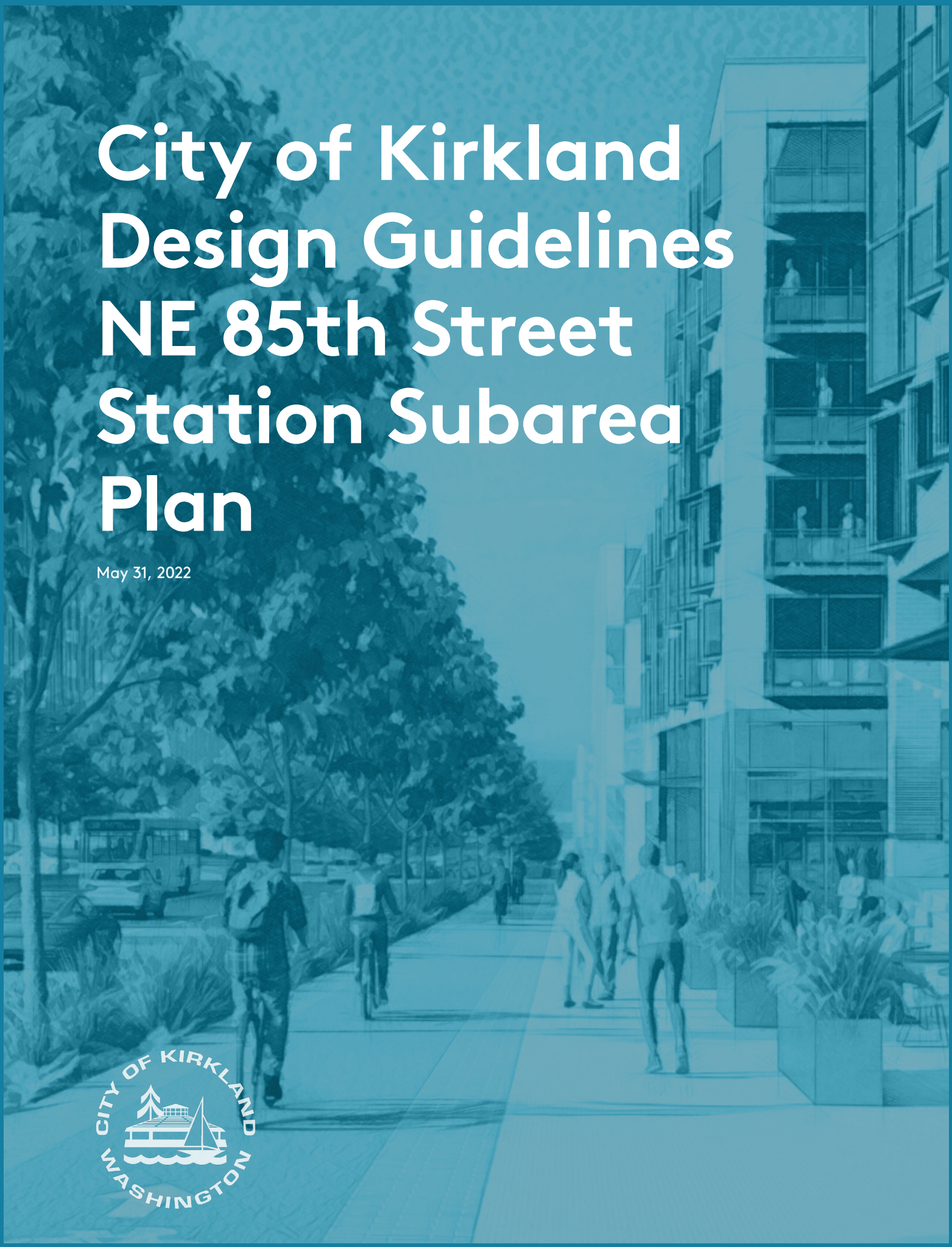
City of Kirkland Design Guidelines NE 85th Street Station Subarea Plan

May 31, 2022



CITY OF KIRKLAND WASHINGTON

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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.

