Joint City Council / Planning Commission Study Session

MITHUN

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ECONorthwest
ECONOMICS · FINANCE · PLANNING

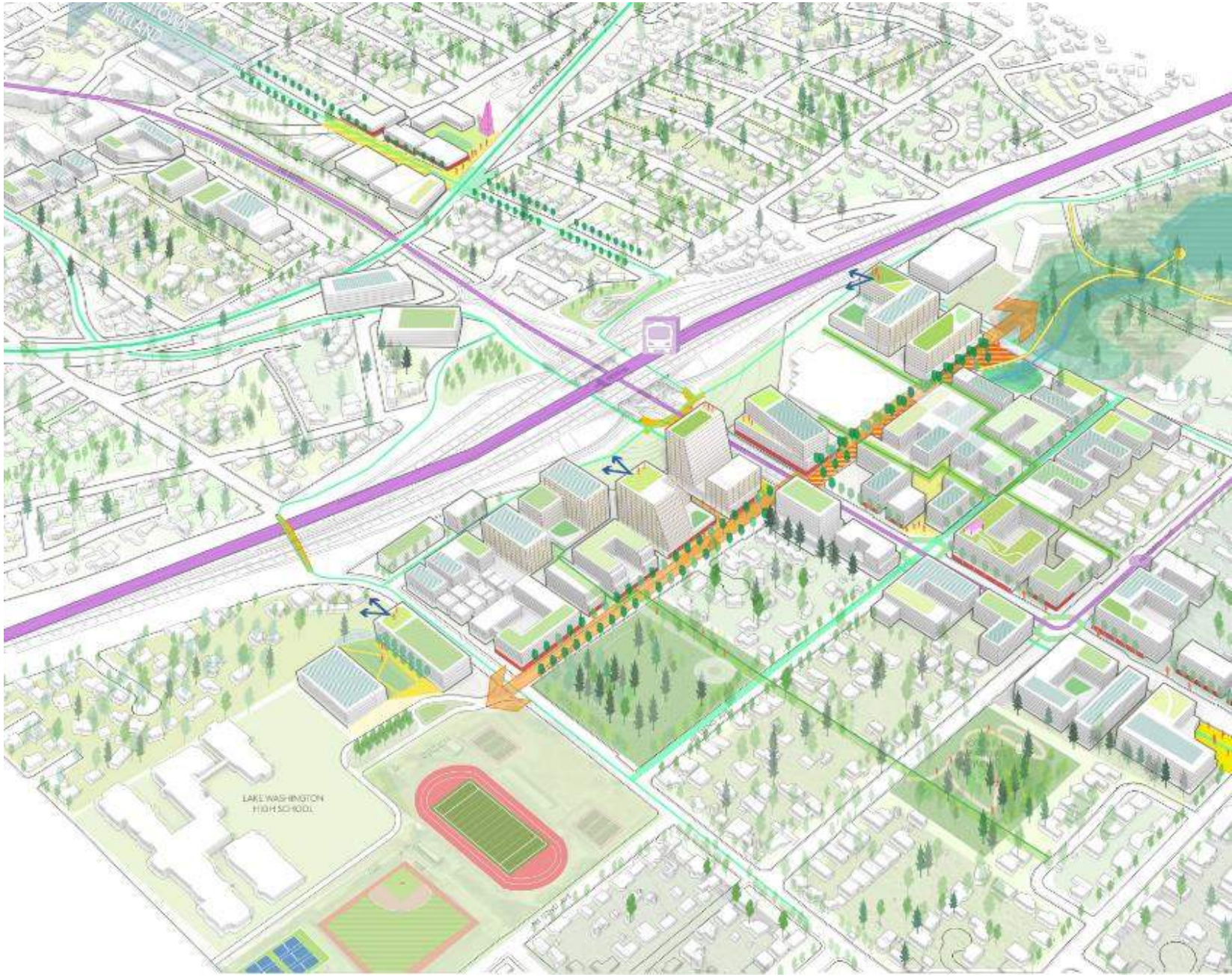
FEHR & PEERS

HERRERA

NE 85th Station Area Plan

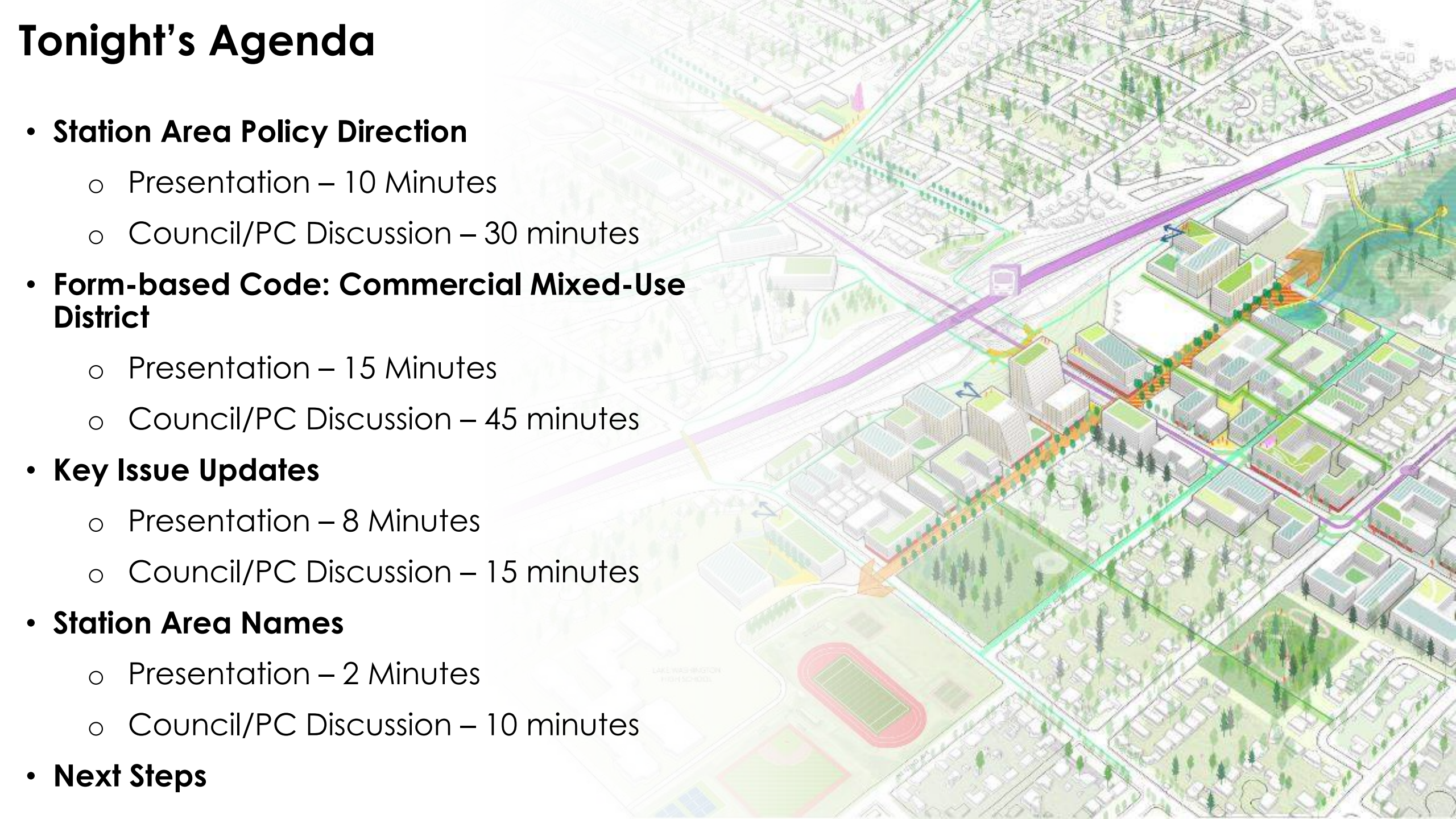
City of Kirkland
Mithun

26 April 2022



Tonight's Agenda

- **Station Area Policy Direction**
  - Presentation – 10 Minutes
  - Council/PC Discussion – 30 minutes
- **Form-based Code: Commercial Mixed-Use District**
  - Presentation – 15 Minutes
  - Council/PC Discussion – 45 minutes
- **Key Issue Updates**
  - Presentation – 8 Minutes
  - Council/PC Discussion – 15 minutes
- **Station Area Names**
  - Presentation – 2 Minutes
  - Council/PC Discussion – 10 minutes
- **Next Steps**



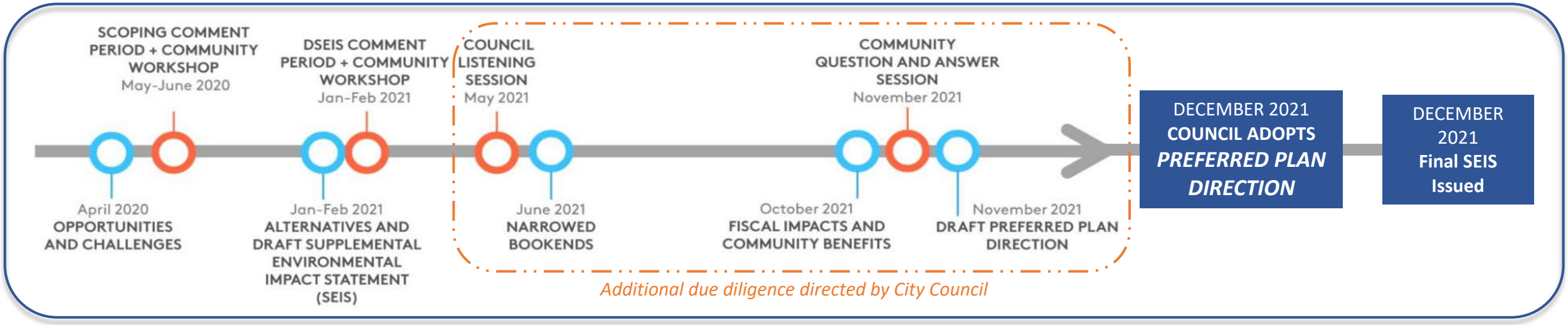
Station Area Vision

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. The highly visible integration of ecological systems within an urban setting set the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.

