

City Council Special Presentation



MITHÜN BERK BUSS ECONorthwest

FEHR+PEERS HERRERA RUSHING

NE 85th Station Area Plan

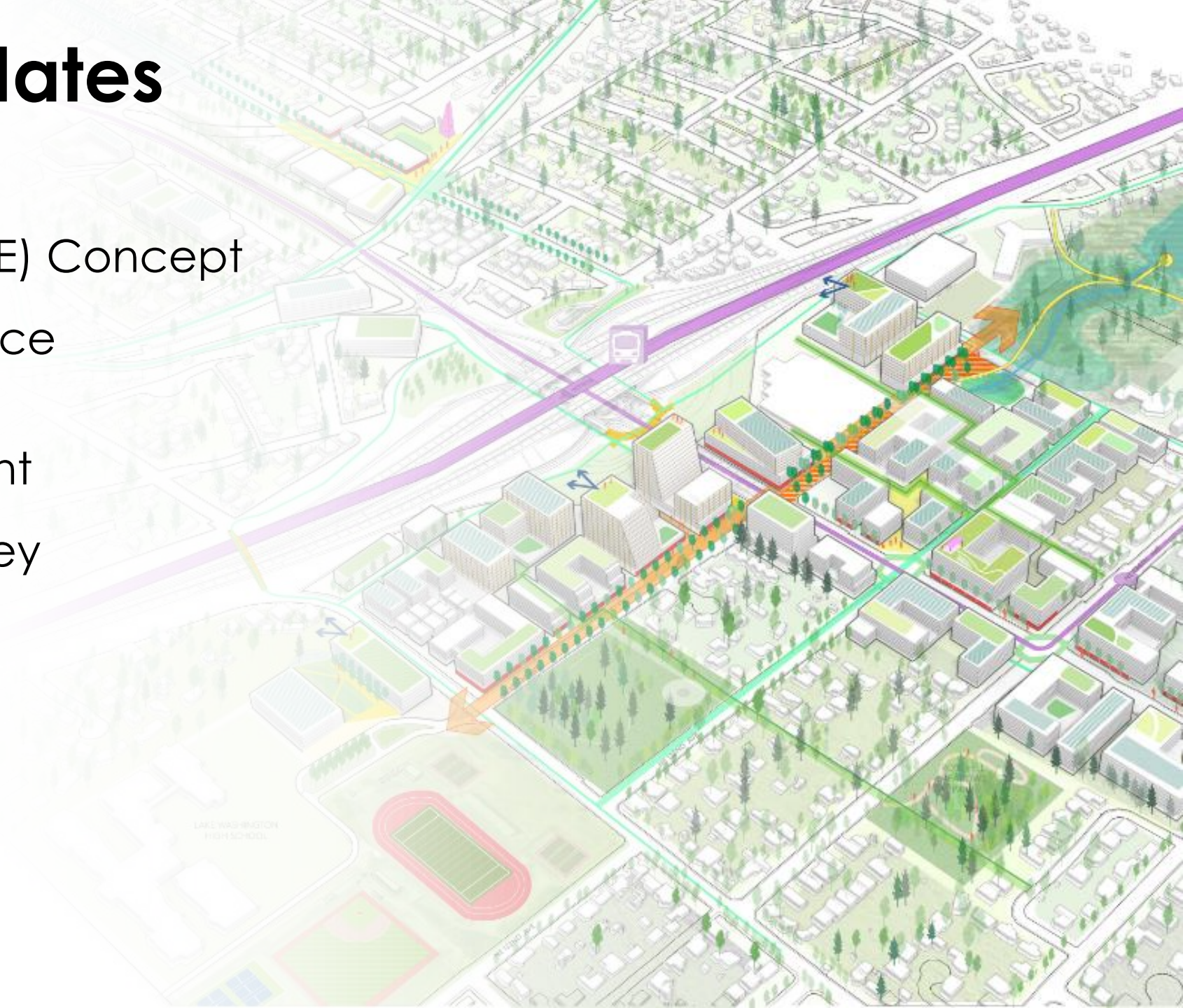
City of Kirkland

June 7, 2022



Station Area Updates

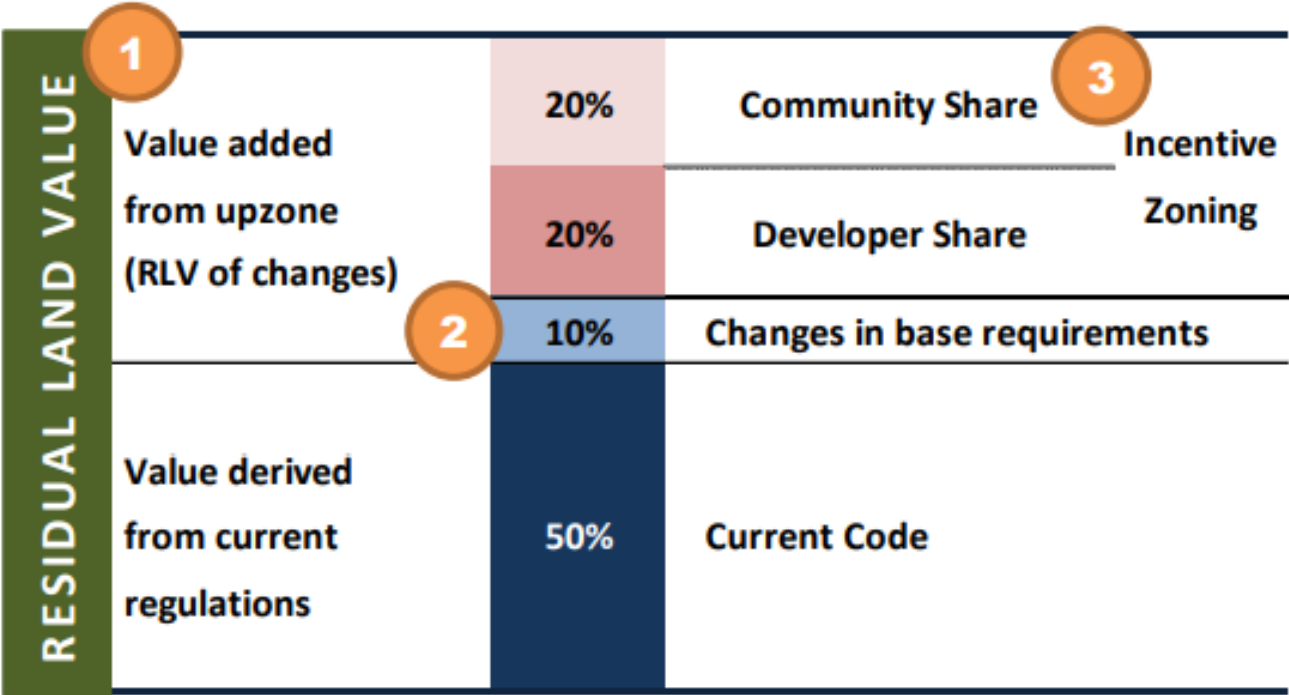
- Incentive Zoning
- Main Street (120th Ave NE) Concept
- Planned Action Ordinance Schedule
- Development Agreement
- Station Area Name Survey



Incentive Zoning Update

The Incentive Zoning Analysis answered 3 questions

- 1. How much private value is created through changes in land use policy?
- 2. How much of that new value is used to meet increased base development requirements?*
- 3. How much of the value might be left to support a functional incentive zoning program?



*Station Area base requirements analyzed include: new infrastructure requirements; compliance with High Performing Building Code; minimum Green Factor score of 0.4.

