

NE 85th Street Station Area Plan

June 20, 2022



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1. CITY OF KIRKLAND LOCAL LAND ACKNOWLEDGEMENT

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

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

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

2. OVERVIEW AND PLANNING CONTEXT OF SUBAREA PLAN

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

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

The NE 85th Street Station Area Plan, adopted in 2022 (Resolution R-5547), formed the foundation for this Subarea Plan and is a companion document that should be referred to for a summary of the desired community benefits and implementation strategies related to providing affordable housing, mobility, parks and open spaces, sustainability, schools, public infrastructure, and a high level of urban design within the Subarea. The NE 85th Street Station Area Plan also contains the technical reports and studies that were used to inform this Subarea Plan. Background on the NE 85th Street Station Area Plan planning process is described below.

This Subarea Plan provides the policy guidance to help transform a historically auto-oriented commercial corridor into people-

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

Subarea Overlay Boundaries

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

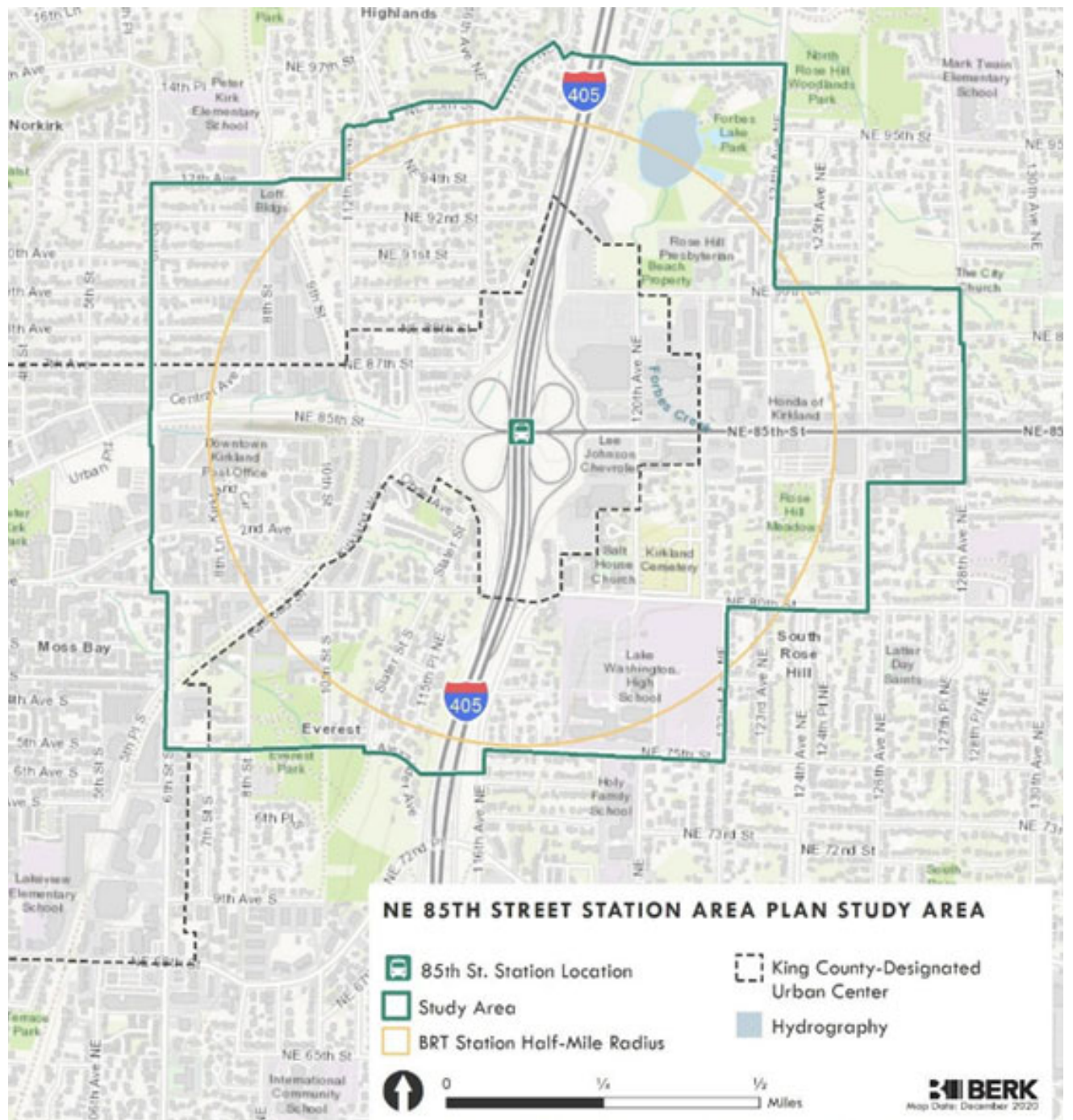


Figure 1: Station Area Planning Boundaries

Greater Downtown Kirkland Regional Center Boundaries

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

85th Street Station Area Subarea Plan (see Figure 2 for proposed Regional Center boundaries).

