

FEHR & PEERS  HERRERA RUSHING

Mithun  
May 19, 2022







**A Duwamish village, 'STAH-lahl' was near the present town of Kirkland (15).**  
Base map: "Puget Sound Region, WA", D Molenaar, 1987, via CoastSalishMap.org



**Rendering of the region before non-indigenous settlement. Kirkland is known as (Place of dripping water)** Waterlines Map, Courtesy Burke Museum

## Indigenous Land Acknowledgement

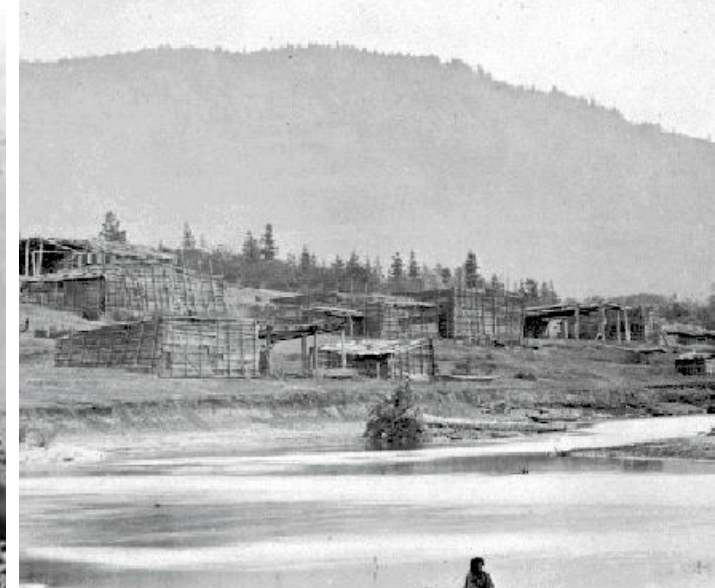
We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that present-day City of Kirkland is in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



**Muckleshoot fishing from a bridge** Courtesy Muckleshoot Tribe



**Muckleshoot girl circa 1890** Courtesy Muckleshoot Tribe



**Longhouses in Quamichan Village.** Courtesy of BC Archives. D00692 via CoastSalishMap.org



# Tonight's Agenda

- **5:30pm Welcome / Introduction**
- **5:35pm – 5:45pm The Station Area Plan purpose and process**
  - What the plan does
  - Legislative process
  - Logistics for Q&A Sessions
- **5:45 – 6:25pm Station Area Plan and Comprehensive Plan Overview**
  - Public Q&A
- **6:25 – 7:00pm Draft Form-based Code: Commercial Mixed Use District / Draft Design Guidelines**
  - Public Q&A
- **7:00pm – 7:25pm Preliminary Planned Action Ordinance and Incentive Zoning Concept**
  - Public Q&A
- **7:25 – 7:30pm Summary Recap and Next Steps**



**Welcome and Introduction—**



# Thank you for being here!

- City Councilmembers & Planning Commissioners here to listen and learn
- Project Team Introduction
- Presentation tonight will help prepare community to participate in legislative (adoption) process
  - Next phase of input is through the public hearing
- Draft documents available now:  
<https://www.kirklandwa.gov/gov/stationareaplan>

[Home](#) / [Government](#) / [Departments](#) / [Planning and Building Department](#) / [Code and Plan Amendment Projects](#) / [NE 85th Street Station Area Plan](#)

## NE 85th Street Station Area Plan

### Station Area Plan Open House: May 18, 2022, 5:30 PM – 7:30 PM (Virtual)

The Open House will be an opportunity for community members to learn more about the draft policies and development standards for future growth in the Station Area. At the Open House, the project team will introduce the Station Area Plan draft documents being considered for adoption later this spring.


The Open House will prepare you to review the draft documents and participate in the legislative process by providing comments at the Planning Commission public hearing scheduled for June 9, 2022.

May 18 Zoom Meeting Information +

Station Area Plan Draft Documents +

### Learn About the Station Area Plan

How are we developing the Station Area Plan? +



#### Timeline

- Project Kickoff  
November 2019
- Opportunities & Challenges Analysis  
January 2020 - April 2020
- Community Workshop #1  
June 4, 2020
- Environmental Checklist Publication & SEPA Scoping Period  
May 26, 2020 - June 16, 2020
- Preliminary Concepts Development  
April 2020 - June 2020
- Draft Alternatives Development & Analysis  
July 2020 - January 2021
- Community Workshop #2  
January 7, 2021
- Draft SEIS Publication & Public Comment Period  
January 5, 2021 - February 19, 2021



# Planning Commission Public Hearing: June 9, 2022 (7pm)

- **Planning Commission holds public hearing** – gathers record of public input in the legislative process
  - Individual comment time may be limited, but Commission will not limit number of speakers
  - Written comments can be submitted to Planning Commission, or staff, prior to public hearing
- **Suggestions for making public comment at the hearing**
  - Focus on City projects that Commission/Council has authority over
  - Specific comments about draft code amendments being considered
  - Offer changes to draft amendments
- **Planning Commission will deliberate after hearing all public comment**
  - Deliberation may be continued to June 14 (TBD)
- **Planning Commission makes recommendation to City Council** → Council considers public comment from Commission hearing and recommendation prior to adoption



# A community plan for the future of the NE 85<sup>th</sup> Station Area—

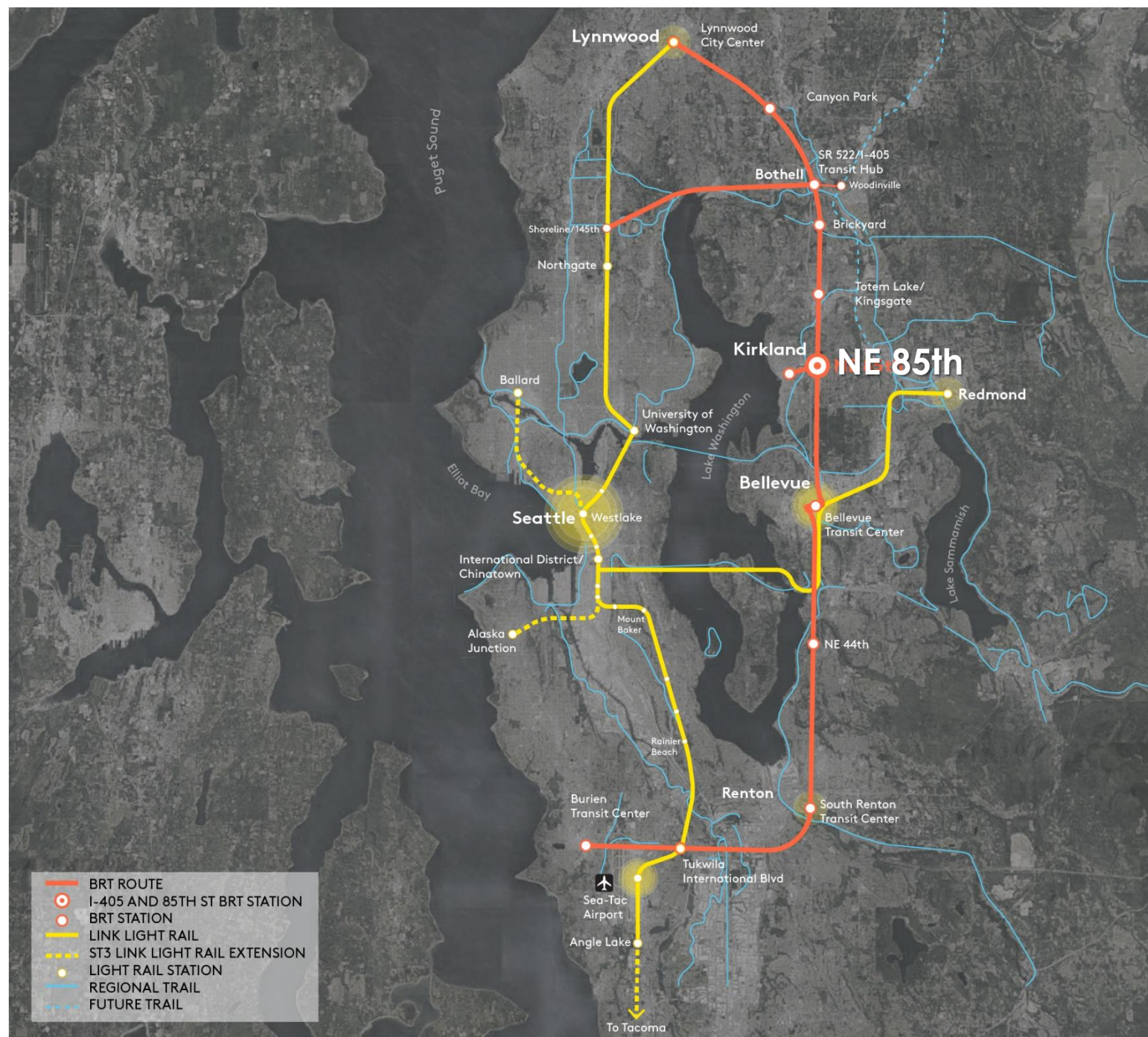


## Why Plan for the NE 85th Station Area?

The new WSDOT / Sound Transit Bus Rapid Transit station at I-405 and NE 85<sup>th</sup> 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 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.



The Station Area Today



# What plans and codes are changing and what parts of Kirkland are included?



## Station Area Plan

- Vision and Goals
- Community Benefits Strategy
- Urban Design Framework
- Recommendations including Projects and Services
  - Land Use and Zoning
  - Open Space, Parks, and Environment
  - Transportation and Mobility
  - Utilities and Public Services



## Comprehensive Plan Updates

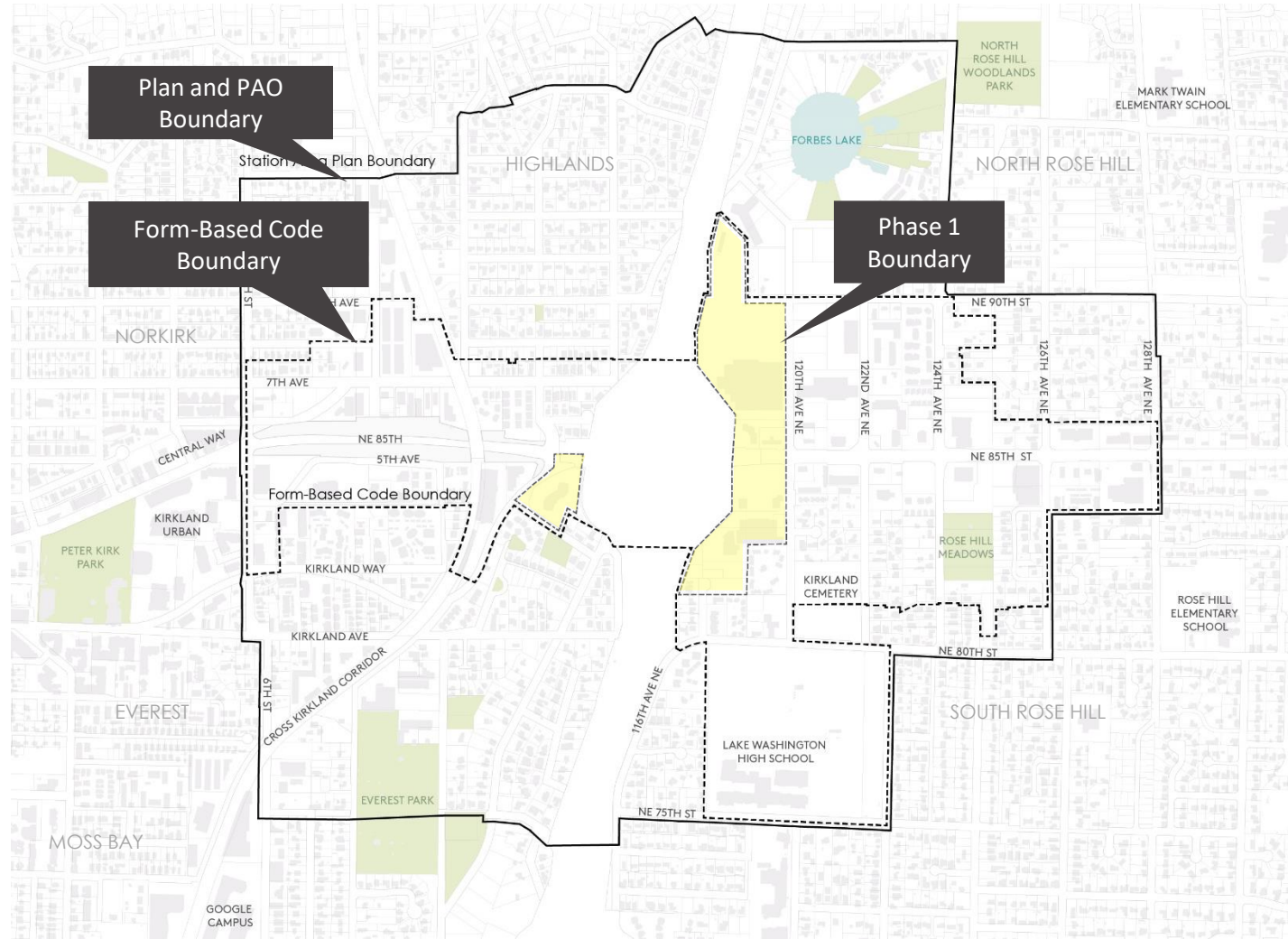
- Comprehensive Plan Policies

## Regulation Updates

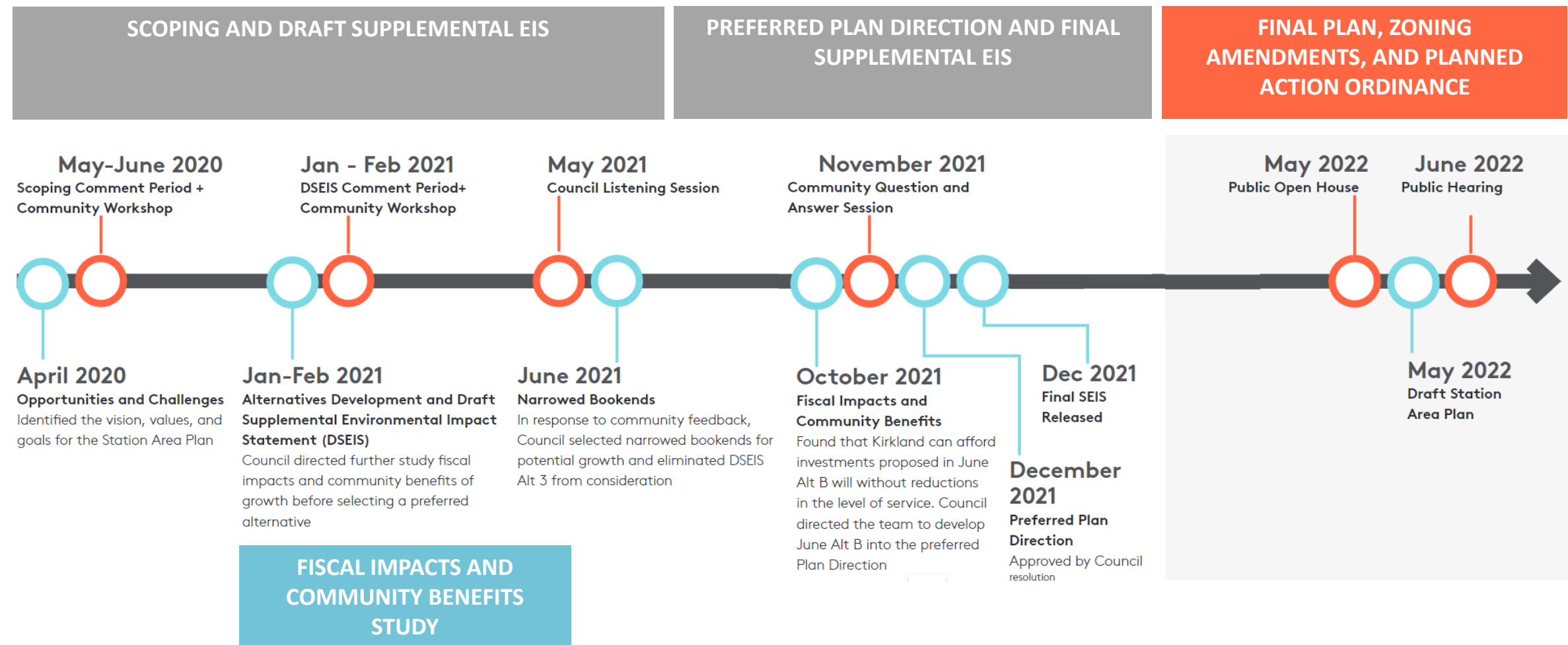
- Form-Based Zoning Code
- Parcel re-zones
- Design Guidelines

## Planned Action Ordinance

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



# What is the planning process?





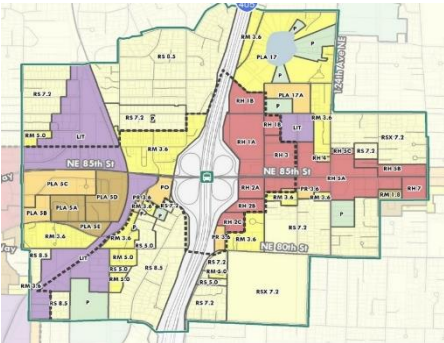
# How did other plans influence the Preferred Plan Direction?

