

City Council Special Meeting

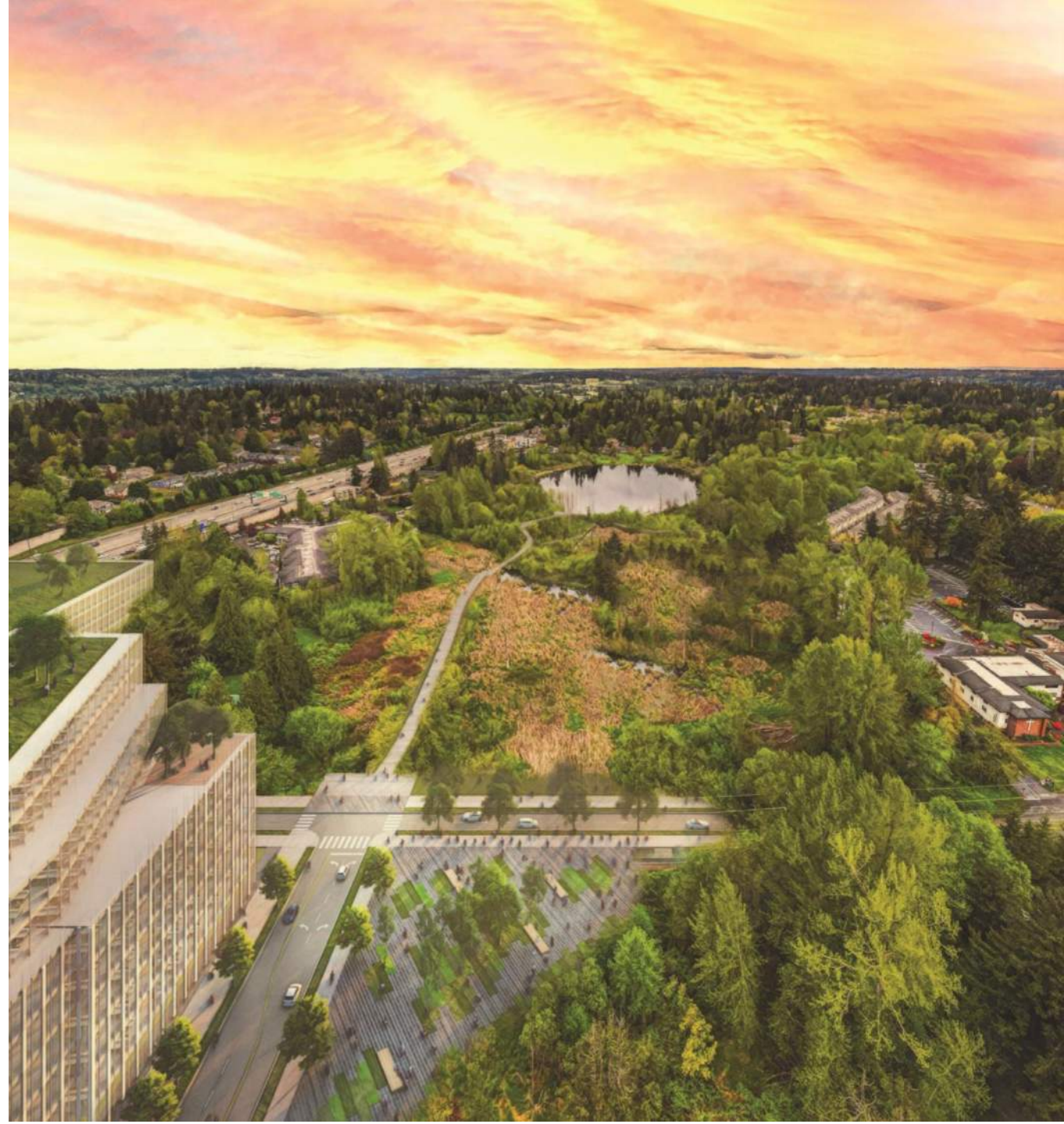


NE 85th Station Area Plan

28 June 2022

MITHÜN BERK BUSS ECONorthwest

FEHR & PEERS HERRERA RUSHING



Station Area – 2044 Vision



Station Area Plan – Phase 1 Adoption

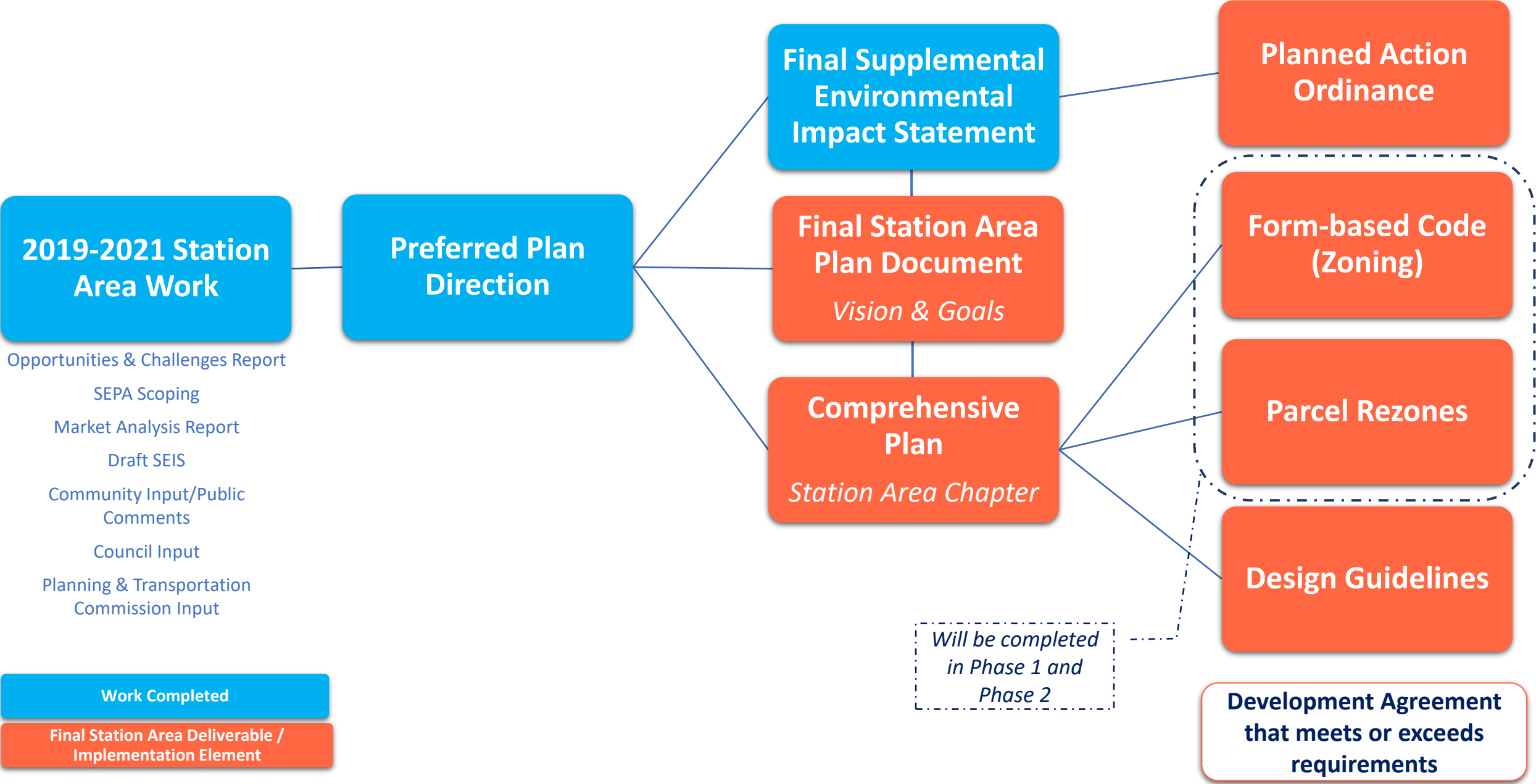
- **Station Area Plan**
(Resolution R-5547)
- **Comprehensive Plan Amendments**
(Ordinance O-4800)
- **Parcel Rezones**
(Ordinance O-4801)
- **Zoning Code Amendments / FBC**
(Ordinance O-4802)
- **Municipal Code Amendments & Design Guidelines**
(Ordinance O-4803)



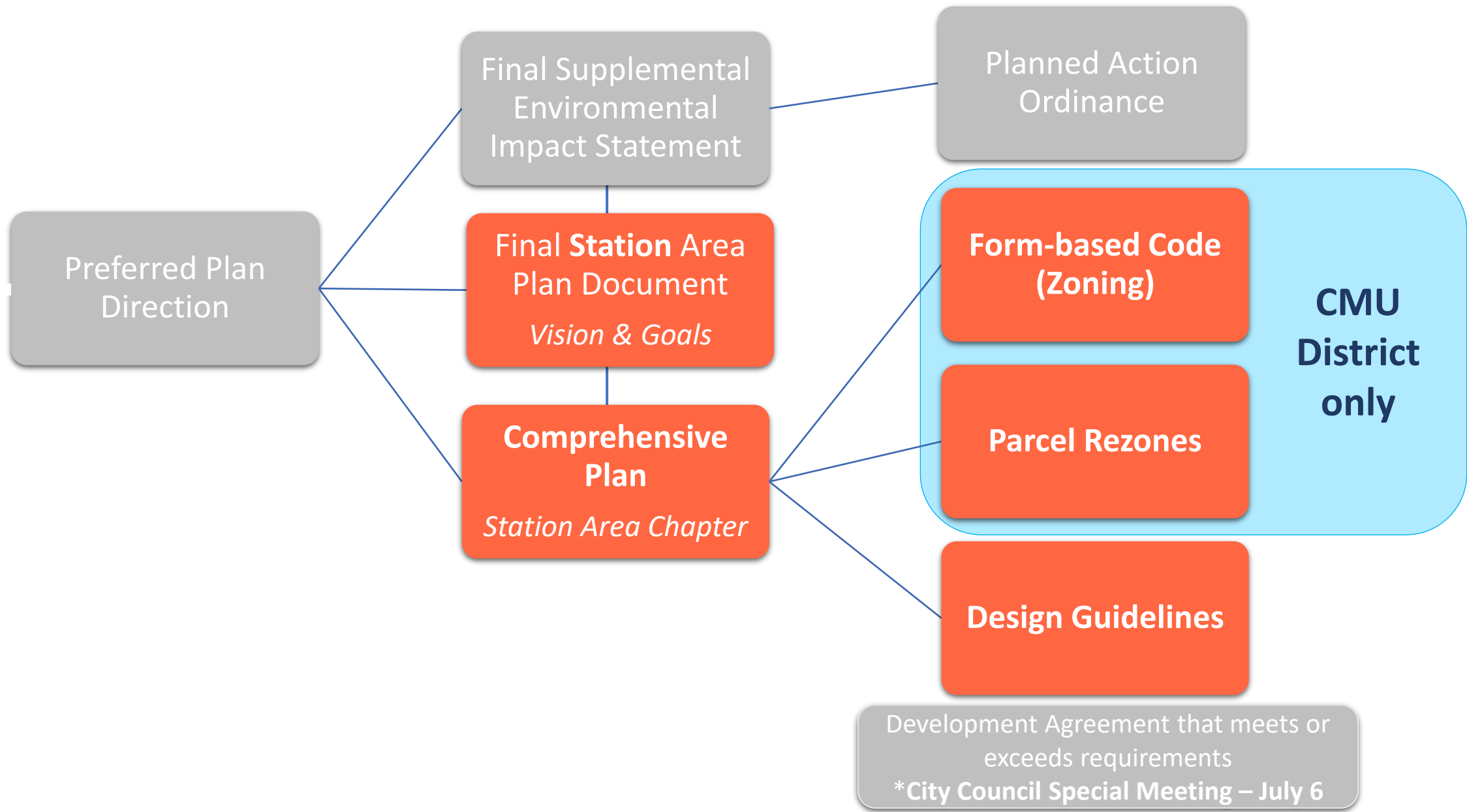


BACKGROUND

Station Area Deliverables Workflow



Tonight's Consideration



What is not under consideration tonight?

The following are not being decided upon and were not part of the June 9 Planning Commission public hearing:

- WSDOT/Sound Transit Interchange Project & Pick-up/Drop-off Lot
- Specific projects at specific locations
 - Code amendments do not entitle development that may occur under new regulations. Applications are subject to processes such as development agreements, Design Review, Land Use reviews, and construction permits.
 - The City is engaging with Google to explore the terms of a development agreement for the Lee Johnson site in the Station Area. A development agreement requires a public hearing to be held by City Council; which includes opportunity for public testimony. It is not part of the Planning Commission recommendation to Council on Phase 1 of Station Area Plan adoption.