2022 Plan Adoption and Phasing

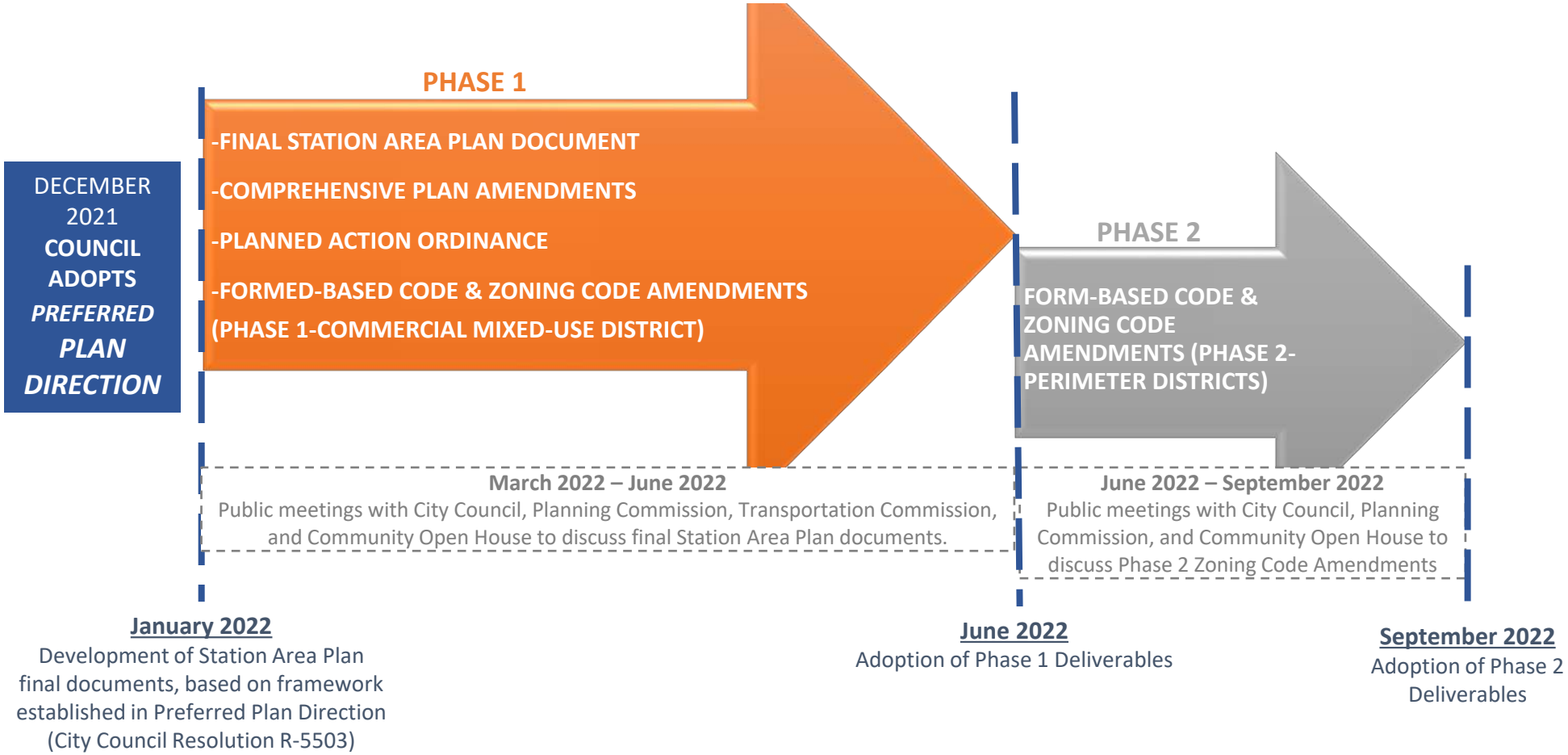
The City began work on the Station Area Plan in 2019. Adoption of the Station Area Plan was originally planned for **June 2021**. With input from the community and elected and appointed officials, several phases of the project have been completed.



In 2022, with further input from the Community, Planning Commission, and City Council, we are moving into the final phases of the project that will result in final Station Area Plan adoption.

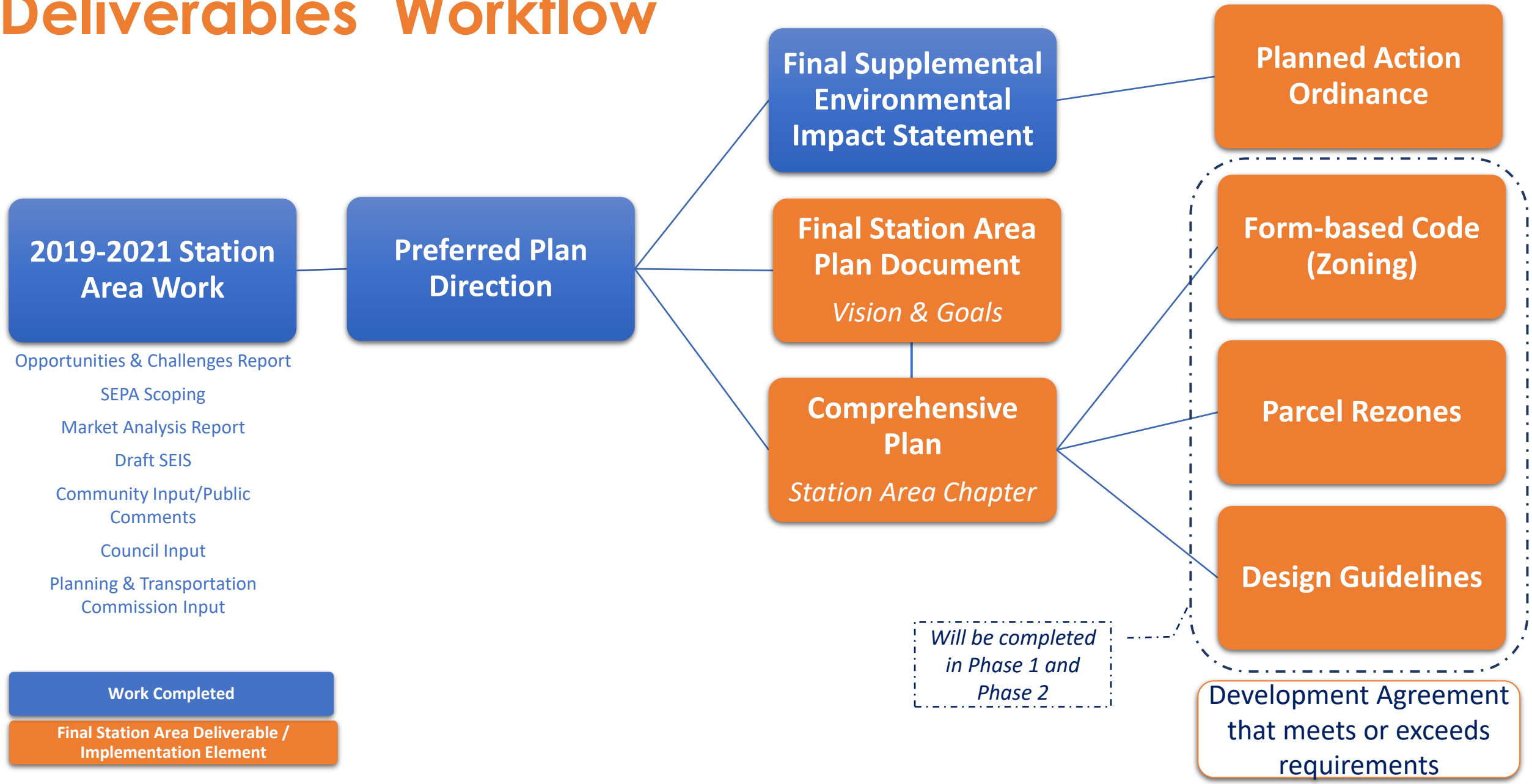
2022 Plan Adoption and Phasing

- Extended timeline for more analysis and input
- Work on policy deliverables and key issues consider entire Station Area
- Phasing focuses on development standards and community benefits for catalyst area first
- Development agreement for catalyst site could be entered into contingent upon Phase 1 zoning
- Allows more time to consider and discuss development standards where Station Area meets lower density neighborhoods