The Plan builds on the 2035 Comprehensive Plan; the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans; the Sustainability Master Plan; the CKC Master Plan; and others. It includes Housing Action Planning supported by HB 1923.



To support growth over the next 23 years, three alternatives were studied, and two intermediate levels of growth within these bookends were studied in more detail for their fiscal impacts and ability to support community benefits.

**ALTERNATIVE 1**  
**No Action**  
Reflects **existing zoning and current plans**. It makes no planning changes to accommodate projected growth.



Max Allowable Heights: **67'**  
Typical Allowable Heights: **30-35'**

Total Households: **2,782**  
Total Jobs: **10,859**

**ALTERNATIVE 2**  
**Guiding Transit-Oriented Growth**  
Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill**.



Max Allowable Heights: **150'**  
Typical Allowable Heights: **55-85'**

Total Households: **8,509**  
Total Jobs: **28,688**

**ALTERNATIVE 3**  
**Transit-Oriented Hub**  
Allows **most growth** to support transit-oriented development, primarily **focused on existing commercial areas such as Rose Hill**.



Max Allowable Heights: **300'**  
Typical Allowable Heights: **85-150'**

Total Households: **10,909**  
Total Jobs: **34,988**

How has the community and public shaped this plan so far?

We heard from over 1,000 stakeholders of all ages who live and work here!

2Community workshops

114Written draft SEIS Comments

8Public Planning Commission Meetings

6Public Transportation Commission Meetings

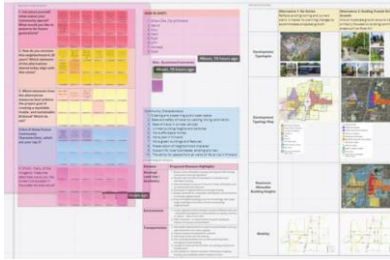
1Community Q&A Session

11Public City Council Meetings

408Survey responses

1City Council Meeting Listening Session

Group of Focus	Outreach Via
Residents within the Station Area and Kirkland Residents	Neighborhood associations
Older Adults	Senior housing facilities
Renters	Multifamily housing buildings
People with Limited English Proficiency	Chinese Information Services Center
People of Color	Ethnic businesses and groceries
Youth	Lake Washington High School
Low Income Households	Service providers
Households with poor digital access	Posters at essential businesses/residences
Large Property Owners in the Station Area	Direct engagement
Businesses in the Station Area and in Kirkland	Chambers of commerce
Transit Riders, Bicyclists, Pedestrians	Transit-, pedestrian-, and bike-based organizations
Private Sector Employees	Major employers
Teachers and Public Employees	Unions
Development Community	Email – During Market Study
Public Agencies and Tribes	DSEIS Request for Comment





A word cloud visualization of the top 100 words from a survey about the proposed Everest station. The words are arranged in a dense, overlapping cloud, with 'traffic' and 'housing' being the largest and most prominent. Other significant words include 'growth', 'residential', 'density', 'parking', 'changes', 'height', 'area', 'net', 'electric', 'growth', 'residential', 'density', 'parking', 'changes', 'height', 'area', 'net', 'electric'.

***You need to make sure there are enough schools that children can go to and that there will be public bus routes to before and after school.***

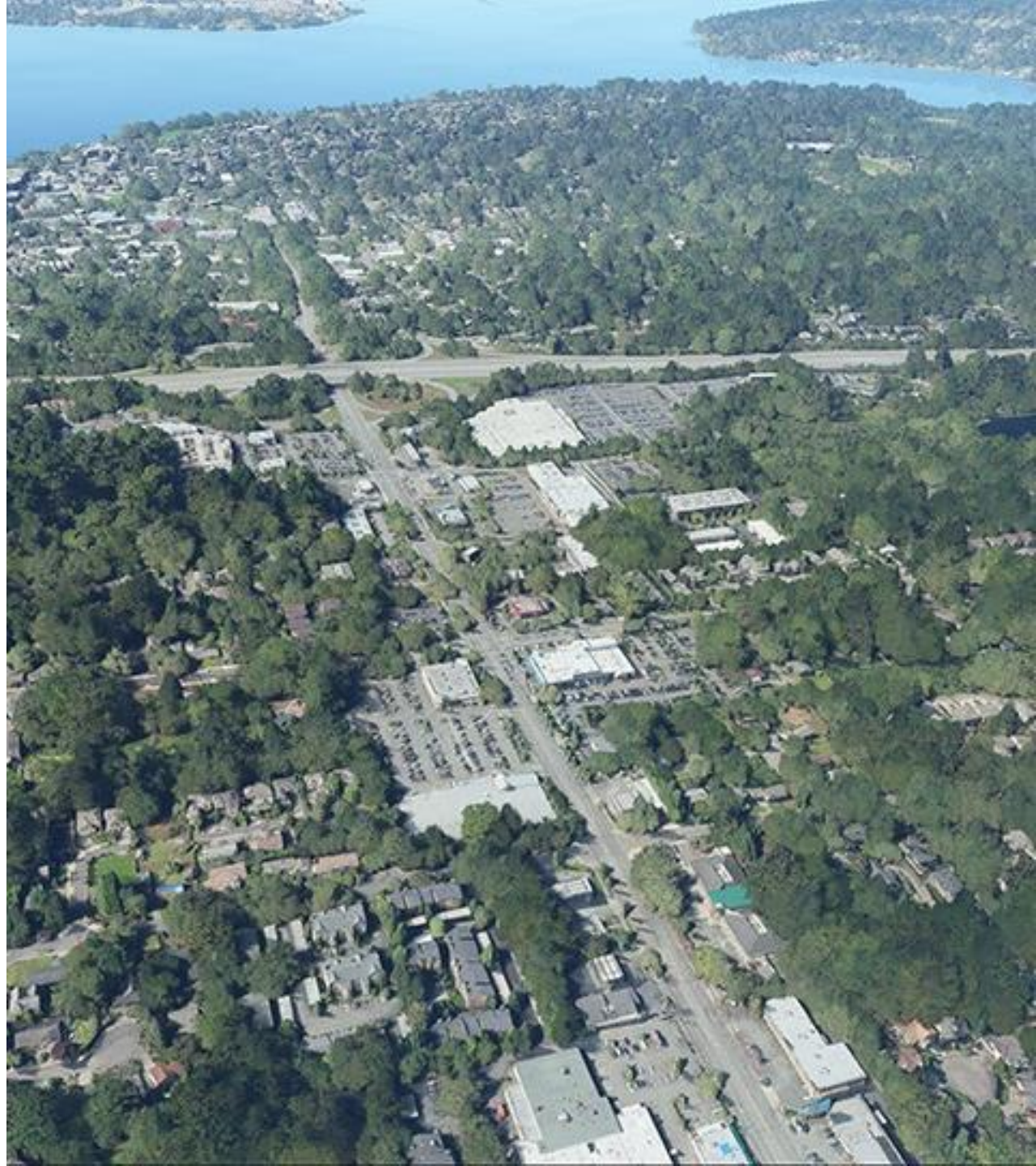
***Is this **burden to build this infrastructure** going to be placed on the current tax payers of Kirkland?***



## Response to Community Input

### **Council has responded to community input since 2019 by:**

- Holding Special Meeting of Council for Listening Session in May 2021
- Authorizing additional analyses prior to advancing phases in planning process
- Removing Draft SEIS Alternative 3 from consideration
- Directing Fiscal Impacts and Community Benefits Analysis
- Continuing to emphasize that the Plan address key community concerns such as Parks/Open Space, Transportation, and Schools





## Response to Community Input

### Project team has heard ongoing concerns:

- Traffic congestion and parking impacts around the potential Google development and Lake Washington High School
- Questions about impact the pick-up/drop-off area may have on congestion and overflow parking affecting the Highlands neighborhood.

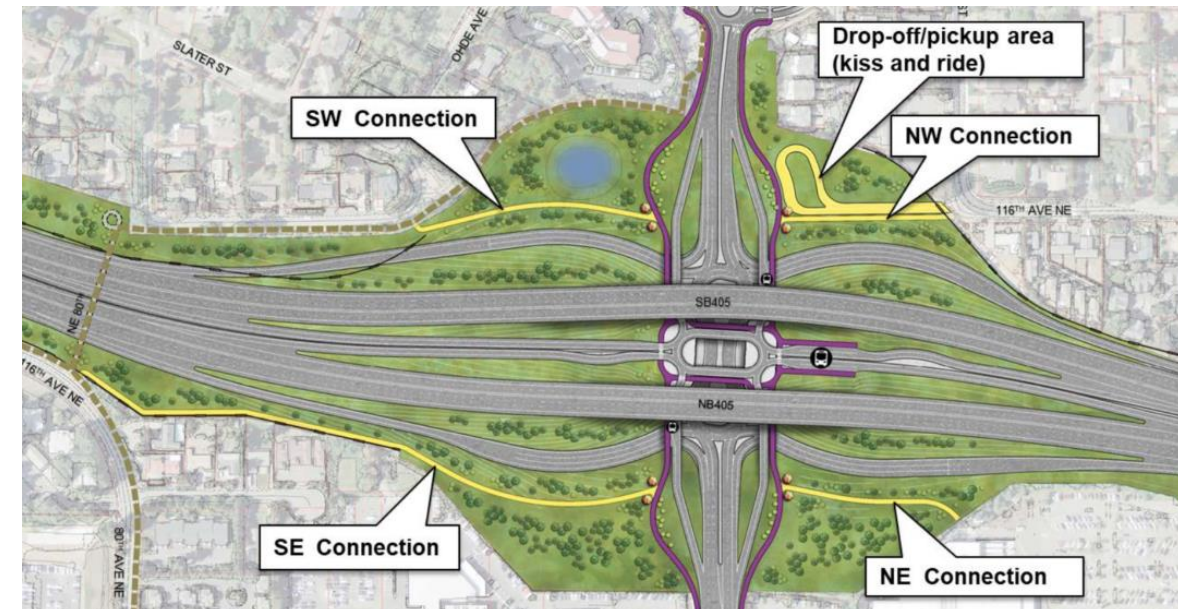
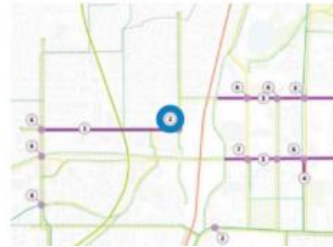
### Staff are responding by:

- Refining specific transportation projects and policies to address concerns:
  - Evaluating parking zones around the Google campus and near the Highlands drop-off area to prevent spillover parking.
  - Developing transportation improvements in Highlands.
- Coordinating with WSDOT and Sound Transit staff to provide more information to community members (May 9 presentation to KAN; May 18 presentation to Highlands N.A.



Compact Roundabouts at NE 87th and 116th Ave

Revise this intersection to be a compact roundabout that better accommodates people walking, biking, and access to the NE 85th Street Station pick-up and drop-off.



## How can I participate now and share my comments with decision-makers?

- Now – June 9: **Submit written testimony to Planning Commission prior to public hearing**
- May 23 – June 9: **Station Area Display @ City Hall**
- June 9, 2022: **Planning Commission Public Hearing and Deliberations – Recommendation to City Council**
- June 2022: **City Council Adoption – Phase 1**
- Summer/Fall 2022: **Planning Commission and City Council Study - Phase 2**
- *Ongoing: Naming the Station Area*



**Everyone is welcome,  
all viewpoints need to  
be shared and heard**

## Respect the views of others

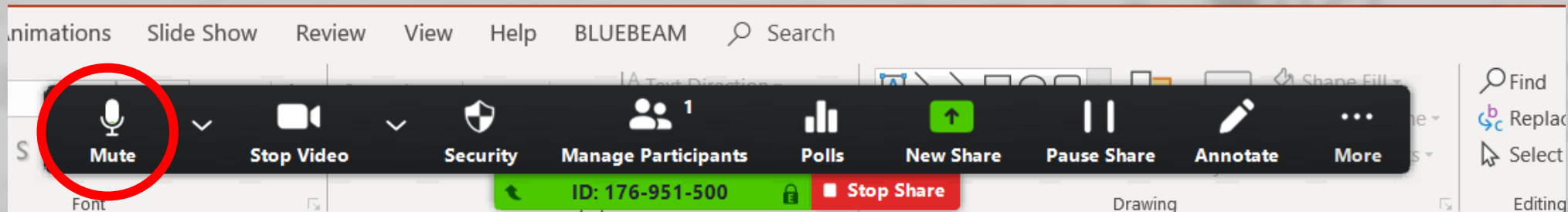
Be ready to expand on your viewpoint so that it can best be understood

Hate speech is not tolerated

# Webinar Format

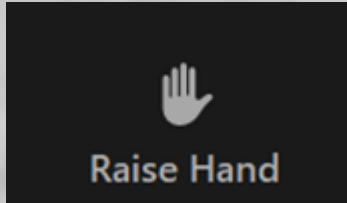
- This presentation is being **recorded** and will be posted to the **Station Area Plan webpage**.
- During the Q&A, we ask that members of the public **limit questions/comments to 2 minutes**. Project team will respond briefly to allow as many questions as possible.
- Questions may be sent using the **Q&A function by directly typing within the box**.

## Mute / Unmute yourself in Zoom





# How to Ask A Question



**Raise your  
(virtual) hand to  
join the queue  
for speaking**

**OR**

A screenshot of a web application window titled "Question and Answer". The window has a white background and a light blue header bar. The main content area displays "Welcome to Q&A" in bold, followed by the text "Questions you ask will show up here. Only host and panelists will be able to see all questions." Below this is a text input field with the placeholder "Type your question here...". At the bottom, there is a link that says "Who can see your questions?".

**Type a question  
in the Q&A Box**

- Project team will take questions in order of raised hands per segment.
- Speakers will be promoted to panelist to ask their question.
- Priority given to community members that have not asked a question yet.

# **Draft Station Area Plan and Comprehensive Plan Policies—**



## Station Area Plan Concepts

The Station Area is a thriving, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit. The plan supports adding up to 6,243 new households and 17,763 new jobs by 2044 in addition to the residents and businesses here today.

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.



