

Preferred Plan Direction Update



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NE 85th Station Area Plan

City of Kirkland
Mithun

November 16, 2021



Tonight's Agenda

Preferred Direction Summary

In-Progress Update: Preferred Plan Direction

- Long Range Vision
- Future Implementation Framework

Next Steps

Discussion!

Preferred Direction Summary

Transit-Connected Growth: June Alternative B

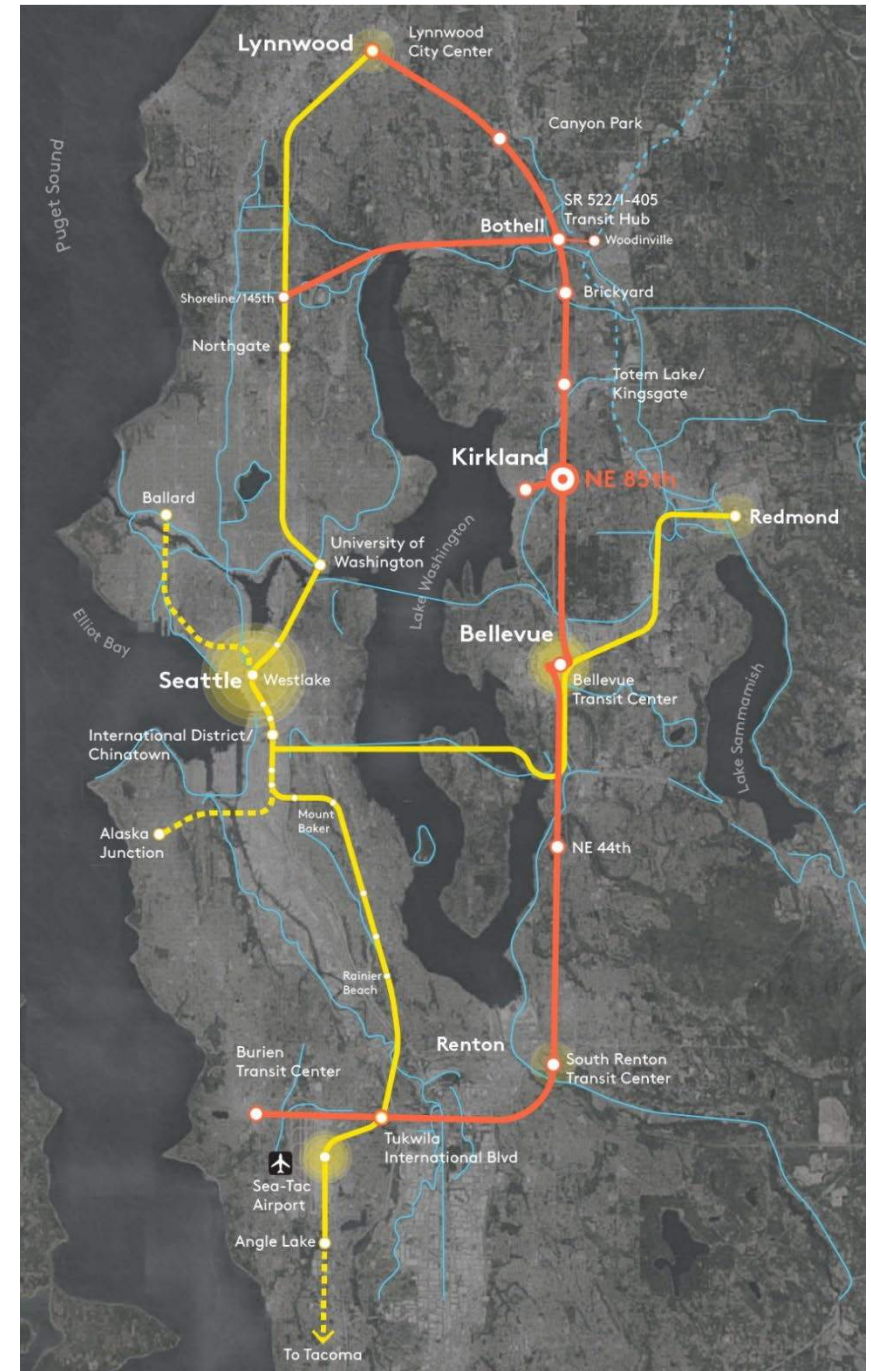
Why Plan for the NE 85th Station Area?

The Station Area and Rose Hill have always been a crossroads.

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

The Station Area Plan was directed by the City Council in 2019 to leverage this once in a generation regional BRT transit investment and proactively plan for potential growth over the next 20+ years (adopted resolution R-5356).

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



The Vision

The City's Objective

Leverage the BRT station regional transit investment.

Maximize transit-oriented development and create the most...

- Opportunity and Inclusion,
- Value for the City,
- Community Benefits, including affordable housing, and
- Quality of life.



City Council direction from October 26 Study Session and future action for December 14

1. Should staff and the consulting team focus on drafting a Preferred Plan Direction around June Alternative B, or a modified alternative?

Yes, the staff and consulting team should focus on drafting a Preferred Plan Direction around June Alternative B, Transit-Connected Growth.

2. Should the proposed solutions to capital funding for future infrastructure projects continue to be developed?

Yes.

3. Should staff continue to refine the proposed community benefits strategies for consideration in the final plan?

Yes.

Additional Council Direction

- 1. Develop a bolder vision for open space, parks and green infrastructure**
- 2. Develop a bolder vision for active transportation**
- 3. Incorporate sustainability measures as a baseline requirement**
- 4. Continue working on resolving transitions between areas of different height**
- 5. Continue coordinating with LWSD on expanding future school capacity to accommodate growth**
- 6. Provide additional transportation study including bike and pedestrian person trips and corridor analysis for transit capacity and travel time**

Key Issues we have heard about the plan



AFFORDABLE HOUSING,
JOBS & WORKFORCE
DEVELOPMENT



SCHOOLS



OPEN SPACE, PARKS,
GREEN INFRASTRUCTURE



MOBILITY, TRAFFIC,
PARKING, WALKING,
ROLLING



SUSTAINABILITY, CLIMATE
ACTION, RESILIENCE



AMOUNT AND TYPE OF
GROWTH, EXPERIENCE,
TRANSITIONS



Transit-Connected Growth (June Alternative B) Summary

Growth and Community Benefits

Growth Expectations for Preferred Plan Direction

	June Alternative B
Households	8,152
Employment	22,751

Over the 23-year planning horizon, the Preferred Plan Direction would support a maximum of:

- 8,152 total households (6,243 above existing)
- 22,751 total jobs (17,763 above existing)

Based on the City’s existing Inclusionary Zoning requirement for affordable housing, that maximum development potential would result in:

- 624 total affordable homes, or 10% of new potential households
- Other affordable housing measures will be considered

Community Benefits for Preferred Plan Direction



Community Benefits Policy Framework

Parks

- Consider offsetting deficit with a portion of general government operating surplus
- LOS policy change appropriate for urban centers, coordinate with PROS plan
- For larger Community Parks:
 - Tax Increment Financing (TIF) strategy
 - Leverage existing public assets and partnerships for shared use agreements
- For Neighborhood, small scale and linear parks:
 - Multi-benefit TIF project for NE 120th including a linear park
 - Development requirements/bonuses
 - Creative adaptation of existing assets like Forbes Lake, the future interchange surplus right of way, and existing right of way

Affordable housing

- Pursue a commercial linkage program
- Allocate a portion of the Linkage Fees toward a workforce development program

Mobility

- Develop a TIF strategy, prioritizing multi-benefit project opportunities where infrastructure needs overlap
- Development requirements/bonuses: mobility and parking programs and policies

Sustainability

- Development requirements/bonuses
- Explore partnerships around sustainability, climate action, health and well-being initiatives

Schools

- Support LWSD and the community need for childcare and early education with:
- Development requirements/bonuses for integrated educational or childcare space
 - Explore partnership opportunities such as Joint/Shared Use Agreements
 - Policy changes to define active frontages to include uses for schools, childcare, or other community-serving uses
 - Increase allowed development capacity on existing underutilized public parcels

What's the Preferred Plan Direction?

