

Community Open House



NE 85th Street Station Area Plan

City of Kirkland

Mithun
October 24, 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

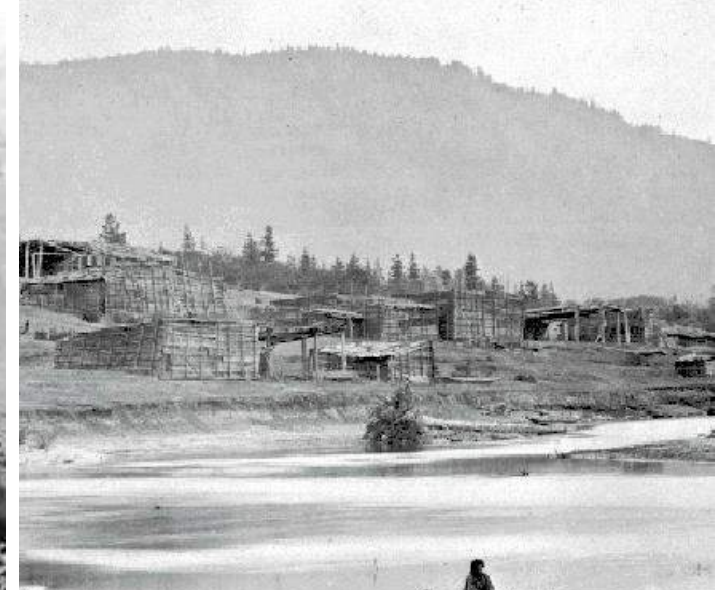
We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that present-day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the 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

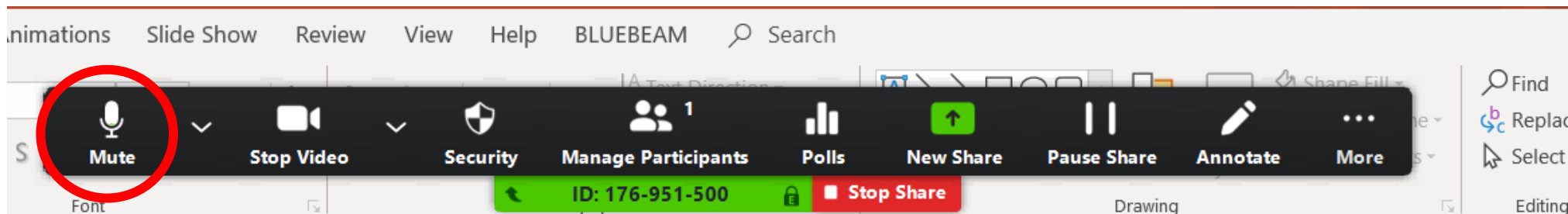
- Staff Introductions
- Webinar Instructions
- 85th Street Station Area Plan Background
- Form Based Code
 - What is it?
 - How does it work in the Station Area?
- Questions and Answers
- What's Next



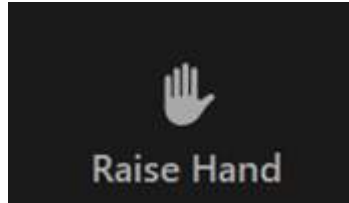
Webinar Format

- 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.

Mute / Unmute yourself in Zoom



How to Ask A Question



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

- Project team will take questions in order of raised hands per segment.
- Staff will alternate taking questions from in-person and virtual attendees
- Speakers will be prompted to ask their question.
- Priority given to community members that have not asked a question yet.



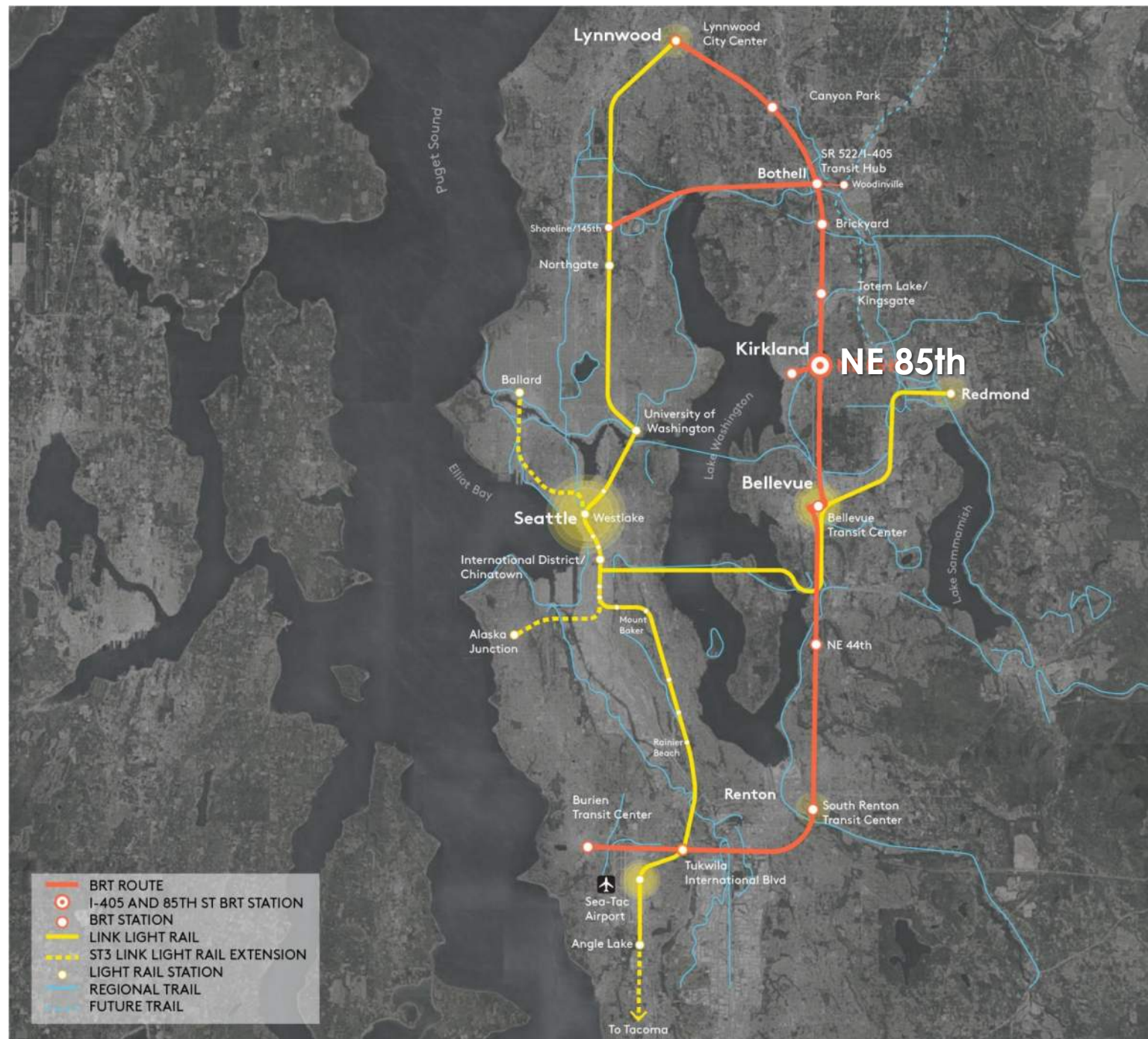
BACKGROUND

Why Plan for the NE 85th Station Area?

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 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