Future NE 85th Street Looking West  
©Mithun



# Station Area Plan Contents

01 EXECUTIVE SUMMARY	02 PROJECT CONTEXT	03 EXISTING CONDITIONS
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04  
COMMUNITY  
BENEFITS

05  
SUSTAINABILITY  
FRAMEWORK

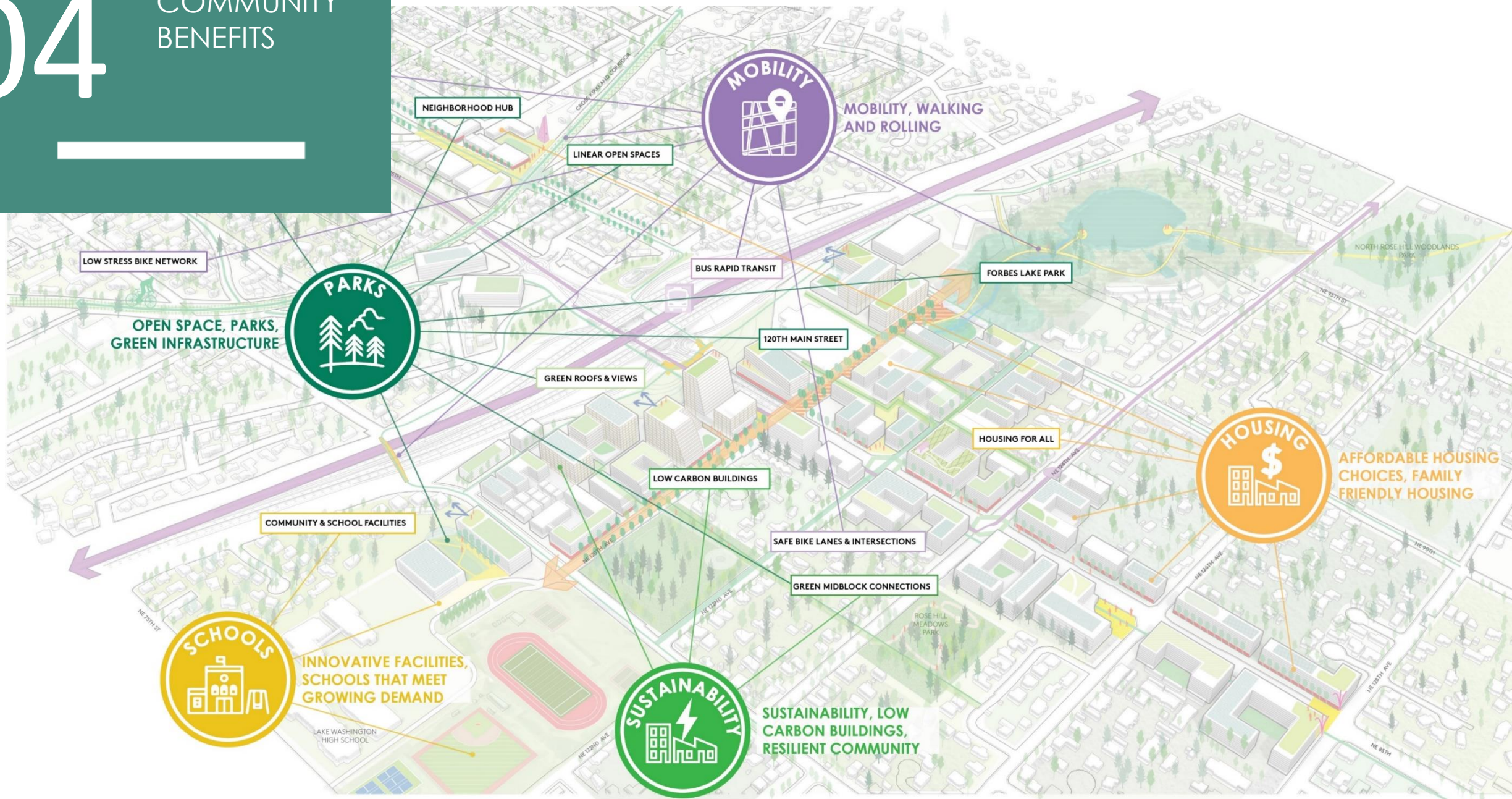
06  
VISION AND  
URBAN DESIGN  
FRAMEWORK

07 LAND USE AND ZONING	08 PARKS, OPEN SPACE AND ENVIRONMENT	09 TRANSPORTATION AND MOBILITY	10 UTILITIES AND PUBLIC SERVICES
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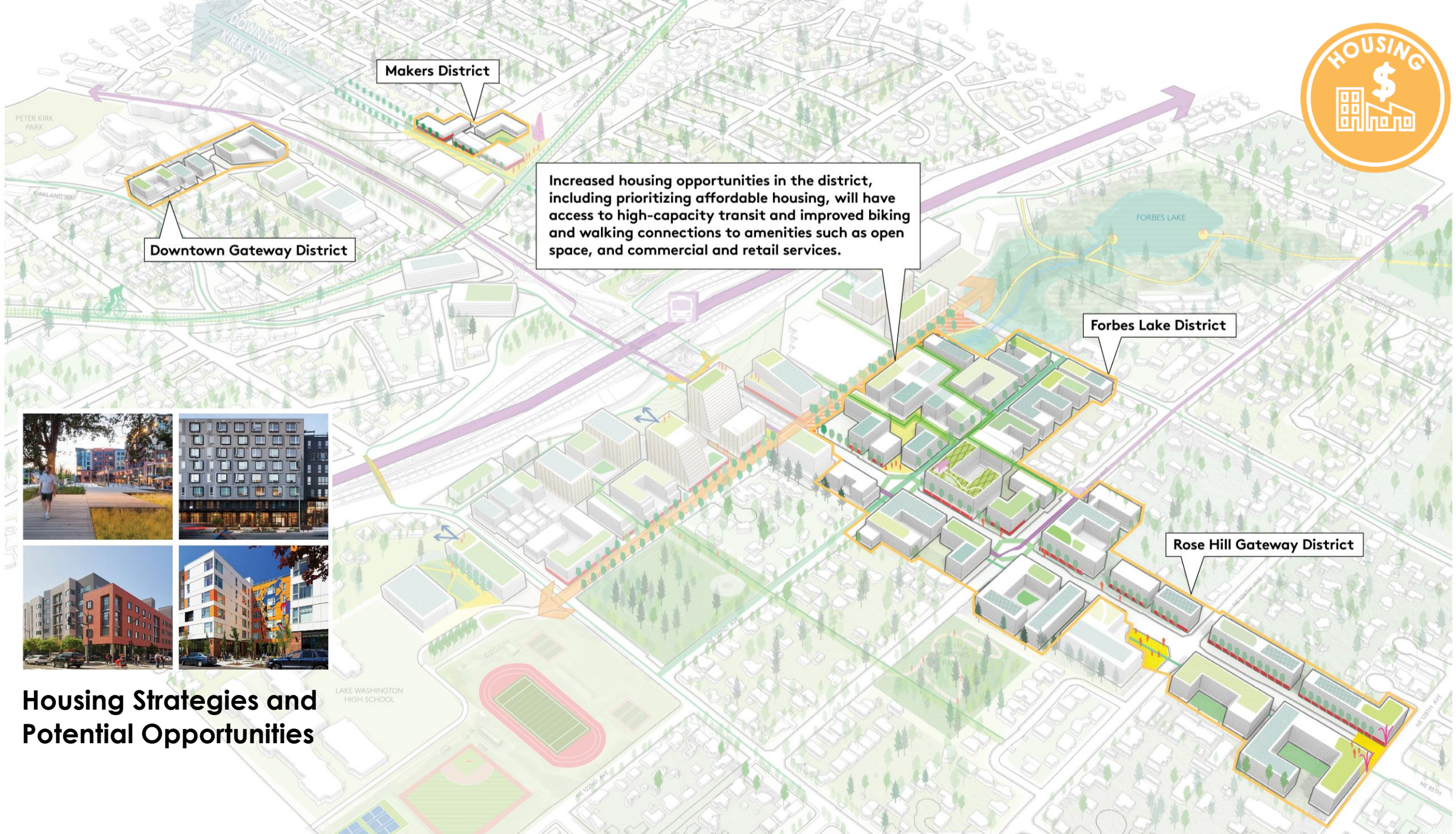


# 04

## COMMUNITY BENEFITS







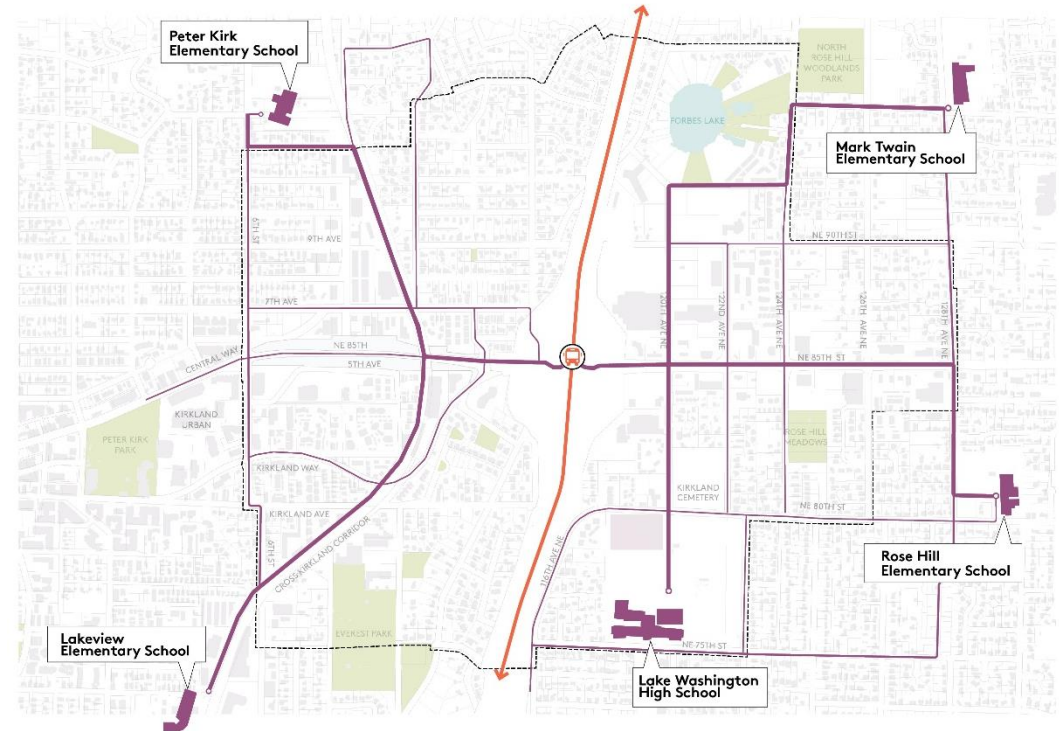
## Housing Strategies and Potential Opportunities





## School and Education Strategies and Potential Opportunities

### School Facilities and Potential Safe Routes









# 06

## VISION AND URBAN DESIGN FRAMEWORK

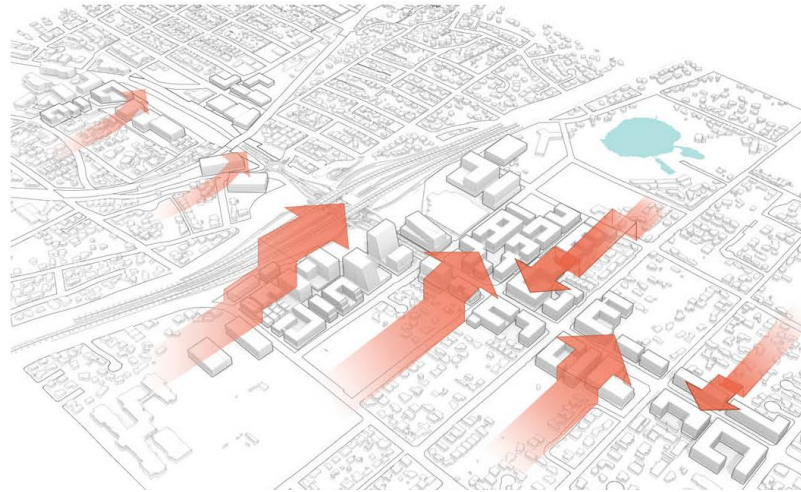




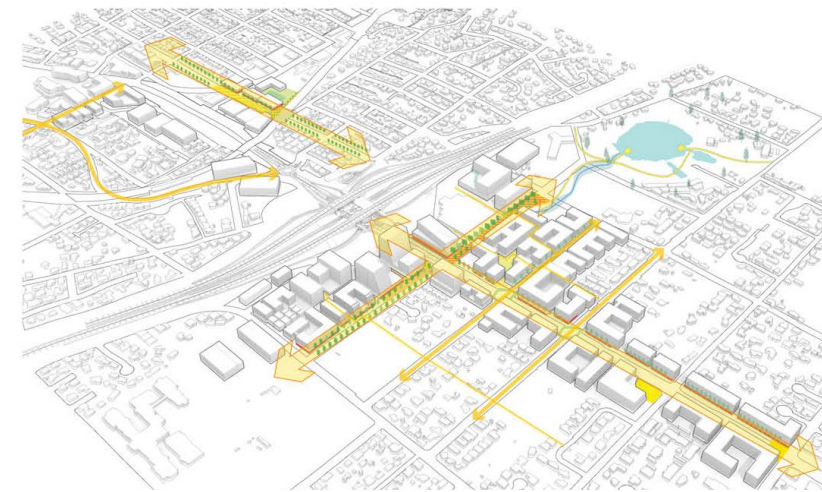
# Urban Design Framework



**Inclusive, Transit-Oriented Growth**



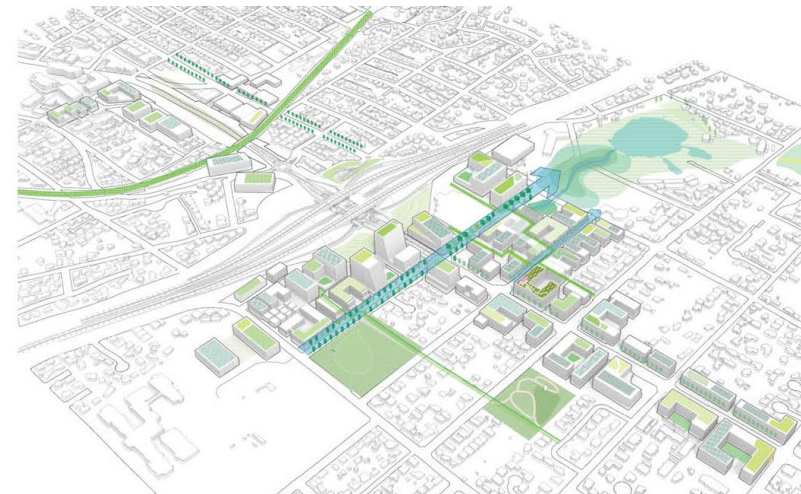
**Neighborhood transitions and building scale**