Station Area Plan – Phase 2

Phase 2 work will include:

- *Zoning Code amendments for perimeter districts*
- *Planned Action Ordinance*

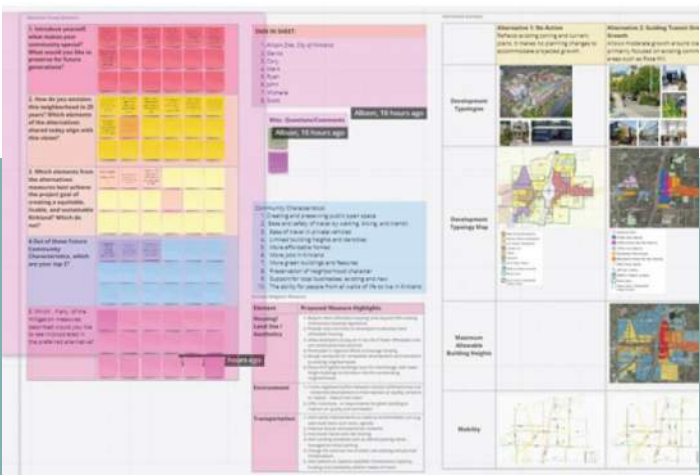
Community Input

24+ Meetings with Neighborhood & Community Organizations

Ongoing emails to Planning Commission and City Council

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



Response to Community Input

Council has directed changes to the planning process since 2019 by:

- Extending the formal DSEIS comment period
- 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
- Focusing work to emphasize that the Plan must address key community concerns such as Parks/Open Space, Transportation, and Schools

Community Concern Themes: Phase 1 Public Testimony

Theme	What do the plan/draft code amendments include?
Opposition to increase in zoning height to 250' around BRT Station. Heights in Station Area should be similar to Kirkland Urban/Village at Totem Lake.	<p><i>Planning Commission's (PC) recommendation supported heights up to 150', but not currently supportive of 250'-up to 250' may be acceptable to PC if monumental public benefits are achieved.</i></p> <ul style="list-style-type: none"> • Station Area and Comp plan include policies that direct density to occur in this Urban Growth Center, and nearest the I-405 interchange. • FBC includes an incentive zoning program that requires community benefits be provided for all SF proposed above base height of 85'. • Development Agreement authorized in draft FBC and RCW provides opportunity for City to negotiate specific benefits for a specific project; includes public hearing to gather testimony from community; requires Council approval of benefits that meet or exceed what Incentive Zoning program.
Traffic Impacts	<p><i>Vehicular traffic was studied for all DSEIS and June alternatives, and forecast trips assuming full buildout of Station Area parcels by 2044. Based on this analysis:</i></p> <ul style="list-style-type: none"> • FSEIS and Station Area Plan includes full list of recommended vehicular and active transportation improvements that should be made to accommodate growth (e.g., intersection improvements). • Comp Plan includes policies and implementation actions to incorporate the recommended projects into the City's Capital Improvement Program and Capital Facilities Plan; and specify how future development will contribute to the needed improvements. • FBC includes street standards with robust active transportation elements.
School Capacity	<ul style="list-style-type: none"> • Comp Plan includes policies and implementation actions to continue collaboration with LWSD to create opportunities for school capacity • FBC (for CMU district) includes incentive program that incentivizes private development to provide school space • City contributes impact fees to LWSD • Phase 2 will include FBC for LWHS site, and establish incentive program for remaining districts
Pick-up/Drop-off Lot	The pick-up/drop-off lot in WSDOT right-of-way, in Highlands, is part of the WSDOT/ST project; not within purview of decisions around Station Area Plan adoption.
Station Area Plan adoption should be delayed	Adoption of the Station Area Plan and Phase 1 code amendments has been delayed from the originally intended adoption in June 2021 to complete additional analysis and gather additional community input.

Station Area Height

Planning Commission Recommendations

Adopt the Form-based Code as proposed, with the exception of regulations related to building heights in excess of 150' and associated incentive zoning.

Planning Commission Statement (by unanimous motion)

"Planning Commission supports the form-based code, allowing up to 150 feet of maximum building height, pursuant to the existing proposed inclusionary zoning system. The Planning Commission does not currently support 250 feet of maximum building height.

Up to 250 feet may be acceptable pursuant to additional Planning Commission review regarding public benefits only if these conditions are met: Monumental public benefits that prioritize affordable housing in the first tier and transit infrastructure, parks, and schools in the second tier. The Commission would request another meeting where we could further explore these tradeoffs and develop a more specific recommendation to the City Council."

Draft Code Amendments

Height, and required community benefits are addressed in the draft code amendments in the following areas:

- Station Area and Comp plan include policies that direct density to occur in this Urban Growth Center, and nearest the I-405 interchange.
- FBC includes an incentive zoning program that require community benefits provided for all SF proposed above base height of 85'.
- Development Agreement authorized in draft FBC and RCW provides opportunity for City to negotiate specific benefits for a specific project; includes public hearing to gather testimony from community; requires Council approval of benefits that meet or exceed what Incentive Zoning program would provide.

Station Area Traffic

The City has completed extensive transportation analysis to inform the recommended draft goals, policies, and vehicular and active transportation network improvements.

2020 Transportation Work

- Existing Conditions and Baseline Findings
- Draft SEIS Analysis for 3 alternatives

2021 Transportation Work

- Additional Transportation Modeling to inform June Alternatives design
- Supplemental Transit Analysis
- Walkshed and Bikeshed Analysis, Level of Traffic Stress
- Interchange Analysis
- Fiscal Impacts and Community Benefits Analysis Supplemental Transportation Study (project concept development)




2022 Transportation Work

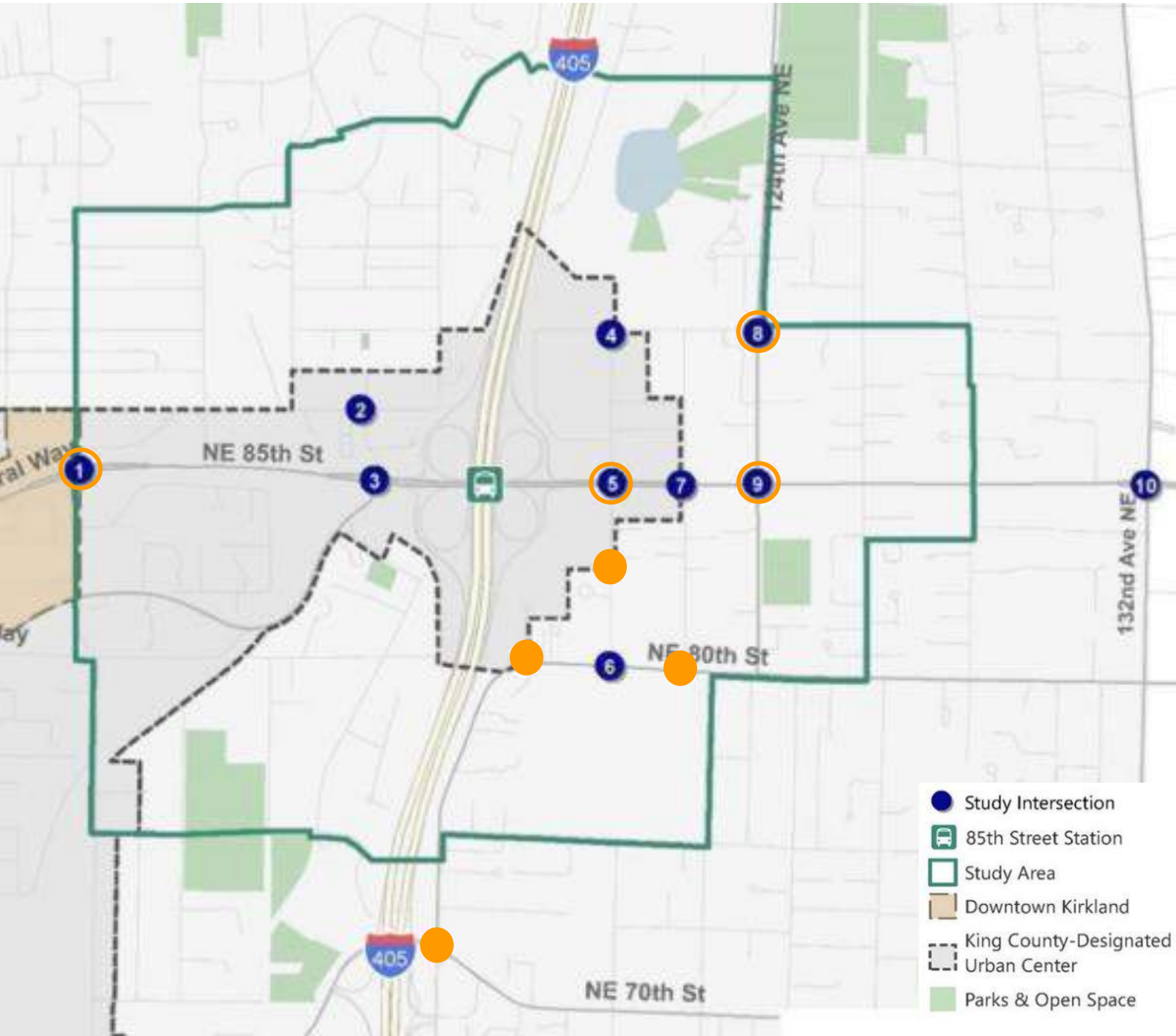
- Project Concept Refinement
- Mobility and Active Transportation Analysis (mode split forecast)
- Corridor Transit Travel-time Analysis
- Coordination with project team for final Station Area Plan Vision, Goals, and Policies

Station Area Traffic

Studied Intersections

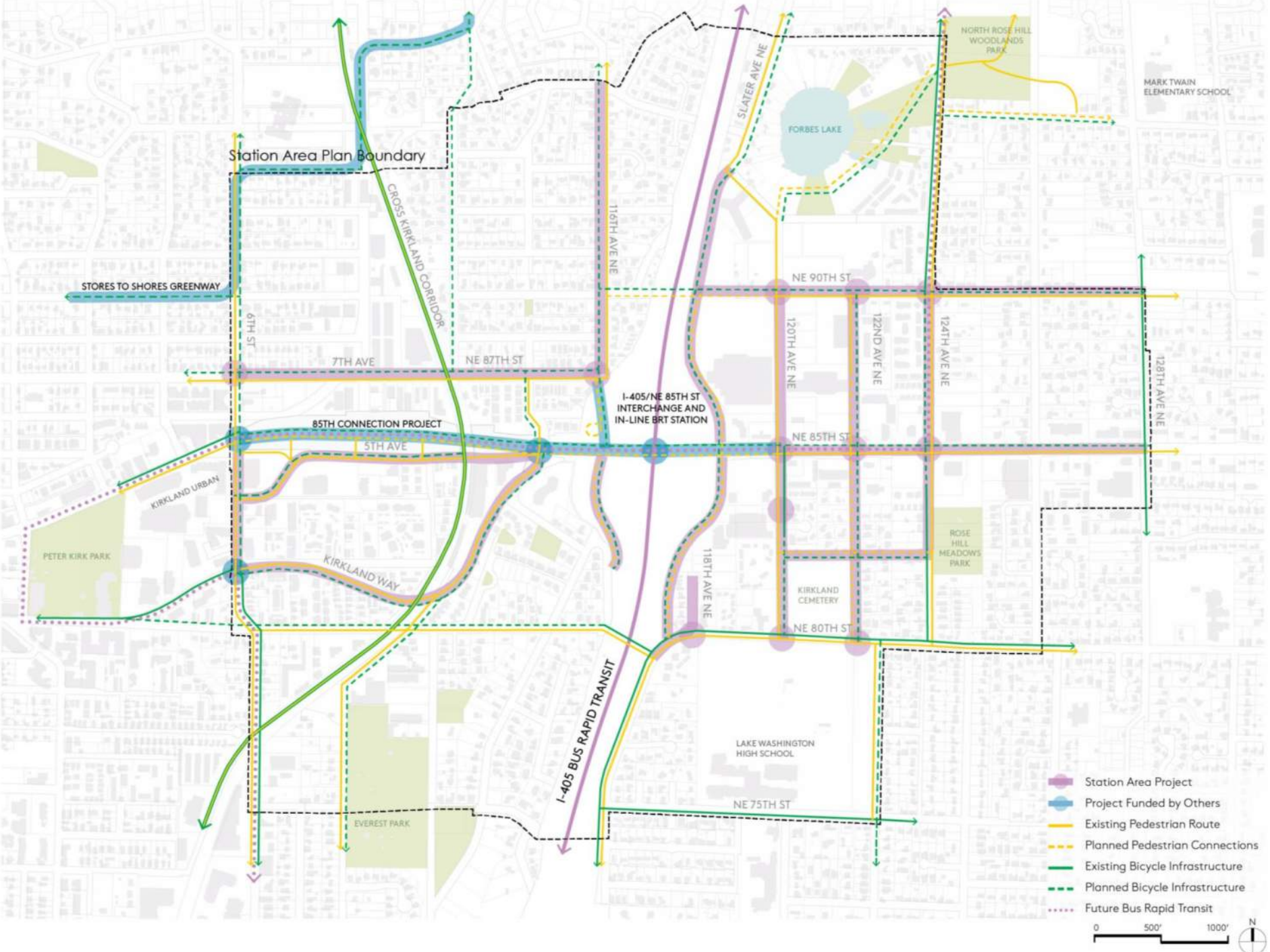
- NE 85th St & 6th St
- NE 87th St & 114th Ave NE
- NE 85th St & Kirkland Way/114th Ave NE
- NE 90th St & 120th Ave NE
- NE 85th St & 120th Ave NE
- NE 80th St & 120th Ave NE
- NE 85th St & 122nd Ave NE
- NE 90th St & 124th Ave NE
- NE 85th St & 124th Ave NE
- N 85th St & 132nd Ave NE
- NE 83rd St & 120th Ave NE
- NE 80th St & 118th Ave NE
- NE 80th St & 122nd Ave NE
- NE 70th St & 116th Ave NE

-  Studied in DSEIS
-  Further Studied in Refined Analysis for June Alts
-  Added & studied in FSEIS



Station Area Traffic

Recommended Station Area Transportation Projects



Schools: Station Area Phase 1

Draft Comprehensive Plan includes policies to:

- Increase development capacity on existing school sites.
- Create bonus incentives for provision of school space in new development.
- Foster partnerships with LWSD, City, and private sector to encourage shared facilities.

Draft Form-based Code (zoning) for Commercial Mixed Use District (Phase 1)

- CMU district does not allow residential uses (no direct student generation).
- Educational uses allowed in active/retail frontages.
- Incentive Zoning program includes educational spaces as incentive option for development to earn bonus capacity.