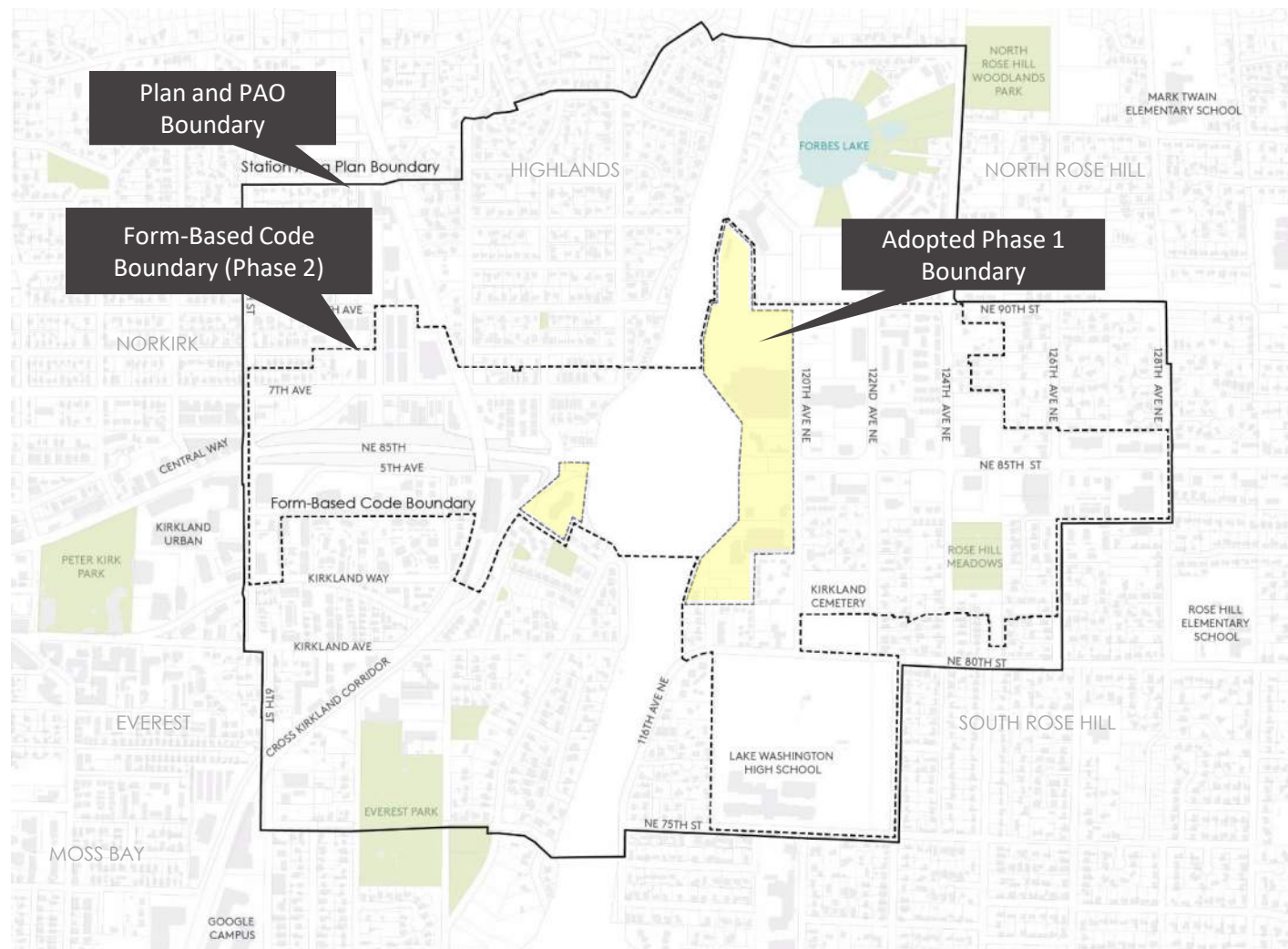
- Comprehensive Plan Policies

Regulation Updates

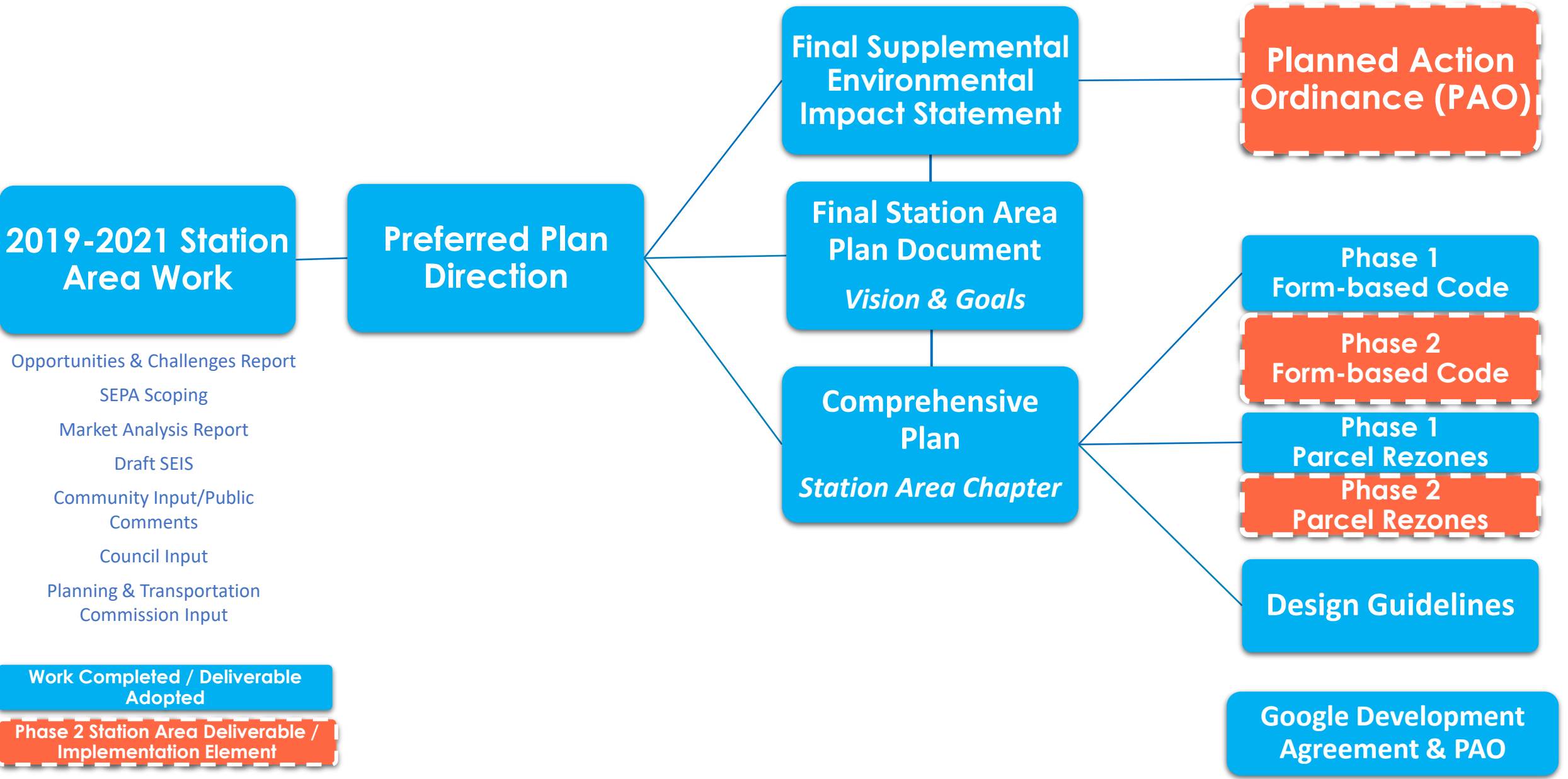
- Form-Based Zoning Code
- Parcel re-zones
- Design Guidelines

Planned Action Ordinance

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



Station Area Deliverables Workflow



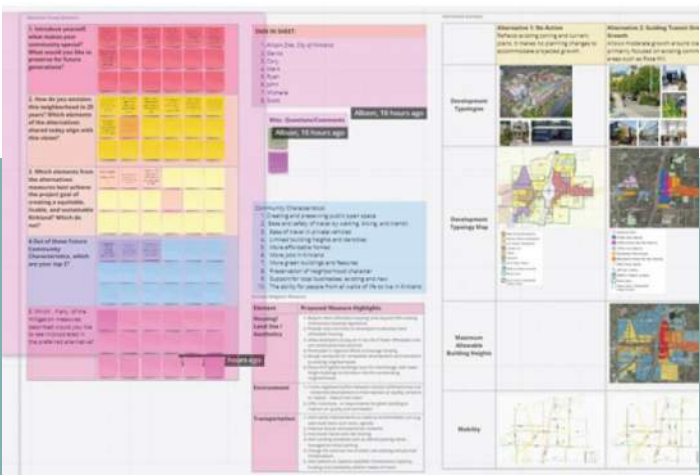
Community Input

24+ Meetings with Neighborhood & Community Organizations

Ongoing emails to Planning Commission and City Council (hundreds)

69 Written Testimony for Phase 1 public hearing

31 Spoken testimony at June 9 Public Hearing



4 Listening Sessions / Workshops*

1 Community Open House

114 Written Draft SEIS Comments

150+ Written Comments

408 Survey Responses

10 Public Planning Commission Meetings

14 Public City Council Meetings

6 Public Transportation Commission Meetings

Station Area Plan Overview

01

EXECUTIVE
SUMMARY

02

PROJECT
CONTEXT

03

EXISTING
CONDITIONS

04

COMMUNITY
BENEFIT STRATEGIES



05

VISION AND URBAN
DESIGN FRAMEWORK



06

LAND USE
AND ZONING

07

PARKS, OPEN SPACE
AND ENVIRONMENT

08

TRANSPORTATION
AND MOBILITY

09

UTILITIES AND
PUBLIC SERVICES

10

SUSTAINABILITY
FRAMEWORK

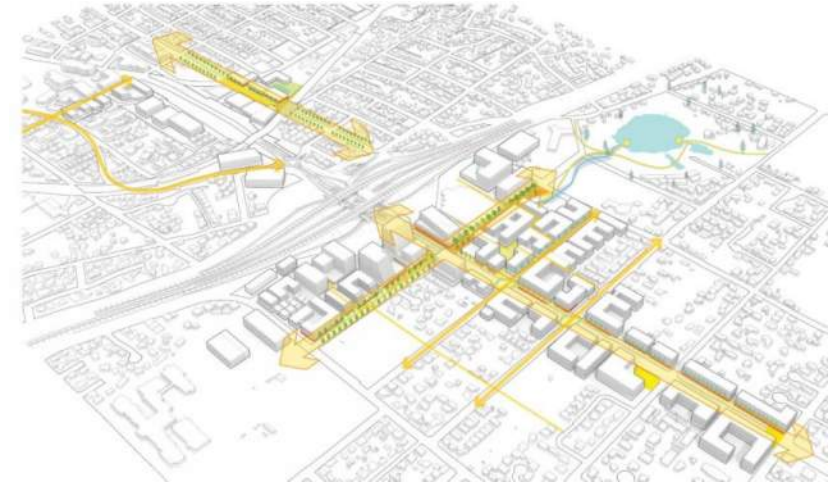
Chapter 05

Vision and Urban Design Framework

The Community Vision is supported by cohesive urban design strategies used throughout character areas.