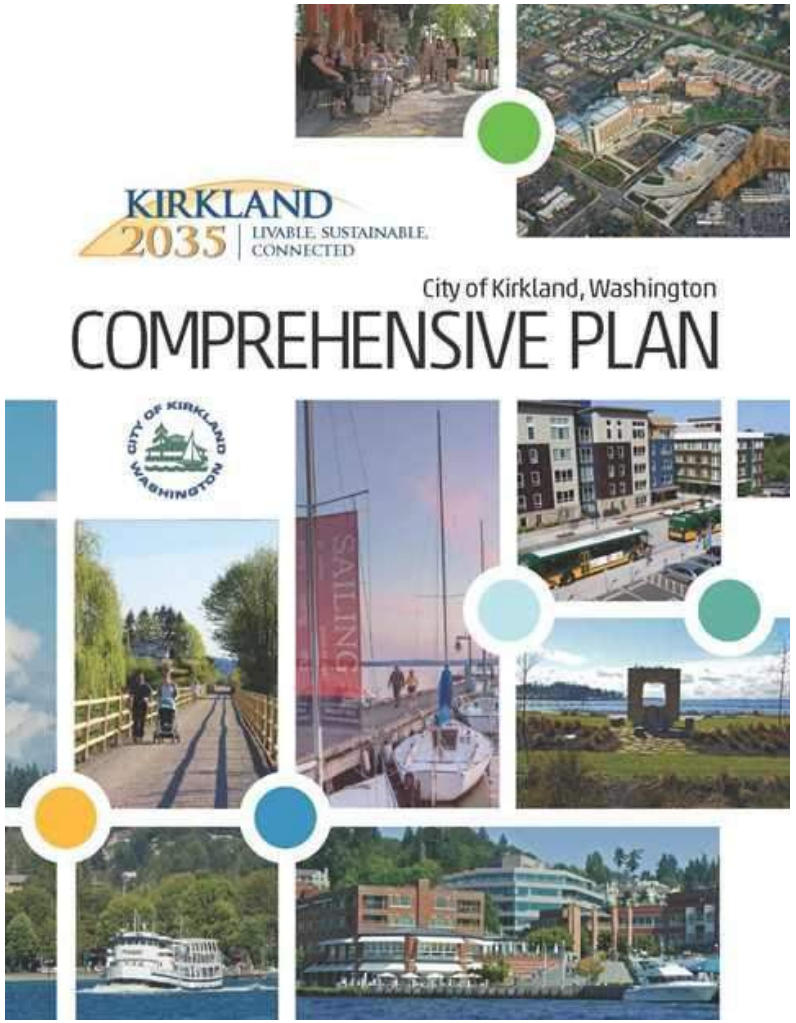
Station Area Policy Direction

Station Area Deliverables Workflow



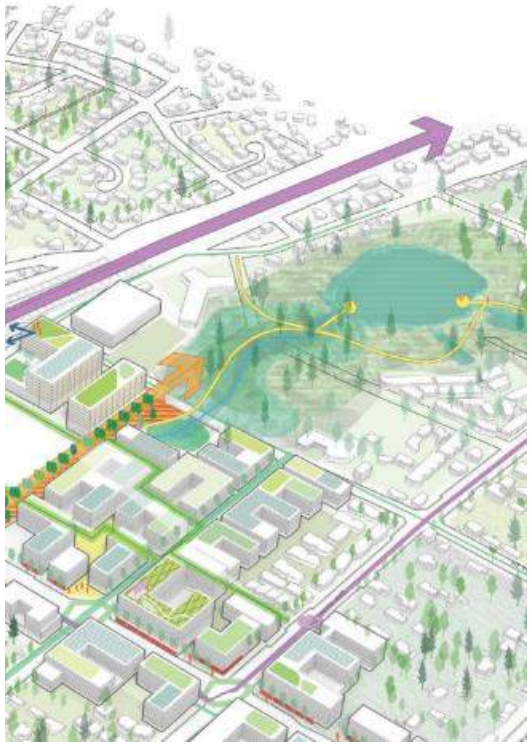
Comprehensive Plan Amendments

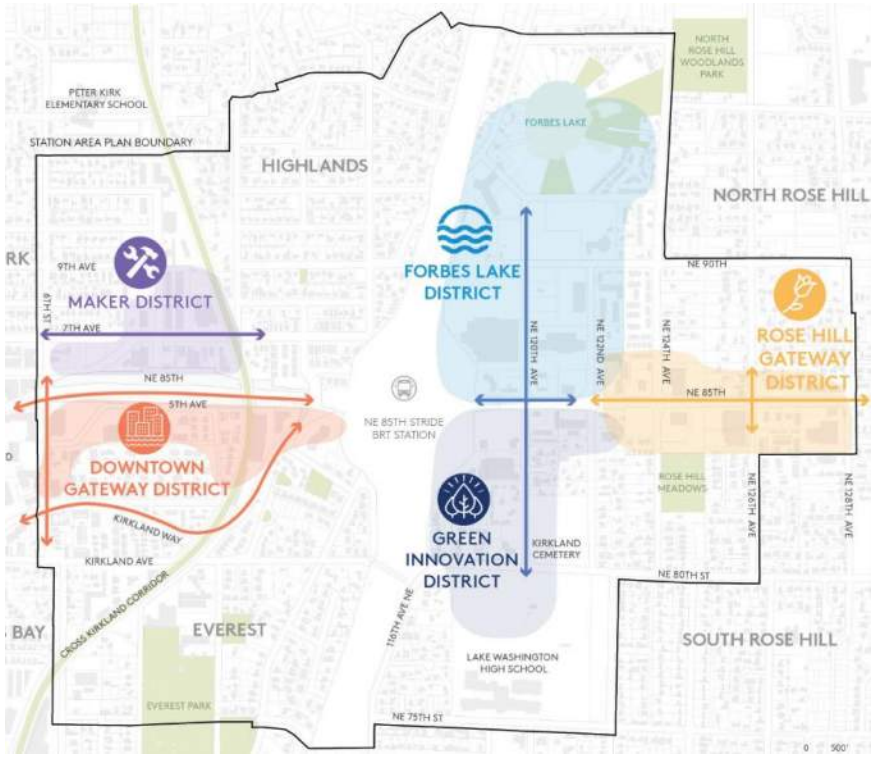
- New Station Area Chapter added to establish goals and policies for future growth
- Will address Station Area relationships to Neighborhood Plans
    - Overlays six existing neighborhoods – doesn't change neighborhood boundaries
    - Establish that Station Area Goals and Policies will govern when neighborhood 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



LAND USE AND HOUSING

- Establish growth targets that accommodate a significant share of the City's growth
- Encourage residential densities and employment intensities that have capacity to accommodate higher levels of growth
- Leverage investment in the Station Area to transition to a vibrant, walkable district
- Leverage existing inclusionary zoning and additional strategies to maximize affordable housing opportunities
- Create development standards that provide for a variety of housing types





Reference E-pages #3-4

ECONOMIC DEVELOPMENT

- Encourage the use of economic development tools to promote local small businesses
- Encourage retention, expansion, and growth of employment opportunities for a wide range of jobs within the Station Area
- Encourage a wide range of commercial activities along Station Area urban street frontages that activate the public realm and create community destinations

Reference E-page #4

SUSTAINABILITY

- Implement the City's Sustainability Master Plan goals
- Prioritize opportunities to create multiple benefits such as: improving mental and physical and health; cleaning air and water; increasing biodiversity; and making the Station Area more resilient to the impacts of urbanization and climate change
- Identify opportunities for a more distributed, multi-source approach to generation, transmission, and storage of energy
- Integrate strategies into sustainability regulations for the district that "future-proof" the plan to ensure development is not precluding future innovation in the field
- Establish a Green Factor Code that encourages visible and functional green spaces that also support high-quality plant and animal communities

Reference E-page #4

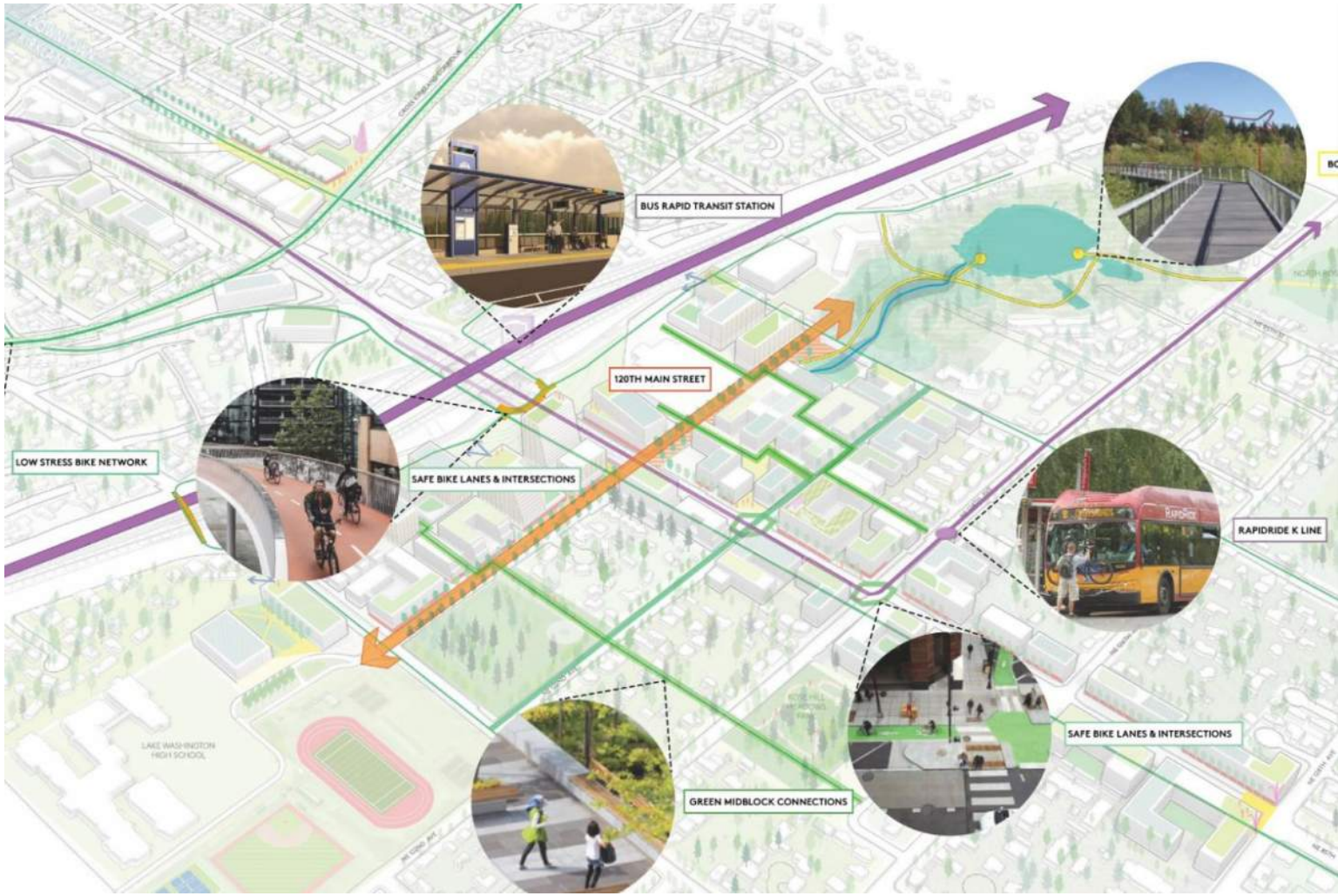
PARKS / OPEN SPACE

- Refer to the to-be-adopted PROS Plan levels-of-service guidelines for more urban areas
- Leverage public assets and partnerships for open space benefits such as stormwater treatment, natural areas, and/or sustainable landscape areas
- Expand access and open space near Forbes Lake
- Enhance the Cross Kirkland Corridor for mobility and recreational space and improve active transportation connections to the Corridor
- Integrate enhanced green spaces into other elements of the urban environment through strategies such as mid-block green connections, active and passive recreation, and improved connections to existing parks and open spaces
- Provide zoning incentives to foster creation of on-site public open space (e.g., plazas, pocket parks), enhanced on-site common spaces, and linear parks

Reference E-pages #4-5

TRANSPORTATION

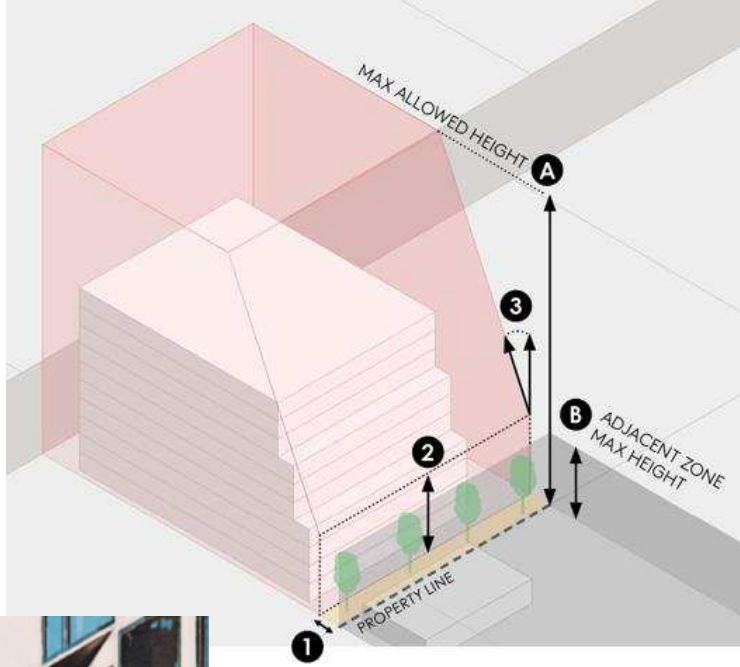
- Identify strategies to achieve a mode-split goal that advances a more sustainable mix of non-SOV (single-occupancy vehicle) trips
- Develop an integrated multimodal transportation network
- Describe relationships to regional high-capacity transit and local transit
- Develop complete street standards that serve all users
- Establish parking ratios and enforcement strategies (e.g., agreements with developers) that reflect the vision for a vibrant transit-oriented district



Reference E-page #5

URBAN DESIGN

- Ensure appropriate land use transitions in terms of heights, setbacks, and landscape buffers
- Establish design guidelines to:
  - Maintain a continuous and safe streetscape
  - Provide a friendly pedestrian environment
  - Create a network of safe, attractive, and identifiable linkages for pedestrians and bicyclists
  - Provide multi-benefit landscaping that provides beauty and function
  - Create a variety of building forms and massing through articulation and use of materials
  - Ensure that all buildings in the Station Area are constructed to support Kirkland's sense of place and distinct identity



