Preferred Plan Direction Briefing

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NE 85th Station Area Plan

City of Kirkland
Mithun

December 14, 2021

What is the purpose of Resolution R-5503?

The Preferred Plan Direction

- Sets the vision for the future of the Station Area.
- Identifies maximum growth capacity and heights for development that will be reflected in the form-based code.
- Provides a framework for design strategies to address community concerns.
- Identifies primary components of Final Station Area Plan.
- Establishes Community Benefits Strategies for further study.
- Informs Final Supplemental Environmental Impact Statement.
- Directs Planning Commission work in 2022.

The Preferred Plan Direction does not…

- Establish or finalize zoning details (e.g., heights, transitions between taller and shorter buildings, etc.).
- Establish required mitigation measures or community benefits.
- Preclude future opportunities for community input.

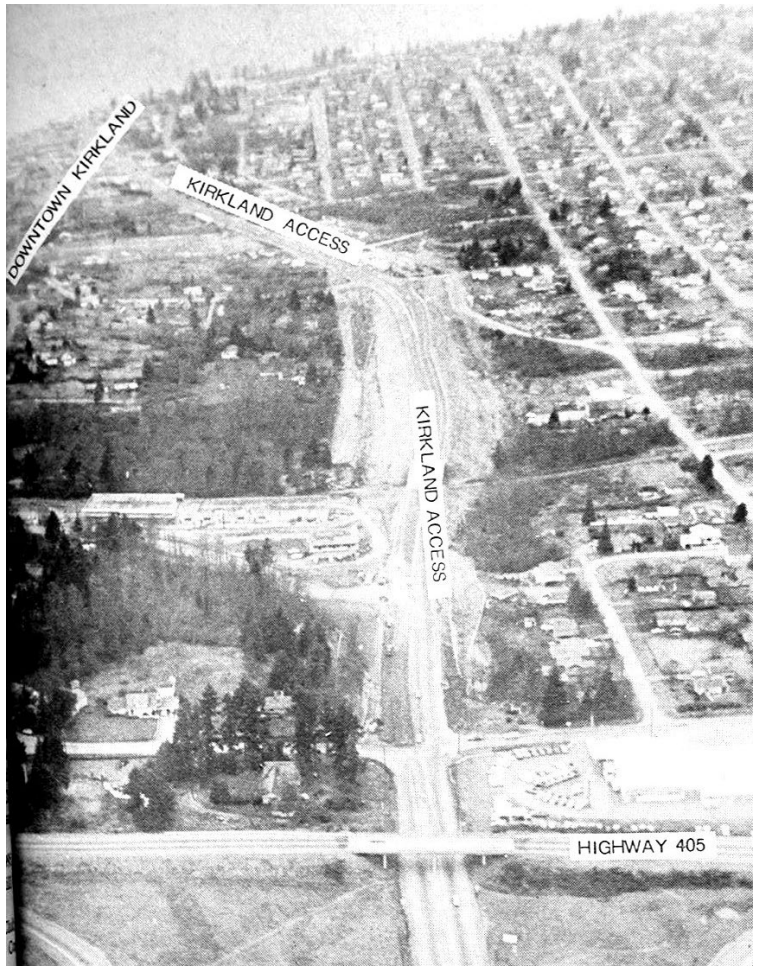
Why Plan for the NE 85th Station Area?

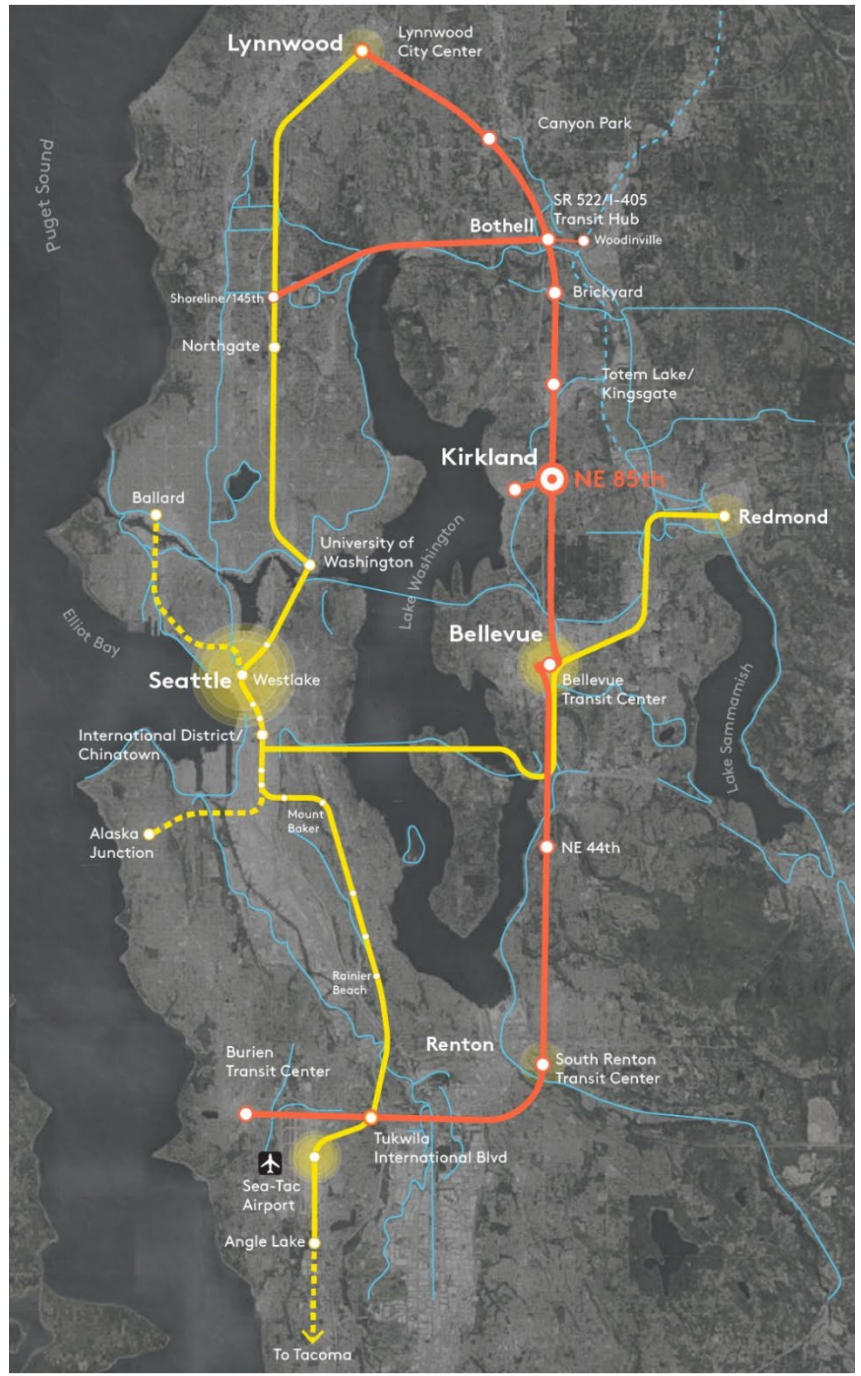
The Station Area and Rose Hill have always been a crossroads.

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).