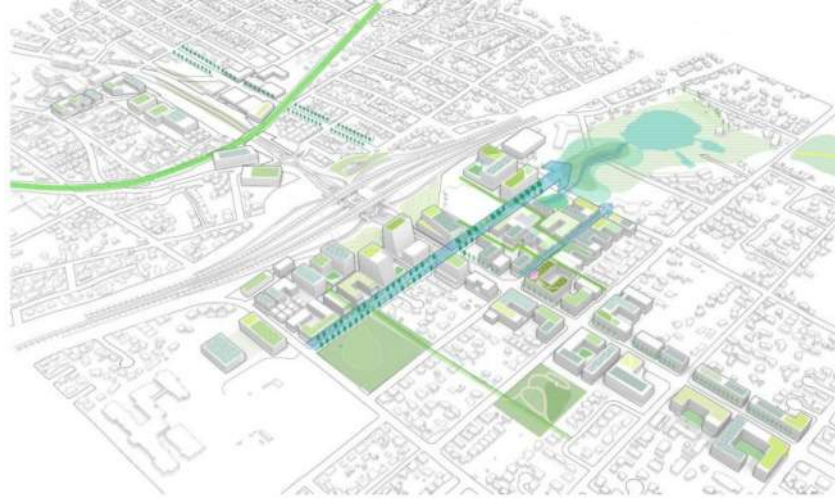
Focus Inclusive Growth Near Transit



A Strong Public Spine



A network of Mobility Options

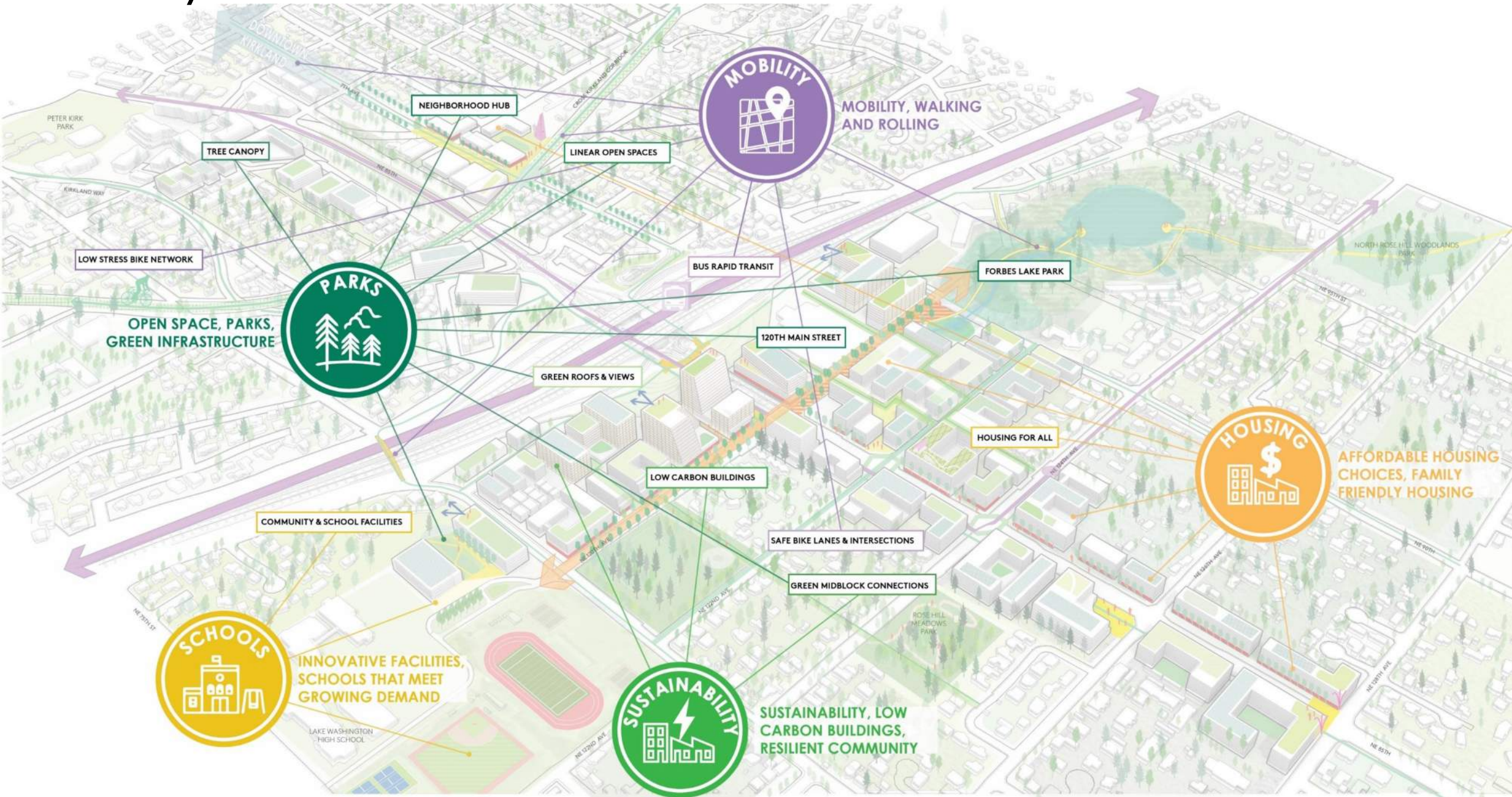


Leverage Existing Natural Systems and Resources



Transitions in Scale to Adjacent Neighborhoods

Community Benefits



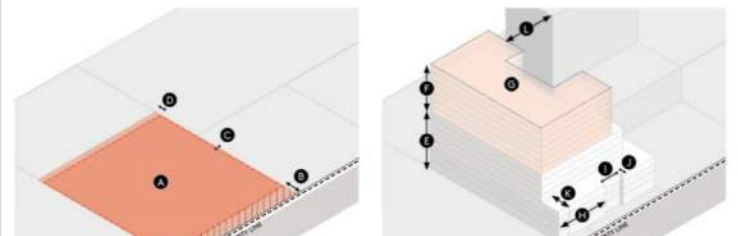


FORM-BASED CODE RECAP

What Are Form-Based Codes?

Form-based codes are an approach to zoning that focuses on regulating the physical form and desired outcomes of development, rather than focusing on land uses.

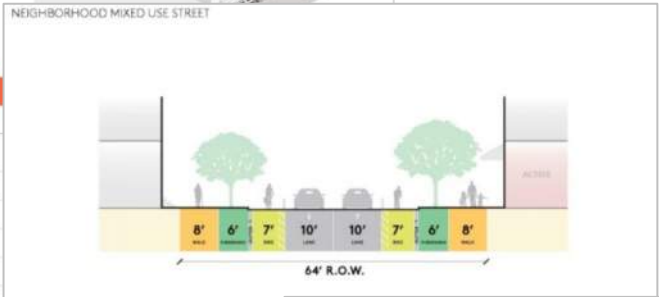
FIGURE 4: NEIGHBORHOOD MIXED USE



LOT COVERAGE AND SETBACKS	
Permitted Uses	
General Permitted Uses	Commercial, Institutional, Residential
Lot Coverage	
Max Lot Coverage *	90%
Required Setbacks	
Front	Refer to Frontage Types
Side	0 ft Min
Rear	5 ft Min

* Lot coverage as shown does not represent intended building placement or setbacks.

NE 80TH STREET STATION AREA PLAN FORM-BASED CODE

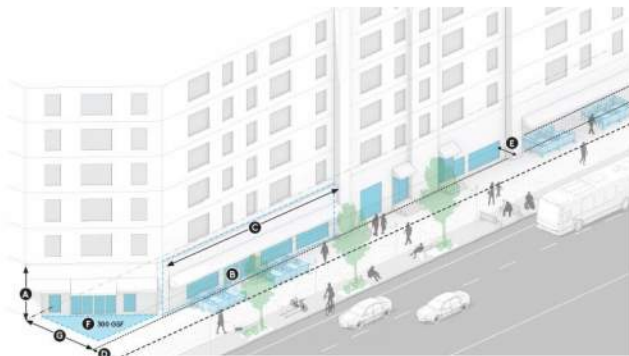


DESCRIPTION

Neighborhood mixed use streets have low to mid-intensity commercial and residential, occasional at ground floors. With generally lower vehicular volume than major thoroughfares, these streets require car balancing among modes and should include wider sidewalks, buffered bike facilities, transit routes, on narrower travel lanes. On-street parking considered a contextual basis and is subject to approval by Public Works Official.

NE 80TH STREET STATION AREA PLAN FORM-BASED CODE

FIGURE 5: URBAN STREET EDGE FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRANCES

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

PUBLIC REALM

Public Realm	
Front Setbacks (Min, Max)	0', 15'
Sidewalk CAFE/Amenity Zone	min depth 7', up to 10' additional setback allowed
Corner Design	300-650' required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use
Ground Floor Parking Setback	Average 30', Minimum 20'

NE 85TH ST FORM-BASED CODE

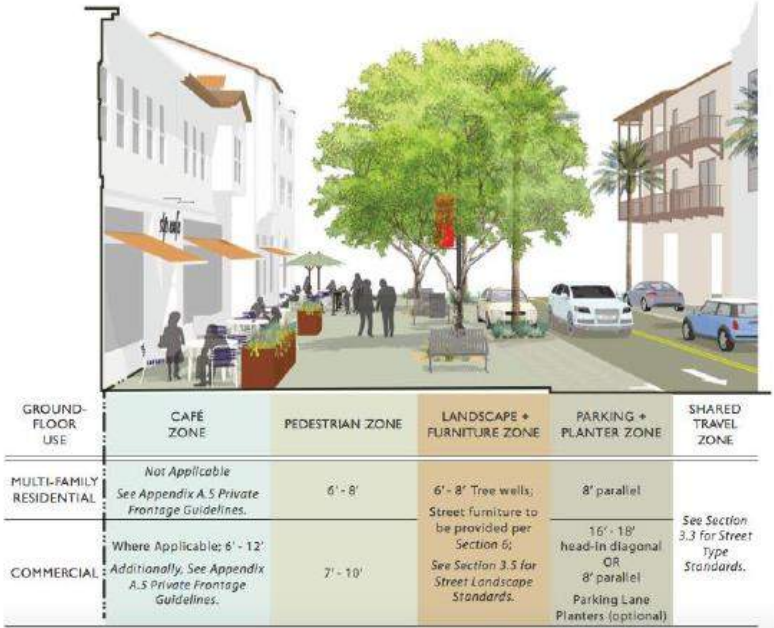
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FRONTAGE STANDARDS

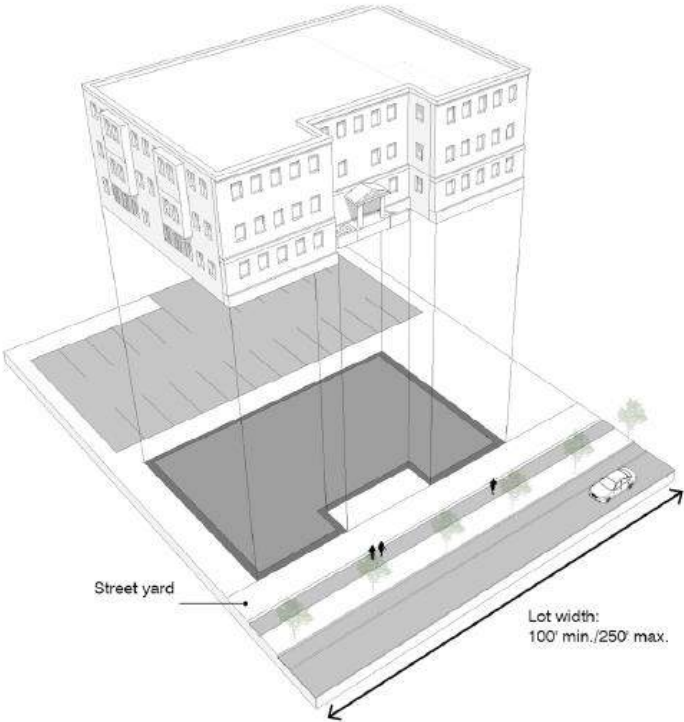
Why Use Form-Based Codes?



Aligns Urban Design Vision with Regulations



Creates cohesive public realm experience



Provides clear, easy to understand regs

Form-based Code Concepts

Regulating District

Building Height
Building Massing
Facade Modulation
Side & Rear Setbacks

Frontage Type

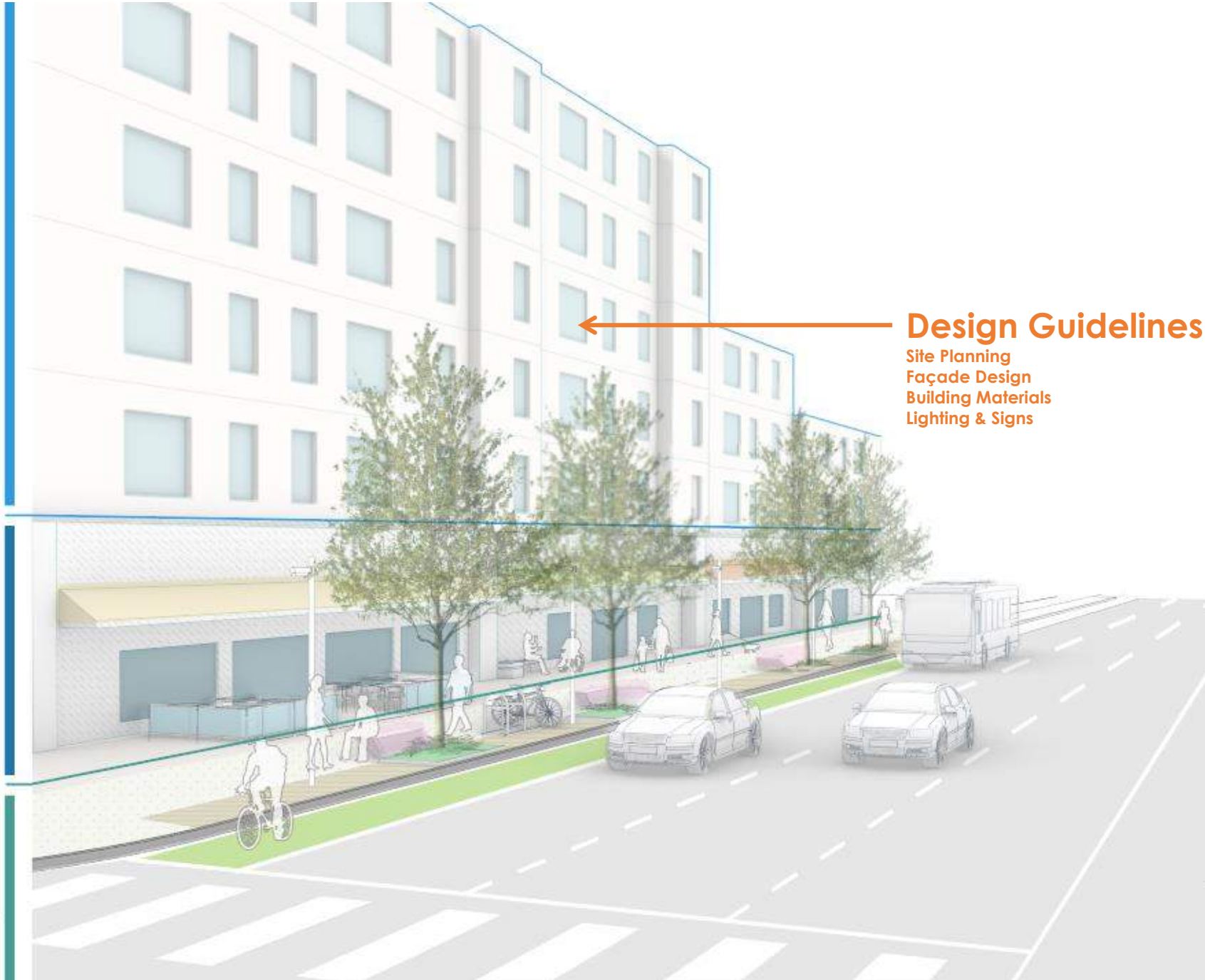
Front Setbacks
Ground Floor Design
Cafe & Amenity Zones