Reference E-pages #5-6

PUBLIC SERVICES / SCHOOLS

- Ensure infrastructure and facilities can support planned growth
- Enable LWSD to build additional school capacity
  - On existing school sites in the Station Area and throughout the City; and,
  - Incorporate school spaces into private, mixed-use development in the Station Area

Reference E-page #6

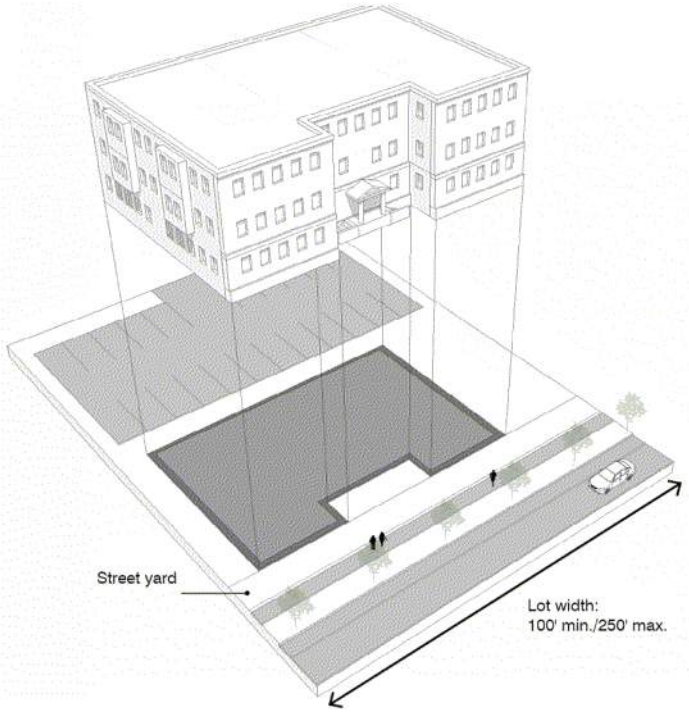
POLICY DIRECTION DISCUSSION

- Do Council and Commission have any questions for the project team?
- Do Council and Commission agree with the policy direction?
- Are there additional policy areas we should include in the final Plan or Comprehensive Plan?
- Do the policies support the vision that Council adopted in the Preferred Plan Direction?
- Other comments?

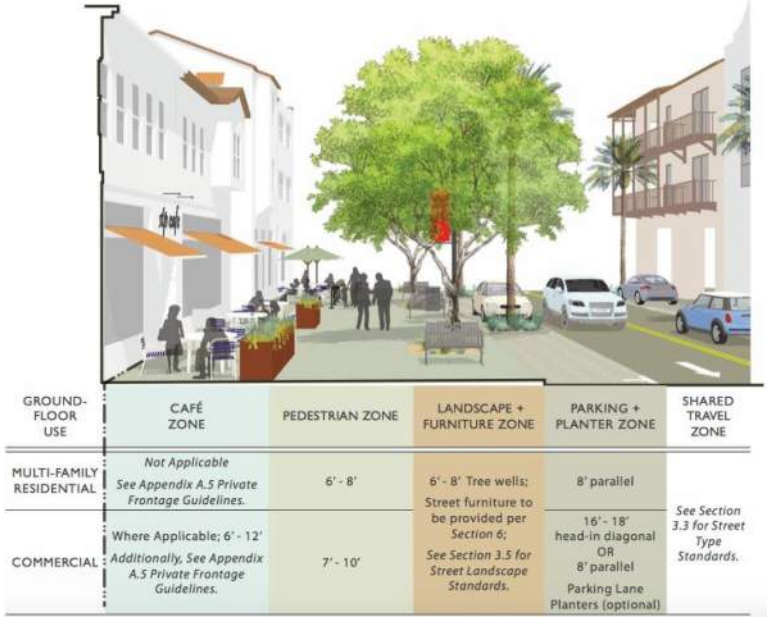
Form-based Code Concepts: Commercial Mixed-use District

What does a Form-based Code do?

Codifies Urban Design Intent



Emphasizes Form over Use



GROUND-FLOOR USE	CAFÉ ZONE	PEDESTRIAN ZONE	LANDSCAPE + FURNITURE ZONE	PARKING + PLANTER ZONE	SHARED TRAVEL ZONE
MULTI-FAMILY RESIDENTIAL	*Not Applicable See Appendix A.5 Private Frontage Guidelines.*	6' - 8'	6' - 8' Tree wells; Street furniture to be provided per *Section 6; See Section 3.5 for Street Landscape Standards.*	8' parallel	*See Section 3.3 for Street Type Standards.*
COMMERCIAL	Where Applicable; 6' - 12' *Additionally, See Appendix A.5 Private Frontage Guidelines.*	7' - 10'		16' - 18' head-in diagonal OR 8' parallel Parking Lane Planters (optional)	

