

# City Council Study Session



## NE 85<sup>th</sup> Station Area Plan

City of Kirkland

November 15, 2022



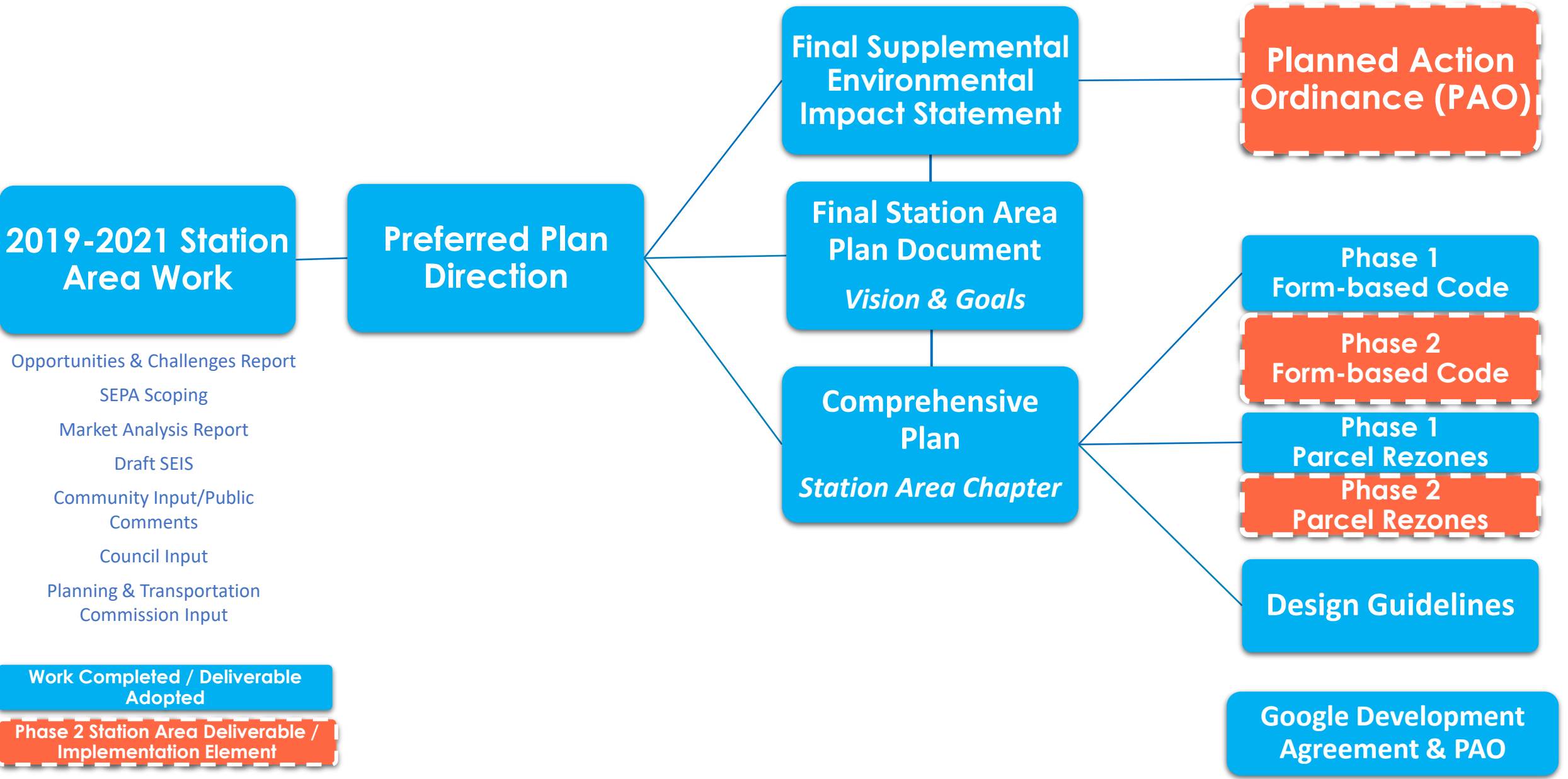
# Tonight's Agenda

- **Phase 2 Form-based Code Update**
  - Regulating District Updates
  - District-wide Standards
  - Parking & Mobility
- **120<sup>th</sup> Ave NE (“Main St”) Corridor Study**
- **Next Steps**
- **Council Questions**