The City is continuing to pursue properties in proximity to Station Area that could serve multiple uses, such as the Houghton Park & Ride and Taylor Fields.

The City can support legislative changes to encourage expansion of funding flexibility for schools in urban areas (e.g., using capital levies to fund long-term school leases)

City will continue to support the district through school impact fees. A conservative estimate is that from \$16.9 million to \$24.6 million in school impact fee revenue would be available for school capital needs under the preferred plan over the next 20 years.

New assessed valuations generated due to redevelopment in the Station Area could allow LWSD to reauthorize additional construction levy/bond funds by an average of \$5 million per year from 2024-2022 (cumulative total \$106.5 million).

Schools: Station Area Phase 2 Work

Code Amendments to be studied in Phase 2:

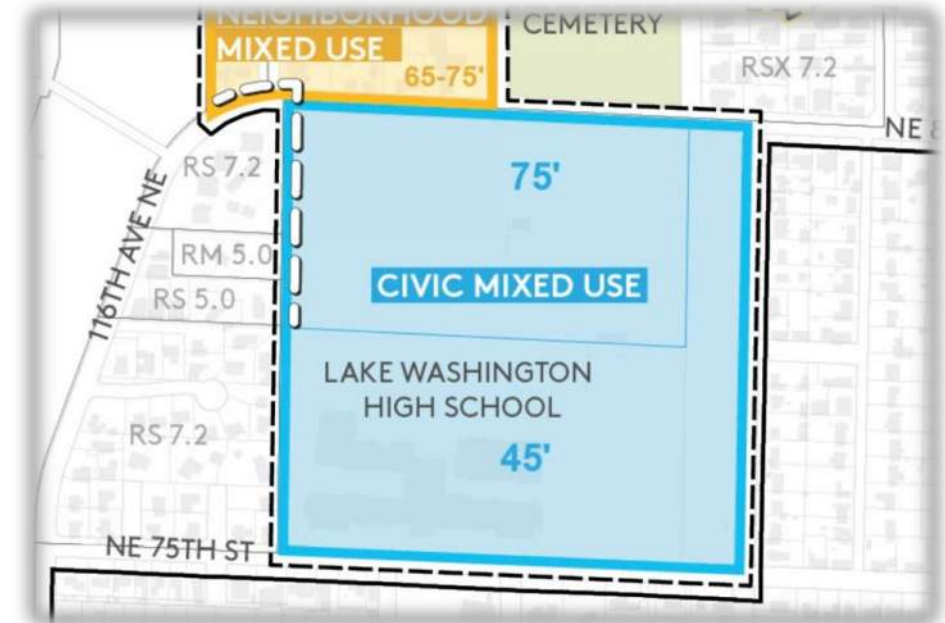
- Station Area districts that allow residential uses and will generate new students.
- The Civic Mixed Use zoning district, which includes the Lake Washington High School property.

Draft Form-based Code for Phase 2 expected to include:

- Educational uses allowed in active/retail frontages; and,
- Incentive Zoning program that includes educational spaces as incentive option for development to earn bonus capacity.
 - Can be the same as program for CMU district or adjusted for Phase 2 districts.

Beyond the Station Area Plan, the City has begun work to implement 2022-2024 Planning Commission Work Program item:

- Evaluating code amendments to reduce or eliminate barriers to increase capacity on other LWSD sites.



Civic Mixed Use District w/ proposed increased height (Phase 2 code amendments)



Example of Integrated School Facilities: 10 story mixed use with 4 stories of elementary school and housing above (Honolulu, HI)



STATION AREA PLAN

Why Plan for the NE 85th Station Area?

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

The planning objective is to maximize transit-oriented development, and create the most:

- Opportunity and Inclusion
- Value for the City
- Community Benefits including affordable housing, improved sustainability benefits, park and mobility improvements, and solutions for school capacity
- and Quality of Life for all

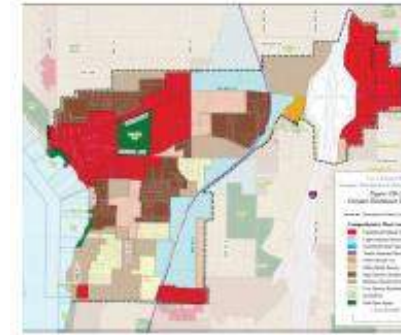
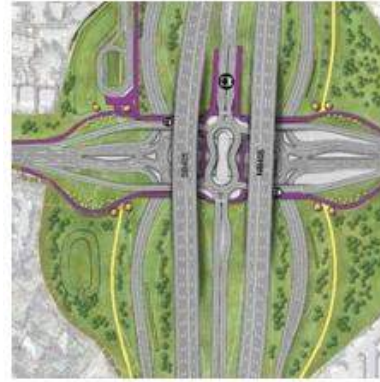


Why Plan for the NE 85th Station Area?

This is a long-term plan for 2044 that builds on

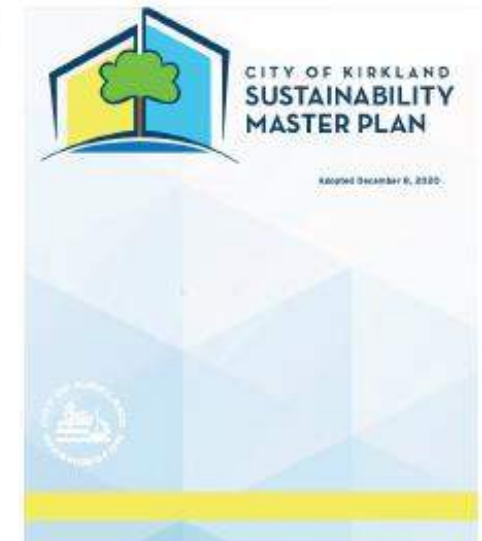
- the 2035 Comprehensive Plan;
- the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans;
- the Sustainability Master Plan;
- the CKC Master Plan;
- and others.

The Station Area is envisioned as a demonstration district that maximizes opportunity for innovation and community benefit for the next generation, with the potential to realize goals of the Sustainability Master Plan, Housing Strategy, and other city-wide initiatives on the ground.



City of Kirkland
Parks, Recreation & Open Space Plan

City of Kirkland
Active Transportation Plan Draft
SPRING 2022



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

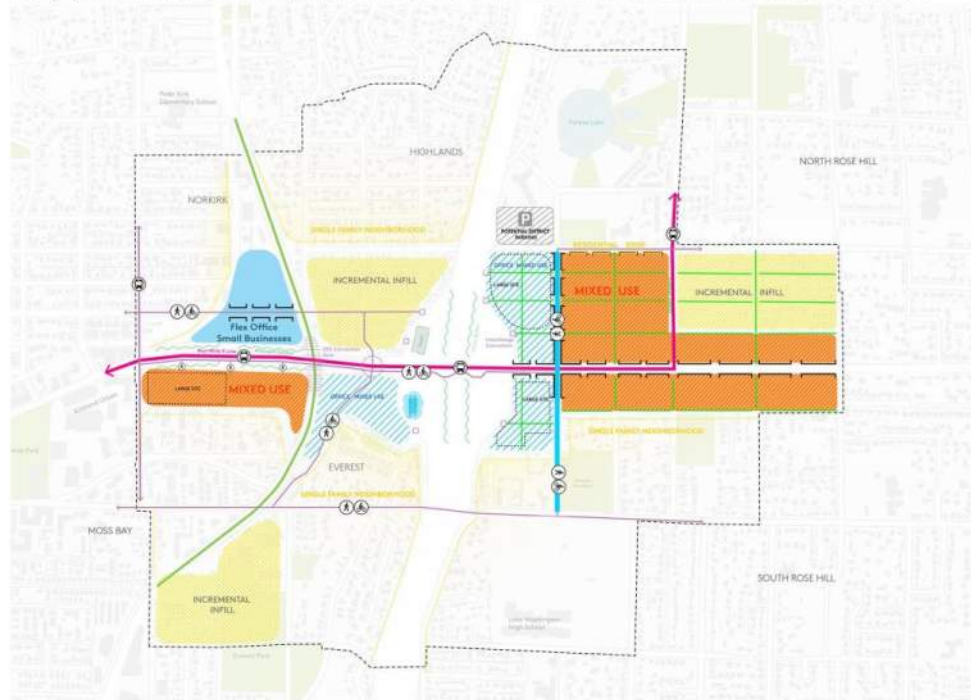
Chapter 04

Community Benefit Strategies

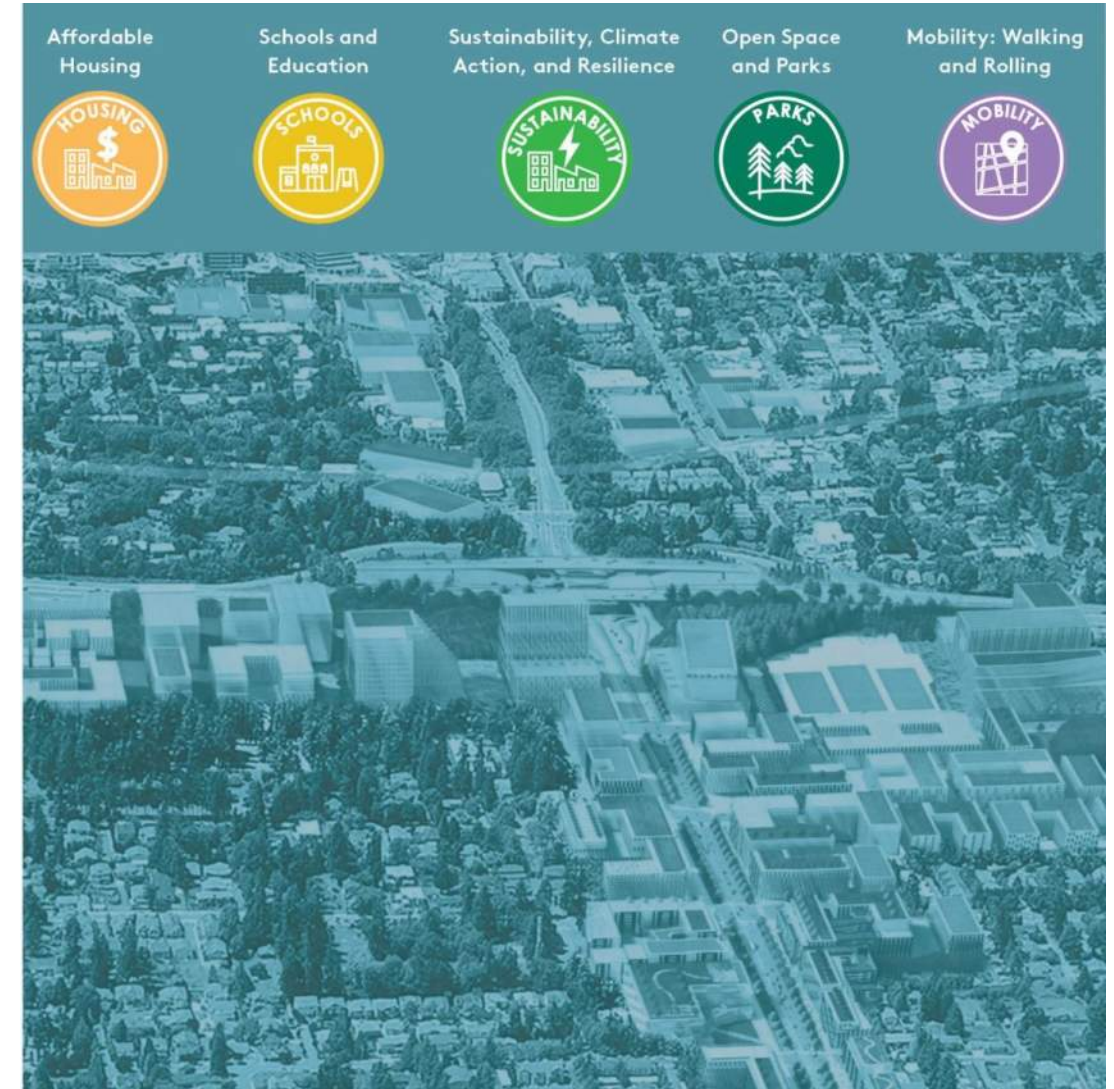
How can the public receive benefits of growth?

Priority community benefits were chosen based on community feedback, City Council and Planning Commission direction, and initial findings from DSEIS and 2020 Opportunities and Challenges Report.

Study Area (June 2020): initial growth concept that served as the basis for the draft SEIS alternatives



Source: Mithun, 2020





Chapter 05

Vision and Urban Design Framework

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 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.