Long Range Vision

Growth Expectations

Community Benefits Framework and Strategies

Conceptual Long-Range Vision Graphic

Character Subareas

Vision Opportunities: Parks/Open Space, Active Transportation

Future Implementation Framework

Future Regulating Districts Map and Table, incl. heights, uses, parking,
approach to transitions, and what the final Frontages Table will include

Future Street Types Map and Table

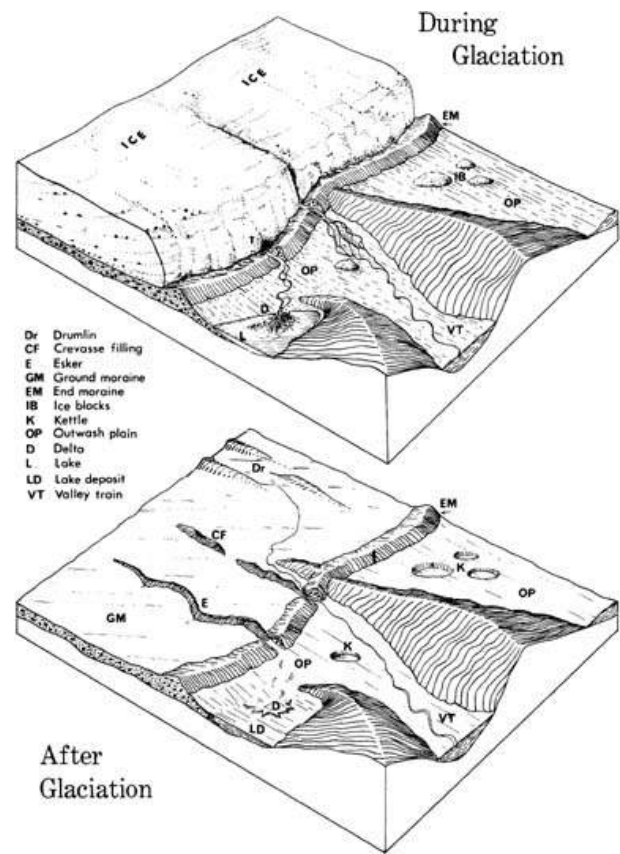
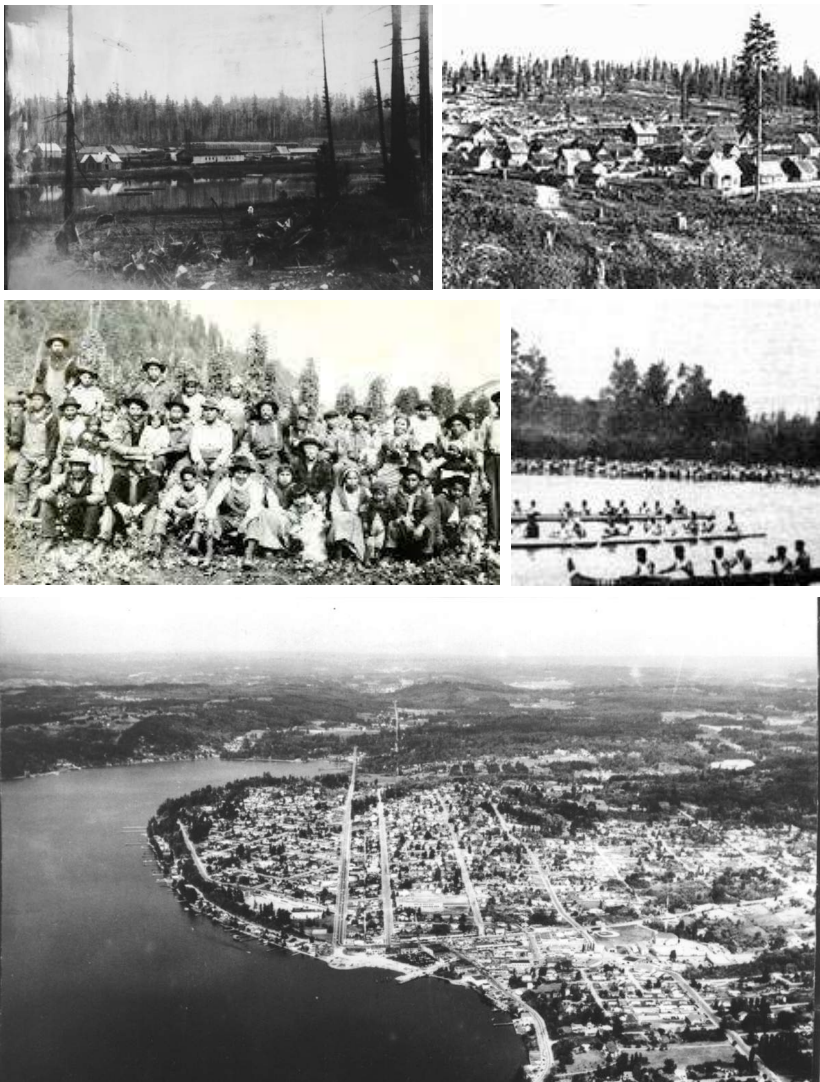
In-Progress Update

Long Range Vision

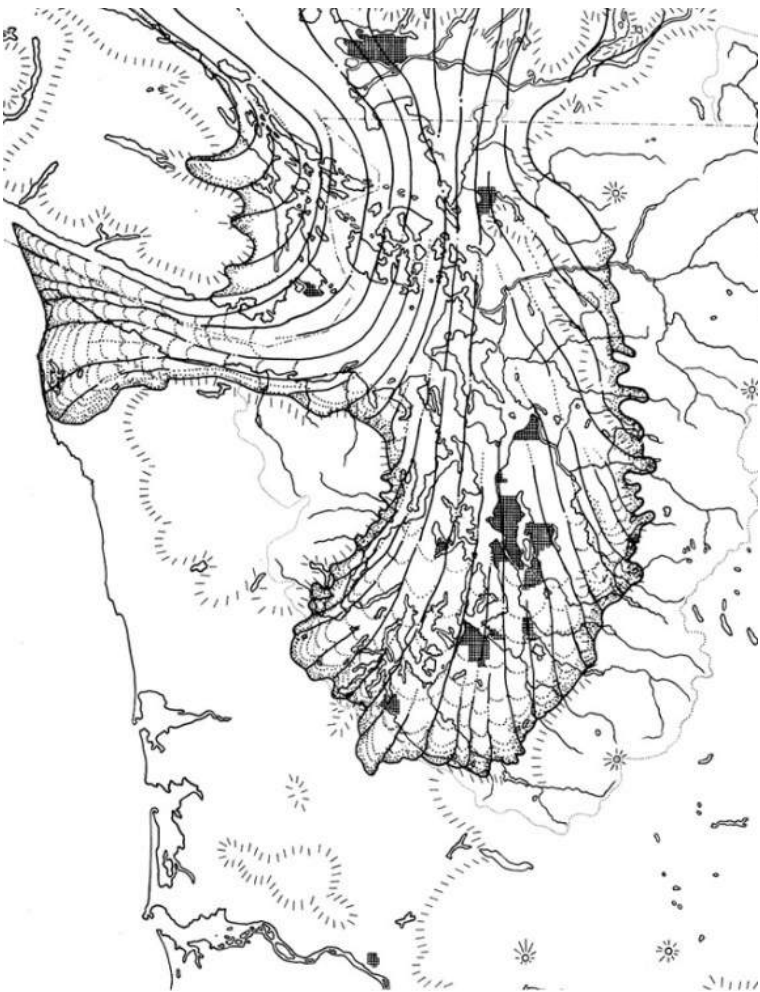
Plan Direction Update

Station Area Character

Rose Hill's moraines and kettle lake typify the glacial geology of the eastside creating a complex topography of rolling hills in Forbes Creek watershed