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

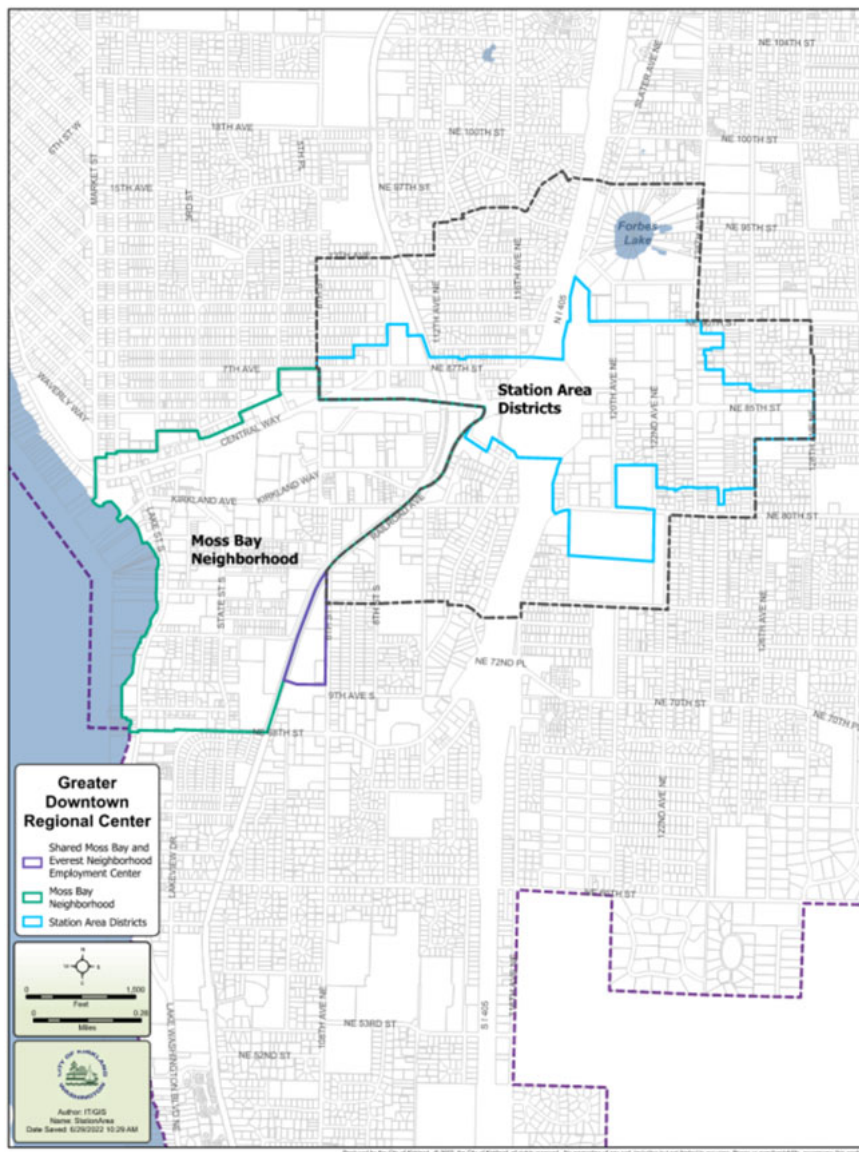


Figure 2: Proposed Regional Center Boundaries

Together, the Totem Lake Urban Center (designated in 2003) and Greater Downtown Regional Center plans accommodate the majority of the City's employment and housing growth to foster increased affordable housing choices, employment, shopping, and other activities in proximity to transit. This centers strategy enables the City to provide long term growth capacity that will continue to meet the City's growth targets, continue to maintain the lower densities and intensities of the City's residential neighborhoods, and to focus growth in areas that have the best access to transportation choices, shops, and services. 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-5547) 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 percent of residents are immigrants. Age distribution tracks with King County population characteristics and the Subarea includes 26 percent youth and 32 percent seniors. There are about 1,600 students at Lake Washington High School and about 490 students at the nearby Rose Hill Elementary School. Between six to eight percent 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 six percent 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 percent, compared to about 30 percent 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.

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, transit-oriented, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services.

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.