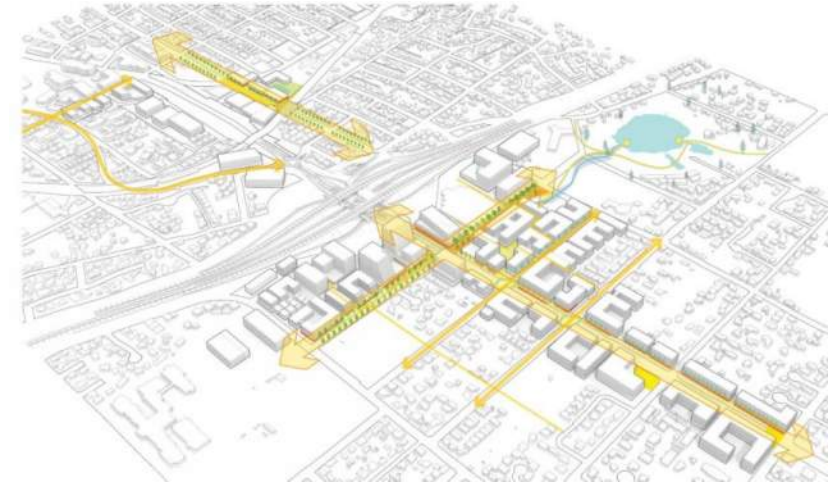
Chapter 05

Vision and Urban Design Framework

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



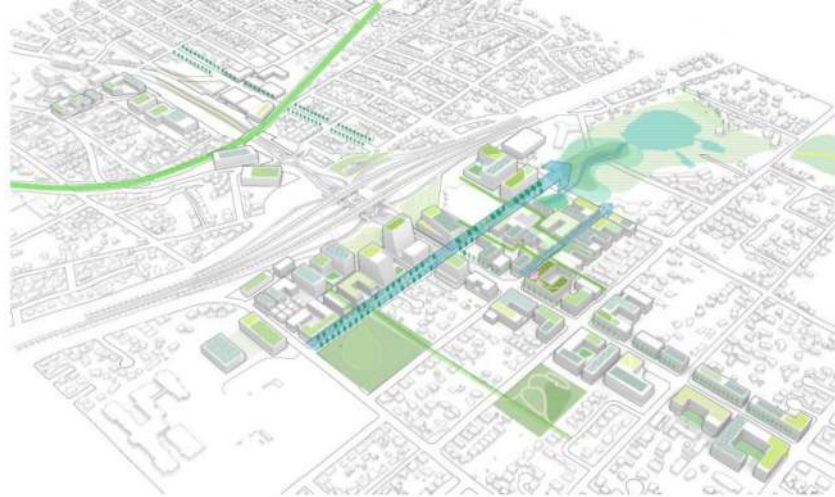
Focus Inclusive Growth Near Transit



A Strong Public Spine



A network of Mobility Options



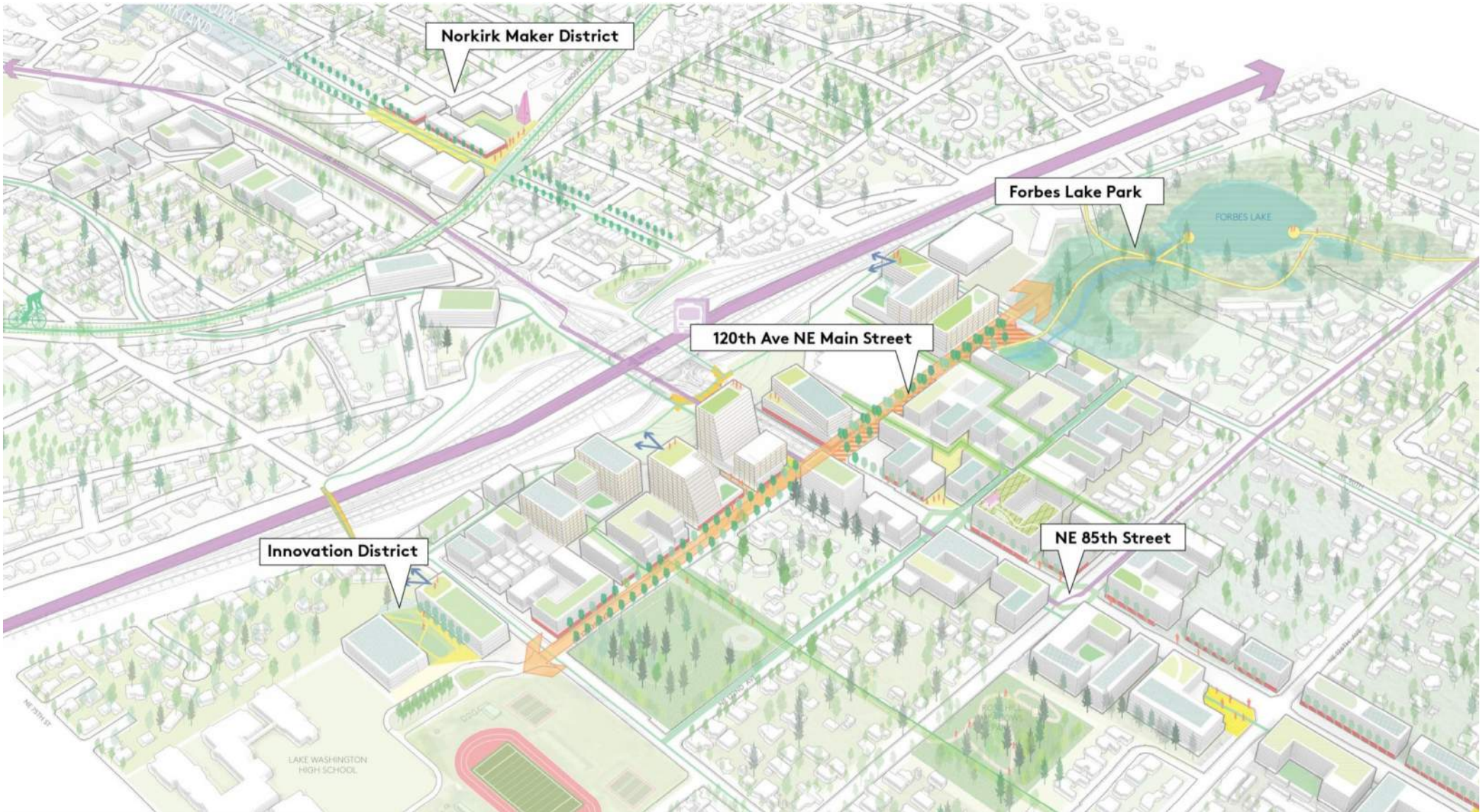
Leverage Existing Natural Systems and Resources



Transitions in Scale to Adjacent Neighborhoods

Key Urban Design Elements in Character Areas

The framework coordinates a set of urban design elements that respond to community input and are intended to achieve the plan goals in different character areas. These elements are described in the following elements of the plan.



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

LOW CARBON
BUILDINGS

TREE
CANOPY

AFFORDABLE
HOUSING

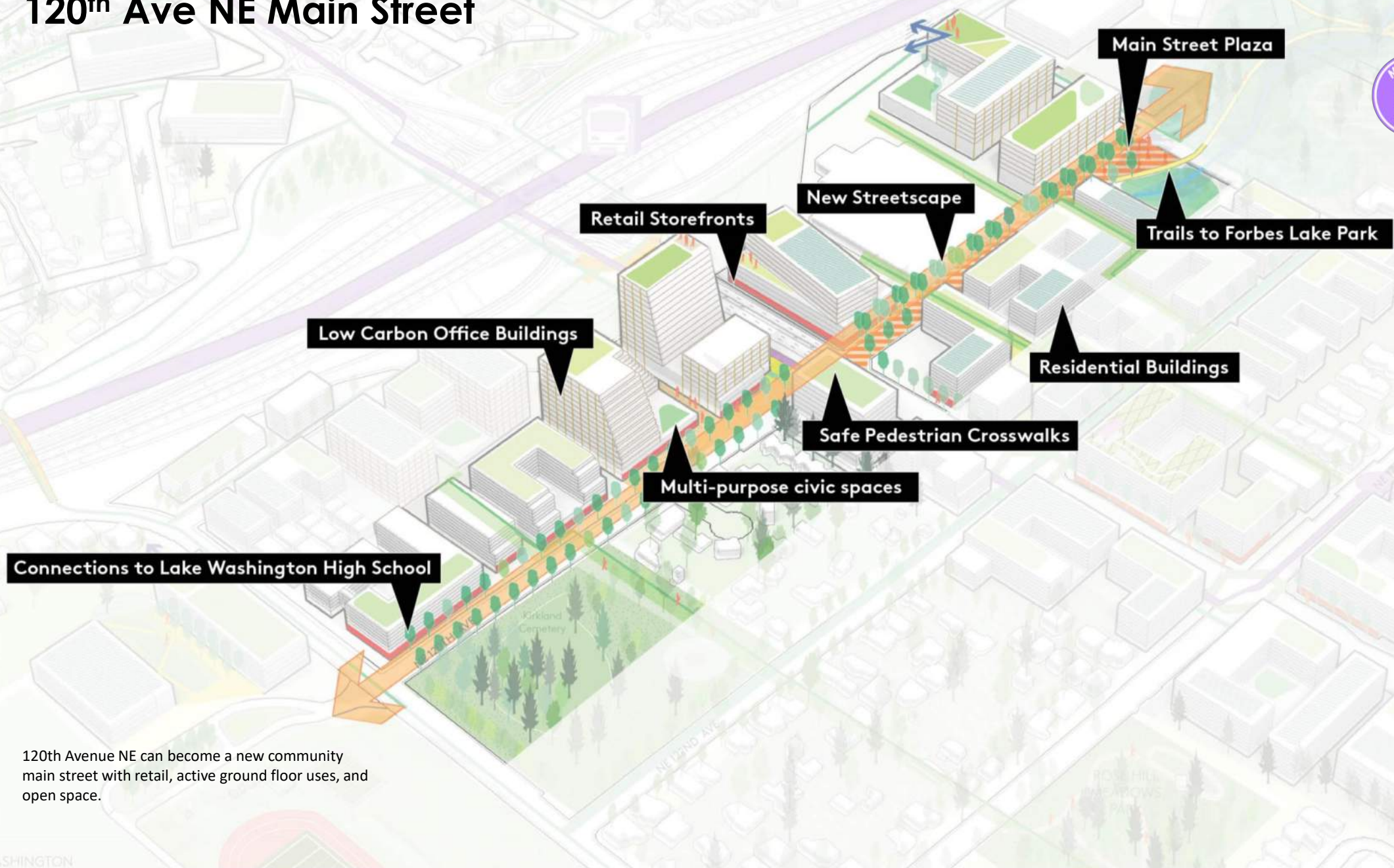
ACTIVE
STOREFRONTS

GREEN STREET
INFRASTRUCTURE

ALL AGES
BICYCLING
NETWORK



120th Ave NE Main Street



120th Avenue NE can become a new community main street with retail, active ground floor uses, and open space.



LOW CARBON
BUILDINGS

ROOF
AMENITIES

FORBES LAKE
VIEWPOINTS

NEIGHBORHOOD TRAIL
CONNECTIONS

BOARDWALK
TRAILS

FORBES CREEK
RESTORATION

120TH
MAIN STREET

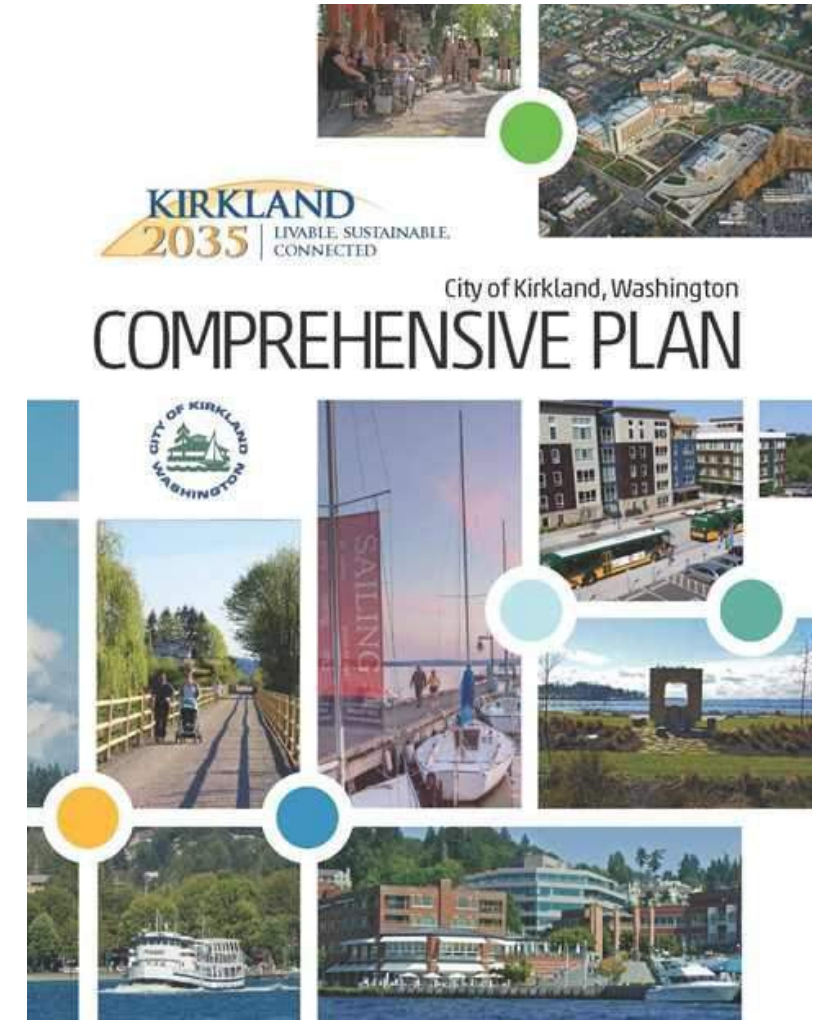
ECOLOGICAL
RESTORATION PARK



COMPREHENSIVE PLAN

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
 - Establishes that Station Area Goals and Policies will govern when neighborhood plan policies specify different direction (e.g., growth capacity, height, access, etc.)
 - Future amendments will further address any inconsistencies



LAND USE

Establishes Subarea household and employment growth capacities for horizon year of 2044, and includes policies that:

- Establish the superseding relationship of subarea goals & policies to existing goals & policies
- Direct the City to establish design standards
- Promote infill development
- Support service providers in Station Area (e.g., King County Housing Authority, Helen’s Place, etc.)