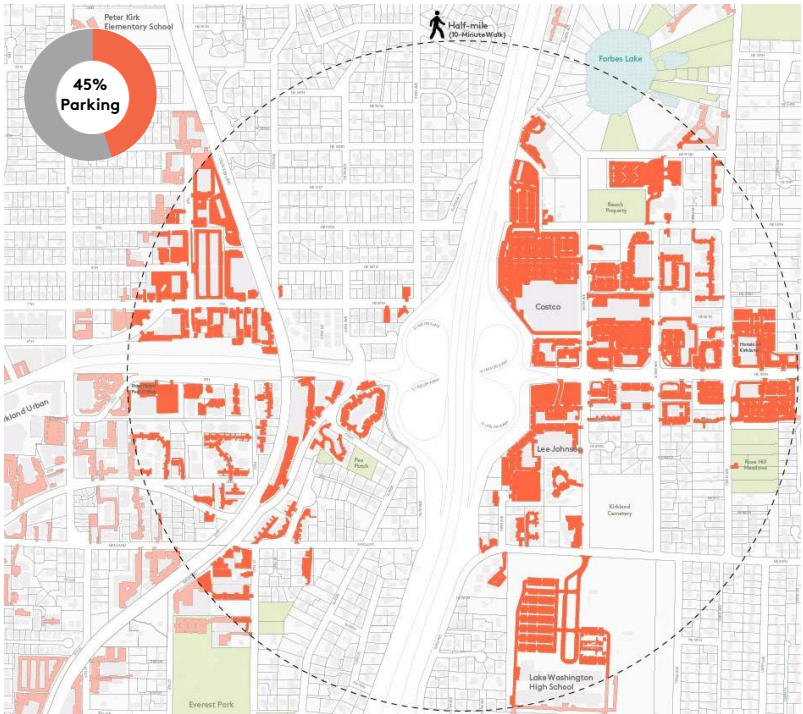
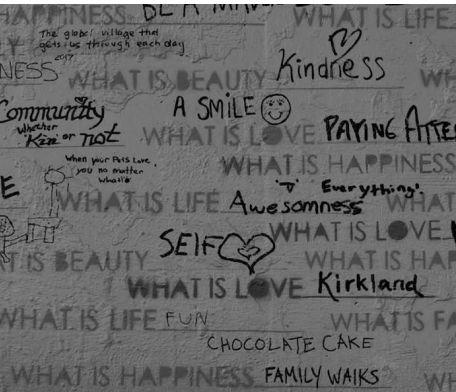
Source: Geomorphology, Shepps V., 1997



Puget Lobe Extents, Source: Hidden Hydrology, King J, graphic source from Kruckenberg, 1991

Plan Direction Update

Station Area Character



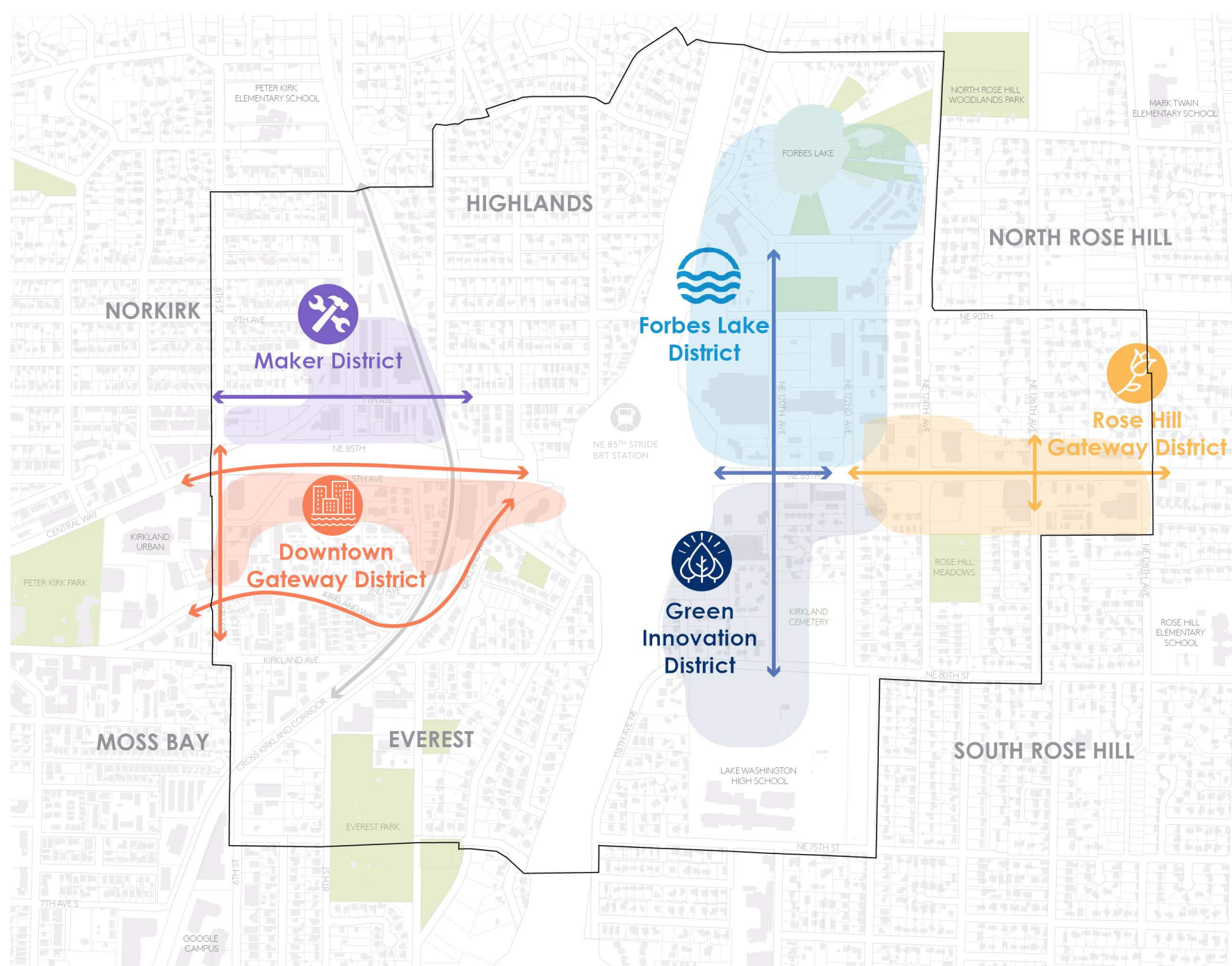
Plan Direction Update Long Range Vision

District Character SubAreas

The Vision

Compact, transit-oriented growth around the new regional BRT and trail connections is a chance to grow smart, increase access to opportunity, and benefit the station area and Kirkland as a whole.

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 community health goals**.





Maker District

Pedestrian oriented district building on Norkirk's character and excellent CKC trail connections. 7th becomes a lively connection between the BRT drop off and old downtown. The traditional mixed industrial/commercial character of the area is recognized while encouraging more urban uses supporting **"maker" activities**, **locally-owned small businesses**.

Future Vision



Today

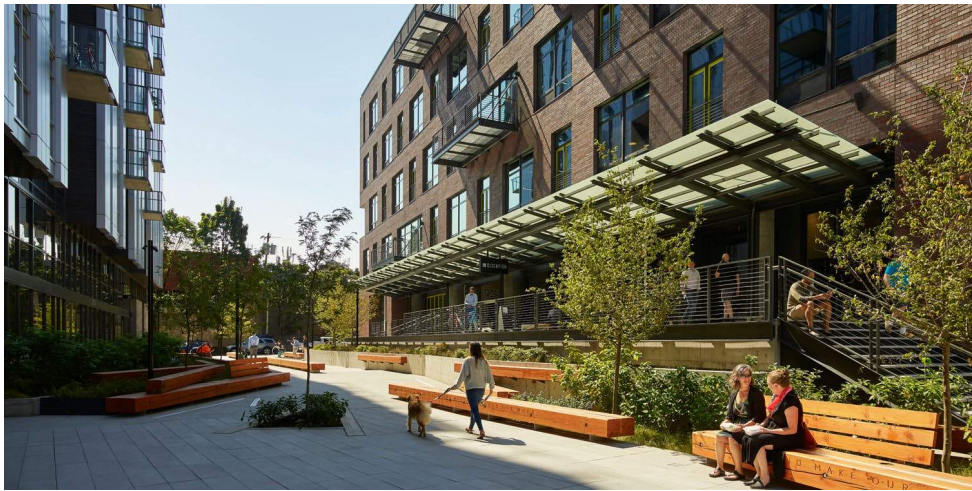
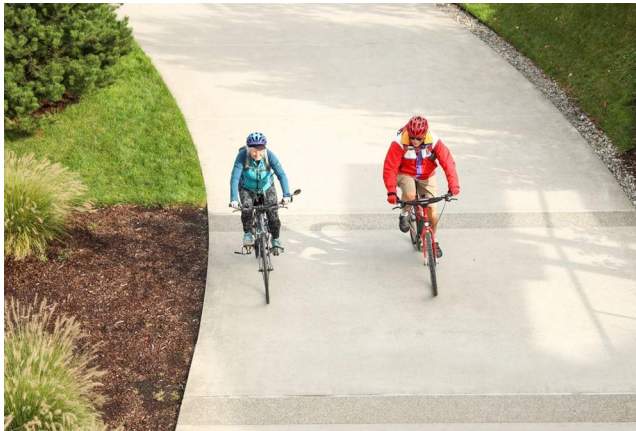




Downtown Gateway District

Gateway district to **Downtown Kirkland via 6th St** that emphasizes mid-rise residential and office along 6th and important bicycle and pedestrian connections along **green pathways** to and from the station and the Cross Kirkland Corridor.