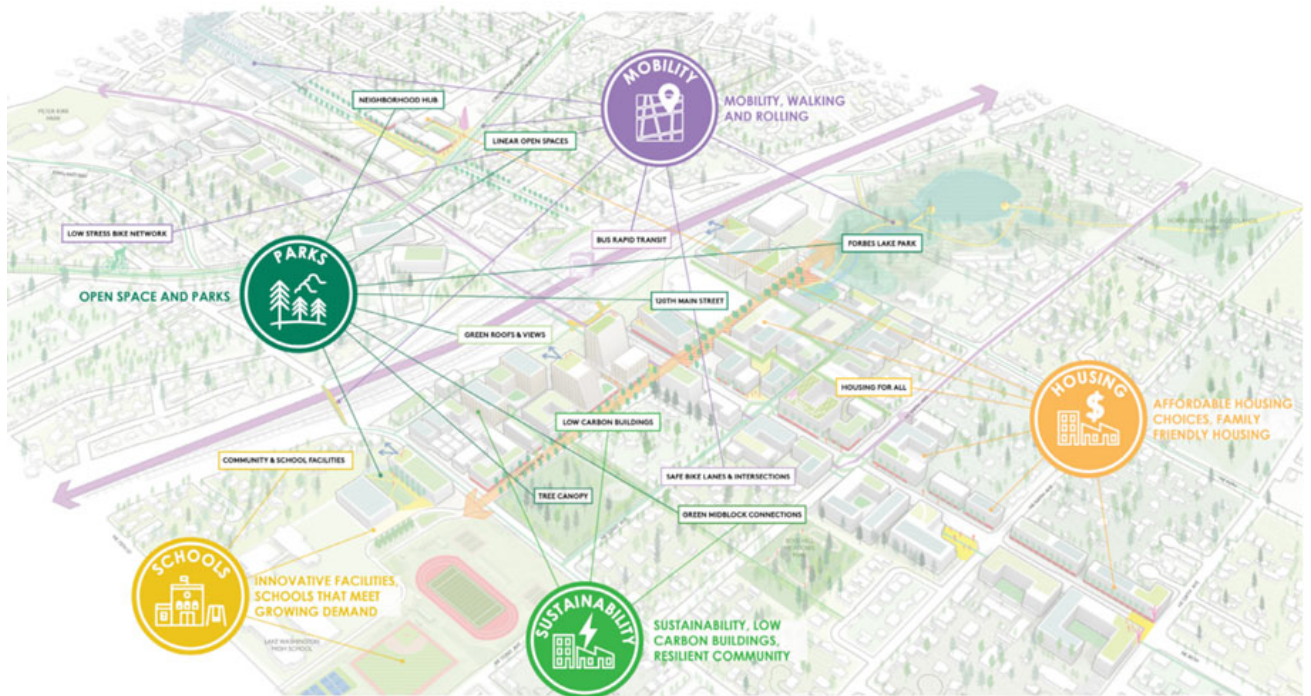


Figure 4: Community Benefit Objectives

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

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

5. LAND USE

Existing Land Use

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

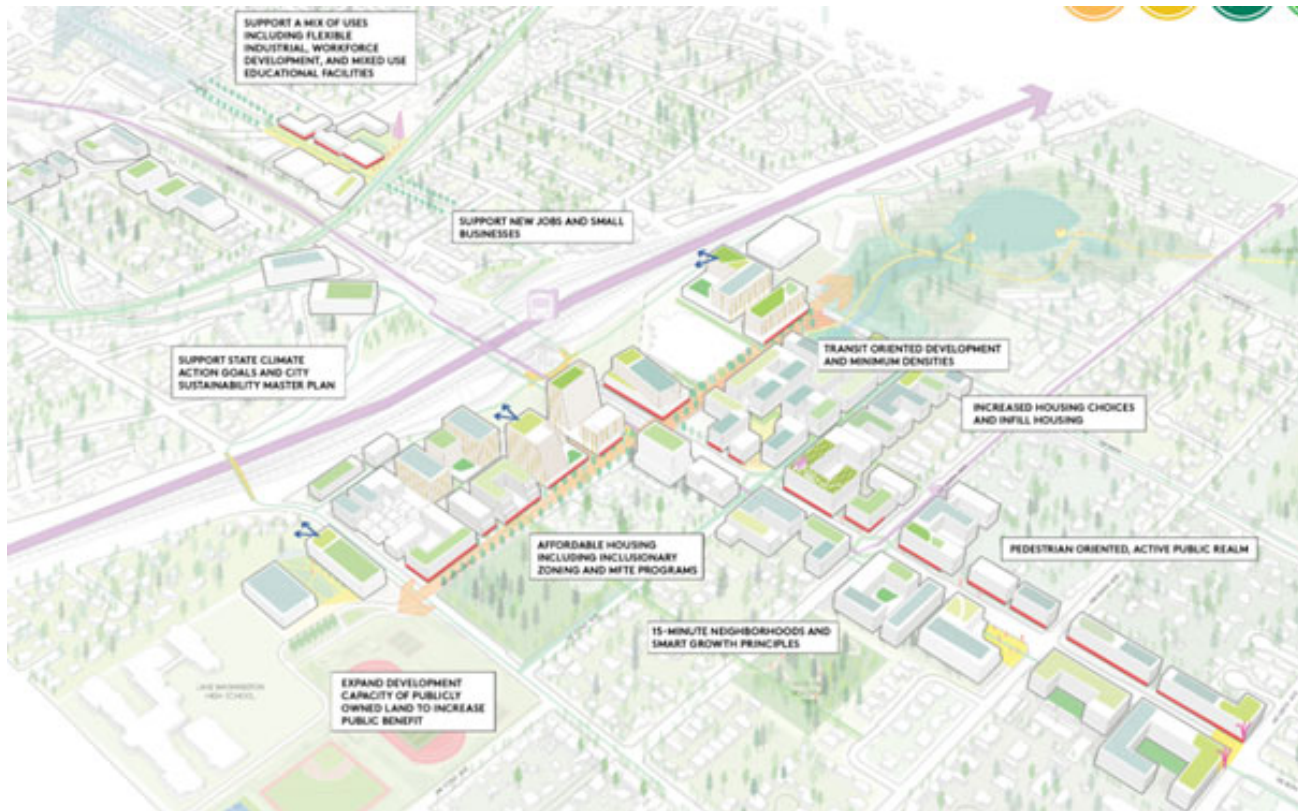


Figure 5: Growth Framework Illustration

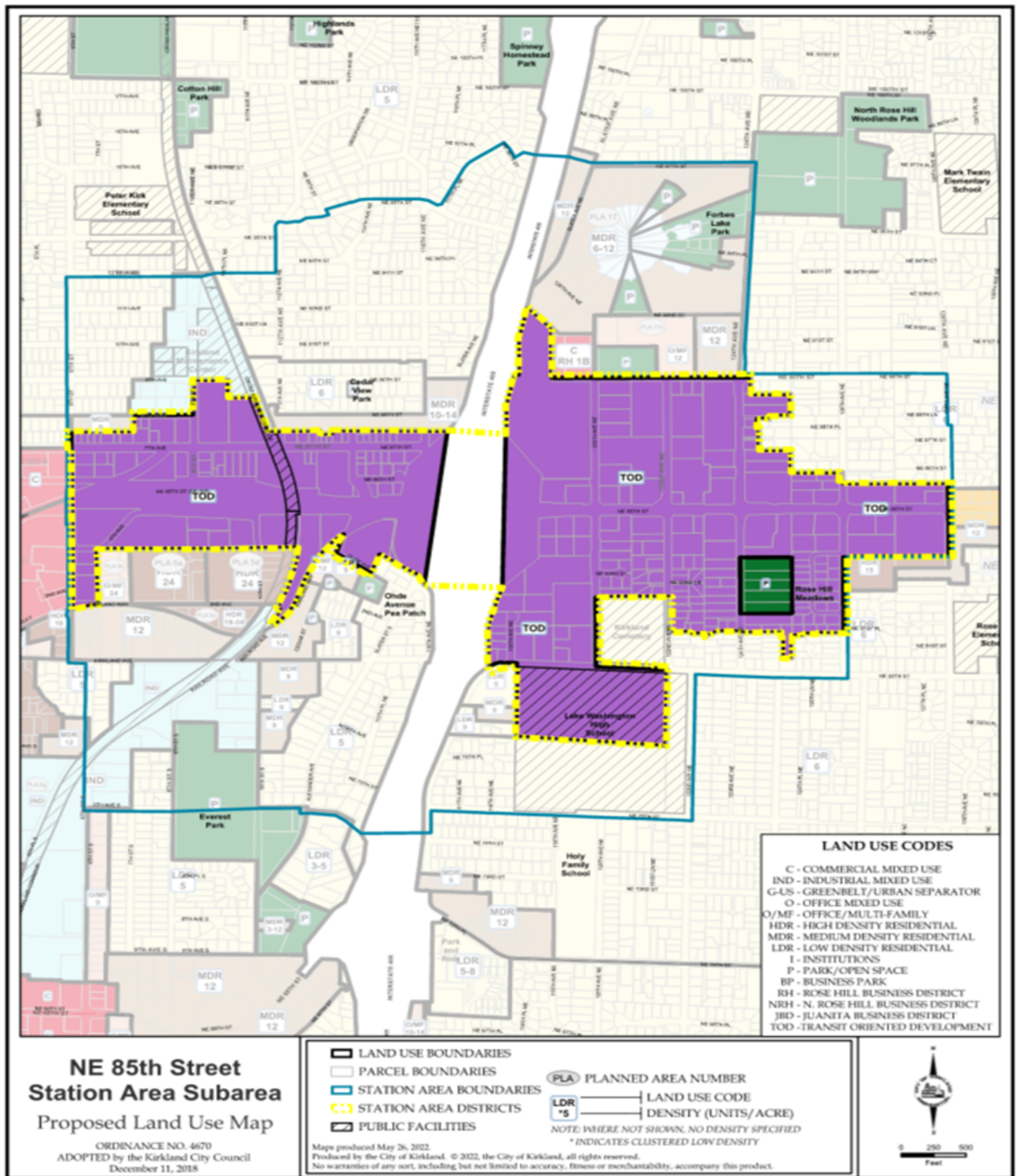


Figure 6: Station Area Land Use Map

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-10: 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.

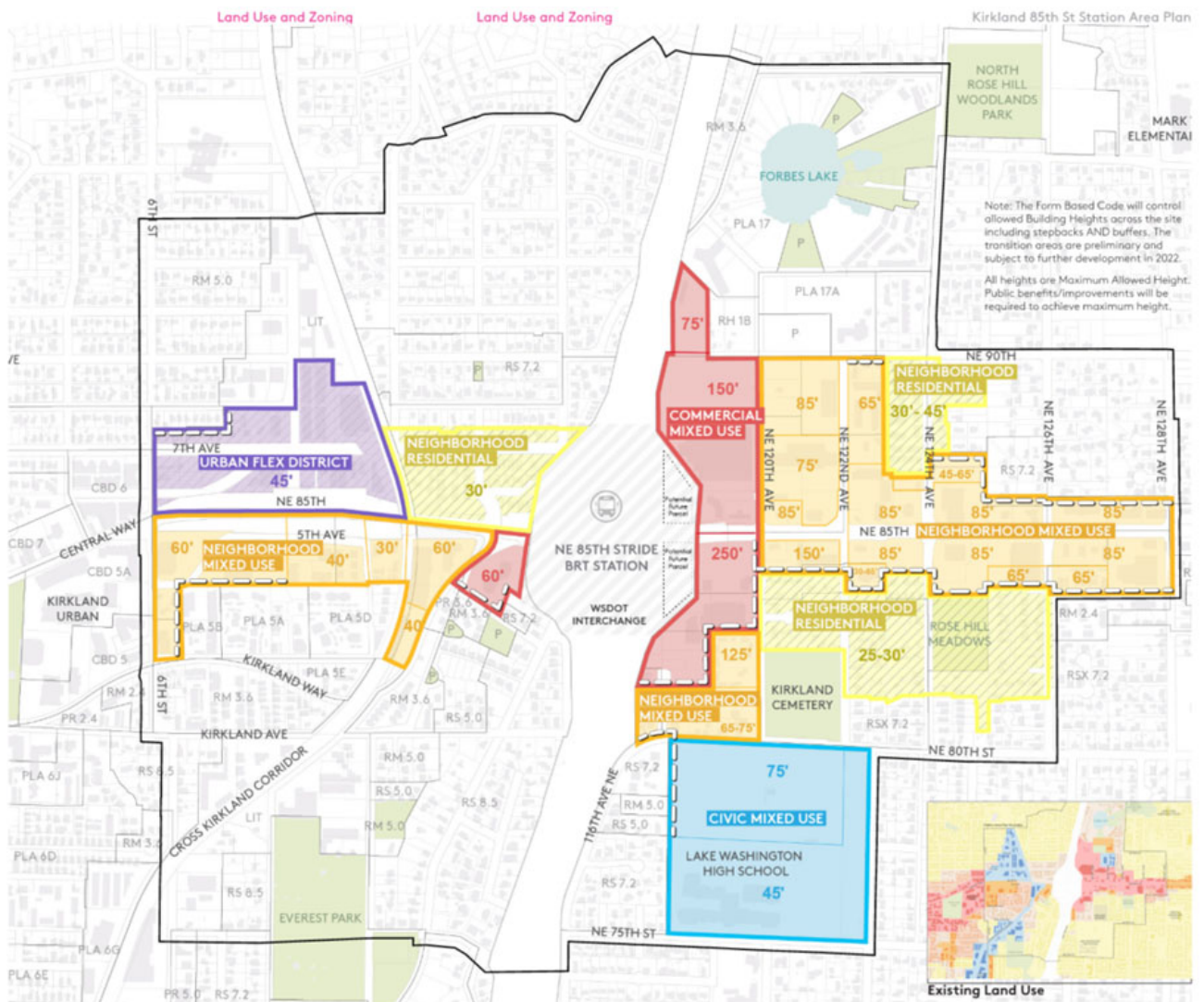


Figure 7: Maximum Heights Studied

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 three percent of residential units in the Subarea were multifamily and 97 percent 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 percent of people who work within the NE 85th Station Area make a salary below what is considered a living wage. Additionally, 16 percent 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 percent 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-11: Plan for and achieve housing production to achieve regional planning objectives and maximize opportunities for affordable housing provision in the Subarea.