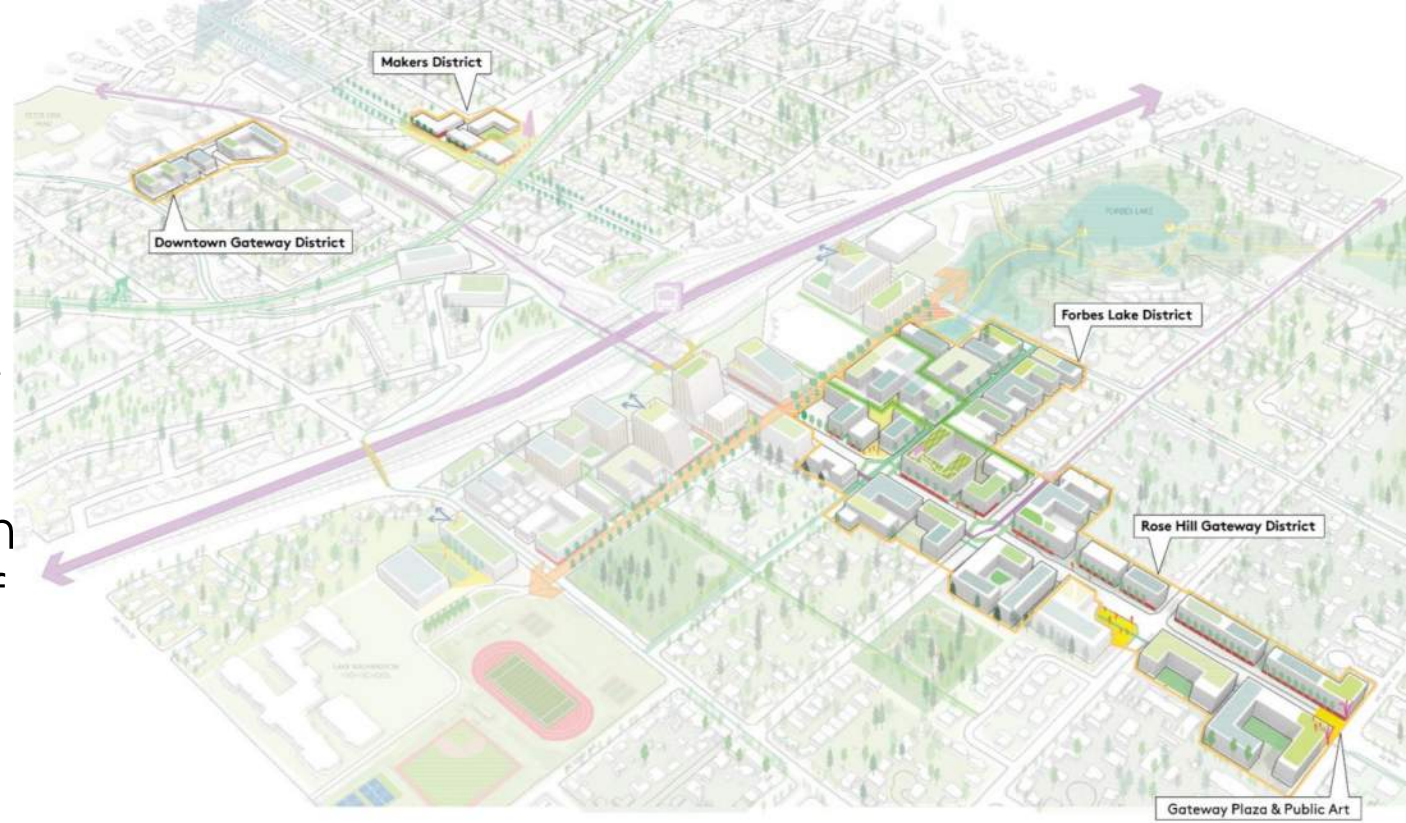


2044 Growth Capacity	
Total Households	8,152
Total Employment (Jobs)	22,751

HOUSING

Outlines existing conditions and establishes goals and policies prioritizing affordable housing:

- Provide a mix of housing types attainable for a range of jobs
- Incentivize affordable housing production and housing provided at deeper levels of affordability
- Coordinate with partners to maximize affordable housing and address issues of homelessness, fair housing, displacement, etc.
- Expand capacity for moderate income households
- Explore innovative funding strategies to enable housing production



ECONOMIC DEVELOPMENT

Provides a summary of the Station Area market analysis, and establishes goals and policies that:

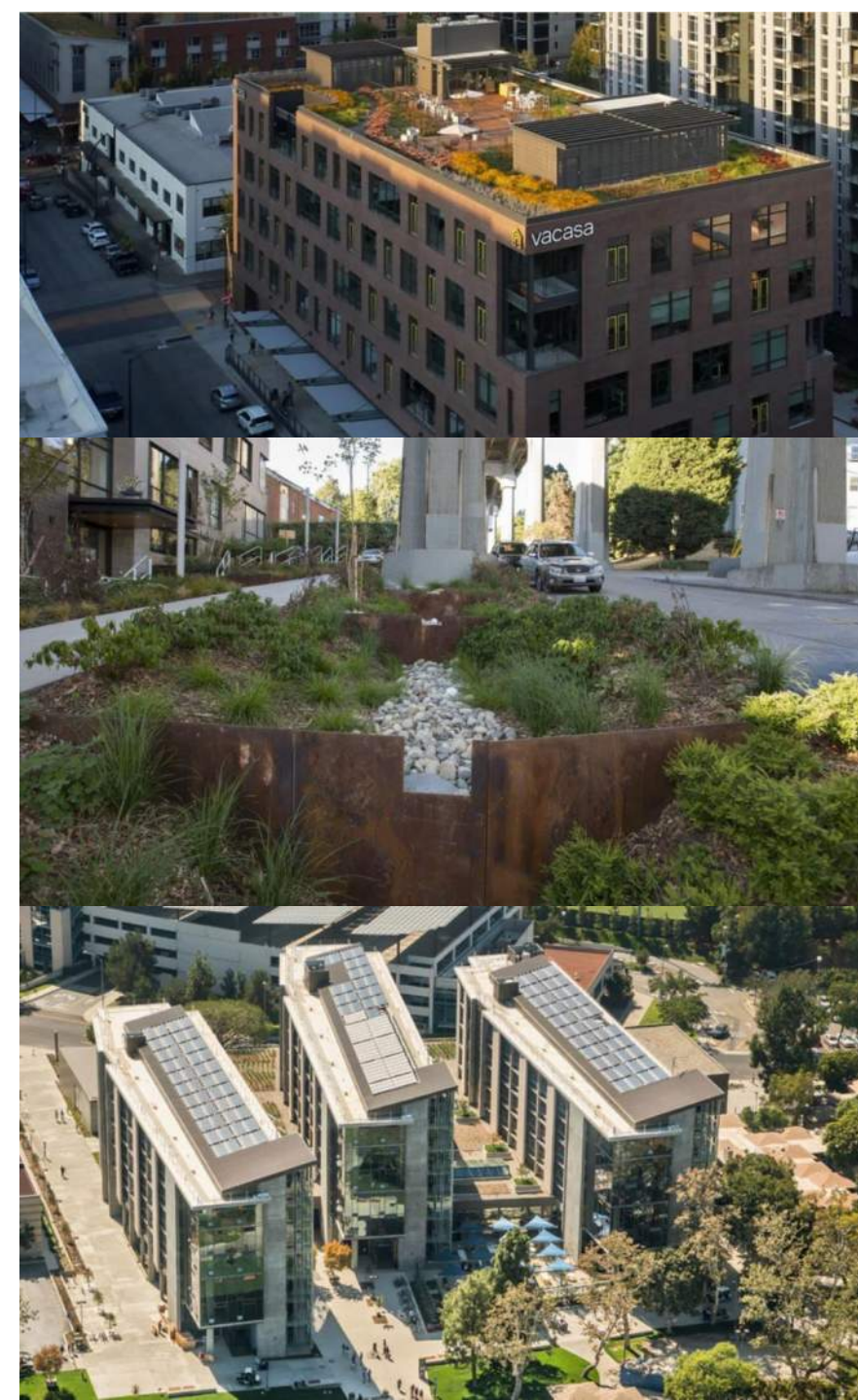
- Create a vibrant district with places to work, shop, live, recreate, and visit
- Promote retention, expansion, and growth of employment opportunities
- Create development standards that accommodate a range of commercial spaces, including those scaled for small, local businesses
- Identify opportunities for multi-benefit partnerships and programs to create community benefits such as:
 - Job placement opportunities,
 - Providing publicly accessible community spaces,
 - Providing opportunities for students, and
 - Meeting shared needs (e.g., parking, mobility, complementary services)



NATURAL ENVIRONMENT & SUSTAINABILITY

Describes existing conditions, context for the Subarea Sustainability framework, and establishes goals and policies that:

- Prioritize opportunities to create multiple benefits across ecosystem functions
- Implement the City's Sustainability Master Plan goals
- Develop a "Future Ready" district framework guide to foster continuous innovation
- Support ecosystem health and urban habitat
- Develop a Green Factor Code that encourages visible, functional, green spaces and high-quality habitat.



PARKS, RECREATION, & OPEN SPACE

Describes the dynamic needs for parks and open space in a more urban area of the City, identifies opportunities described in the Station Area and PROS plans, and establishes goals and policies that:

- Provide ample active and passive recreation opportunities for community members at all ages and stages of life
- Refer the City's adopted Parks, Recreation, and Open Space (PROS) Plan for urban level-of-service guidelines
- Leverage public assets and partnerships, including potential opportunities in excess WSDOT right-of-way
- Expand access to and through Forbes Lake Park for passive recreation, environmental restoration, and improved ped/bike connections
- Enhance the CKC and improve connection to the corridor
- Incentivize new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, and linear parks



TRANSPORTATION & MOBILITY

Describes existing conditions for the vehicle and active transportation networks, provides objectives for the future networks. It includes goals and policies that:

- Develop and implement a bold vision of a multimodal transportation network
- Achieve the aggressive mode-split goal by the Station Area horizon planning year of 2044 to require less reliance on single occupancy vehicles for future employees and residents of Station Area
 - Requires aggressive Transportation Demand Management (TDM) strategies
- Preserve the vehicle throughput functionality of NE 85th St for buses and drivers
- Ensure effective transit service along transit corridors
- Ensure that Station Area growth does not result in detrimental parking impacts to surrounding neighborhoods
- Provide a consistent, connected network, and improve safety for people walking, biking, and rolling



URBAN DESIGN

Describes the vision and framework for the urban design in the subarea, and includes policies to:

- Establish a strong public realm network and transit-oriented community that puts people first
- Leverage existing natural systems and increase resilience through innovative design standards
- Ensure appropriate development scale with transitions to adjacent neighborhoods



PUBLIC SERVICES / SCHOOLS

Describes how infrastructure & public services will accommodate growth, provides background on strategies to support more school space, and establishes policies that:

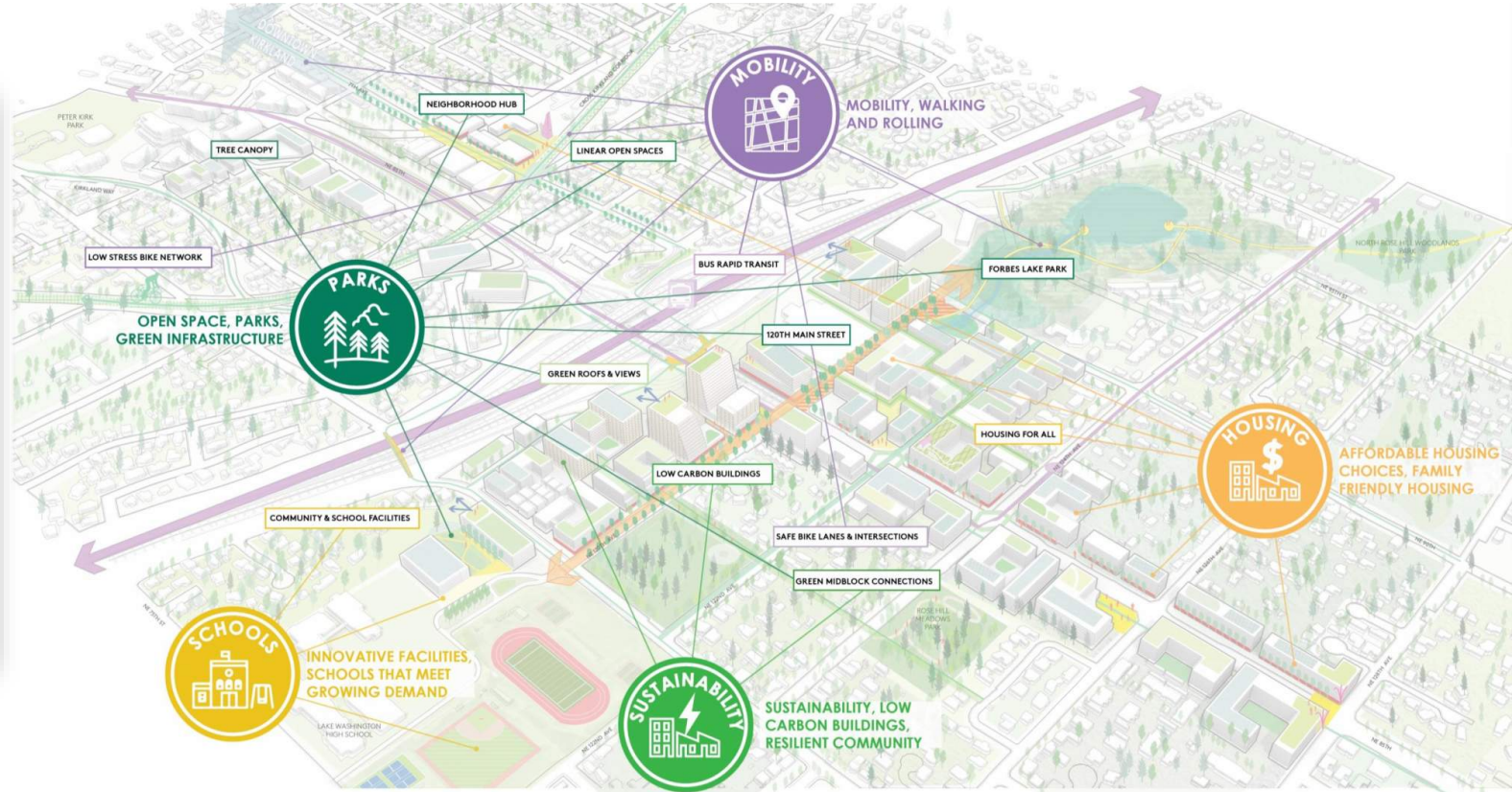
- Ensure planned infrastructure and facilities can support targeted growth
- Ensure availability of public services, such as utilities infrastructure, Police, and Fire Service to meet the needs of businesses and residents
- Identify development standards that can provide Lake Washington School District with more development capacity
- Consider development bonus incentives for new development to provide school space
- Allow education space including day care, early learning, and other school facilities in active frontages and required retail space



STATION AREA IMPLEMENTATION STRATEGIES

Identifies action items and timelines around each sub-section to guide future implementation and tracking.