Future Vision



Today



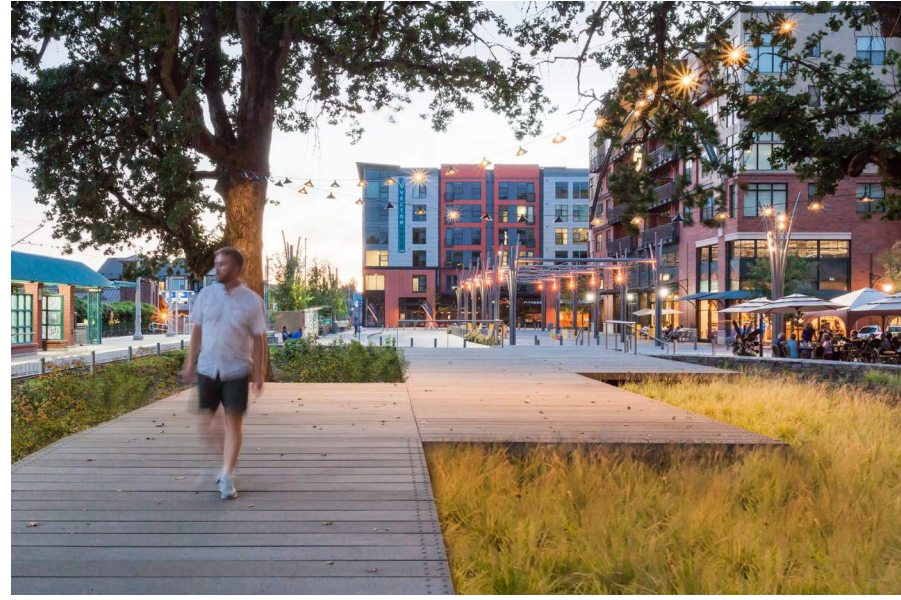


Forbes Lake District

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

Future Vision

Today





Green Innovation District

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

Future Vision



Today



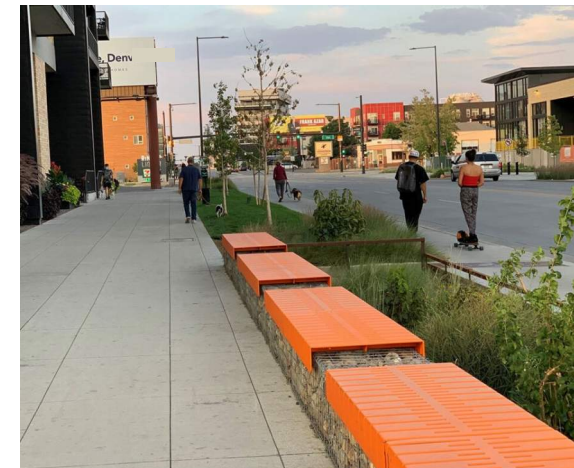


Rose Hill Gateway District

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

Future Vision

Today



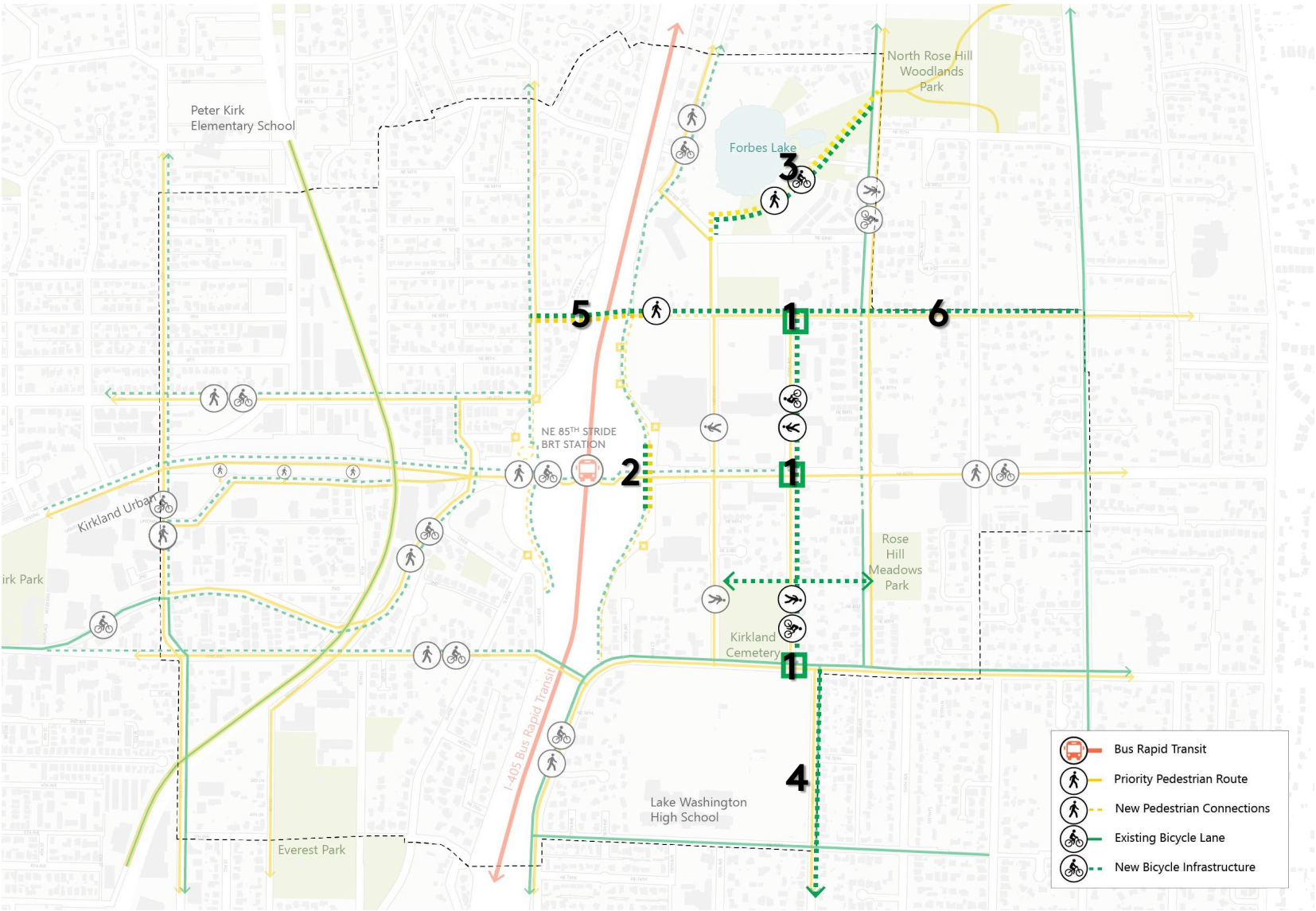
Alt B Components: Active Transportation, Walking and Rolling



A photograph showing two people riding bicycles on a paved path. The person in the foreground is wearing a white shirt and dark shorts, while the person behind them is wearing a dark shirt and a helmet. They are riding on a light-colored paved path that curves through a lush green park. In the background, there is a large concrete bridge with multiple pillars, and a body of water is visible to the left. The scene is surrounded by many trees and greenery, with sunlight filtering through the leaves.

