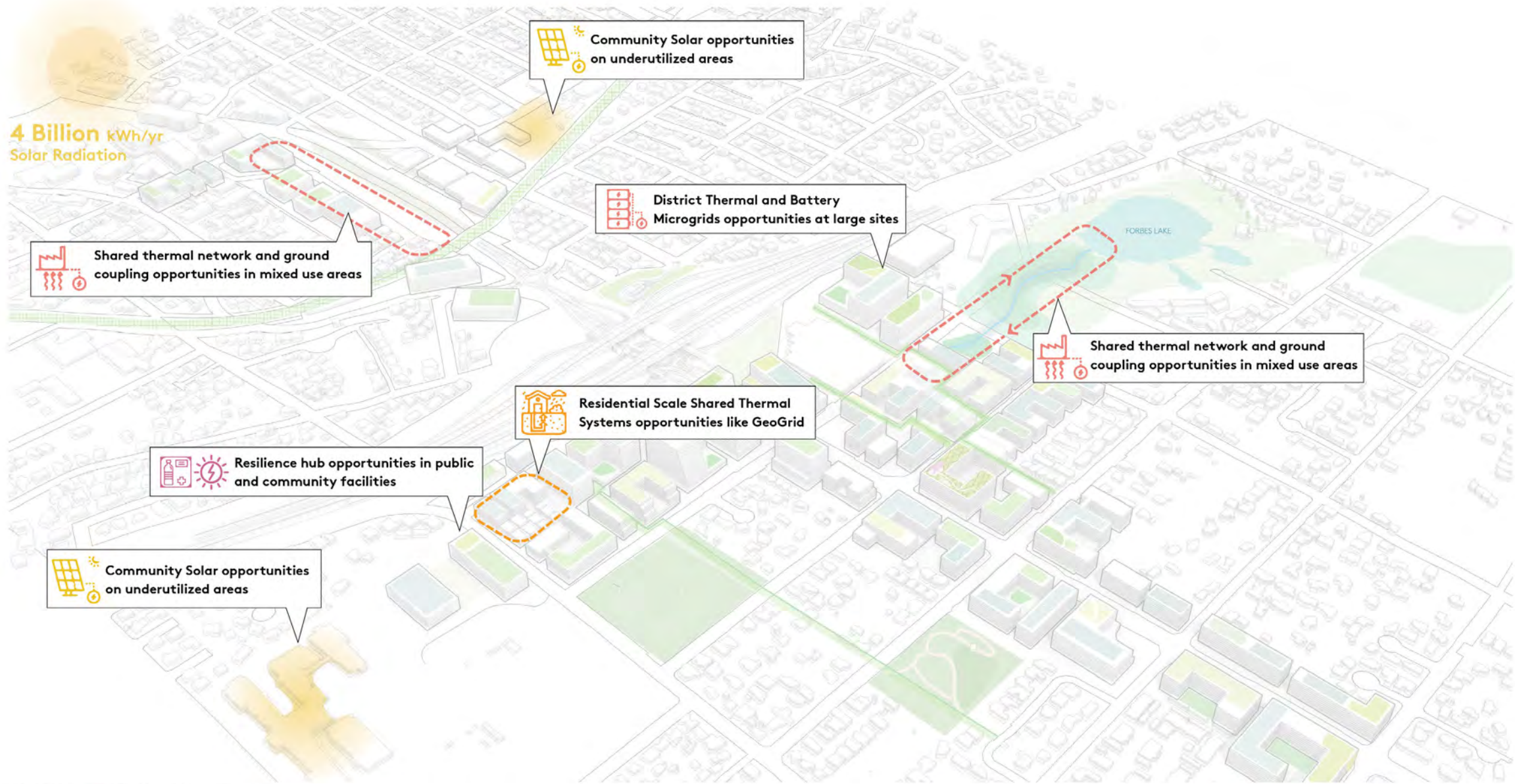
## Subarea Context and Priorities

Energy use in the built environment is a major driver of climate change-related emissions. The concept of Embodied Carbon refers to emissions that occur during the manufacture, transport, construction, and operations of a building or facility. There is significant movement within the building industry towards decarbonization including construction and building materials, as well as building operation.

Regionally, the K4C King County Cities Climate Collaboration and Shift Zero advocacy alliance are examples of groups sharing technical, policy, and other expertise to scale up action. The building industry is well positioned for construction and building materials reductions, and tools like the Embodied Carbon in Construction Calculator (EC3), are widely known and used today. Similarly, our region is well positioned for operational reductions. The Washington State Energy Code (WSEC) is one of or the most aggressive in the country with respect to efficiencies, renewable energy production, and low-carbon systems.

Strategies should align with the recently approved 2021 WSEC, effective July 1, 2023, and the SMP target of 80% emissions reduction from baseline by 2050. These strategies should be revisited once the metrics of the WSEC are finalized, with an understanding that the WESC will require renewable energy production, efficiencies, and low-carbon technologies; and development will be moving towards all-electric energy and more electric vehicle charging.

## Energy and Decarbonization Opportunities Framework



Source: Mithun, BUSS







## Prioritizing Energy and Decarbonization Strategies

Addressing energy decarbonization in the built environment involves two linked approaches: lowering the demand for energy overall and investing in cleaner sources of energy. In both cases, actions should be taken at the individual building, multi-building, and district scales. As a mixed use, transit-oriented community, there are ample opportunities to reduce energy demand.

### Multiple Benefits

As with other strategies in this sustainability framework, multi-benefit solutions have been identified wherever possible. One example in this section is the opportunity for co-location of future energy production with resiliency hubs.

### Sharing Resources

With a planned mix of development types, compact form, and anticipated street and public works improvements, the Station Area presents opportunities for shared energy and balancing loads. Different land and building uses tend to have differing energy use profiles, both in the typical amount of energy needed for operations and in the time of energy demand (called load).

Because of the Station Area’s planned mixed of uses and relatively compact development pattern, there are unique opportunities to gain efficiencies and balance loads during different times of the day. There are opportunities to facilitate shared resources through partnerships and other models. District energy systems are being used today in Puget Sound by a variety of entities, including institutions like Seattle University or large organizations like SeaTac; and examples of public-private models exist in other places in the U.S. and Canada.

### Multi-Source Approach

One of the major trends in energy today is a shift from high temperature, centralized generation plants to a more distributed, multi-source approach to generation, transmission, and storage of energy. The opportunity strategies reflect this shift in approach, while recognizing that this is likely to be a mid to long-term process.

Building-scale decarbonization will be supported through High Performance Building Standards and third-party sustainability protocols that encourage developments to not only design, construct, and certify high performing buildings. Recognizing the imperative for decarbonization, baseline requirements will support energy efficiency, on-site renewable energy production (such as rooftop solar), and embodied carbon assessments. Baseline requirements will also include strategies that require low private investment but provide high public value and may function better with widespread adoption, such as planning for construction materials diversion.

Single-occupancy vehicle trips are a significant driver of emissions for the city. As a transit-oriented community, the Station Area will intrinsically have high potential for vehicle trip reduction and carbon reductions. This can be achieved through a combination of land use and urban design policies, together with active transportation improvements and demand management (TDM) strategies and programs. These actions and strategies are primarily addressed in other areas of the Station Area Plan and Implementing Codes; however, their sustainability co-benefits should be recognized.

“Beyond the Building” opportunities include a range of strategies and innovations that should not be precluded and could be facilitated as the market continues to move rapidly toward decarbonization. Some of these are illustrated in the Energy Opportunities Framework on the prior page:

- district thermal and battery microgrids
- residential-scaled thermal networks
- community solar, energy storage and battery
- distributed, shared systems that move towards “5th Generation” systems that move away from centralized, high temperature plants to distributed, multi-source, more efficient energy systems
- Resilience Hubs, community-serving facilities augmented to support residents, coordinate communication, distribute resources, and reduce emissions

Stretch strategies for additional consideration include District and Shared Thermal and Low-Carbon systems. Additional technical guidance on how to contribute to district energy opportunities could help increase developer participation. This could take the form of a task force assembled by the city to provide technical support to developers considering district energy contributions, or the issuance of RFPs for partnerships on discrete strategies. When utility or street improvements are planned, it is an opportune time to evaluate the potential for installation of shared thermal system infrastructure components such as thermal storage, ambient loop systems, group coupling, and waste heat recovery including sewer heat recovery. The City and local utilities should also consider a study of the implications of requiring all electric buildings on the grid and a cohesive approach to facilitating their goals.



On-site renewable production at UC Irvine Mesa Court towers (Mithun)



Summary of Ecosystem and Green Infrastructure Strategies

Strategy	Description	Implementation Recommendations
Tree Canopy, Habitat Contributions, and Stream Health	Require developments to provide documentation that they have reviewed the NE 85th SAP Ecosystem and Green Infrastructure Opportunities Framework and encourage them to contribute to tree canopy, habitat "patches" with similar habitat functions as adjacent properties or habitat "corridors", and/or support stream health through daylighting piped portions with a priority on the Moss Bay watershed, to reconnect ecological corridors.	Requirement
Native, Drought Tolerant Species	Encourage planting primarily native of drought tolerant trees throughout the SAP, in addition to the existing tree retention-based code in KZC 95.	Requirement / Incentive
Bird Safe and Dark Sky Environment Standards	Require netting or screening to reflect glare on windows and prevent bird kills. Require the installation of fixtures that limit light leaving a building or a site or shining into the sky. Eliminating artificial light and sounds while few humans are present create a nighttime habitat and bird friendly environment.	Requirement
Food Production	Incentivize the provision of Pea Patches or Community Gardens on roofs or on underutilized lots.	Requirment through the Green Factor
Stormwater Management, Pesticide Reduction, Sediment Control	Require developments to adopt a long-term stormwater management plan, construction site management practices that control sediment, with the goal of achieving zero sediment runoff across the entire operation, and to submit a landscape plan that demonstrates a commitment to minimal pesticide and fertilizer inputs, if any, informed by Salmon Safe Standards.	Incentive through the Green Factor, consider for future Requirements
Water Use Management	Require water efficiencies and incentivize responsible water use including reduction, reuse, treatment and recycling, and treatment and reclamation. Do not preclude installation of or connection to purple pipe.	Requirement
Enhanced stormwater treatments for pollutants	To support ecosystem health, provide enhanced stormwater treatment for water quality pollutants including metals, 6PPD Quinone, and phosphorus (exceeding DOE's 50% reduction requirement) with a priority on the Forbes Creek watershed.	Incentive
Adaptive Management of Landscapes	Adaptive Management Plans developed with input from local ecologists and environmental specialists outline on-going landscape maintenance, organic management methods, and monitoring activity to support biodiversity, habitat, and ecosystem function, understanding the nature of their changing relationships.	Incentive
Adaptation Strategies	Encourage developments to assess regional climate change impacts on site design based on 50-year projections, and how these impacts can be reduced or eliminated through Site Climate Resiliency Planning, informed by Salmon Safe Standards.	Incentive







Summary of Energy and Decarbonization Strategies

Strategy	Description	Implementation Recommendations
Demand Reductions	Consider 3rd Party Protocols including Built Green 4-Star and LEED Platinum as baseline requirements to achieve demand reductions.	Requirement
Building Scale Renewable Energy Production	Require development scale renewable energy production, in alignment with 2021 WESC provisions or greater.	Requirement
All Electric Buildings	Require all electric buildings except for gas commercial cooking appliances if electric "ready" infrastructure is provided. Incentivize fully natural-gas free buildings. Reference the Kirkland High performance Building Standard for additional information.	Requirement / Incentive
Waste Diversion	Require developers to provide documentation of a deconstruction and material diversion plan. Reference the Kirkland High performance Building Standard for additional information.	Requirement
Electric Vehicle Infrastructure	At least 20% of all required vehicular parking spaces shall be EV ready, at least 10% of all required vehicular parking spaces shall be EV ready complete with functioning charger, and all bicycle/micro-mobility storage areas shall include electrical outlets. Reference the Kirkland High performance Building Standard for additional information.	Requirement
District Thermal and Battery Microgrids	Incentivize the installation of battery micro-grids on large sites and in projects that serve vulnerable populations, such as seniors, youth, and people experiencing poverty, housing insecurity, or health issues. Incentivize developments to provide documentation that they have considered contributing to the microgrid opportunities outlined in the NE 85th Energy and Decarbonization Opportunities Framework.	Incentive
Residential scale shared thermal systems (ex. GeoGrid)	Incentivize residential scale shared thermal system demonstration projects.	Incentive
Resilience Hubs	Require developments to provide documentation that they have reviewed opportunities in 85th SAP Energy and Decarbonization Opportunities Framework and considered publicly accessible resilience hubs as demonstration projects, integrated into community facilities, institutions, private developments, or partnerships.	Incentive

Strategy	Description	Implementation Recommendations
Community Solar, Energy Storage, and Battery	Require on-site renewable energy production, or contribution to community solar within the grid area.	Requirement Scaling Option or Incentive
Low Carbon, 5th Generation District Thermal, including waste heat recovery, ambient loop systems, and ground coupling	Incentivize developments to provide documentation that they have reviewed opportunities in 85th SAP Energy and Decarbonization Opportunities Framework and considered District Thermal, including thermal storage, ambient loop systems, ground coupling, and waste heat recovery.	Incentive
Net Zero Energy (NZE) Buildings	Provide incentives for developers who achieve the International Living Futures Institute (ILFI) NZE certification. Potential partnership with PSE. Community solar will likely be needed for taller buildings to meet NZE.	Incentive
Embodied Carbon Assessment	Require developers to provide an Embodied Carbon Assessment (ECA) and set embodied carbon limits and reductions. Reference the Kirkland High performance Building Standard for additional information.	Requirement
Lifecycle Decarbonization	Incentivize developers to provide a Lifecycle Carbon Assessment (LCA) and achieve an established maximum carbon level. Review Design Guidelines, FBC, and Development Standards for their ability to promote or not preclude emerging technologies, such as Mass Timber, that achieve carbon reductions.	Consider for future Incentive
Metered Energy Efficiency Transaction Structure	The City can explore MEETS (Metered Energy Efficiency Transaction Structure) and potentially do much of the early exploration legwork needed with the local utility.	Do not preclude
High Performance Building Envelopes	Allow a provision for departures from Design Guidelines, FBC, and Development Standards for their ability to promote or not preclude energy efficient design.	Do not preclude (process based)
Adaptation Strategies	Incentivize developers to provide documentation that they have assessed regional climate change impacts on site design based on 50-year projections, and conducted a hazard assessment. Actions are dependent on project, location, and hazard. May include: <ul style="list-style-type: none"><li>Relocation of critical systems</li><li>Structural reinforcement</li><li>Off-Grid renewables</li></ul>	Do not preclude (process based)



# 11.0

## Appendix — Table of Contents

Visit [www.kirklandwa.gov/stationareaplan](http://www.kirklandwa.gov/stationareaplan) to access the Station Area Plan Appendix.

**11.0 Appendix Table of Contents:**

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- 11.2 Recommendations List
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- 11.4 Supporting Plan Summary
- 11.5 Market Study (2020)
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- 11.8 Engagement Comment Summaries
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- 11.10 Supplemental Transportation Memo



## ORDINANCE O-4800

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING, LAND USE, AND AMENDING THE CITY OF KIRKLAND COMPREHENSIVE PLAN, ORDINANCE O-3481, AS AMENDED, ADDING NEW CHAPTER XV.G., NE 85<sup>th</sup> STREET STATION AREA SUBAREA PLAN, AMENDING THE CITY LAND USE MAP, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM20-00153.

1 WHEREAS, the City Council adopted Resolution R-5547 on June  
2 28, 2022, adopting the NE 85<sup>th</sup> Street Station Area Plan (SAP); and  
3

4 WHEREAS, the Council received a recommendation from the  
5 Kirkland Planning Commission related to the SAP to amend certain  
6 portions of the Comprehensive Plan for the City, Ordinance O-3481, as  
7 amended, as set forth in the report and recommendation of the Planning  
8 Commission dated June 15, 2022 and bearing Kirkland Planning and  
9 Building Department File No. CAM20-00153; and  
10

11 WHEREAS, the Planning Commission, following notice as  
12 required by RCW 35A.63.070, held a public hearing on the amendment  
13 proposals on June 9, 2022; and  
14

15 WHEREAS, following the public hearing and prior to making the  
16 recommendation the Planning Commission considered the comments  
17 received at the hearing and the City staff report dated June 1, 2022,  
18 and then conducted deliberations on the amendments on June 14,  
19 2022; and  
20

21 WHEREAS, a Draft Supplemental Environmental Impact  
22 Statement (DSEIS) was issued on January 5, 2021 pursuant to the State  
23 Environmental Policy Act (SEPA) related to the SAP, the proposed  
24 amendments, and the recommendation, which DSEIS supplements the  
25 City of Kirkland 2015 Comprehensive Plan Update and Totem Lake  
26 Planned Action Final Environmental Impact Statement (November  
27 2015), which is adopted per Washington Administrative Code (WAC)  
28 197-11-630; and  
29

30 WHEREAS, the Kirkland NE 85th Street Station Area Plan and  
31 Planned Action Final Supplemental Environmental Impact Statement  
32 (FSEIS) was issued on December 30, 2021; and  
33

34 WHEREAS, a SEPA addendum to the FSEIS was issued on  
35 June 24, 2022 by the responsible official pursuant to WAC 197-  
36 11-625 and 197-11-706; and  
37

38 WHEREAS, in a public meeting on June 28, 2022, the City  
39 Council considered the environmental documents received from the  
40 responsible official, together with the report and recommendation of the  
41 Planning Commission; and  
42



WHEREAS, RCW 36.70A.130, requires the City to review all amendments to the Comprehensive Plan concurrently and no more frequently than once every year; and

WHEREAS, RCW 36.70A.130(2)(a)-(i) allows the initial adoption of a subarea plan such as the NE 85<sup>th</sup> Street Station Area Subarea Plan to be adopted separately and more frequently than once every year.

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Comprehensive Plan Text and Map Figure amended: The Comprehensive Plan, Ordinance O-3481, as amended, is amended as set forth in Exhibit A and Exhibit B to this Ordinance and incorporated herein by this reference. These amendments include the addition of new Chapter XV.G, NE 85<sup>th</sup> Street Station Area Subarea Plan and related amendments to the City Land Use Map.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this Ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 3. This Ordinance shall be in full force and effect five days from and after its passage by the City Council and publication, pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this Ordinance and by this reference approved by the City Council.

Section 4. A complete copy of this Ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this \_\_ day of June 2022.

Signed in authentication thereof this \_\_\_\_\_ day of June, 2022.

\_\_\_\_\_  
Penny Sweet, Mayor

Attest:

\_\_\_\_\_  
Kathi Anderson, City Clerk

Approved as to Form:

\_\_\_\_\_  
Kevin Raymond, City Attorney



PUBLICATION SUMMARY  
OF ORDINANCE NO. O-4800

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE NE 85<sup>TH</sup> STREET STATION AREA PLAN AND COMPREHENSIVE PLANNING, LAND USE, AND AMENDING THE CITY OF KIRKLAND COMPREHENSIVE PLAN, ORDINANCE O-3481, AS AMENDED, ADDING NEW CHAPTER XV.G., NE 85<sup>TH</sup> STREET STATION AREA SUBAREA PLAN, AMENDING THE CITY LAND USE MAP, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM20-00153.

SECTION 1. Establishes Comprehensive Plan Text and Map Figure is amended to include new Chapter XV.G, NE 85th Street Station Area Subarea Plan; and amends Land Use Map LU-1 for a legislative change in land use designation for certain parcels within the Station Area Plan to Transit Oriented Development (TOD).

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date.

SECTION 4. Directs the City Clerk to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the \_\_\_ day of June, 2022.

I certify that the foregoing is a summary of Ordinance O-4800 approved by the Kirkland City Council for summary publication.

---

Kathi Anderson, City Clerk



## **NE 85<sup>th</sup> Street Station Subarea Plan Comprehensive Plan Chapter -Draft for Public Hearing**

### **1. City of Kirkland Local Land Acknowledgement**

*(adopted by Resolution R-5507, 12/16/2021)*

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

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

### **2. Overview and Planning Context of Subarea Plan**

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

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

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

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



### *Subarea Overlay Boundaries*

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









growth to foster increased affordable housing choices, employment, shopping, and other activities in proximity to transit. This centers strategy enables the City to provide long term growth capacity that will continue to meet the City's growth targets, continue to maintain the lower densities and intensities of the City's residential neighborhoods, and to focus growth in areas that have the best access to transportation choices, shops, and services. As a focal point for investment and development in the community, the Greater Downtown Regional Center also provides enhanced opportunities to promote equitable access to housing, services, healthcare, education, quality transit service, and employment.

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

#### *Station Area Plan Background and Planning Process*

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

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

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





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

### *Station Area Demographics*

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

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

Additional demographic information gathered for the Station Area and utilized in the Equity Impact Review for the planning effort can be found in the published NE 85th Street Station Area Plan. The Equity Impact Review led the City to ensure that the process was inclusive by engaging members of the community who have typically not been involved in City planning processes. Among the expanded engagement strategies were translation of project



materials; focused outreach to renters, local non-profits and their constituents; youth engagement activities; and project engagement materials enabling participation outside of conventional public meetings. The Equity Impact Review also led to a plan that helps ensure equitable and inclusive outcomes through public investment, land use policies, and development regulations that lay the groundwork for a transit-oriented community that promotes equitable access to housing, employment, and transportation opportunities.

DRAFT



### 3. Station Area Vision and Objectives

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

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

*The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The highly visible integration of ecological systems within an urban setting set the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.*

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

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



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





Figure 4: Community Benefit Objectives

#### 4. Historical Context

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

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

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



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

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

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

## **5. Land Use**

### *Existing Land Use*

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

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

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

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

### *Growth Framework*

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



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

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

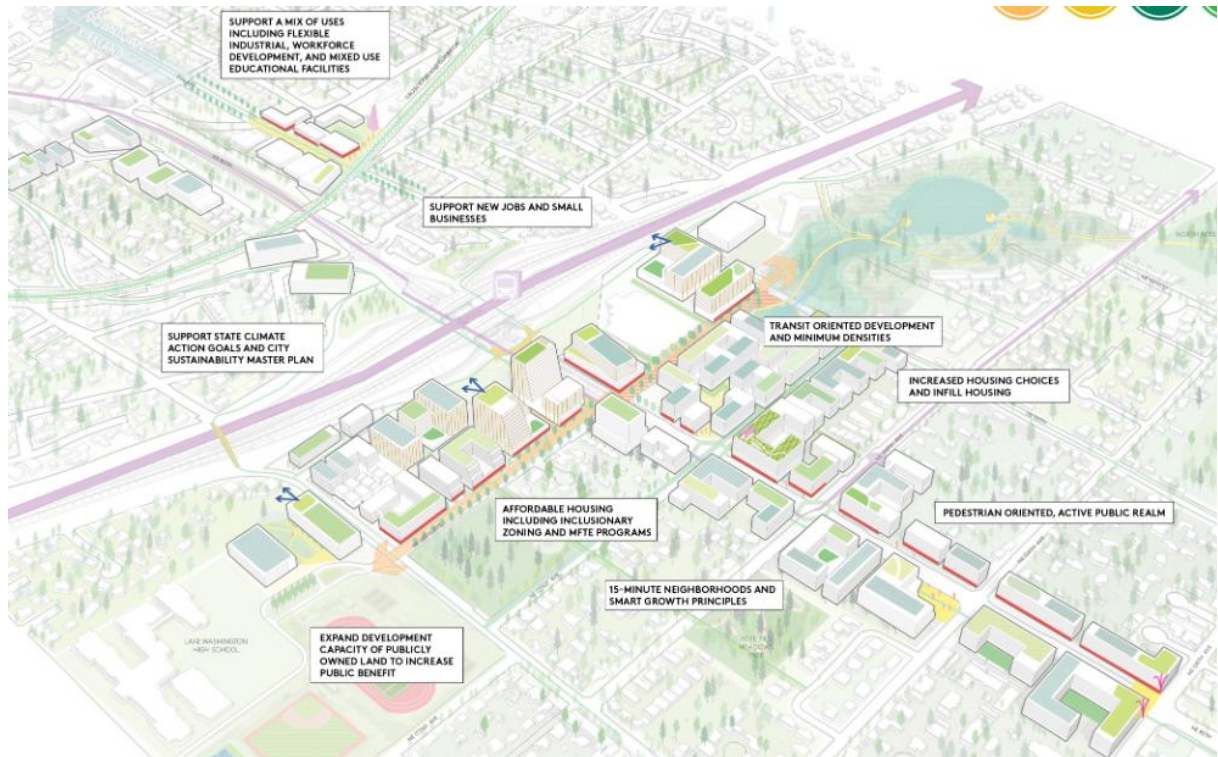
Long term, the overall Station Area Subarea Plan Growth Framework is to:

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

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

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





*Figure 5: Growth Framework Illustration*



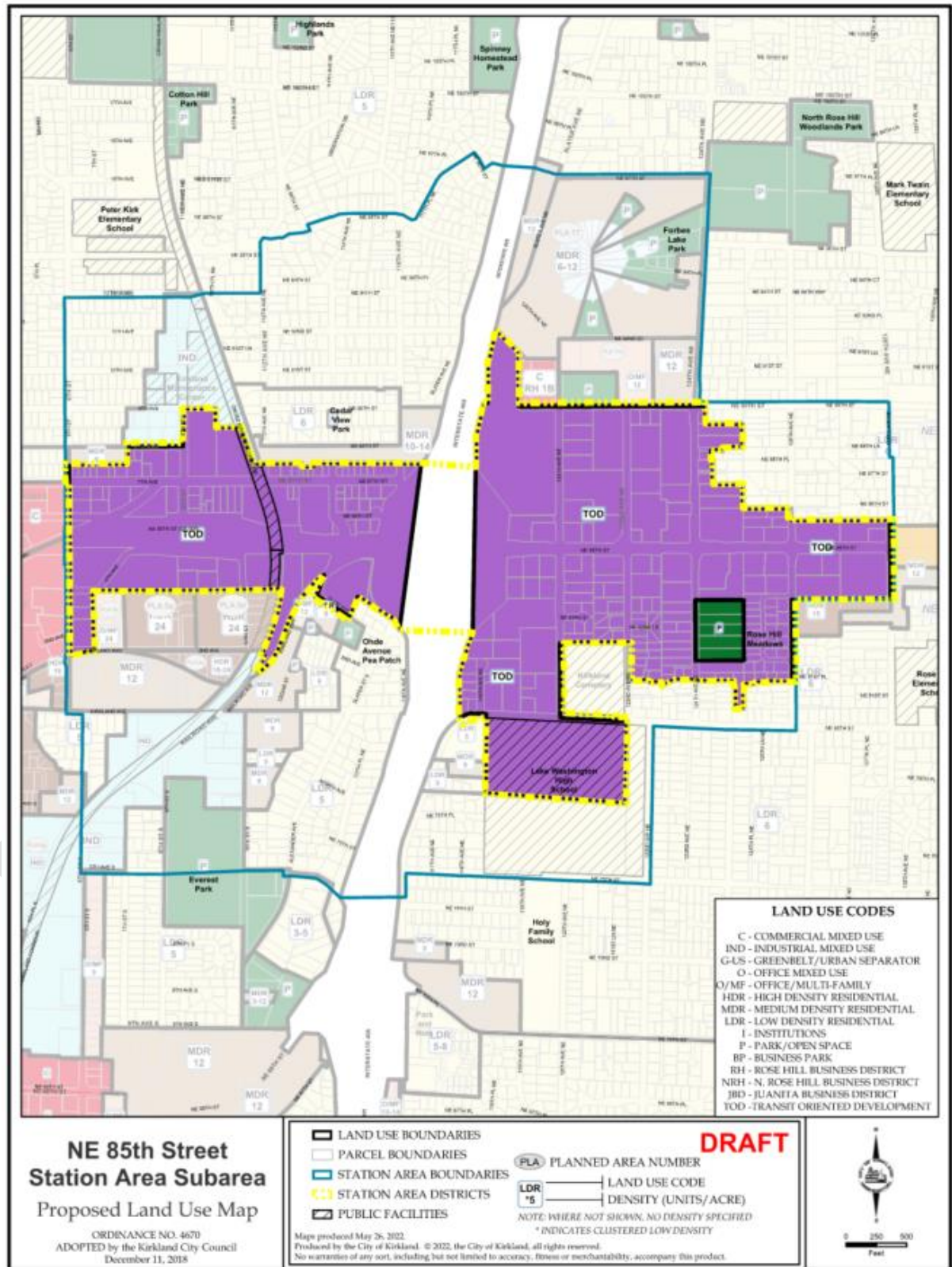


Figure 6: Station Area Land Use Map



*Land Use Goals and Policies*

- Goal SA-1: Establish residential and employment growth targets that accommodate a significant share of the City's future growth, in support of Vision 2050 and the Regional Growth Strategy, with at least 45 activity units per acre.
- Goal SA-2: Encourage development intensities that create the capacity to accommodate higher growth targets for the Subarea in the future.
- Goal SA-3: Create opportunities for a diversity of housing types, accessible for all income levels and demographics, including affordable housing, senior housing, and special housing needs.
- Goal SA-4: Promote the Station Area as a district where all community members are welcome and celebrated.
- Policy SA-5: Station Area development standards and urban design principles should accommodate the following growth capacities.