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

Corner
Design

Materials & Articulation

Transition

Upper Story Setbacks

Lighting & Signage

Front Setbacks
/Porch Design

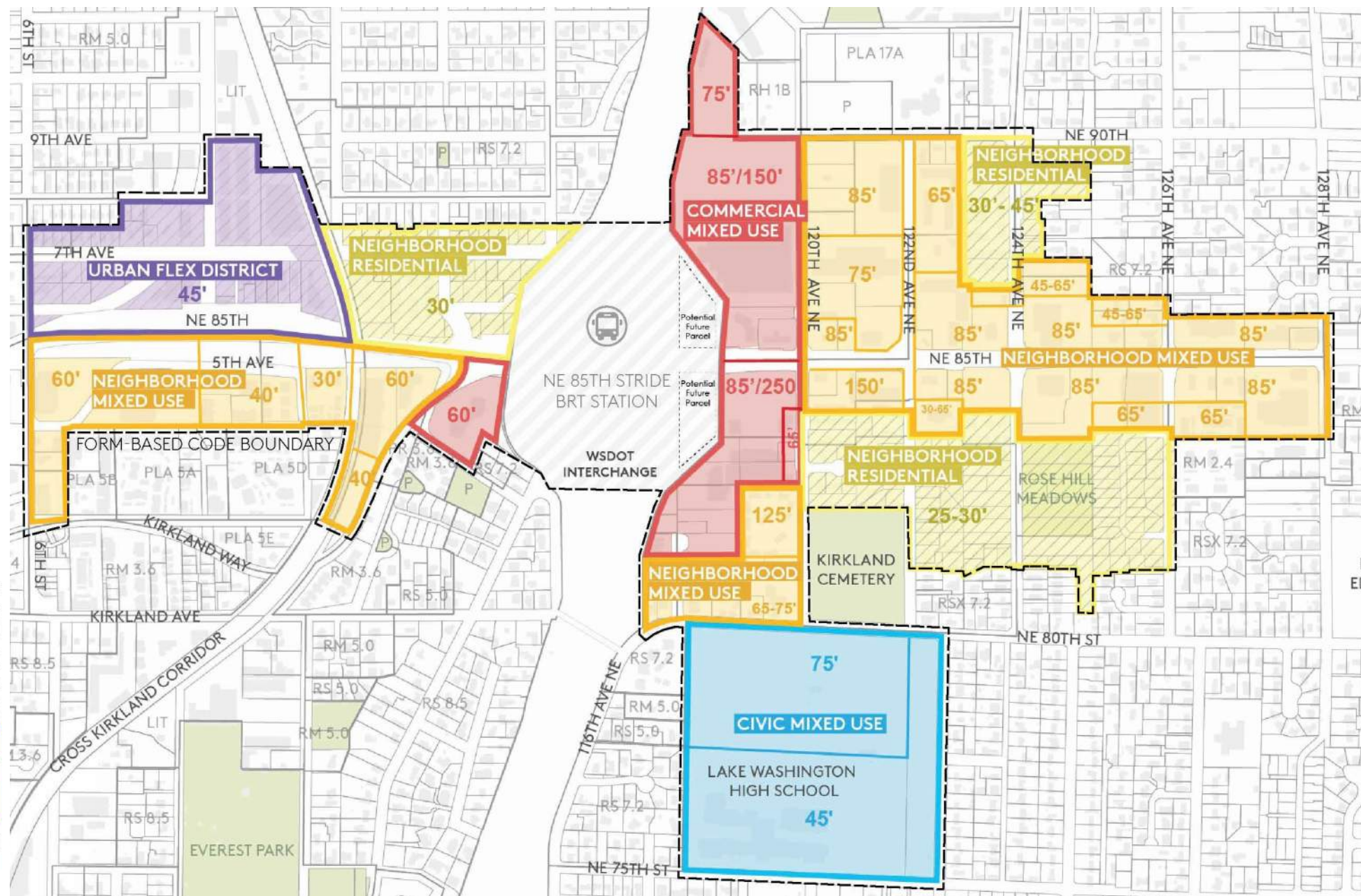
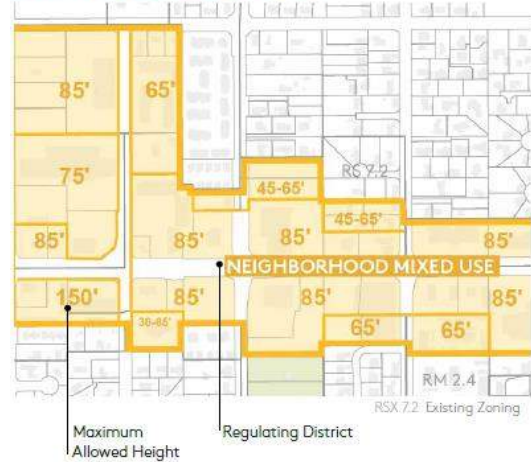
Max Façade Width

Min Street Level
Façade Width

Ground Floor
Height

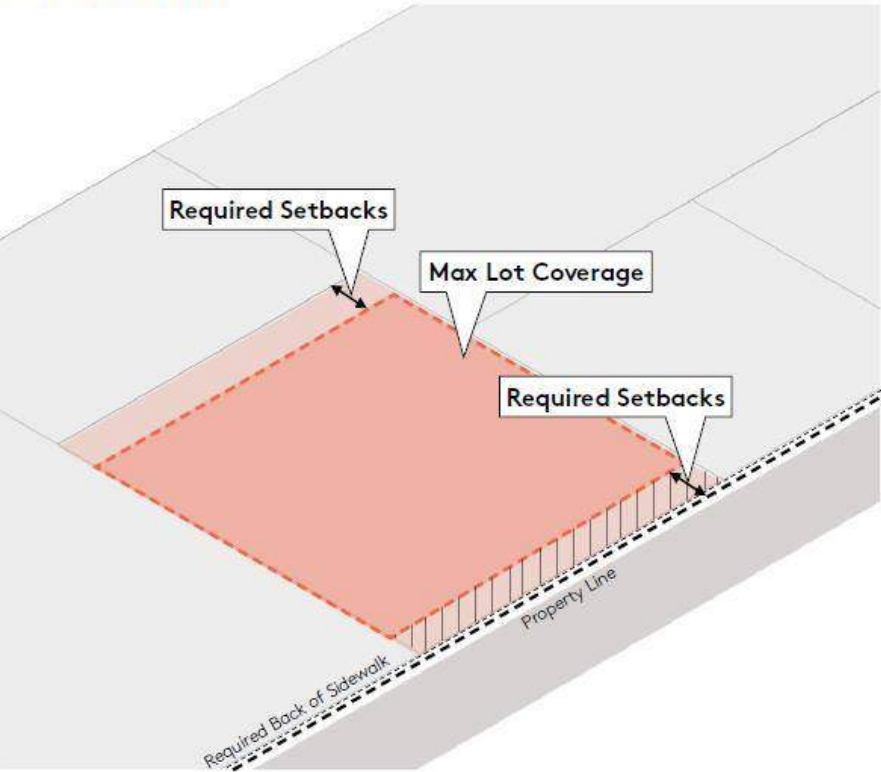


Using Regulating Plan

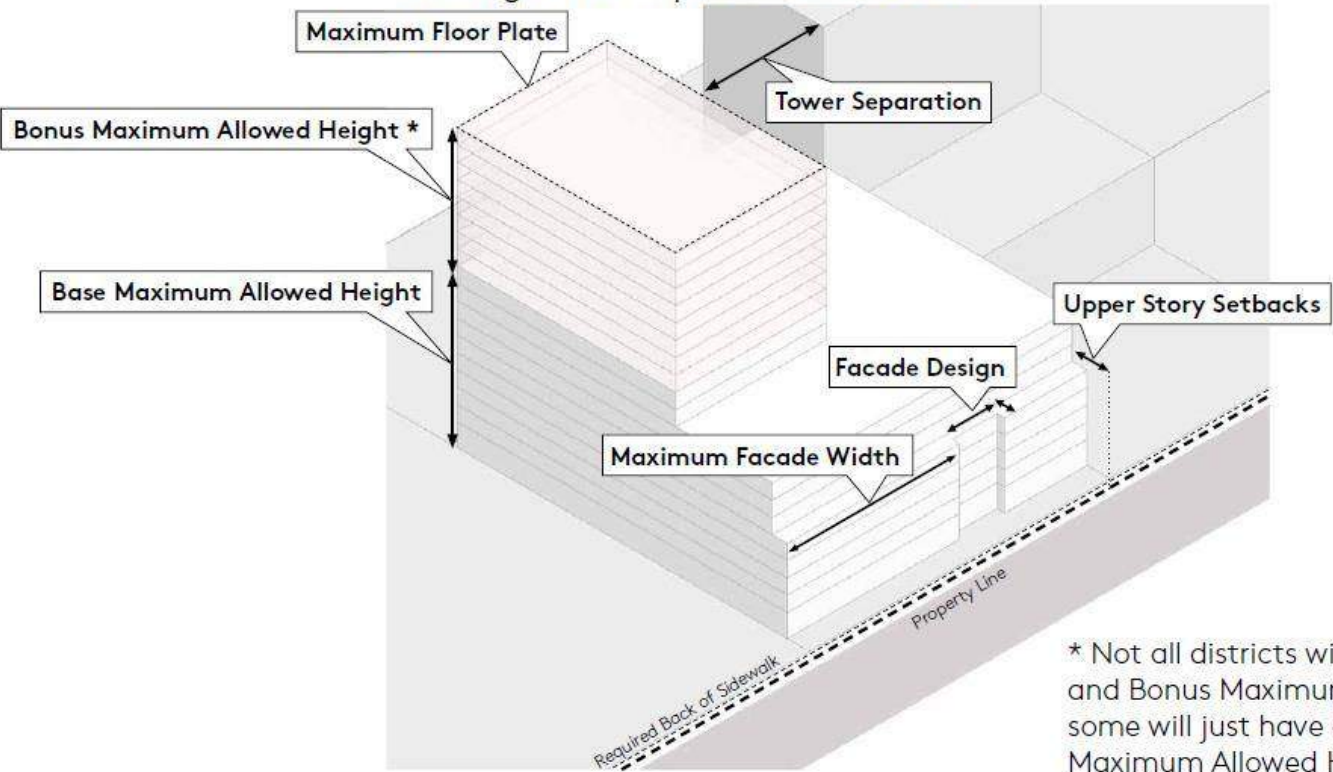


Regulating District Standards

Lot Standards



Massing & Development Standards



* Not all districts will have a Base and Bonus Maximum Height, some will just have a single Maximum Allowed Height.