Plan Direction Update

Bold Vision Opportunities: Active Transportation, Walking and Rolling



1 Consistent bike lane protection at intersections



2 Iconic ped/bike crossing of NE 85th St



3 Boardwalk and bicycle connection through Forbes Lake from 120th to 124th Ave



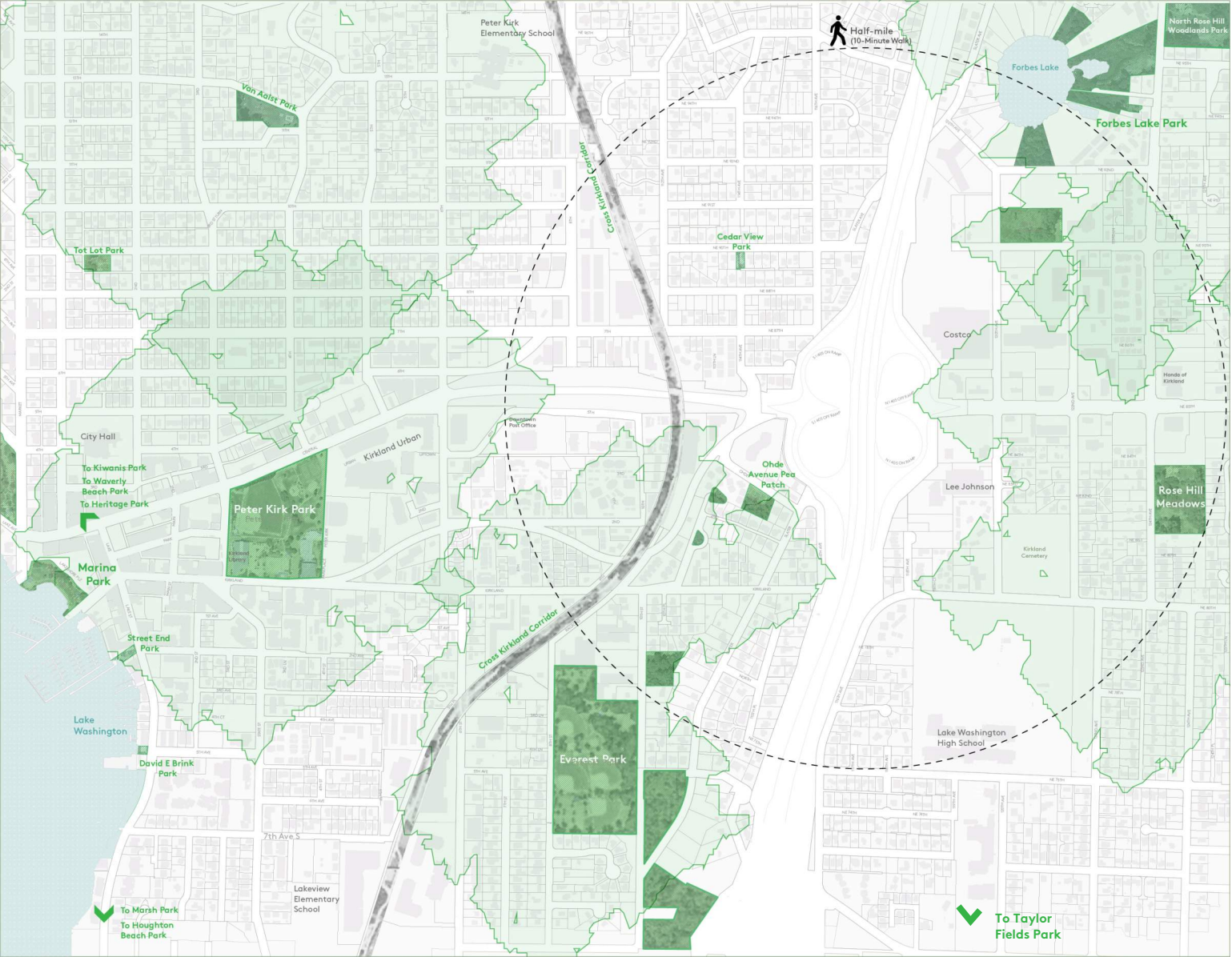
4 Connect to Taylor Fields along 122nd Ave

5 NE 90th bike/ped bridge over I-405

6 Separated bike path on NE 90th

Plan Direction Update

Parks and Open Space: Equitable Access



Plan Direction Update

Bold Vision Opportunities: Parks, Open Space, and Green Infrastructure



Expand access and open space near Forbes Lake to provide open space, boardwalk connections, wetland enhancement, and water quality benefits



Green Connections to Parks and Schools with paths and streets to Rose Hill Meadows Park and other open spaces



CKC enhancements and linear parks could coordinate with NE 85th St widening to add covered recreational opportunities



Tree canopy could increase ecosystem services and green infrastructure such as at WSDOT excess ROW



Multi-benefit Streetscape improvements could include raingardens at intersections to improve water quality for salmon health



In-Progress Update

Future Implementation Framework

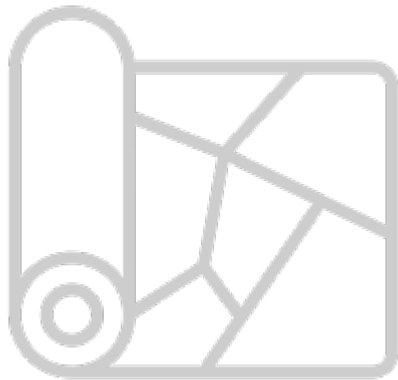
Future Regulating Plan

Future Street Types

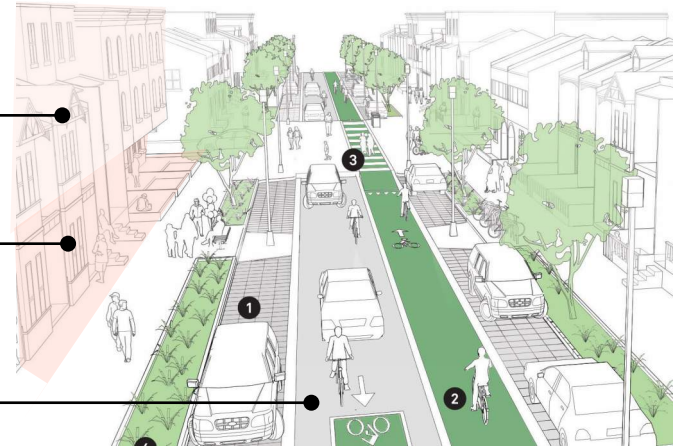
Transitions Approach

Future Implementation Framework

Foundation for Form Based Code and zoning



- Regulating Table**
allowed development heights,
uses, parking
- Frontage Types Table**
first floor, entries, setbacks,
public realm and landscape
(back of sidewalk)
- Street Types Table**
public rights-of-way, ped/bike
facilities, allowed frontage types



Future Regulating Districts Map + Future Street Frontage Framework Map



Future Form Based Code Elements

- Regulating Table
- Street Types Table
- Frontage Types Table
- Area-wide Standards

- Regulating Table**
allowed development heights,
uses, parking
- Frontage Types Table**
first floor, entries, setbacks,
public realm and landscape
(back of sidewalk)
- Street Types Table**
public rights-of-way, ped/bike
facilities, allowed frontage types



Plan Direction Update

Future Regulating Districts Map describes allowed max. heights, uses

Urban Flex District

Encourage uses consistent with light industrial history of the area compatible with walkable urban neighborhood. Allow for upper-story residential, light manufacturing, commercial, retail, and civic/institutional uses. Max heights set at 45'.

Commercial Mixed Use

Encourage uses consistent with large scale commercial and office development. Allow for office, commercial, retail, and civic/institutional uses. Max heights range from 60' west of I-405 to 250' east of I-405.