# Station Area Deliverables Workflow





# Station Area – 2044 Vision

*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.*







# Regulating District Updates



# Vision and Urban Design Framework

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



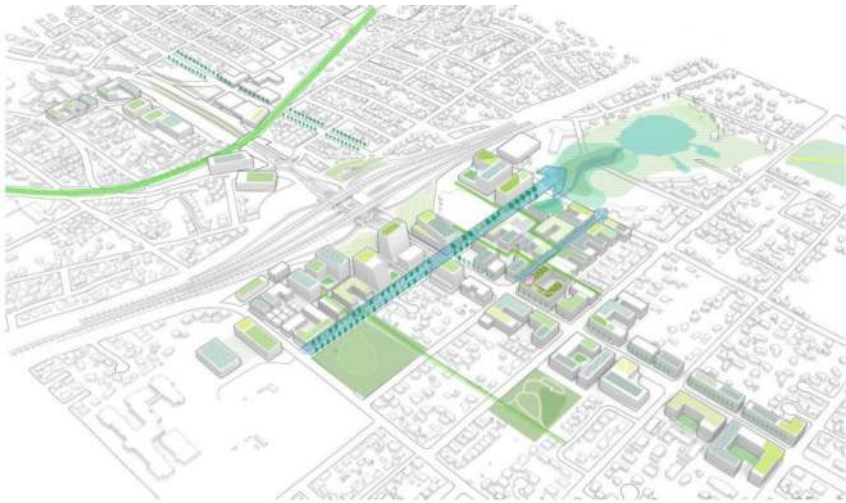
Focus Inclusive Growth Near Transit



A Strong Public Spine



A network of Mobility Options