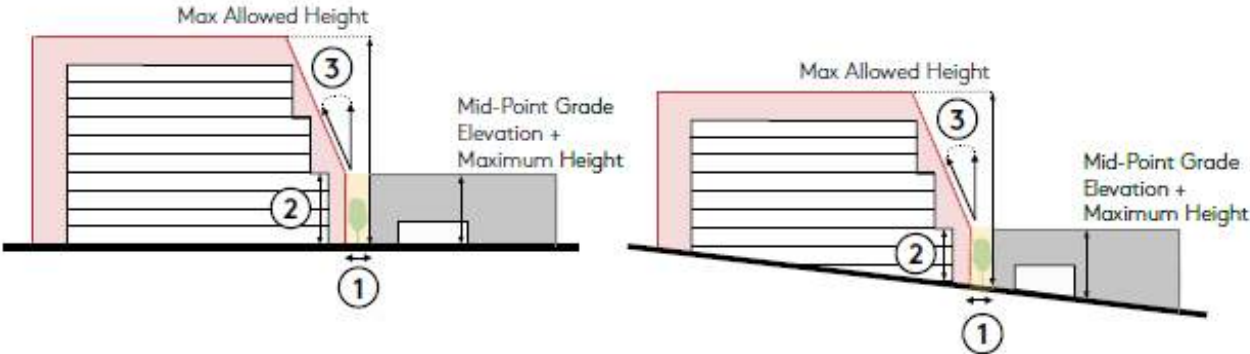
Transitions

Site Studies of Potential Transition Strategies

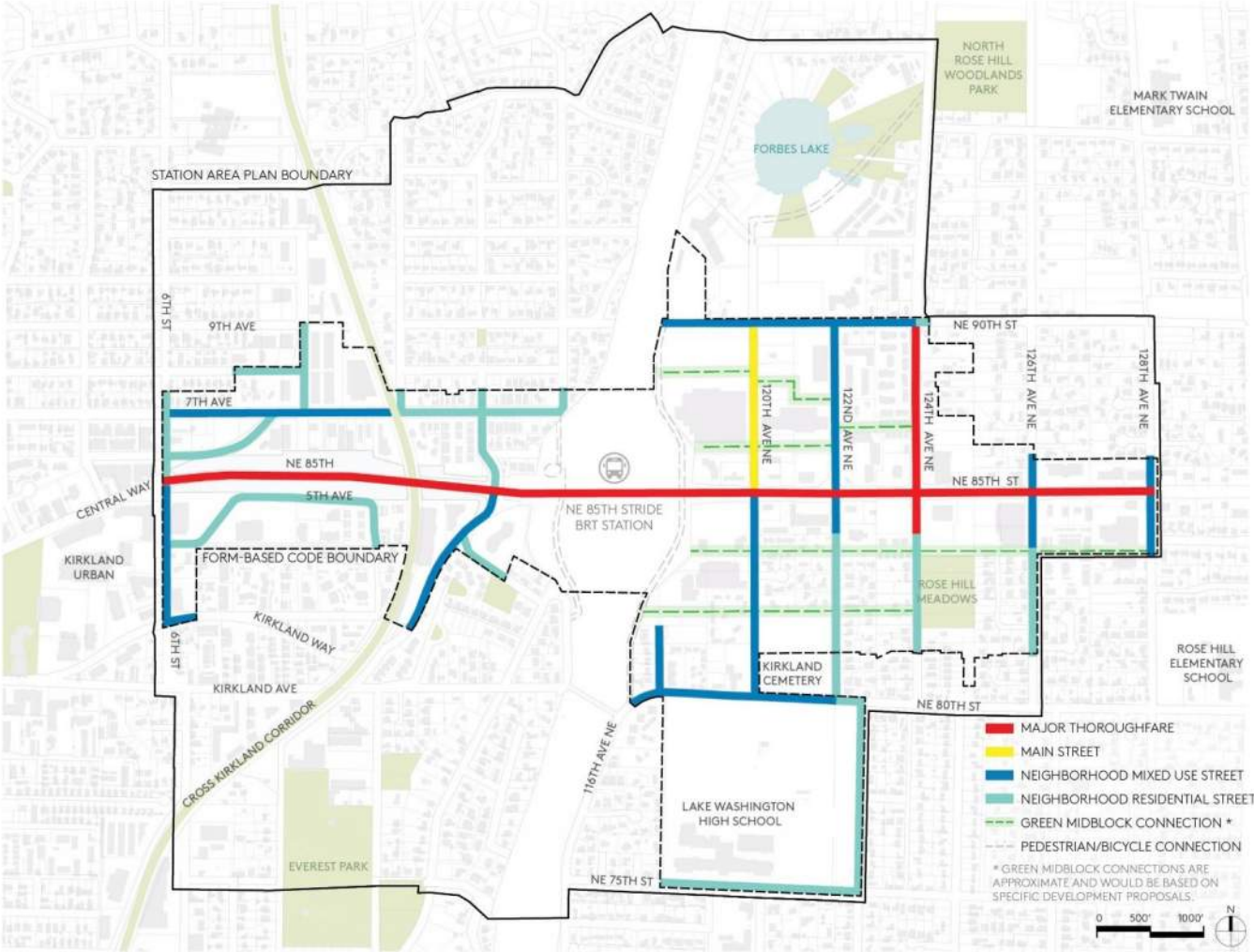


Transition Rules

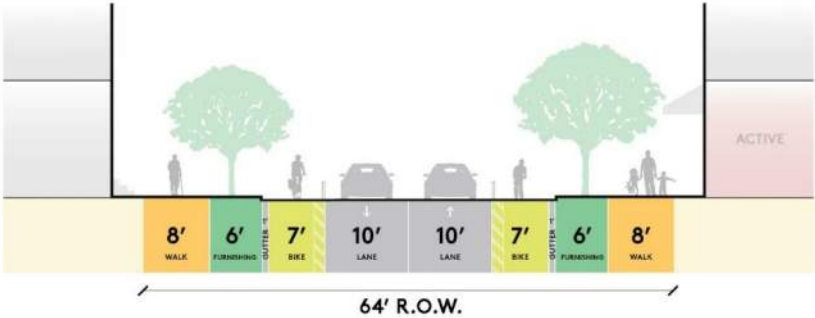
- ① Create a vertical plane 15' away from and parallel to the common lot line.
- ② Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.
- ③ From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.



Street Types Overview



NEIGHBORHOOD MIXED USE STREET



DESCRIPTION

Neighborhood mixed use streets have low to mid-intensity commercial and residential, occasional active ground floors. With generally lower vehicular volume than major thoroughfares, these streets require careful balancing among modes and should include wider sidewalks, buffered bike facilities, transit routes, and narrower travel lanes. On-street parking considered on a contextual basis and is subject to approval by Public Works Official.

PERMITTED FRONTAGE TYPES

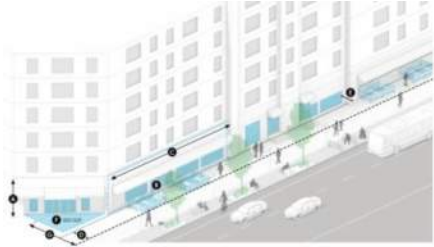
URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Permitted	Permitted	Permitted

ADJACENT LAND USES

Low to mid-intensity commercial, residential, and occasional active ground-level uses, civic and urban flex uses

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

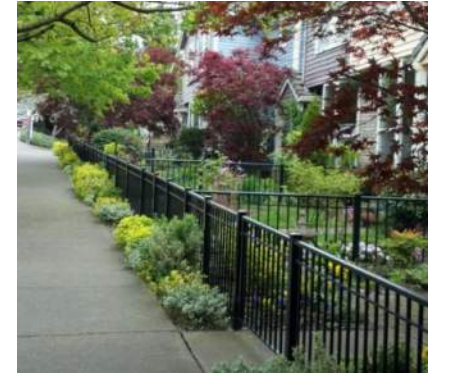
Plaza/Public Space



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

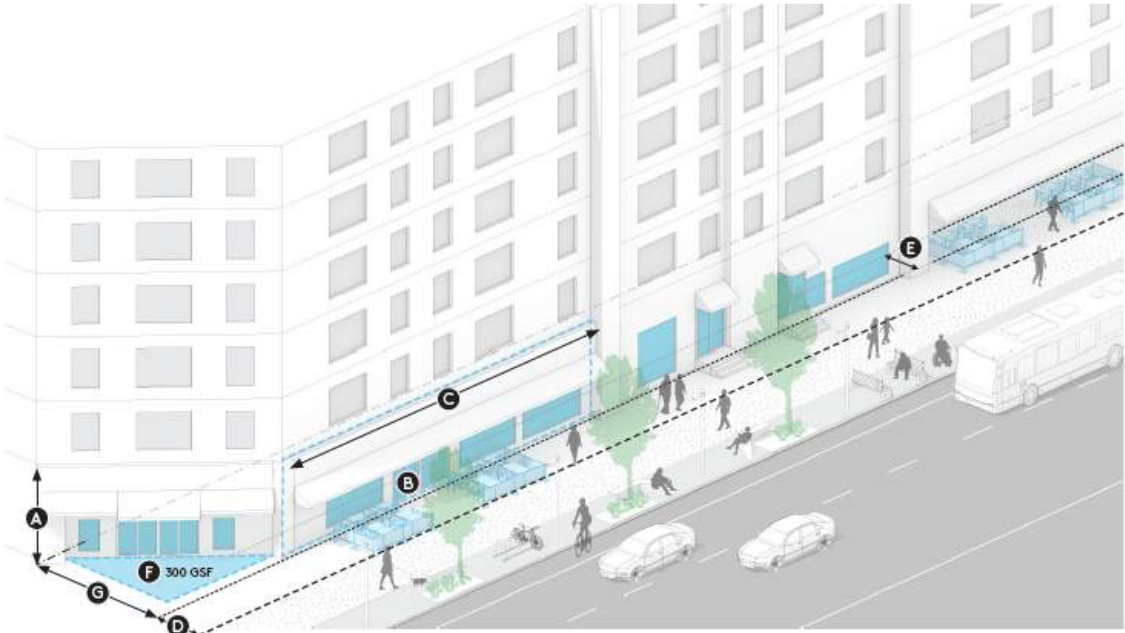
INTENT AND CHARACTER

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'

Areawide Standards

Green Innovation



57.25.07 GREEN INNOVATION

RELATIONSHIP TO OTHER REGULATIONS

Reserved.

GENERAL PROVISIONS

1. **Intent:** The Green Innovation code 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:** As part of any development permit submittal, all projects shall complete a form provided by the City of Kirkland indicating their review of the **NE 85th Street Station Area Plan Chapter 10, Sustainability Framework**, and how the development is aligned with those goals and opportunities. All new developments and major renovations requiring Design Board Review per KZC 142.15 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 shall be designed, built, and certified to achieve or exceed the High Performance Building Standards described in KZC 115.62. For commercial developments that are building Core and Shell only, they may be designed, built, and certified to achieve LEED v4 Core and Shell Gold as an alternative certification to meet requirements of KZC 115.62.2.b. Some third-party protocol certifications may be eligible for the Incentive Program, refer to that section of this chapter.

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.