Neighborhood Mixed Use

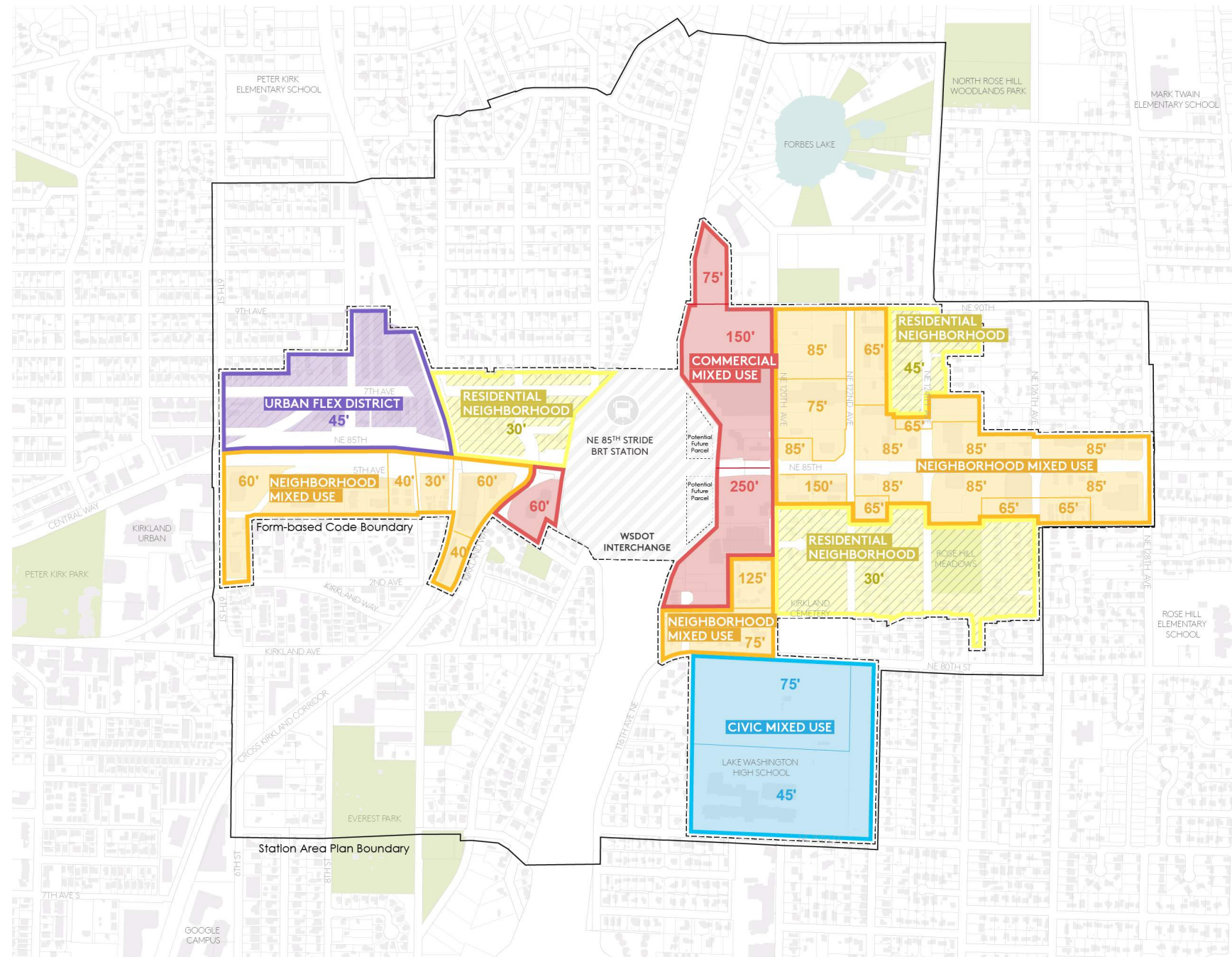
Encourage uses consistent with mid-rise urban residential neighborhood. Allow for residential, office, commercial, retail, and civic/institutional uses. Max heights range from 40-60' west of I-405 to 65-150' east of I-405.

Residential Neighborhood

Encourage uses consistent with residential neighborhood that transitions to existing lower density residential areas. Allow for smaller scale residential and retail, including "missing middle" housing types. Max heights of 30-45'.

Civic Mixed Use

Encourage uses consistent with civic functions including education facilities, while preserving flexibility for additional uses in the future. Allow for educational, residential, and retail uses. Max heights range from 45-75'.