Connects Public and Private Character

Form-based Code Organization

Regulating District

Building Height
Building Massing
Facade Modulation
Side & Rear Setbacks

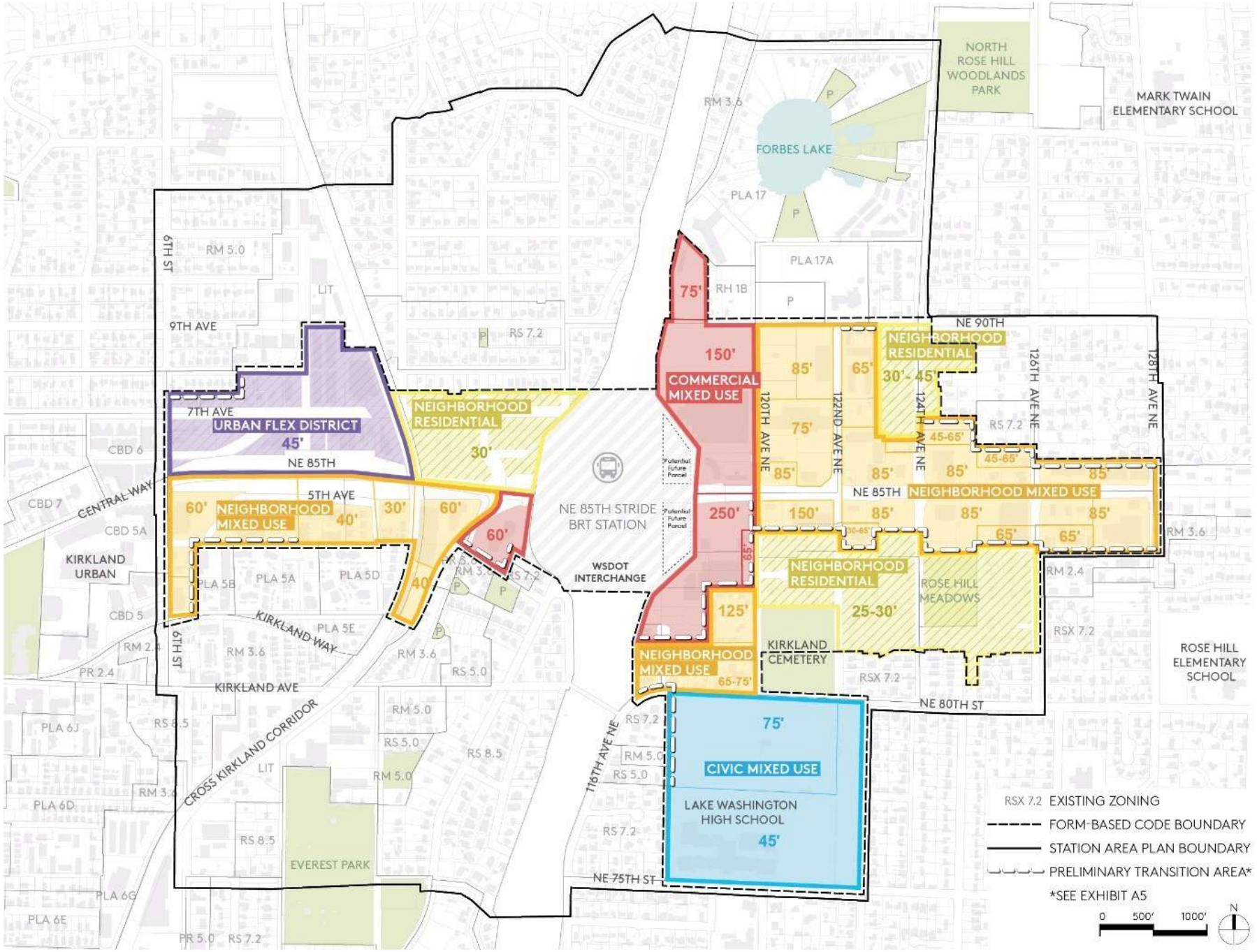
Frontage Type

Front Setbacks
Ground Floor Design
Cafe & Amenity Zones

Street Type

Sidewalks
Trees & Street Furnishings
Bike Facilities
Road Widths

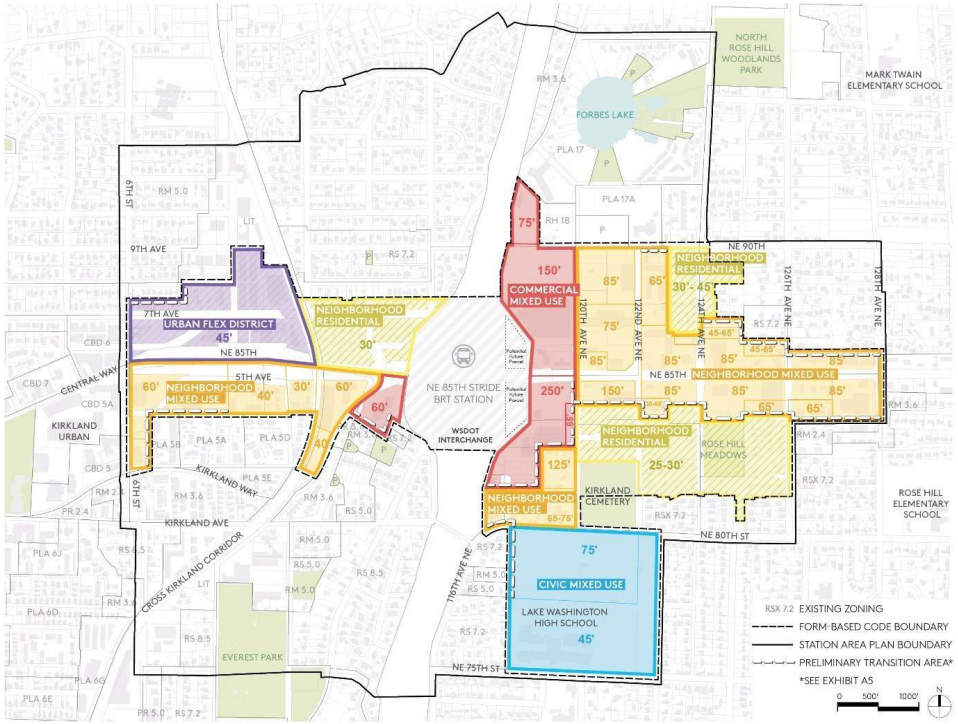
Regulating Plan



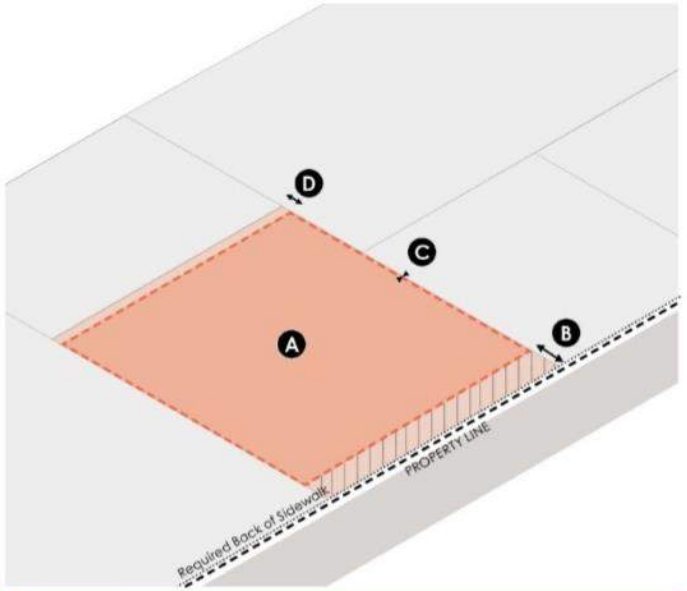
Regulating District Example

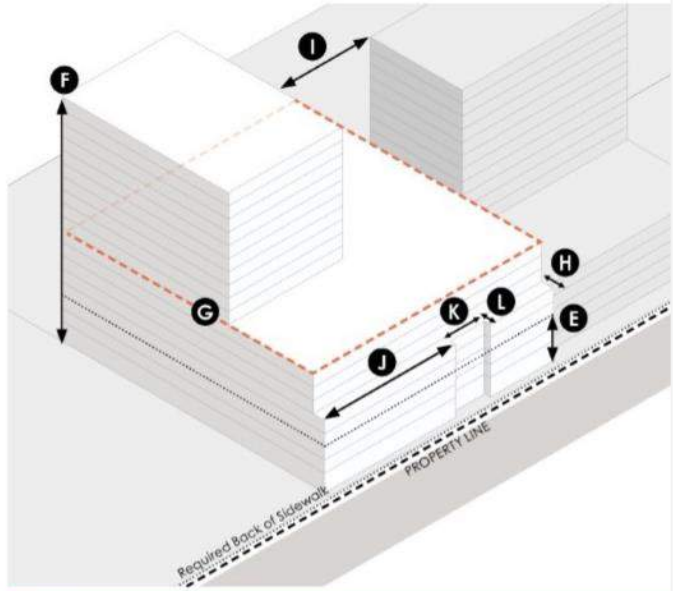
General Permitted Use Table

General Use	Allowed?
Commercial	P
Institutional	P
Residential	NP
Industrial	NP



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

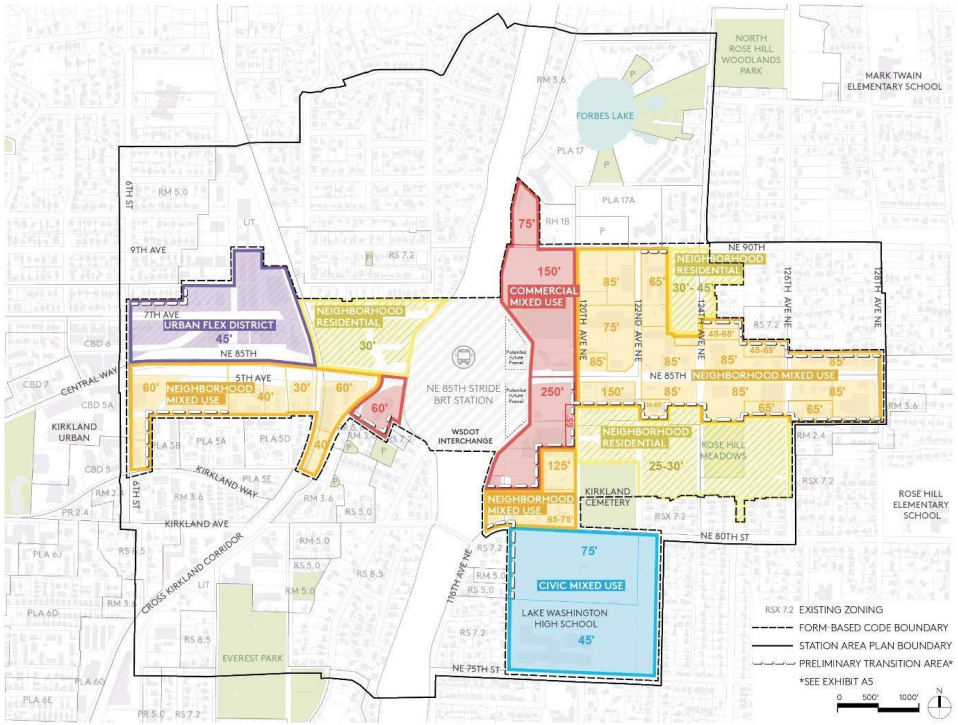
Height and Floor Area

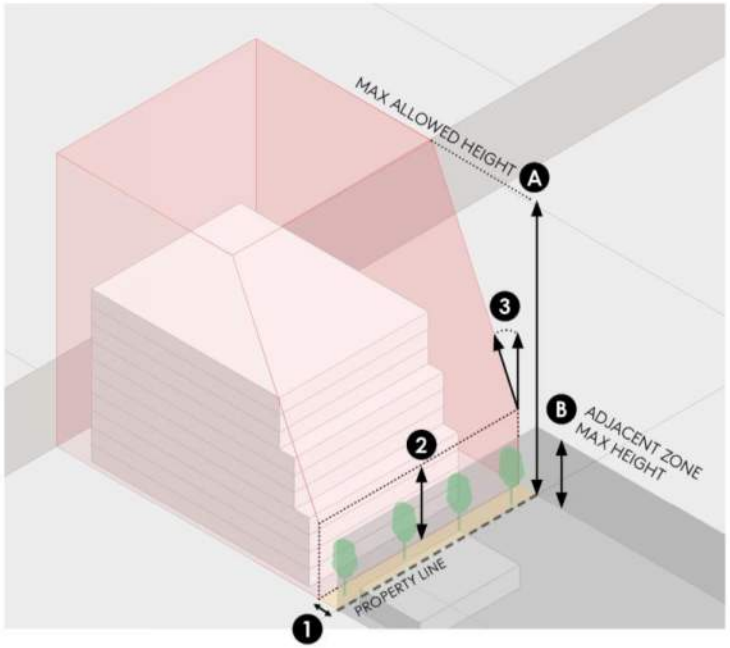
E	Base Maximum Allowed Height	Refer to Regulating Plan
F	Bonus Maximum Allowed Height	Refer to Regulating Plan
G	Maximum Floor Plate (per building)	Between 45'-75': 35,000 GSF Between 75'-125': 25,000 GSF Above 125': 20,000 GSF

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'

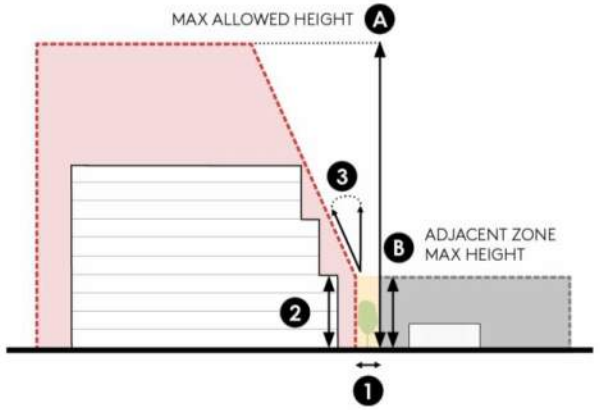
Districtwide Standards: Transitions



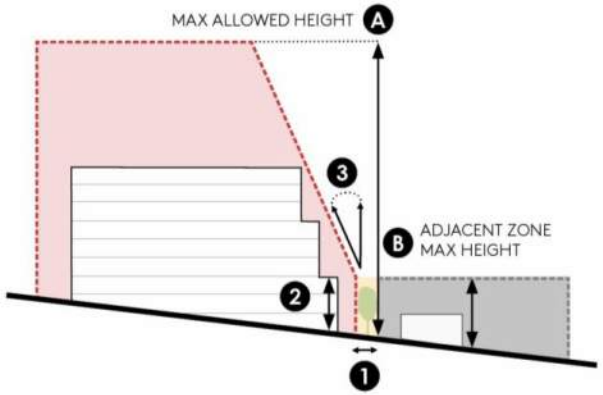


TRANSITIONS

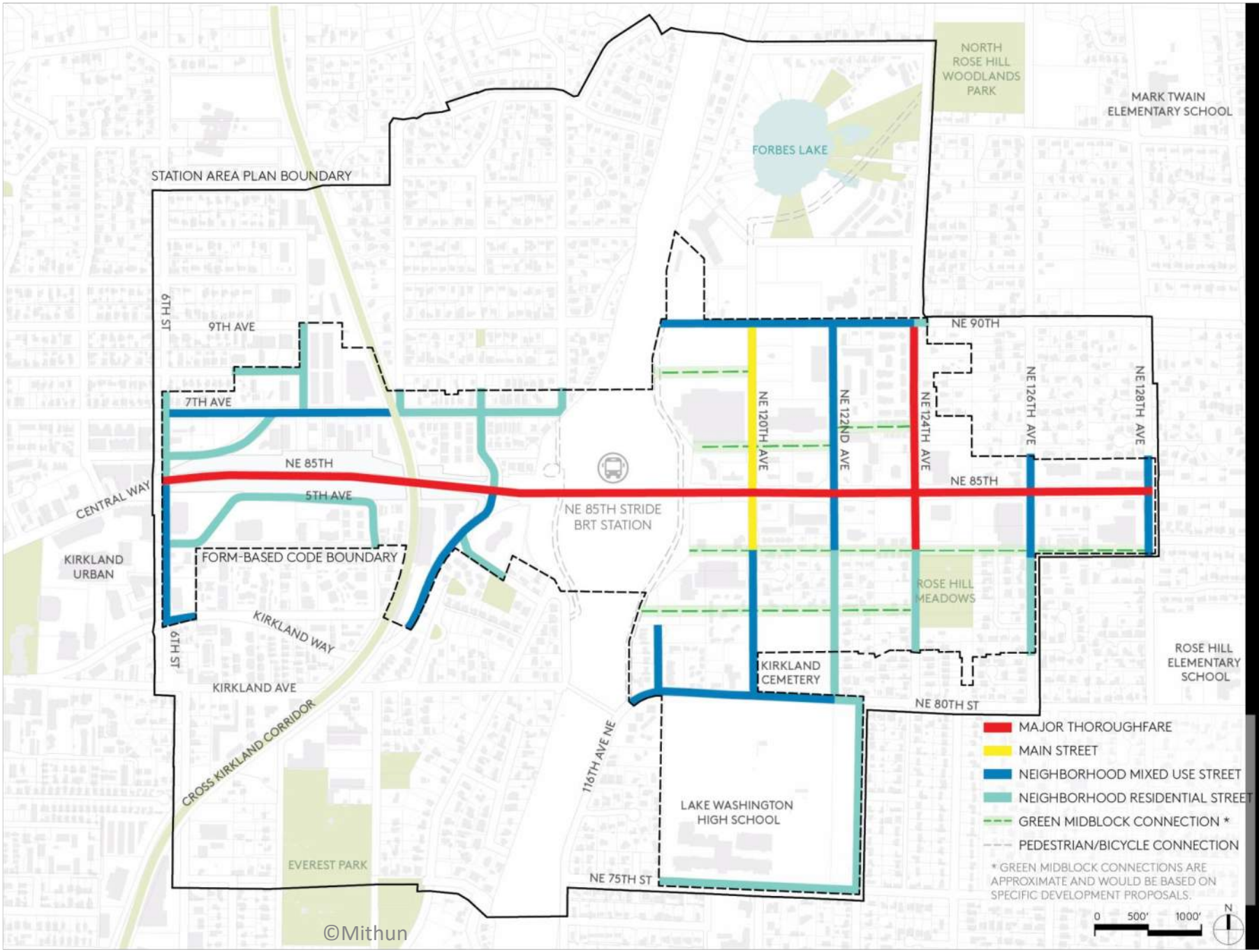
Applicability	A	Transitions are required if the **allowed maximum height for the subject parcel** is greater than 30' above the **maximum allowed height for any adjacent parcel.**
	B	
Requirement	1	Create a vertical plane 15' away from and parallel to the common lot line.
	2	Establish a maximum height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