**Great public realm experiences**



**Network of active transportation options**

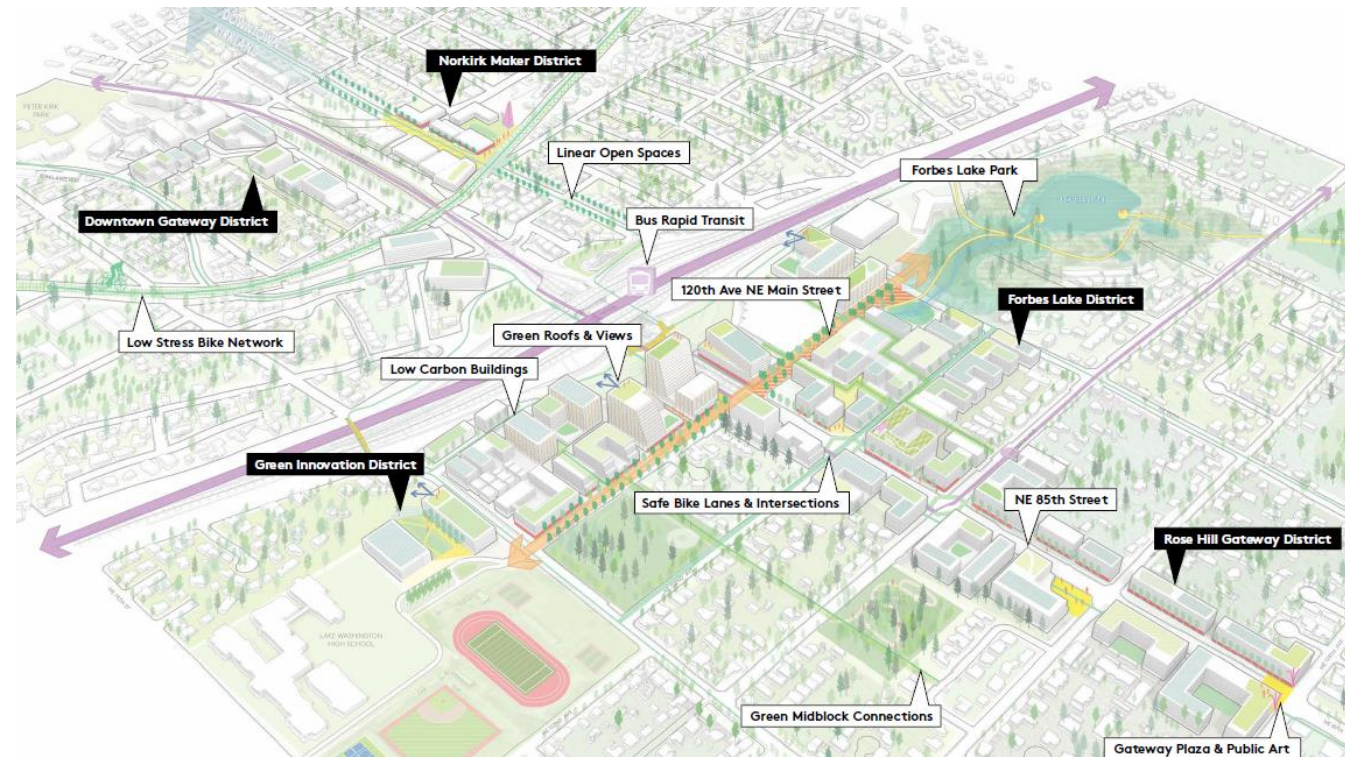


**District Approach to Sustainability**





**Future NE 85th Street  
Looking West**



**NE 85th Street Station  
Area Plan Overview**



# Walkable Districts to Live, Work, Learn, and Play

Maker District



WEST



Downtown Gateway District



Forbes Lake District



EAST



Green Innovation District

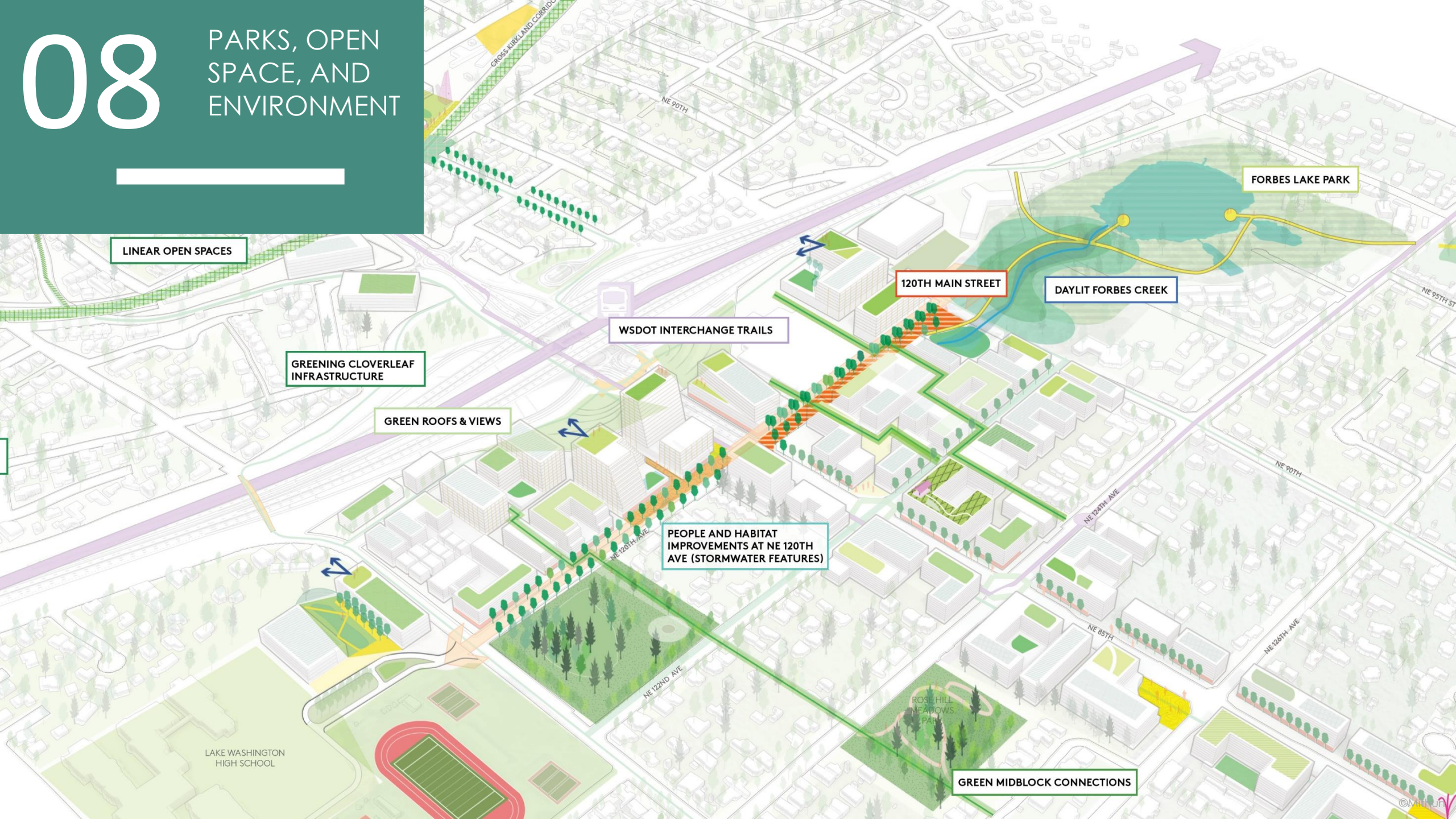


Rose Hill Gateway District





## PARKS, OPEN SPACE, AND ENVIRONMENT





# Parks, Open Space, and Connections

## Pocket Parks

Pocket parks are opportunities to incorporate open space in dense, tight urban fabric with a minimum of 10,000 square feet. The commercial mixed use district could see potential for pocket parks given its density.



## Active Recreation

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



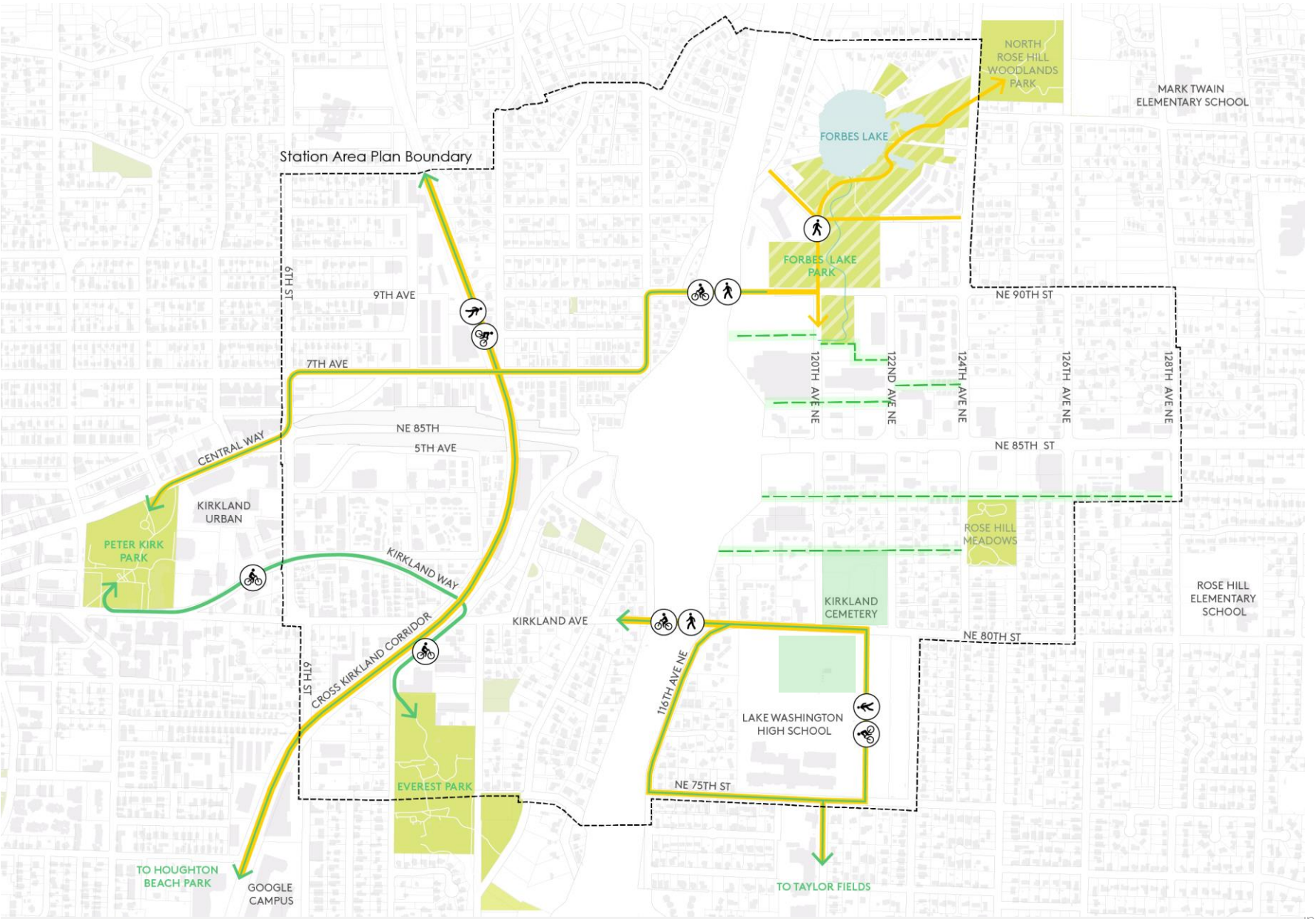
## Linear Open Space Along Trails

Linear Open Spaces along trails will be a minimum of 15,000 square feet and incorporate a variety of programs. Opportunities within the study area include developer improvements along the Cross Kirkland Corridor (CKC) and trail connections to transit stops along the 85th Street and BRT Station.



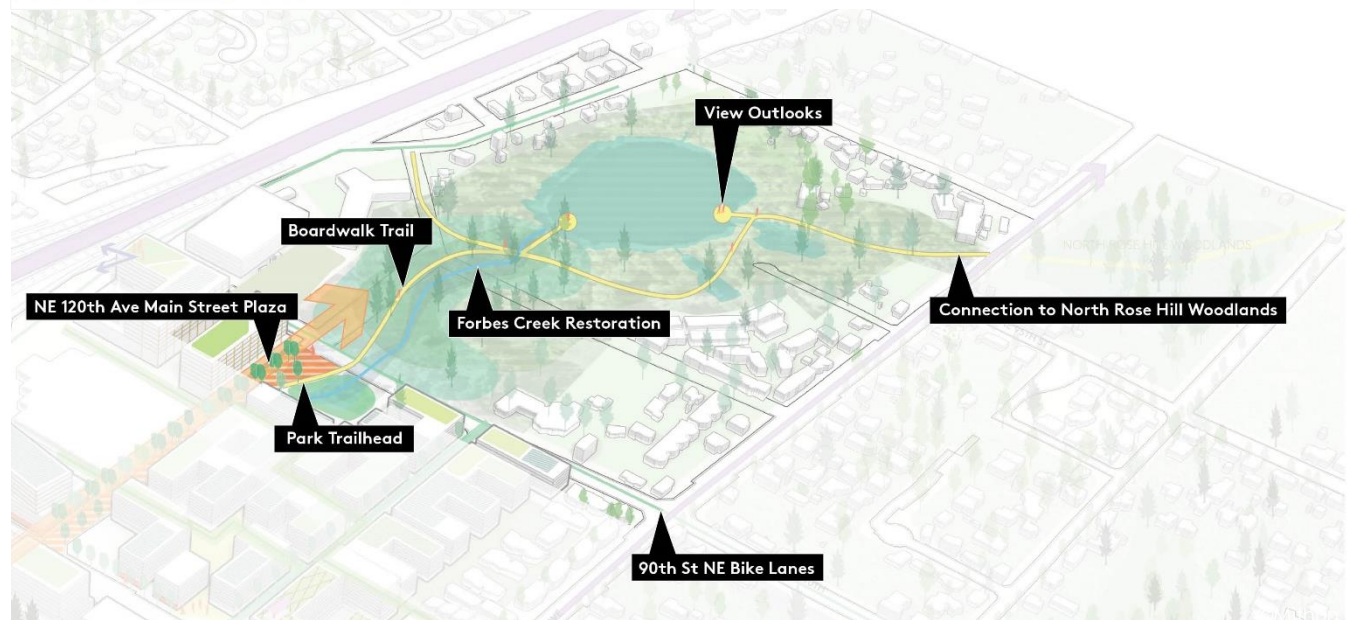
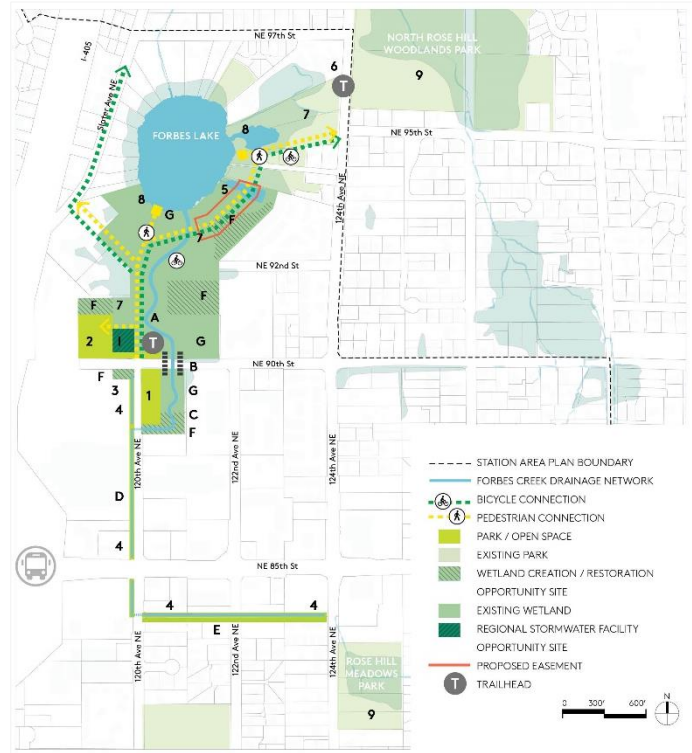
## Community Gardens

Community gardens are opportunities to provide planter beds for food cultivation and/or habitat for pollinator species and bees. They can be in surface parking lots as temporary programming, or in more permanent conditions such as on private rooftops, within pocket parks, public plazas and on publicly accessible rooftops.