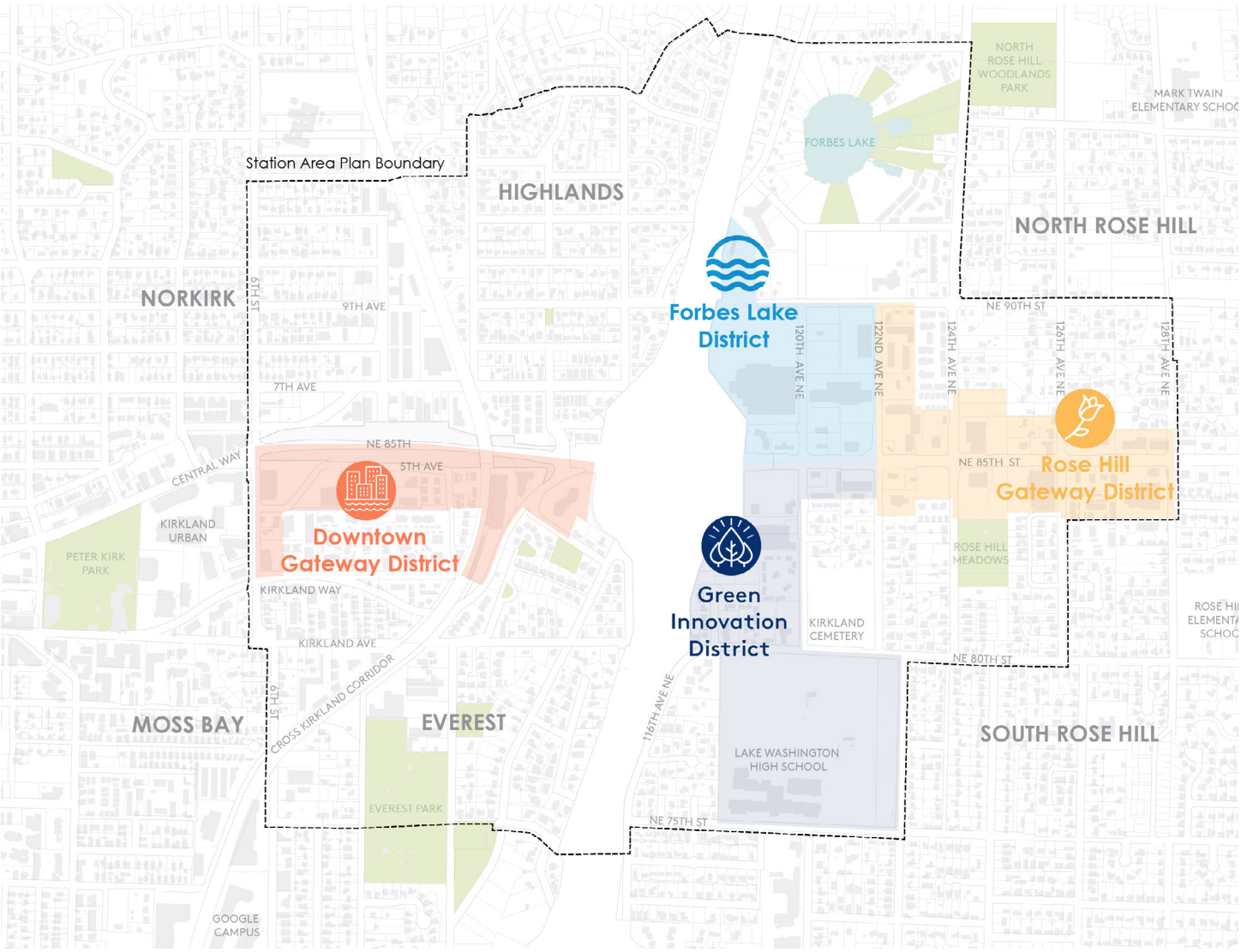
The Design Guidelines are intended to be used in conjunction with the Form-Based Code requirements established in Chapter 57 of Kirkland Zoning Code. In cases where the Zoning Code establishes flexible standards to encourage creative building design and attractive public spaces, the Design Review Board 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