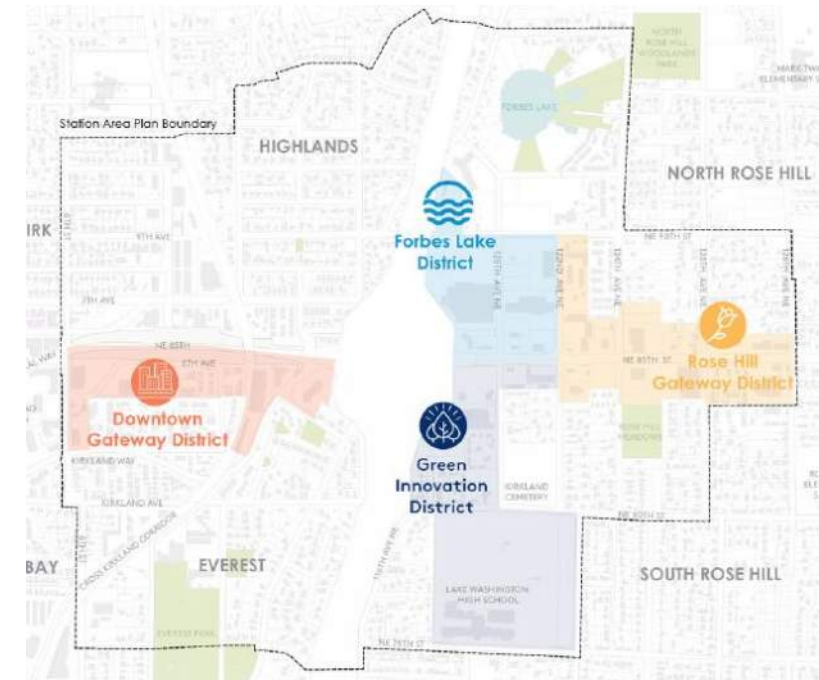
iii. Ecosystems and Green Infrastructure

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

The Green Factor sets criteria for landscape and site-based sustainability measures. The landscape elements listed will contribute to larger district sustainability goals focused on the natural environment, ecosystems, and stormwater. The elements that contribute more significantly to supporting the citywide Sustainability Master Plan's goals related to Sustainable Urban Waterways, Conservation + Stewardship, Access to Parks + Open Space, and Sustainable Urban Forestry have been weighted higher in this Green Factor.

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**

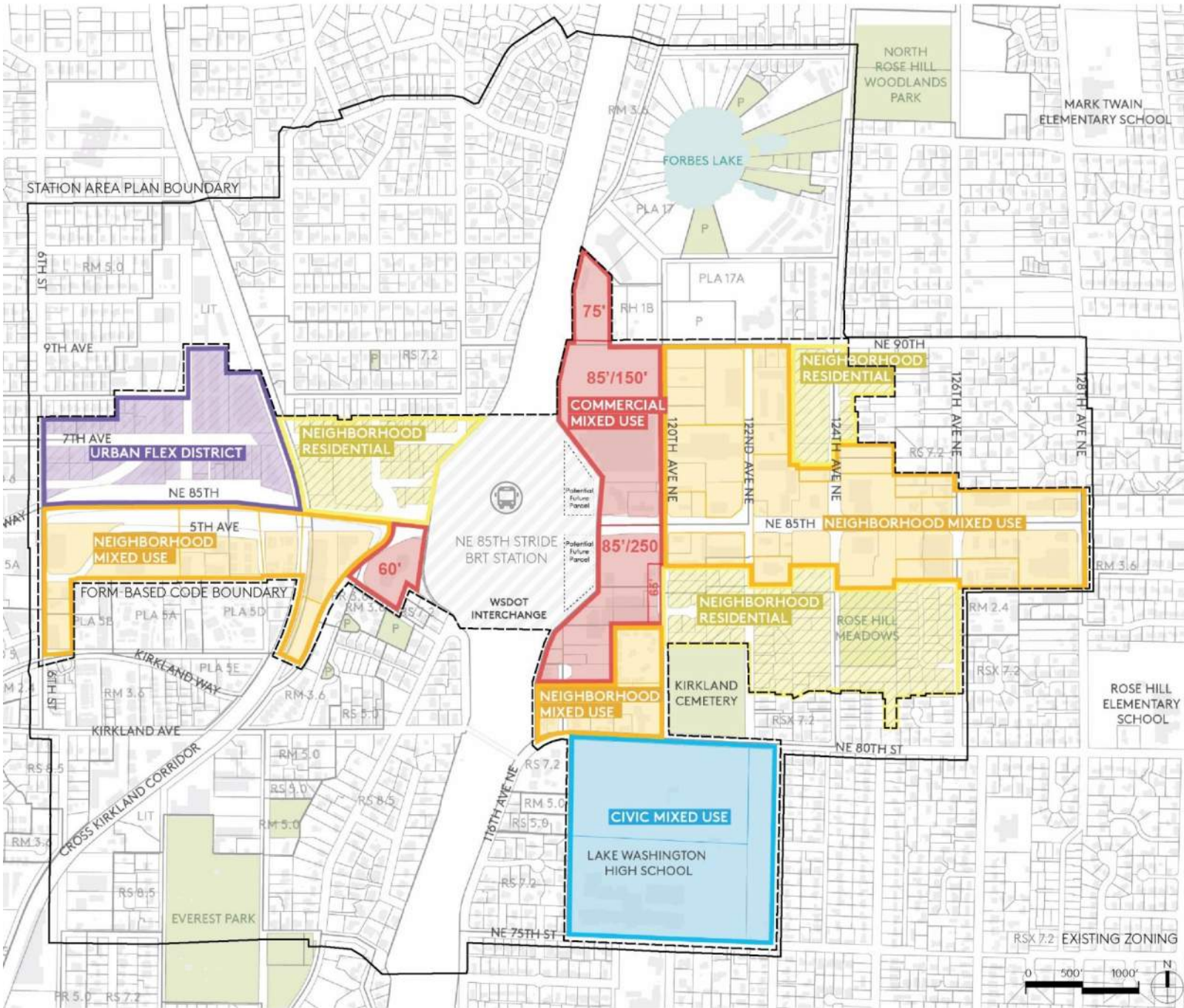


FORM-BASED CODE PH 2 DISTRICTS



Regulating Plan Phase 2 Districts

- **Commercial Mixed Use (CMU):** This zone is intended to encourage uses consistent with large scale commercial and office development. It allows for commercial and civic/institutional uses. Maximum heights are established in the Regulating Plan and range from 60 ft west of I-405 to 250 ft east of I-405. **(Adopted in Phase 1)**
- **Neighborhood Mixed Use (NMU):** This zone is intended to encourage uses consistent with a mixed-use neighborhood that includes commercial development and a range of residential development types. It allows for commercial, civic/institutional, residential uses. Maximum heights are established in the Regulating Plan and range from 60 ft west of I-405 to 150 ft east of I-405.
- **Neighborhood Residential (NR):** This zone is intended to encourage uses consistent with a primarily residential neighborhood that includes a range of residential development types and small scale commercial and civic/institutional development. It allows for residential, commercial, and civic/institutional uses. Maximum heights are established in the Regulating Plan and range from 30 ft west of I-405 to 45 ft east of I-405.
- **Urban Flex (UF):** This zone is intended to encourage uses consistent with a mixed-use neighborhood that supports light industrial uses consistent with an urban, walkable character. It allows for commercial, retail, civic/institutional, and residential uses. Maximum heights are established in the Regulating Plan and allow heights up to 45 ft west of I-405.
- **Civic Mixed Use (CVU):** This zone is intended to encourage uses consistent with a mixed-use environment anchored by civic/institutional uses. It allows for commercial and civic/institutional uses. Maximum heights are established in the Regulating Plan and allow heights up to 75 ft east of I-405.



Neighborhood Mixed Use District

This zone is intended to encourage uses consistent with a **mixed-use neighborhood that includes commercial development and a range of residential development types.** It allows for commercial, civic/institutional, residential uses. Maximum heights are established in the Regulating Plan and range from 60 ft west of I-405 to 150 ft east of I-405.

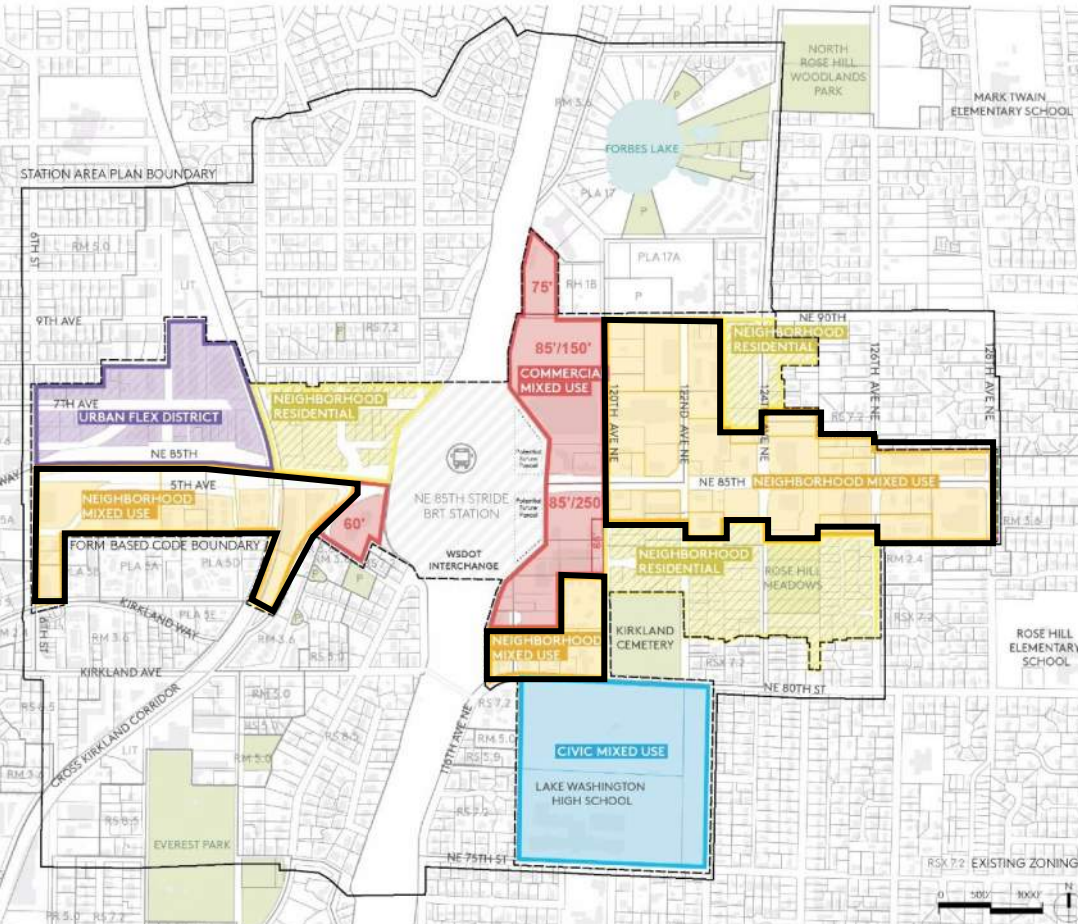
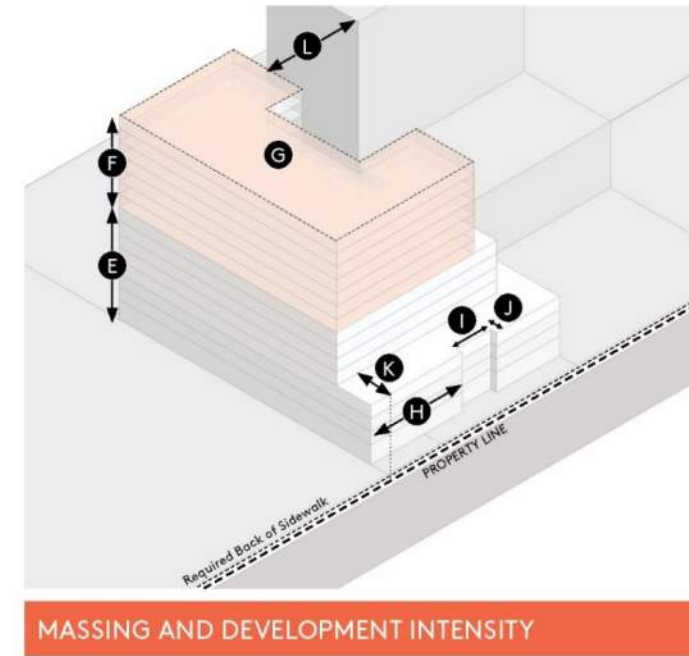
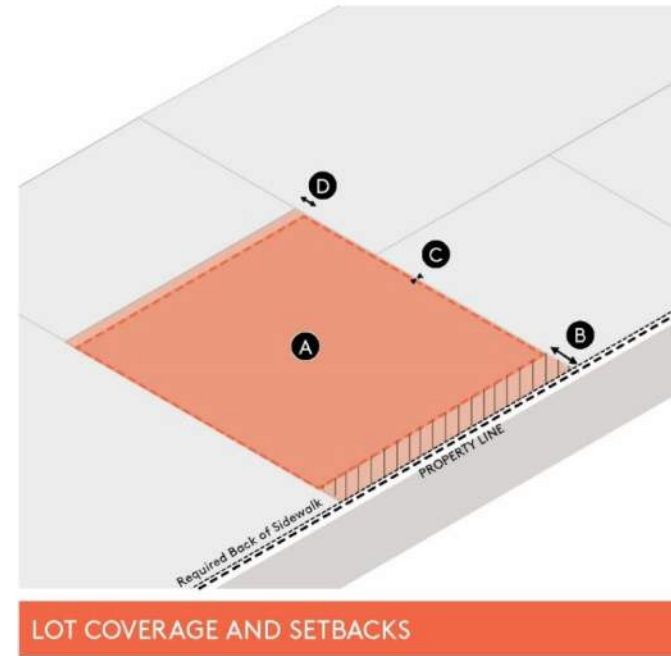