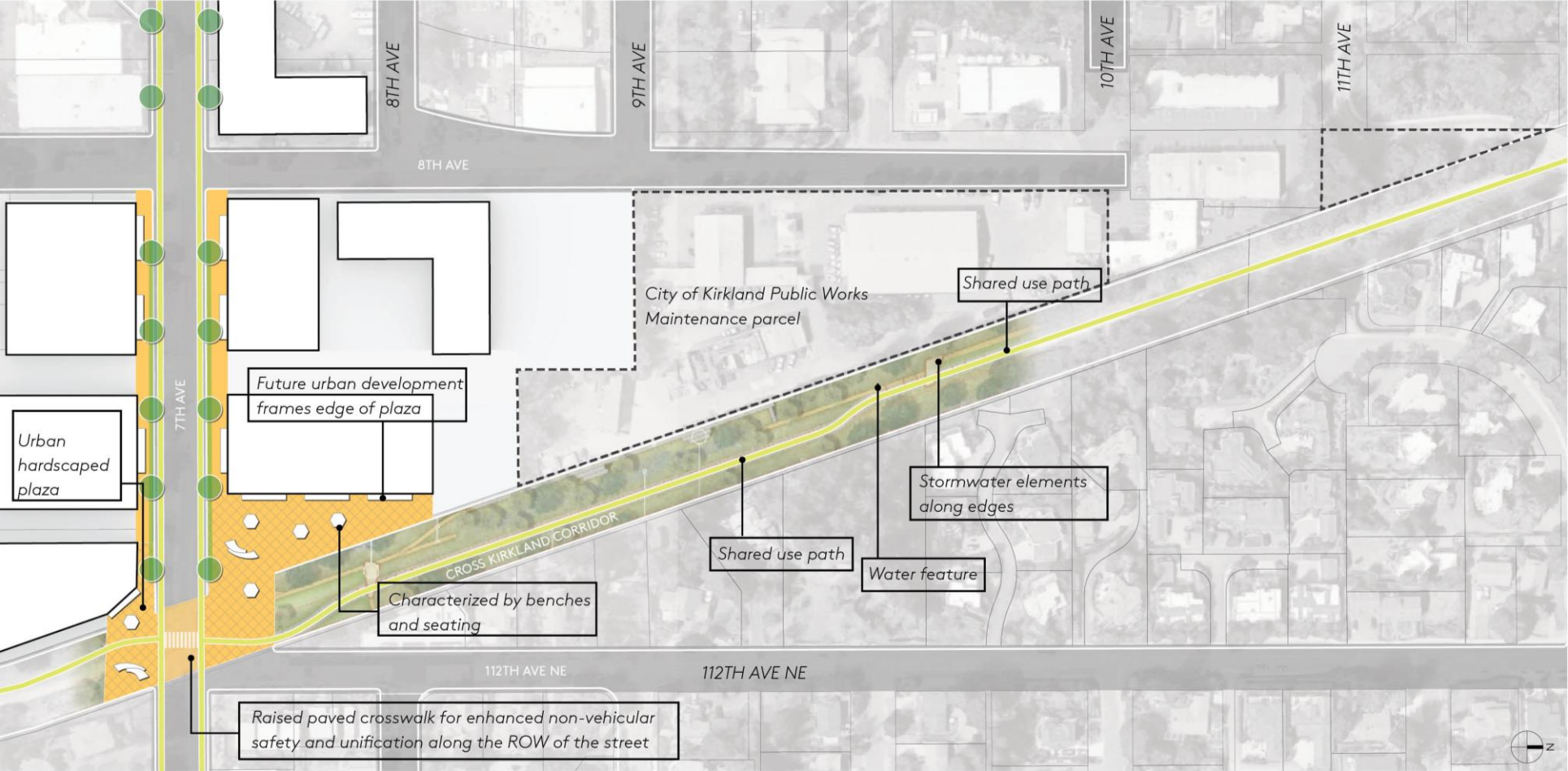


# Forbes Lake Park





# Future Norkirk Plaza at Cross Kirkland Corridor (CKC) and 7<sup>th</sup> Avenue



INSET



FERITON SPUR PARK



# 09

## TRANSPORTATION AND MOBILITY

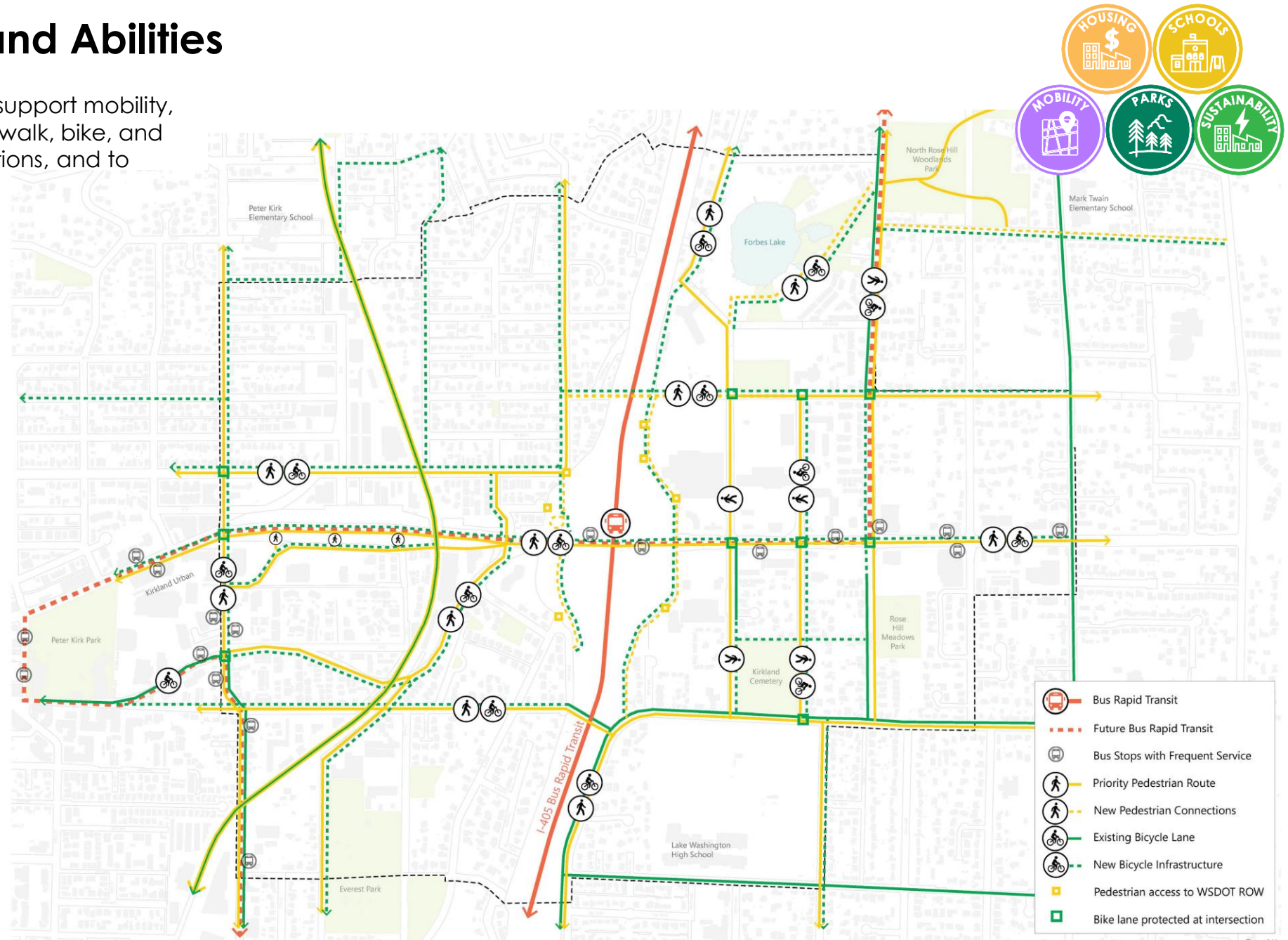




# Mobility for All Ages and Abilities

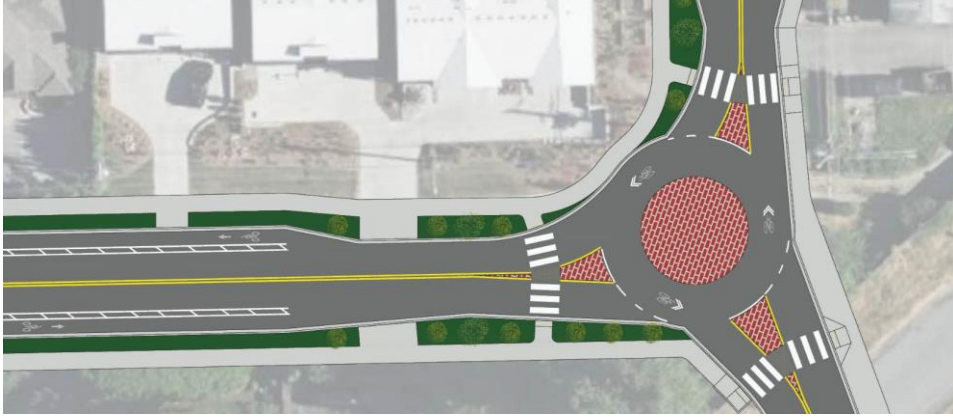
Main goals throughout this plan are to support mobility, to increase opportunities for people to walk, bike, and take transit to key services and destinations, and to manage vehicular congestion.

1. Create a safe, connected pedestrian network where walking is a comfortable and intuitive first choice for many trips.
2. Create a connected bike network that accommodates people of all ages and abilities.
3. Encourage and incentivize more people to walk and bike and encourage safe behavior for all users of the transportation system.





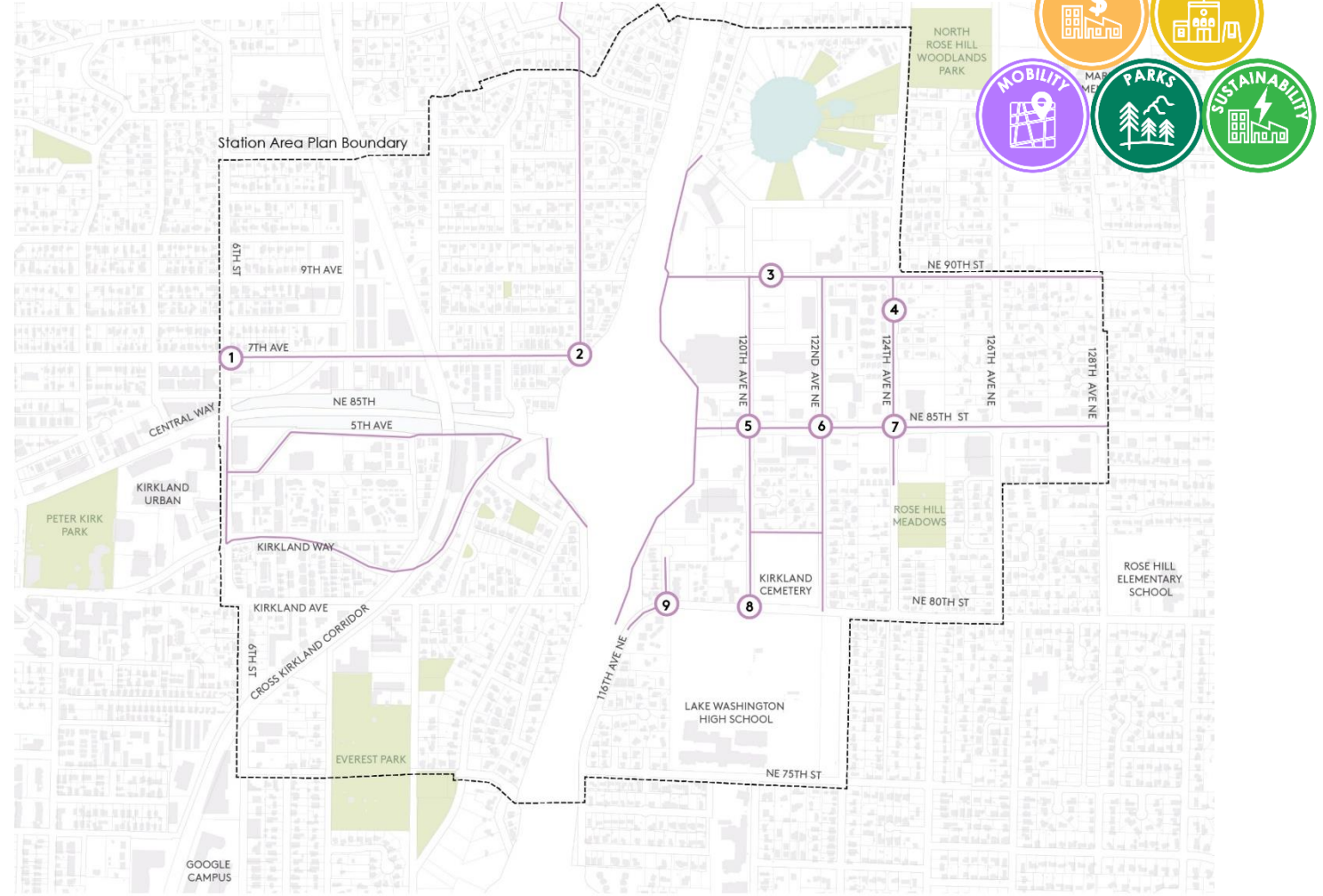
# Transportation Projects Summary



2 COMPACT ROUNDABOUTS AT NE 87<sup>TH</sup> AND 116<sup>TH</sup> AVE



5 NE 85<sup>TH</sup> STREET AND 120<sup>TH</sup> AVENUE NE IMPROVEMENTS



- 1 NE 87<sup>TH</sup> / 7<sup>TH</sup> AVE CORRIDOR
- 2 COMPACT ROUNDABOUTS AT NE 87<sup>TH</sup> AND 116<sup>TH</sup> AVE
- 3 NE 90<sup>TH</sup> STREET CORRIDOR
- 4 124<sup>TH</sup> AVENUE NE WIDENING AND PROTECTED BIKE LANES
- 5 NE 85<sup>TH</sup> STREET AND 120<sup>TH</sup> AVENUE NE IMPROVEMENTS
- 6 NE 85<sup>TH</sup> STREET IMPROVEMENTS: I-405 TO 128<sup>TH</sup> AVENUE NE
- 7 NE 85<sup>TH</sup> AND 124<sup>TH</sup> AVENUE NE IMPROVEMENTS
- 8 NE 80<sup>TH</sup> STREET AND 120<sup>TH</sup> AVENUE NE IMPROVEMENTS
- 9 NE 80<sup>TH</sup> STREET AND 116<sup>TH</sup> AVE NE IMPROVEMENTS



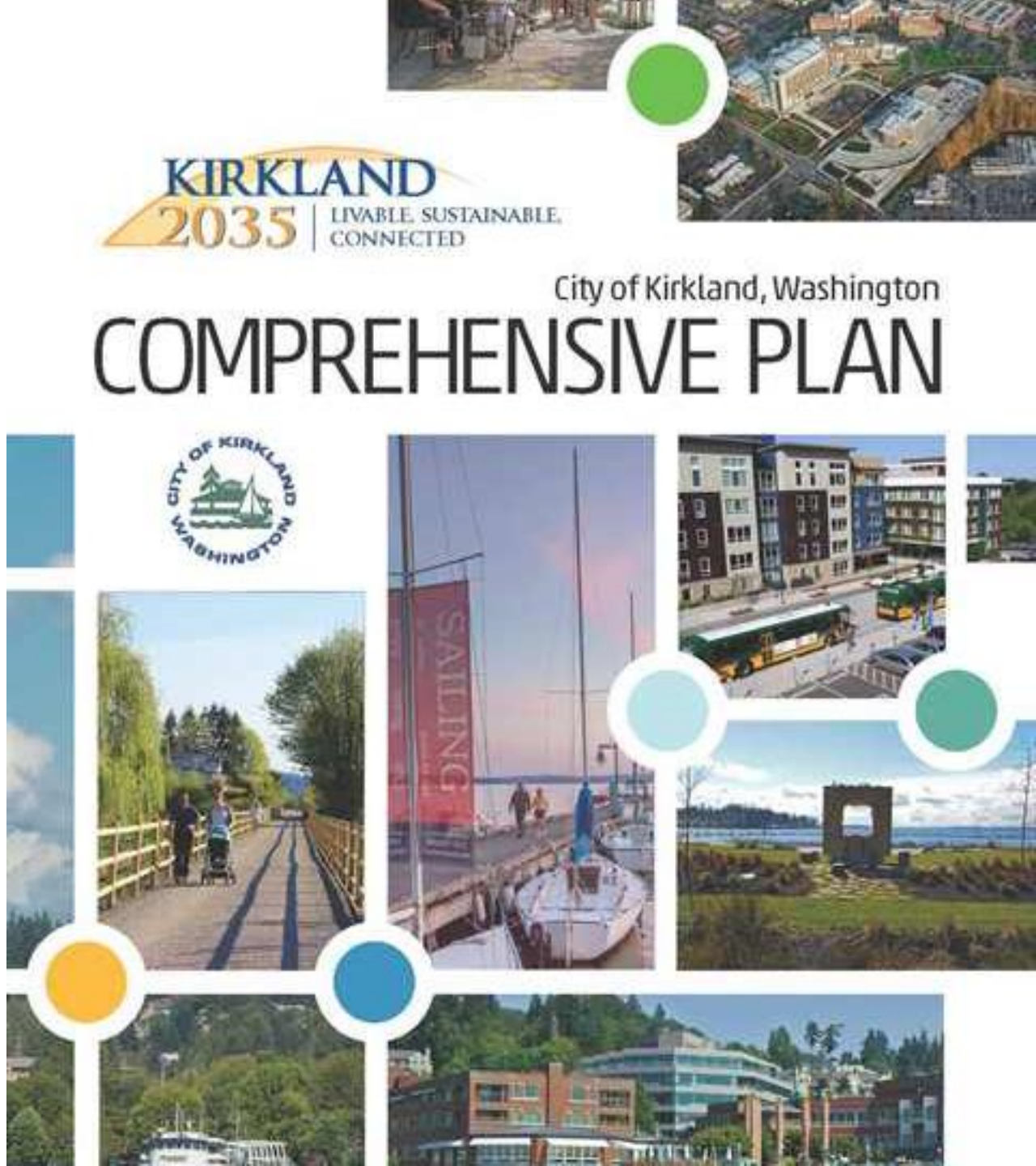
## UTILITIES AND PUBLIC SERVICES





# Comprehensive Plan Amendments

- New Station Area Chapter added to establish goals and policies for future growth
- Will address Station Area relationships to Neighborhood Plans
  - Overlays six existing neighborhoods – doesn't change neighborhood boundaries
  - Establish that Station Area Goals and Policies will govern when neighborhood plan policies specify different direction (e.g., growth capacity, height, access, etc.)
  - Station Area process will include only minor edits- future amendments could further address any inconsistencies
- Adopted by Ordinance in June 2022





# Draft Comprehensive Plan Goals

## Land Use and Development

- Establish residential and employment growth targets that accommodate a significant share of the City’s growth.
- Promote the Station Area as a district where all community members are welcome and celebrated.

## Housing

- Plan for and achieve housing production (including affordable housing) to meet growth targets and maximize opportunities for affordable housing provision in the Station Area.
- Increase Affordable housing by developing strategies and incentives to increase the amount of affordable housing.

## Parks and Open Space

- Provide ample opportunity in the Station Area for community members to connect with active and passive recreation opportunities, open space, and managed natural areas.

## Sustainability and Natural Resources

- Prioritize opportunities to create multiple benefits across ecosystem functions.