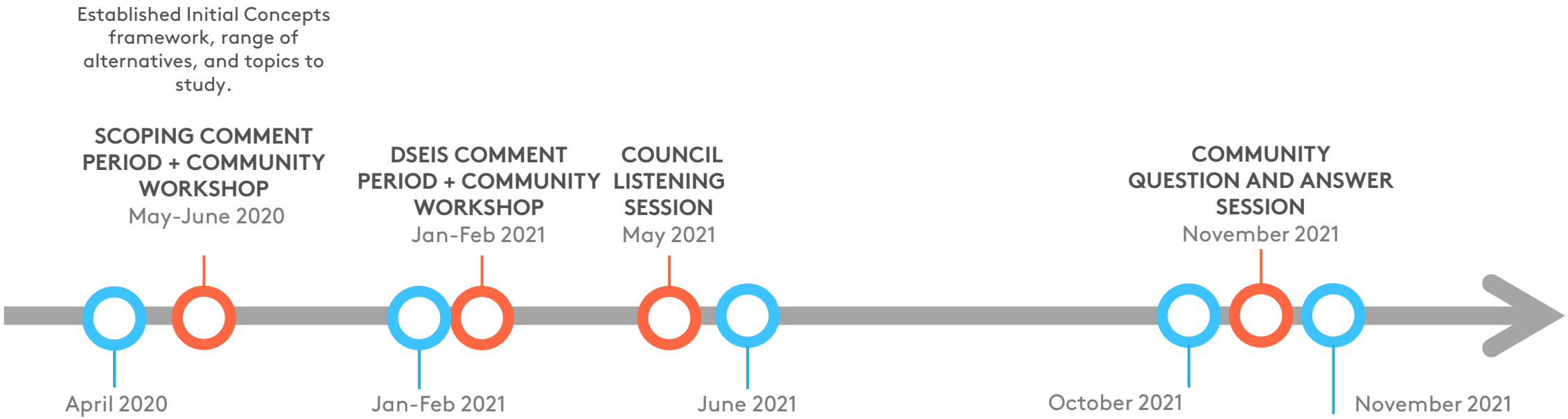
The Plan goals build on the 2035 Comprehensive Plan; the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans; and the Sustainability Master Plan. It includes Housing Action Planning supported by HB 1923 and will result in a supplemental EIS to the Comprehensive Plan.





Station Area Planning to date

Key Public Input and Council Decisions

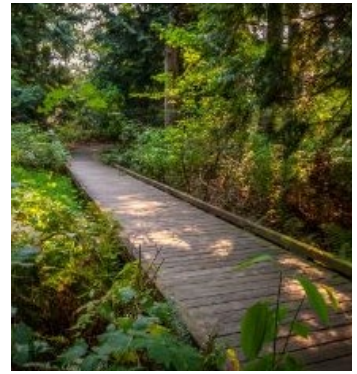


The City's Objective

Leverage the BRT station regional transit investment.

Maximize transit-oriented development and create the most…

- **Opportunity and Inclusion,**
- **Value for the City,**
- **Community Benefits, including:**
  - plentiful affordable housing
  - sustainability measures
  - park amenities
  - active transportation improvements
  - solutions for school capacity
- **and Quality of life.**



Draft Preferred Plan Direction Exhibits for Resolution R-5503

EXHIBIT A0: NE 85th Station Area Growth Expectations and Community Benefits

Growth Expectations for Preferred Plan Direction

	Preferred Plan Direction
Households	8,152
Employment	22,751

Consistent with Transit-Connected Growth (June Alternative B), 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 implemented to increase the production of affordable housing beyond 624 units*

Disclaimer: The growth expectations describe the assumed amount of potential growth during the 23-year plan time horizon but is not meant to pre-suppose the decisions of individual property owners or actions of the market, which will likely differ.

The Station Area Plan policies will not preclude current land uses from staying in place.

EXHIBIT A0: NE 85th Station Area Growth Expectations and Community Benefits

Community Benefits Key Topics

AFFORDABLE HOUSING, JOBS & WORKFORCE DEVELOPMENT

MOBILITY: WALKING, ROLLING

OPEN SPACE, PARKS, GREEN INFRASTRUCTURE

SUSTAINABILITY, CLIMATE ACTION, RESILIENCE

SCHOOLS

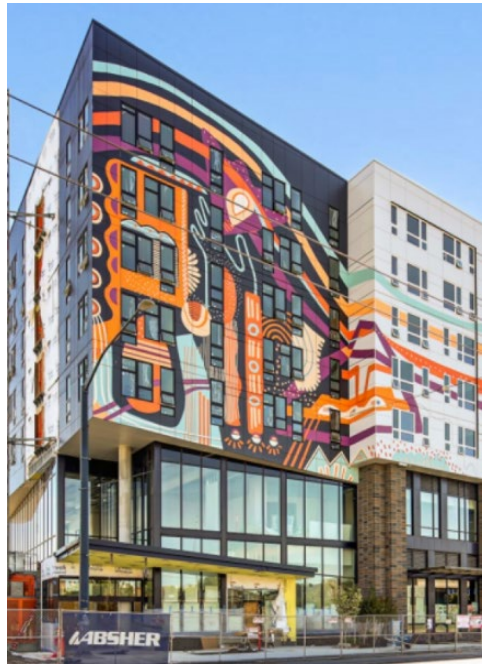


EXHIBIT A0: NE 85th Station Area Growth Expectations and Community Benefits

Community Benefits for Preferred Plan Direction

Community Benefits Policy Framework

Parks
- Consider offsetting deficit with a portion of general government operating surplus
- Level of Service (LOS) policy change appropriate for urban centers, coordinate with the Parks, Recreation and Open Space (PROS) plan
- For larger Community Parks:
  - **Tax Increment Financing (TIF) strategy**: evaluate bold vision opportunities for TIF candidate projects, and complete conceptual/feasibility study
  - Leverage existing public space and partnerships for shared use agreements
- For Neighborhood, small scale and linear parks:
  - **Multi-benefit TIF project for NE 120th including a linear park:** evaluate as a TIF candidate project, and complete conceptual/feasibility study
  - Development requirements/bonuses
  - Creative adaptation of existing public space 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 or equivalent
- Pursue additional implementation strategies

Mobility
- Develop a TIF strategy, and evaluate bold vision opportunities for TIF candidate projects, and complete conceptual/feasibility study prioritizing multi-benefit project opportunities where infrastructure needs overlap
- Development requirements/bonuses: mobility and parking programs and policies

Sustainability
- Green infrastructure strategies and multi-benefit projects
- 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 tools such as:
- 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

NE 85th Station Area
Preferred Plan Vision Statement

The Station Area is a thriving, new walkable urban center with high tech jobs, plentiful affordable housing, sustainable buildings, and shops, and restaurants linked by transit.