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

- Policy SA-6: In cases where the Station Area planning process, including its associated environmental review, has established different development standards, the goals, policies, and direction on development standards for the Subarea Plan shall govern. This includes but is not limited to specific land uses, building heights, transportation improvements, and access requirements (for map of maximum allowed heights, see Figure 6).
- Policy SA-7: Establish design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit. Eliminate superblocks with features such as through-block pathways to create a more fine-grained pedestrian-oriented district.
- Policy SA-8: Promote infill development, particularly on underutilized parcels.
- Policy SA-9: Ensure that implementation of the vision, goals, and policies related to inclusion and equitable access to housing and economic opportunities for people of color, people with low incomes, and historically underserved communities is achieved through intentional monitoring and periodic course corrections.



- Policy SA-9: Continue to support service providers such as King County Housing Authority, Helen's Place, etc. that provide essential services to Kirkland community members, and identify additional opportunities to complement and enhance their services.

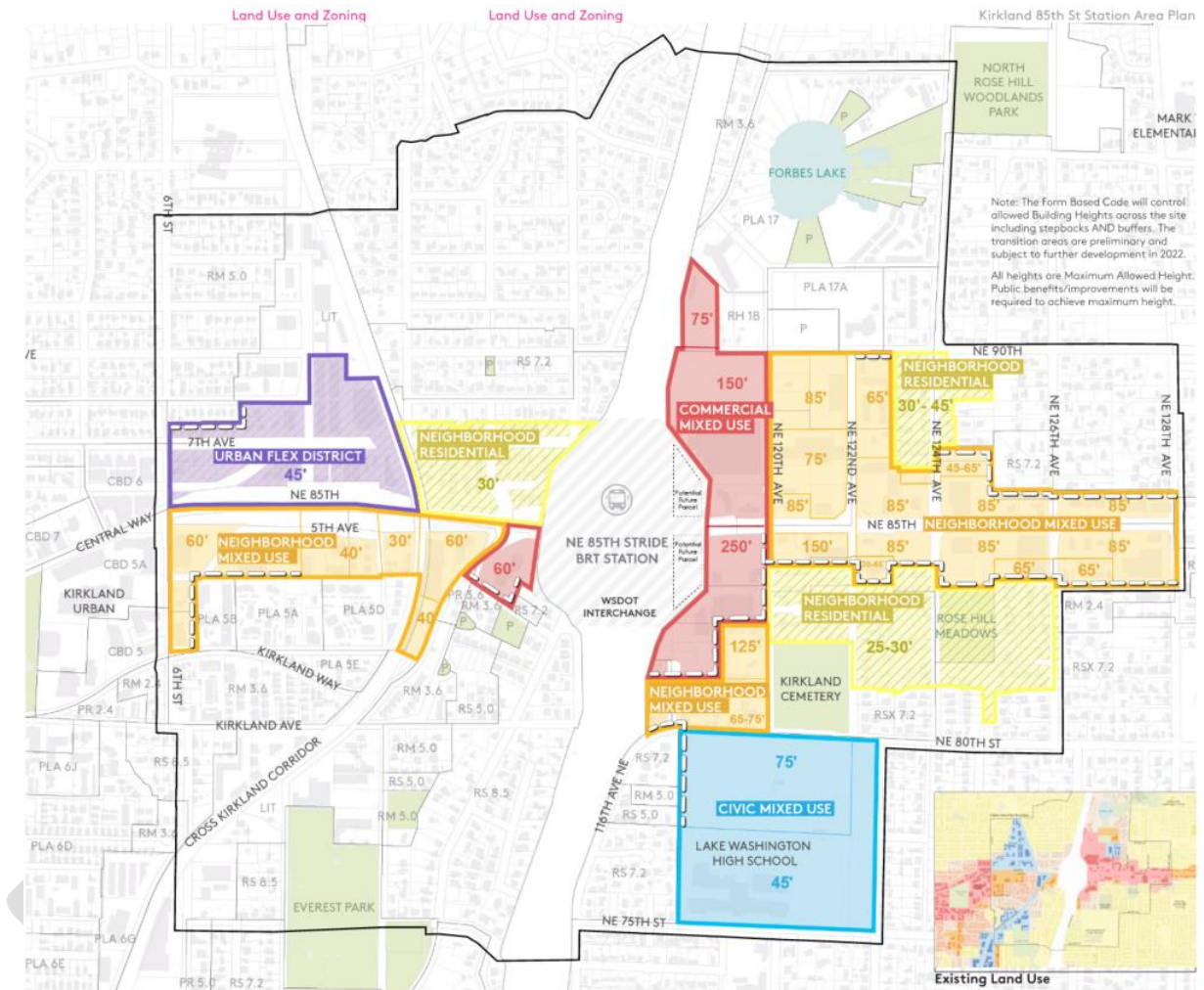


Figure 7: Maximum Heights Studied

## 6. Housing

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



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

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

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

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

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

#### *Housing Goals and Policies*

- Goal SA-10: Plan for and achieve housing production to achieve regional planning objectives and maximize opportunities for affordable housing provision in the Subarea.
- Goal SA-11: Preserve, improve and expand housing stock to provide for a range of affordable, accessible, healthy, and safe housing choices to every resident.
- Goal SA-12: Increase affordable housing by developing strategies and incentives to increase the amount of affordable housing within the Station Area at various income levels, especially at lower income levels.
- Goal SA-13: Provide a mix of housing that is attainable for a range of existing and new jobs in the district - and also accessible/connected via regional transit.
- Goal SA-14: Increase resident access to opportunity, including employment and education opportunities and amenities in neighborhoods.
- Policy SA-15: Create density bonuses that prioritize affordable housing, particularly units available at deeper levels of affordability.



- Policy SA-16: Leverage regional partnerships (e.g., A Regional Coalition for Housing (ARCH), King County Housing Authority and other non-profit housing developers/providers) to add affordable housing opportunities in the Station Area.
- Policy SA-17: Create and periodically adjust effective implementation strategies for addressing housing targets and goals in the Station Area Plan.
- Policy SA-18: Reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.
- Policy SA-19: Encourage coordination with housing organizations and community groups to address issues of homelessness, fair housing, anti-displacement, etc. Partnering with housing program and service providers can promote more equitable housing opportunities within the Station Area.
- Policy SA-20: Expand housing capacity for moderate income households (e.g., missing middle housing) through flexible form-based code standards.
- Policy SA-21: Explore innovative funding strategies to encourage and enable housing production, particularly affordable units, such as methods for commercial development to contribute to affordable housing funds (e.g., nexus fees), and Tax Increment Financing to provide City infrastructure to accommodate new, more compact housing development.

## **7. Economic Development**

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

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



It is also a high priority for the City to retain larger retailers and car dealerships. These businesses provide important local and regional services and represent a significant portion of the City's sales tax revenue that helps provide services to the community. Retaining these businesses will require partnerships to facilitate innovative mixed use development, regulatory support for redevelopment, and possible relocation strategies if businesses are to relocate out of the Station Area but within Kirkland City limits.

### *Economic Development Goals and Policies*

- Goal SA-22: Promote the vision for the Station Area as a walkable district with high tech and family wage jobs, and commercial and retail services linked by transit and a robust transportation network.
- Goal SA-23: Create a vibrant district, with interesting places to shop, live, work, recreate, and visit that becomes a destination - a place people want to be.
- Goal SA-24: Promote transportation connections for cars, buses and nonmotorized options in the Subarea through public, private, and non-profit partnerships.
- Goal SA-25: Continue to partner with large and small retailers in the Subarea to explore opportunities for those businesses to be successful components of the anticipated growth and change.
- Policy SA-26: Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.
- Policy SA-27: Reduce the risk of commercial displacement through a variety of anti-displacement strategies, including creating development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.
- Policy SA-28: Encourage a wide range of commercial activities along urban frontages in the Subarea that activate the public realm and enhance the pedestrian experience in the district.
- Policy SA-29: Encourage small-scale maker, crafts, and fabrication spaces to foster smaller, immigrant-owned, and fledgling businesses.
- Policy SA-30: Provide City and public/private assistance to nurture small businesses, including technical support to develop business plans, find appropriate real estate, and hire local workers.
- Policy SA-31: 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).

## 8. Natural Environment and Sustainability

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

### *Natural Environment*

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

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

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

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

### *Natural Environment Goals and Policies*

- Goal SA-32: Enhance urban ecology, biological diversity, and tree canopy within the Subarea.
- Goal SA-33: Protect and enhance critical areas, natural systems, and habitat.
- Policy SA-34: Adopt regulations that encourage the built environment to incorporate functional green infrastructure elements that enhance efforts to improve the natural environment of the Subarea.



- Policy SA-35: Contribute to in-watershed habitat connectivity, tree canopy, and stream health goals that connect natural systems within the Station Area to the broader community.
- Policy SA-36: To enhance stormwater quality, explore partnership opportunities to treat stormwater from the public right-of-way on project sites with shared facilities that contribute to a district-wide green infrastructure program.
- Policy SA-37: To support ecosystem health, pursue enhanced stormwater treatment for water quality pollutants, with a priority on the Forbes Creek watershed.
- Policy SA-38: To support urban habitat, consider design and management practices that provide dark sky environments, bird-safe construction, and adaptive management of landscapes.
- Policy -SA-39: To reduce potable water needs and address droughts, encourage water use efficiencies and support rainwater capture, harvesting, reuse, and on-site treatment.
- Policy SA-40: Explore public/private partnerships that advance integrated and interdisciplinary approaches for environmental planning (systems approach).
- Policy SA-41: Explore opportunities to utilize WSDOT right-of-way for open space benefits such as stormwater treatment, managed natural areas, and canopy restoration.

#### *Sustainability, Climate Action, and Resilience*

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

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

The Plan supports growth through a mix of land uses and transit-oriented development, along with improved biking and walking connections and an enhanced open space network. With the planned growth, there will also be an increased demand for resources including energy, water, and open space. However, a more compact, urban development pattern affords the potential to improve upon community resilience as a part of this planned growth, with strategies including shared resources, a more distributed, flexible approach to



infrastructure, and enhancing ecosystem performance. Many sustainability co-benefits will accrue through the fundamentals of these smart growth concepts represented in the Station Area Plan – particularly by integrating land use, transportation, and open space.

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

#### *Sustainability Goals & Policies*

- Goal SA-42: Prioritize opportunities to create multiple benefits across ecosystem functions such as: improving mental and physical and health; cleaning air and water; increasing biodiversity; and making the City more resilient to the impacts of urbanization and climate change impacts.
- Policy SA-43: Implement the City's Sustainability Master Plan goals at a local and district scale, leveraging the unique opportunities created by the BRT Station and transit-oriented development.
- Policy SA-44: Integrate strategies into sustainability regulations for the district that "future-proof" the plan to ensure development and regulations are not precluding future innovation in the field.
- Policy SA-45: Develop a "Future Ready" district framework guide to align development in the Station Area with the City's Sustainability Master Plan policies and performance targets. Specific areas of focus should be: energy and decarbonization; and habitat/ecology; and green infrastructure.
- Policy SA-46: Identify programs that:
  - Recognize the role of land use, development, and transportation on greenhouse gas emissions.
  - Support achievement of state and regional greenhouse gas emissions reduction goals.
  - Reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.
  - Expand electric transportation infrastructure.
  - Promote innovative green building practices in design, materials selection, construction, and maintenance.
  - Encourage retrofitting of existing buildings to reduce building energy use.
  - Promote wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater).
- Policy SA-47: Establish a Green Factor code that encourages visible, functional, green spaces and high-quality habitat. For example, these multi-benefit strategies can be achieved at the ground plane by establishing healthy tree canopy and rain gardens, on the vertical plane by establishing green walls, and on the roof plane by establishing green roofs and pollinator gardens.



- Policy SA-48: Identify long term opportunities that consider the shift from high temperature, centralized generation plants to a more distributed, multi-source approach to generation, transmission, and storage of energy.
- Policy SA-49: Explore long term strategies including shared and distributed systems, like purple pipes, district energy, and on site black and gray water treatment in collaboration with partner organizations and local utilities.

## 9. Parks, Recreation and Open Space

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

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

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

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

Coordination with the PROS Plan on how park Level of Service (LOS) is defined in more urban areas of the City would assist the City in more equitably providing park access within



a rapidly growing community. Strategies should be considered to more broadly leverage green infrastructure to create more open space, educational, and environmental opportunities.

### *Parks, Open Space Opportunities*

The Station Area envisions a thriving, new walkable district with park amenities. Below are highlighted potential projects, or opportunities, identified with the Subarea Plan and in coordination with the PROS Plan. The Station Area Plan includes additional examples of various parks and open space and innovative opportunities within the Subarea that should be explored in the future.

### *Enhancing Public Parks, Recreation, Open Space Opportunities*

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

### *Forbes Lake Park*

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

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





Figure 7: Forbes Lake Park Concept

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

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

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

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



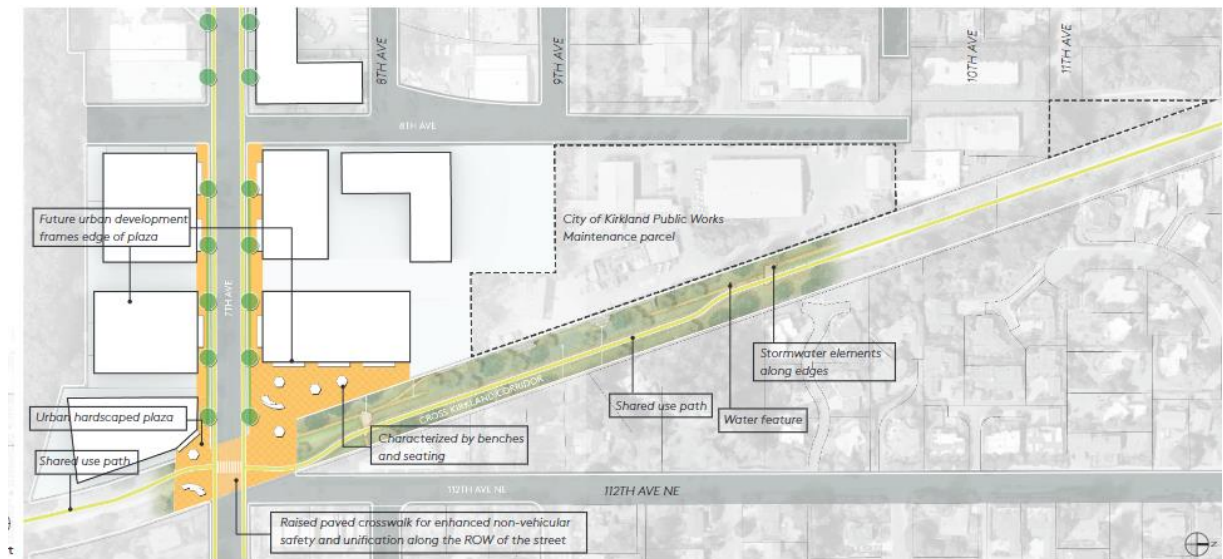


Figure 8: Possible Norkirk Plaza/CKC Concept

### *Enhanced Connections to Peter Kirk and Everest Parks and Improvements*

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

### *Private Provision of Publicly Accessible Parks/Open Space*

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

### *Parks and Open Space Goals and Policies*

- Goal SA-50: 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 SA-51: Where recreational parks spaces are pursued, include consideration of amenities to serve community members of all ages and stages of life.
- Policy SA-52: Identify and minimize gaps in equitable access to parks and open spaces in order to make more efficient use of existing parks and open spaces in the area.



- Policy SA-53: Implement the City's adopted Parks, Recreation, and Open Space (PROS) Plan for urban level-of-service guidelines for the Station Area.
- Policy SA-54: Leverage public assets and partnerships, including excess WSDOT right-of-way, for potential active recreational areas, managed natural areas, stormwater treatment, and sustainable landscape areas.
- Policy SA-55: Expand access to and through Forbes Lake Park to provide multiple benefits of environmental enhancement and education, improved nonmotorized transportation connections, and access to open space and recreation.
- Policy SA-56: Enhance the Cross Kirkland Corridor to create recreational and open space amenities and improve active transportation connections to the Corridor.
- Policy SA-57: Integrate enhanced green spaces into other elements of the urban environment through strategies such as mid-block green connections that provide opportunities for landscaping, active, and passive recreation.
- Policy SA-58: Provide incentives and zoning requirements for new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, recreation amenities, and linear parks.
- Policy SA-59: Explore design strategies to enhance existing public access to and use of the Kirkland Cemetery, while being sensitive to the primary purpose of the cemetery.
- Policy SA-60: Pursue additional opportunities for indoor recreational facilities for organized sports and casual recreation.
- Policy SA-61: Consider how the City and development applicants can build pedestrian and bicycle connections to potential recreational and/or parks spaces in or near the Subarea such as the Houghton Park & Ride, and existing parks like Everest Park, Peter Kirk Park, and Taylor Fields Park.

## 9. **Transportation and Mobility**

### *Vehicles and Street System*

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



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

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

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

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

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

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

### *Vehicle and Bicycle Parking*



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

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

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

### *New Street Standards*

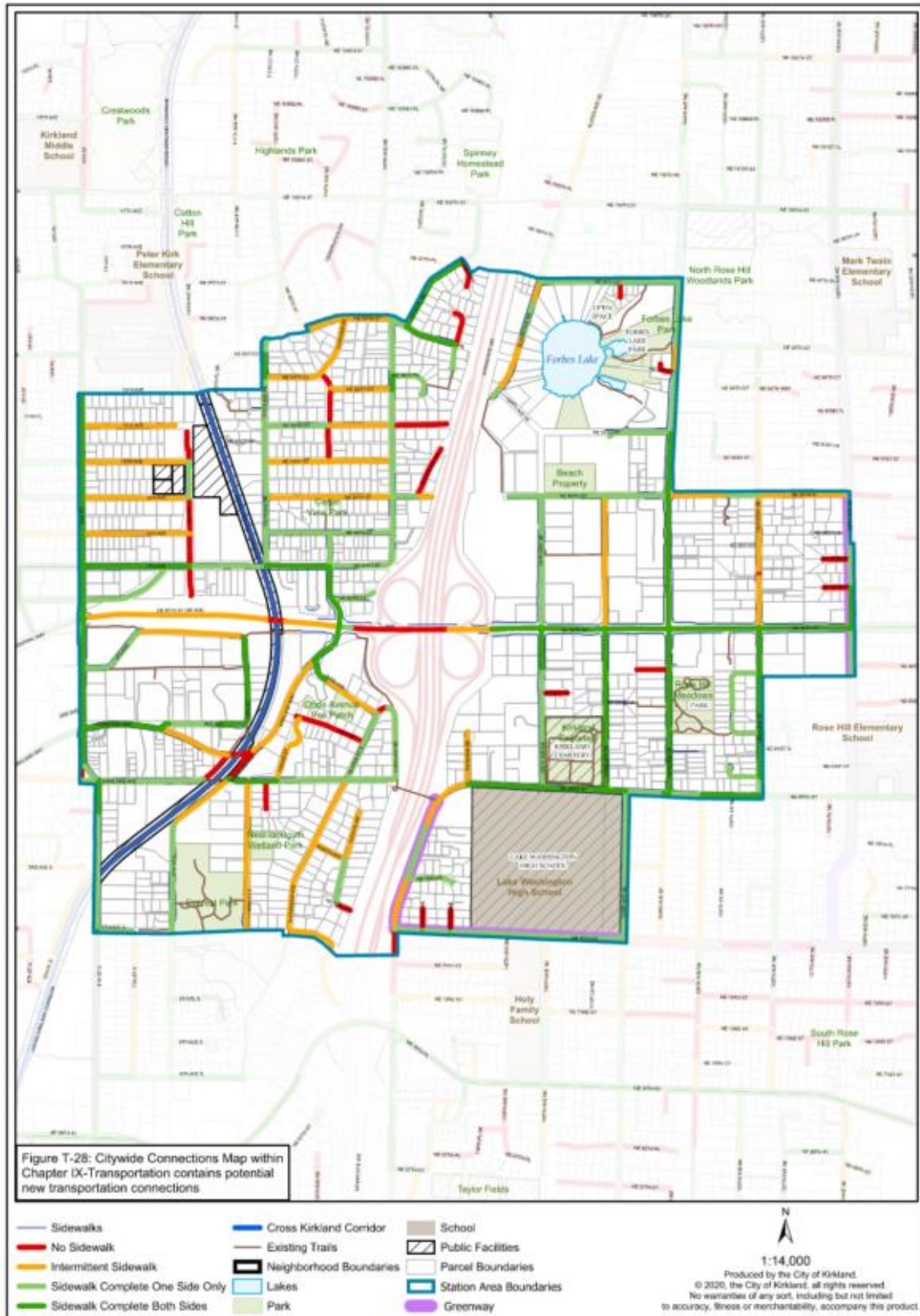
As part of the urban design framework for the Station Area, new street design standards are proposed and will be required with the Form-based Code regulations. These innovative street design standards will ensure that land use, design, and transportation objectives are coordinated as private the planned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

### *Mobility and Active Transportation Network*

#### *Pedestrian System – existing conditions*

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





### DRAFT NE 85th Street Station Area Subarea Existing Pedestrian System

Figure 9: Existing Pedestrian System



### *Pedestrian System Implementation Opportunities*

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

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

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

### *Supporting Transit*

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

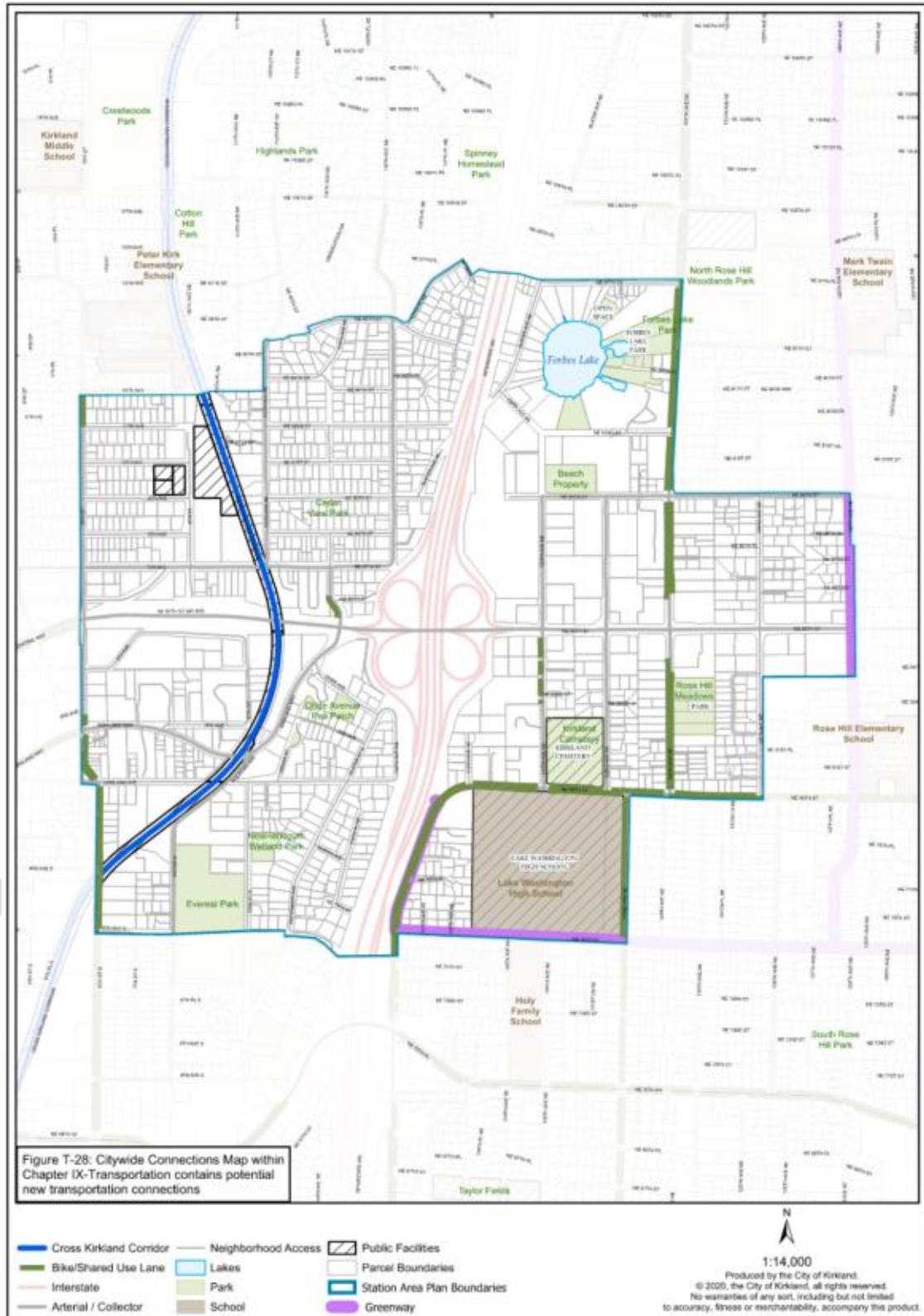
Recommended Subarea improvements to enhance access to transit include:

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

### *Bicycle Network – existing conditions*

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





## DRAFT NE 85th Street Station Area Subarea Existing Bicycle System

Figure 10: Existing Bicycle System



### *Recommended Transportation Improvements*

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

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

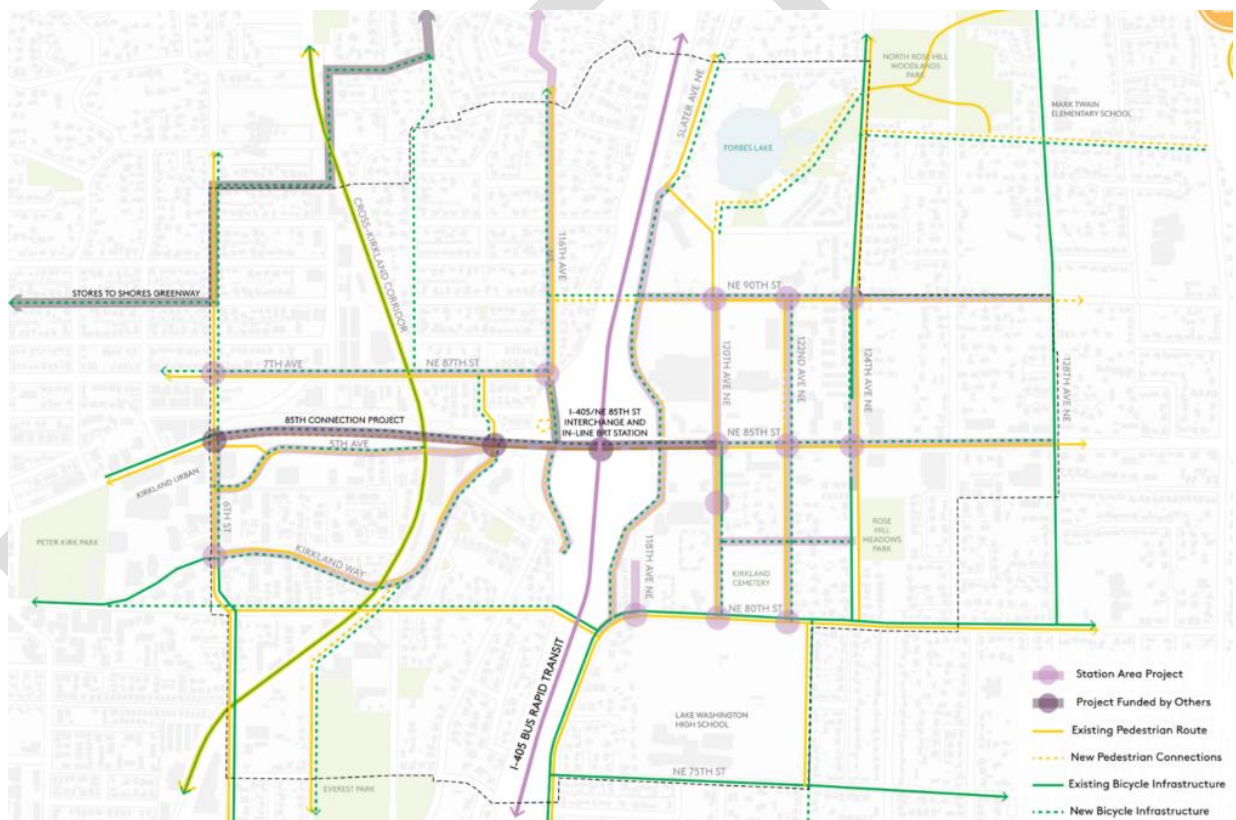


Figure 11: Proposed Transportation Infrastructure Improvements

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



- NE 90th Street Corridor - Between I-405 and 122nd Avenue NE, build a shared-use path or boardwalk on the north side of the street. Between 122nd and 128th Avenue NE, provide buffered bike lanes and sidewalks with landscape strips on both sides of the street.
- Compact Roundabout at NE 87<sup>th</sup> St and 116<sup>th</sup> Ave NE in the Highlands Neighborhood - Revise this intersection to be a compact roundabout that better accommodates people walking and biking, and access to the NE 85th Street Station pick-up and drop-off.
- 124th Avenue NE Widening and Protected Bike Lanes - Widen 124th Avenue NE to five lanes plus physically separated bike lanes from NE 85th Street through the NE 90th Street intersection. This project also includes continuation of protected bike lanes south through the NE 85th St intersection to NE 84th Lane to connect to exiting bike lanes.
- NE 85th Street Improvements - To offer a high-quality experience for people walking, biking, rolling, and making last-mile connections from transit, enhance NE 85th Street between I-405 and 128th Avenue NE by providing active transportation zones on both sides of the street that include one-way raised protected bike lanes, widened sidewalks, and wide landscape and amenity zones.
- NE 85th Street and 120th Avenue NE Improvements - As part of the overall enhancement to the NE 85th Street corridor to better accommodate all travel modes, multiple concepts were studied. A preferred concept direction would improve the NE 120th Avenue intersection to include an added eastbound lane as storage capacity from the interchange, an added northbound left turn lane to accommodate expected traffic volume increases, a bump out of the northwest corner to align with two westbound incoming lanes and reduce the north/south crossing distance, high-visibility crosswalks, shared use paths to the west connecting to the Stride BRT stations, and raised protected bike lane and wide sidewalks to the east.

### *Transportation and Mobility Goals and Policies*

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

- Goal SA-62: Provide a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and Regional Transportation Strategy and promotes vitality of the economy, environment, and health.
- Goal SA-63: Achieve the following mode-split goal, or one that decreases SOV trips additionally, by the Station Area horizon planning year of 2044:



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

Source: Fehr &amp; Peers.

- Goal SA-64: Create a pedestrian-scaled network.
- Goal SA-65: Create a low-stress network for biking and rolling.
- Goal SA-66: Develop and implement a bold vision of a multimodal transportation network in the Station Area that prioritizes pedestrians, cyclists, and other nonmotorized modes.
- Policy SA-67: In order to achieve the aggressive mode-split goals, the City should require development to pursue aggressive Transportation Demand Management strategies that could include, but are not limited to:
  - Unbundle parking to separate parking costs from total property cost.
  - Revise parking code to reduce the parking minimums or implement parking maximums.
  - On-street parking management strategies.
  - Require new development to charge for off-street parking.
  - Require robust monitoring and management of parking and TDM measures to reduce spillover parking.
  - Encourage or require transit pass subsidies from developers/property owners.
  - Expand upon Kirkland's Green Trip program and encourage alternative commuting modes.
  - Provide an Emergency Ride Home program for employees.
  - Require bike facilities such as storage and showers in new developments.
  - Encourage carpooling with a Ridematch Program.
  - Provide shared off-street parking with new developments.
  - Provide private shuttle service or gondola as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the 6th Street Google campus, Kirkland Urban, and other destinations.
  - Encourage or require transit pass provision programs for residents of multifamily properties.
  - Partner with Transportation Network Companies (TNCs) such as Uber or Lyft to provide pooled ridesharing Alternatives.
  - Launch a bikeshare or other micromobility system in Kirkland.



- Policy SA-68: Develop an integrated multimodal transportation network (pedestrian and bicycle/rolling facilities, and linkages to adjacent neighborhoods and districts).
- Policy SA-69: Preserve the vehicle throughput functionality of NE 85<sup>th</sup> St as a principal arterial while enhancing its role as an urban street.
- Policy SA-70: Incorporate vehicular network transportation improvements appropriate to surrounding land uses and densities into required improvement lists.
- Policy SA-71: Ensure effective transit service within the study area along transit corridors, particularly during peak commute hours.
- Policy SA-72: Develop full street standards that serve all users, including pedestrians, bicyclists, other wheeled transport (e.g., scooters), transit users, vehicles, and – where appropriate – freight (to achieve a “complete streets” vision).
- Policy SA-73: Establish parking ratios that reflect the vision for a vibrant transit-oriented district, and recommended transportation investments to achieve a balanced multi-modal network, along with robust Transportation Demand Management (TDM) strategies for future development.
- Policy SA-74: Utilize tools like residential permit parking zones, enhanced monitoring, and enforcement to ensure that Station Area nodes like the Sound Transit pick up and drop off facility do not result in detrimental parking impacts to surrounding neighborhoods. These same tools should be used to ensure that employees of large commercial projects utilize private parking and the available array of alternative transportation options and do not park in surrounding neighborhoods.
- Policy SA-75: Prioritize the completion of a pedestrian network in the Station Area with sidewalks that are of sufficient width and configuration to accommodate the person trips resulting from forecasted growth and that support achievement of the Station Area mode-split goal.
- Policy SA-76: Provide a consistent, connected network for walking, bicycling, and rolling.
- Policy SA-77: Provide more protection and comfort for walking, bicycling, and rolling, particularly on highspeed, high-volume roadways such as 124<sup>th</sup> Ave NE.
- Policy SA-78: Provide delineated biking and rolling space in the enhanced sidewalks on NE 85<sup>th</sup> St.
- Policy SA-79: Improve safety for people walking, bicycling, and rolling through intersections.
- Policy SA-80: Identify planned transportation investments, programs, and resources, including transit, pedestrian and bicycle facilities and amenities, and projects to eliminate superblocks or modal conflicts and promote safety and connectivity.



## 10. Urban Design Framework

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

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

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



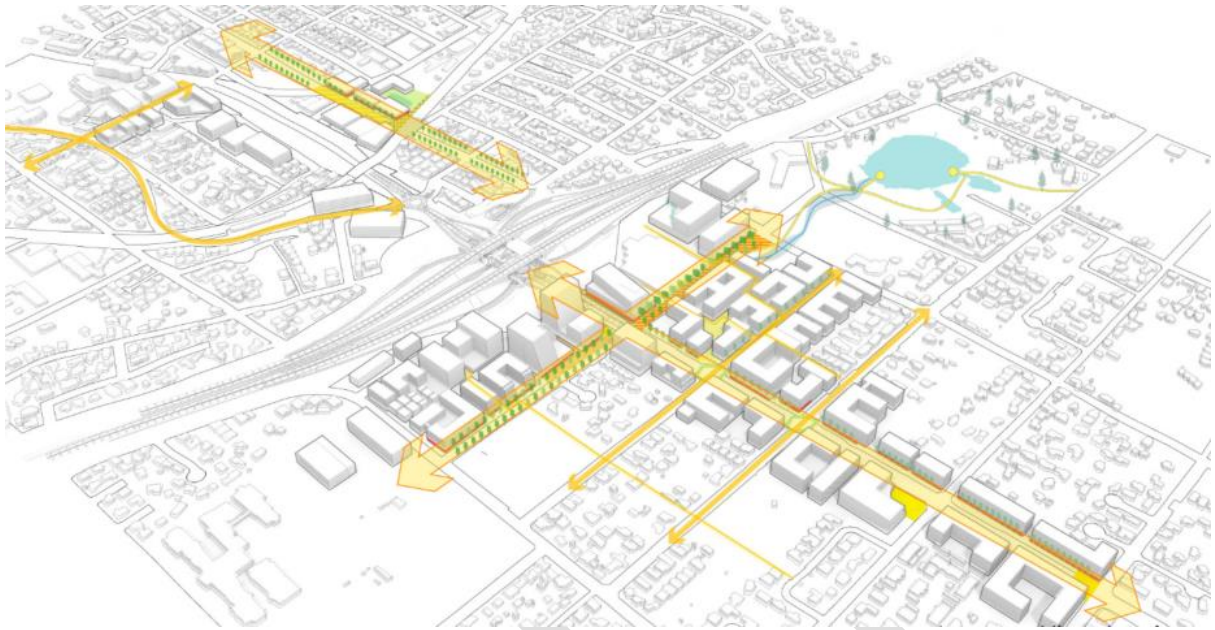


Figure 12: Public Realm "Spine"

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

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

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

### *Urban Design Subdistricts*



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

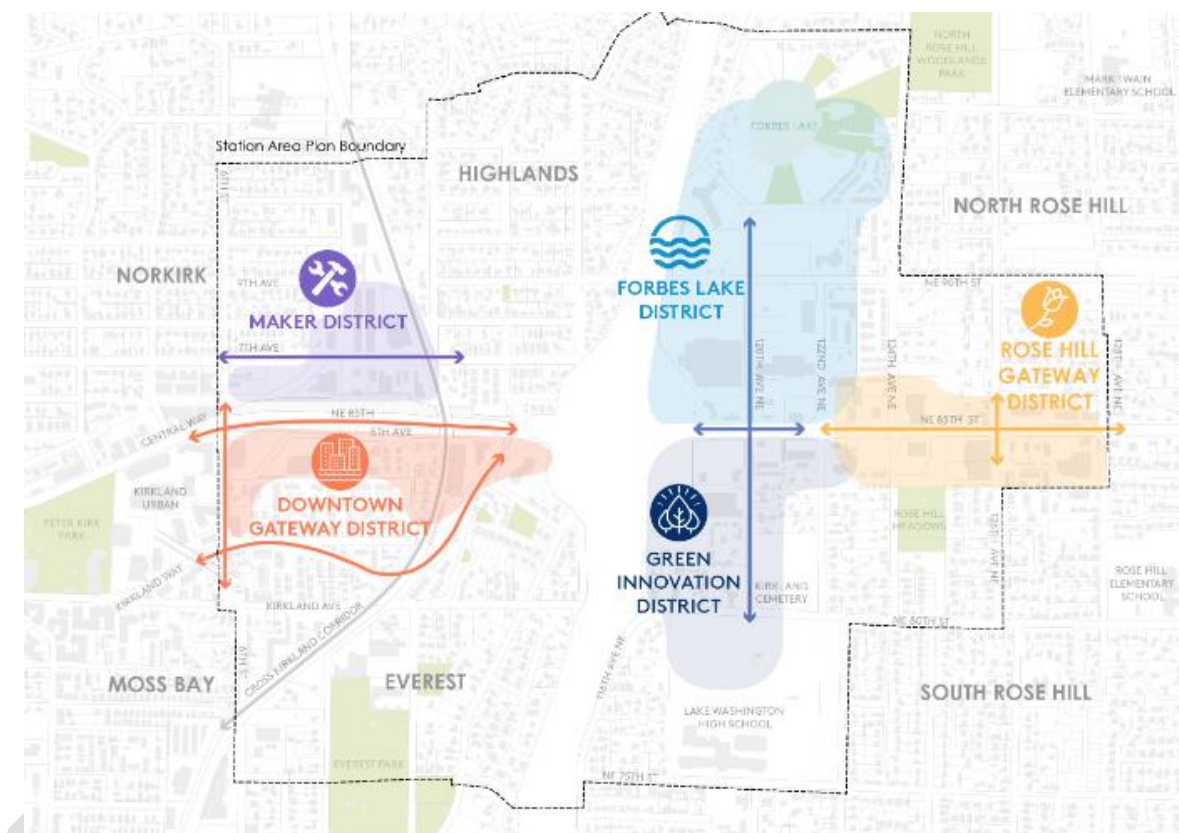


Figure 13: Urban Design Subdistricts

### Norkirk Maker District

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

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



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



Figure 14: Maker District Concept

### Green Innovation District

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

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



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

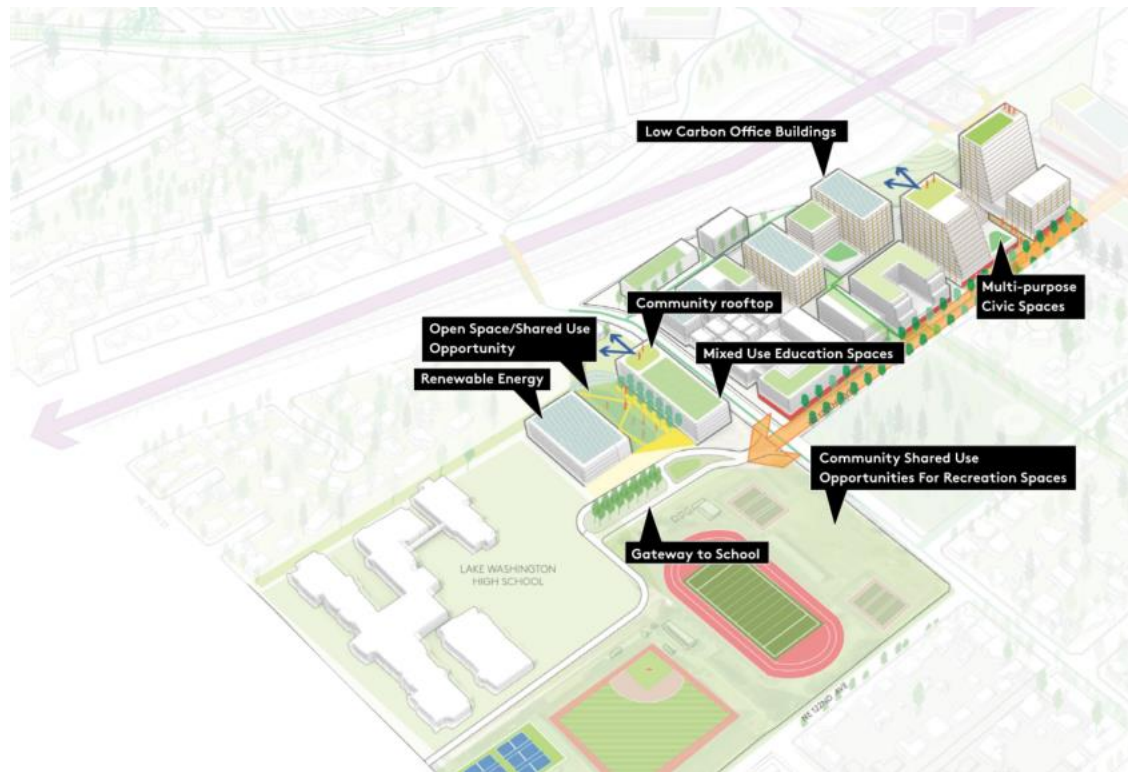


Figure 15: Green Innovation District Concept

### Downtown Gateway District

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





*Figure 16: District Context on 6th St*

### Rose Hill Gateway District

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



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

### *Urban Design Goals and Policies*



Goal SA-81: Focus growth in inclusive housing and jobs near transit with comprehensive design standards that ensure an attractive, sustainable, and integrated public and private realm.

Policy SA-82: Establish a strong public realm network and transit-oriented community that puts people first and integrates public streetscape and open space improvements with building and site design standards.

Policy SA-83: Use urban design to create a multi-modal transportation network that connects residents, workers, and visitors, and mitigates physical barriers.

Policy SA-84: Leverage existing natural systems and resources, enhance ecosystem performance, and increase resilience through innovative development standards.

Policy SA-85: Ensure appropriate development scale with transitions to adjacent neighborhoods through clear transition requirements and contextual design standards.

## **11. Public Services and Public Facilities**

### *Public Services*

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

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

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

### *Surface Water*

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

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



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

### *Water and Sewer*

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

### *Schools and Education Needs and Opportunities*

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

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

#### *1. Increase development capacity on existing school sites:*

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

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

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

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

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

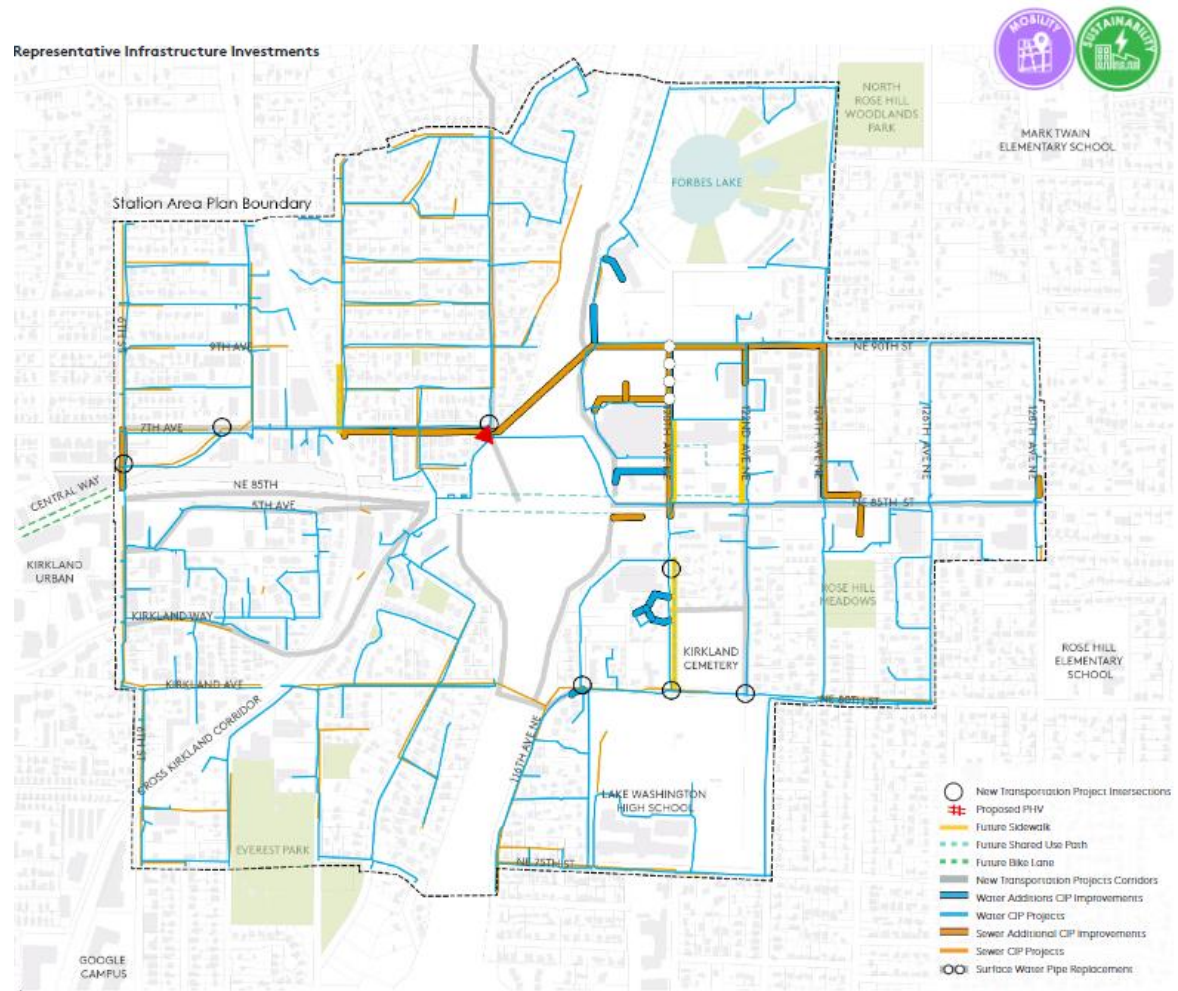
*4. Promote public/private partnerships to encourage shared facilities in the Station Area and/or optimize utilization of shared use agreements.*

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

*Public Services and Public Facilities Goals and Policies*

- Goal SA-86: The Subarea Plan supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.
- Goal SA-87: Create opportunities for additional school capacity in, or near, the Station Area.
- Policy SA-88: Ensure that planned infrastructure and facilities can support targeted growth through requirements for new development to construct, or contribute to, new infrastructure and by incorporating recommended Station Area improvement projects into the City’s Capital Improvement Program.
- Policy SA-89: Ensure availability of public services, such as utilities, infrastructure, Police, and Fire services to meet the needs of businesses and residents.
- Policy SA-90: Identify development standards that can provide Lake Washington School District with more development capacity to build additional school space on current district-owned sites. This could include increasing the allowed height, reducing setbacks, creating more flexible standards, and simplifying the permitting process.
- Policy SA-91: Create development bonus incentives for new development to provide school space.
- Policy SA-92: Allow educational space including day care, early learning, and other school facilities in active frontages and required retail space.
- Policy SA-93: Foster partnerships with the Lake Washington School District, the City, and the private sector to encourage shared facilities in the Station Area and/or optimize utilization of shared use agreements.
- Policy SA-94: Foster partnerships with institutions of higher learning to aid in workforce development, support cultural endeavors, and accommodate transitioning public school students.