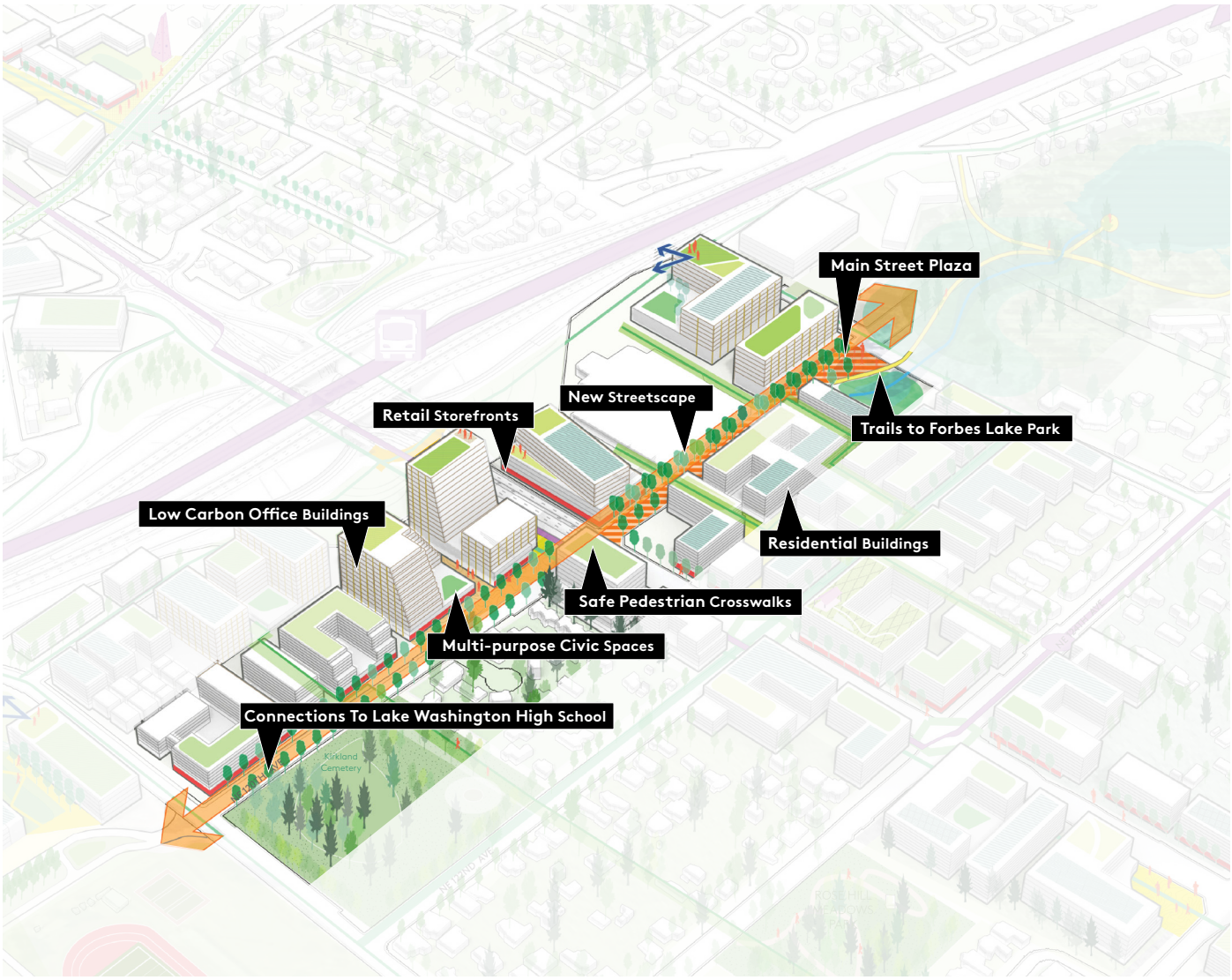
Overview of Design Districts—

4 | Green Innovation District

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

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

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



5 | Forbes Lake District

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

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

6 | Rose Hill Gateway District

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

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

7 | Downtown Gateway District

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

3.0

Design Guidelines—

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

8 | All Districts

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

Site Planning

1.Streetscape

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

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

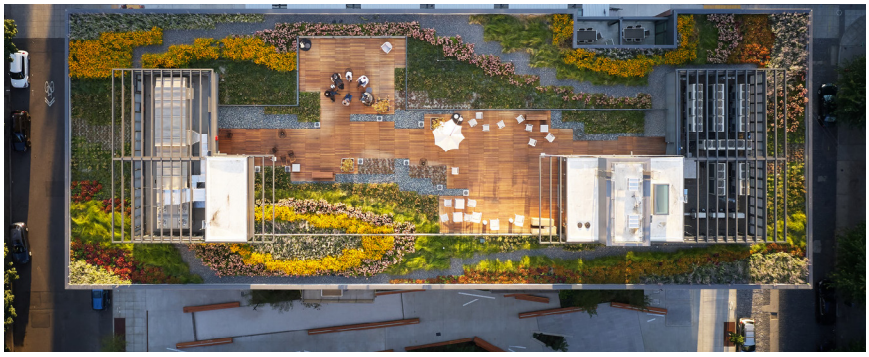
2. Public Spaces: Plazas, Courtyards, Terraces, and Gardens