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

EXHIBIT A1: NE 85th Station Area Character Sub-Districts

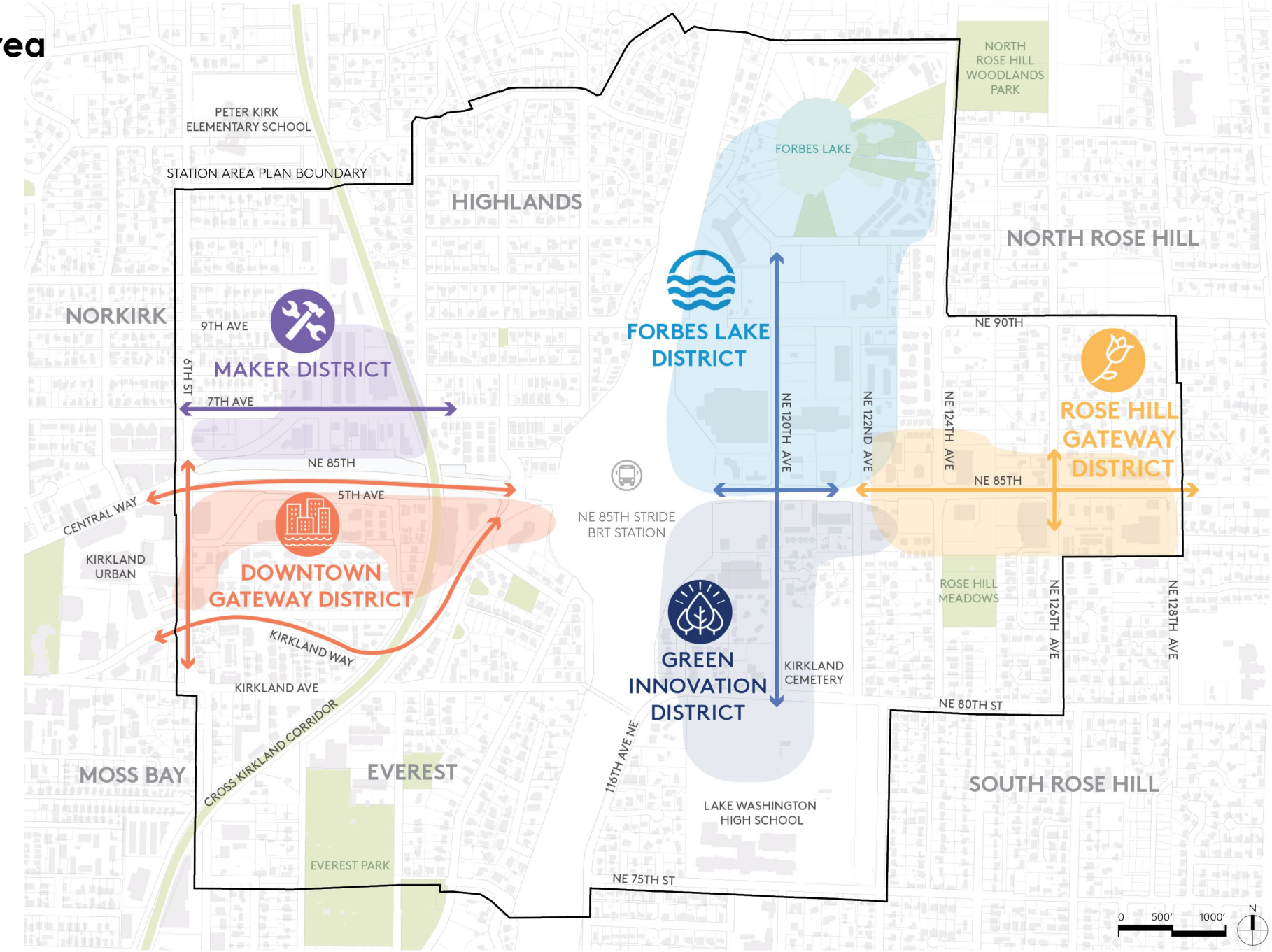


EXHIBIT A2: NE 85th Station Area
Character Sub-District Precedent Imagery

Maker District
Pedestrian-oriented district building on Norkirk's character and excellent Cross Kirkland Corridor trail connections. 7th is a lively connection between the BRT drop off and 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, active lifestyle and recreation-related private and public uses.

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

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.

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.

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.

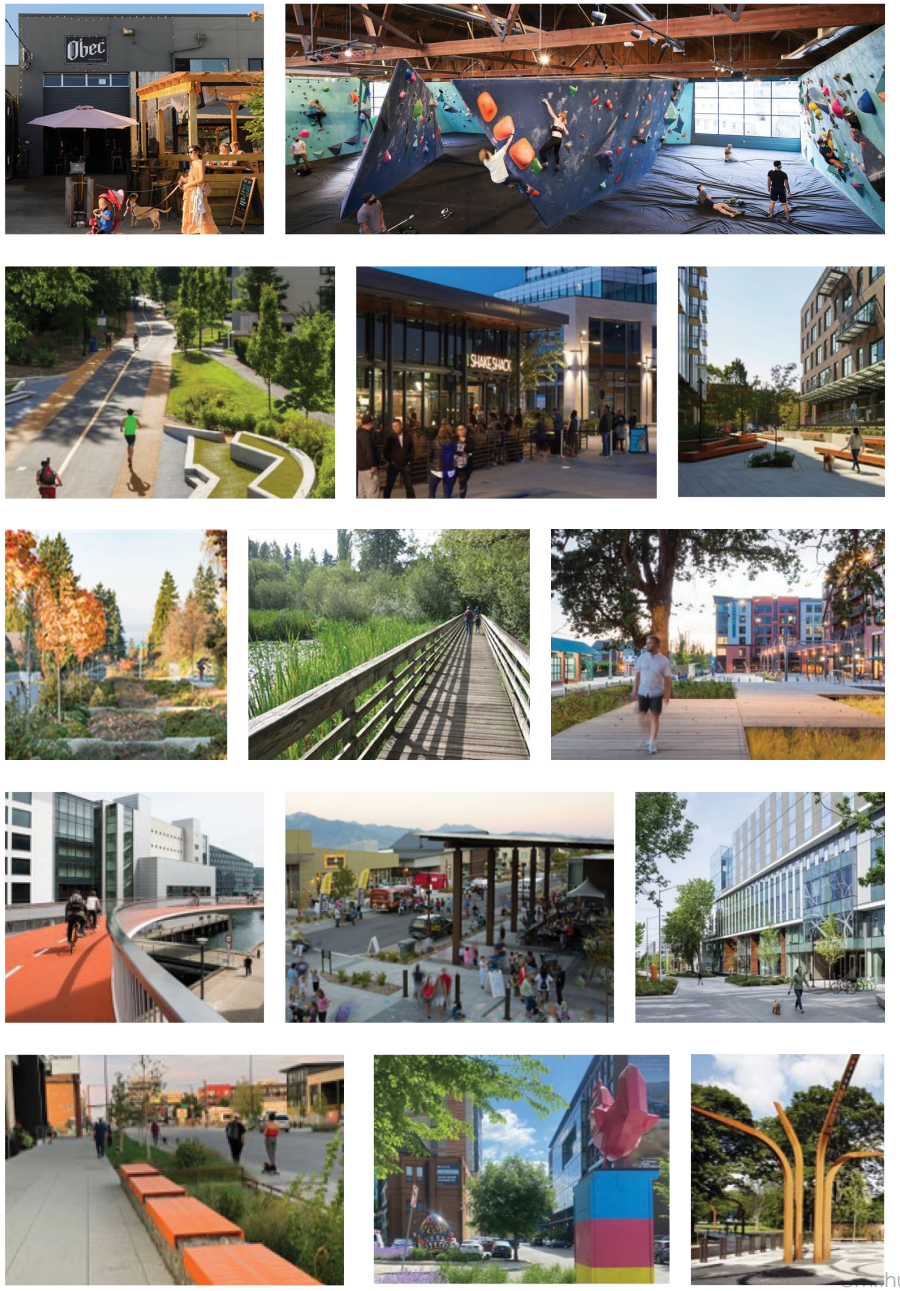


EXHIBIT A3: NE 85th Station Area Preliminary Draft Regulating Plan

NOTE: The Form Based Code will control allowed Building Heights across the site including stepbacks and buffers. The transition areas are preliminary and subject to further development in 2022.

All heights are Maximum Allowed Height. Public benefits/improvements will be required to achieve maximum height.