Goal SA-12: *Preserve, improve and expand housing stock to provide for a range of affordable, accessible, healthy, and safe housing choices to every resident.*

Goal SA-13: *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-14: *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-15: *Increase resident access to opportunity, including employment and education opportunities and amenities in neighborhoods.*

Policy SA-16: *Create density bonuses that prioritize affordable housing, particularly units available at deeper levels of affordability.*

Policy SA-17: *Leverage regional partnerships (e.g., A Regional Coalition for Housing (ARCH), King County Housing Authority and other nonprofit housing developers/providers) to add affordable housing opportunities in the Station Area.*

Policy SA-18: *Create and periodically adjust effective implementation strategies for addressing housing targets and goals in the Station Area Plan.*

Policy SA-19: *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-20: *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-21: *Expand housing capacity for moderate income households (e.g., missing middle housing) through flexible form-based code standards.*

Policy SA-22: *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-23: 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-24: 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-25: Promote transportation connections for cars, buses and nonmotorized options in the Subarea through public, private, and nonprofit partnerships.

Goal SA-26: 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-27: Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.

Policy SA-28: 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-29: 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-30: Encourage small-scale maker, crafts, and fabrication spaces to foster smaller, immigrant-owned, and fledgling businesses.

Policy SA-31: 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-32: Identify opportunities for multi-benefit partnerships and programs between private, public, and nonprofit 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-33: Enhance urban ecology, biological diversity, and tree canopy within the Subarea.

Goal SA-34: Protect and enhance critical areas, natural systems, and habitat.

Policy SA-35: 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-36: 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-37: 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-38: To support ecosystem health, pursue enhanced stormwater treatment for water quality pollutants, with a priority on the Forbes Creek watershed.

Policy SA-39: To support urban habitat, consider design and management practices that provide dark sky environments, bird-safe construction, and adaptive management of landscapes.

Policy SA-40: To reduce potable water needs and address droughts, encourage water use efficiencies and support rainwater capture, harvesting, reuse, and on-site treatment.

Policy SA-41: Explore public/private partnerships that advance integrated and interdisciplinary approaches for environmental planning (systems approach).

Policy SA-42: 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 and Policies

Goal SA-43: Prioritize opportunities to create multiple benefits across ecosystem functions such as: improving mental and physical health; cleaning air and water; increasing biodiversity; and making the City more resilient to the impacts of urbanization and climate change impacts.

Policy SA-44: 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-45: 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-46: 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; habitat/ecology; and green infrastructure.

Policy SA-47: 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-48: 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-49: 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-50: 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 8: 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 Street 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.

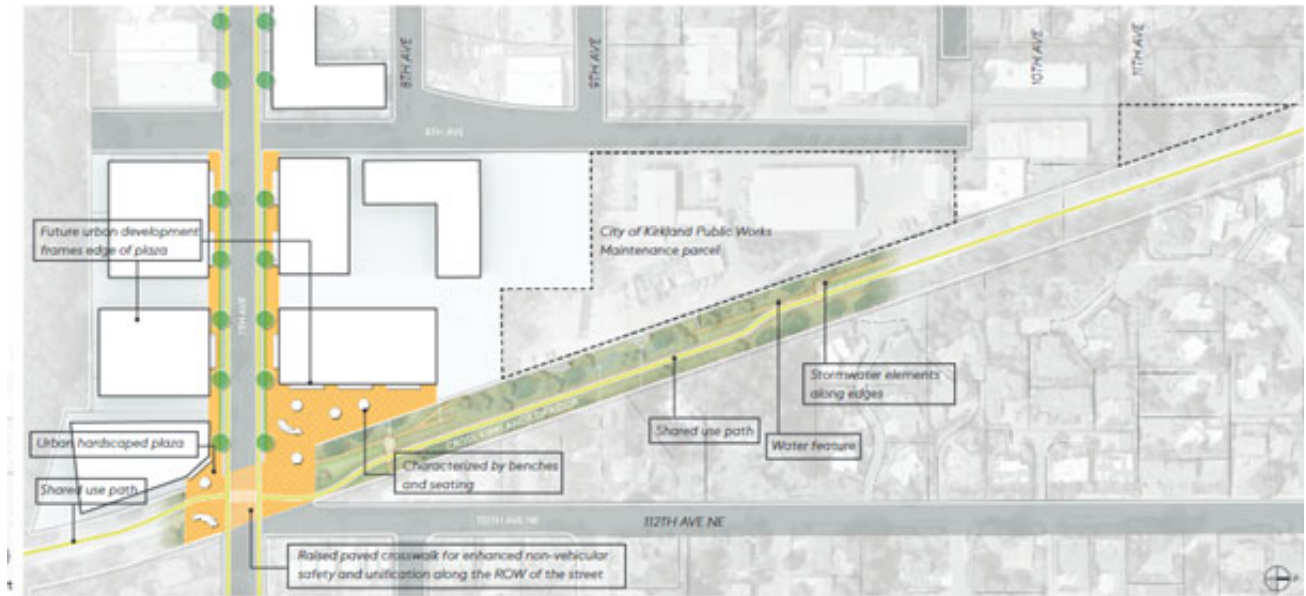


Figure 9: Possible Norkirk Plaza/CKC Concept

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 southwest 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-51: 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-52: Where recreational parks spaces are pursued, include consideration of amenities to serve community members of all ages and stages of life.

Policy SA-53: *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-54: *Implement the City's adopted Parks, Recreation, and Open Space (PROS) Plan for urban level-of-service guidelines for the Station Area.*

Policy SA-55: *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-56: *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-57: *Enhance the Cross Kirkland Corridor to create recreational and open space amenities and improve active transportation connections to the Corridor.*

Policy SA-58: *Integrate enhanced green spaces into other elements of the urban environment through strategies such as mid-block green connections that provide opportunities for landscaping and active and passive recreation.*

Policy SA-59: *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-60: *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-61: *Pursue additional opportunities for indoor recreational facilities for organized sports and casual recreation.*

Policy SA-62: *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 and Ride, and existing parks like Everest Park, Peter Kirk Park, and Taylor Fields Park.*

10. TRANSPORTATION AND MOBILITY

Vehicles and Street System

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

As a principal arterial, NE 85th Street has been designed to support throughput, moving motor vehicles between places. NE 85th Street has a right-of-way width of nearly 100 feet and a typical curb to curb width of 60 feet. With significant roadway volumes on NE 85th Street, 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:

- Sustaining the vehicle throughput functionality of NE 85th Street as a principal arterial while enhancing its role as an urban street
- Incorporating transportation improvements appropriate to surrounding land uses and densities
- Accommodating effective transit service within the study area along transit corridors
- Establishing 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:

- Unbundling 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.
- Implementing on-street parking management strategies (e.g., designate passenger loading/unloading zones, establish time limits).
- Requiring new development to charge for off-street parking.
- Encouraging or requiring transit pass subsidies from developers/property owners.

- Utilizing a Ridematch Program to assist potential carpoolers in finding other individuals with similar travel routes.