## Urban Design

- Advance pedestrian friendly, transit- oriented development, and transit-supportive planning that orients land uses around transit.

## Economic Development

- Provide opportunity for a vibrant district, with interesting places to live, work, recreate, and visit that becomes a destination- a place people want to be.

## Transportation

- Provide a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network.
- Achieve the following mode-split goal by the Station Area horizon planning year of 2044:

**24%**  
**Walk/bike**

**29%**  
**Transit/HOV**

**47%**  
**SOV**

## Active Transportation

- Develop a bold vision of a multimodal transportation network in the Station Area that prioritizes pedestrians and cyclists and amenities.



# Draft Comprehensive Plan Policies

For more information on the policies please visit

<https://www.kirklandwa.gov/stationareaplan>

## NE 85th Street Station Area Plan

### Station Area Plan Open

**House: May 18, 2022, 5:30**

**PM – 7:30 PM (Virtual)**



The Open House will be an opportunity for community members to learn more about the draft policies and development

standards for future growth in the Station Area. At the Open House, the project team will introduce the Station Area Plan draft documents being considered for adoption later this spring.

The Open House will prepare you to review the draft documents and participate in the legislative process by providing comments at the Planning Commission public hearing scheduled for June 9, 2022.

#### May 18 Zoom Meeting Information



#### Station Area Plan Draft Documents



The draft documents below were discussed by City Council and Planning Commission at their May 12 joint study session, and are intended to guide public comment during the legislative process. Final drafts of these documents will be included in the meeting materials for the scheduled June 9, 2022 Planning Commission public hearing on the Station Area Plan.

- [Draft Station Area Plan](#) (PDF, 23MB)
- [Draft Comprehensive Plan Goals and Policies](#) (PDF, 601KB)
- [Draft Form-based Code: Commercial Mixed-use District \(Phase 1\)](#) (PDF, 12MB)



**Q&A—**

# **Draft Form-Based Code**

**[Commercial Mixed-Use District]**

# **& Design Guidelines—**

**[All districts]**



# Form-based Code Concepts

## Regulating District

Building Height  
Building Massing  
Facade Modulation  
Side & Rear Setbacks

## Frontage Type

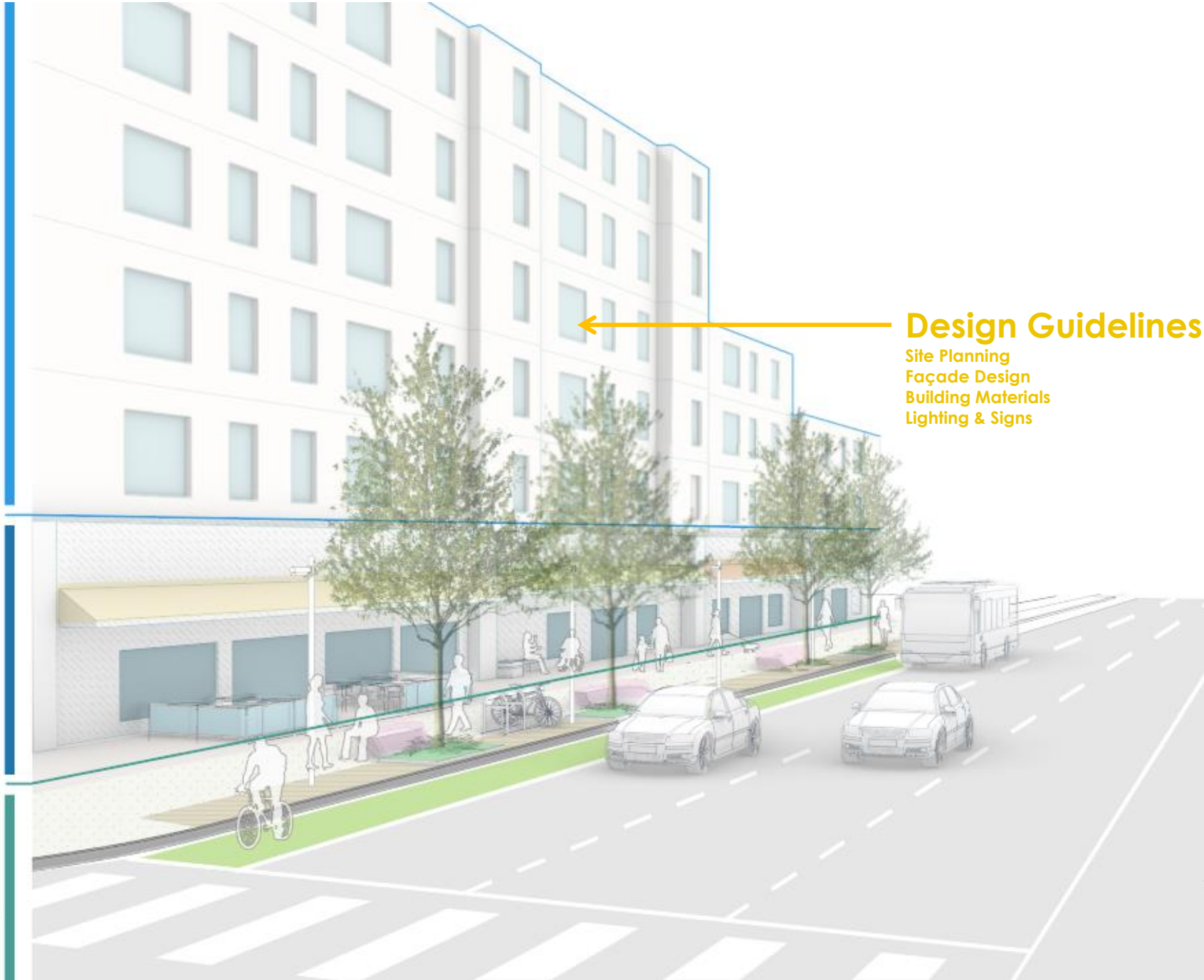
Front Setbacks  
Ground Floor Design  
Cafe & Amenity Zones

## Street Type

Sidewalks  
Trees & Street Furnishings  
Bike Facilities  
Road Widths

## Design Guidelines

Site Planning  
Façade Design  
Building Materials  
Lighting & Signs







Regulating District  
Frontage Type  
Districtwide Standards  
Design Guidelines  
Green Factor

Materials & Articulation

Corner Design

Neighborhood Transition

Upper Story Setbacks

Lighting & Signage

Front Setbacks / Porch Design

Green Infrastructure

Max Façade Width

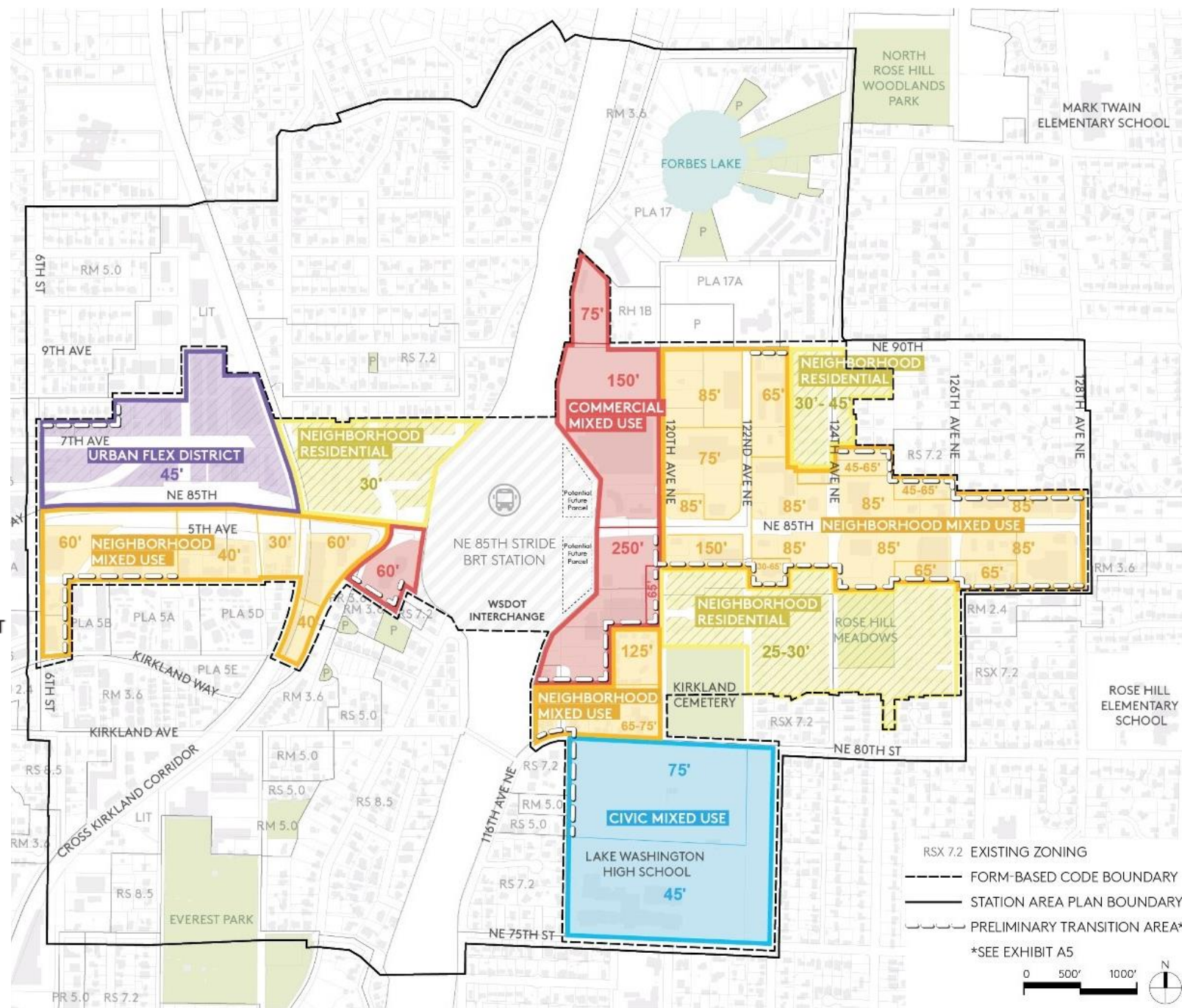
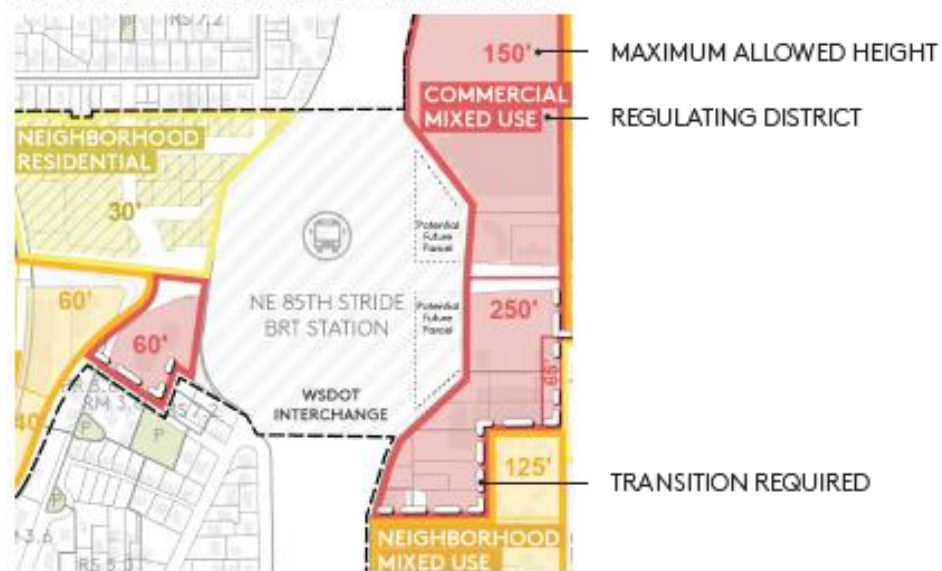
Min Street Level Façade Width

Ground Floor Height

Tree Canopy



## Regulating Plan



REGULATING DISTRICT STANDARDS

GENERAL PROVISIONS

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

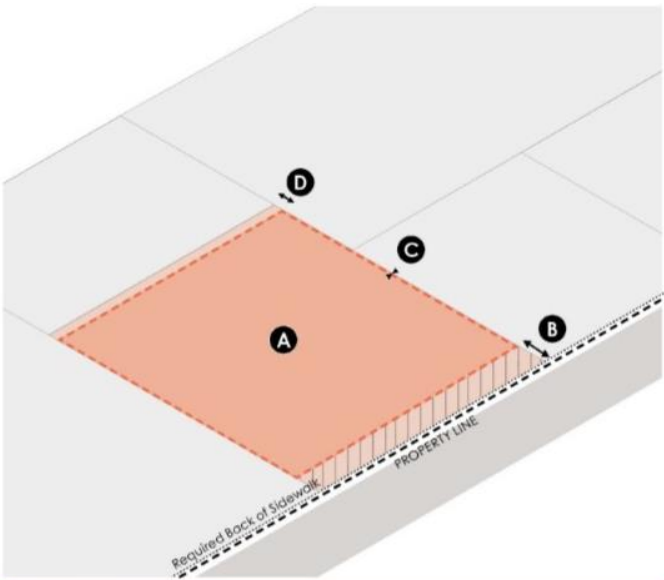
REGULATING DISTRICT COMPONENTS

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

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

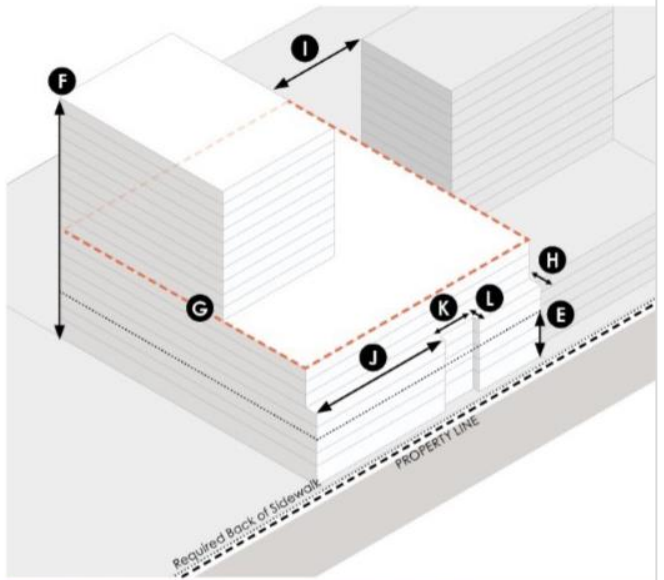
- Average Building Elevation as defined in KZC Ch 5.10 unless an alternate height calculation is identified in this chapter.
- 7. **Upper Story Street Setbacks** are height-based triggers specified along streets for the building façade to be set back from the back of the required minimum sidewalk by a certain horizontal distance. This dimension may be averaged along the full street frontage, so long as no portion of the floor to be set back is less than 50% of the required setback distance. These setbacks apply to street-facing exterior walls only.
  - 8. **Tower Separation** refers to the horizontal distance between the closest exterior walls of adjacent towers, excluding skybridges, decks, and balconies. “Tower” refers to any portions of buildings greater than 75’ in height.
  - 9. **Primary Use** refers to the predominant and main land use activity on a site, and is the highest and most readily identifiable use that characterizes a property.

REGULATING DISTRICTS : COMMERCIAL MIXED USE



LOT COVERAGE AND SETBACKS

Permitted Uses	
General Permitted Uses	Commercial, Institutional
Lot Coverage	
<b>A</b> Max Lot Coverage *	90%
Required Yards	
<b>B</b> Front	Refer to Frontage Types
<b>C</b> Side	0' Min
<b>D</b> Rear	5' Min
* Lot coverage as shown does not represent intended building placement or setbacks.	



MASSING AND DEVELOPMENT DENSITY

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



TRANSITIONS

GENERAL PROVISIONS

1. **Intent:** Transitions are intended to ensure that new development is consistent with the vision of the NE 85th Street Station Area Plan to provide appropriate transitions of development intensity, height, and bulk across zones.

2. **Applicability:** Transitions are required where the difference between the maximum height proposed for a subject property is more than 30' higher than the maximum allowed height of an abutting parcel. These transitions may be applied to side or rear lot lines. Front parcel transitions are addressed through upper story setbacks requirements for each regulating district. No portion of the structure shall extend into this Sky Plane Exposure.

3. **Transition Requirements:** Where transitions are applicable, they shall consist of a required Landscape Buffer and a Sky Plane Exposure.