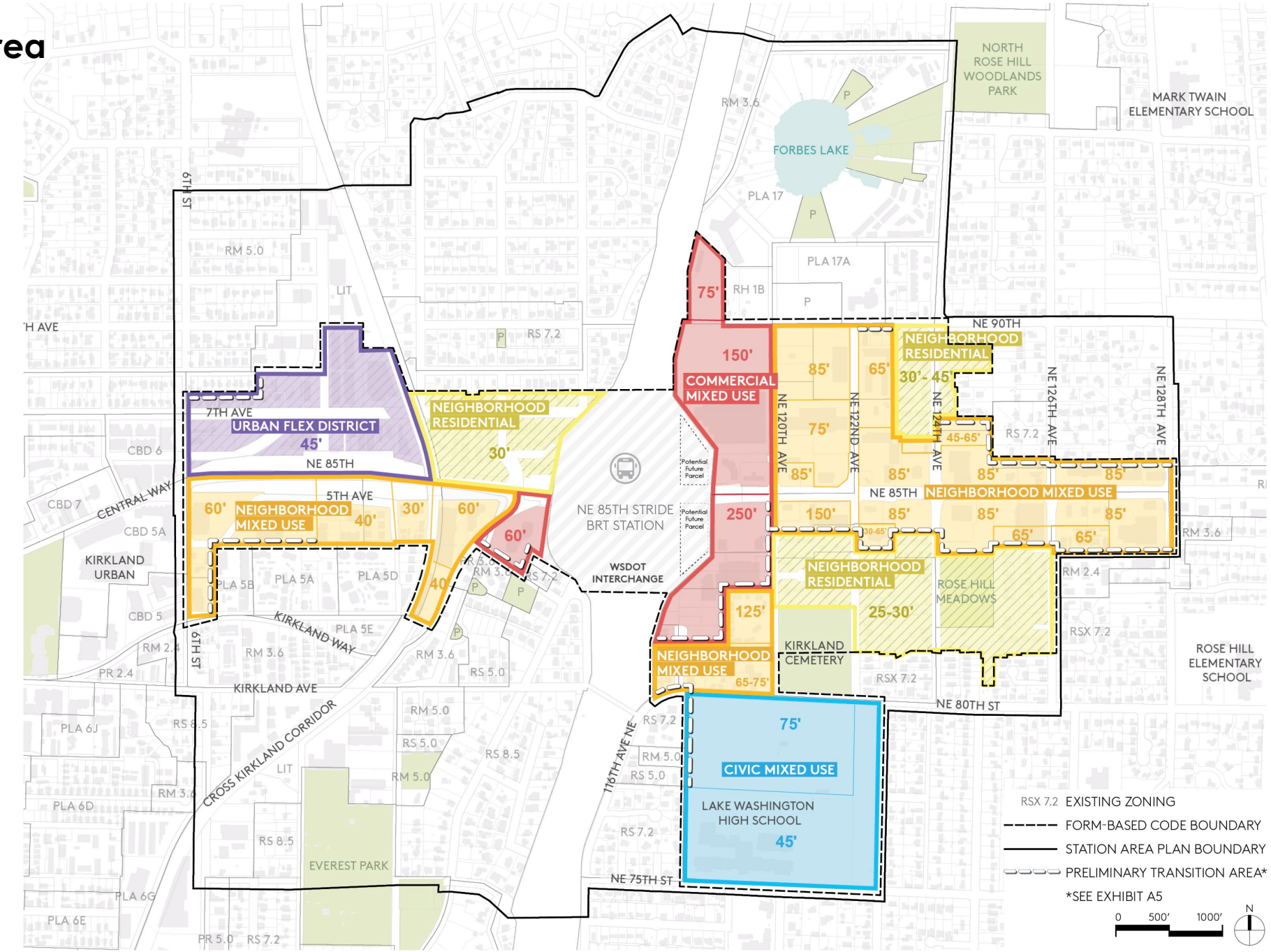


EXHIBIT A4: NE 85th Station Area Preliminary Draft Regulating Table

Note: Regulating Districts will be part of the future form-based code. They will establish broad parameters for development, including allowed uses, heights, and side setbacks. Elements such as frontages, transitions and streetscape design will be addressed through other elements of the future form-based code.

	Commercial Mixed Use	Neighborhood Mixed Use	Neighborhood Residential	Urban Flex District	Civic Mixed Use
Maximum Heights (see height subdistrict on regulating plan for maximum allowed height in a specific location)	60-250'	30-150'	20-45'	45'	45-75'
Permitted Uses (General)	Commercial, Civic	Commercial, Residential, Civic	Residential	Commercial, Light Industrial*, Residential, Civic *where compatible with residential	Commercial, Residential, Civic
Upper level stepbacks	In progress*	In progress*	In progress*	In progress*	In progress*
Max Floor Area Ratio or Development Area	In progress*	In progress*	In progress*	In progress*	In progress*
Setbacks (Side, Rear) *Note: Front Setbacks are regulated through frontage types*	In progress*	In progress*	In progress*	In progress*	In progress*

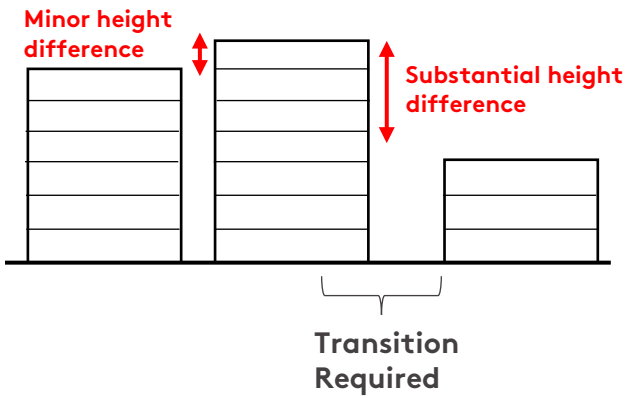
**In Progress parameters will be reviewed as part of the Form-based Code development in 2022*

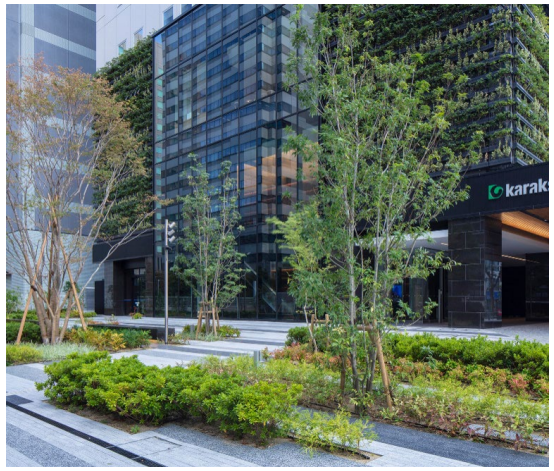
EXHIBIT A5: NE 85th Station Area Preliminary Draft Transitions Approach

Transition rules will apply along the lot lines of any adjacent parcels where the difference in proposed building height and adjacent maximum allowed height is greater than a specified number of feet*. New development would be required to include a combination of the following strategies:

- Site Setbacks
- Upper Level Stepbacks
- Landscape Buffers
- Maximum Façade Length

**Parameters will be reviewed as part of the Form-based Code development in 2022*





Ground Level Set Backs

Allowed build-to line is set back from the lot line, creating more space between building and adjacent parcels or right of way

Upper Level Step Backs

Upper floors must be set back from allowed lower-level building envelope. May be applied multiple times for a single building at different levels to create a "stepped" effect

Landscape Buffers

Landscaped open area that is intended to provide visual screening as well as open space separating a building from adjacent parcels. Can also include pedestrian or bike connections or other amenities

EXHIBIT A6: NE 85th Station Area Preliminary Draft Street Types Map

Note: only areas within the Form-Based Code have a street type assigned. This does not preclude additional pedestrian/ bicycle improvements.