*Figure 18: Representative Infrastructure Projects*

## 12. *Implementation*

- Goal SA-95: Identify implementation strategies that are forward looking to ensure that infrastructure and services are in place before new development places needs on City systems, and that the community is receiving benefits of new growth in the Subarea.
- Policy SA-96: Initiate the following implementation strategies in the Subarea:

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

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



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

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



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

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



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

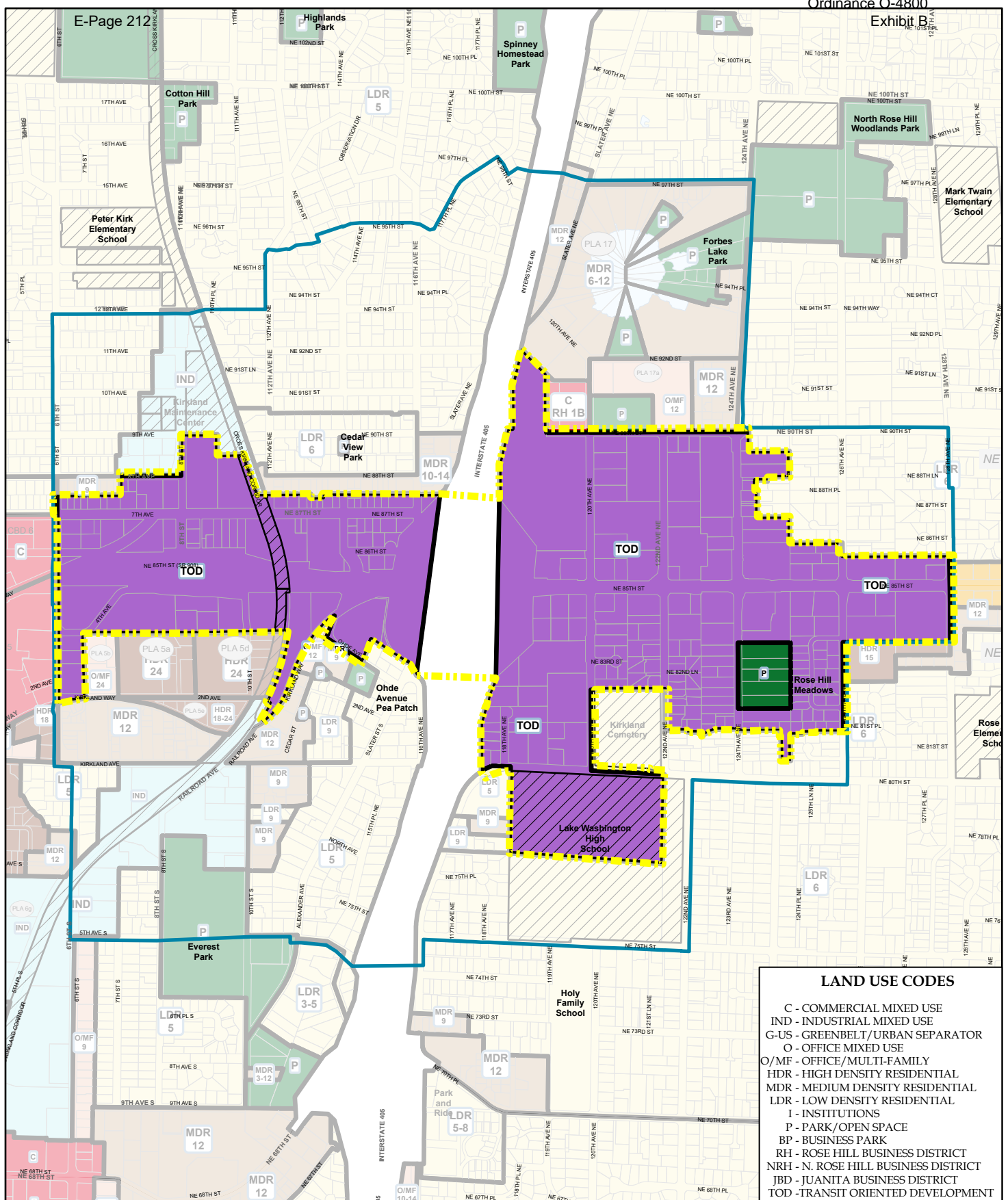
#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE <i>Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing</i>	STATUS <i>1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget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



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

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE <i>Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing</i>	STATUS <i>1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision</i>
49	Adopt amendments to the Comprehensive Plan General Elements and neighborhood plan chapters to ensure consistency with the adoption of the Station Area Plan Subarea chapter.	City of Kirkland	Short-term	1
50	Update City forms and publications for consistency with Station Area Plan development regulations.	City of Kirkland	Initiate upon adoption	1
51	As part of the City's routine budget and CIP processes, identify and prioritize Station Area funding and expenditures to support infrastructure investments and service delivery.	City of Kirkland	Short-term	2
52	Prepare the Tax Increment Financing Feasibility Study	City of Kirkland	Short-term	1
53	Revise the City's pending PSRC Regional Center application with the combined boundaries identified in the Station Area and Moss Bay Neighborhood subarea plans, including completion of the supporting market study	City of Kirkland	Short-term	1





## NE 85th Street Station Area Subarea Proposed Land Use Map

ORDINANCE NO. 4670  
ADOPTED by the Kirkland City Council  
December 11, 2018

- LAND USE BOUNDARIES
- PARCEL BOUNDARIES
- STATION AREA BOUNDARIES
- STATION AREA DISTRICTS
- PUBLIC FACILITIES

PLA PLANNED AREA NUMBER

LDR LAND USE CODE

\*5 DENSITY (UNITS/ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED

\* INDICATES CLUSTERED LOW DENSITY

Maps produced May 26, 2022.

Produced by the City of Kirkland. © 2022, the City of Kirkland, all rights reserved.

No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

# DRAFT



0 250 500  
Feet

## ORDINANCE O-4801

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE NE 85<sup>TH</sup> STREET STATION AREA PLAN AND ZONING AND LAND USE, AND AMENDING THE KIRKLAND ZONING MAP, ORDINANCE O-3710, AS AMENDED, TO INCLUDE LEGISLATIVE REZONES TO CONFORM WITH THE CITY OF KIRKLAND COMPREHENSIVE PLAN, AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, FILE NO. CAM20-00153.

1 WHEREAS, in response to legislative amendment  
2 proposals related to the NE 85<sup>th</sup> Street Station Area Plan (SAP),  
3 the City Council has received a recommendation from the Kirkland  
4 Planning Commission, dated June 15, 2022, to amend Kirkland  
5 Zoning Map Ordinance O-3710, as amended; and  
6

7 WHEREAS, prior to making the recommendation, the  
8 Kirkland Planning Commission, following notice as required by  
9 RCW 35A.63.070, held a public hearing on the proposals on June  
10 9, 2022; and  
11

12 WHEREAS, following the hearing and prior to making the  
13 recommendation the Planning Commission considered the public  
14 testimony received at the hearing, the City staff report dated June  
15 1, 2022, and then conducted deliberations on the amendments on  
16 June 14, 2022; and  
17

18 WHEREAS, a Draft Supplemental Environmental Impact  
19 Statement (DSEIS) was issued on January 5, 2021 pursuant to the State  
20 Environmental Policy Act (SEPA) related to the SAP, the proposed  
21 amendments, and the recommendation, which DSEIS supplements the  
22 City of Kirkland 2015 Comprehensive Plan Update and Totem Lake  
23 Planned Action Final Environmental Impact Statement (November  
24 2015), which is adopted per Washington Administrative Code (WAC)  
25 197-11-630; and  
26

27 WHEREAS, the Kirkland NE 85th Street Station Area Plan and  
28 Planned Action Final Supplemental Environmental Impact Statement  
29 (FSEIS) was issued on December 30, 2021; and  
30

31 WHEREAS, a SEPA addendum to the FSEIS was issued on  
32 June 24, 2022 by the responsible official pursuant to WAC 197-  
33 11-625 and 197-11-706; and  
34

35 WHEREAS, in a public meeting on June 28, 2022 the City  
36 Council considered the environmental documents received from  
37 the responsible official, together with the report and  
38 recommendation of the Planning Commission; and  
39

40 WHEREAS, the recommended change to the Zoning Map is  
41 consistent with the Comprehensive Plan, including amendments



adopted for the SAP, through Ordinance O-4800 as shown in Exhibit A hereto.

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Official Zoning Map changes: The Director of the Planning and Building Department is directed to amend the official City of Kirkland Zoning Map as set forth in the following Exhibit A attached hereto and incorporated herein by reference and indicating thereon the date of this Ordinance passage.

Section 2. Severability: If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.

Section 3. Effective Date: This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in open meeting this 28th day of June, 2022.

Signed in authentication thereof this \_\_\_\_\_ day of June, 2022.

\_\_\_\_\_  
Penny Sweet, Mayor

Attest:

\_\_\_\_\_  
Kathi Anderson, City Clerk

Approved as to Form:

\_\_\_\_\_  
Kevin Raymond, City Attorney

PUBLICATION SUMMARY  
OF ORDINANCE NO. O-4801

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE NE 85<sup>TH</sup> STREET STATION AREA PLAN AND ZONING AND LAND USE, AND AMENDING THE KIRKLAND ZONING MAP, ORDINANCE O-3710, AS AMENDED, TO INCLUDE LEGISLATIVE REZONES TO CONFORM WITH THE CITY OF KIRKLAND COMPREHENSIVE PLAN, AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, FILE NO. CAM20-00153.

SECTION 1. Establishes Kirkland Zoning Map is amended for legislative rezones for certain parcels within the 85<sup>th</sup> Street Station Area Plan to Commercial Mixed Use (CMU) zone.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date.

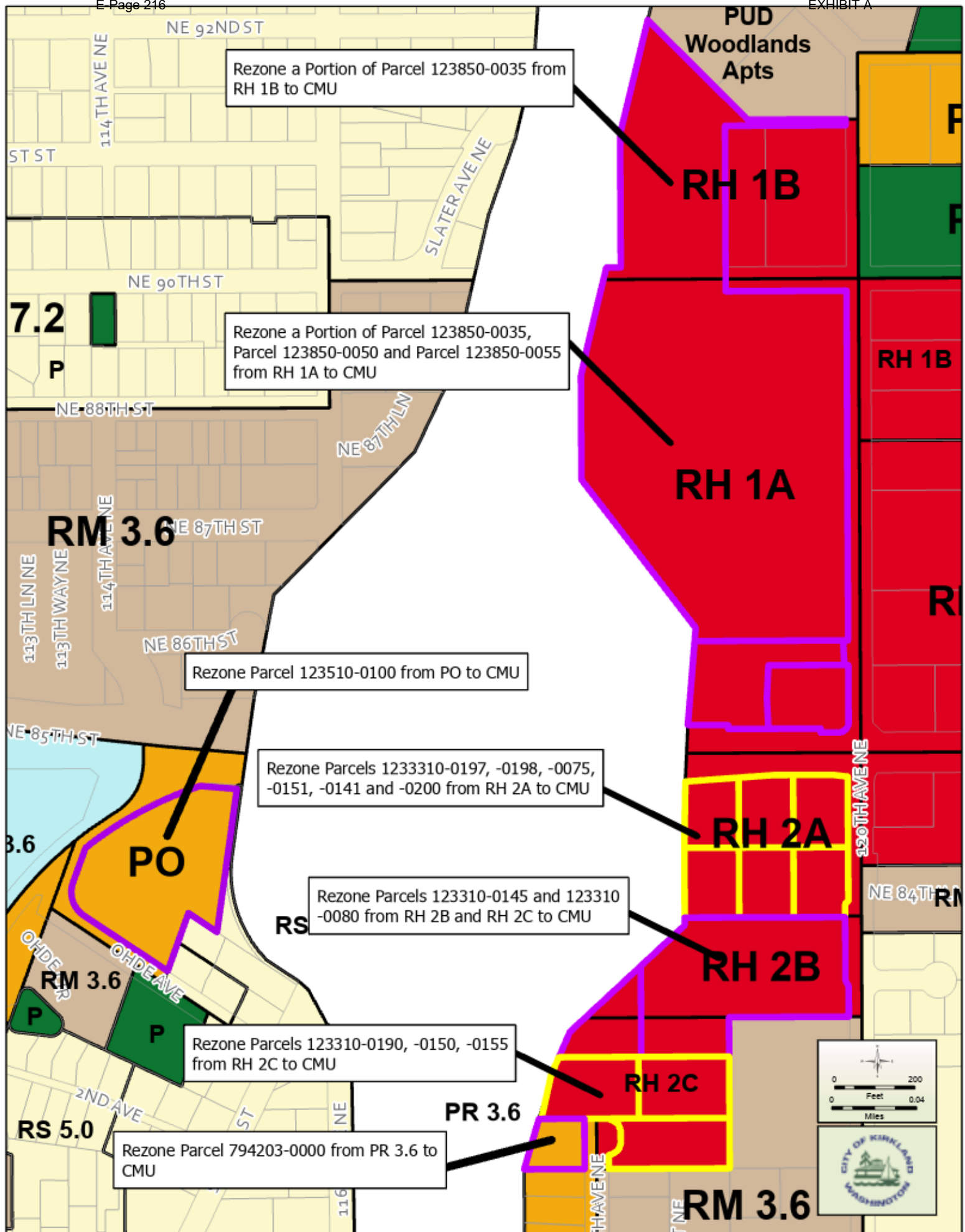
The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the \_\_\_ day of June, 2022.

I certify that the foregoing is a summary of Ordinance O-4801 approved by the Kirkland City Council for summary publication.

---

Kathi Anderson, City Clerk





## ORDINANCE O-4802

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE NE 85<sup>TH</sup> STREET STATION AREA PLAN AND ZONING AND LAND USE AND AMENDING THE CITY OF KIRKLAND ZONING CODE, ORDINANCE O-3719 AS AMENDED, INCLUDING CHAPTERS 10, 53, 95, AND 142, ADDING NEW CHAPTER 57, AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, FILE NO. CAM20-00153.

1 WHEREAS, in response to legislative amendment  
2 proposals related to the NE 85<sup>th</sup> Street Station Area Plan, the City  
3 Council has received a recommendation from the Kirkland  
4 Planning Commission, dated June 15, 2022, to amend the Kirkland  
5 Zoning Code; and  
6

7 WHEREAS, prior to making the recommendation, the  
8 Kirkland Planning Commission, following notice as required by  
9 RCW 36.70A.035, held a public hearing on the proposals on June  
10 9, 2022; and  
11

12 WHEREAS, following the public hearing and prior to making  
13 the recommendation the Planning Commission considered the  
14 public testimony received for the hearing, the City staff report  
15 dated June 1, 2022, and conducted deliberations on the  
16 amendments on June 14, 2022; and  
17

18 WHEREAS, a Draft Supplemental Environmental Impact  
19 Statement (DSEIS) was issued on January 5, 2021 pursuant to the State  
20 Environmental Policy Act (SEPA) related to the SAP, which DSEIS  
21 supplements the City of Kirkland 2015 Comprehensive Plan Update and  
22 Totem Lake Planned Action Final Environmental Impact Statement  
23 (November 2015), which is adopted per Washington Administrative  
24 Code (WAC) 197-11-630; and  
25

26 WHEREAS, the Kirkland NE 85th Street Station Area Plan and  
27 Planned Action Final Supplemental Environmental Impact Statement  
28 (FSEIS) was issued on December 30, 2021; and  
29

30 WHEREAS, a SEPA addendum to the FSEIS was issued on  
31 June 24, 2022 by the responsible official pursuant to WAC 197-  
32 11-625 and 197-11-706; and  
33

34 WHEREAS, in a public meeting on June 28, 2022, the City  
35 Council considered the environmental documents received from  
36 the responsible official, together with the report and  
37 recommendation of the Planning Commission; and  
38

39 WHEREAS, the City Council recognizes that this change to  
40 the Zoning Code is consistent with the Kirkland Comprehensive  
41 Plan.



42  
43 NOW, THEREFORE, the City Council of the City of Kirkland  
44 do ordain as follows:  
45

46 Section 1. Zoning Code Amended. The specified sections  
47 in Chapters 10, 53, 57, 95, and 142 are amended as set forth in  
48 Exhibit A attached to this Ordinance and incorporated herein by  
49 reference.  
50

51 Section 2. If any provision of this ordinance or its  
52 application to any person or circumstance is held invalid, the  
53 remainder of the ordinance or the application of the provision to  
54 other persons or circumstances is not affected.  
55

56 Section 3. This ordinance shall be in force and effect five  
57 days from and after its passage by the Kirkland City Council and  
58 publication pursuant to Section 1.08.017, Kirkland Municipal Code  
59 in the summary form attached to the original of this ordinance and  
60 by this reference approved by the City Council.  
61

62 Passed by majority vote of the Kirkland City Council in  
63 open meeting this \_\_\_ day of June, 2022.  
64

65 Signed in authentication thereof this \_\_\_\_\_ day of  
66 \_\_\_\_\_, 2022.

\_\_\_\_\_  
Penny Sweet, Mayor

Attest:

\_\_\_\_\_  
Kathi Anderson, City Clerk

Approved as to Form:

\_\_\_\_\_  
Kevin Raymond, City Attorney

PUBLICATION SUMMARY  
OF ORDINANCE NO. O-4802

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE NE 85<sup>TH</sup> STREET STATION AREA PLAN AND ZONING AND LAND USE AND AMENDING THE CITY OF KIRKLAND ZONING CODE, ORDINANCE O-3719 AS AMENDED, INCLUDING CHAPTERS 10, 53, 95, AND 142, ADDING NEW CHAPTER 57, AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, FILE NO. CAM20-00153.

SECTION 1. Establishes Kirkland Zoning Code is amended through text amendments to Chapters 10, 53, 57, 95, and 142 and the addition of a new Chapter 57.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the \_\_\_\_\_ day of June, 2022.

I certify that the foregoing is a summary of Ordinance O-4802 approved by the Kirkland City Council for summary publication.

---

Kathi Anderson, City Clerk



## Miscellaneous KZC Amendments

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

### KZC Chapter 10 Amendments

#### 10.25 Zoning Categories Adopted

The City is divided into the following zoning categories:

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

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

### KZC Chapter 53 Amendments

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

### KZC Chapter 57 Amendments

Adopt New Chapter. See enclosed full chapter text.

### KZC Chapter 95 Amendments

#### 95.42 Land Use Buffer Requirements



**95.42 Land Use Buffer Requirements**

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

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

Commercial Mixed Use

**KZC Chapter 142 Amendments****142.25 Administrative Design Review (A.D.R.) Process**

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

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

- a. Design guidelines for pedestrian-oriented business districts, as adopted in KMC 3.30.040.
- b. Design guidelines for the **NE 85<sup>th</sup> St Station Area Plan** ~~Rose Hill Business District (RHBD)~~, the Totem Lake Business District (TLBD) and Yarrow Bay Business District (YBD) as adopted in KMC 3.30.040.
- c. For review of attached or stacked dwelling units within the Rose Hill Business District (RHBD), the PLA 5C zone, the Houghton/Everest Neighborhood Center, and the Market Street Corridor, Design Guidelines for Residential Development as adopted in KMC 3.30.040.

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

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

- a. Design guidelines for pedestrian-oriented business districts, as adopted in Chapter 3.30 KMC.
- b. Design Guidelines for the **NE 85<sup>th</sup> Street Station Area Plan** ~~Rose Hill Business District (RHBD)~~ and the Totem Lake Business District (TLBD) as adopted in Chapter 3.30 KMC.
- c. The Design Guidelines for Residential Development, as adopted in KMC 3.30.040, for review of attached and stacked dwelling units located within the Rose Hill Business District (RHBD), the PLA 5C zone, the Houghton/Everest Neighborhood Center, and the Market Street Corridor.
- d. The Parkplace Master Plan and Design Guidelines for CBD 5A as adopted in Chapter 3.30 KMC.

### **142.37 Design Departure and Minor Variations**

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

- a. In the CBD and YBD: minimum required yards; and
- b. In the Business District Core: minimum required yards, floor plate maximums and building separation requirements; and
- c. In the RHBD, FHNC, the PLA 5C zone, the HENC, and the TLBD: minimum required yards, and landscape buffer; and
- d. In the MSC 1 and MSC 4 zones of the Market Street Corridor: minimum required front yards; and
- e. In the MSC 2 zone of the Market Street Corridor: height (up to an additional five (5) feet), and minimum required front yards.

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

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



# KIRKLAND ZONING CODE CHAPTER 57

## FORM-BASED CODE FOR THE NE 85TH STREET STATION AREA PLAN

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## 57.05 INTRODUCTION

### 57.05.01 BACKGROUND

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

### 57.05.02 PURPOSE

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

### 57.05.03 DEVELOPMENT AGREEMENTS – CATALYST PROJECTS

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

The purpose of such a development agreement is to provide a process for tailoring the regulations and incentives of this chapter as they apply to specific facts and circumstances. A Development Agreement approved by the City Council pursuant to chapter 36.70B RCW may approve specific variations or exceptions from the District Regulations if the Council finds and concludes in the Development Agreement that the variations or exceptions result in a project that provides overall greater benefit or overall better mitigation than would a project that strictly complies with the District Regulations, except that a Development Agreement may not authorize (1) additional height above the bonus maximum height; or (2) a principal use that is not otherwise permitted in the District.

### 57.05.04 CODE ORGANIZATION

This code is organized into four sections:

- **Regulating Districts** define primary features of overall building form, including lot parameters, massing, height, and permitted uses. A Regulating Plan (Figure 2) defines the regulating district designation and allowed height for each parcel. These regulating districts are established on the Kirkland Zoning Map and in this chapter.
- **Frontage Types** establish design regulations for private property frontages, including the required front setback and building base. Eligible frontage types are determined based on the adjacent street type for a subject property.
- **Street Types** set the design intent for specific segments of public ROW, including functional classification, prioritized transportation modes, sidewalk and bikeway facility dimensions, and expected streetscape amenities like trees, planting, hardscape, and street furnishings.
- **Districtwide Standards** apply across the subarea, and include overall transitions, parking, plazas and public spaces, and landscaping and open space.

FIGURE 1: FORM-BASED CODE ELEMENTS

## 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





### 57.05.05 ADMINISTRATIVE PROCESS

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

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

### 57.05.06 DEFINITIONS

For definitions, refer to KZC Ch 5.

### 57.05.07 RELATIONSHIP TO OTHER REGULATIONS

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

Common Code Regulations. Refer to:

1. KZC Ch 1 to determine what other provisions of this code may apply to the subject property.
2. KZC Ch 45.50 for Public park development standards. See.
3. KZC Ch 90 for regulations regarding development near streams, minor lakes (e.g. Forbes Lake), wetlands, fish and

wildlife habitat conservation areas and frequently flooded areas.

4. KZC Ch 85 for regulations regarding development on property containing geologically hazardous areas.
5. KZC Ch 92 for design regulations.
6. KZC Ch 95 for regulations regarding tree retention and landscape standards for development on private property.
7. KZC Ch 105 for parking areas, vehicle and pedestrian access, and related improvements.
8. KZC Ch 112 for regulations regarding affordable housing standards.
9. KZC Ch 113 for regulations regarding cottage, carriage, and two/three unit homes housing types.
10. KZC Ch 115 for applicable miscellaneous use development and performance standards.
11. KZC Ch 115.24 for development standards adjoining the Cross Kirkland.
12. KZC Ch 142 for regulations regarding the design review process.
13. KZC Ch 162 for regulations regarding nonconformances.