Incentive Zoning Update: *Incentive Amenities (draft FBC)*

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 Zoning Update: Structure Options

Option 1: Single Tier, No Weighting

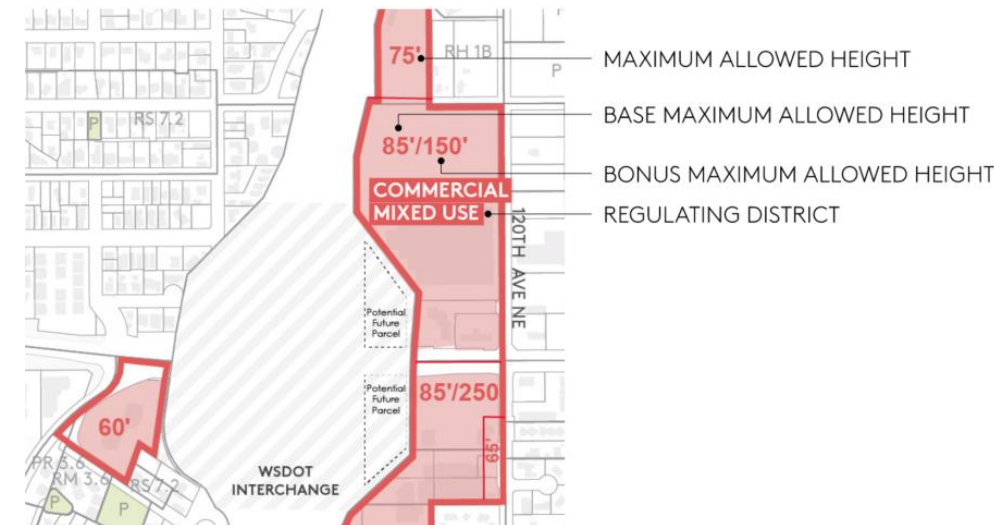
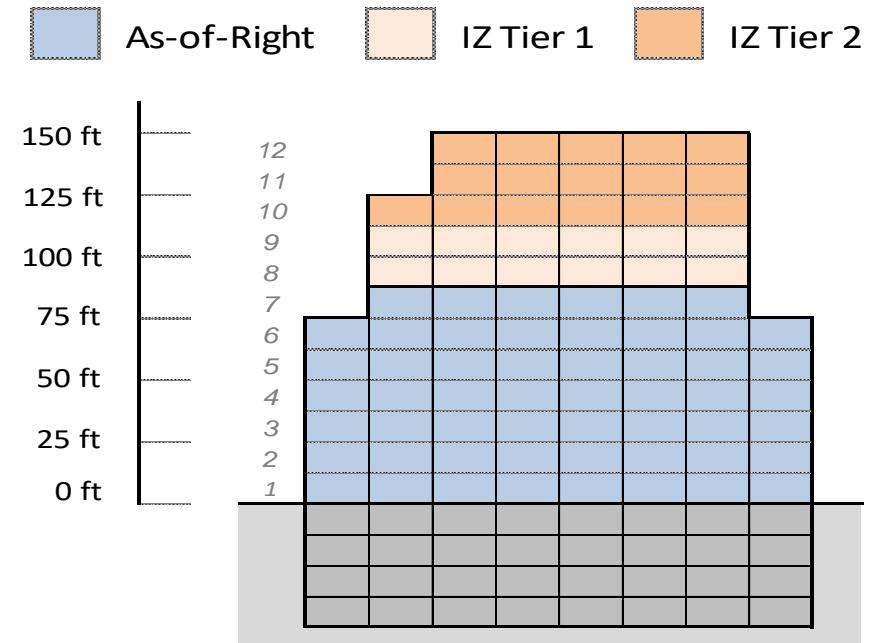
- Does not give preference to any amenity category
- Most flexibility for applicants

Option 2: Two Tier, No Weighting

- Sets amenity category that must be satisfied to achieve Tier 1 incentive capacity (e.g., Affordable Housing)
- If Tier 1 satisfied, other amenity categories can be used towards Tier 2 incentive capacity

Option 3: Single Tier, Policy Weighting

- Establishes greater incentive ratio for certain amenities
- Priority will be established by Council direction