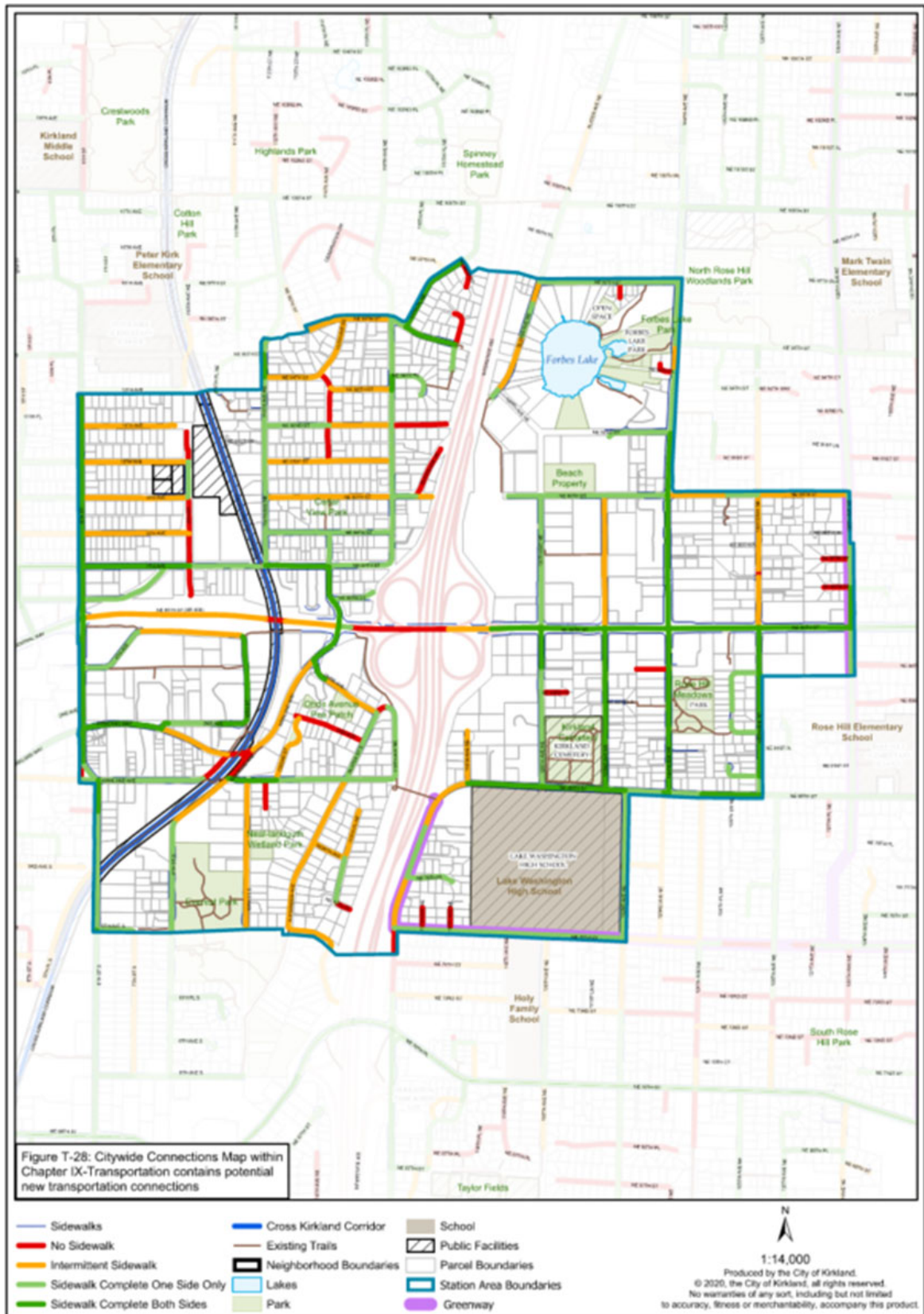
New Street Standards

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 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 Street and Kirkland Way lack sidewalk coverage from the interchange itself west to 6th Street, a key route which connects the study area to downtown. Local streets have some sidewalks, however many of the adjacent commercial and industrial areas lack coverage. 120th Avenue NE, 122nd Avenue NE, NE 90th Street, and NE 80th Street lack consistent sidewalks. Many major streets have sidewalk coverage, with the prevailing sidewalk width varying between five to eight feet (see Figure 10).



NE 85th Street Station Area Subarea Existing Pedestrian System

Figure 10: 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

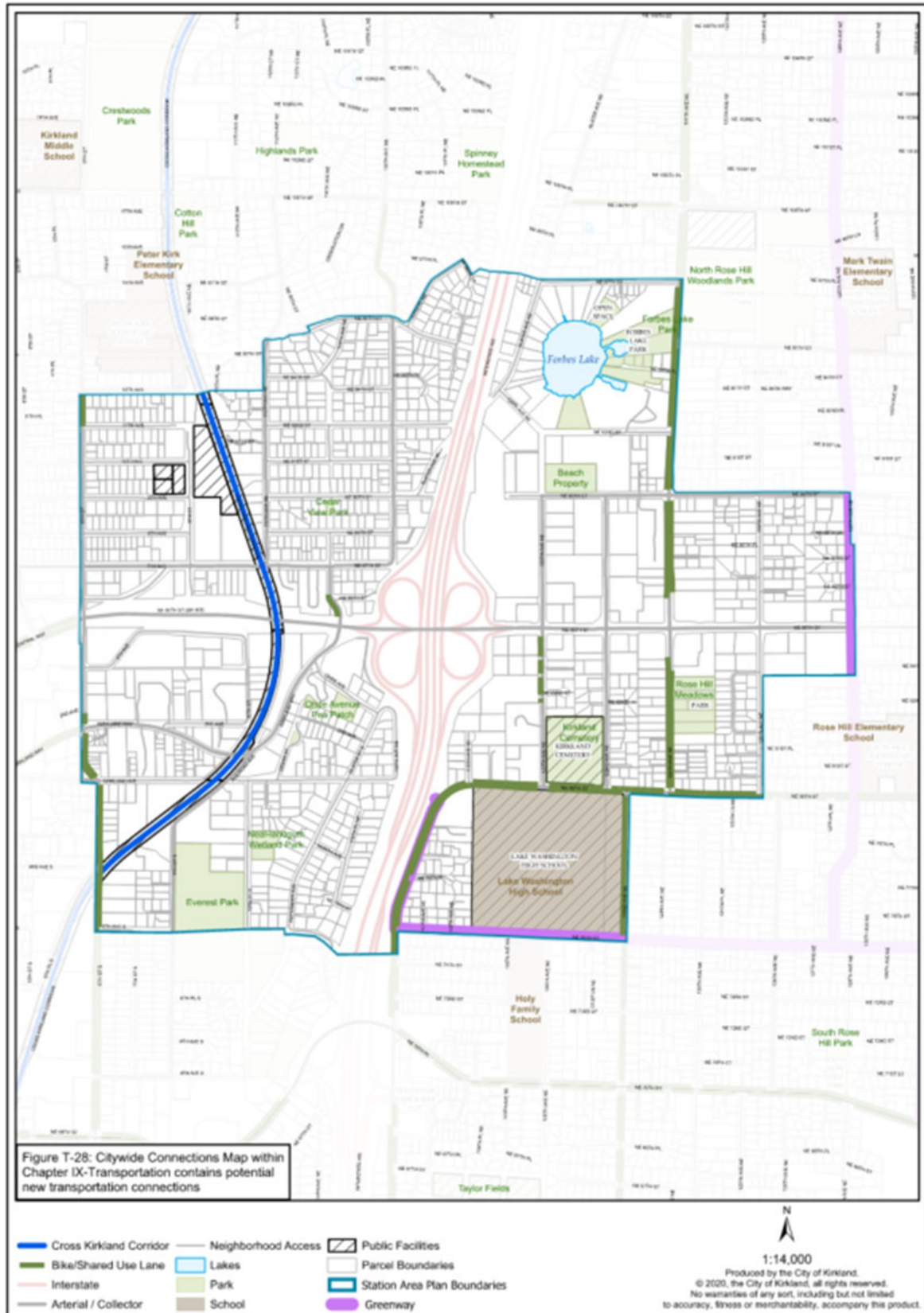
future transit service found that with planned growth, there may be a minimal travel time impact of one to two additional minutes on transit corridors within the Station Area.