Additional example: slope condition



Street Types Map



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

Street Types Overview

Major Thoroughfare	Main Street	Neighborhood Mixed Use Street	Neighborhood Residential Street	Green Midblock Connection
				
Streets that connect regional centers or run through central commercial corridors. Many of these streets have significant traffic volumes at peak hours are key places for high-capacity transit routes and auto separated bike facilities.	Primary corridors for ground-floor retail, often with generous public realm design. They are high pedestrian volume streets that balance that pedestrian activity with auto, bike, and transit needs.	Neighborhood streets with low to mid-intensity commercial and midrise residential and occasional ground floor retail. Generally lower vehicular traffic volume than major thoroughfares, and some may contain auto-separated bike facilities.	Residential-focused streets with low vehicular traffic volumes, which can accommodate shared bike facilities.	Generously landscaped mid-block connections within larger commercial or residential developments or between parcels. May include required on-site green stormwater infrastructure. Does not include public ROW improvements to "green" an existing street.
Typical ROW Width				
80-120'	60-85'	55- 75'	55- 70'	25-50'
Functional Classes				
Principal Arterial	Minor Arterial, Collector	Collector, Local	Collector, Local	Local
Adjacent Land Uses				
High intensity commercial, residential, and active ground-level uses.	Mid-intensity commercial, residential, and ground-level retail uses.	Low to mid-intensity commercial, residential, and occasional active ground-level uses.	Predominantly low to medium intensity residential uses.	Low to high intensity commercial or residential uses, typically within larger developments. May have active ground-level uses, depending on site design.
Allowed Frontage Types				
Urban Street Edge, Retail & Active Uses, Plaza/Public Space	Retail & Active Uses, Plaza/Public Space	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch, Private Yard	Urban Street Edge, Retail & Active Uses, Plaza/Public Space,
Travel Priorities				
Ped*, Bike*, Transit, Freight, Auto	Ped, Bike, Transit, Auto	Ped, Bike, Auto	Ped, Bike, Auto	Ped, Bike, Auto**

*Separated facilities

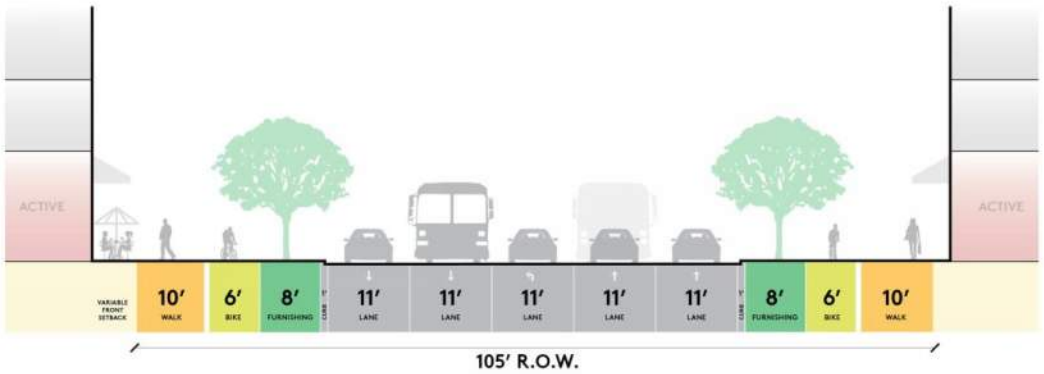
**Local access, loading only

Street Types Examples

MAJOR THOROUGHFARE

7

STREET TYPES



Description

Major Thoroughfares are streets that connect regional centers or pass through central commercial corridors. Many of these streets have significant traffic volumes at peak hours, and are key places for high-capacity transit routes, separated bike facilities, and wider sidewalks.

Permitted Frontage Types

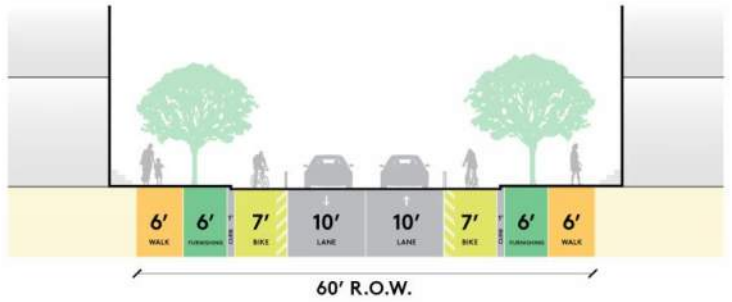
URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Not Permitted	Permitted	Not Permitted

Functional Classes	Principal Arterial
Adjacent Land Uses	High intensity commercial, residential, and active ground-level uses

NEIGHBORHOOD RESIDENTIAL STREET TYPE 1

10

STREET TYPES



Description

Neighborhood residential streets are low vehicular traffic volume streets that have primarily residential frontages. These streets may have on-street parking with shared bicycle facilities or dedicated bike facilities, depending on context.

Permitted Frontage Types

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/PUBLIC SPACE	PRIVATE YARD
Not Permitted	Not Permitted	Permitted	Permitted	Permitted

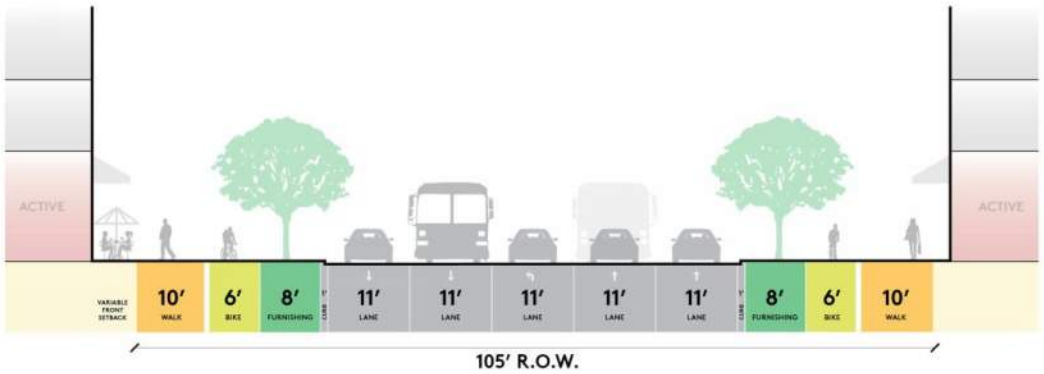
Functional Classes	Neighborhood Access
Adjacent Land Uses	Predominantly low to medium intensity residential uses.

Street Types Examples

MAJOR THOROUGHFARE

7

STREET TYPES



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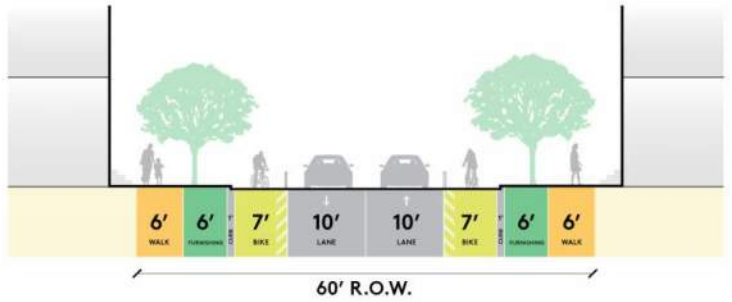

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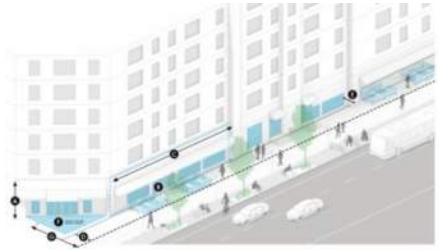
Not Permitted	Not Permitted	Permitted	Permitted	Permitted

Functional Classes	Neighborhood Access
Adjacent Land Uses	Predominantly low to medium intensity residential uses.