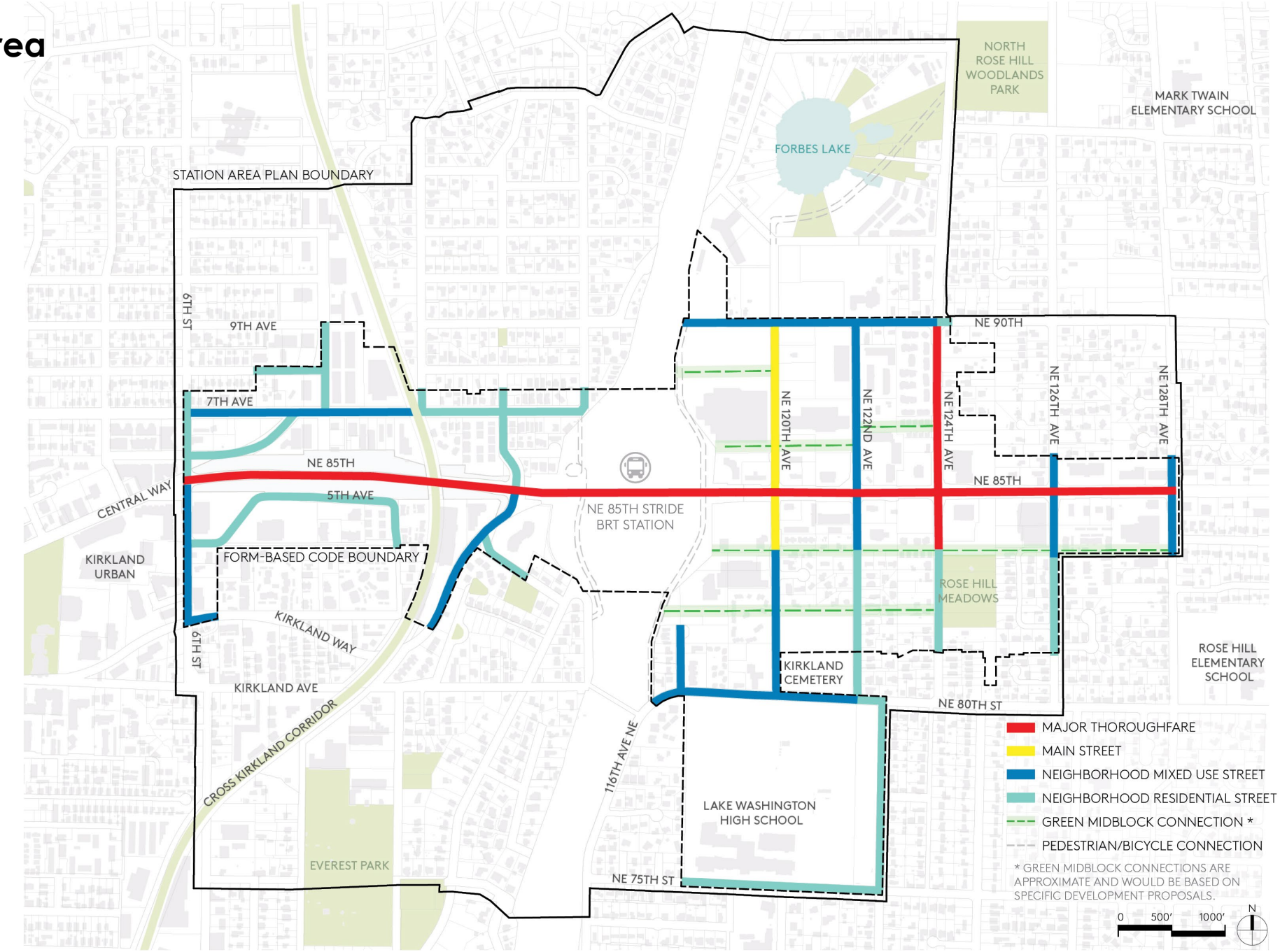


EXHIBIT A7: NE 85th Station Area Preliminary Draft Street Types Table

Note: Street Types will be part of the future Form Based Code. They will establish allowed frontage types along each street segment, and also recommend the future design characteristics of the public right of way. Elements such as frontages, transitions, and development requirements will be addressed through other elements of the future Form Based Code.

Major Thoroughfare	Main Street	Neighborhood Mixed Use Street	Neighborhood Residential Street	Green Midblock Connection
				
Streets that connect regional 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 auto separated bike facilities.	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 streets with low to mid-intensity commercial and midrise residential and occasional ground floor retail. Generally lower vehicular traffic volume than major thoroughfares, and some may contain auto-separated bike facilities.	Residential-focused streets with low vehicular traffic volumes, which can accommodate shared bike facilities.	Generously landscaped mid-block connections within larger commercial or residential developments or between parcels. May include required on-site green stormwater infrastructure. Does not include public ROW improvements to "green" an existing street.
Typical ROW Width				
80-120'	65-85'	45- 75'	45- 70'	30-50'
Functional Classes				
Principal Arterial	Minor Arterial, Collector	Collector, Local	Collector, Local	Local
Adjacent Land Uses				
High intensity commercial, residential, and active ground-level uses.	Mid-intensity commercial, residential, and ground-level retail uses.	Low to mid-intensity commercial, residential, and occasional active ground-level uses.	Predominantly low to medium intensity residential uses.	Low to high intensity commercial or residential uses, typically within larger developments. May have active ground-level uses, depending on site design.
Allowed Frontage Types				
Urban Street Edge, Retail & Active Uses, Plaza/Public Space	Retail & Active Uses, Plaza/Public Space	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch, Private Yard	Urban Street Edge, Retail & Active Uses, Plaza/Public Space,
Travel Priorities				
Ped*, Bike*, Transit, Freight, Auto	Ped, Bike, Transit, Auto	Ped, Bike, Auto	Ped, Bike, Auto	Ped, Bike, Auto**

*Separated facilities

**Local access, loading only

EXHIBIT A8: NE 85th Station Area Preliminary Draft Frontage Types

Note: Frontage Types will be part of the future form-based code. They will regulate the relationship between private development and the public realm, including ground floor facade design, front setbacks, landscape characteristics, pedestrian access, and other characteristics. Allowed frontage types will be determined based on the street type designation for each parcel's frontage. Elements such as transitions, streetscape design, and general development requirements will be addressed through other elements of the future form-based code.

Urban Street Edge

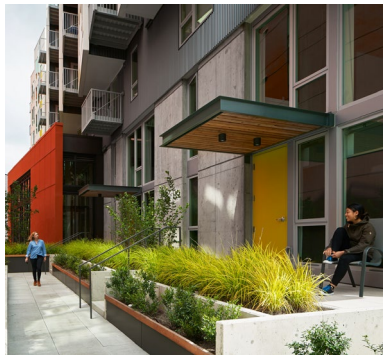
- Shallow to no setbacks
- Pedestrian-oriented facades with transparency and building entries
- Additional travel zone if constrained sidewalk

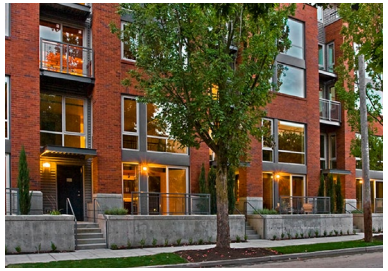
Retail & Active Uses

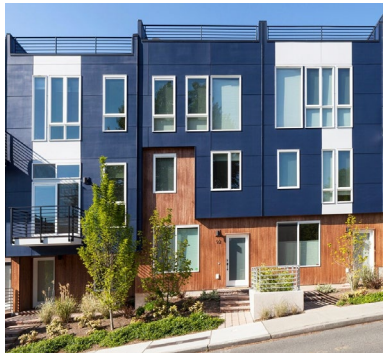
- Generous pedestrian zone with seating, overhead protection, and other furnishings and building entries
- Articulated bays, active facades, higher ground floor heights

Residential Stoop/Porch

- Shallow setbacks, first floor at different level than sidewalk
- Direct entries from individual units
- Stoops and porches address grade change
- Articulated facades to reflect units

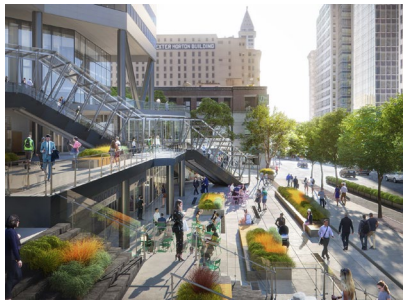






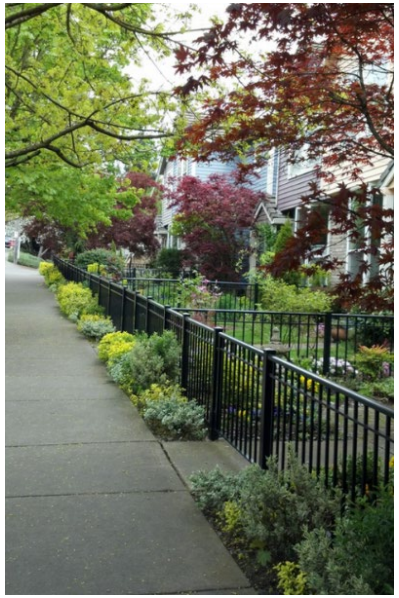
Plaza/Public Space

- Deep setback to establish public space
- Active frontages and entries facing onto open space
- Smooth transition to public ROW with occupiable open space