## 57.10 REGULATING DISTRICTS

### 57.10.01 PURPOSE

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

### 57.10.02 APPLICABILITY

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

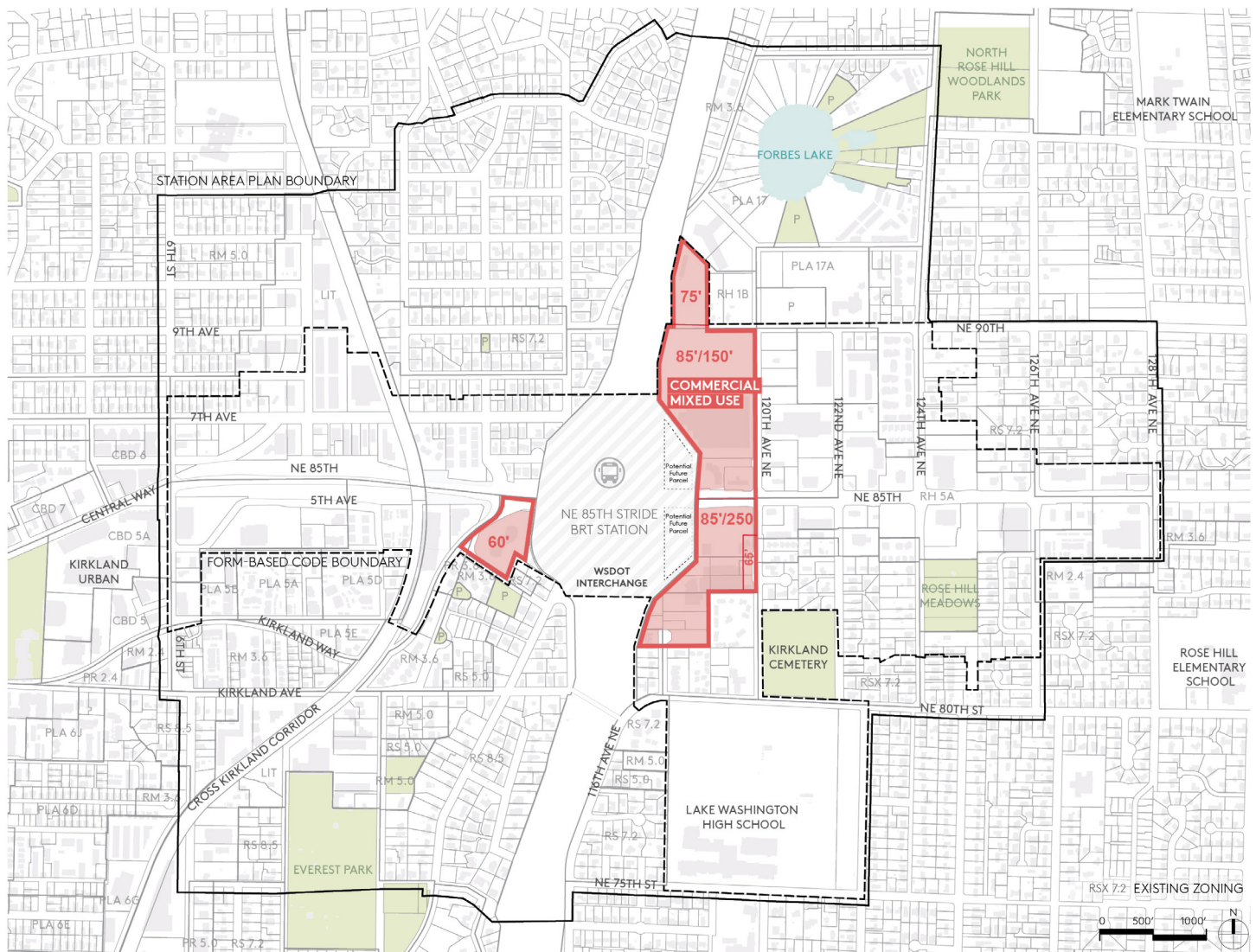
- **Commercial Mixed Use (CMU):** This zone is intended to encourage uses consistent with large scale commercial and office development. It allows for office, commercial, retail, and civic/institutional uses. Maximum heights are established in the Regulating Plan and range from 60' west of I-405 to 250'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

### 57.10.03 REGULATING PLAN

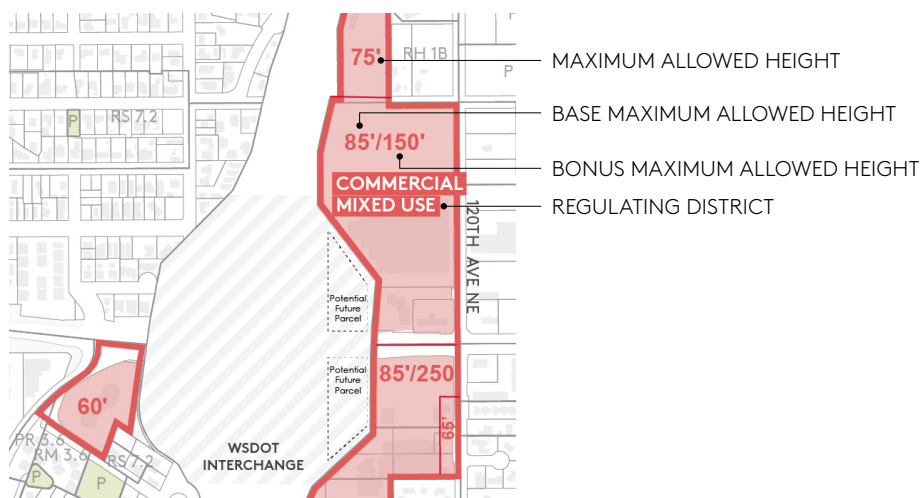
The Regulating Plan maps the applicable areas of the Form-Based Code area with the appropriate regulating district designation. Each designation includes two parts: a district designation followed by the height subdistrict for that zone. Heights are stated in terms of maximum base and bonus heights. For instance, CMU 85/150 would reflect a base maximum height allowance of 85' and bonus maximum height of 150'. Refer to the Incentive Zoning section of this chapter KZC Ch 57.30 for details on utilizing the bonus allowances. Where heights are stated as a single number, that number reflects the maximum height and there are no incentive allowances for additional height.



FIGURE 2: REGULATING PLAN



## USING THE REGULATING PLAN



## 57.10.04 REGULATING DISTRICT STANDARDS

### 57.10.04.01 GENERAL PROVISIONS

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

### 57.10.04.02 REGULATING DISTRICT COMPONENTS

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

1. **Lot Boundary** represents the perimeter of the subject property
2. **Lot Coverage** refers to the area of the Maximum Lot Coverage as defined in KZC Ch 5.10. The shaded area on graphics for lot coverage does not represent the required placement or location of buildable area.
3. **Required Yards** refers to the minimum Required Yard as defined in KZC Ch 5.10.
4. **Base Maximum Allowed Height** is the maximum allowed height of all buildings within a given regulating subdistrict by right, based on the Average Building Elevation as defined in KZC Ch 5.10, unless an alternate height calculation is identified in this chapter.
5. **Bonus Maximum Allowed Height** is the maximum allowed height of all buildings within a given regulating subdistrict with applicable bonus height, based on the Average Building Elevation as defined in KZC Ch 5.10. For details on the incentive zoning allowances, see the Incentive Zoning section of this chapter KZC Ch 57.30.
6. **Maximum Floor Plate** is the maximum Gross Floor Area allowed for each floor of a structure based on that floor's height. Reductions shall be utilized at the exterior of the building. 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. See Design Guidelines for additional guidance on achieving floor plate reductions.

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

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

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

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

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



### 57.10.04.03 COMMERCIAL MIXED USE

#### PERMITTED USES

Table 1 specifies permitted uses for this zone.

TABLE 1: COMMERCIAL MIXED USE DISTRICT USE TABLE

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

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

#### CONTINUED USES

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

Structures in existence in the Commercial Mixed Use zone at the time of adoption of this chapter KZC Ch 57 that became nonconforming structures solely as a result of the provisions in this chapter shall be deemed legally conforming structures for purposes of maintenance, repair, and replacement, and may be enlarged by up to ten percent of the existing footprint or existing gross floor area without complying with the provisions of this chapter. Enlargement of such structures or addition of new structures that exceed existing gross floor area or existing footprint by more than ten percent shall comply with the provisions of this chapter, except that an applicant may request an exception to allow enlargement by more than ten percent without complying with all

provisions of this chapter if they can demonstrate to the satisfaction of the Planning and Building Director that it is not reasonable and practicable for such enlargement to comply with this chapter; or that such enlargement will not materially increase the nonconformity of the subject property in a manner contrary to the stated purpose of this chapter. Any enlargement of more than fifty percent of the footprint shall conform to this chapter, except as provided in the next section.

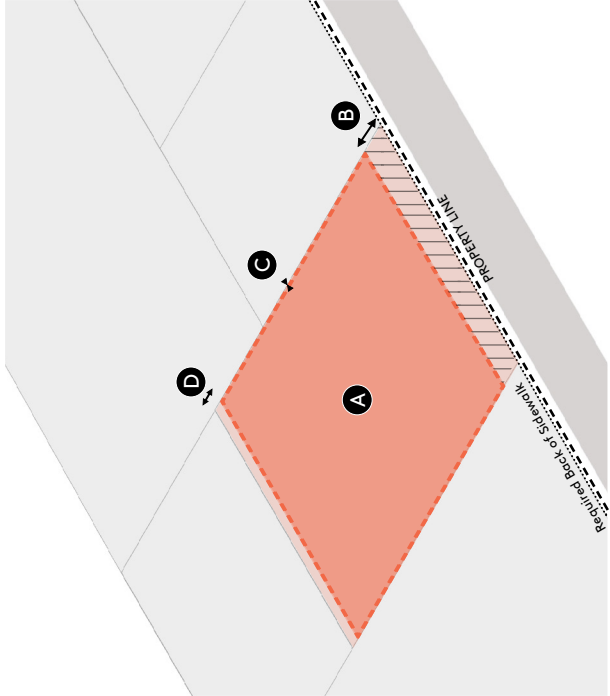
Subject properties greater than ten (10) acres in size with large-format retail sales uses in existence at the time of adoption of this chapter may redevelop or expand the structures associated with such uses by more than 10% of the existing gross floor area or existing footprint by means of a development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

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

- (A) Expansion of retail buildings, modification of the existing parking layouts, expansion, or development of existing or new accessory uses, modifications to surface parking or the addition of structured parking, and enlargement of allowed floor plates.
- (B) Redevelopment of a subject property with a large-format retail sales use by more than fifty percent of the existing gross floor area or existing footprint shall comply with the Station Area Regulations and intent of the Form-Based Code to the extent reasonably practicable subject to operational requirements for such uses.
- (C) The continued sale of gasoline and diesel fuel shall be permitted as an accessory use to an existing large-format retail sales use. A car wash is also authorized as an accessory use to a large-format retail sales use.

## DEVELOPMENT STANDARDS

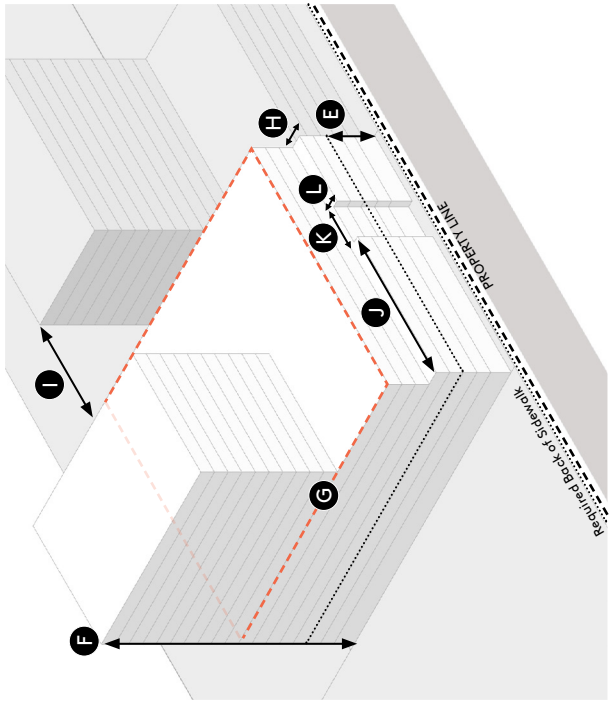
FIGURE 3: COMMERCIAL MIXED USE DISTRICT STANDARDS



### LOT COVERAGE AND SETBACKS

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

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



### MASSING AND DEVELOPMENT DENSITY

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



#### **57.10.04.04 NEIGHBORHOOD MIXED USE**

Reserved.

#### **57.10.04.05 NEIGHBORHOOD RESIDENTIAL**

Reserved.

#### **57.10.04.06 CIVIC MIXED USE**

Reserved.

#### **57.10.04.07 URBAN FLEX**

Reserved.

## 57.15 FRONTAGE TYPES

### 57.15.01 PURPOSE

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

### 57.15.02 APPLICABILITY

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

- **Urban Street Edge:** This frontage type is intended to establish a public realm consistent with a walkable mixed use environment. Characteristics include buildings set close to the public sidewalk, pedestrian-oriented facades, and landscaping that contributes to an urban environment.
- **Active Use/Retail:** This frontage type is intended to foster a dynamic public realm anchored by active uses on the street level floor, including retail, institutional, or other public-facing uses.
- **Residential Stoop / Porch:** This frontage type is intended to establish a consistent, walkable residential frontage defined by buildings that engage the public right of way by inclusion of elements that reflect individual residential units like direct entries, articulated facades, and elevated stoops and porches.
- **Plaza / Public Space:** This frontage type is intended to support the creation of publicly accessible public space within the district. It is characterized by high quality landscaping, pedestrian-oriented amenities like seating, fountains, and artwork, and buildings that engage the open space with elements like primary entries and storefronts.

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



### 57.15.03 FRONTAGE TYPES COMPONENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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## 57.15.04 FRONTAGE TYPE STANDARDS

### 57.15.04.01 URBAN STREET EDGE

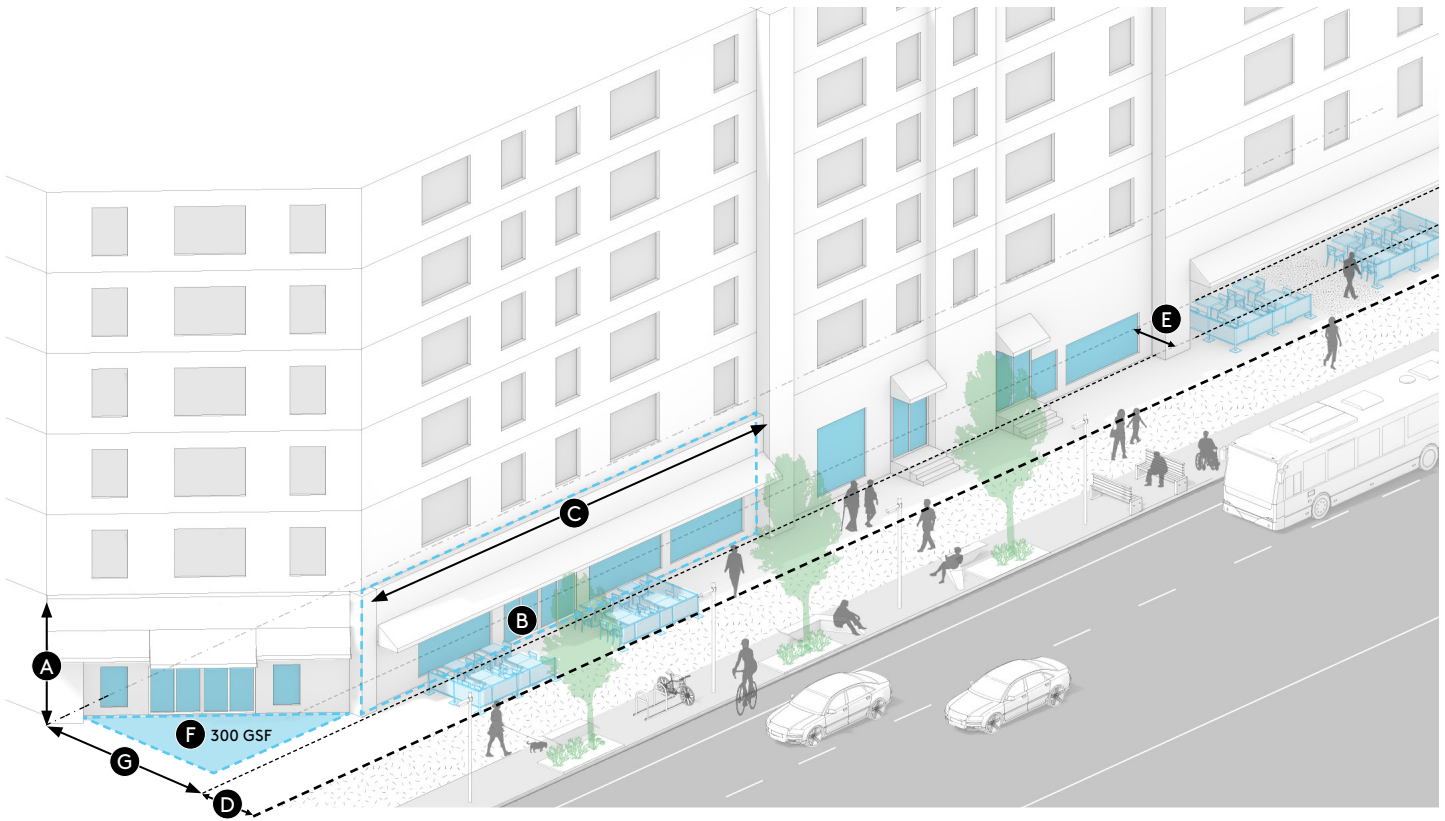
#### *INTENT AND CHARACTER*

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

FIGURE 4: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE



FIGURE 5: URBAN STREET EDGE FRONTAGE STANDARDS



## GROUND FLOOR DESIGN AND ENTRY

## Ground Floor Design

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

## Entrances

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

## PUBLIC REALM

## Public Realm

<b>D</b>	Front Setbacks (Min, Max)	0',15'
<b>E</b>	Sidewalk Cafes/ Amenity Zone	Min depth 7', up to 10' additional setback allowed
<b>F</b>	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
<b>G</b>	Ground Floor Parking Setback	Average 30', Minimum 20'



## 57.15.04.02 RETAIL / ACTIVE USE

### INTENT AND CHARACTER

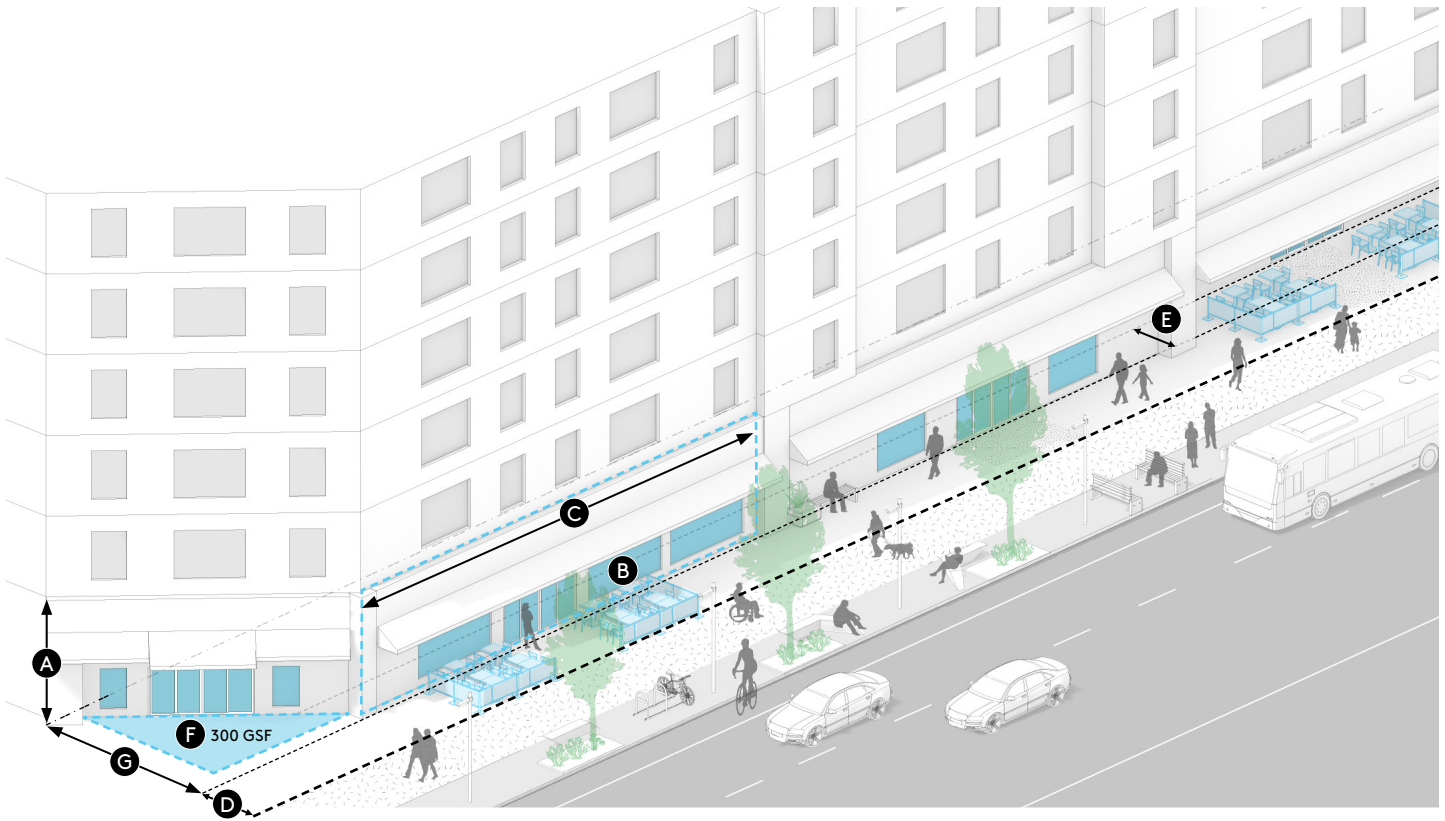
The Retail/Active Use frontage type is intended to foster a dynamic public realm anchored by active uses on the ground floor, including retail, civic, or other public-facing uses. Examples consistent with the intent of this frontage type are shown in Figure 6.

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



IMAGE CREDITS: CASCADE DESIGN COLLECTIVE, M. KENNEDY

FIGURE 7: RETAIL AND ACTIVE USES FRONTAGE STANDARDS



## GROUND FLOOR DESIGN AND ENTRY

## Ground Floor Design

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

## Entrances

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

## PUBLIC REALM

## Public Realm

<b>D</b>	Front Setbacks (Min, Max)	0',15'
<b>E</b>	Sidewalk Cafes/ Amenity Zone	Min depth 7', up to 10' additional setback allowed
<b>F</b>	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
<b>G</b>	Ground Floor Parking Setback	25'



### 57.15.04.03 RESIDENTIAL STOOP / PORCH

#### *INTENT AND CHARACTER*

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

FIGURE 8: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE



FIGURE 9: RESIDENTIAL STOOP / PORCH FRONTAGE STANDARDS



## GROUND FLOOR DESIGN AND ENTRY

## Ground Floor Design

<b>A</b>	Max Street Level Facade Width	36'
<b>B</b>	Facade Transparency	50%

## Entrances

Location	Required at frontage, otherwise entry path can be used
----------	--

## PUBLIC REALM

## Public Realm

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



## RESIDENTIAL STOOP/PORCH ADDITIONAL STANDARDS

### ALLOWANCES WITHIN FRONT SETBACKS

- Porches and steps connected to building entrances are allowed to extend up to 5' into the front setback area. For structures less than 18" above finished grade, refer to KZC Ch 115.115.
- Porches must meet the following requirements:
  - The finished floor of the porch is no more than four (4) feet above finished grade
  - Three (3) sides of the porch are open
  - The porch roof form is architecturally compatible with the roof form of the dwelling unit to which it is attached;
  - No deck, balcony, or living area is placed on the roof of the porch within the required front yard;
  - If the porch is covered, is no higher than one (1) story
- Low walls are allowed within the front setback, provided they are no taller than 3'.

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## 57.15.04.04 PLAZA/PUBLIC SPACE

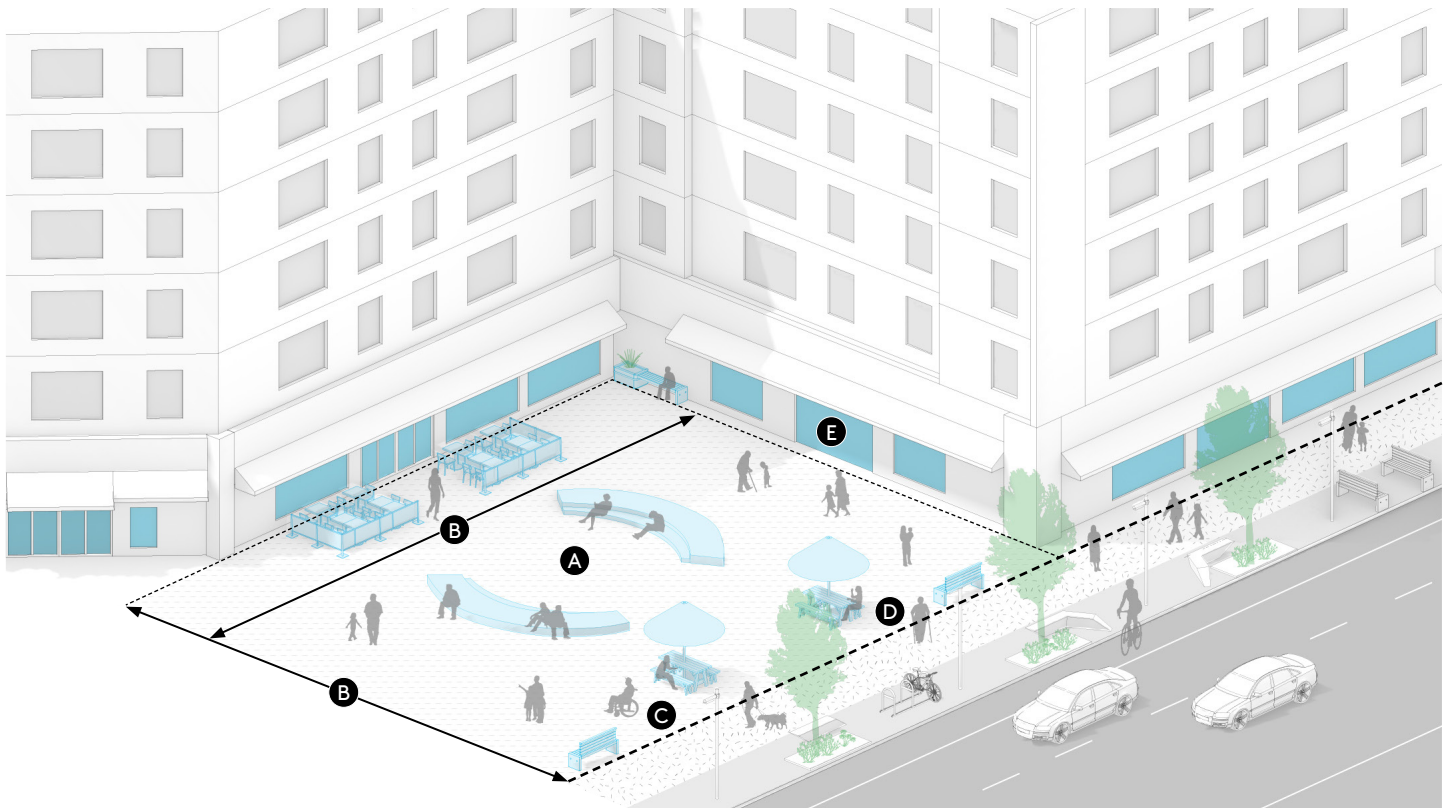
### INTENT AND CHARACTER

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

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



FIGURE 11: PLAZA/PUBLIC SPACE FRONTAGE STANDARDS



## PUBLIC SPACE SIZE

## Dimensions

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

## RELATIONSHIP TO SIDEWALKS AND BUILDINGS

## Relationship to Sidewalks

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

## Relationship to Buildings

<b>E</b> Building Frontage	Buildings should match standards for other allowed frontages and be oriented towards public space
----------------------------	---



## PLAZA/OPEN SPACE ADDITIONAL STANDARDS

### ***DIMENSIONS***

- **Minimum Area:** Plazas must be a minimum area of 1,500 square feet. 75% of this must be occupiable by pedestrians.
- **Minimum Dimension:** Plazas must maintain either a 30' minimum average width measured along the property boundary or a 30' minimum average depth measured perpendicular to the property boundary.

### ***RELATIONSHIP TO SIDEWALK***

- **Access:** Plazas must be accessible to pedestrians from adjacent sidewalks, either by maintaining an at sidewalk grade transition to frontage grade or by providing steps, ramps, or other ADA Accessible means of moving easily from sidewalk to plaza. At least 30% of the plaza frontage must be free of barriers or other obstructions to pedestrians.
- **Visibility:** At least 2,000 square feet of the plaza must be visible (e.g. free from obstructions such as walls, hedges or other dense vegetation, furniture, etc.) from the adjacent sidewalk to each plaza frontage.