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE	STATUS
			<i>Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing</i>	1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3= Long-range Vision
25	Adopt an incentive zoning program in the Station Area Form-based Code that creates development bonuses for new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, recreation amenities, and linear parks.	City of Kirkland	Adopt with Plan (FBC)	1
26	Incorporate identified Station Area Parks projects into the City's Capital Improvement Program.	City of Kirkland	Initiate upon adoption	1



PLANNING COMMISSION RECOMMENDATION

COMPREHENSIVE PLAN AMENDMENTS

Adopt the Comprehensive Plan subarea plan chapter with amendments to Vision Statement and select goals/policies.

POTENTIAL COUNCIL AMENDMENTS TO PROPOSED COMPREHENSIVE PLAN AMENDMENTS (includes Planning Commission recommendations)

1. Accept Planning Commission recommendation and amend the vision statement in subsection 3 to read: “The Station Area is a thriving, transit-oriented, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services ~~linked by transit.~~”
2. Accept Planning Commission recommendation and add a policy to subsection 9 that reads: “Encourage and support high-frequency, broad-destination, transit throughout the Station Area.”
3. Accept Planning Commission recommendation and amend Goal SA-87 in subsection 11: “Create opportunities for additional school capacity in, or near, the Station Area and prioritize the provision of a new school within the Subarea boundaries.”
4. Accept Planning Commission recommendation and add a policy to subsection 11: “Plan for, and coordinate, construction staging at a subarea-wide level in advance of development.”
5. Amend Policy SA-93 in subsection 11: “Continue to foster partnerships with the Lake Washington School District, the City, and the private sector to encourage shared facilities in, or near, the Station Area and/or optimize utilization of shared use agreements; specifically, jointly explore the Houghton Park & Ride as a site for future school capacity that is nearby, and connected to, the Station Area.”

POTENTIAL COUNCIL AMENDMENTS TO PROPOSED COMPREHENSIVE PLAN AMENDMENTS

6. Map Clarification



Comprehensive Plan Amendments – Ordinance O-4800

O-4800 will amend the Comprehensive Plan to include a new subarea chapter for the Station Area

Council Questions?
Discussion

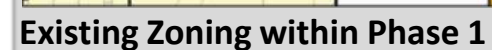
COMMERCIAL MIXED USE DISTRICT PARCEL REZONES



Commercial Mixed Use Regulating District only



LEGISLATIVE REZONES



PC recommendation for heights above 150' is contingent upon the resolution of their recommendation regarding community benefits associated with heights above 150'.

An aerial photograph of a city, likely Kirkland, showing a large area of land in the center highlighted with semi-transparent blue and green overlays. This highlighted area contains several large, modern-looking buildings and parking lots, suggesting a commercial or mixed-use development. The surrounding area is a mix of residential houses, trees, and some commercial buildings. A body of water is visible in the top left corner.

Parcel Rezones – Ordinance O-4801

O-4801 will amend the Kirkland Zoning Map to rezone 15 parcels to Commercial Mixed Use

Council Questions?
Discussion

The background is a faded architectural rendering of a city street scene. It features a multi-story building with many windows on the left, a sidewalk with trees and pedestrians, a green-painted bike lane with a person riding a bicycle, and a road with cars and a bus. The entire image is covered with a semi-transparent blue filter.

KZC AMENDMENTS / FORM-BASED CODE (Commercial Mixed Use District)

Form-based Code
Table of Contents

New Base Requirements for rezone parcels

Urban Design

- Frontage standards to support pedestrian-scaled, active environments
- Transition standards

Mobility

- Enhanced street improvement standards to support walking and rolling
- New bike parking requirements and lower minimum required vehicular parking ratios

Sustainability

- High Performance Building Standards
- Renewable Energy Production
- Green Factor

KIRKLAND ZONING CODE CHAPTER 57
FORM-BASED CODE FOR THE NE 85TH STREET STATION AREA PLAN

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Form-based Code Concepts

Regulating District

Building Height
Building Massing
Facade Modulation
Side & Rear Setbacks

Frontage Type

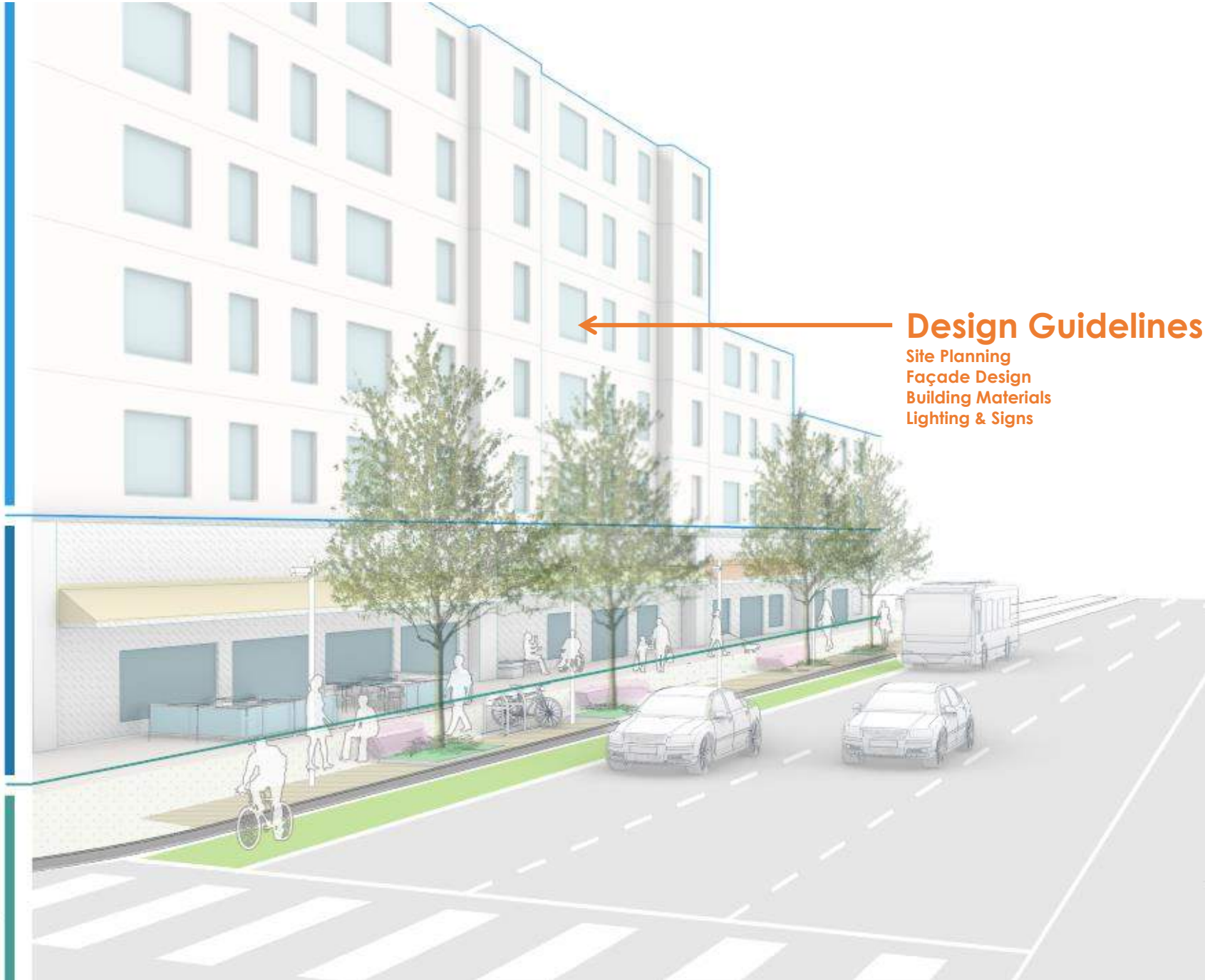
Front Setbacks
Ground Floor Design
Cafe & Amenity Zones

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



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.

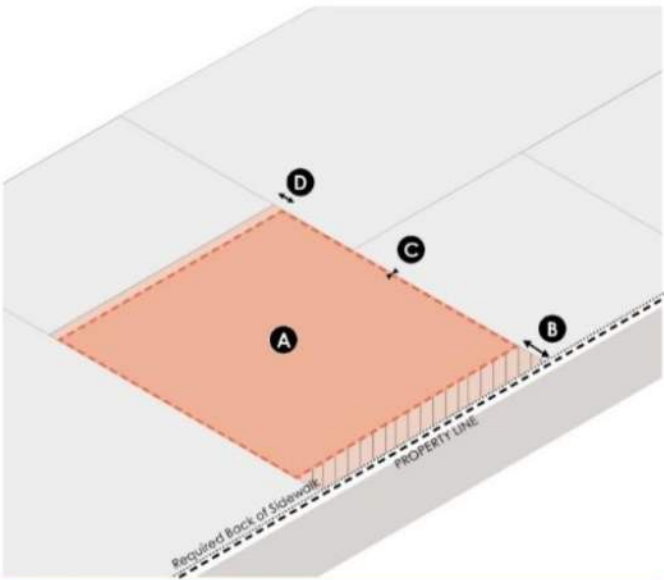
REGULATING DISTRICT COMPONENTS

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.

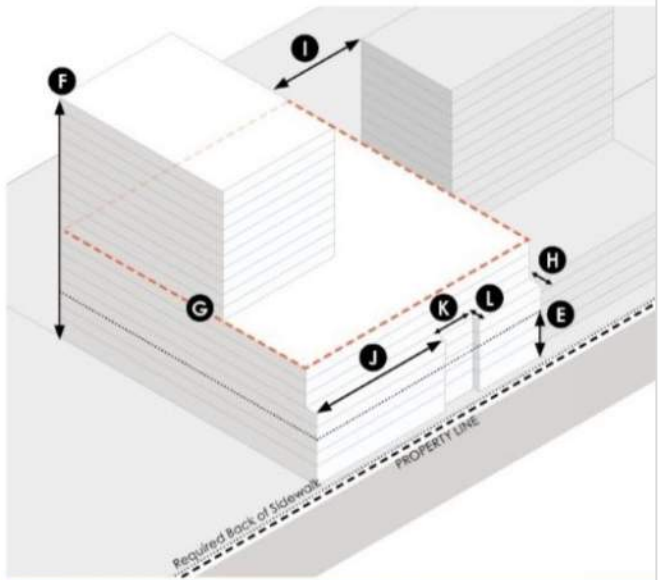
- 1. **Lot Boundary** represents the perimeter of the subject property.
- 2. **Lot Coverage** refers to the area of the Maximum Lot Coverage as defined in KZC Ch 5.10. The shaded area on graphics for lot coverage does not represent the required placement or location of buildable area.
- 3. **Required 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	
A Max Lot Coverage *	90%
Required Yards	
B Front	Refer to Frontage Types
C Side	0' Min
D Rear	5' Min
* Lot coverage as shown does not represent intended building placement or setbacks.	



MASSING AND DEVELOPMENT DENSITY	
Height and Floor Area	
E Base Maximum Allowed Height	Refer to Regulating Plan
F Bonus Maximum Allowed Height	Refer to Regulating Plan
G 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	
H Upper Story Street Setbacks	At 75': 15' setback At 125': 30' setback
I Tower Separation	60'
J Maximum Facade Width	160'
K Minimum Facade Break Width	15'
L 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.

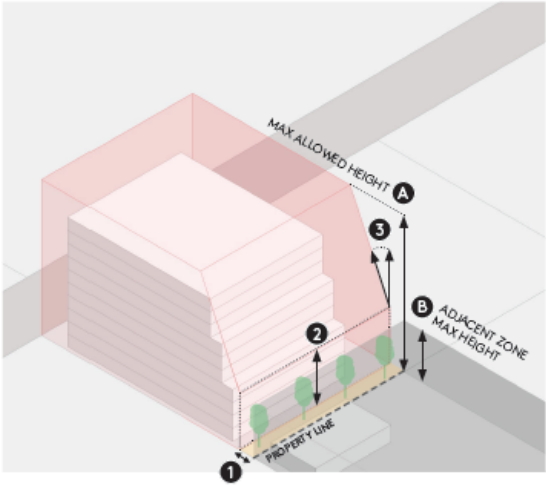
4. **Landscape Buffer:** A minimum 15-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall planted consistent with Buffering Standard 1 of KZC Chapter 95.

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.