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 Street and 124th Avenue 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 Avenue NE and NE 75th Street (Kirkland's first two greenways) – neighborhood roads where walking and cycling are the primary travel modes and driving is the alternative.



NE 85th Street Station Area Subarea Existing Bicycle System

Figure 11: 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.

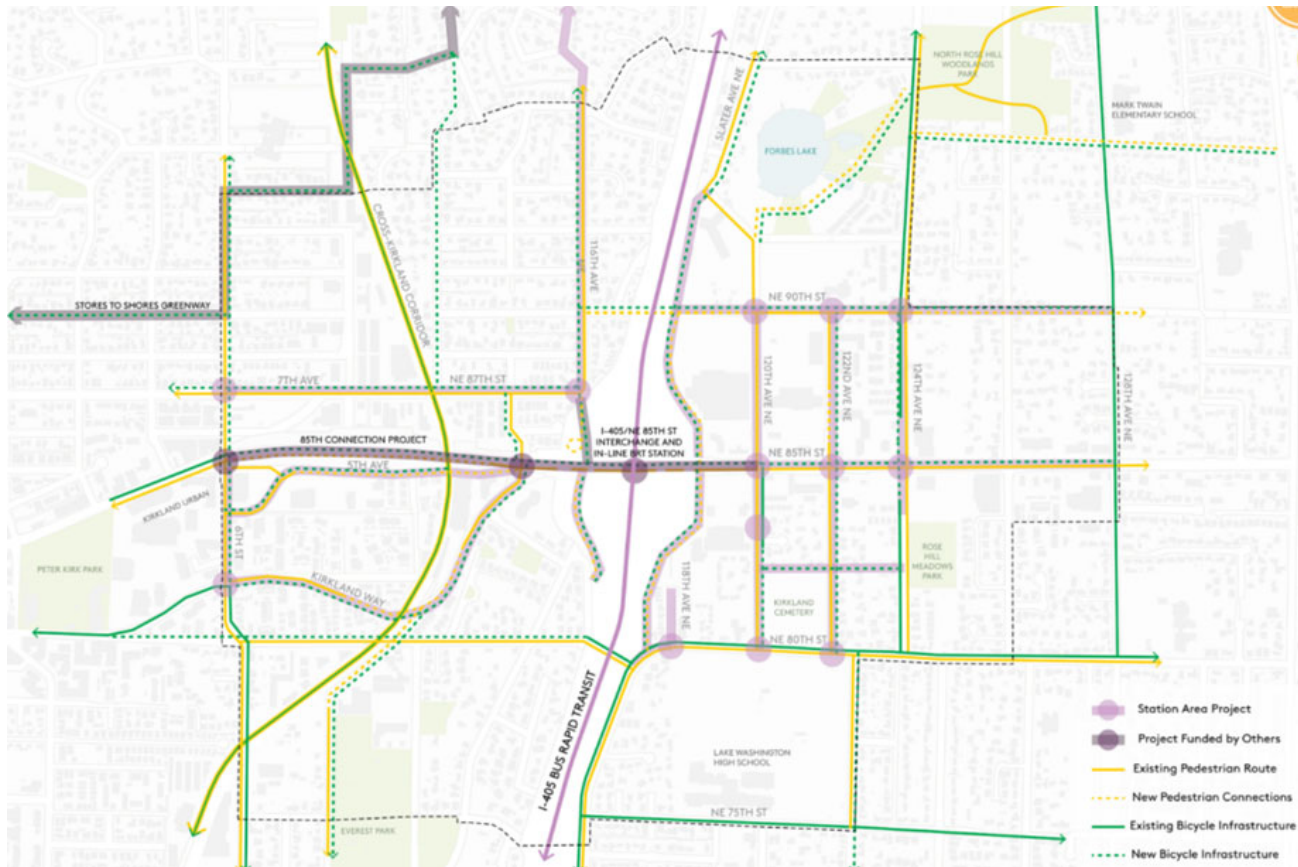


Figure 12: Proposed Transportation Infrastructure Improvements

- NE 87th/7th Avenue 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 five-foot landscape strip to enhance the street's character.
- NE 90th Street Corridor – Between I-405 and 122nd Avenue NE, build a shared-use path or boardwalk on the north side of the street. Between 122nd and 128th Avenue NE, provide buffered bike lanes and sidewalks with landscape strips on both sides of the street.
- Compact Roundabout at NE 87th Street and 116th Avenue 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 Street intersection to NE 84th Lane to connect to existing 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-63: 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-64: 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%	16%	25%	100%
Total	47%	14%	15%	24%	100%

Source: Fehr & Peers.

Goal SA-65: Create a pedestrian-scaled network.

Goal SA-66: Create a low-stress network for biking and rolling.

Goal SA-67: 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-68: 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-69: Develop an integrated multimodal transportation network (pedestrian and bicycle/rolling facilities, and linkages to adjacent neighborhoods and districts).

Policy SA-70: Preserve the vehicle throughput functionality of NE 85th Street as a principal arterial while enhancing its role as an urban street.

Policy SA-71: Incorporate vehicular network transportation improvements appropriate to surrounding land uses and densities into required improvement lists.

Policy SA-72: Ensure effective transit service within the study area along transit corridors, particularly during peak commute hours.

Policy SA-73: Encourage and support high-frequency, broad destination transit throughout the Station Area.

Policy SA-74: 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-75: 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-76: 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-77: 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-78: Provide a consistent, connected network for walking, bicycling, and rolling.

Policy SA-79: Provide more protection and comfort for walking, bicycling, and rolling, particularly on high-speed, high-volume roadways such as 124th Avenue NE.

Policy SA-80: Provide delineated biking and rolling space in the enhanced sidewalks on NE 85th Street.

Policy SA-81: Improve safety for people walking, bicycling, and rolling through intersections.

Policy SA-82: 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.

11. URBAN DESIGN FRAMEWORK

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

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

The vision for the Station Area includes a robust, vibrant public realm with a mix of active ground floor uses, generous sidewalks, and improved tree canopy. The urban design framework identifies key streets where a combination of public and private investments will create focal points and destinations for the district, the city, and the region. These

include enhancing NE 85th Street to a more urban street that becomes a place for people to engage, supporting retail-focused streets like 120th Avenue NE near Forbes Lake, and neighborhood hubs like the 7th Avenue corridor in Norkirk. Each of these focal points brings together recommendations around mobility, public realm, land use, sustainability, and building massing.