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

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







3. Pedestrian Connections and Wayfinding

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

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

4. Lighting

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

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

5. Screening of Trash and Service Areas

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

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

6. Signs

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

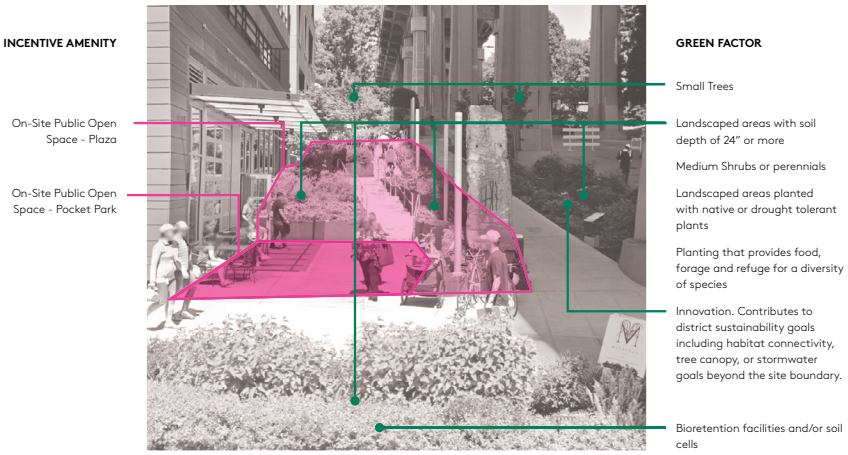
Large site developments should create Master Sign Plans that are in keeping with the following design objectives:

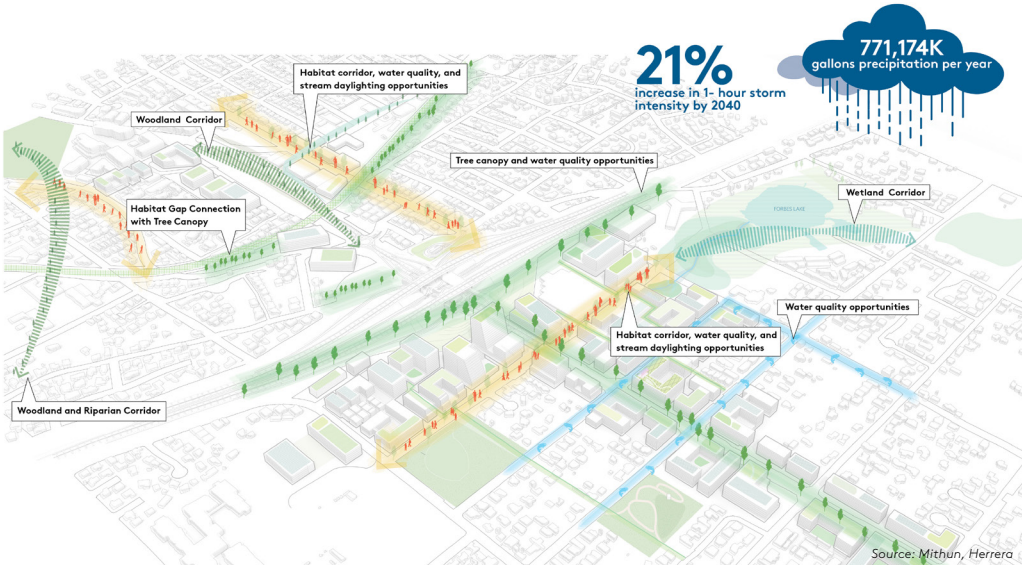
- Signs should be complementary and integrated with the unique character of the specific areas or buildings where they are located.
- Signs should be high quality and consistent with the contemporary urban character of comparable developments in Kirkland.
- he design of buildings should identify locations,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

7. Landscaping

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

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





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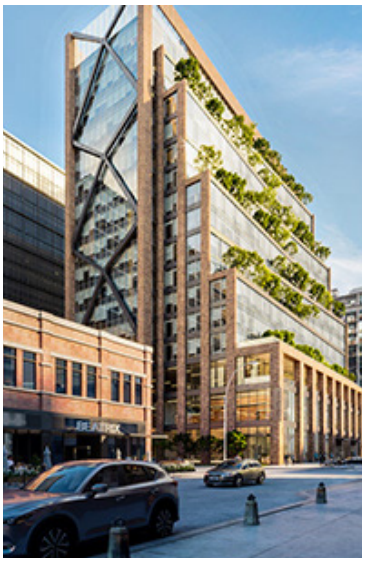