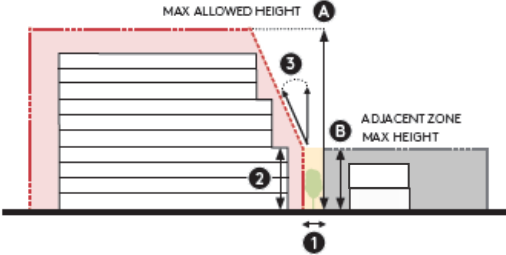
iv. From the top of this vertical plane, extend a sky exposure plane at an angle of 25 degrees to the maximum allowed height of the subject property zone.

FIGURE 15: DISTRICTWIDE STANDARDS

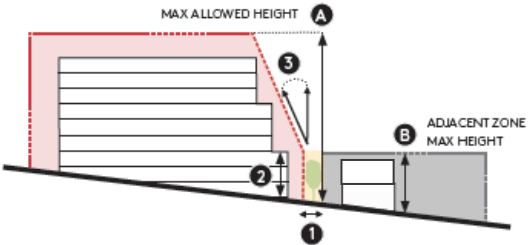


TRANSITIONS	
Applicability	<p>A Transitions are required if the allowed maximum height for the subject parcel is greater than 30' above the maximum allowed height for any adjacent parcel.</p> <p>B</p>
Requirement	<p>1 Create a vertical plane 15' away from and parallel to the common lot line.</p>
	<p>2 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

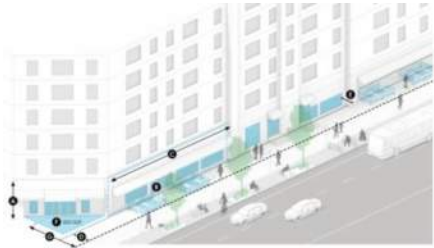


EXAMPLE TWO



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

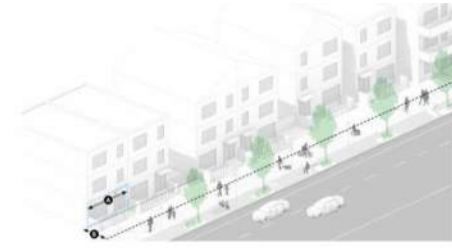
Plaza/Public Space



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

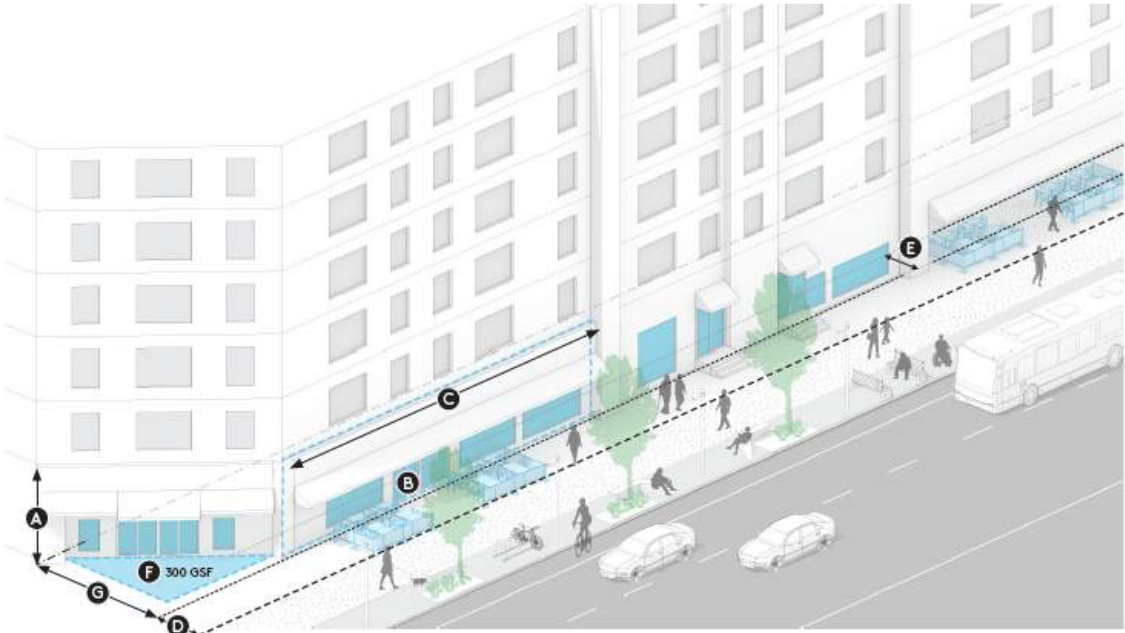
INTENT AND CHARACTER

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'

PLAZA/PUBLIC SPACE

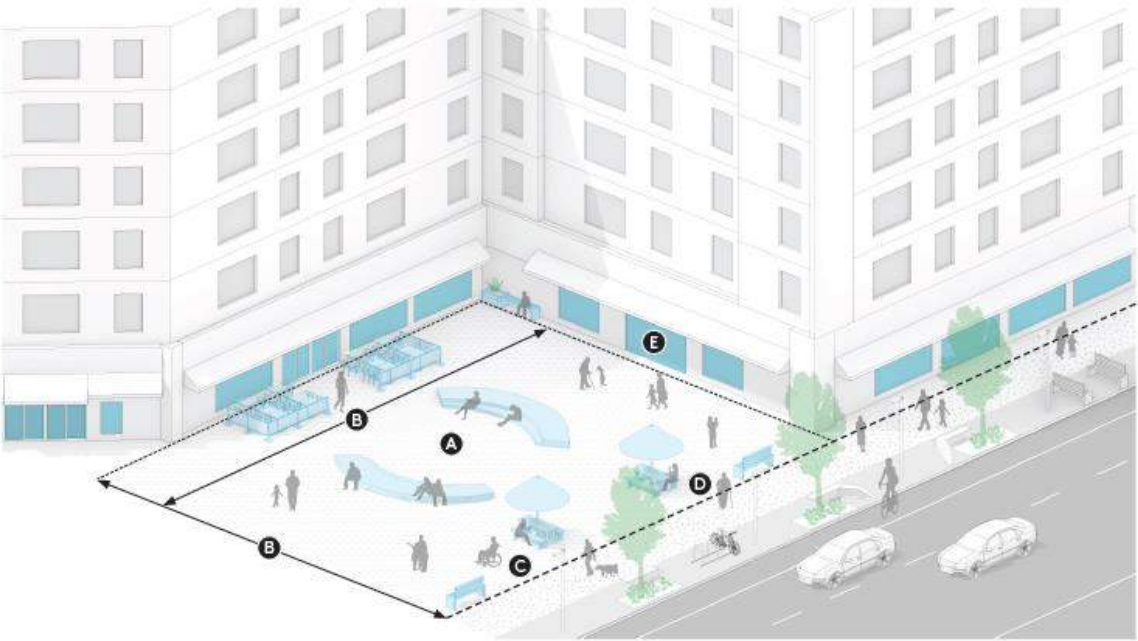
INTENT AND CHARACTER

This frontage type is intended to support the creation of publicly accessible open space within the district. It is characterized by high quality landscape materials, pedestrian-oriented amenities like seating, fountains, and artwork, and buildings that engage the public space with elements like outdoor seating areas, primary building entrances, and transparent facades.

FIGURE 10: CHARACTER EXAMPLES FOR PLAZA/PUBLIC SPACE FRONTAGE TYPE



FIGURE 11: PLAZA/PUBLIC SPACE FRONTAGE STANDARDS



PUBLIC SPACE SIZE	
Dimensions	
A Minimum Area	Min 2,000 SF, 75% occupiable by pedestrians
B Minimum Dimension	Average 30'

RELATIONSHIP TO SIDEWALKS AND BUILDINGS	
Relationship to Sidewalks	
C Access	ADA Accessible for pedestrians from adjacent sidewalk
D Visibility	Min. 50% plaza must be visible from adjacent sidewalk
Relationship to Buildings	
E Building Frontage	Buildings should match standards for other allowed frontages and be oriented towards public space

Areawide Standards

Green Innovation



LANDSCAPE ELEMENTS	LANDSCAPE QUALITY BENEFITS
GREEN ROOFS	PERMEABLE PAVING
GREEN WALLS	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**.

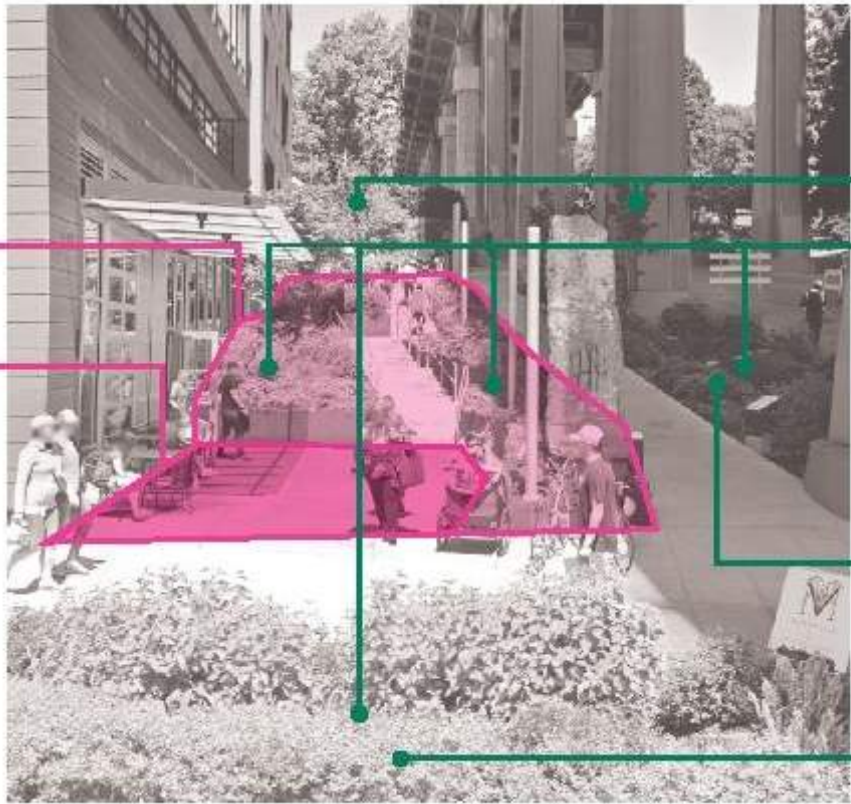
The Green Factor sets criteria for landscape and site-based sustainability measures. The landscape elements listed will contribute to larger district sustainability goals focused on the natural environment, ecosystems, and stormwater. The elements that contribute more significantly to supporting the 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.

Green Factor in Application



**PUBLIC REALM
AMENITY**

ON-SITE PLAZA
OR
ON-SITE
POCKET PARK



GREEN FACTOR

- SMALL TREES
- LANDSCAPED AREAS WITH 24" SOIL DEPTH
- NATIVE/ DROUGHT TOLERANT PLANTS THAT SUPPORT HABITAT
- CONTRIBUTE TO DISTRICT SUSTAINABILITY WITH TREE CANOPY OR STREAM HEALTH
- BIORETENTION FACILITIES

Incentive Zoning Update

AFFORDABLE HOUSING		SUSTAINABILITY	
Commercial development: Affordable housing contribution (fee-in-lieu)	Fee revenue for affordable housing	Enhanced Performance Buildings	New buildings that exceed Kirkland High Performance Building Code
MOBILITY / TRANSPORTATION		Ecology and Habitat	SF of land, enhanced ecology/habit
Enhanced Mid-block Green Connections	Square feet of enhanced mid-block green connections	Innovation Investments	New and innovative sustainability infrastructure in the Station Area
PARKS / OPEN SPACE		SCHOOLS, EDUCATION, AND CHILDCARE	
Public Open Space (outdoor)	Square feet of improved public outdoor park-like space	ECE/Day Care Operation Space	Long-term dedication of building space for non-profit childcare use
Public Community Space (indoor)	Square feet of improved public indoor community space	School Operation Space	Long-term dedication of building space for education use
		OTHER APPLICANT PROPOSED AMENITIES	
		Flexible Amenity Options	TBD

INCENTIVE AMENITIES AND EXCHANGE RATES FOR INCENTIVE CAPACITY

Amenity Provided per 20,000sf of IZ bonus space

SEEKING FINAL COUNCIL DIRECTION ON BELOW STRUCTURE OPTIONS

Option 3A: Policy-weighted, variety of amenities required

An applicant must provide incentive amenities from at least two different categories in Table 6 in order to receive incentive capacity. No more than 75% of the requested incentive capacity may be achieved through provision of amenities in a single category. Applicants may choose to provide amenities from more than two amenity categories.

Option 3B: Policy-weighted, housing required

An applicant must provide incentive amenities from at least two different categories in Table 6 in order to receive their requested incentive capacity. No more than 75% of the requested incentive capacity may be achieved through provision of amenities in a single category, and at least one of the provided amenities must be in the Affordable Housing category. Applicants may choose to provide amenities from more than two amenity categories.

Draft Section 57.30 includes potential for Planning & Building Director to waive this requirement if it would result in an exceptional community benefit, or if the subject property has a unique condition.