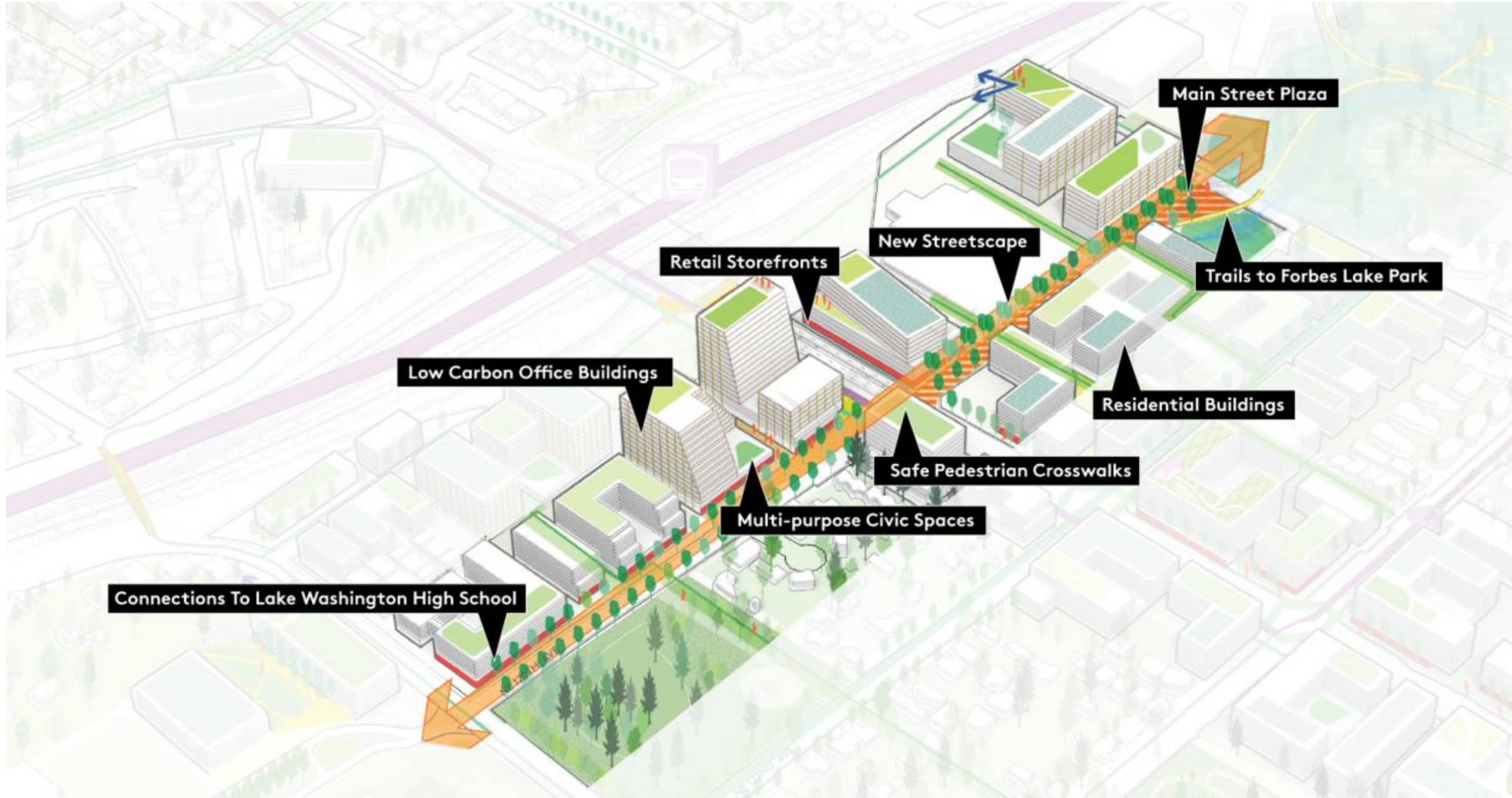
Incentive Zoning Policy Questions

Sample Illustration:

List of Eligible Amenities	Bonus Ratio (base)	Bonus Ratio (weighted)	Developer Provided Amenity	OPTION 1		OPTION 2		OPTION 3	
				Single Tier, No Weighting		2-Tier, No Weighting		Single Tier, Policy Weighting	
				IZ Space Earned	Amenity Provided	IZ Space Earned	Amenity Provided	IZ Space Earned	Amenity Provided
AFFORDABLE HOUSING									
Commercial development contribution	\$25.00	\$16.67	Funds for Affordable Housing	10,000 sf	\$250,000	50,000 sf	\$1,250,000	25,000 sf	\$416,667

- Is there a preference for a single or two-tier structure?
- If two-tier, should affordable housing be Tier 1?
- Should there be weighting applied?