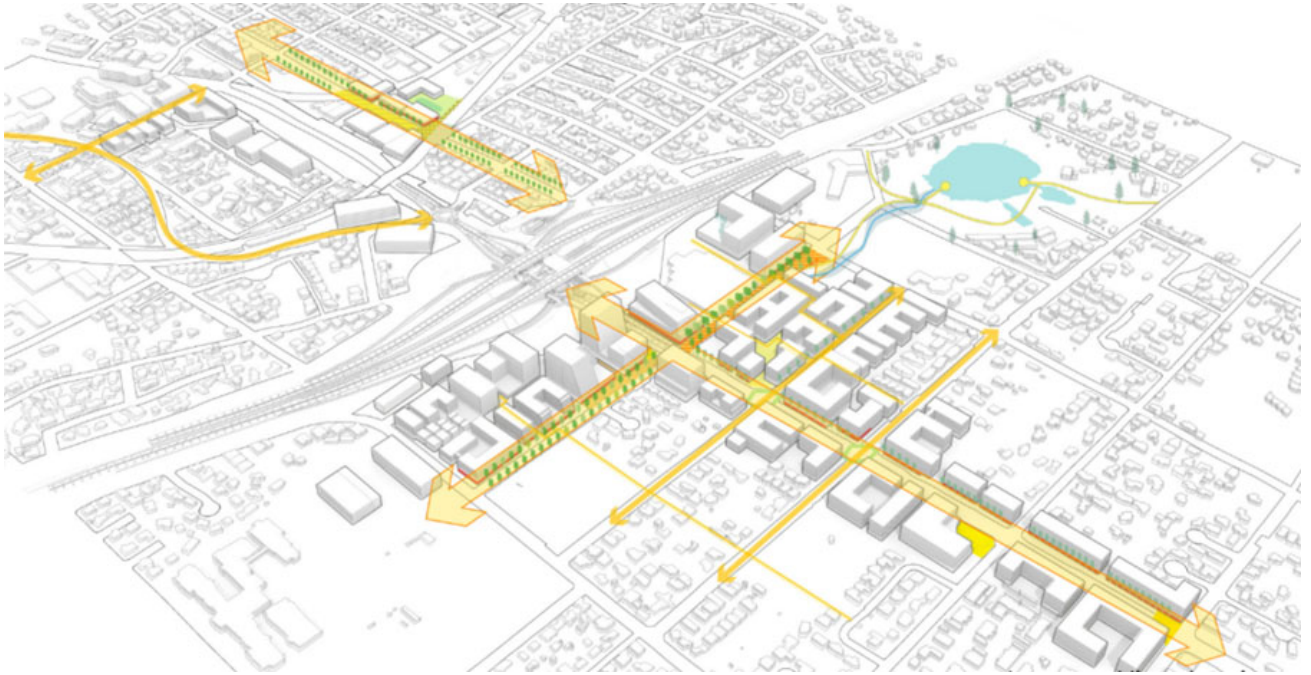


Figure 13: Public Realm "Spine"

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 Avenue NE and NE 90th Street.

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.

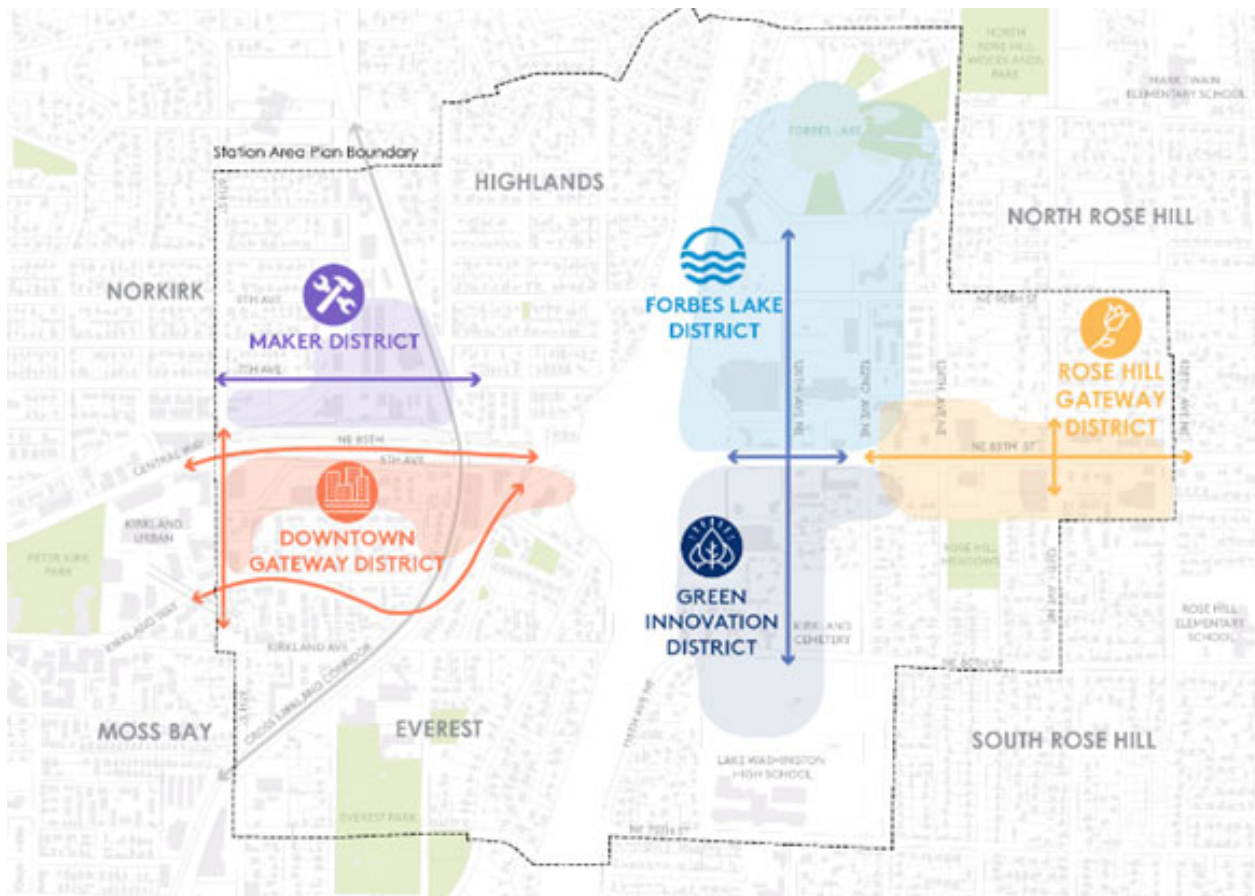


Figure 14: Urban Design Subdistricts

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 Avenue 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 15: 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.