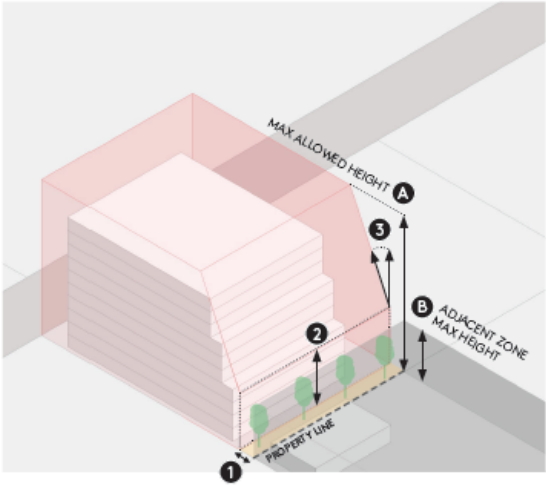
4. **Landscape Buffer:** A minimum 15-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall planted consistent with Buffering Standard 1 of KZC Chapter 95.

5. **Sky Plane Exposure:** Transitions are established using a sky plane exposure plane that sets the maximum envelope for massing within the subject property. The sky exposure plane is measured at an angle from a vertical line. To calculate the sky exposure plane, use the following steps:

- i. Establish a transition starting elevation by determining the existing grade at the subject property's midpoint elevation along the abutting common lot line.
- ii. Create a vertical plane 15' set back from and parallel to the common lot line.
- iii. Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.

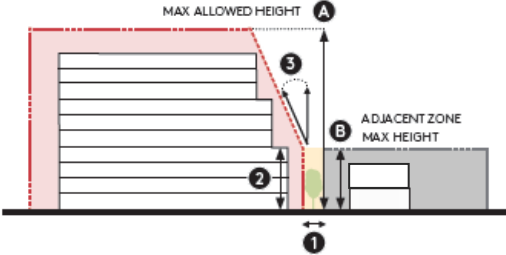
iv. From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.

FIGURE 15: DISTRICTWIDE STANDARDS

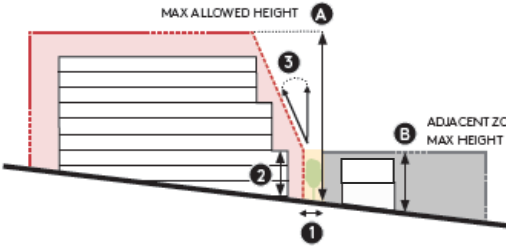


TRANSITIONS	
Applicability	<p>A Transitions are required if the allowed maximum height for the subject parcel is greater than 30' above the maximum allowed height for any adjacent parcel.</p> <p>B</p>
Requirement	<p>1 Create a vertical plane 15' away from and parallel to the common lot line.</p>
	<p>2 Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.</p>
	<p>3 From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.</p>

EXAMPLE ONE



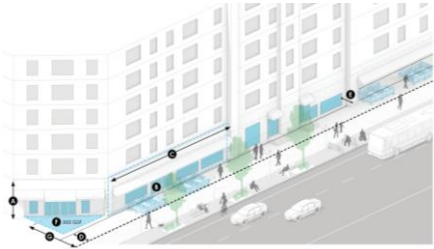
EXAMPLE TWO





# Frontage Types Overview

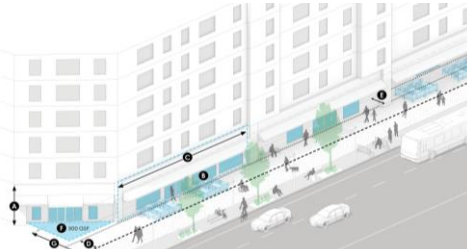
## Urban Street Edge



### Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use
- Neighborhood Residential Street
- Green Midblock Connection

## Retail & Active Uses



### Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use

## Residential Stoop/Porch



### Applicable Street Types

- Neighborhood Mixed Use
- Neighborhood Residential Street
- Green Midblock Connection

## Plaza/Public Space



### Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use
- Neighborhood Residential Street
- Green Midblock Connection

## Private Yard



### Applicable Street Types

- Neighborhood Residential Street
- Green Midblock Connection



URBAN STREET EDGE

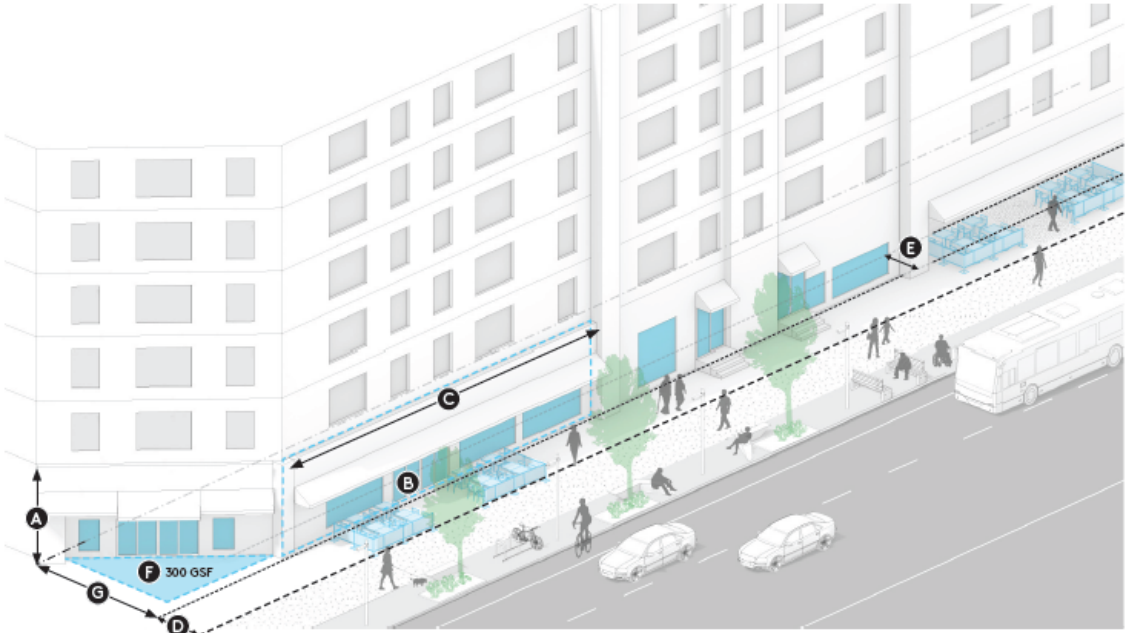
INTENT AND CHARACTER

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

FIGURE 4: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE



FIGURE 5: URBAN STREET EDGE FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRANCES

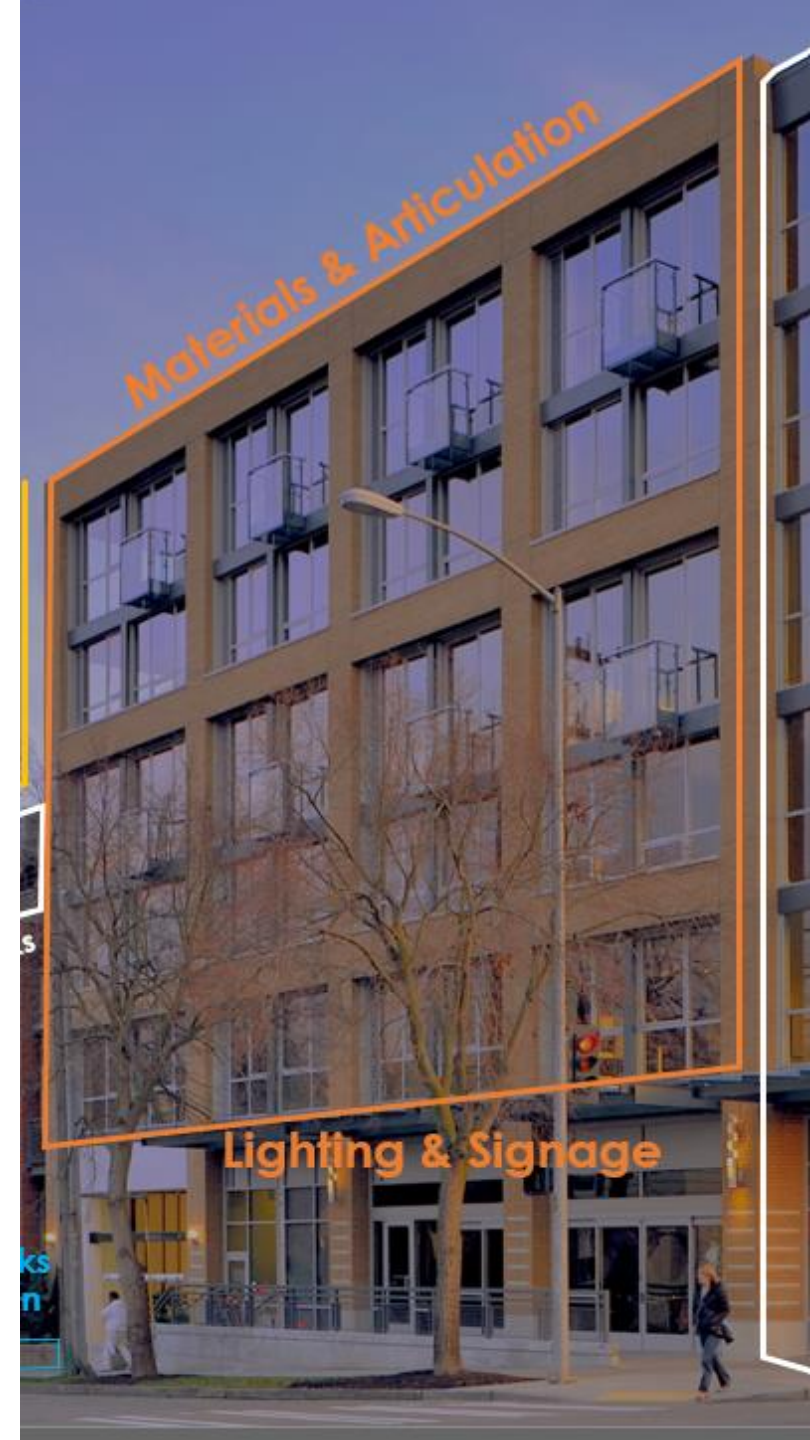
Ground Floor Design		
A	Minimum Height	15'
B	Facade Transparency	50%
C	Max Street Level Facade Width	65'
Entrances		
	Location	Required on primary street-facing frontage
	Entry Transparency	80%

PUBLIC REALM

Public Realm		
D	Front Setbacks (Min, Max)	0';15'
E	Sidewalk Cafes/ Amenity Zone	min depth 7', up to 10' additional setback allowed
F	Corner Design	300 GSF required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use
G	Ground Floor Parking Setback	Average 30', Minimum 20'

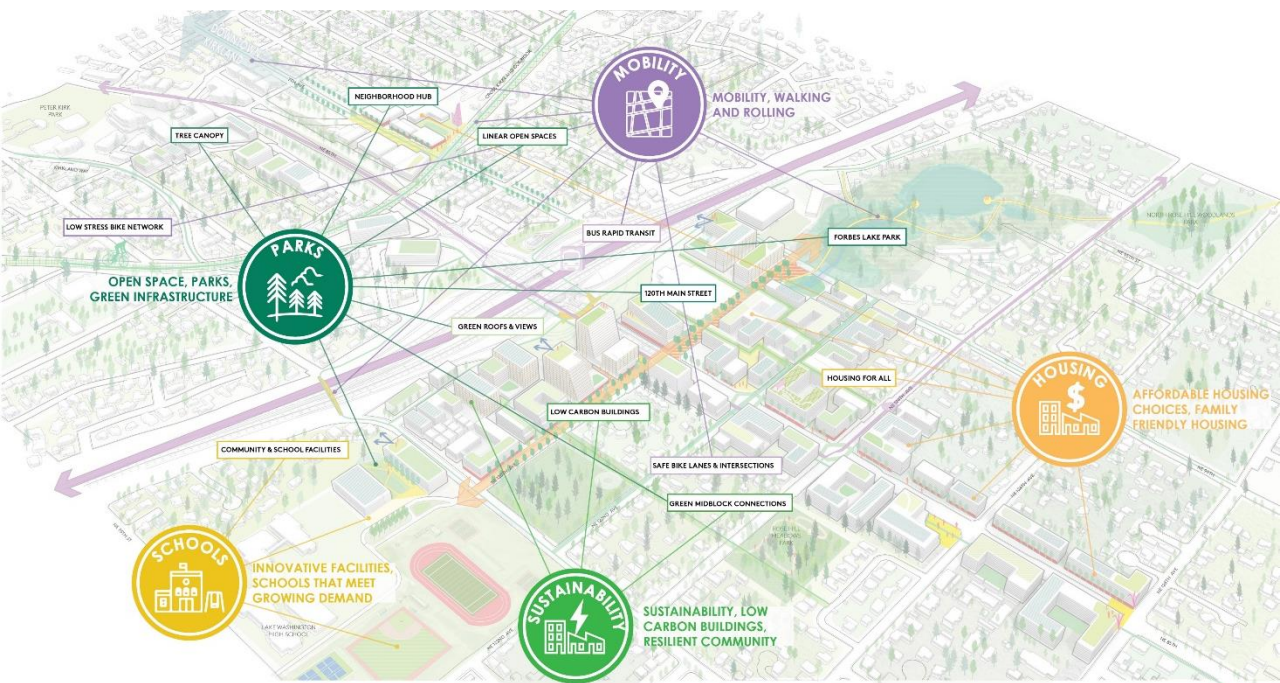
# Draft Design Guidelines

- Review by the Design Review Board will be required for new buildings greater than one (1) story in height or greater than 10,000 square feet of gross floor area.
- **Site Planning** guidelines include:
  - Streetscape
  - Public Spaces (plazas, courtyards, terraces, gardens)
  - Pedestrian Connections & Wayfinding
  - Lighting
  - Screening of Trash & Service Areas
  - Signs
  - Landscaping
- **Building Design** guidelines include:
  - Orientation to Street
  - Massing/Articulation
  - Parking Garages
  - Blank Wall Treatments
  - High-Quality Design
- Draft also includes specific **guidelines by character sub-district**





# Green Innovation & Incentive Zoning



## GREEN INNOVATION

### DEFINITIONS

Reserved.

### RELATIONSHIP TO OTHER REGULATIONS

Reserved.

### GENERAL PROVISIONS

1. **Intent:** Green Innovation is intended to ensure that new development is consistent with the vision of the NE 85th Street Station Area Plan Sustainability Framework as well as aligned with the Sustainability Master Plan.

2. **Requirements:** All new developments and major renovations over xx,xxx sf shall acknowledge their review of the NE 85th Street Station Area Plan Sustainability Framework, and identify how the development is aligned with those goals and opportunities. In addition, developments shall be designed, built, and certified to achieve or exceed requirements in three categories: High Performance Buildings; Energy and Decarbonization; and Ecosystems and Green Infrastructure.

#### i. High Performance Buildings:

All new developments and major renovations over xx,xxx sf shall be designed, built, and certified to achieve or exceed the High Performance Building Standards described in KZC 115.62, including:

- 1) Electric Vehicle Infrastructure
- 2) All electric buildings
- 3) Embodied Carbon Assessments and Limits
- 4) Material Diversion
- 5) Water Efficiency

#### 6) Third-party sustainability certifications

(a) To comply with Third-party sustainability certifications, all new multi-family residential projects over xx,xxx sf or x units shall be designed, built, and certified to achieve either:

- LEED Multi-Family Platinum or
- Built Green 4-star, or
- Passive House v2021

and Salmon Safe Urban Standard.

(b) To comply with Third-party sustainability certifications, all new commercial projects over xx,xxx sf shall be designed, built, and certified to achieve:

- Either:
  - LEED for New Construction Platinum, or
  - LEED Core and Shell Gold, or
  - Passive House v2021
- and Salmon Safe Urban Standard.

#### ii. Energy and Decarbonization

(a) All new developments larger than 5,000 sf shall include a renewable energy generation system with production at a rate of 0.60 W/sf of all conditioned area. Renewable energy shall be produced on-site, or off-site including the following compliance options in 2021 Washington State Energy Code section C411.2.1.

(b) All new developments and major renovations less than twenty stories shall include solar readiness, per 2021 Washington State Energy Code standards, Section C411.3.

#### iii. Ecosystems and Green Infrastructure

(a) All new developments and major renovations shall be designed, built, and certified to achieve or exceed the Green Factor.