Private Yard

- Landscaped front yard
- Visual connection to primary building from sidewalk
- Street wall edge maintained with elements like low walls and vegetation



Additional Materials: Developing the Preferred Plan Vision

NE 85th Station Area today

Existing Conditions

Station Area Boundary

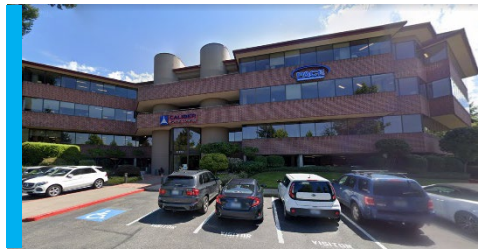
Existing Conditions

Station Area Character

Low Density Residential

Light Industrial Transition

Emerging Infill Neighborhood

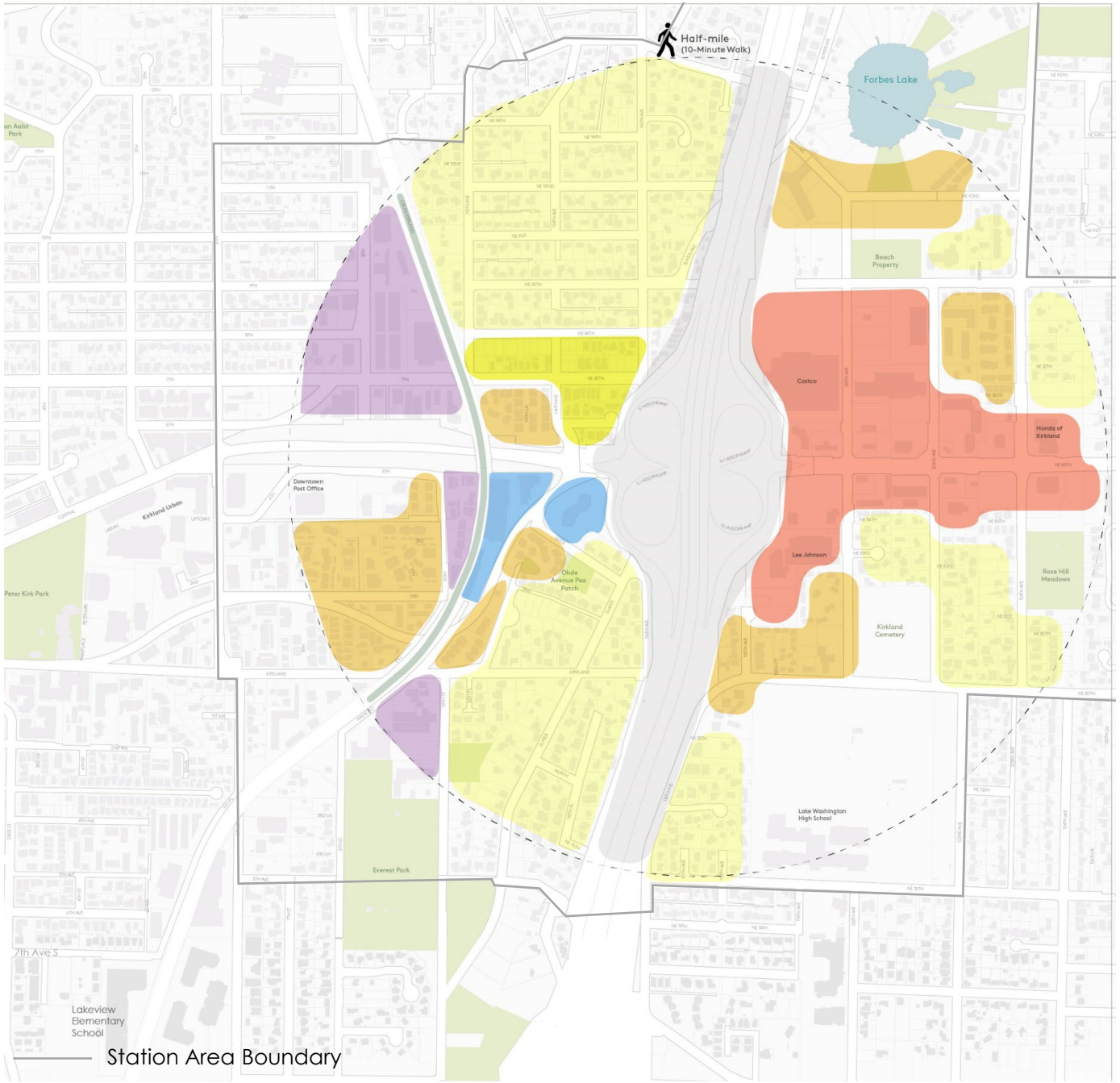


Office Park