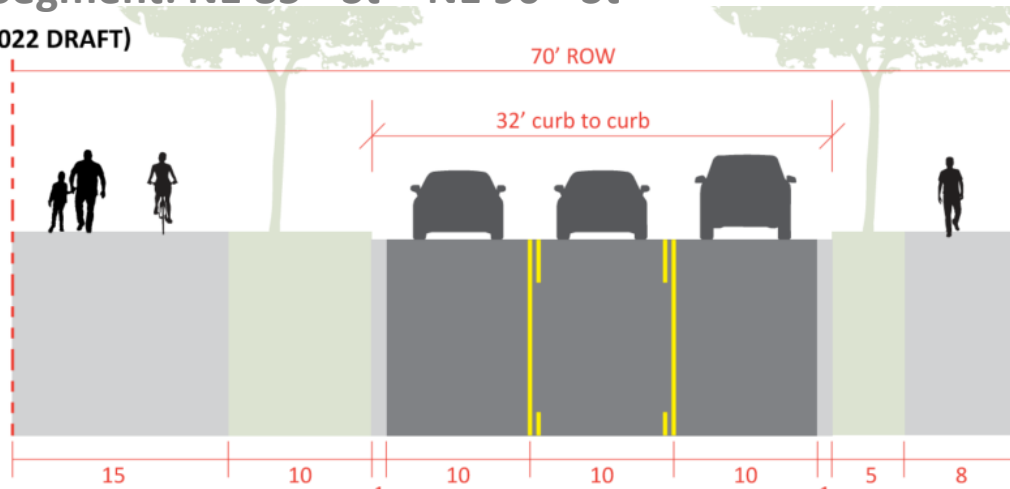
Main Street (120th Ave NE): Urban Design Concept



Main Street (120th Ave NE): Current Draft FBC Cross-Sections

North Segment: NE 85th St – NE 90th St

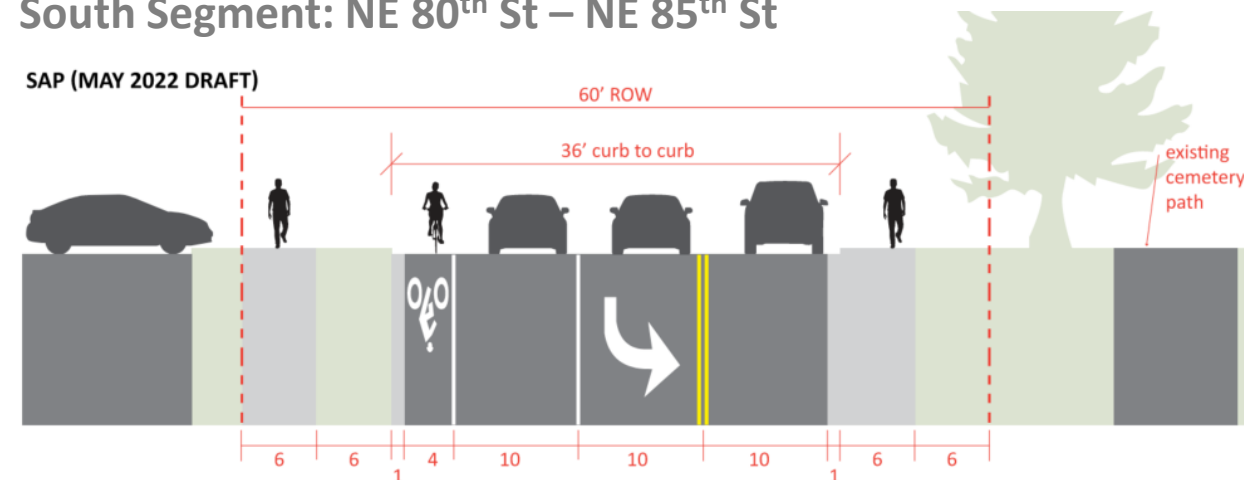
SAP (MAY 2022 DRAFT)