FIGURE 4: NEIGHBORHOOD MIXED USE



- **Upper level setbacks** that reduce perceived scale
- **Smaller floor area for upper floors** to prevent bulky buildings
- **Bonus height potential** to achieve community benefits
- **Maximum façade width** to create human-scaled pedestrian experience

Neighborhood Residential District

This zone is intended to encourage uses consistent with a primarily residential neighborhood that includes **a range of residential development types** and small scale commercial and civic/institutional development. It allows for residential, commercial, and civic/institutional uses. Maximum heights are established in the Regulating Plan and range from 30 ft west of I-405 to 45 ft east of I-405.

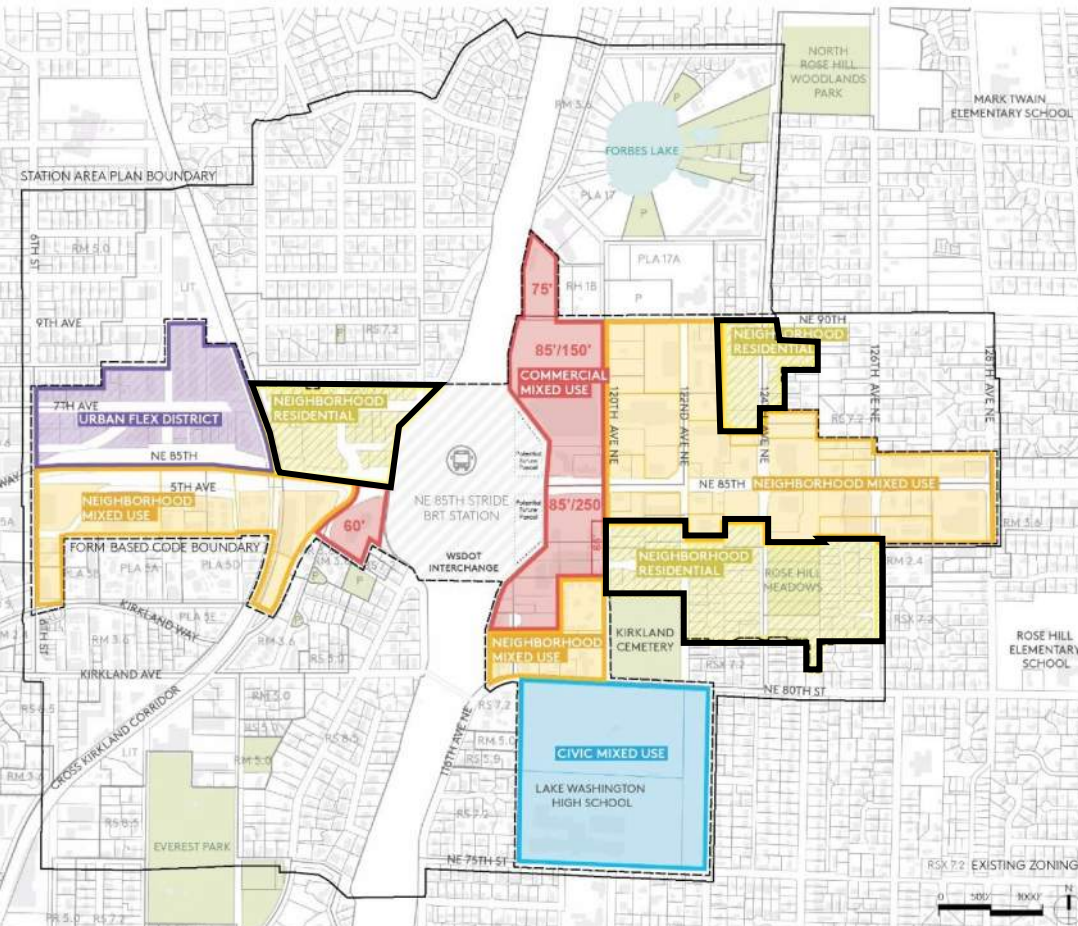
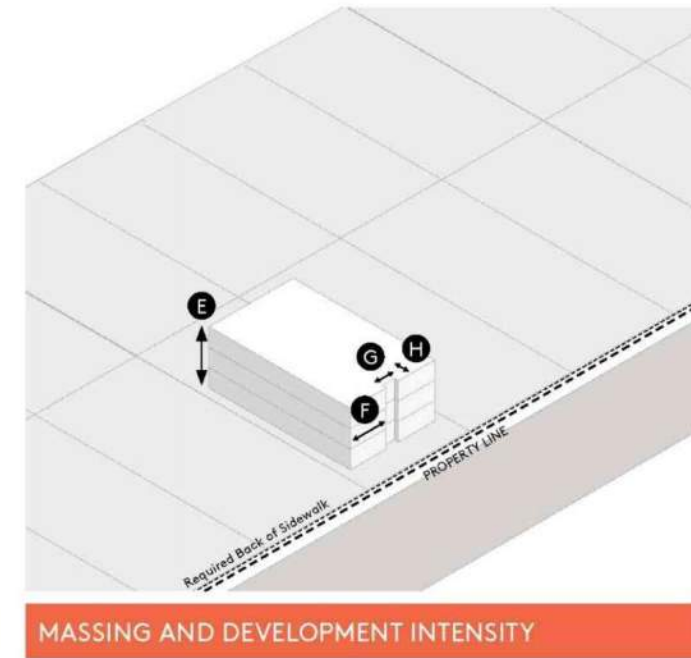
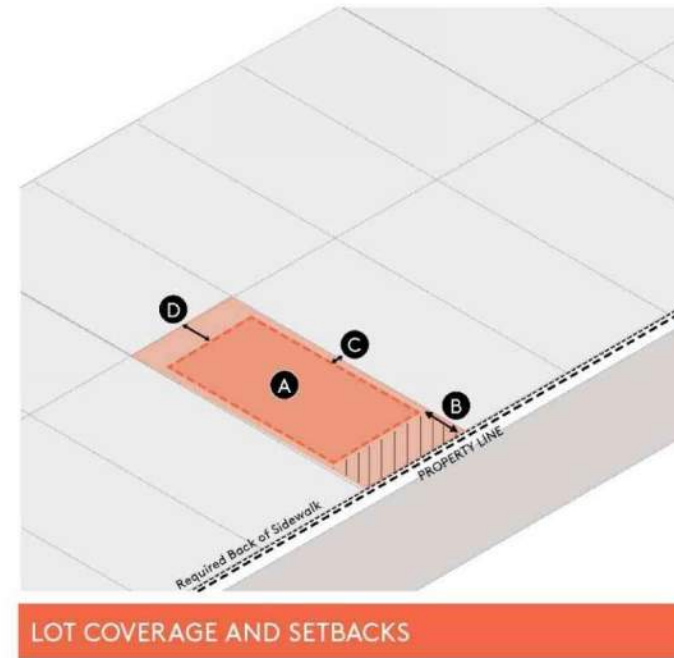