### ***RELATIONSHIP TO BUILDINGS***

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

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## 57.15.04.05 PRIVATE YARD

### *INTENT AND CHARACTER*

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

FIGURE 12: CHARACTER EXAMPLES FOR PRIVATE YARD FRONTAGE TYPE



FIGURE 13: PRIVATE YARD FRONTAGE STANDARDS



## GROUND FLOOR DESIGN AND ENTRY

## Ground Floor Design

- A** Max Street Level Facade Width 35'

## Entrances

Location Required at frontage

- B** Porch Height Maximum 4'

## PUBLIC REALM

## Public Realm

- C** Front Setbacks (Min, Max) 10', 20'

- D** Allowed Encroachment Maximum 5'

- E** Low wall Maximum 3'



## PRIVATE YARD ADDITIONAL STANDARDS

### ALLOWANCES WITHIN FRONT SETBACKS

- Porches and stairs connected to building entrances are allowed to extend up to 5' into the front setback area. For structures less than 18" above finished grade, refer to KZC Ch 115.115.
- Porches must meet the following requirements:
  - The finished floor of the porch is no more than four (4) feet above finished grade
  - Three (3) sides of the porch are open
  - The porch roof form is architecturally compatible with the roof form of the dwelling unit to which it is attached
  - No deck, balcony, or living area is placed on the roof of the porch within the required front yard
  - If the porch is covered, is no higher than one (1) story
- Low walls are allowed within the front setback, provided they are no taller than 3'.

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## 57.20 STREET TYPES

### 57.20.01 PURPOSE

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

### 57.20.02 APPLICABILITY

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

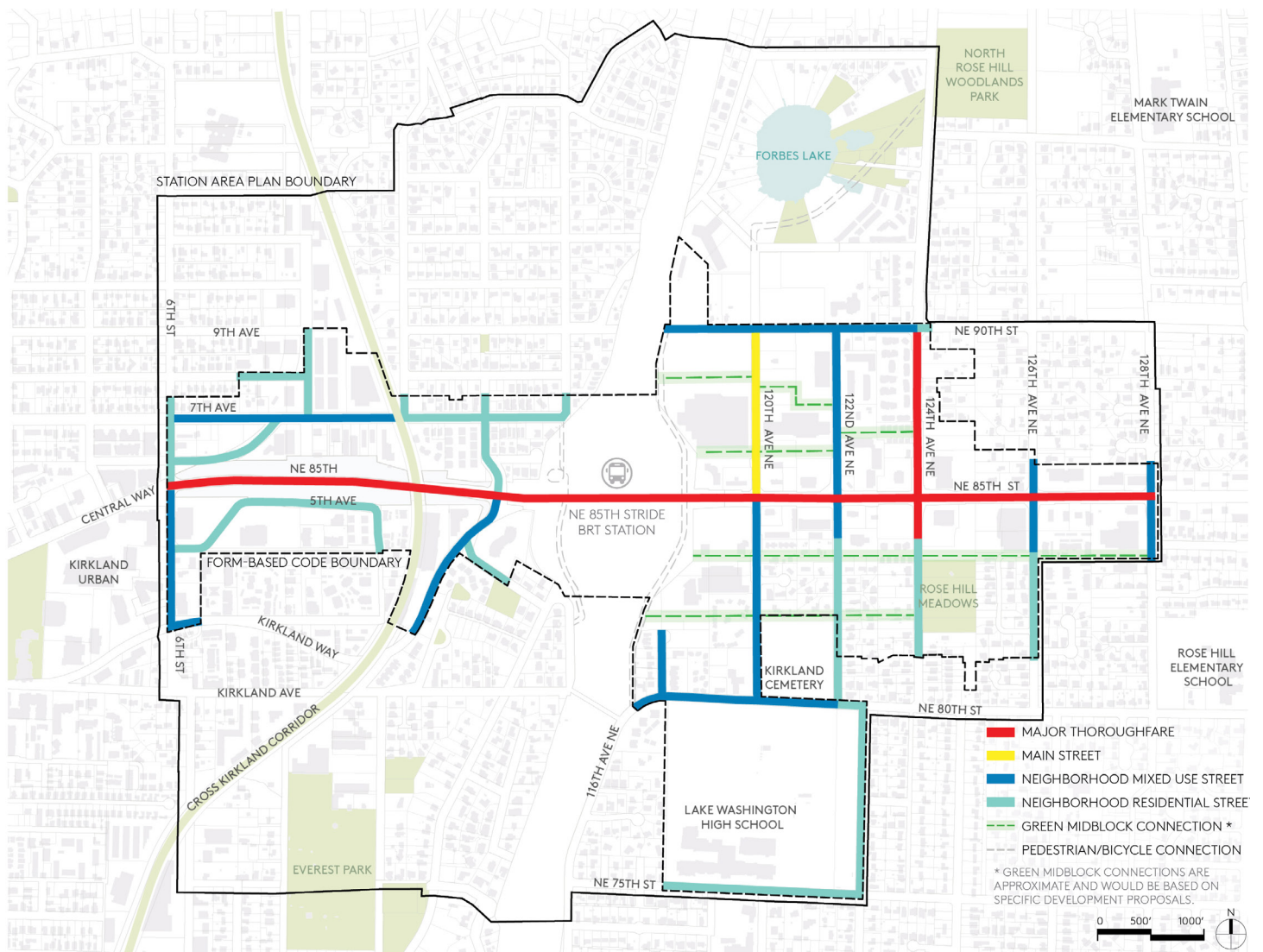
- **Major Thoroughfares** connect regional centers or run through central commercial corridors. Many of these streets have significant traffic volumes at peak hours and are important places for high-capacity transit routes and auto separated bike facilities.
- **Main Streets** are special streets that concentrate ground-floor retail and active uses, often with generous public realm designed to prioritize pedestrian activity and support transit.
- **Neighborhood Mixed Use** streets are neighborhood streets serving low to mid-intensity commercial and midrise residential and occasional ground floor retail. They are generally lower vehicular traffic volume than major thoroughfares, and some may contain separated bike facilities and transit service.
- **Neighborhood Residential** streets are residentially focused with low vehicular traffic volumes, which can accommodate shared bike facilities.
- **Green Mid-Block Connections** provide important network connections for cyclists and pedestrians through and across long blocks and are typically found within larger commercial or residential developments or between existing parcels. In addition to providing bike and pedestrian access, they can also include on-site green stormwater infrastructure as part of their design,

or where accommodating vehicle access, provide delivery and back of house access to parcels.

### 57.20.03 STREET TYPES MAP

The Street Types Map shows the designated street type classification for each street segment within the Regulating Districts.

FIGURE 14: STREET TYPES MAP





## 57.20.04 USING STREET TYPES

### INDIVIDUAL TREATMENTS

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

### STREET TYPE ELEMENTS

Street types are comprised of the following elements:

- **Pedestrian Clear Zone:** the primary, accessible portion of the sidewalk that runs parallel to the street. This zone must be clear of obstructions and elements that could impede pedestrian travel.
- **Furnishing Zone:** the section of the sidewalk between the curb and the pedestrian clear zone in which street

furniture and amenities, such as lighting, benches, utility poles, tree pits, and green infrastructure are provided.

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

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

### MINIMUM AND PREFERRED DIMENSIONS

The street types show dimensions that reflect the desired space allocation for each portion of the right of way. The table below shows minimum and preferred dimensions for each street type. Preferred dimensions should be constructed, except where the Public Works Official determines allowed deviations from these dimensions pursuant to modification procedures in KZC 110.70.

TABLE 2: MINIMUM AND PREFERRED DIMENSIONS FOR STREET TYPE ELEMENTS

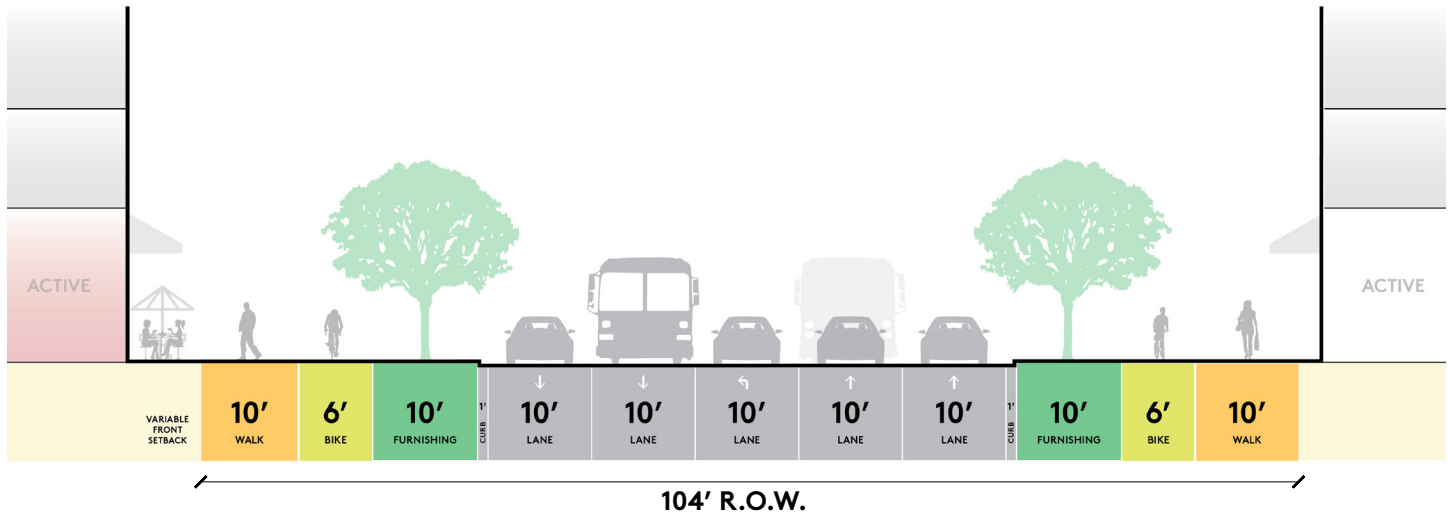
	Pedestrian Clear Zone	Bikeway	Furnishing Zone	Travel Lane Width	Number of Travel Lanes (Typical)	On-Street Parking Permitted (Typical)
Major Thoroughfare	8'/10'	6'*	8'/10'	10'	5	No
Main Street	8'/15'	N/A	5'/10'	10'	3	Yes
Neighborhood Mixed Use	6'/8'	5' bike lane/ 7' buffered bike lane	5'/6'	10'	2	Yes
Neighborhood Residential	5'/6'	5' bike lane/ 7' buffered bike lane	5'/6'	10'	2	Type 1: No Type 2: Yes
Green Mid-Block** Connection	6'/10'	5' bike lane/ 12' bidirectional trail	2'/6'	10'	2	No

\*includes 1' separation between pedestrian and bike zones

\*\* This configuration shows Vehicular/Bike/Pedestrian Shared version.  
See Green Mid-Block Connection section for alternative configurations.

## 57.20.05 STREET TYPES STANDARDS

### MAJOR THOROUGHFARE



### DESCRIPTION

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

### PERMITTED FRONTAGE TYPES

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

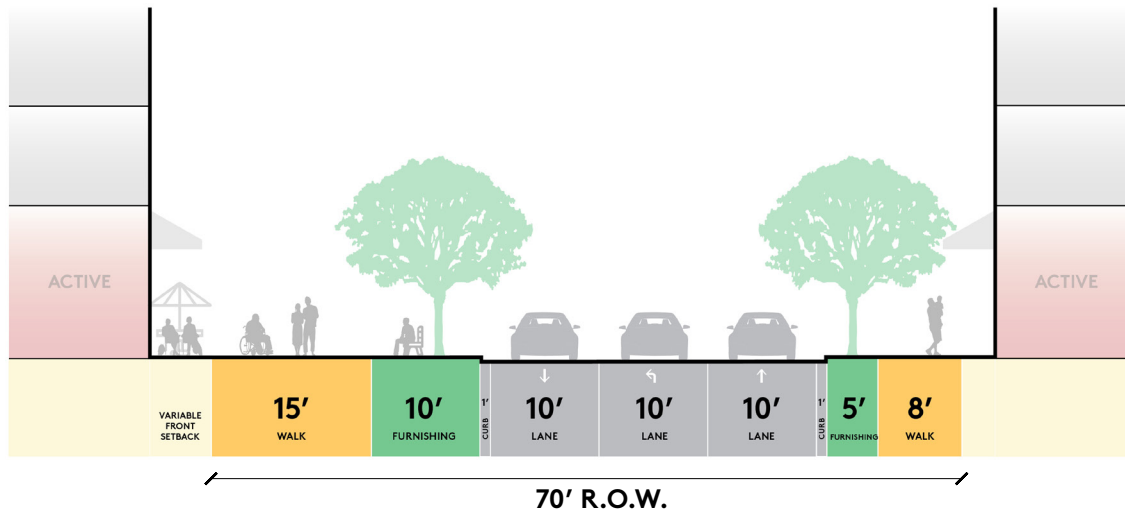
**FUNCTIONAL CLASSES** Principal Arterial

### ADJACENT LAND USES

High intensity commercial, residential, and active ground-level uses



## MAIN STREET



### DESCRIPTION

Main Streets are primary pedestrian corridors with active uses and generous sidewalks. They feature high quality streetscapes with linear open space, decorative paving, and tree canopy. These are often important corridors for transit or supported with transit nearby. Wide furnishing zone may include pockets for on-street parking.

### PERMITTED FRONTAGE TYPES

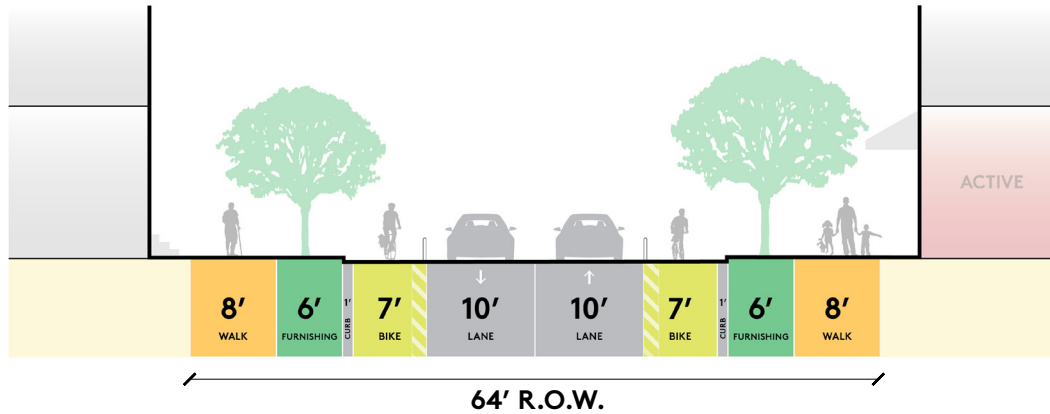
URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Not Permitted	Permitted	Not Permitted

**FUNCTIONAL CLASSES** Minor Arterial, Collector

### ADJACENT LAND USES

Mid to high intensity commercial, residential, and ground-level retail uses.

## NEIGHBORHOOD MIXED USE STREET

**DESCRIPTION**

Neighborhood mixed use streets have low to mid-intensity commercial and residential, occasional active ground floors. With generally lower vehicular volume than major thoroughfares, these streets require careful balancing among modes and should include wider sidewalks, buffered bike facilities, transit routes, and narrower travel lanes. On-street parking considered on a contextual basis and is subject to approval by Public Works Official.

**PERMITTED FRONTAGE TYPES**

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

**FUNCTIONAL CLASSES**

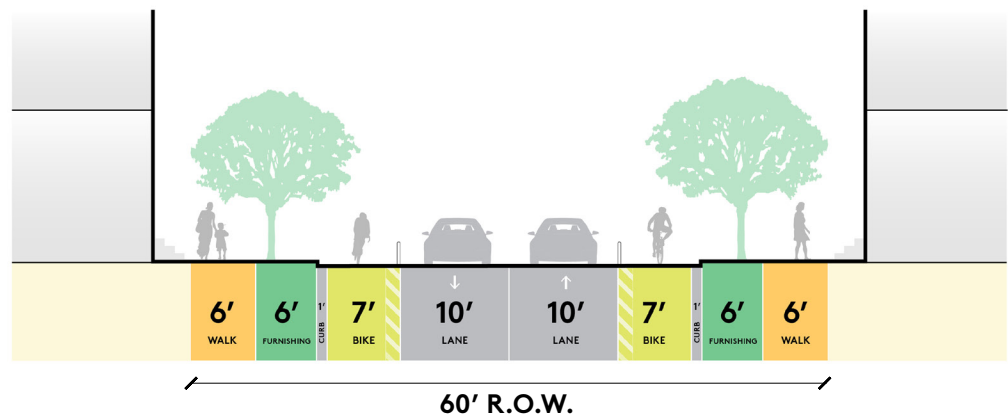
Minor Arterial, Collector, Neighborhood Access

**ADJACENT LAND USES**

Low to mid-intensity commercial, residential, and occasional active ground-level uses, civic and urban flex uses



NEIGHBORHOOD RESIDENTIAL STREET TYPE 1



DESCRIPTION

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

PERMITTED FRONTAGE TYPES

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

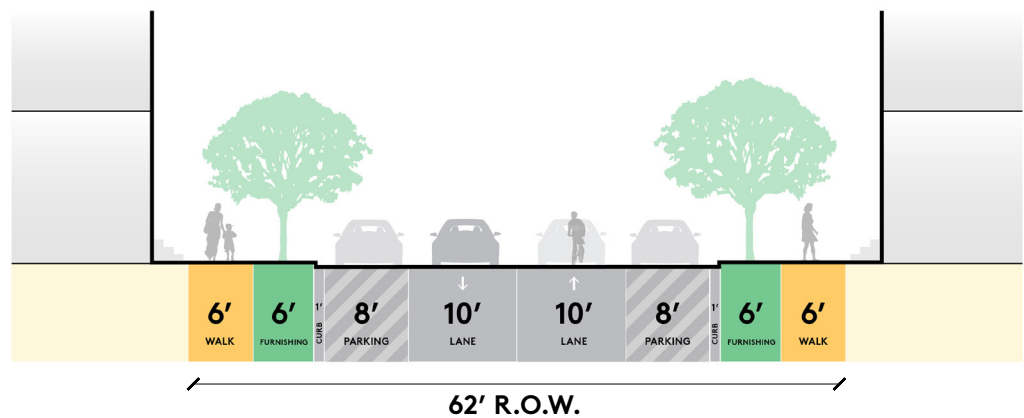
FUNCTIONAL CLASSES

Collector, Neighborhood Access

ADJACENT LAND USES

Predominantly low to medium intensity residential uses

NEIGHBORHOOD RESIDENTIAL STREET TYPE 2



DESCRIPTION

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

PERMITTED FRONTAGE TYPES

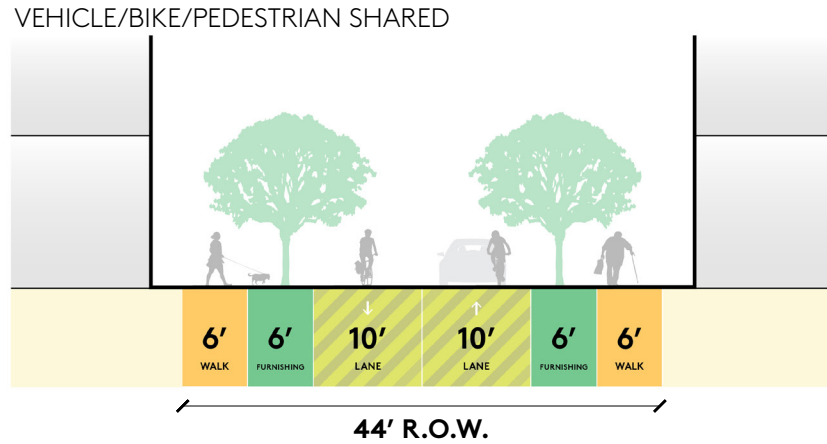
URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Not Permitted	Not Permitted	Permitted	Permitted	Permitted

FUNCTIONAL CLASSES Neighborhood Access

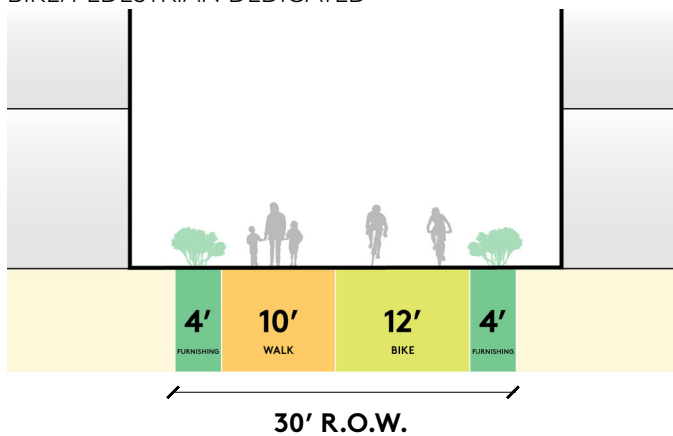
ADJACENT LAND USES Predominantly low to medium intensity residential uses



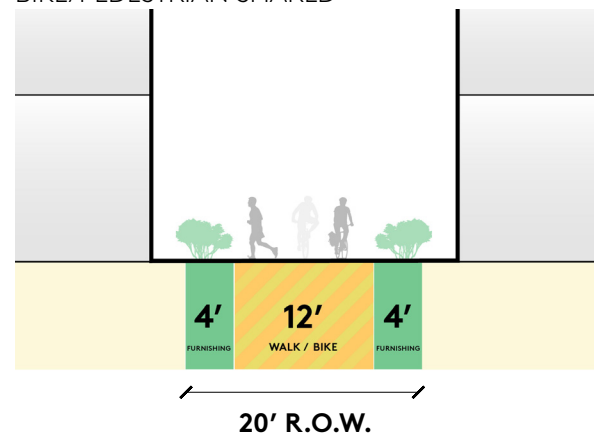
## GREEN MID-BLOCK CONNECTION



## BIKE/PEDESTRIAN DEDICATED



## BIKE/PEDESTRIAN SHARED



## DESCRIPTION

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

## PERMITTED FRONTAGE TYPES

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

**FUNCTIONAL CLASSES** Neighborhood Access, Trail

## ADJACENT LAND USES

Low to high intensity commercial or residential uses, typically within larger developments. May have active ground-level uses, depending on site design

## 57.25 DISTRICTWIDE STANDARDS

### 57.25.01 PURPOSE

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

### 57.25.02 APPLICABILITY

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

### 57.25.03 ROOFTOP APPURTENANCES, AMENITIES, AND STRUCTURES

#### GENERAL PROVISIONS

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

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

### 57.25.04 LANDSCAPING, GREEN INFRASTRUCTURE, AND ENVIRONMENTAL FEATURES

#### GENERAL PROVISIONS

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

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

3. **Bird-safe Standards:** All developments shall design, build, and maintain building façade and site design strategies to make the building and site structures visible as physical barriers to birds. The standards are applicable per façade when the façade has 30% or more glazing within the first 60 feet measured from the grade adjacent to the façade. For low density residential buildings less than 45 feet in height, standards apply per façade when the façade has 50% or more glazing.

a. At least 90% of the windows and glazing shall meet Bird Safe Glazing Standards.

i. Windows and glazing, including glazed balcony railing, located within the first 60 feet of the building measures from the grade adjacent to the façade;

ii. Windows and glazing located within the first 15 feet of building above an adjacent green roof, roof garden, or other vegetated or landscaped roof area; and

iii. The glazed portions of sky bridges or fences.

b. Bird Safe Glazing Standards: Bird-safe glazing may include fritting, netting, permanent stencils, frosted glass, exterior screens, physical grids placed on the exterior of glazing, or UV patterns visible to birds. To qualify as Bird-Safe Glazing Treatment, vertical elements of window patterns shall be at least 1/ inch wide at a minimum spacing of 4 inches or horizontal elements at least 1/8 inch wide at a maximum spacing of 2 inches.

c. All developments shall prepare and submit a post construction monitoring plan to review effectiveness of the building and site design in preventing bird collisions for three years.

4. **Dark Sky Fixtures:** All developments shall meet upright and light trespass requirements for all exterior luminaires located inside the development boundary to support a nighttime habitat friendly environment.



- a. Lighting controls for all exterior lighting shall comply with section 9.4.1.3 of ANSI/ASHRAE/IESNA Standard 90.1-2007, without amendments.
- b. Design exterior lighting so that all site and building-mounted luminaires produce a maximum initial illuminance value no greater than 0.20 horizontal and vertical footcandles (2.0 horizontal and vertical lux) at the development boundary and no greater than 0.01 horizontal footcandles (0.1 horizontal lux) 15 feet (4.5 meters) beyond the development boundary. Document that no more than 5% of the total initial designed fixture lumens (sum total of all fixtures on site) are emitted at an angle of 90 degrees or higher from nadir (straight down).
- c. Illuminance generated from a single luminaire placed at the intersection of a private vehicular driveway and public roadway accessing the site is allowed to use the centerline of the public roadway as the development boundary for a length of 2 times the driveway width centered at the centerline of the driveway.

## 57.25.05 TRANSITIONS

### GENERAL PROVISIONS

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

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

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

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

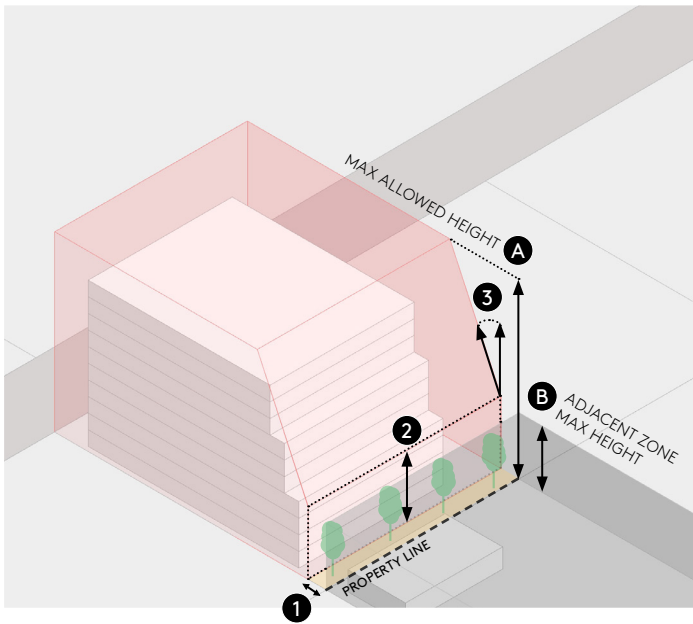
5. **Sky Plane Exposure:** Transitions are established using a sky plane exposure plane that sets the maximum envelope for massing within the subject property. The sky exposure plane is measured at an angle from a vertical line. To calculate the sky exposure plane, use the following steps:

- 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.