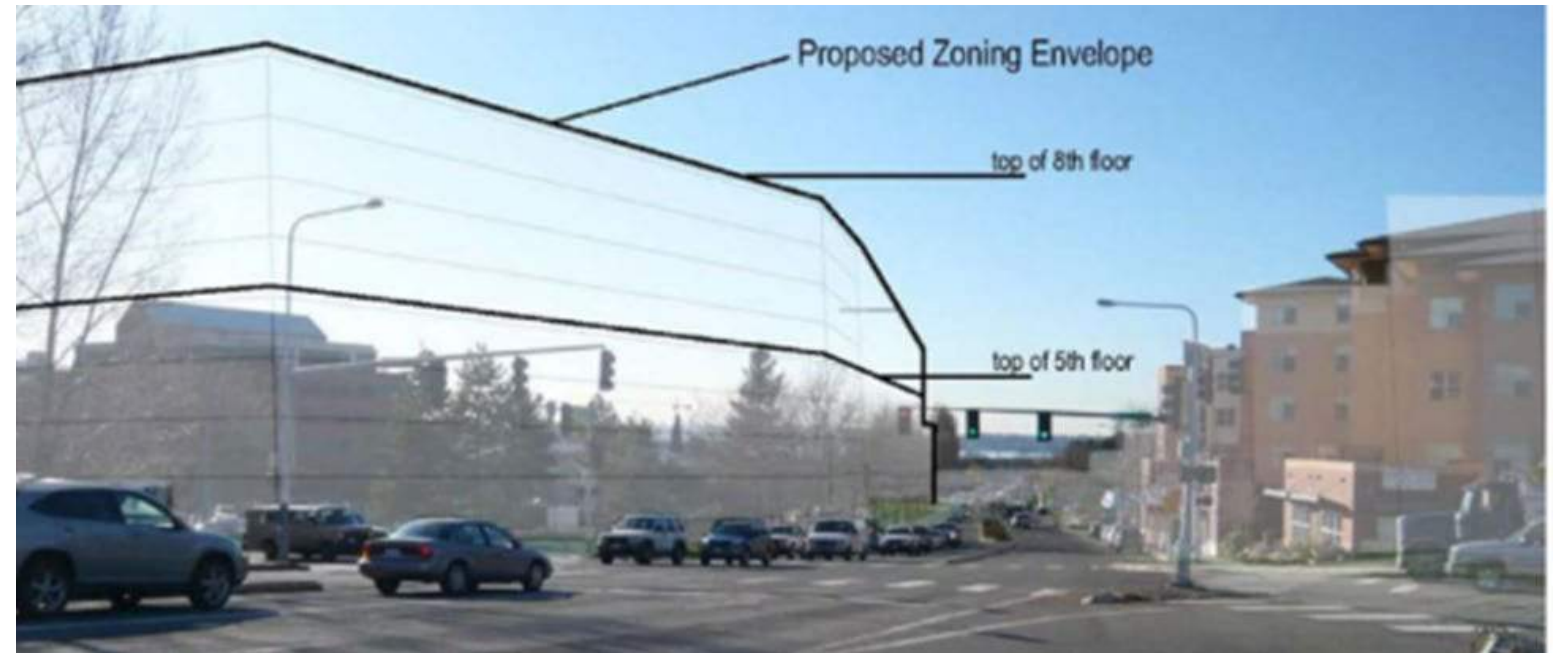


Plan Direction Update

Regulating Plan

Comparing Max Height Zoning Envelope to Built Result

Max Height Zoning Envelope

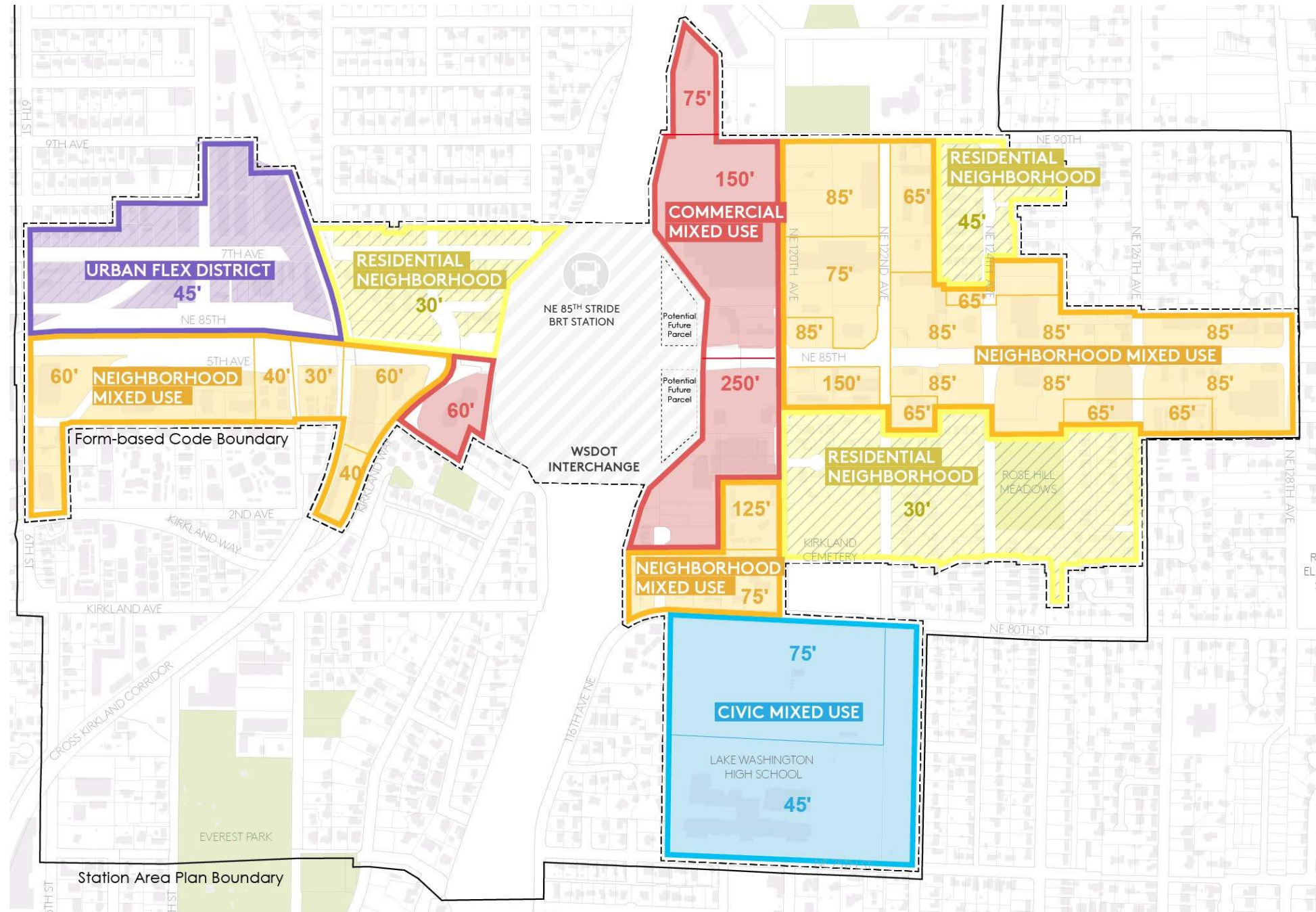


Built Result After Transitions, Setbacks, and other Controls



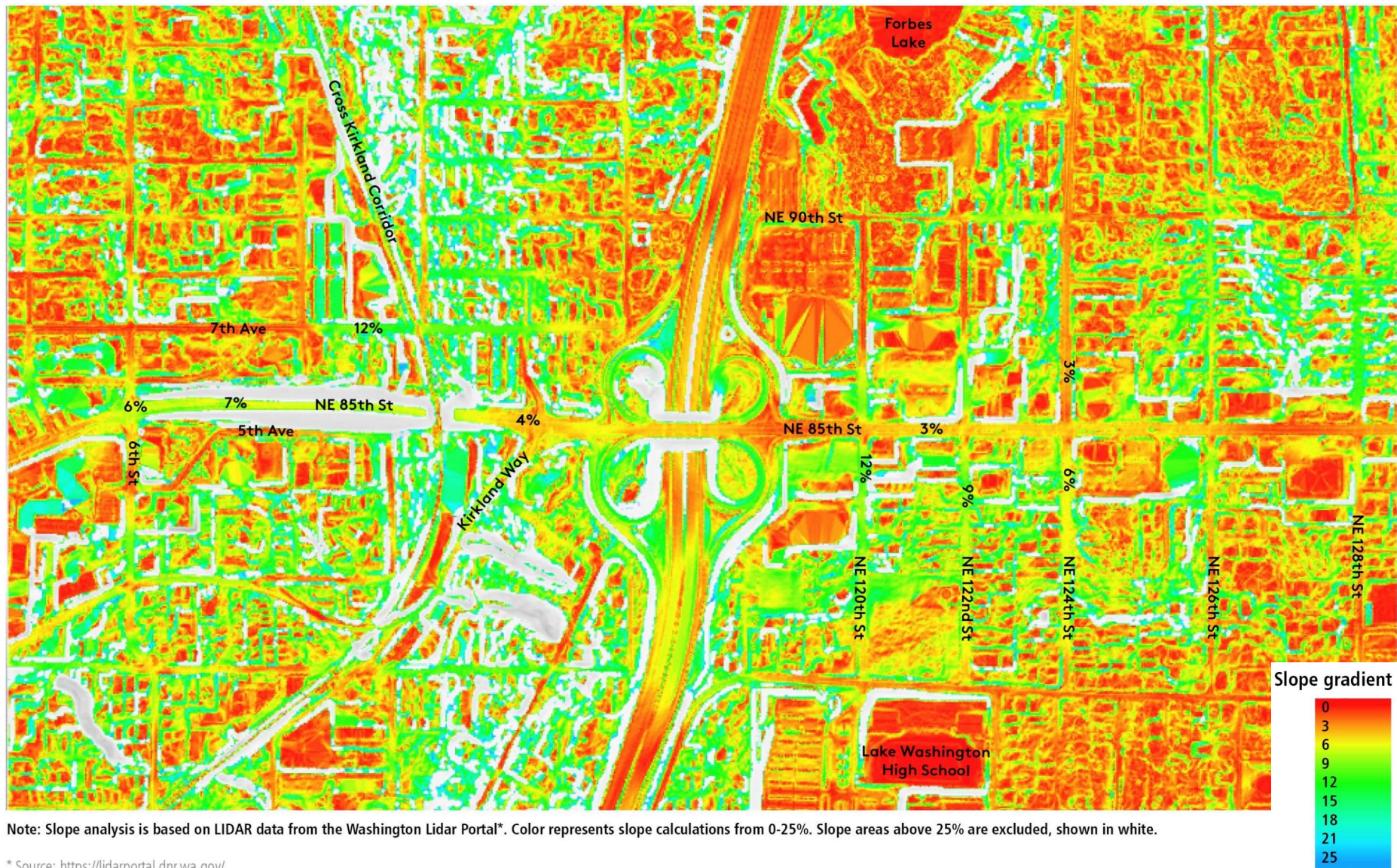
Future Regulating Districts Map Areas of Change

- Stepping down allowed maximum heights in the regulating plan
- Understanding station area topography and allowable height calculations relative to grade planes
- Identifying a range of transition control strategies that would be required in specific locations



Plan Direction Update

Height and Transition Strategies



Plan Direction Update

Height and Transition Strategies



Plan Direction Update

Height and Transition Strategies



Plan Direction Update

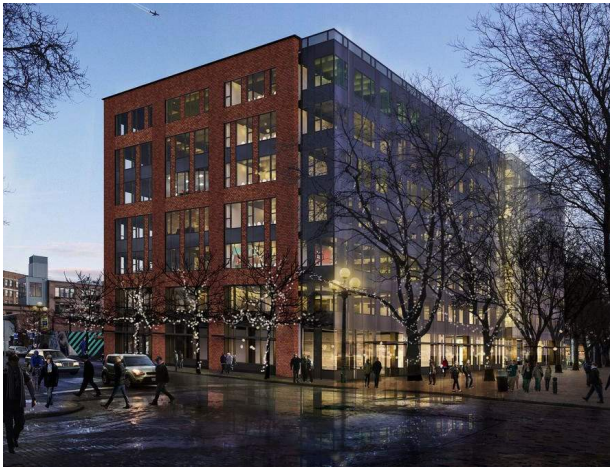
Transition Control Strategies



Ground Level Set Backs



Upper Level Step Backs



Floorplate limits
(reduces bulk and visual impact)



Landscape Buffers

Plan Direction Update

Street Types: describe public rights-of-way, ped/bike facilities, allowed frontage types

Major Thoroughfare



Streets that connect neighborhood centers or run through central commercial corridors. Many of these streets have significant traffic volumes at peak hours are key places for high capacity transit routes and separated bike facilities.

Main Street



Primary corridors for ground-floor retail, often with generous public realm design. They are high pedestrian volume streets that balance that pedestrian activity with auto, bike, and transit needs.

Neighborhood Mixed Use



Neighborhood streets with low to mid-intensity commercial and midrise residential and occasional ground floor retail. Generally lower vehicular traffic volume than major thoroughfares.

Neighborhood Resi. Street



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

Green Midblock Connection



Generously landscaped mid-block connections within larger commercial or residential developments. Does not include public ROW improvements to "green" an existing street.