Frontage Types Overview

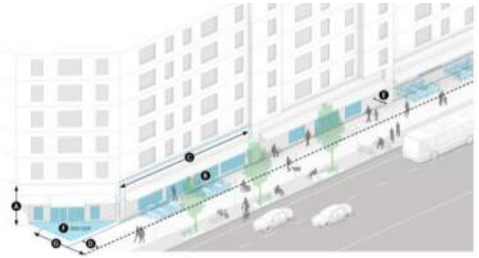
Urban Street Edge



Applicable Street Types

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

Retail & Active Uses



Applicable Street Types

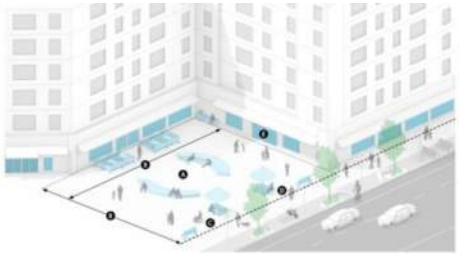
- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use

Residential Stoop/Porch

Applicable Street Types

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

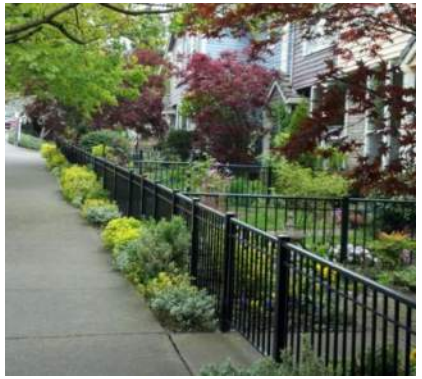
Plaza/Public Space



Applicable Street Types

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

Private Yard



Applicable Street Types

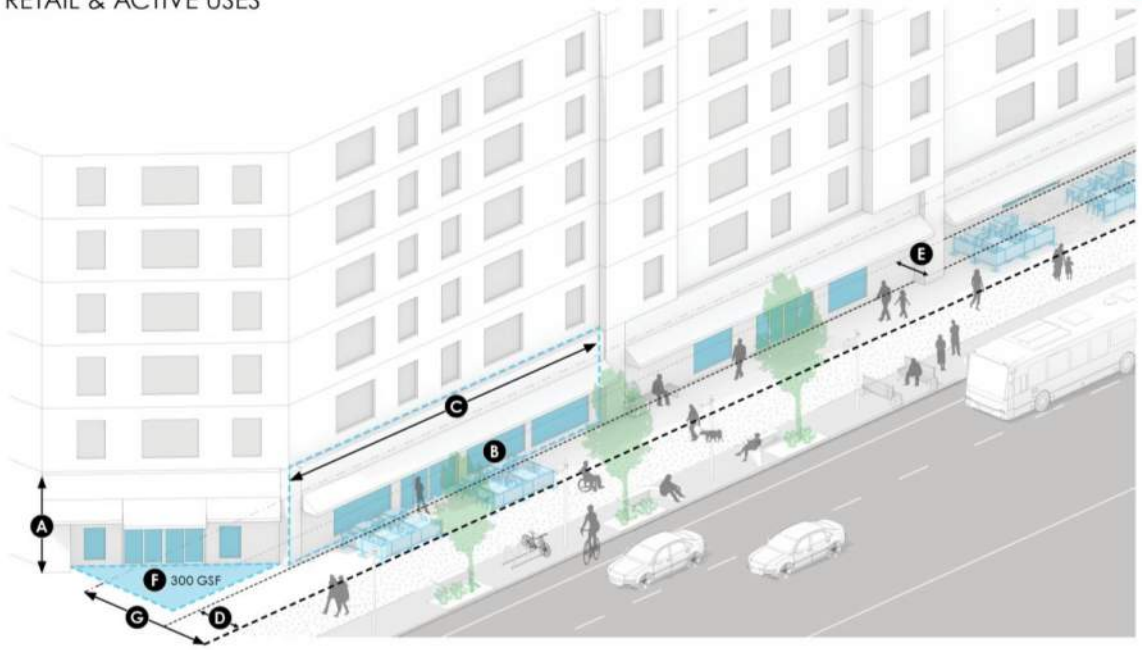
- Neighborhood Residential Street
- Green Midblock Connection

Frontage Types Examples

FRONTAGE STANDARDS
RETAIL & ACTIVE USES

3

FRONTAGE STANDARDS



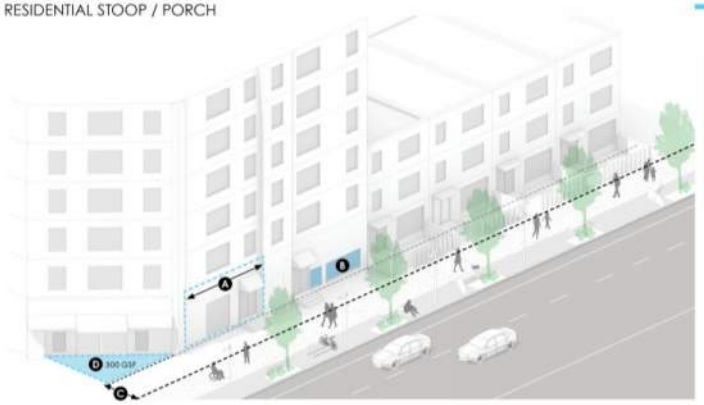
GROUND FLOOR DESIGN AND ENTRY		
Ground Floor Design		
A	Minimum Street Level Story Height	15'
B	Facade Transparency	75%
C	Max Street Level Facade Width	65'
Entrances		
	Location	Required on primary street-facing frontage
	Entry Transparency	80%

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	25'

FRONTAGE STANDARDS
RESIDENTIAL STOOP / PORCH

4

FRONTAGE STANDARDS



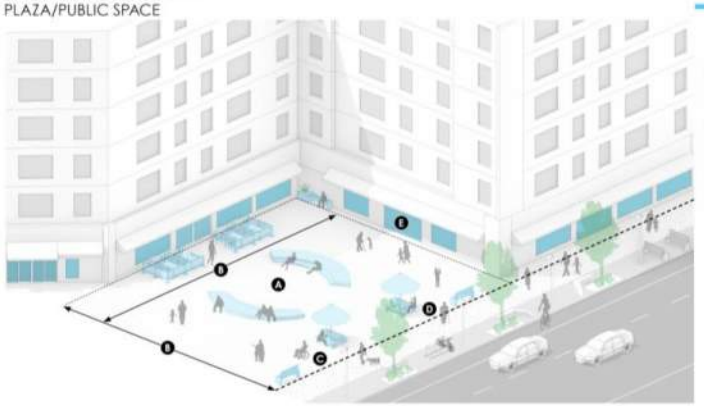
GROUND FLOOR DESIGN AND ENTRY		
Ground Floor Design		
A	Max Street Level Facade Width	36'
B	Facade Transparency	50%
Entrances		
	Location	Required at frontage, otherwise entry path can be used

PUBLIC REALM		
Public Realm		
C	Front Setbacks (Min, Max)	5',10'
D	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

FRONTAGE STANDARDS
PLAZA/PUBLIC SPACE

5

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

FORM-BASED CODE DISCUSSION

- Do Council or Commission have any questions for the project team?
- Comments about the site development standards?
- Comments about the street types or frontage types?
- Are the required Transition strategies appropriate?
- Other comments?

Key Issue Updates

Transportation

Parks/Open Space

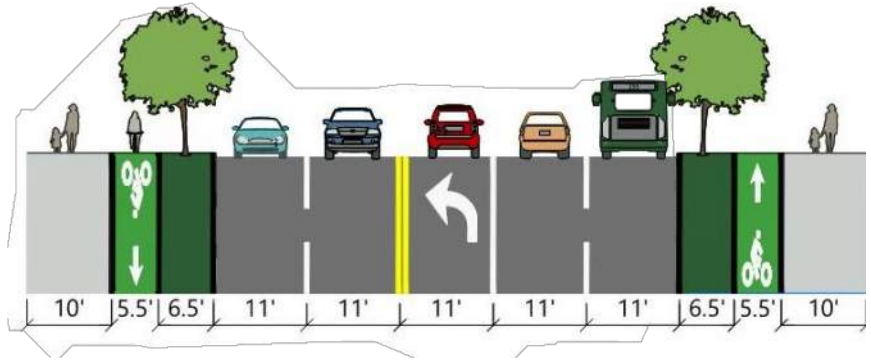
Sustainability

Affordable Housing

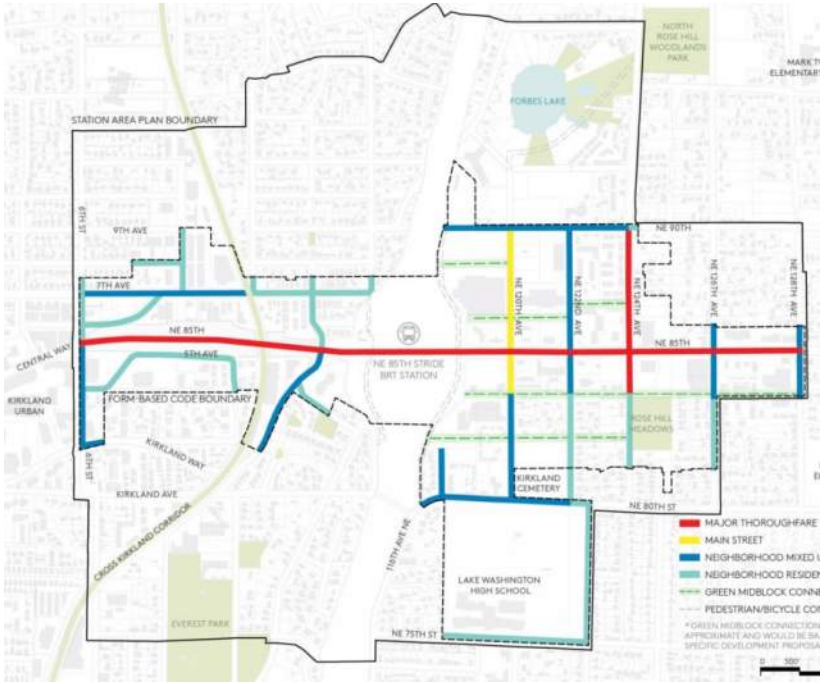
Schools

TRANSPORTATION UPDATE

- Supplemental Analysis completed in 2022 to respond to Council request for a "bolder" Active Transportation Network
- Station Area work is being coordinated with the update of the Active Transportation Plan and Safer Routes to School Plans
- Team has developed refined project concepts responsive to previous Council and Transportation Commission feedback to:
  - Provide a consistent, connected network for walking and bicycling
    - Protection and comfort for walking and bicycling, particularly on high-speed, high-volume roadways,
    - Improve safety for people walking and bicycling through intersections.
  - Intersection improvements to accommodate vehicular movements through the Station Area
- Transportation Concepts will be integrated into Form-based Code
- Supplemental analysis (included in meeting materials):
  - Quantify the number of pedestrian and biking trips in the Station Area
  - Examine travel times for transit through the Station Area