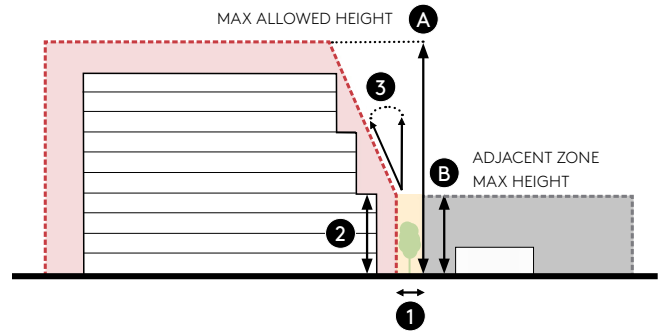
iv. From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.



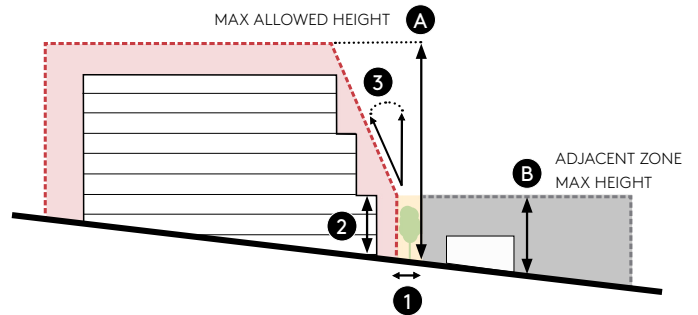
FIGURE 15: DISTRICTWIDE STANDARDS



EXAMPLE ONE



EXAMPLE TWO



## TRANSITIONS

### Applicability

- A** 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.
- B**

### Requirement

- 1** Create a vertical plane 15' away from and parallel to the common lot line.
- 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.
- 2**
- 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.
- 3**

## 57.25.06 PARKING

### GENERAL PROVISIONS

#### 1. Off-Street Parking:

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

TABLE 3: OFF-STREET PARKING REQUIREMENTS

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

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

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

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

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

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

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

#### General bicycle parking standards:

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

TABLE 4: BICYCLE PARKING RATES

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



- The required number of short-term bicycle parking spaces shall be rounded up to the nearest even number.
- The required number of long-term bicycle parking spaces shall be rounded up to the nearest whole number.
- The Planning Official may modify the required amount of bicycle parking according to size of development and anticipated pedestrian and bicycle activity as determined by the City Transportation Engineer. Lack of existing bicycle and pedestrian activity shall not be considered as sufficient criteria to provide less than the minimum required amount of bicycle parking.
- Design of bike parking is subject to approval by Public Works Official.

**6. Loading and Driveways:** Refer to KZC 115.47.

Additionally, the following standards apply in the regulating districts:

- a. Wherever practical, vehicular access for loading or parking should not be provided along the following street types: Main Street, Major Thoroughfare.
- b. Refer to Public Works Policy R-4 for driveway location standards, subject to approval by the Public Works Official.

**7. Special Regulations for Institutional Uses:**

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

## 57.25.07 GREEN INNOVATION

### RELATIONSHIP TO OTHER REGULATIONS

Reserved.

### GENERAL PROVISIONS

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

2. **Requirements:** As part of any development permit submittal, all projects shall complete a form provided by the City of Kirkland indicating their review of the **NE 85th Street Station Area Plan Chapter 10.0, Sustainability Framework**, and how the development is aligned with those goals and opportunities. All new developments and major renovations requiring Design Board Review per KZC 142.15 shall be designed, built, and certified to achieve or exceed requirements in three categories: High Performance Buildings; Energy and Decarbonization; and Ecosystems and Green Infrastructure.

#### i. High Performance Buildings:

All new developments and major renovations shall be designed, built, and certified to achieve or exceed the High Performance Building Standards described in KZC 115.62. For commercial developments that are building Core and Shell only, they may be designed, built, and certified to achieve LEED v4 Core and Shell Gold as an alternative certification to meet requirements of KZC 115.62.2.b. Some third-party protocol certifications may be eligible for the Incentive Program, refer to KZC Ch 57.30.

#### 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.

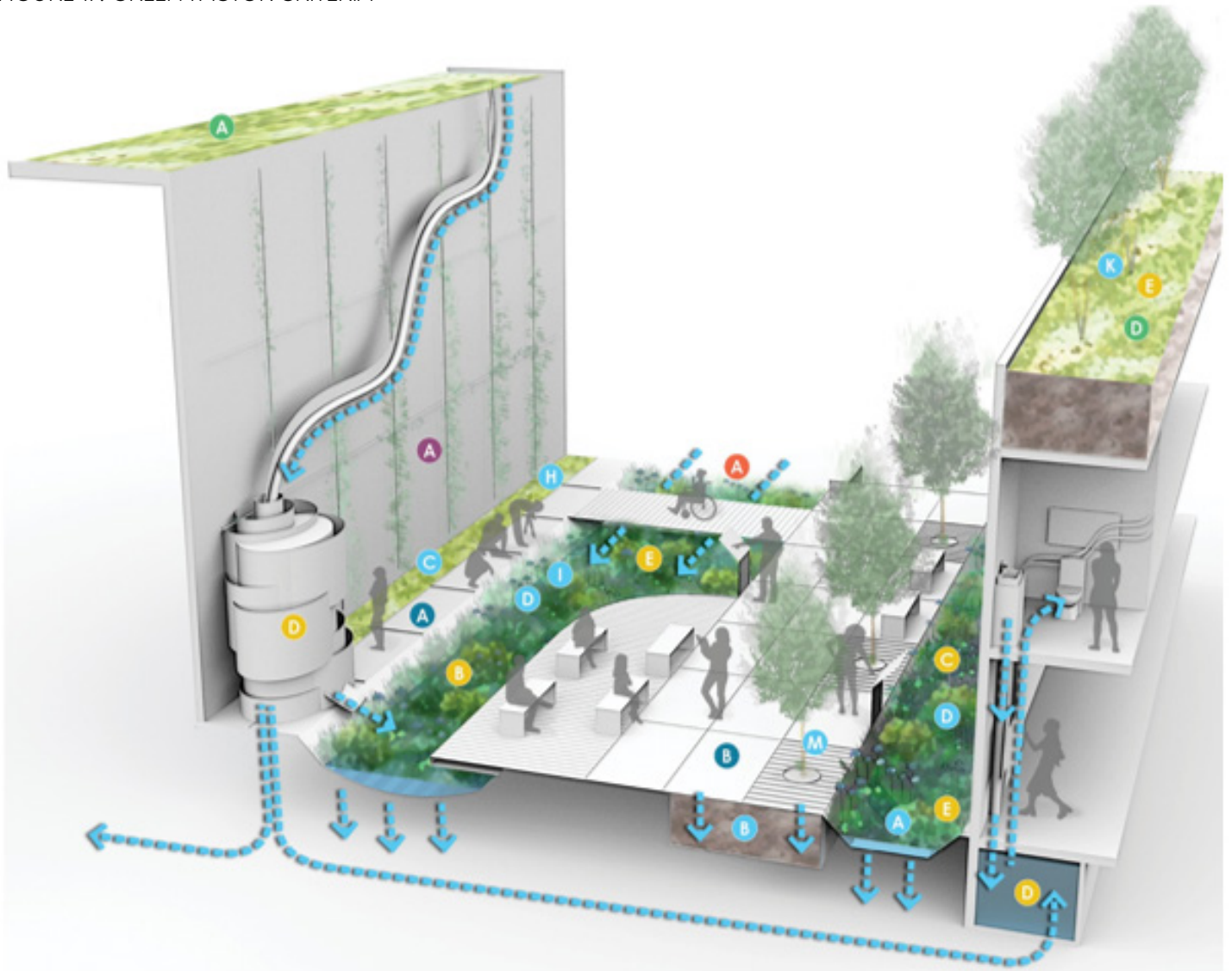
#### iii. Ecosystems and Green Infrastructure

(a) All new developments and major renovations shall be designed, built, and certified to achieve or exceed a Green Factor score of 0.4.

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



FIGURE 17: GREEN FACTOR CRITERIA

**1 LANDSCAPE ELEMENTS**

- A** Bioretention facilities and/or soil cells
- B** Structural soil systems
- C** Landscape areas with soil depth less than 24"
- D** Landscape areas with soil depth of 24" or more
- E** Preservation of existing trees
- F** Preservation of Landmark trees bonus
- G** Preservation of exiting evergreen trees bonus
- H** Groundcovers or other low plants
- I** Medium shrubs or perennials
- J** Large shrubs or perennials
- K** Small trees with 500 ft<sup>3</sup> soil volume
- L** Medium trees with 1000 ft<sup>3</sup> soil volume
- M** Large Trees with 1500 ft<sup>3</sup> soil volume

**2 GREEN ROOFS**

- A** Area planted with at least 2" but less than 4" of soil
- B** Area planted with at least 4" but less than 8" of soil
- C** Area planted with at least 8" but less than 30" of soil
- D** Area planted with trees and least 30" of soil

**3 GREEN WALLS**

- A** Facade or wall surface onobstructed with vines
- B** Facade or wall surface planted with a green wall system

**4 LANDSCAPE BENEFITS**

- A** Landscaped areas in food cultivation
- B** Landscape areas with native or drought tolerant plants
- C** Landscape 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
- D** Rainwater harvesting
- E** Planting that provides food, forage and refuge for a diversity of species and/or inclusion of habitat elements such as woody debris, gravel/cobble, nesting materials, etc.

**5 PERMEABLE PAVING**

- A** Permeable paving over 6"-24" soil or gravel
- B** Permeable paving over at least 24" of soil or gravel

## GREEN FACTOR

The Green Factor score shall be calculated as follows:

1. Identify all proposed elements in Table 5.
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 5 according to the following provisions:
  - a. If multiple elements listed in Table 5 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 5.
  - 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 5 to determine the Green Factor numerator.
4. Divide the Green Factor numerator by the parcel area to determine the Green Factor score. A development shall achieve a minimum score of 0.4.
5. The City of Kirkland reviewer has the final authority in determining the accuracy of the calculation of the Green Factor score.



TABLE 5: GREEN FACTOR

<b>1. Landscape Elements</b>		Multiplier
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 500ft <sup>3</sup> 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 ft <sup>3</sup> 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 ft <sup>3</sup> per tree - calculated at 350 sq ft per tree (canopy spread 25' and greater at maturity)	0.7
<b>2. Green Roofs</b>		
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
<b>3. Green Walls</b>		
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
<b>4. Landscape Benefits</b>		
A.	***Landscaped areas in food cultivation	0.2
B.	Landscaped areas planted with native or drought tolerant plants	0.1
C.	Landscaped areas at sidewalk grade where the majority of the area is covered with vegetation that is native or drought tolerant, and/or provides habitat for urban wildlife and pollinators	0.1
D.	Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater	0.2
E.	****Planting that provides food, forage and refuge for a diversity of species (native insects, pollinators, birds, and other urban wildlife) and/or inclusion of habitat elements such as woody debris, gravel/cobble, nesting materials, etc.	0.2

TABLE 5: GREEN FACTOR (CONTINUED)

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

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

\*\* For purposes of determining the size category of a tree species, the tree must have a mature canopy spread of the following:

Small Trees - 8 feet to 16 feet

Medium Trees - 16 feet to 26 feet

Large Trees - 26 feet or more

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

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



## **57.30 INCENTIVE PROGRAM**

### **PURPOSE**

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

#### **57.30.01 GENERAL**

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

#### **57.30.02 REQUIRED REVIEW**

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

1. The design and/or extent of the amenity meets the standards established in Table 6 and table 7 criteria; and
2. Where amenities are to be provided on the subject property, the public benefits provided, described in Table 6 for each amenity type, will be derived from the development of the proposed amenity in the proposed location.
3. Covenants, easements, and agreements are established to ensure the provision of the proposed amenities in perpetuity.

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

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

#### **57.30.03 INCENTIVE AMENITIES AND EXCHANGE RATES FOR INCENTIVE CAPACITY**

Tables 6 and 7 describe the incentive amenities that may be provided to receive incentive capacity and the exchange rate at which incentive capacity will be granted

for each unit of amenity provided. Measurements shall be in square feet (indicated as sf in Tables).

#### PROVIDED AMENITY STRUCTURE

[FINAL ADOPTION WILL INCLUDE ONE OF BELOW OPTIONS FOR SUB-SECTION 1 PER COUNCIL DIRECTION]

1. [Option 3A: Policy-weighted, variety of amenities required.] An applicant must provide incentive amenities from at least two different categories in Table 6 in order to receive incentive capacity. No more than 75% of the requested incentive capacity may be achieved through provision of amenities in a single category. Applicants may choose to provide amenities from more than two amenity categories.
  
1. [Option 3B: Policy-weighted, housing required.] An applicant must provide incentive amenities from at least two different categories in Table 6 in order to receive their requested incentive capacity. No more than 75% of the requested incentive capacity may be achieved through provision of amenities in a single category, and at least one of the provided amenities must be in the Affordable Housing category. Applicants may choose to provide amenities from more than two amenity categories.
  
2. Modification of amenity structure requirements. The Planning & Building Director may grant a modification to allow an applicant to achieve more than 75% of their incentive capacity through provision of amenities from a single category in instances where it is determined the proposed amenity structure:
  - a. Provides an exceptional community benefit in the chosen amenity category such that the benefit is demonstrably superior to what could be provided through the required diversification of amenities; or,
  - b. The subject property has a unique condition that precludes the ability to provide the diversity of amenities.



Table 6: Incentive Amenities

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

Table 7: Exchange Rates for Incentive Capacity

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



## ORDINANCE O-4803

AN ORDINANCE OF THE CITY OF KIRKLAND ADOPTING DESIGN GUIDELINES FOR THE NE 85<sup>TH</sup> ST STATION AREA PLAN, REPEALING EXISTING DESIGN GUIDELINES FOR THE ROSE HILL BUSINESS DISTRICT, AMENDING DESIGN GUIDELINES FOR PEDESTRIAN ORIENTED BUSINESS DISTRICTS, AND AMENDING SECTION 3.30.040 OF THE KIRKLAND MUNICIPAL CODE, FILE NO. CAM20-00153.

1 WHEREAS, the City Council did confer with the Kirkland  
2 Planning Commission regarding the establishment of Design  
3 Guidelines for the NE 85<sup>th</sup> St Station Area Plan (SAP), repeal of  
4 the Design Guidelines for the Rose Hill Business District, and  
5 amendments to Design Guidelines for Pedestrian Oriented  
6 Business Districts, all pursuant to KMC 3.30.040; and  
7

8 WHEREAS, the City Council has received a  
9 recommendation from the Kirkland Planning Commission dated  
10 June 15, 2022 to approve the proposed amendments to such  
11 design guidelines, as set forth in the City staff report dated June  
12 1, 2022; and  
13

14 WHEREAS, in a public meeting on June 28, 2022, the  
15 Council considered the environmental documents received from  
16 the responsible official, together with the report and  
17 recommendation of the Planning Commission; and  
18

19 WHEREAS, the City Council recognizes that this change to  
20 the Municipal Code is consistent with the Comprehensive Plan land  
21 use policies adopted for the SAP in Ordinance O-4800.  
22

23 NOW, THEREFORE, the City Council of the City of Kirkland  
24 do ordain as follows:  
25

26 Section 1. Municipal Code Amended. Section 3.30.040 of  
27 the Kirkland Municipal Code is amended as set forth in Exhibit A  
28 attached to this Ordinance and incorporated herein by reference.  
29

30 Section 2. If any provision of this ordinance or its  
31 application to any person or circumstance is held invalid, the  
32 remainder of the ordinance or the application of the provision to  
33 other persons or circumstances is not affected.  
34

35 Section 3. This ordinance shall be in force and effect five  
36 days from and after its passage by the Kirkland City Council and  
37 publication pursuant to Section 1.08.017, Kirkland Municipal Code  
38 in the summary form attached to the original of this ordinance and  
39 by this reference approved by the City Council.  
40

41           Passed by majority vote of the Kirkland City Council in open  
42 meeting this \_\_\_\_\_ day of June, 2022.

43  
44           Signed in authentication thereof this \_\_\_\_\_ day of June,  
45 2022.

\_\_\_\_\_  
Penny Sweet, Mayor

Attest:

\_\_\_\_\_  
Kathi Anderson, City Clerk

Approved as to Form:

\_\_\_\_\_  
Kevin Raymond, City Attorney



PUBLICATION SUMMARY  
OF ORDINANCE NO. O-4803

AN ORDINANCE OF THE CITY OF KIRKLAND ADOPTING DESIGN GUIDELINES FOR THE NE 85<sup>TH</sup> ST STATION AREA PLAN, REPEALING EXISTING DESIGN GUIDELINES FOR THE ROSE HILL BUSINESS DISTRICT, AMENDING DESIGN GUIDELINES FOR PEDESTRIAN ORIENTED BUSINESS DISTRICTS, AND AMENDING SECTION 3.30.040 OF THE KIRKLAND MUNICIPAL CODE, FILE NO. CAM20-00153.

SECTION 1. Establishes Kirkland Municipal Code 3.30.040 is amended to adopt design guidelines for the NE 85<sup>th</sup> Street Station Area Plan, to repeal design guidelines for the Rose Hill Business District, and to amend design guidelines for Pedestrian Oriented Business Districts.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the \_\_\_\_\_ day of June, 2022.

I certify that the foregoing is a summary of Ordinance O-4803 approved by the Kirkland City Council for summary publication.

---

Kathi Anderson, City Clerk

### KMC Amendments

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

#### Chapter 3.30

#### DESIGN REVIEW BOARD

##### 3.30.040 Design guidelines adopted by reference.

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

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

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



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

May 31, 2022



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# 1.0

## Policy Overview—



## 1 | Introduction

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

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

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

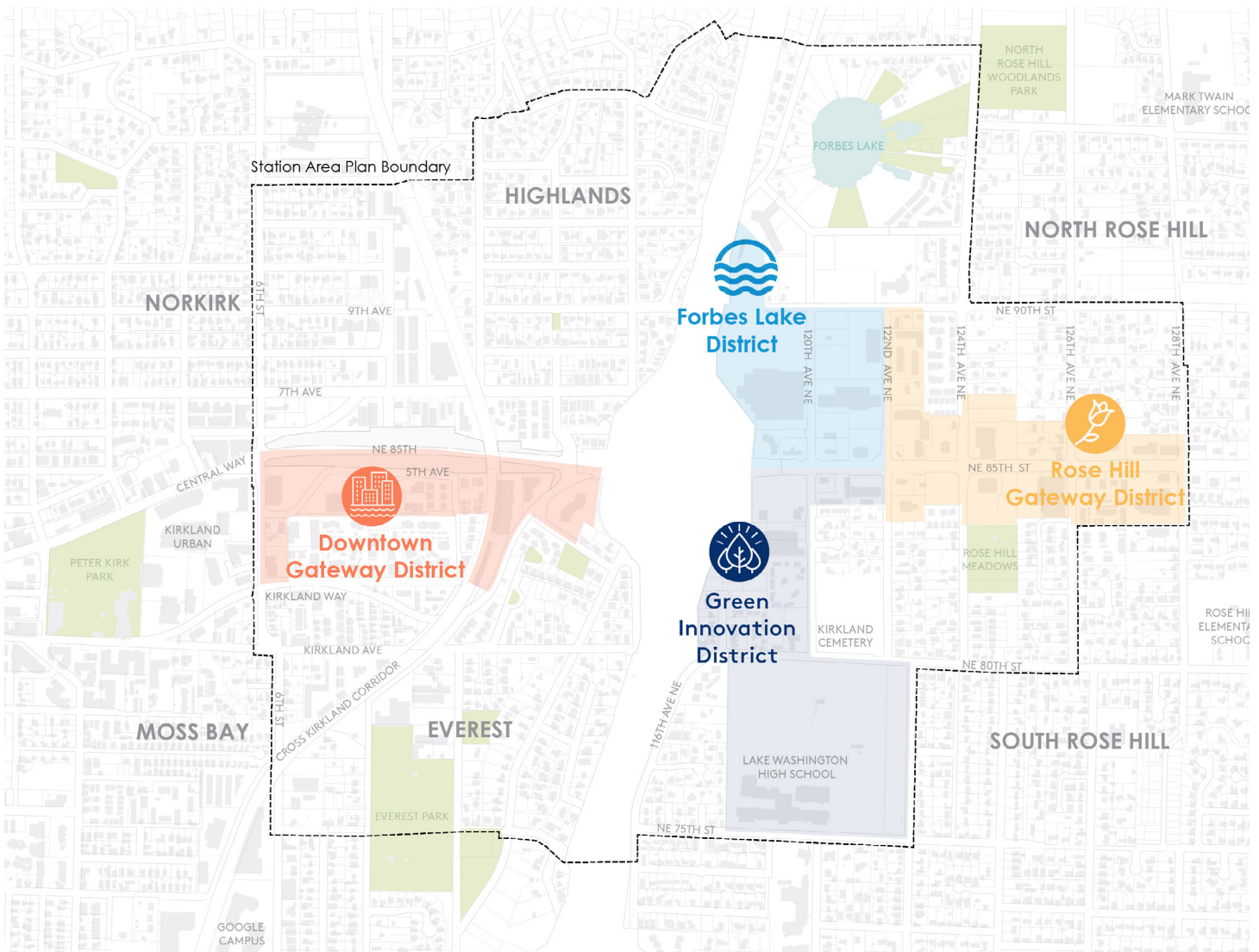




## 2 | Design Vision

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

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





### 3 | Comprehensive Plan Design Direction

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

#### **Goal - Focus growth in inclusive housing and jobs near transit.**

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

#### **Policy - Establish a strong public realm network and transit-oriented community that puts people first.**

The vision for the station area includes a robust, vibrant public realm with a mix of active ground floor uses, generous sidewalks, and improved tree canopy. The urban design framework identifies key streets where a combination of public and private investments will create focal points and destinations for the district, the city, and the region. These include enhancing NE 85th

Street to a more urban street that becomes a place for people to engage, supporting retail-focused streets like 120th Ave NE near Forbes Lake, and neighborhood hubs like the 7th Ave corridor in Norkirk. Each of these focal points brings together recommendations around mobility, public realm, land use, sustainability, and building massing.

#### **Policy - Connect across barriers with a multi-modal transportation network.**

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

#### **Policy - Leverage existing natural systems and resources, enhance ecosystem performance, and increase resilience.**

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

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

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





# 2.0

## Overview of Design Districts—

## 4 | Green Innovation District

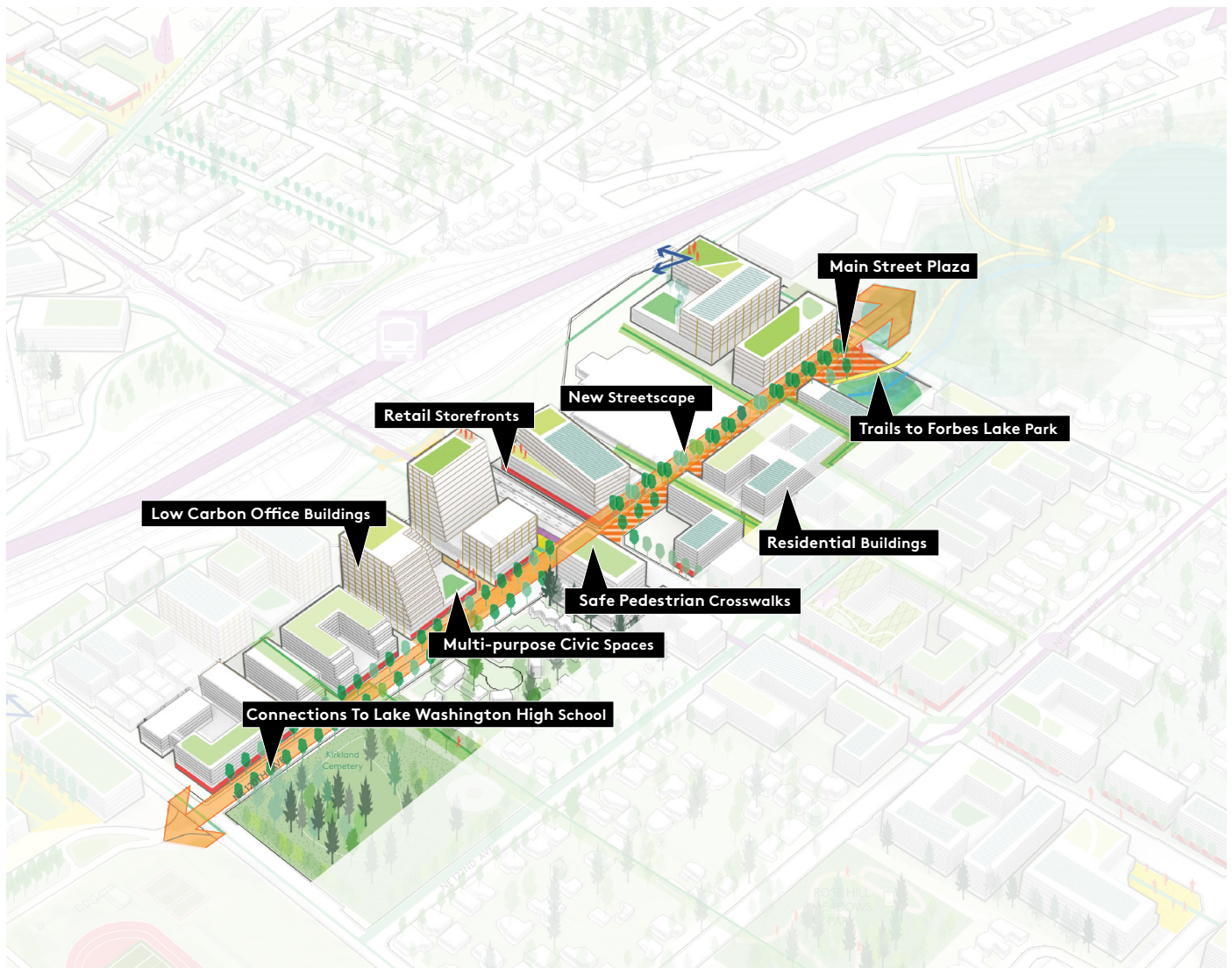
10

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

The larger sites within this subarea should coordinate the phasing and organization of major redevelopment around new internal vehicular and pedestrian circulation systems with buildings orienting toward the internal circulation networks and adjacent streets. Large sites along NE 85th Street can provide a welcoming pedestrian and visual entrance to the District from the Stride BRT Station. These large sites

can provide their own pedestrian-oriented focal points that include a plaza area surrounded by shops or wide sidewalk areas along an interior access street.