Note: adjacent uses shown will be updated to reflect description below

Kirkland Example



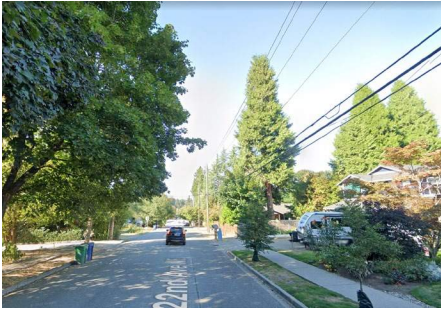
Central Way/NE 85th



Kirkland Ave



6th St



122nd Ave NE



Kirkland Urban

Next Steps

Next Steps for December 2021

Preferred Plan Direction and Final Supplemental EIS

What will the Preferred Plan Direction include?

- Growth Expectations
- Community Benefits Policy Framework
- Long Range Conceptual Graphic
- Vision Opportunities for Parks/Open Space and Active Transportation
- Future Regulating Plan Map and Table, incl. transition approach
- Future Street Types Map and Tables

What will the Final Supplemental EIS (FSEIS) include?

- DSEIS Comment responses
- Relevant sections of Fiscal Impact and Community Benefits Supplemental Study incorporated, with any updated analysis and mitigation
- Update Section 3 Alternatives with Preferred Plan Direction content

What are critical path items to issue FSEIS by end of year?

- Council and Planning Commission feedback on Preferred Direction progress tonight
 - *Confirm Growth Expectations*
 - *Confirm Community Benefits Policy Framework*
 - *Future Regulating Plan and Table, Streets Typologies*
- Adopt a resolution to confirm the Preferred Plan Direction at December 14th Council meeting for inclusion in FSEIS
 - *A Preferred Alternative is not a SEPA requirement; however, it is ideal to identify*

Next Steps

Key Issues



AFFORDABLE HOUSING,
JOBS & WORKFORCE
DEVELOPMENT



SCHOOLS



OPEN SPACE, PARKS,
GREEN INFRASTRUCTURE



MOBILITY, TRAFFIC,
PARKING, WALKING,
ROLLING



SUSTAINABILITY, CLIMATE
ACTION, RESILIENCE

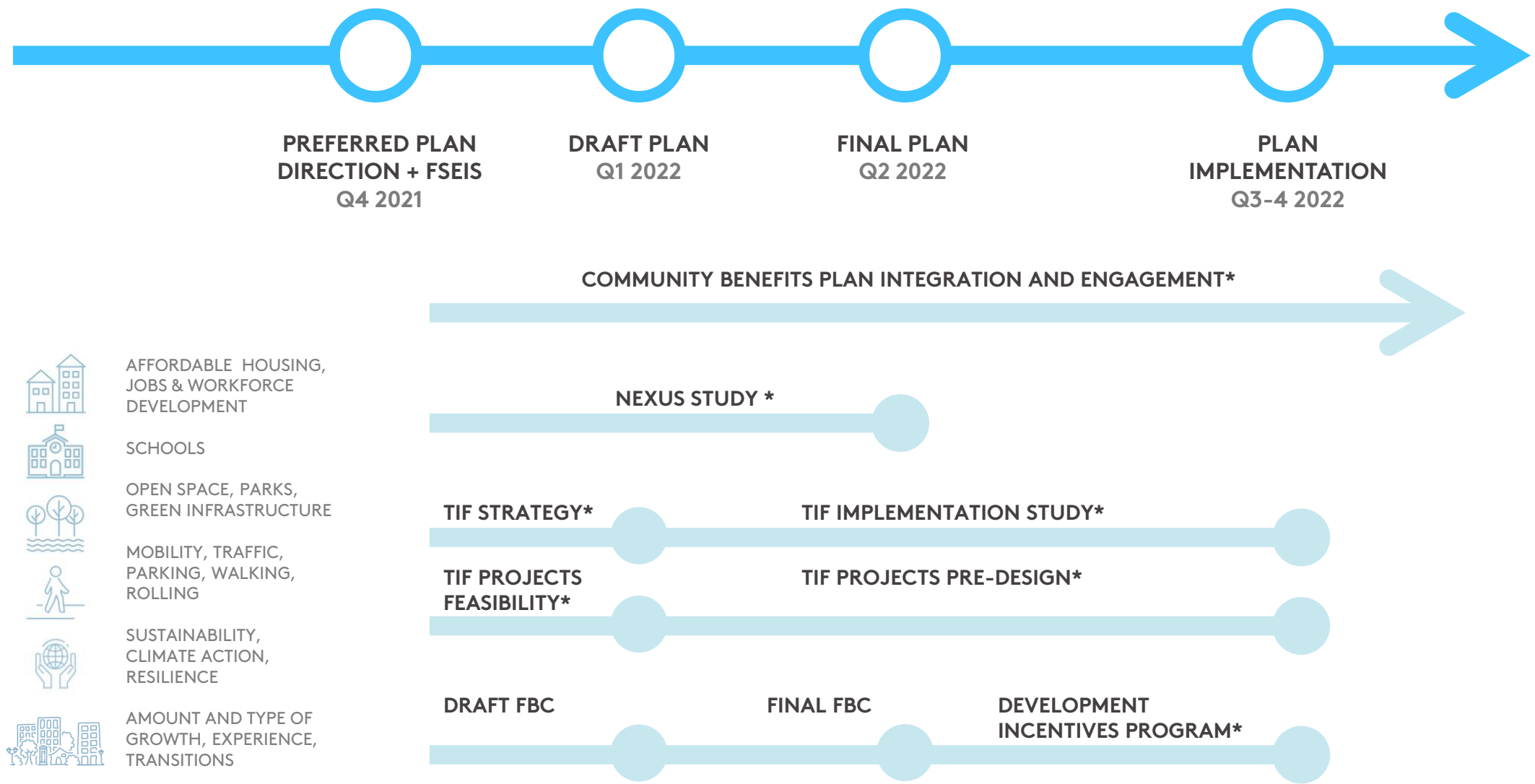


AMOUNT AND TYPE OF
GROWTH, EXPERIENCE,
TRANSITIONS



Next Steps

Key Issues and Decisions



**Pending Additional Scope*

Next Steps

Key Issues and Decisions

Key Issue	Needed Study and Work	Next Decision(s) for Council	Timing for Final Plan/Decision
Affordable Housing, Jobs & Workforce Development	Nexus study* anticipated by Q2 2022; Partnerships Opportunity Inventory and Stakeholder coordination	Feedback on Draft Form-based Code/Draft Plan (Feb/Mar 2022)	Final Plan-Q2 2022 [#]
Traffic/Parking	TIF Strategy study* and TIF Project Feasibility* anticipated by Q1 2022.	Feedback on initial TIF Project draft concepts* and Draft Plan (Feb/Mar 2022)	Final Plan-June 2022 [#] , TIF Implementation Study-Q3 2022
Mobility: Walking & Rolling	TIF Strategy study* anticipated by Q1 2022; Partnerships Opportunity Inventory and Stakeholder coordination	Feedback on initial TIF Project draft concepts* and Draft Plan (Feb/Mar 2022)	Final Plan and Form-based Code-June 2022 [#] , TIF Implementation Study-Q3 2022
Parks/Green Infrastructure/Open Space	TIF Strategy study* and TIF Project Feasibility* anticipated by Q1 2022.	Feedback on initial TIF Project draft concepts* and Draft Plan (Feb/Mar 2022)	Final Plan and Form-based Code-June 2022 [#] , TIF Implementation Study-Q3 2022
Sustainability	Partnerships Opportunity Inventory and Stakeholder coordination	Feedback on Draft Form-based Code/Draft Plan (Feb/Mar 2022)	Final Plan and Form-based Code-June 2022 [#]
Schools	Partnerships Opportunity Inventory and Stakeholder coordination	Feedback on Draft Form-based Code/Draft Plan (Feb/Mar 2022)	Final Plan-June 2022 [#]
Amount & Type of Growth		Resolution to adopt Preferred Plan Direction (December 2021)	Final Plan and Form-based Code-June 2022
Experience, Look & Feel, Transitions		Feedback on Draft Form-based Code (Feb/Mar 2022)	Final Plan and Form-based Code-June 2022

**Pending additional scope*

[#]Could be further refined based on Development Incentive Program anticipated by Q3 2022.*