List of Eligible Amenities	Measure of Exchange Rate	Policy Weighted Bonus Ratio			12 bonus space
		Priority Rank	Priority Weight	Bonus Ratio (priority)	Bonus Ratio (priority)
AFFORDABLE HOUSING					
Commercial development contribution	Voluntary fee per SF of incentive bonus space	1	1.50	\$16.67	\$333,333
MOBILITY / TRANSPORTATION					
Enhanced Mid-block Green Connections	Bonus SF per SF of enhanced connections	3	1.00	5.0	4,000 sf
PARKS / OPEN SPACE					
<u>Public Open Space (outdoor)</u>	Bonus SF for each SF of improved public space	2	1.25	7.5	2,667 sf
<u>Public Community Space (indoor)</u>	Bonus SF for each SF of improved public space	2	1.25	8.8	2,286 sf
SUSTAINABILITY					
Enhanced Performance Buildings	Bonus SF per \$1,000 invested	3	1.00	40.0	\$500,000
Ecology and Habitat (GF score above 0.75)	Bonus SF for each SF of enhanced ecology/habitat land	3	1.00	1.4	14,286 sf
Innovation Investments: Energy and Decarbonization	Bonus SF per \$1,000 invested	3	1.00	40.0	\$500,000
SCHOOLS, EDUCATION, AND CHILDCARE					
ECE/Day Care Operation Space	Bonus SF for each SF of ECE/Day Care space	2	1.25	12.5	1,600 sf
School Operation Space	Bonus SF for each SF of school space	2	1.25	12.5	1,600 sf
OTHER APPLICANT PROPOSED AMENITIES					
Flexible Amenity Options	TBD	3	1.00	40.0	\$500,000

PLANNING COMMISSION RECOMMENDATIONS

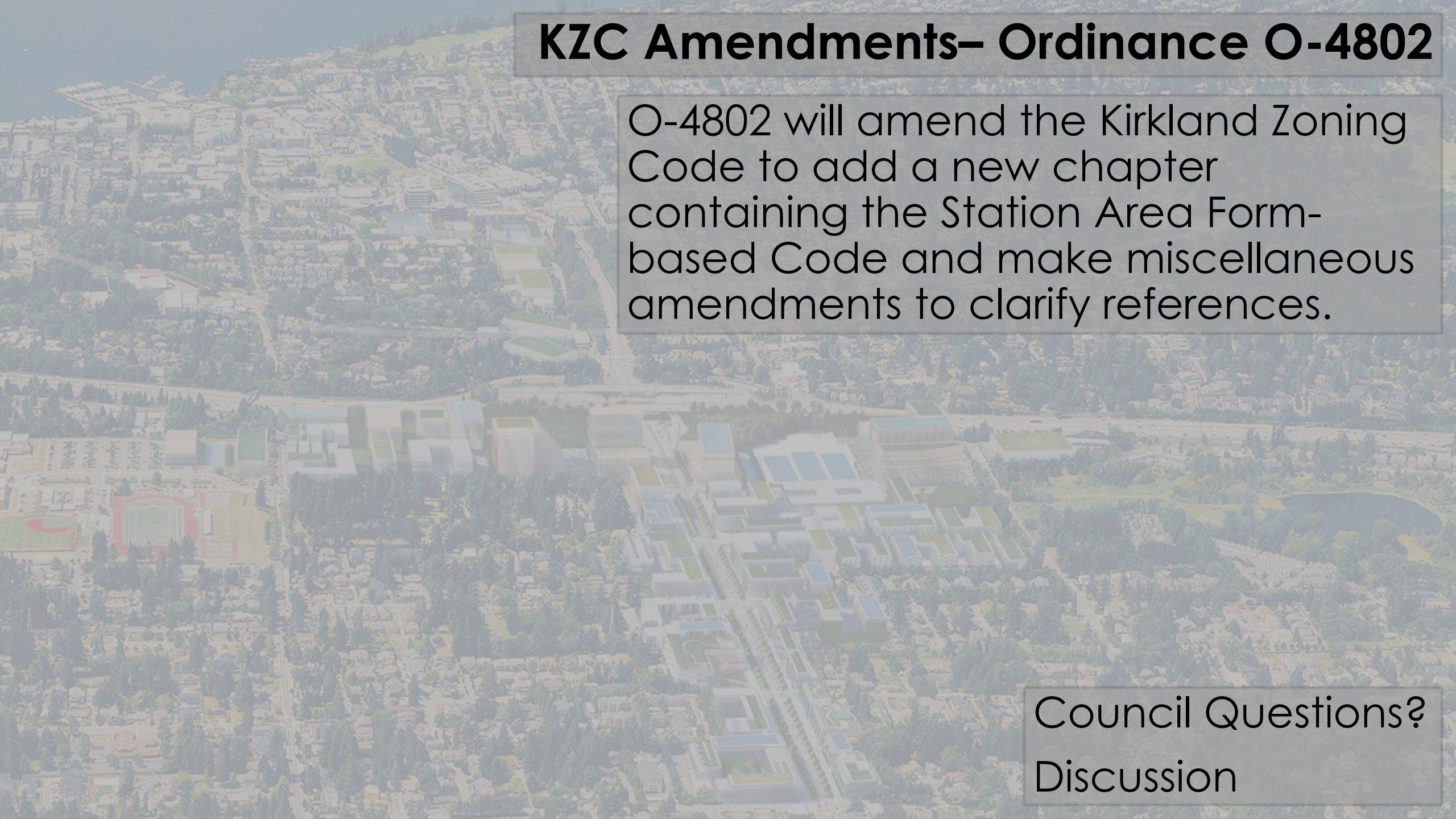
ZONING CODE AMENDMENTS

Adopt the Form-based Code as proposed, with the exception of regulations related to building heights in excess of 150' and associated incentive zoning.

Planning Commission Statement (by unanimous motion)

“Planning Commission supports the form-based code, allowing up to 150 feet of maximum building height, pursuant to the existing proposed inclusionary zoning system. The Planning Commission does not currently support 250 feet of maximum building height.

Up to 250 feet may be acceptable pursuant to additional Planning Commission review regarding public benefits only if these conditions are met: Monumental public benefits that prioritize affordable housing in the first tier and transit infrastructure, parks, and schools in the second tier. The Commission would request another meeting where we could further explore these tradeoffs and develop a more specific recommendation to the City Council. “

An aerial photograph of a city, likely Kirkland, showing a mix of residential and commercial areas. A large, central development project is highlighted with various colored overlays (blue, green, yellow, and red) indicating different zones or phases. The project is situated near a body of water on the left and a large park area on the right. The background shows a dense residential neighborhood with many houses and trees.

KZC Amendments– Ordinance O-4802

O-4802 will amend the Kirkland Zoning Code to add a new chapter containing the Station Area Form-based Code and make miscellaneous amendments to clarify references.

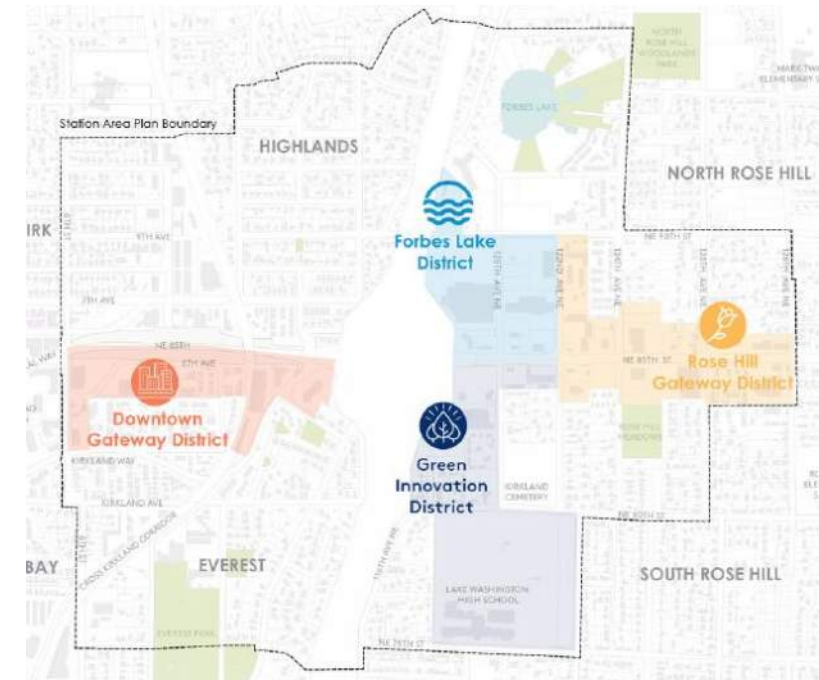
Council Questions?
Discussion

DESIGN GUIDELINES & KMC AMENDMENTS



Draft Design Guidelines

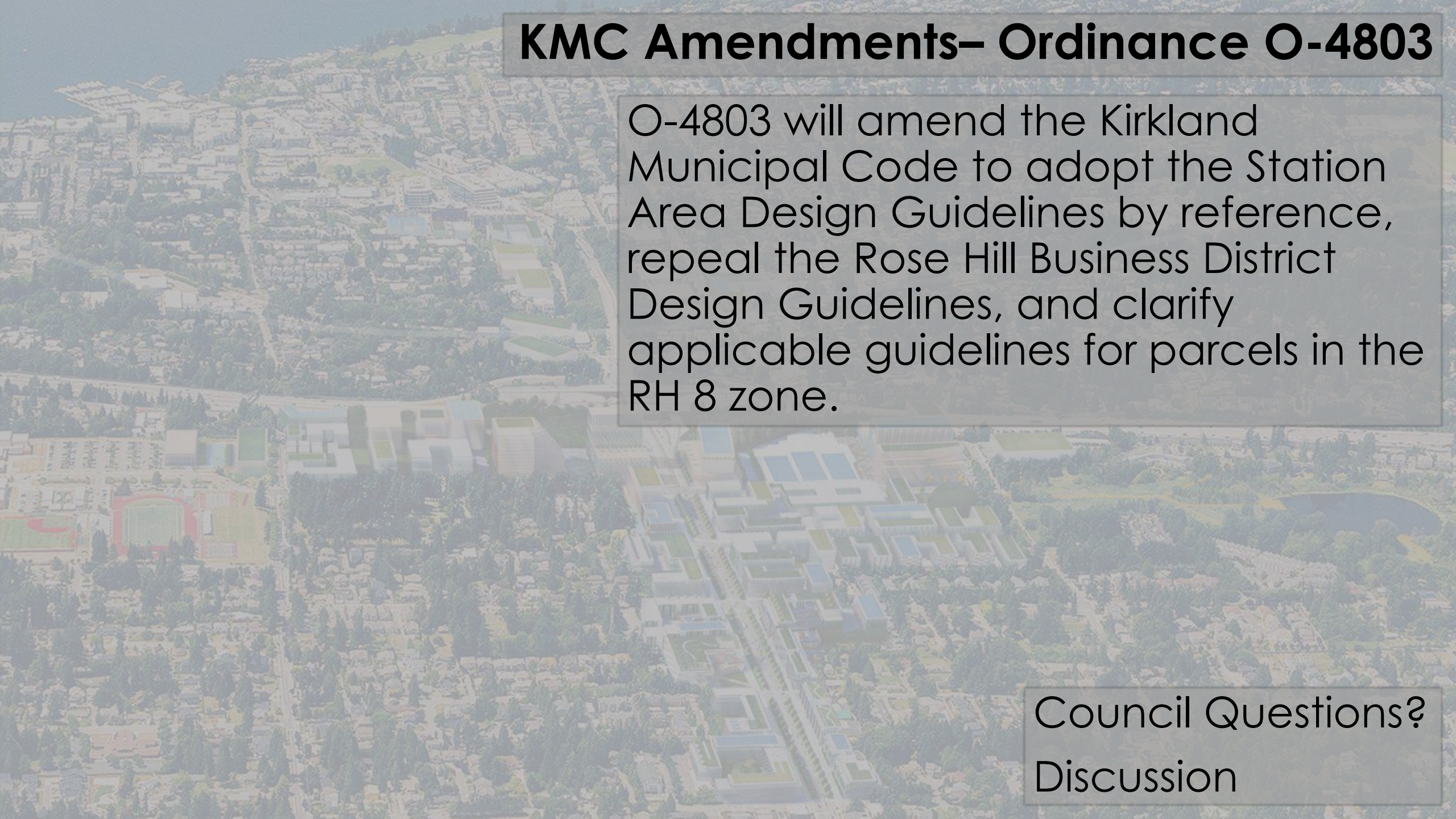
- Review by the Design Review Board will be required for new buildings greater than one (1) story in height or greater than 10,000 square feet of gross floor area.
- **Site Planning** guidelines include:
 - Streetscape
 - Public Spaces (plazas, courtyards, terraces, gardens)
 - Pedestrian Connections & 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**



PLANNING COMMISSION RECOMMENDATION

MUNICIPAL CODE & DESIGN GUIDELINE AMENDMENTS


Adopt the Municipal Code and Design Guideline amendments as proposed.

An aerial photograph of a city, likely Kirkland, showing a large stadium with a red roof and surrounding residential areas. The image is used as a background for the text.

KMC Amendments– Ordinance O-4803

O-4803 will amend the Kirkland Municipal Code to adopt the Station Area Design Guidelines by reference, repeal the Rose Hill Business District Design Guidelines, and clarify applicable guidelines for parcels in the RH 8 zone.

Council Questions?
Discussion

An aerial photograph of a city, likely Seattle, showing a dense urban area with a mix of residential and commercial buildings. In the center, there is a large, colorful architectural rendering of a proposed station area, featuring various building footprints, green spaces, and infrastructure. The rendering is overlaid on the city's grid. The text "Station Area Plan – Resolution R-5547" is prominently displayed at the top in a large, bold, black font. Below it, a smaller text box states "R-5547 will adopt the Station Area Plan". In the bottom right corner, another text box asks "Council Questions? Discussion".

Station Area Plan – Resolution R-5547

R-5547 will adopt the Station Area Plan

Council Questions?
Discussion

Next Steps

July 6, 2022: City Council Special Meeting - Development Agreement for Lee Johnson site

Phase 2 work to begin Summer/Fall 2022

- *Form-based Code (Zoning Code amendments) for Neighborhood Mixed Use, Neighborhood Residential, Civic Mixed Use, and Urban Flex districts*
- Community outreach/engagement
- Planning Commission Public Hearing for Phase 2 Form-based Code
- Planned Action Ordinance