FIGURE 7: NEIGHBORHOOD RESIDENTIAL

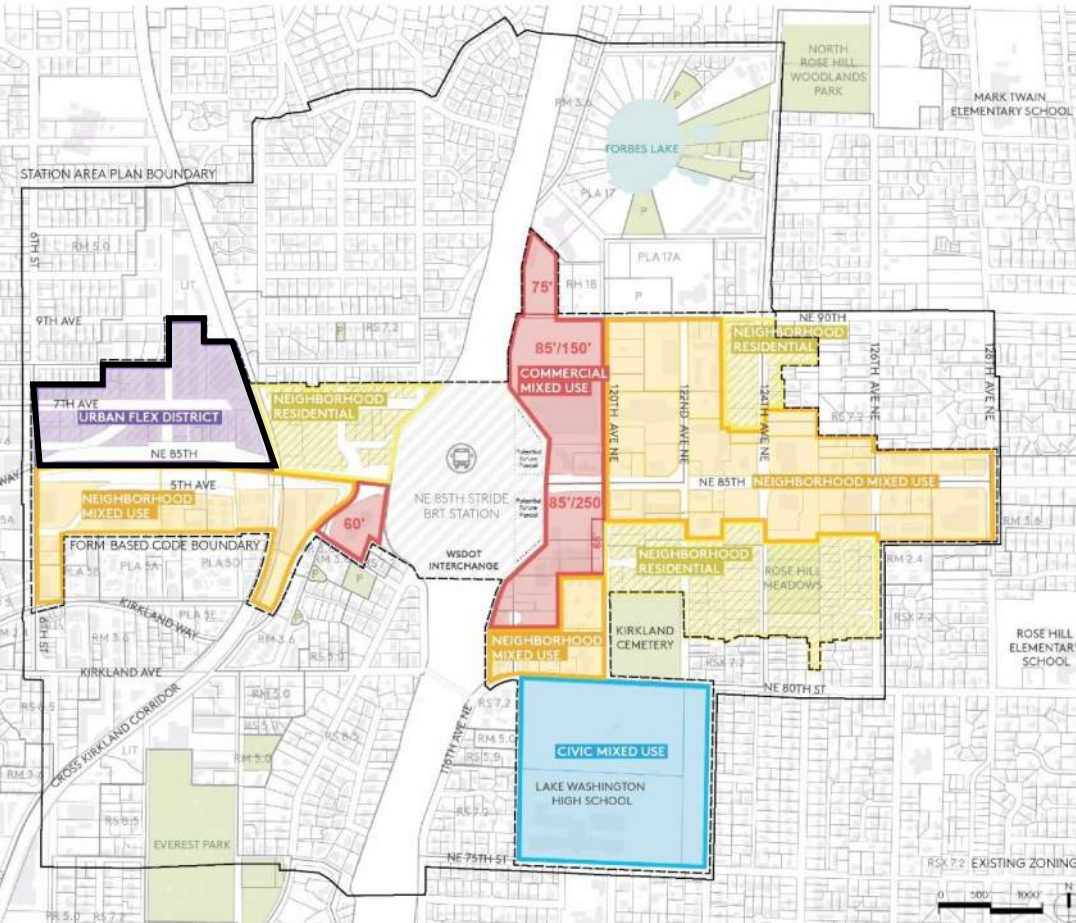
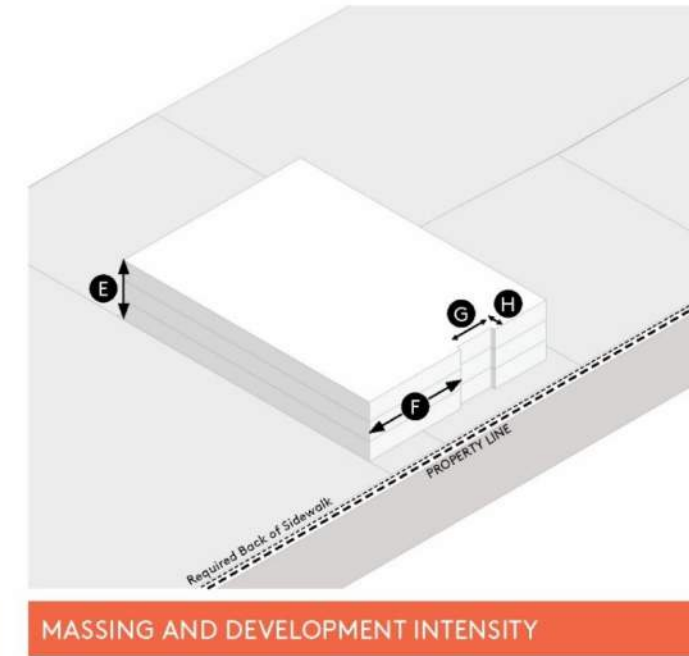
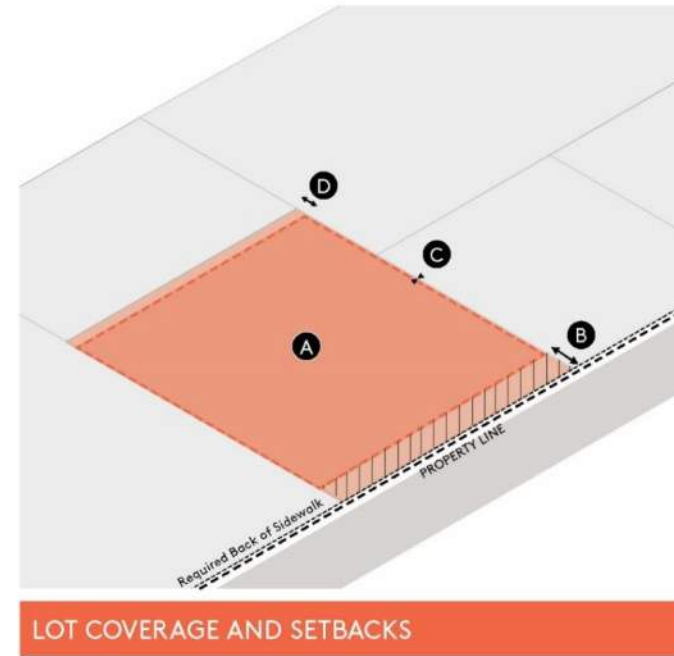


- **Limited max height** to fit neighborhood context
- **Max façade width** to match existing low-density residential patterns
- **Lower lot coverage** to preserve open space and tree canopy

Urban Flex District

This zone is intended to encourage uses consistent with a mixed-use neighborhood that supports **light industrial uses consistent with an urban, walkable character**. It allows for commercial, retail, civic/institutional, and residential uses. Maximum heights are established in the Regulating Plan and allow heights up to 45 ft west of I-405.

FIGURE 5: URBAN FLEX DISTRICT

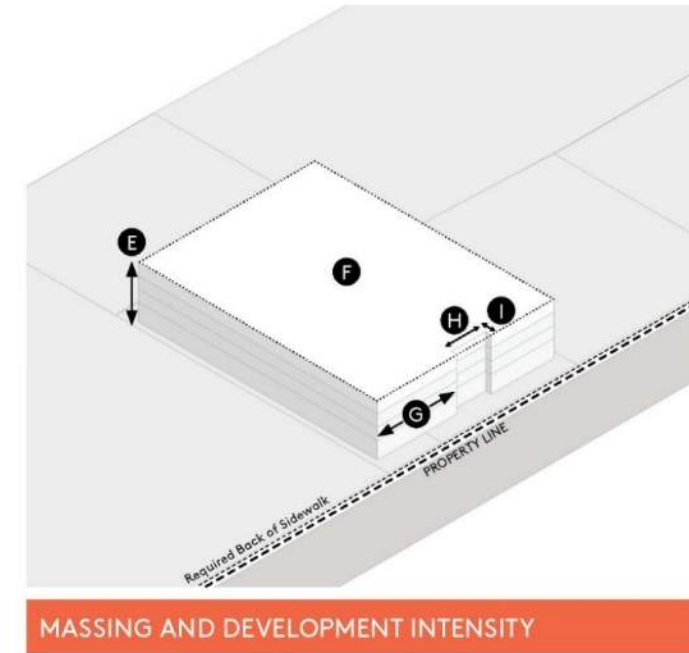
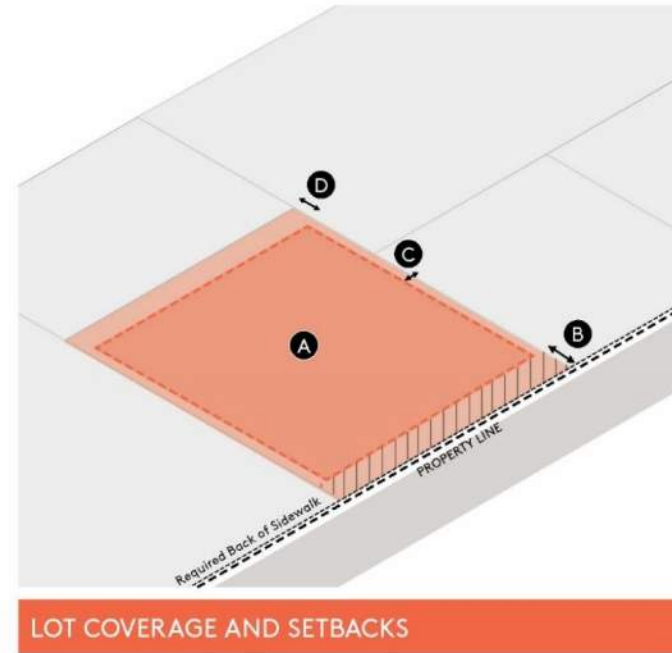
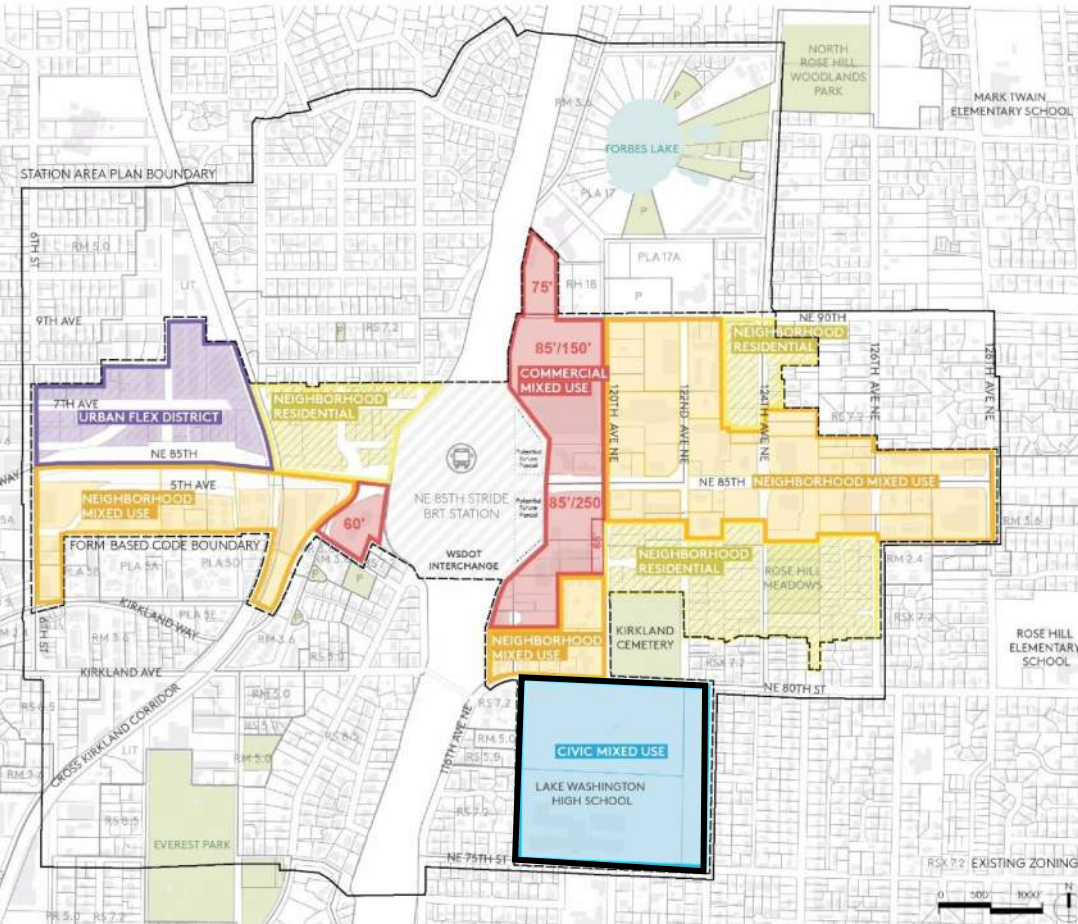


- **Limited max height** to fit neighborhood context
- **Large floor area** to support continued industrial use
- **Residential only allowed on upper floors** to support continued industrial character

Civic Mixed Use District

This zone is intended to encourage uses consistent with a **mixed-use environment anchored by civic/institutional uses**. It allows for commercial and civic/institutional uses. Maximum heights are established in the Regulating Plan and allow heights up to 75 ft east of I-405.

FIGURE 6: CIVIC MIXED USE



- **Limited max height** to fit neighborhood context
- **Large floor area** to support educational/civic use
- **Upper story setbacks** to create human-scaled neighborhood development

For More Information

Visit: www.kirklandwa.gov/stationareaplan

How to Provide Comments?

- During Tonight's Q & A
- Provide written comment to City Staff:
 - Scott Guter – sguter@kirklandwa.gov
 - Planning Commission – PlanningCommissioners@kirklandwa.gov
- Speak at upcoming Planning Commission Study Sessions and Public Hearing

What's Next

- October 27, 2022: Planning Commission study session
- November 10, 2022: Planning Commission study session
- December 8, 2022 (tentative): Planning Commission public hearing and recommendation to City Council on Zoning Code amendments
- January 2023: City Council consideration of Phase 2 adoption

Stay Involved

Sign up for Station Area
Plan Email Updates