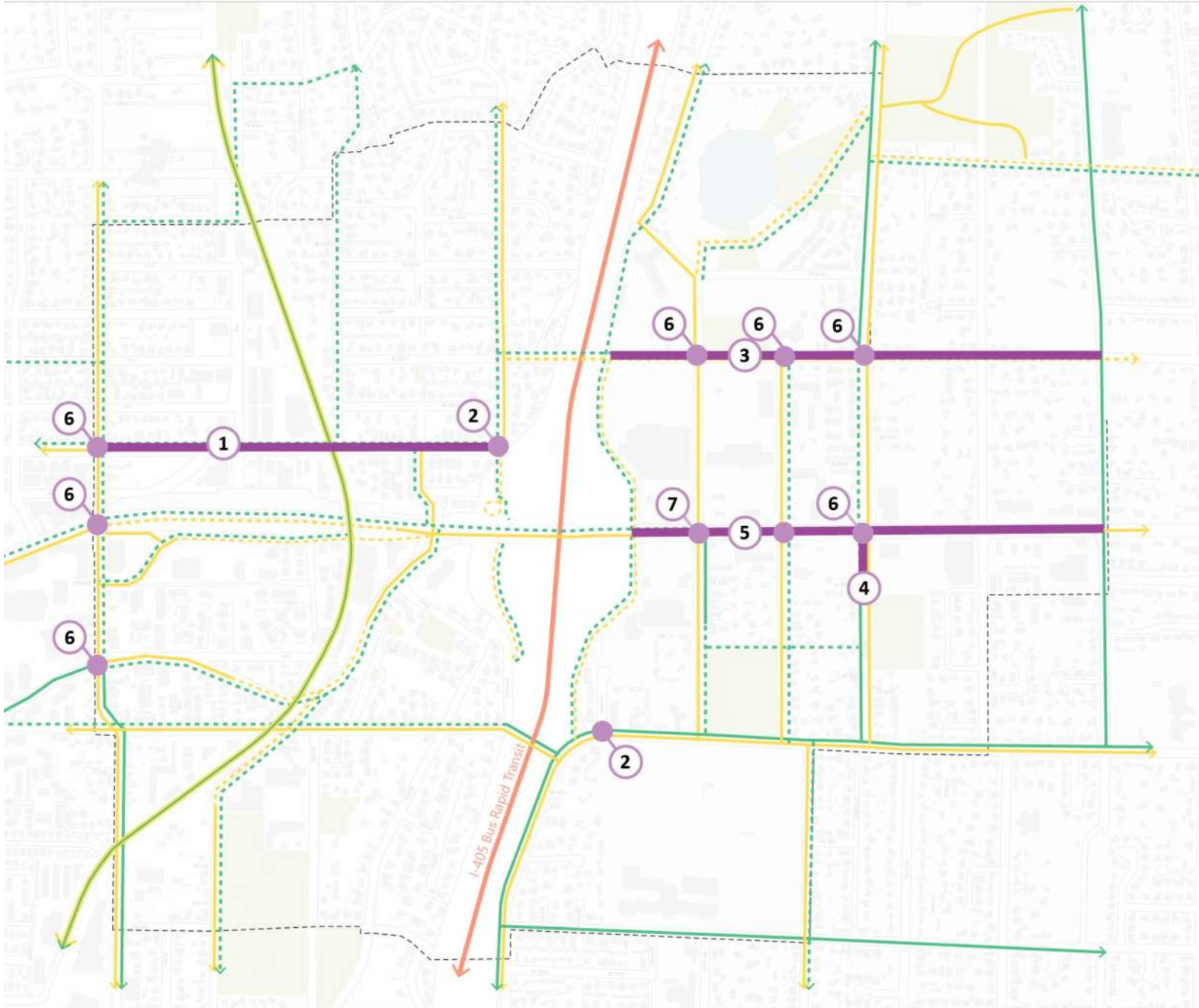


**Typical NE 85th St. cross section*



TRANSPORTATION PROJECT REFINEMENTS*

1. 7th Ave/NE 87th St corridor
2. Compact roundabouts at NE 87thSt/116th Ave NE and NE 80th St/118th Ave NE *(vehicular network improvements)*
3. NE 90th St corridor
4. 124th Ave NE protected bike lanes extension to NE 84th Ln
5. NE 85th St protected bike lanes
6. Protected intersections on arterials and key collectors
7. NE 85th/120th Ave NE intersection *(vehicular network improvement)*



*Concepts refined after adoption of Preferred Plan Direction

TRANSPORTATION COMMISSION FEEDBACK ON REFINED CONCEPTS

- Support for refined NE 85th St. concept that includes protected bike lanes and wide sidewalks
- Support for refined intersection concept at NE 85th St. and 120th Ave NE that includes crosswalks on all legs
- Team should continue to prioritize and/or look for opportunities to:
  - Provide wide sidewalks, especially in areas of high pedestrian activity
  - Slow vehicle speeds with narrow travel lanes, smaller turning radii, and other traffic-calming measures
  - Provide dedicated bicycle facilities, and avoid shared bike/ped facilities, where possible
  - Be thoughtful about property access and service (e.g. waste collection, deliveries) locations

PARKS / OPEN SPACE UPDATE

PROS Plan will include a guideline for appropriate levels-of service in urban areas and projects in the Station Area

Station Area concepts include expanding access to public parks space at Forbes Lake and enhancements to the CKC

Coordinating with development of Active Transportation and Sustainability goals and policies

Economic analysis is testing incentive scenarios for private development to provide Parks/Open Space, including:

- On-site public open space – plazas
- On-site public open space – pocket parks
- On-site enhanced common spaces (e.g. playgrounds, dog runs, etc.)
- Linear parks

SUSTAINABILITY UPDATE

Like the City's approach, **Sustainability is woven throughout the SAP**, and a Draft Sustainability Framework is in review. Goals include:

- Prioritize Multi-Benefit Strategies
- Distributed / Shared Infrastructure
- Support Social Resilience

The **'Future Ready' framework** for the Station Area will include place-based context and identify opportunities for development to best align with Citywide SMP and the Station Area policies and performance targets. Innovation areas include:

- Building Performance
- Energy / Decarbonization
- Ecosystems / Green Infrastructure

The **Green Innovation Strategies** will provide resources and guidance to support implementation of the Goals and Framework. It will include baseline requirements (development regulations), incentives, and long-term strategies, along with criteria for performance as well as design, construction, and operations best practices.

Reference Attachment 1

Building Performance / Energy / Decarbonization

Washington State takes strongest clean commercial buildings action in the nation

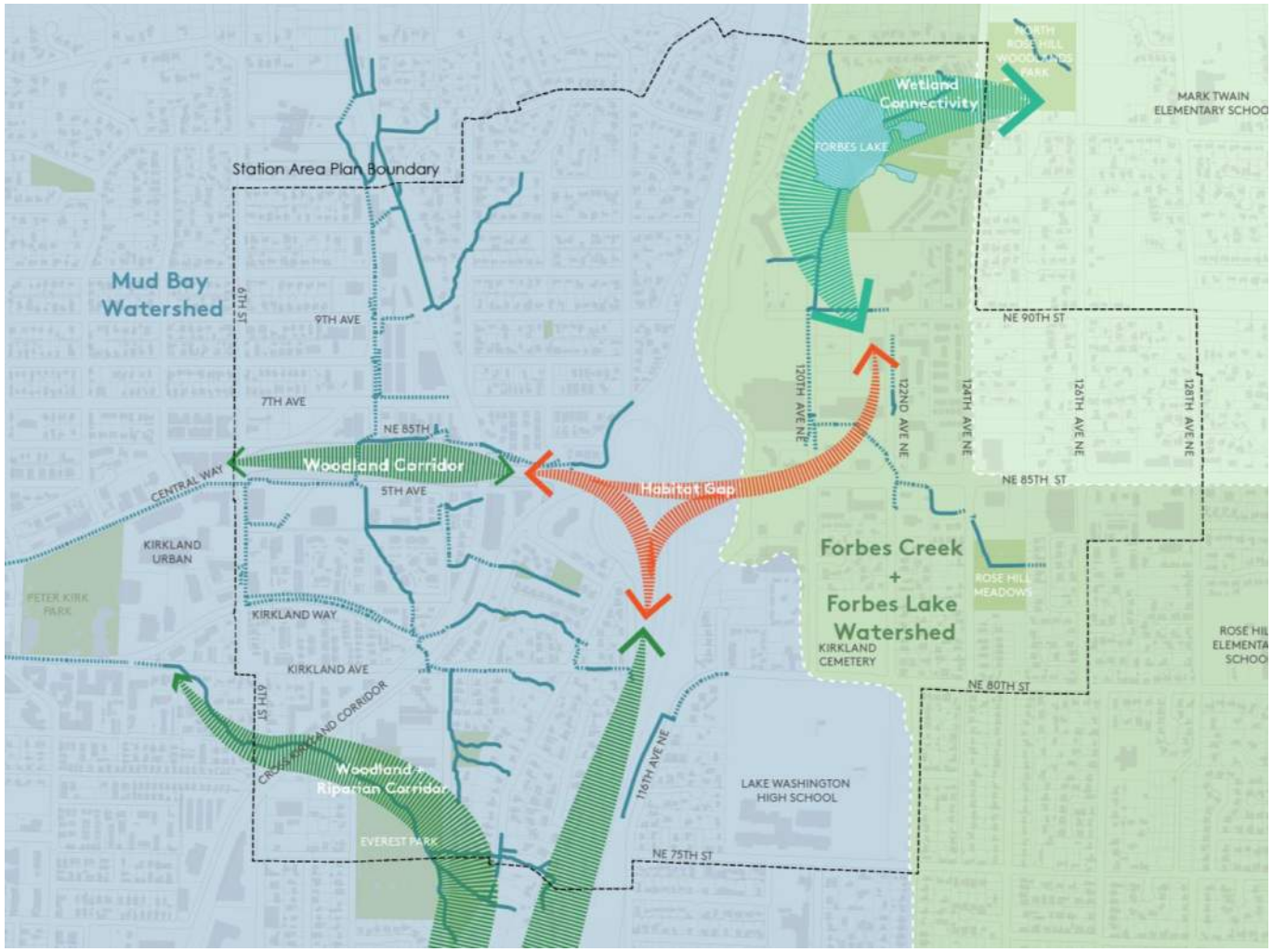
by Stephanie Noren on April 22, 2022

Contacts: Amanda Kolling, amanda@resource-media.org; Jeff Cappella, jeff@resource-media.org; Stephanie Noren, stephanie.noren@climatesolutions.org

OLYMPIA, WA — The Washington State Building Code Council voted 11-3 today to adopt a new statewide commercial and multifamily building energy code that will be the strongest, most climate-friendly in the country by driving the transition to clean electricity for space and water heating. This major win for clean energy coincides with President Joe Biden's Earth Day Seattle visit where he discussed the infrastructure bill and clean energy. The Department of Energy has made heat pumps and energy efficiency measures a key part of its efforts to reduce emissions and dependence on fossil fuels.

Under Washington's updated energy code that will take effect in July 2023, new commercial buildings – including multifamily residential buildings four stories and taller – will be built with high-efficiency electric heat pumps for water and space heating. Washington's electricity mix is among the cleanest and most affordable in the country, and the new building code is projected to cut more than 8 million tons of carbon dioxide by 2050, equivalent to the annual emissions of 1.8 million cars. The updated energy code also includes improvements to building envelopes and efficiency that will further save energy for building users. Over 5,000 residents submitted comments in support of the policy, along with hundreds of experts.

Ecosystems / Green Infrastructure



1 LANDSCAPE ELEMENTS
2 GREEN ROOFS
3 GREEN WALLS
4 LANDSCAPE QUALITY BENEFITS
5 PERMEABLE PAVING
6 INNOVATION

Areas being explored for the Green Factor

KEY ISSUES UPDATE DISCUSSION

- Do Council or Commission have any questions for the project team?
- Does the Council have questions about Transportation?
- Does the Sustainability framework support the Council vision for the Station Area?
- Comments about key issue updates?

Naming the Station Area

Station District

Farview District

Horizon or Summit District

Uptown District

Rose Hill Station District

Forbes Lake Station District (or Forbes Lake District)

Native history place name?

Other?

Next Steps

- April 27, 2022: **Transportation Commission Meeting**
- May 12, 2022: **Joint Planning Commission / City Council Work Session**
- May, 18 2022: **Community Open House**
- June 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**

Questions? Comments? Additional Issues?