Internally Oriented Multifamily

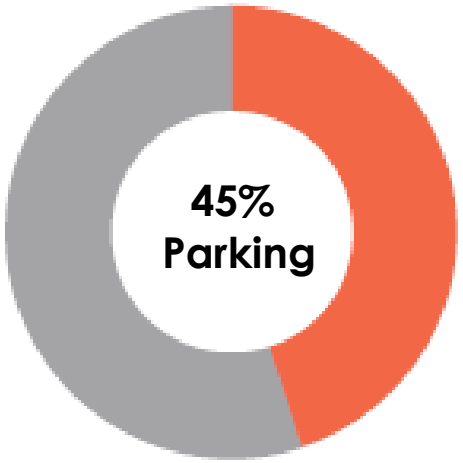
Strip Commercial & Big Box

I-405 Interchange



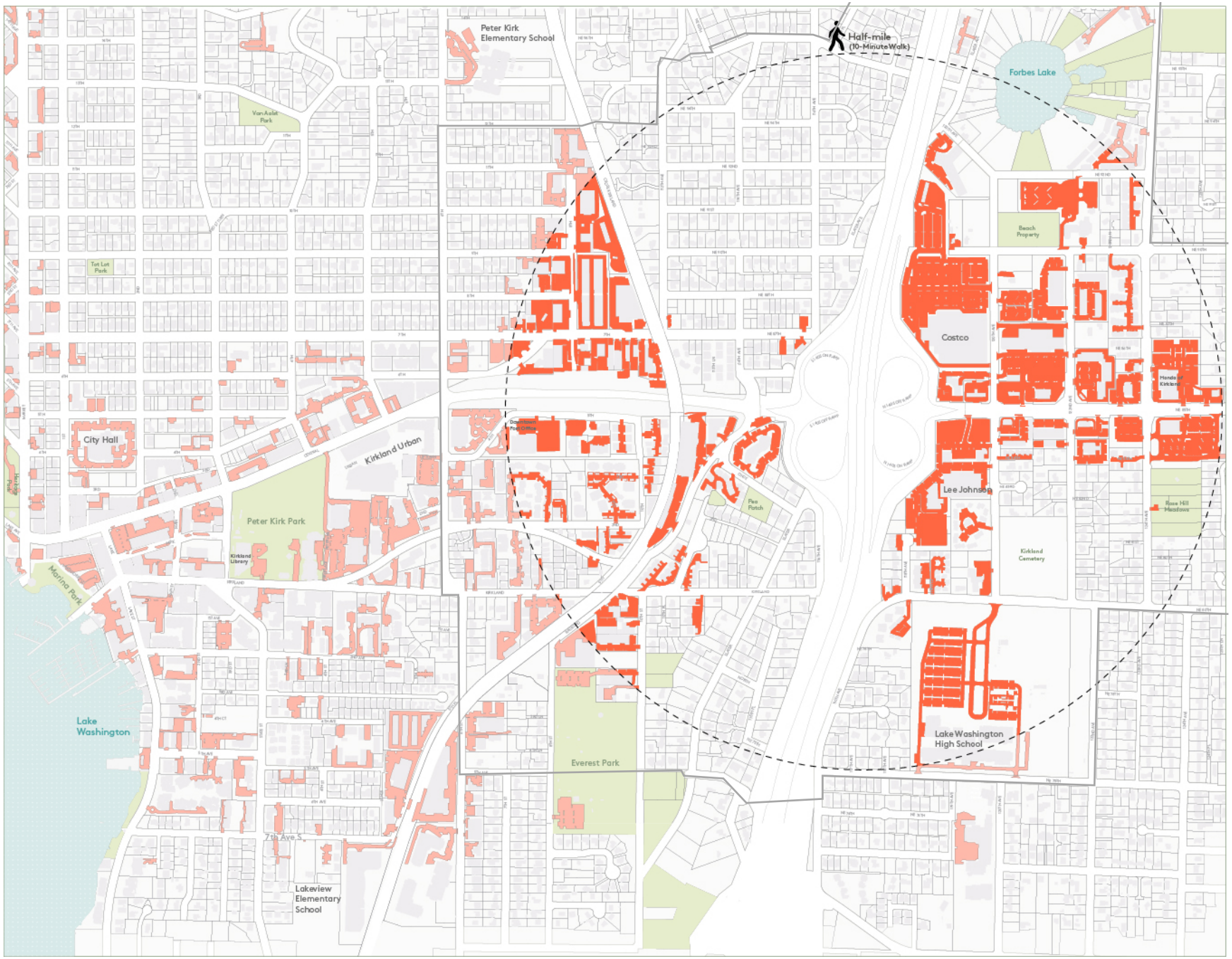
Existing Conditions

Significant Surface Parking and impervious surfaces



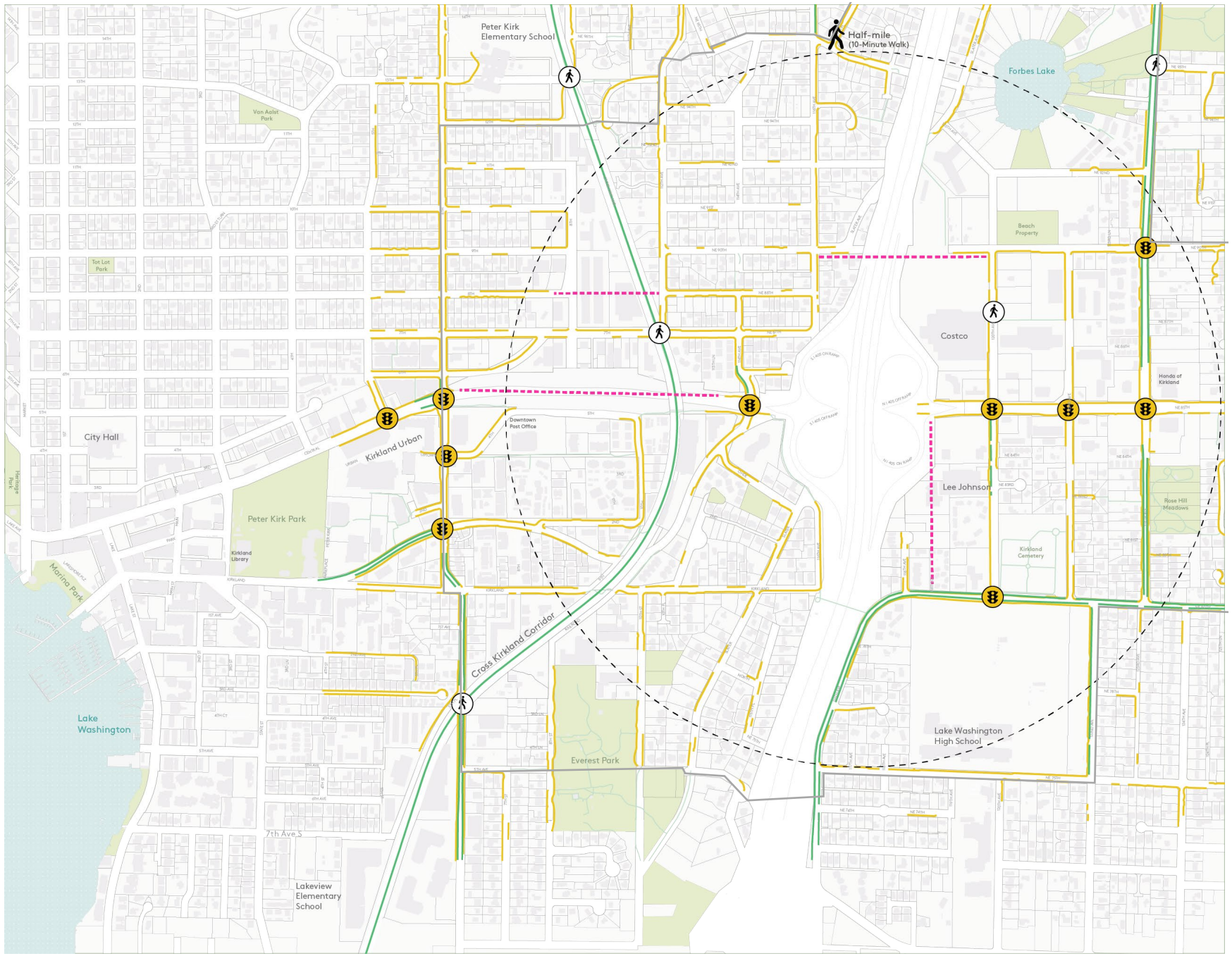
Surface Parking

Station Area Boundary



Existing Conditions

Incomplete Bike and Pedestrian Network for Active Transportation



- Sidewalk
- Bike lane
- Trail
- Missing pedestrian connection
- Signal
- Rectangular rapid flashing beacon
- Station Area Boundary