Building Design

1. Orientation to the Street

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

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

2. Massing/Articulation

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

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

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

3. Parking Garages

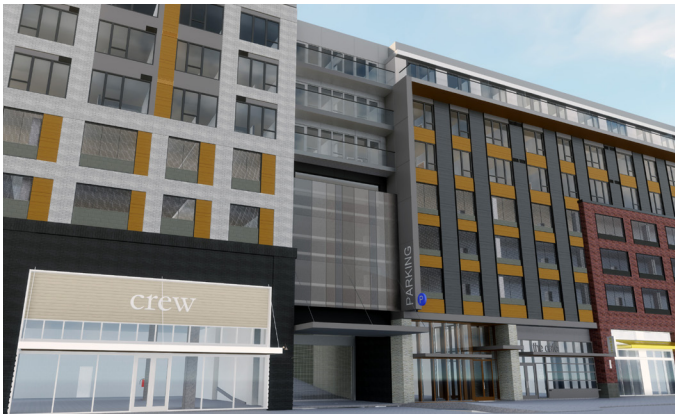
Intent: Mitigate the intrusive qualities of parking garages in pedestrian areas.

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

4. Blank Wall Treatments

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

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



5. Encourage High-Quality Design

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

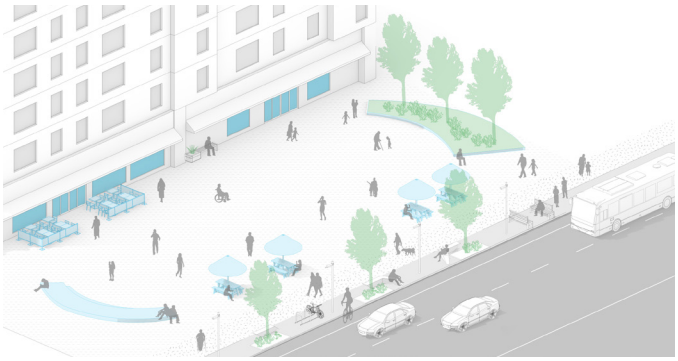
- Exterior architectural design and building materials should exhibit permanence and quality appropriate to Kirkland's urban setting.