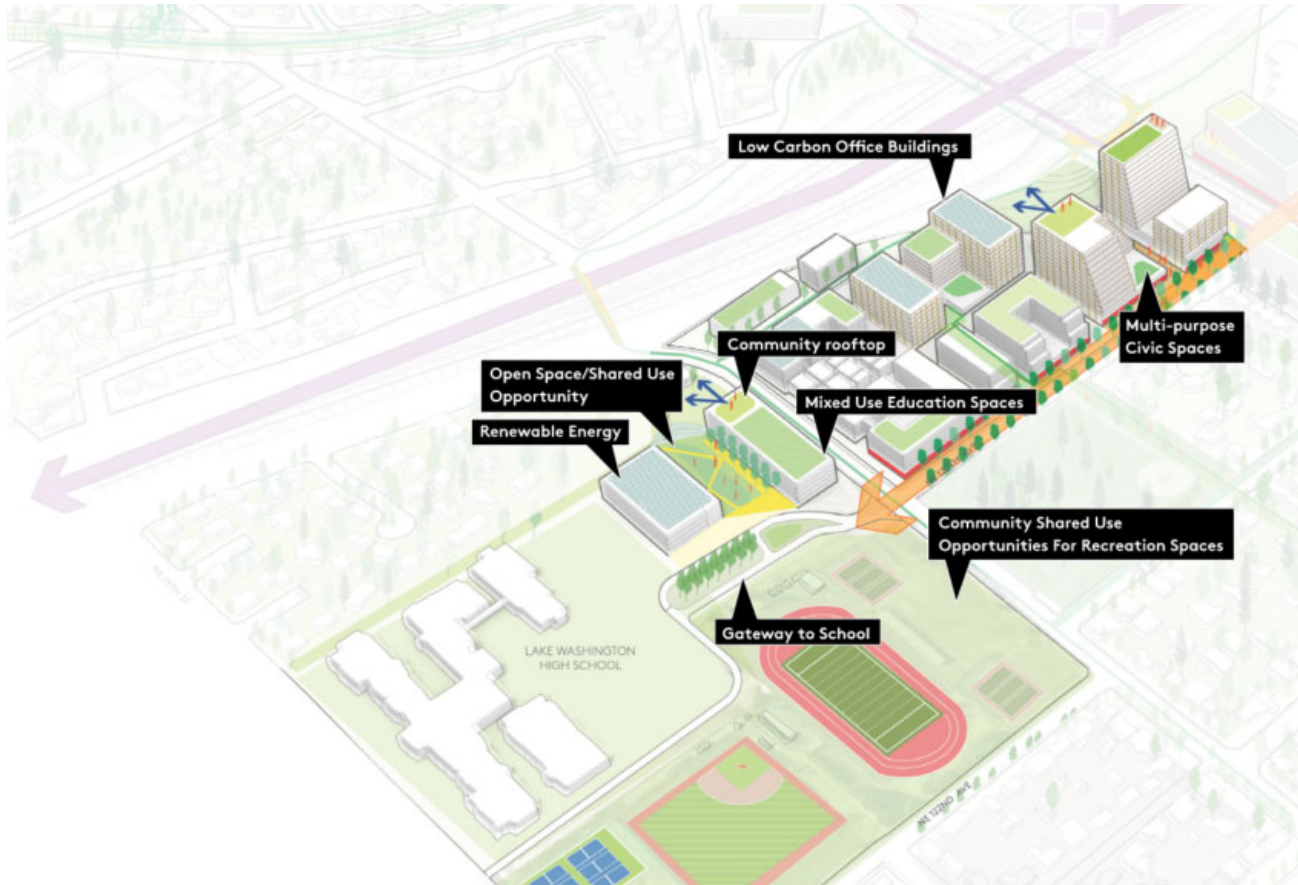


Figure 16: Green Innovation District Concept

Downtown Gateway District

The Gateway district to Downtown Kirkland via 6th Street 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 17: District Context on 6th Street

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 18: Plaza and Gateway Concept at 85th/122nd

Urban Design Goals and Policies

Goal SA-83: 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-84: 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-85: Use urban design to create a multi-modal transportation network that connects residents, workers, and visitors, and mitigates physical barriers.

Policy SA-86: Leverage existing natural systems and resources, enhance ecosystem performance, and increase resilience through innovative development standards.

Policy SA-87: Ensure appropriate development scale with transitions to adjacent neighborhoods through clear transition requirements and contextual design standards.

12. 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 Street 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-88: 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-89: Create opportunities for additional school capacity in, or near, the Station Area, and prioritize the provision of new school capacity within the Subarea boundaries.

Policy SA-90: 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-91: Ensure availability of public services, such as utilities, infrastructure, Police, and Fire services to meet the needs of businesses and residents.

Policy SA-92: 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-93: Create development bonus incentives for new development to provide school space.

Policy SA-94: Allow educational space including day care, early learning, and other school facilities in active frontages and required retail space.

Policy SA-95: 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.

Policy SA-96: Foster partnerships with institutions of higher learning to aid in workforce development, support cultural endeavors, and accommodate transitioning public school students.

Policy SA-97: Plan for, and coordinate, construction staging at a subarea-wide level in advance of development.

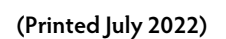


Figure 19: Representative Infrastructure Projects

13. IMPLEMENTATION

Goal SA-98: *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-99: *Initiate the following implementation strategies in the Subarea:*

#	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>
LAND USE				
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

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HOUSING				
4	Adopt an incentive zoning program in the Station Area Form-Based Code that creates development bonuses for affordable housing, with an emphasis on creating units in excess of the City's current 10% inclusionary zoning and/or providing units at deeper levels of affordability.	City of Kirkland/ARCH	Adopt with Plan (FBC)	1
5	Direct affordable housing in-lieu payments or commercial incentive contributions to support affordable housing within the Station Area boundary.	City of Kirkland/ARCH	Short-term	1
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 from 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

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8	Adopt a Tax Increment Financing district and project list that identifies infrastructure projects in the Station Area that are necessary to encourage and support future redevelopment and housing production.	City of Kirkland	Short-term	2
ECONOMIC DEVELOPMENT				
9	Adopt development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.	City of Kirkland	Adopt with Plan (FBC)	1
10	Identify opportunities for multi-benefit partnerships and programs between private, public, and non-profit organizations in the Station Area to create community benefits.	City of Kirkland	Initiate upon adoption	1
NATURAL ENVIRONMENT AND SUSTAINABILITY				
11	Implement the City's Sustainability Master Plan goals in the Station Area and develop a monitoring program to track.	City of Kirkland	Initiate upon adoption	1
12	Integrate strategies into sustainability regulations for the district that "future-proof" the plan to ensure development is not precluding future innovation in the field.	City of Kirkland	Adopt with Plan (FBC)	1
13	Identify programs that support achievement of state and regional greenhouse gas emissions reductions goals.	City of Kirkland	Initiate upon adoption	1

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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
19	Establish a Green Factor Code that encourages visible, functional, green spaces and high-quality habitat.	City of Kirkland	Adopt with Plan (FBC)	1
PARKS AND OPEN SPACE				
20	Identify and minimize gaps in equitable access to parks and open spaces in order to make more efficient use of existing parks and open spaces in the area.	City of Kirkland	Adopt with Plan (SAP and PROS Plan)	1

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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 and active and passive recreation.	City of Kirkland	Adopt with Plan (FBC)	1
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

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26	Incorporate identified Station Area Parks projects into the City's Capital Improvement Program.	City of Kirkland	Initiate upon adoption	1
27	As part of a Tax Increment Financing district, identify candidate Parks and Open Space infrastructure projects needed to serve the Station Area.	City of Kirkland	Short-term	2
TRANSPORTATION AND MOBILITY				
28	Incorporate identified Station Area Transportation projects into the City's Capital Improvement Program, Capital Facilities Plan, and Transportation Master Plan.	City of Kirkland	Initiate upon adoption	1
29	Incorporate identified Station Area Transportation projects into a Planned Action Ordinance as required mitigation for future private development to construct.	City of Kirkland	Adopt with Plan (PAO)	1
30	Evaluate how Station Area Plan projects should be reflected in Transportation Impact Fee calculations, including the option of establishing an overlay for the Station Area.	City of Kirkland	Short-term	2
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

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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
37	As part of a Tax Increment Financing district, identify candidate Transportation infrastructure projects in the Station Area.	City of Kirkland	Short-term	2
38	Conduct a study to evaluate transportation solutions to connect the BRT to downtown	City of Kirkland	Medium-term	2
PUBLIC SERVICES AND PUBLIC FACILITIES				
39	Incorporate identified Station Area Water, Sewer, and Stormwater projects into the City's Capital Improvement Program.	City of Kirkland	Initiate upon adoption	1

#	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>
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
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

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ADMINISTRATIVE				
46	Develop City application materials, a fee structure, and legal agreements to implement the incentive zoning program, including forms that ensure provision of bonus incentives in perpetuity.	City of Kirkland	Short-term	1
47	Develop a Station Area implementation tracking program and establish a cadence of Council and Planning Commission updates on implementation progress.	City of Kirkland	Short-term	1
48	Adopt a Planned Action Ordinance for the Station Area, and a supplemental checklist form for projects applying to be reviewed as a Planned Action.	City of Kirkland	Initiate upon adoption	1
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

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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