FIGURE 17: GREEN FACTOR



GREEN FACTOR

The Green Factor score shall be calculated as follows:

1. Identify all proposed elements in Table A.
2. Multiply the square feet, or equivalent unit of measurement where applicable, of each landscape element by the multiplier provided for that element in Table A according to the following provisions:
  - a. If multiple elements listed in Table A occupy the same physical area, they may all be counted.
  - b. Landscaping elements and other frontage improvements in the right-of-way between the lot line and the roadway may only be counted if the enhancements in the right-of-way contribute to district sustainability goals including habitat connectivity, tree canopy, or stormwater goals and a commitment is made to ongoing maintenance and management of the landscape areas. Subject to approval by the City of Kirkland.
  - c. Unless otherwise noted, elements shall be measured in square feet.
  - d. For trees, large and medium shrubs and perennials, use the equivalent square footage of each tree or shrub provided in Table A.
  - e. For green wall systems, use the square footage of the portion of the wall that will be covered by vegetation at three years. Green wall systems shall include year-round irrigation and a submitted maintenance plan shall be

included as an element in the calculation for a project's Green Factor Score.

- f. All vegetated structures, including fences counted as vegetated walls shall be constructed of durable materials, provide adequate planting area for plant health, and provide appropriate surfaces or structures that enable plant coverage. Vegetated walls shall include year-round irrigation and a submitted maintenance plan shall be included as an element in the calculation for a project's Green Factor Score.
- g. For all elements other than trees, large shrubs, large perennials, green walls, structural soil systems and soil cell system volume; square footage is determined by the area of the portion of the horizontal plane that lies over or under the element.
- h. All permeable paving and structural soil credits may not count for more than one-third of a project's Green Factor Score.
- i. An Innovation credit may be awarded at the discretion of the Planning Official. This credit can be awarded if a development seeks to exceed the minimum requirements in supporting larger district sustainability goals. The multiplier may range from 0.2-.5 depending on the development proposal.

3. Add together all the products calculated in Table A to determine the Green Factor numerator.
4. Divide the Green Factor numerator by the parcel area to determine the Green Factor score. A development shall achieve a minimum score of 0.4.
5. The City of Kirkland reviewer has the final authority in determining the accuracy of the calculation of the Green Factor score.



TABLE A: GREEN FACTOR

1. Landscape Elements		
A.	Bioretention facilities and/or soil cells	1.5
B.	*Structural soil systems	0.2
C.	Landscaped areas with soil depth less than 24"	0.1
D.	Landscaped areas with soil depth of 24" or more	0.6
E.	Preservation of existing trees - calculated at 20 sq ft per inch dbh (Trees must have a minimum diameter of 6" at dbh.)	1.0
F.	Preservation of Landmark Trees bonus - calculated at 20 sq ft per inch dbh (Trees must meet City of Kirkland's definition of Landmark Trees)	0.1
G.	Preservation of existing evergreen trees bonus - calculated at 20 sq ft per inch dbh (Preserved evergreen trees must have a minimum diameter of 6" at dbh)	0.1
H.	Ground covers or other low plants (less than or equal to 2' tall at maturity)	0.1
I.	Medium Shrubs or perennials - calculated at 9 sq ft per plant (2'-4' tall at maturity)	0.3
J.	Large Shrubs or perennials - calculated at 36 sq ft per plant (greater than 4' tall at maturity)	0.4
K.	Small Trees or equivalent with calculated soil volume that meets or exceeds 500ft <sup>3</sup> per tree - calculated at 90 sq ft per tree (canopy spread 10' to 15' at maturity)	0.3
L.	Medium Trees or equivalent with calculated soil volume that meets or exceeds 1000 ft <sup>3</sup> per tree - calculated at 230 sq ft per tree (canopy spread 16' to 24' at maturity)	0.5
M.	Large Trees with calculated soil volume that meets or exceeds 1500 ft <sup>3</sup> per tree - calculated at 350 sq ft per tree (canopy spread 25' and greater at maturity)	0.7
2. Green Roofs		
A.	Area planted with at least 2" of growth medium but less than 4" of soil	0.4
B.	Area planted with at least 4" but less than 8" of soil	0.7
C.	Area planted with at least 8" of but less than 30" of soil	1.0
D.	Area planted with tree(s) and at least 30" of soil	1.5
3. Green Walls		
A.	Façade or wall surface obstructed with vines (calculate at 3 years of growth)	0.1
B.	Façade or wall surface planted with a green wall system (must have year-round irrigation and maintenance plan)	0.2
4. Landscape Benefits		
A.	**Landscaped areas in food cultivation	0.2
B.	Landscaped areas planted with native or drought tolerant plants	0.1
C.	Landscaped areas at sidewalk grade where the majority of the area is covered with vegetation that is native or drought tolerant, and/or provides habitat for urban wildlife and pollinators	0.1
D.	Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater	0.2
E.	***Planting that provides food, forage and refuge for a diversity of species (native insects, pollinators, birds, and other urban wildlife) and/or inclusion of habitat elements such as woody debris, gravel/ cobble, nesting materials, etc.	

TABLE A: GREEN FACTOR

5. Permeable Paving		
A.	Permeable paving over a minimum 6" and less than 24" of soil or gravel	0.2
B.	Permeable paving over at least 24" of soil or gravel	0.5

\* Structural soil system means a soil mix or equivalent structure that is engineered to support pavement while allowing healthy root growth.

\*\*Landscape areas in food cultivation are defined as a use in which land is used to grow plants and harvest food or ornamental crops for donation or for use by those cultivating the land and their households. Examples include Pea Patch community gardens.

\*\*\* Refer to the Green Factor Scoresheet Reference Pollinator Plant List tab and City Pollinator Plant List for reference plant species.

# INCENTIVE PROGRAM

## PURPOSE

Reserved.

## APPLICABILITY AND ELIGIBILITY

Reserved- pending completion of incentive zoning analysis.

## INCENTIVE AMENITIES

Reserved- table below is draft bonusable amenities under study in the incentive zoning analysis.

Incentive Amenity	Bonus Ratio and Design Criteria	
Affordable Housing		
Inclusionary Requirement: number of units within development required to meet definition of affordable per KZC 5.10.023.	Bonus Ratio:	
	xx	xx
	Inclusionary Tier 1 Design Criteria	Inclusionary Tier 2 Design Criteria
	x% of units (above existing standard) in Development must meet definition of affordable in KZC 5.10.023.	x% of units (above existing standard) in Development must meet definition of affordable in KZC 5.10.023.
Level of Affordability: required level of affordability of units to be included in required minimum of affordable units within a development.	Bonus Ratio:	
	xx	xx
	Design Criteria	
	For renter-occupied units: x% of required affordable units within a development must be reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed 30 percent of the King County median household income, adjusted for household size, as determined by HUD, and no more than 30 percent of the monthly household income is paid for monthly housing expenses (rent and an appropriate utility allowance).	For owner-occupied dwelling units: x% of required affordable units within a development must be reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed 70 percent of the King County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners' dues).

Commercial development contribution to affordable housing	Bonus Ratio	
	xx	
	Design Criteria	
MOBILITY / TRANSPORTATION		
Mid-block Green Connections: an active transportation connection through a property that provides a route alternate to the vehicular road network, established through either a public easement, or right-of-way dedication.	Bonus Ratio:	
	xx	
	Design Criteria	
	Mid-block connections available for bonus capacity must meet the standards referenced in xxx.	
PARKS / OPEN SPACE		
Public Open Space (outdoor): an outdoor space available for public use such as plazas, pocket parks, linear parks, rooftops, etc.	Bonus Ratio:	Bonus Ratio:
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Provide on-site public space within developments; Size and design and criteria must meet the standards referenced in xxx.	TBD, pending analysis
Public Community Space (indoor): a space available for civic or community uses such as arts or performance spaces, after-school programming, recreation, event space, etc.	Bonus Ratio:	Bonus Ratio:
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Provide on-site public space within developments; Size and design and criteria must meet the standards referenced in xxx.	TBD, pending analysis
SUSTAINABILITY		
High Performance Buildings	Bonus Ratio	Bonus Ratio
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Design, build, and certify to achieve Living Building Challenge v4 Carbon Certification or Living Building Challenge v4 Petal Certification	TBD, pending analysis



Ecology and Habitat	Bonus Ratio	Bonus Ratio
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Achieve a Green Factor Score of x - see KZC Chapter XX for details.	TBD, pending analysis
Energy and Decarbonization	Bonus Ratio	Bonus Ratio
	xx	xx
	Tier 1 Design Criteria	Tier 2 Design Criteria
	Provide on-site renewable energy generation at a rate greater than x/ sf; or	TBD, pending analysis
	Provide all electric or all renewable energy sources, with no exceptions for combustion; or	
	Contribution to low-carbon systems and shared energy infrastructure, including: x	
<b>SCHOOLS, EDUCATION, AND CHILDCARE</b>		
<b>ECE/Day Care Operation Space:</b> Floor area dedicated to child care, or Preschool learning space, as defined in KZC 5.10.194.	Bonus Ratio	
	xx	
	Tier 1 Design Criteria	
	1. Bonusable preschool space must provide a minimum of 4 classrooms, with a minimum of 900 SF per classroom.	
	2. Space shall be used in manner described for the life of the project.	
	3. Documentation of required licensing for day care operation shall be provided.	
	4. Director may approve a buy-out of space originally dedicated to child care/nonprofit space at the prevailing fee-in-lieu rate if applicant shows good faith efforts to locate eligible tenant. If buy-out option is approved, covenant required in number 1 above shall be released.	

<b>School Operation Space:</b> Floor area dedicated to school operation as defined in KZC 5.10.825.	Bonus Ratio	
	xx	
	Design Criteria	
	1. Bonusable school space must provide a minimum of 4 classrooms, with a minimum of 900 SF per classroom.	
	2. Space shall be used in manner described for the life of the project.	
	3. Documentation of required licensing for school operation shall be provided.	
	4. Director may approve a buy-out of space originally dedicated to child care/nonprofit space at the prevailing fee-in-lieu rate if applicant shows good faith efforts to locate eligible tenant. If buy-out option is approved, covenant required in number 1 above shall be released.	

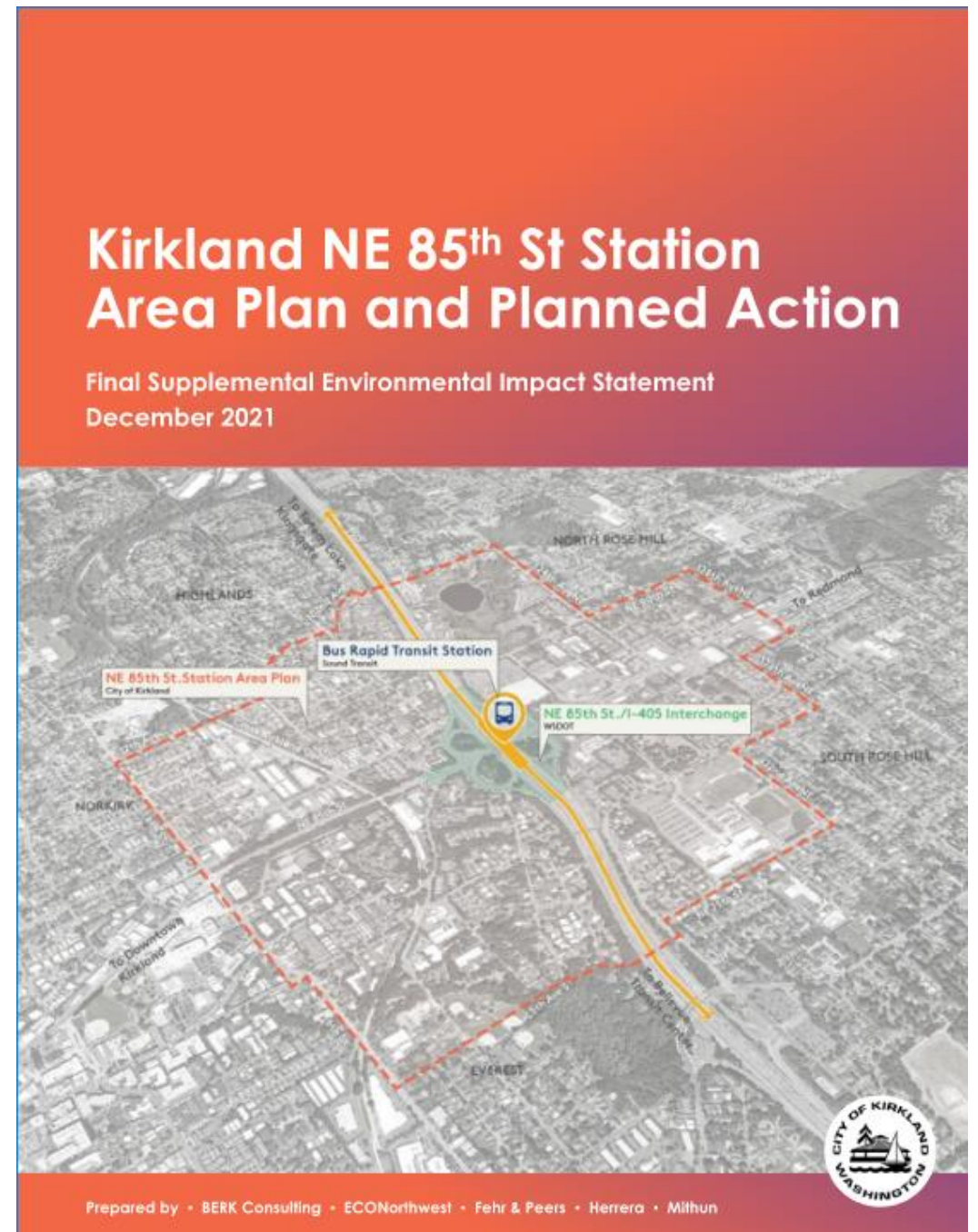
**Q&A—**



# **Preliminary Planned Action Ordinance—**

# Planned Action Ordinance

- Informed by FSEIS
- Includes specific mitigation measures for future development
- Includes submittal requirements for development applications to be reviewed as planned actions – where projects will not exceed thresholds studied in FSEIS
- Adopted by Ordinance (June 2022)





**Q&A—**

# Summary

- Draft documents available at [www.kirklandwa.gov/stationareaplan](http://www.kirklandwa.gov/stationareaplan)
- Kiosks available at City Hall to read documents
- Final drafts will be published in packet for June 9 hearing
- Visit display at City Hall May 23 – June 9
- Contact us with questions!

Home / Government / Departments / Planning and Building Department / Code and Plan Amendment Projects / NE 85th Street Station Area Plan

## NE 85th Street Station Area Plan

### Station Area Plan Open House: May 18, 2022, 5:30 PM – 7:30 PM (Virtual)

The Open House will be an opportunity for community members to learn more about the draft policies and development standards for future growth in the Station Area. At the Open House, the project team will introduce the Station Area Plan draft documents being considered for adoption later this spring.


The Open House will prepare you to review the draft documents and participate in the legislative process by providing comments at the Planning Commission public hearing scheduled for June 9, 2022.

[May 18 Zoom Meeting Information](#) +

[Station Area Plan Draft Documents](#) +

### Learn About the Station Area Plan

[How are we developing the Station Area Plan?](#) +



### Timeline

- Project Kickoff  
November 2019
- Opportunities & Challenges Analysis  
January 2020 - April 2020
- Community Workshop #1  
June 4, 2020
- Environmental Checklist Publication & SEPA Scoping Period  
May 26, 2020 - June 16, 2020
- Preliminary Concepts Development  
April 2020 - June 2020
- Draft Alternatives Development & Analysis  
July 2020 - January 2021
- Community Workshop #2  
January 7, 2021
- Draft SEIS Publication & Public Comment Period  
January 5, 2021 - February 19, 2021

Submit written testimony to Planning Commission prior to public hearing:

- Title Email: [Public Comment for Station Area Hearing](mailto:PublicCommentforStationAreaHearing@kirklandwa.gov)
- Email Planning Commission at [PlanningCommissioners@kirklandwa.gov](mailto:PlanningCommissioners@kirklandwa.gov) or staff at [azike@kirklandwa.gov](mailto:azike@kirklandwa.gov)



## Next Steps

- Now – June 9: **Submit written testimony to Planning Commission prior to public hearing**
- May 23 – June 9: **Station Area Display @ City Hall**
- June 9, 2022: **Planning Commission Public Hearing and Deliberations – Recommendation to City Council**
- June 2022: **City Council Adoption – Phase 1**
- Summer/Fall 2022: **Planning Commission and City Council Study - Phase 2**
- Ongoing: ***Naming the Station Area***

**Thank you—**