9 | Green Innovation District

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

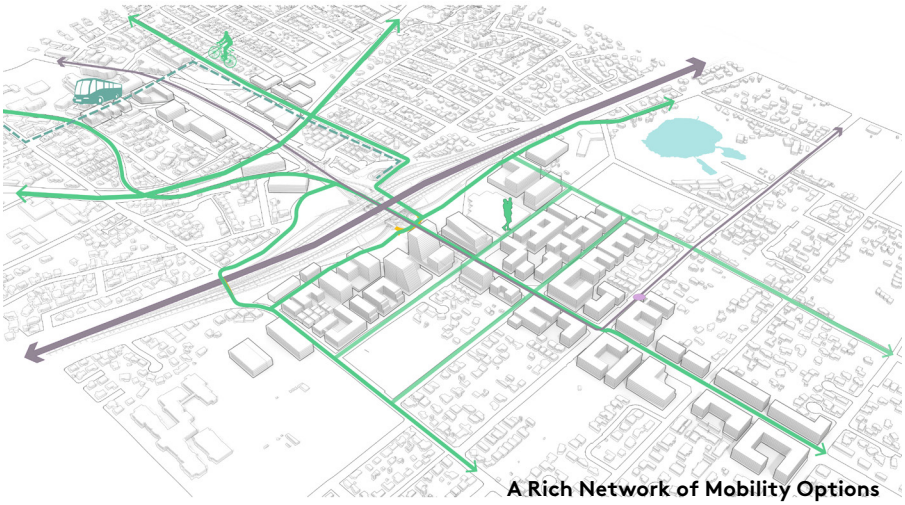
Site Planning

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



Building Design

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



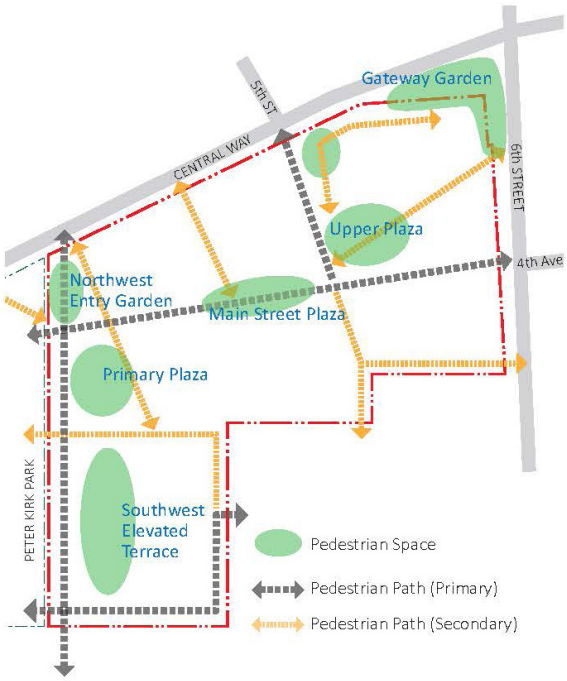
A Rich Network of Mobility Options

10 | Forbes Lake District

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

Site Planning

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



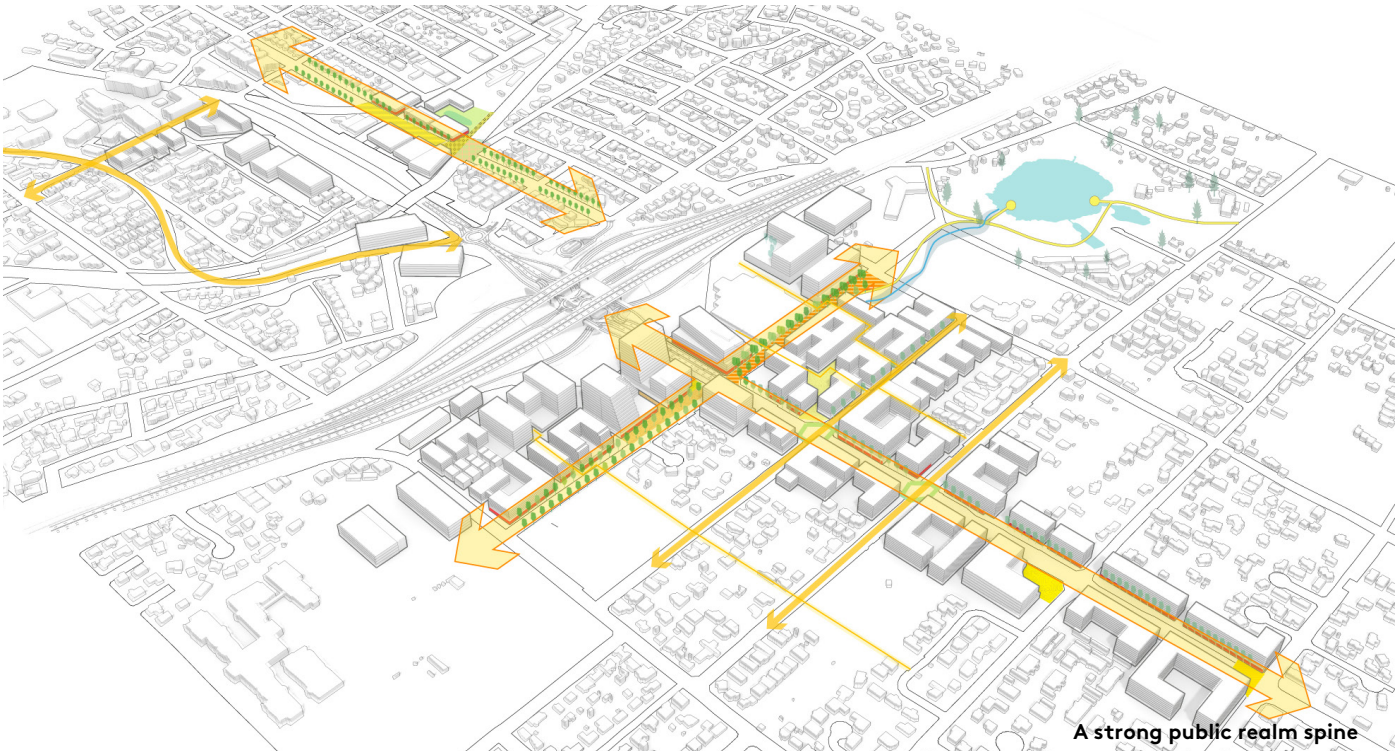
Conceptual Master Plan Example - Kirkland Urban

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

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

Building Design

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



A strong public realm spine

11 | Rosehill Gateway District

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

Site Planning

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

12 | Downtown Gateway District

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

Site Planning

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

Building Design

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