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





## 5 | Forbes Lake District

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

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



## 6 | Rose Hill Gateway District

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

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





## 7 | Downtown Gateway District

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



# 3.0

## Design Guidelines—

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



## 8 | All Districts

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

### Site Planning

#### 1.Streetscape

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

- In conjunction with the required street types, streets should contribute to the physical safety and comfort of pedestrians .
- Use design elements such as separate storefronts, pedestrian-oriented signs, exterior light fixtures, awnings, and overhangs to add interest and give a human dimension to street-level building facades.
- In general, buildings with active ground floor uses should be set as close as possible to sidewalk to

establish active, lively uses. Maintain a continuous street wall, limiting gaps to those necessary to accommodate vehicular and pedestrian access.

- Encourage recessed main building and/or shop entrances consistent with a traditional “main street” design that is inviting and promotes street-scape continuity.
- The corners of buildings located at street intersections should recess to promote visibility and allow for a collection of people.
- Allow larger buildings to recess from the sidewalk edge to allow for entry forecourts, provided street continuity is not interrupted along the majority of the block.

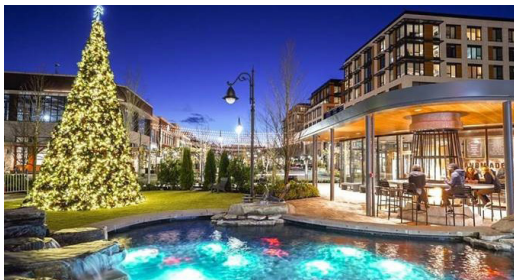




## 2. Public Spaces: Plazas, Courtyards, Terraces, and Gardens

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

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





### 3. Pedestrian Connections and Wayfinding

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

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



### 4. Lighting

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

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



## 5. Screening of Trash and Service Areas

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

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





## 6. Signs

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

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

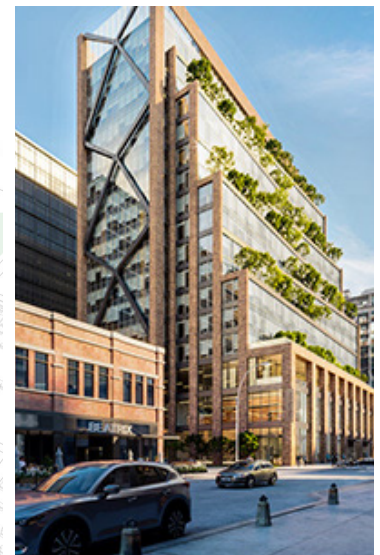
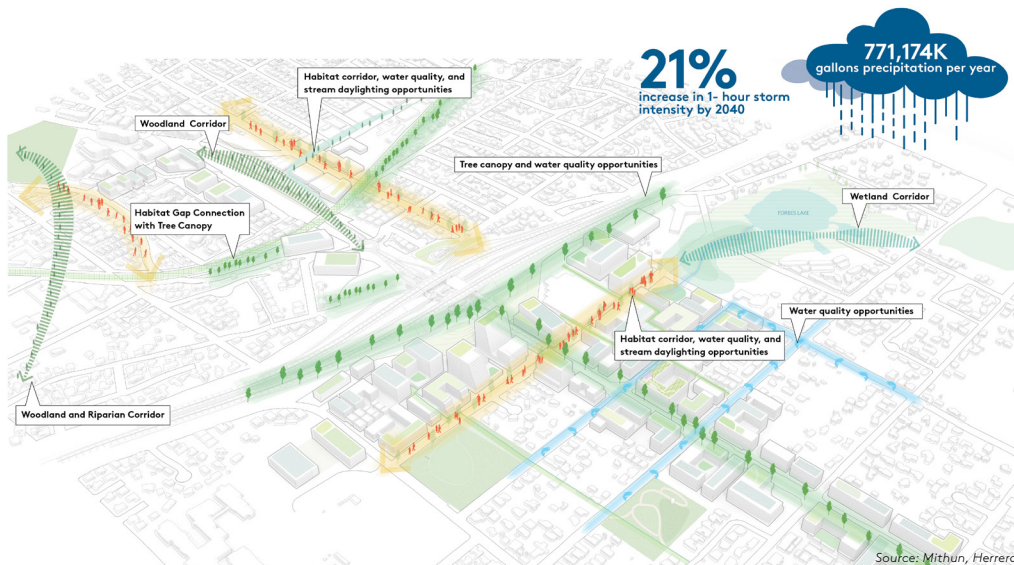
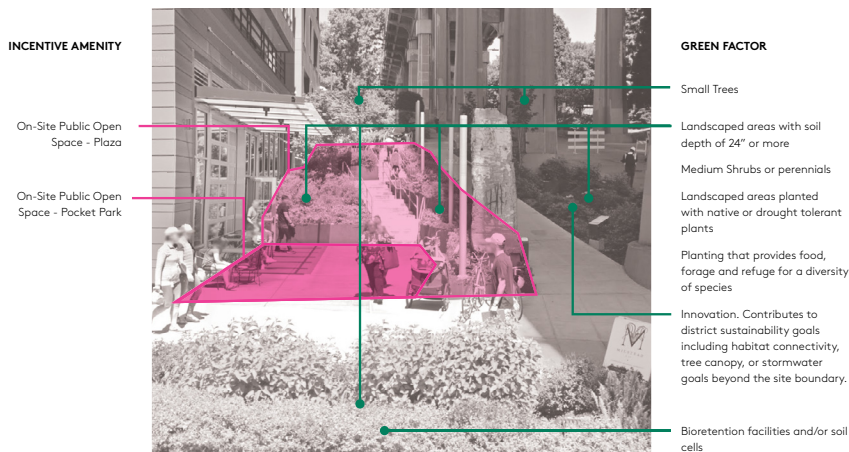
- Signs should be complementary and integrated with the unique character of the specific areas or buildings where they are located.
- Signs should be high quality and consistent with the contemporary urban character of comparable developments in Kirkland.
- The design of buildings should identify locations,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



## 7. Landscaping

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

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





## Building Design

### 1. Orientation to the Street

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

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

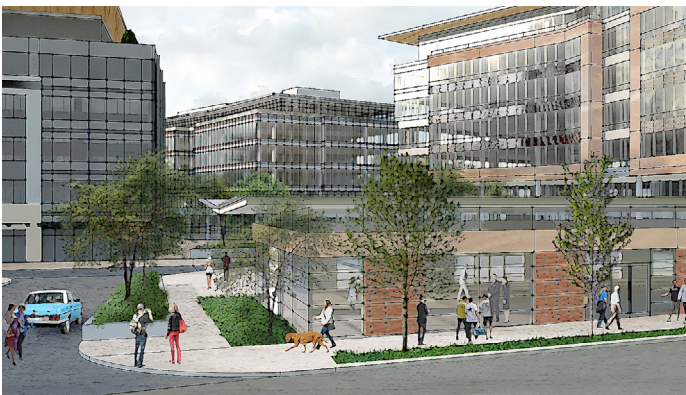




## 2. Massing/Articulation

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

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





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





### 3. Parking Garages

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

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



### 4. Blank Wall Treatments

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

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





## 5. Encourage High-Quality Design

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

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



## 9 | Green Innovation District

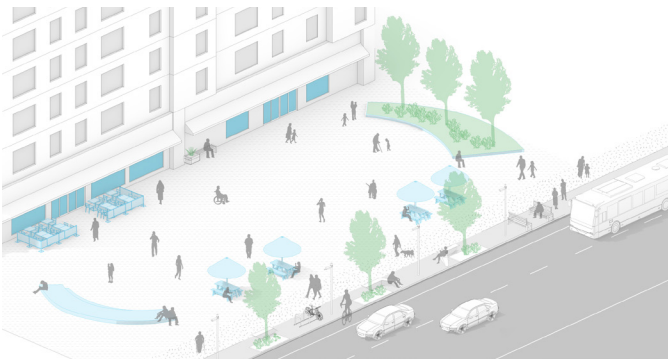
Intent: Respond to the important location and significant development opportunities of this District by establishing critical connections and innovative design solutions that will catalyze development throughout the Station Area.

### Site Planning

- Site features, landscape elements, and architectural statements should welcome pedestrians and bicyclists to the District from the Stride BRT Station and create obvious connections for them to get to their destinations within this District or elsewhere in the community.
- Include land forming techniques such as berming and large, dense plantings along the freeway to reduce visual, air quality, and noise impacts to adjoining development and the neighborhood as a whole.
- Establish a series of landscaped open spaces arranged along the pedestrian network in the district to create comfortable pedestrian spaces among the larger building forms in the District.
- Design for an engaging pedestrian experience along the street level floor of buildings to create

a seamless transition between the public realm (back of public sidewalk) and adjoining private development. This should take the form of variability in sidewalks widths, modulations of the building faces, and wider areas for pedestrian space and landscape areas.

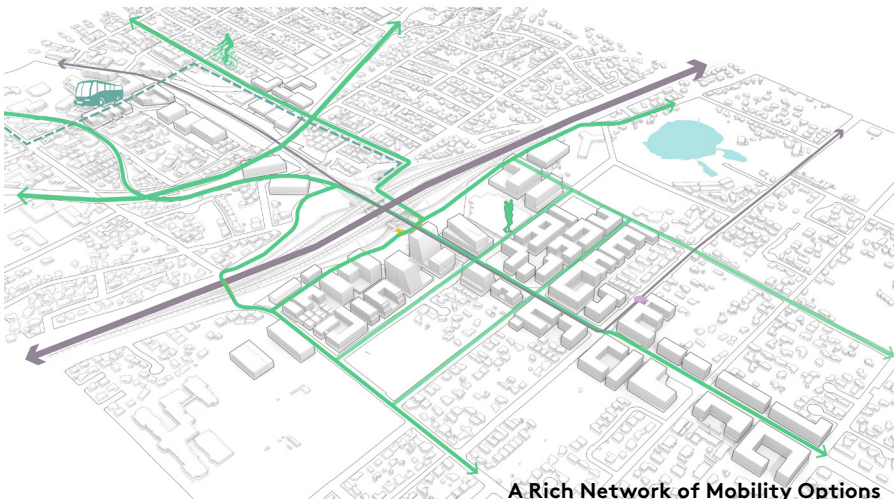
- The corner at the NE 85th Street and 120th Avenue NE intersection should include a meaningful open space treatment to create a gathering space as well as a gateway to the District for the community. Corner building treatments should accentuate the space and help define the gateway.
- 120th Avenue NE is envisioned as a major pedestrian spine from NE 80th Street to NE 90th Street. Frontages should orient buildings, open spaces, driveways, and other site elements in such a way as to support the pedestrian activity intended for this street.
- Transitions from the Commercial Mixed Use District to the Neighborhood Mixed Use District should create opportunities for future shared open space and shared pathways to ensure long term cohesiveness for residents and employees of this District.





## Building Design

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



A Rich Network of Mobility Options

## 10 | Forbes Lake District

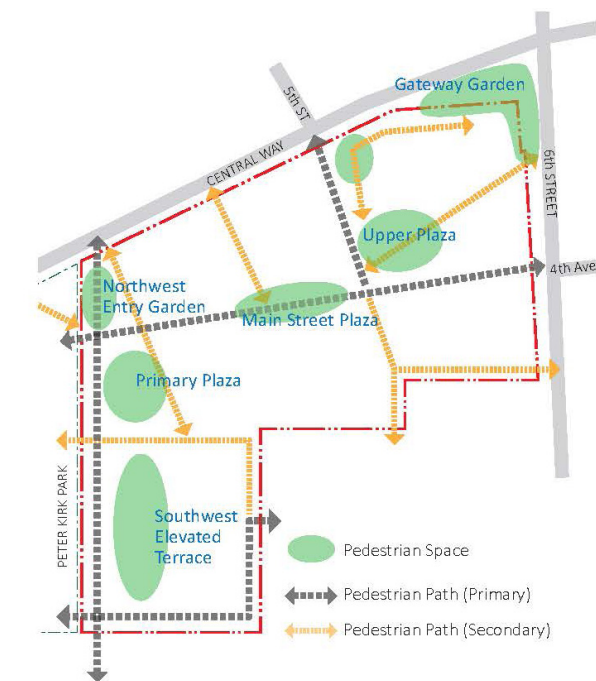
Intent: Establish 120th Ave NE as a pedestrian-oriented main street for the District and as a visual and ecological connection to Forbes Lake Park.

### Site Planning

- As with the Green Innovation District, this District should include site features, landscape elements, and architectural statements welcoming pedestrians and bicyclists to the District from the Stride BRT Station and create obvious connections for them to get to their destinations within this District or elsewhere in the community.
- Large development sites should be master-planned to provide coordinated development. The master plans should be pedestrian oriented and incorporate design standards such as:
  - buildings and retail storefronts oriented primarily to external frontages to activate the public realm. If there are internal pedestrian and vehicular routes within the site, orient buildings to engage with these internal routes through façade treatments, landscape design, and other elements to support a pedestrian-friendly environment. Internal routes should also connect

to surrounding streets with clearly identifiable building and pedestrian access points and entryways to adjacent streets and internal pedestrian pathways

- design techniques to prevent the dominance of large single occupant structures, such as use of smaller building footprints, multiple tenant spaces on each floor of a structure abutting a street, stepping back of upper stories along NE 85th Street and
- incorporate useable public spaces, plazas or pocket parks, and public amenities, such as art, sculptures, fountains, or benches
- use landscaping to emphasize entries into buildings, pedestrian areas, and pedestrian routes to enhance public spaces, parking areas, and to screen blank walls and service areas.
- placement of loading and service areas shall be located away from NE 85th Street and pedestrian areas
- The corners at the NE 85th Street/120th Avenue NE and at 120th Avenue NE/122nd Avenue intersections should include open space treatments to create



Conceptual Master Plan Example - Kirkland Urban



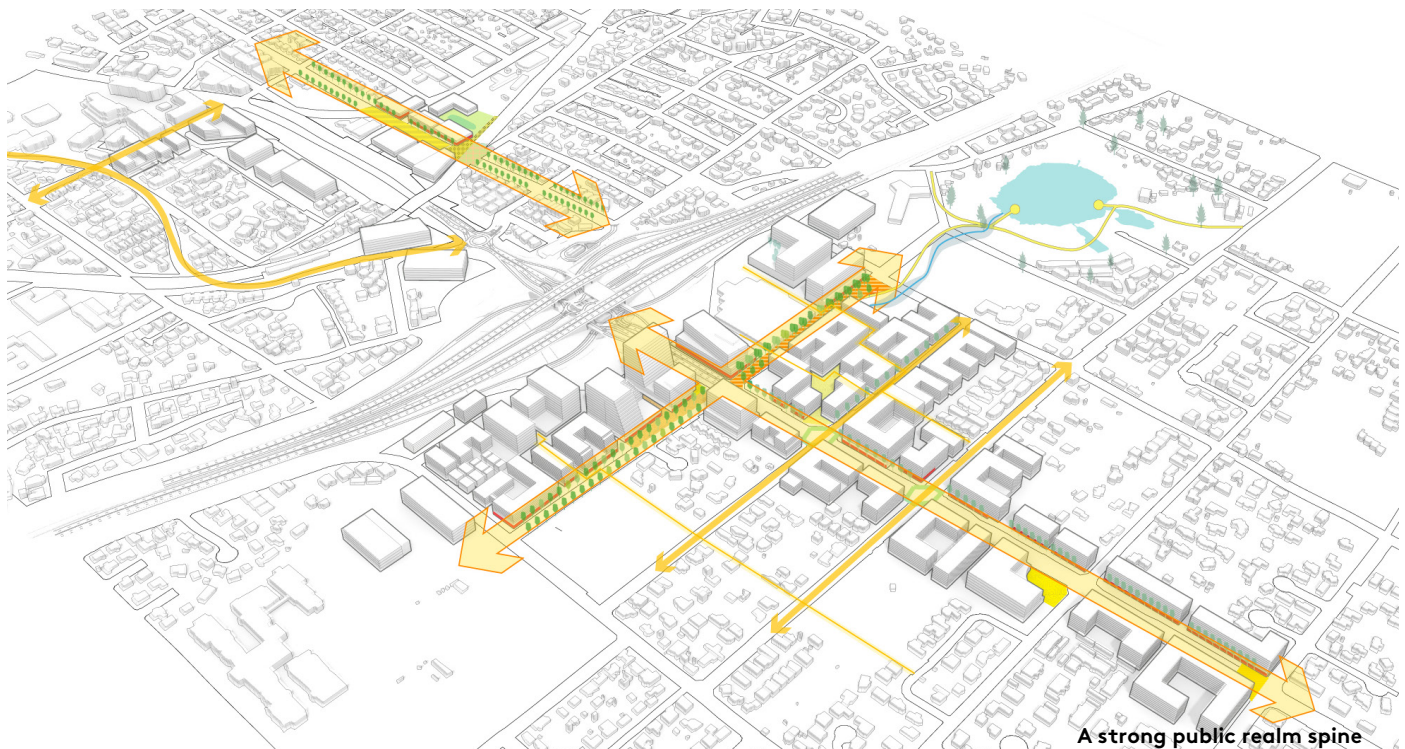


gathering spaces as well as gateways to the District for the community. Corner building treatments should accentuate the spaces and help define the gateway.

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

### Building Design

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



A strong public realm spine

## 11 | Rosehill Gateway District

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

### Site Planning

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





## 12 | Downtown Gateway District

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

### Site Planning

- As with other quadrants of the Station Area that adjoin the Stride BRT Station, redevelopment to the southwest of the Station should include site features, landscape elements, and architectural statements welcoming pedestrians and bicyclists to the District from the Stride BRT Station and create obvious connections for them to get to their destinations within this District or elsewhere in the community.
- Redevelopment along the Cross Kirkland Corridor should provide a strong open space, pedestrian, and bicycle orientation toward the Corridor, including:
  - enhancement of designated public connections
  - avoiding blank facades and service areas
  - establishment of green open space opportunities

- The existing east-west pedestrian and bicycle network should be improved with multi use pathways. Where steep grades require stairs, bicycle runnels should be included to make it easier for those with bikes to make the transition.

### Building Design

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



The City of Kirkland

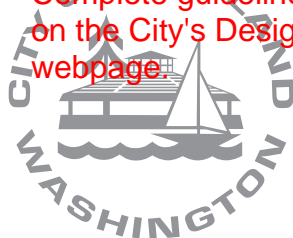
# Design Guidelines

## For Pedestrian-Oriented Business Districts



*A night out at downtown Kirkland's Park Lane*

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



Adopted by the City Council pursuant to Kirkland Municipal Code Section 3.30.040.

Dated August 3, 2004

Updated: March 15 2022, O-4785

Attest:

Penny Sweet,  
Mayor

Adam Weinstein  
Director,  
Planning & Building  
Department



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Height Measurement on Hillsides  
Views of Water  
Culverted Creeks

The Illustrations throughout this document are provided by MAKERS.



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

The following guidelines do not apply to the Neighborhood Center:

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

## Purpose of the Design Guidelines for Neighborhood Business Districts

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

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

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

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

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

The following guidelines do not apply to these districts:

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

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

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

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

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

## Purpose of the Design Guidelines for Rose Hill Business District 8

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



**Nonuniform Awnings and Facades  
(Recommended for Pedestrian Oriented Streets)**



## Guideline

*Awnings or canopies should be required on facades facing pedestrian-oriented sidewalks. A variety of styles and colors should be encouraged on pedestrian-oriented streets, and a more continuous, uniform style encouraged for large developments on entry arterial streets.*

## "Pedestrian-Friendly" Building Fronts Issue

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

## Discussion

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



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

- ◆ Provide artwork on the surface.

## Guideline

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

## Special Consideration for Downtown Kirkland - Glazing

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

## Guideline

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

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

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



## Special Considerations for the Market Street Corridor

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

## Special Consideration for Houghton/Everest Neighborhood Center

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

## Entry Gateway Features

### Issue

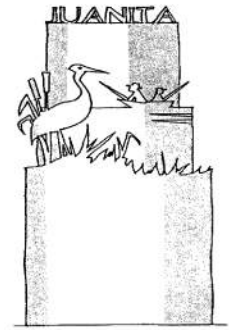
The Comprehensive Plan calls for gateway features at the key entry points into neighborhoods and business districts. Entry points differ in topography, available space, and surrounding visual character; nevertheless, gateway features should be reinforced by a unified design theme. Gateway features can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

### Discussion

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

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

- ◆ A trellis incorporating landscaping. A trellis or arbor is adaptable to space constraints.
- ◆ Similar artwork such as a different animal or bird sculpture at each entry.



## Guideline

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

### Special Consideration for Downtown Kirkland

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

### Special Consideration for Juanita Business District

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

### Special Consideration for North Rose Hill Business District

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

At the southwest corner of NE 116<sup>th</sup> Street and 124<sup>th</sup>

## Special Considerations for Rose Hill Business District 8

Incorporate entry gateway features in new development on NE 85th Street at 132nd Ave NE. Gateway features should incorporate some or all of the following:

- \* Distinctive landscaping including an assortment of varieties of roses.
- \* Artwork (e.g. vertical sculpture incorporating historical information about Rose Hill).
- \* A gateway sign with the City logo.
- \* Multicolored masonry forming a base for an entry sign.
- \* Decorative lighting elements.



## Guideline

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

### Special Consideration for Downtown Kirkland

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

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

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

### Special Consideration for the Totem Lake Business District Core

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

### Special Considerations for Houghton/Everest Neighborhood Center

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

## Circulation Within Parking Lots

### Issue

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

d: **Special Considerations for Rose Hill Business District 8**

D **Encourage development to locate and orient buildings towards the street with parking to the side or the rear.**

V **At a minimum this should include:**

P: **• Non-residential facades located directly adjacent to the sidewalk or buildings featuring a modest landscaped front yard area or plaza area between the sidewalk and the façade.**

T **• Primary building entries and windows facing the street.**

cl **• Landscaping trimmed to maintain visibility between the sidewalk and the building.**

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

al

Figure XX

### Special Downtown

Because and con Parking accomn acre) sh

### Parking Issue

Parking of space continu be locat landscap

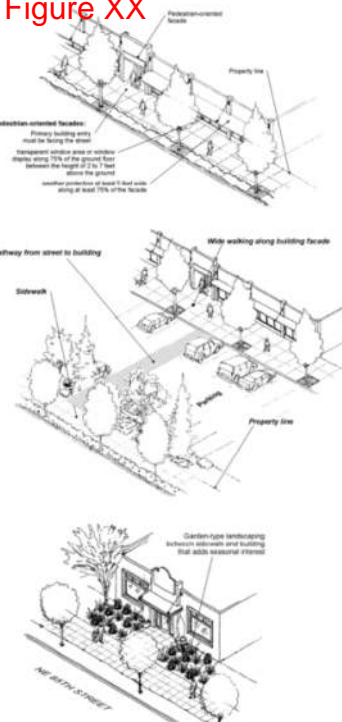


Figure 19. NE 85<sup>th</sup> Street frontage options for the East End properties. The option in the middle with the parking lot in front, is the least preferred option. Note the required pedestrian elements and landscaping features.

Kirkland, efficient are a top priority. e core area that ximately 3/4 to 1 red berms.

ire vast quantities gs, and destroy the arking lots should his is not possible, reen parking lots.



## 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

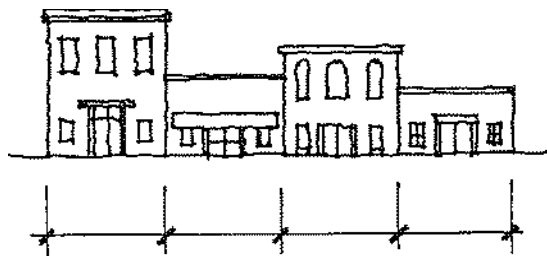
Balconies provide private open space, and help to minimize the vertical mass of structures. Residential building facades visible from streets and public spaces should provide balconies of a sufficient depth to appear integrated with the building and not “tacked on”.

## 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.

Minimize setbacks exceeding the existing terrain.

## 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.

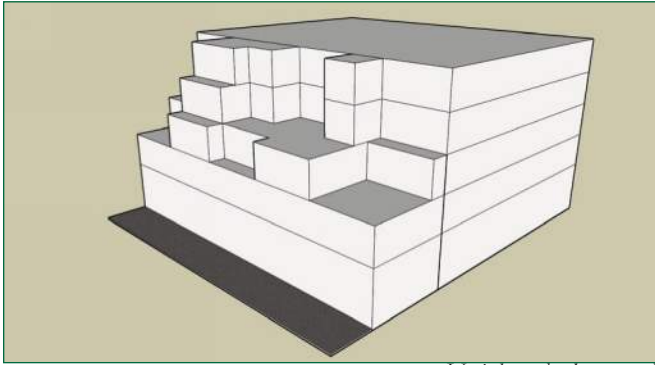
### Special Consideration for Building Massing in Central Business District 1 (CBD 1A & 1B) and the Houghton/Everest Neighborhood Center - Upper Story Step Backs, Bridle Trails Neighborhood Center (BCX Zone)

#### 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.