NE 85th Station Area in 2044

Existing Conditions

2044 Vision Illustration

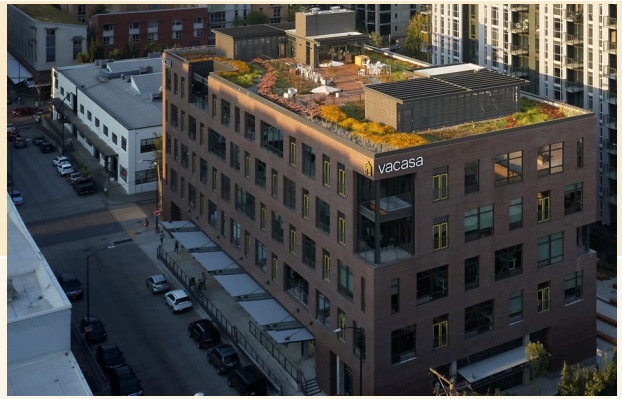
2044 Vision Strategies

Open Space Strategies

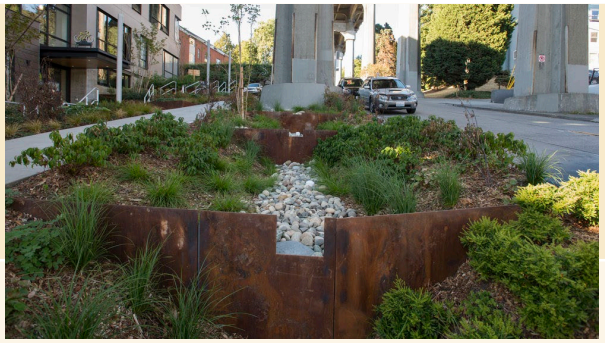
Open Space Strategies

Linear Open Space

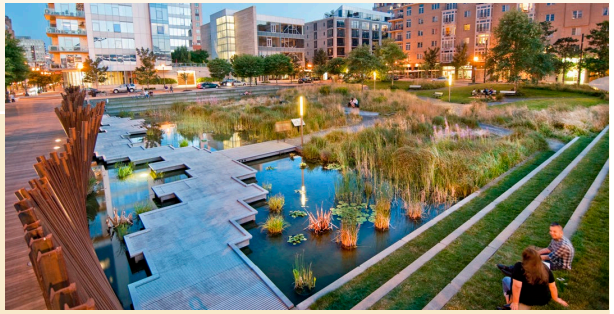
Green Roofs



Daylit Forbes Creek



Forbes Lake Park



Active Transportation Strategies

Active Transportation Strategies

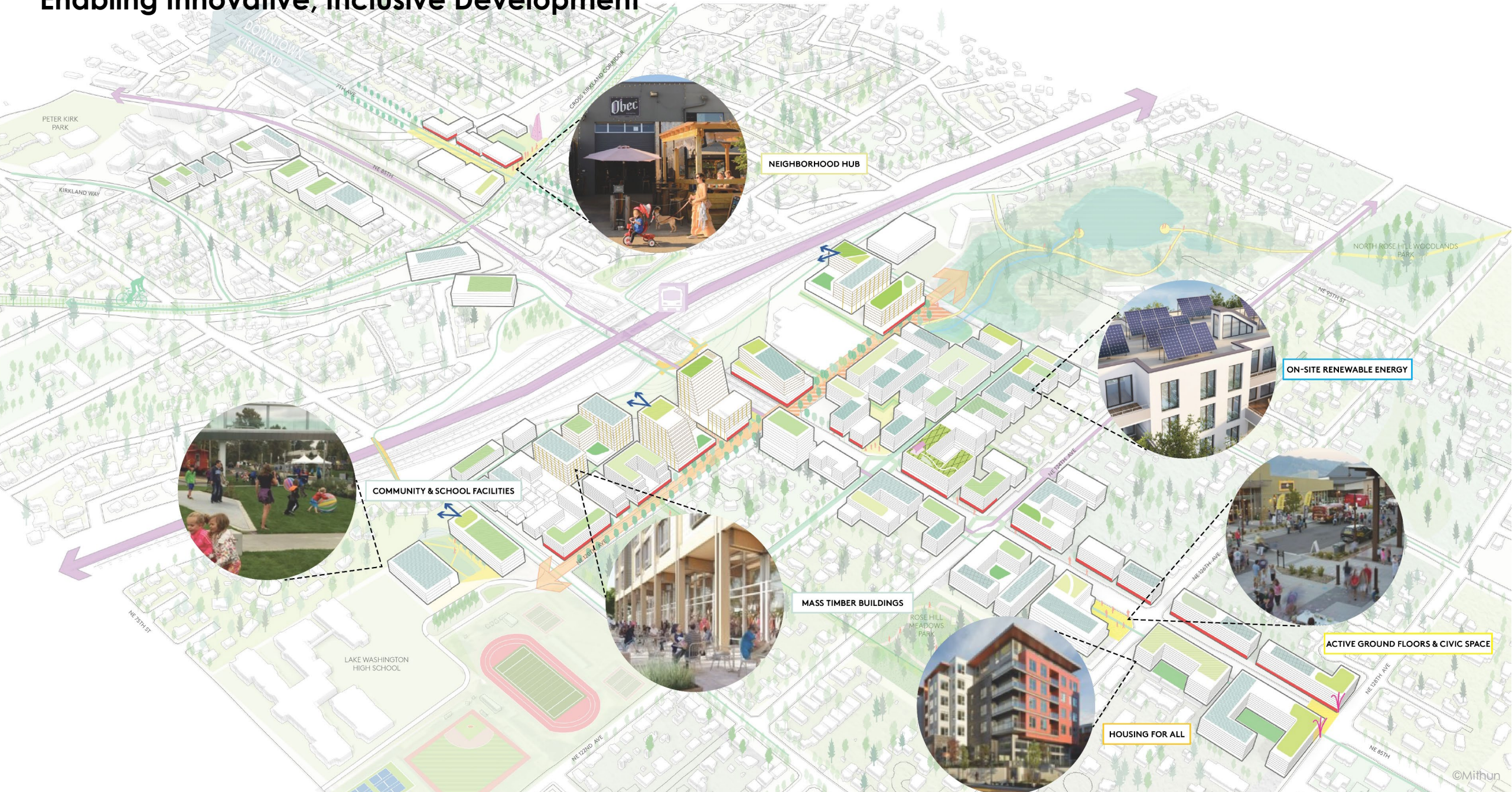
Low Stress Bike Network

Safe Bike Lanes and Intersections

Green Midblock Connections

120th Main Street

Enabling Innovative, Inclusive Development



2044 Vision Illustration

Next Steps in the Station Area Plan project

Attachment 2
NE 85TH STREET / I-405 Station Area Plan Process Roadmap

Decisions and Deliverables in the Preferred Planned Direction Phase (Nov-Dec 2021) include:

- Long Range Vision:
  -Description of growth expectations
  -Framework for community benefits and recommended strategies
  -District Long Range Conceptual Vision Graphic
  -Character Subareas
  -Vision Opportunities: Park/Open Space, Active Transportation

- Implementation Framework:
  -Future Regulating Districts Map and Table (Approx Heights, Uses, Types, Bldg Setbacks) Transition approach + what the table will include in the future
  -Street Frontage Type Framework Map and Tables

- Final SEIS:
  -DSEIS Comment responses
  -updated analysis and mitigation
  -Update Section 3 Alternatives with Preferred Plan Direction content

Attachment 2
NE 85TH STREET / I-405 Station Area Plan Process Roadmap

Decisions and Deliverables in the Draft Plan Phase (Q1 2022) include:

- Draft Station Area Plan

- Development requirements or incentives, e.g.:
  -Affordable Housing
  -Sustainability/Green Bldg
  -Other Community Benefits

- Form Based Code draft
  -Transitions between types
  -Urban Design Concepts
  -Draft Regulating Plan including character zones and street/frontage types and tables, adding max. devel area, site design reqmts/access and loading, specific transition tools including step-backs

- Draft Planned Action with Specific Mitigation measures

- City investments & Projects
  -Draft plan projects

- Partnership Opportunities Inventory

Attachment 2
NE 85TH STREET / I-405 Station Area Plan Process Roadmap

Decisions and Deliverables in the Final Plan Phase (Q2 2022) include:

- **Final Station Area Plan**
- **Policy & Regulatory Details, Form Based Code details**
  -Final Regulating Plan including character zones and street/frontage types and tables
- **Finalize boundaries of character areas/ transects**
- **Final Planned Action Ordinance**
- **City investments & Projects**
  -Final plan projects
- **Partnership Opportunities Inventory**
- **Comprehensive Plan Amendments**

Next Station Area Plan Milestone

Final Supplemental EIS (Dec 2021) Will 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

How the Station Area Plan will fit together

Station Area Plan Elements

- Vision & Goals, Land Use & Urban Design, Open Space, Transportation & Mobility
- Baseline requirements and incentives for development incl. community benefits
- City Investments and Projects
- Policy and regulatory details

Form Based Code Elements

- Regulating Districts Map & Table
- Street Frontage Map
- Street & Frontage Types Table
- Area-wide Standards
  - Including baseline requirements and incentives

Planned Action Ordinance

- Environmental review for planned actions
- Includes specific mitigation measures and submittal requirements for applicant SEPA exemption