- Expands public right-of-way (ROW) 10' via development dedication
- Adjusts west curb line 4' to narrow street width and widen landscape strip
- Allows multi-modal use of shared use path on west side
- Widens minimum sidewalk width to 8' on east side

South Segment: NE 80th St – NE 85th St

SAP (MAY 2022 DRAFT)



- Maintains existing public right-of-way (ROW)
- Maintains existing curb to curb width, restripes roadway to add center turn lane, extend SB bike lane, and remove existing on-street parking
- Adds sidewalk on east side within existing ROW

Design Considerations

- Existing right-of-way widths (~60-70')
- In-permit development for Madison Mixed-use project (will not be subject to FBC)
- Unique and varied frontage along southern portion of 120th (e.g., Cemetery, KCHA property, Salthouse Church, existing low-density and condo properties)
- Parallel bike connections proposed along I-405 and on 122nd Ave NE (on-street, buffered bike lane)

Staff Recommendation

Focused corridor study, with community engagement, following Phase 1 adoption to complete additional parcel-level analysis and identify any needed refinements.

Planned Action Ordinance: Update

The Planned Action Ordinance (PAO) will:

- Include specific mitigation measures for future development
- Provide certainty as to what specific infrastructure projects must be built with future new development
- Streamline environmental review of future public and private development projects for projects that don't exceed growth thresholds

Schedule Considerations

- Project team is coordinating with Finance and Public Works departments to incorporate Station Area projects into the City's Capital Improvement Program (CIP).
- CIP and CFP will be updated with annual Comp Plan amendments later this year.

Staff Recommendation

Adoption of PAO should be delayed until CIP and impact fee updates are complete.

Note:

- *PAO does not contain environmental analysis (that work was completed in FSEIS)*
- *Delay of the PAO does not prevent the City from requiring mitigation and infrastructure improvements from future development*

Development Agreement: Update

- 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 will:
 - Give Google the certainty it needs to make a purchase decision.
 - Ensure that development of a catalyst project by Google would meet or exceed the amount of public benefits that would otherwise be required in the new Form Based Code for the Station Area.
- Pursuant to RCW 36.70B.170, a development agreement requires a public hearing to be held by City Council before such agreement is approved by ordinance or resolution.
- Staff anticipates that this hearing is likely to occur in July 2022, after adoption of Phase 1 of Station Area Plan.

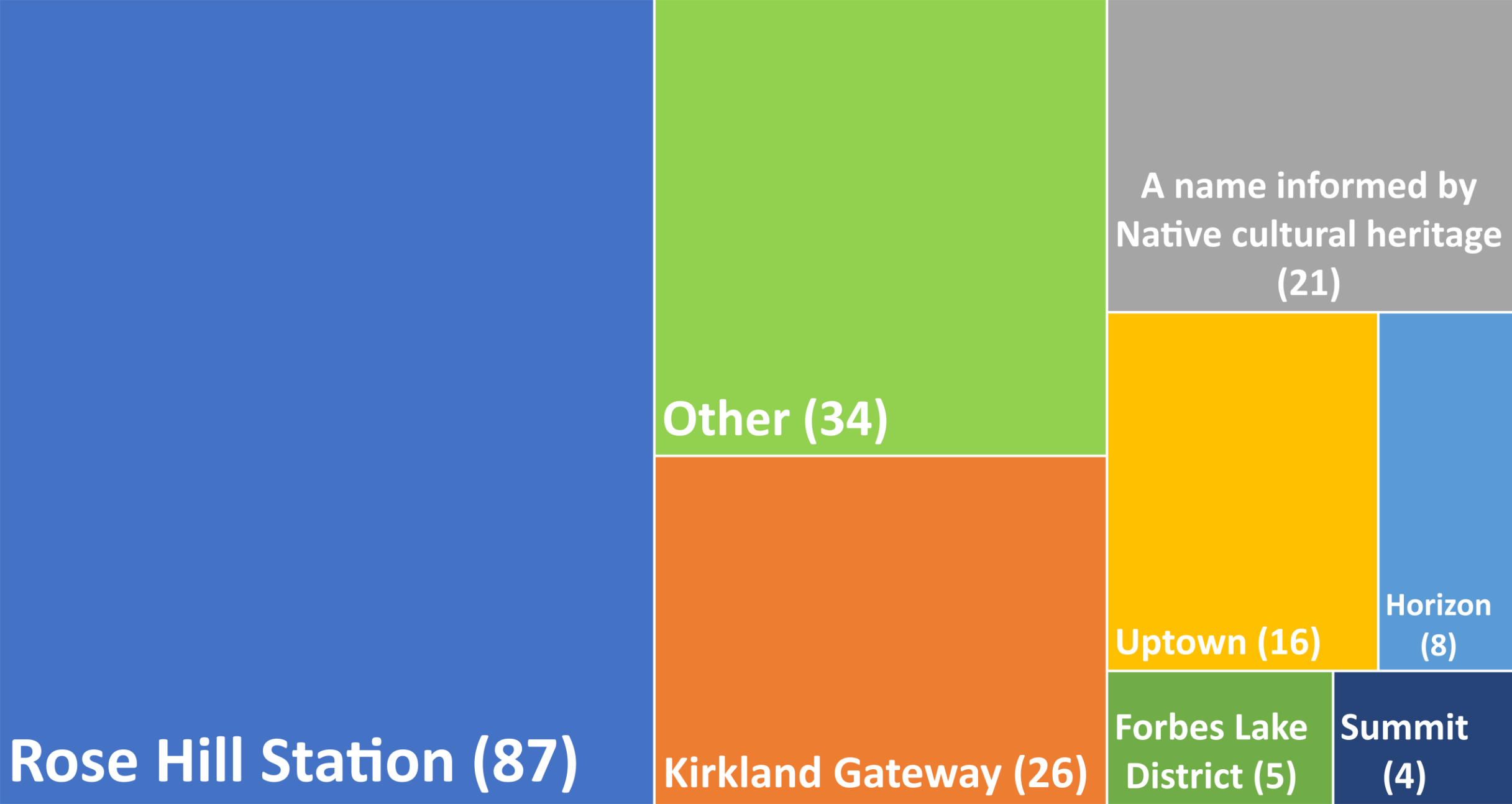
57.05.03 DEVELOPMENT AGREEMENTS - CATALYST PROJECTS

As a means of encouraging early catalyst transit oriented development projects within the Station Area, projects on sites greater than four acres within the Commercial Mixed Use District are encouraged to apply for and negotiate a development agreement with the City pursuant to Chapter 36.70B RCW.

The purpose of such a development agreement is to provide a process for tailoring the regulations and incentives of this Chapter as they apply to specific facts and circumstances. A Development Agreement approved by the City Council pursuant to Chapter 36.70B RCW may approve specific variations or exceptions from the District Regulations if the Council finds and concludes in the Development Agreement that the variations or exceptions result in a project that provides overall greater benefit or overall better mitigation than would a project that strictly complies with the District Regulations, except that a Development Agreement may not authorize (1) additional height above the bonus maximum height; or (2) a principal use that is not otherwise permitted in the District.

-excerpted from draft Form-based Code (draft KZC Ch. 57)

Station Area Name Survey: Initial Results (May 18 – June 6)



Next Steps

June 9, 2022: Planning Commission Public Hearing

June 14, 2022: Tentative - Continuation of Planning Commission deliberation (if needed)

June 21, 2022: City Council Study Session

- Incentive Zoning Policy Discussion
- Receive Planning Commission Recommendation (Phase 1)

June 28, 2022: City Council Consideration of Adoption (Phase 1)

Questions? Comments?