Leverage Existing Natural Systems and Resources

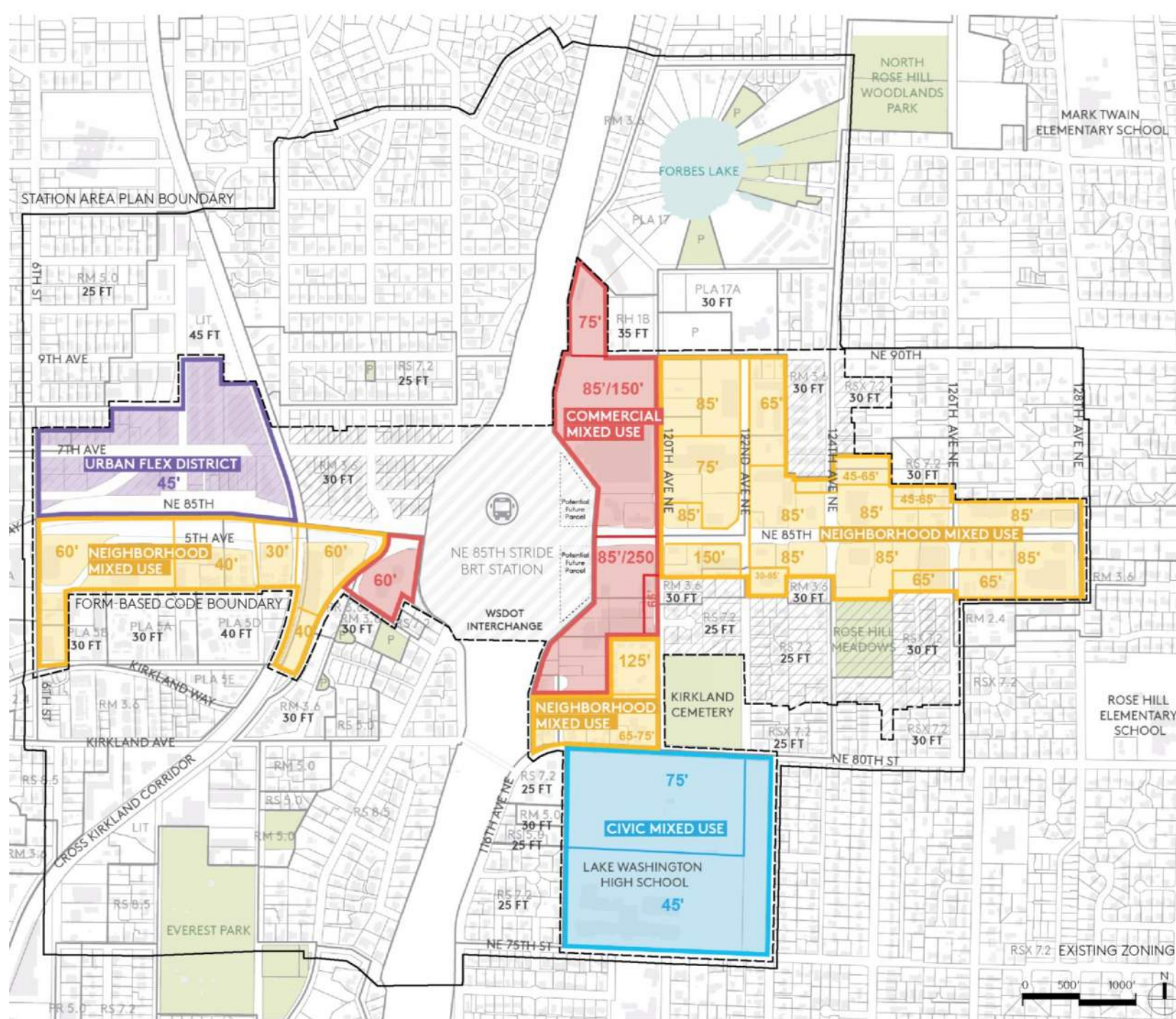


Transitions in Scale to Adjacent Neighborhoods



## Regulating Plan Phase 2 Districts

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





# Neighborhood Mixed Use District

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

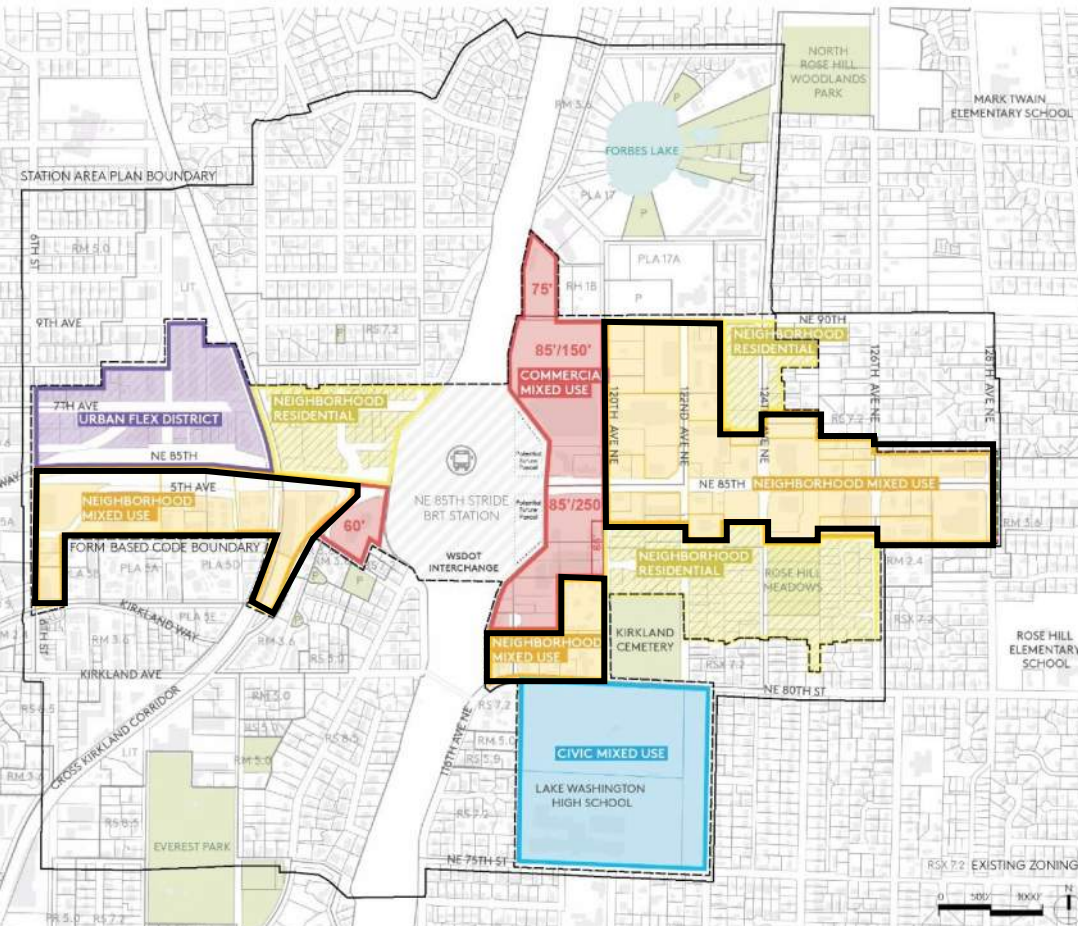
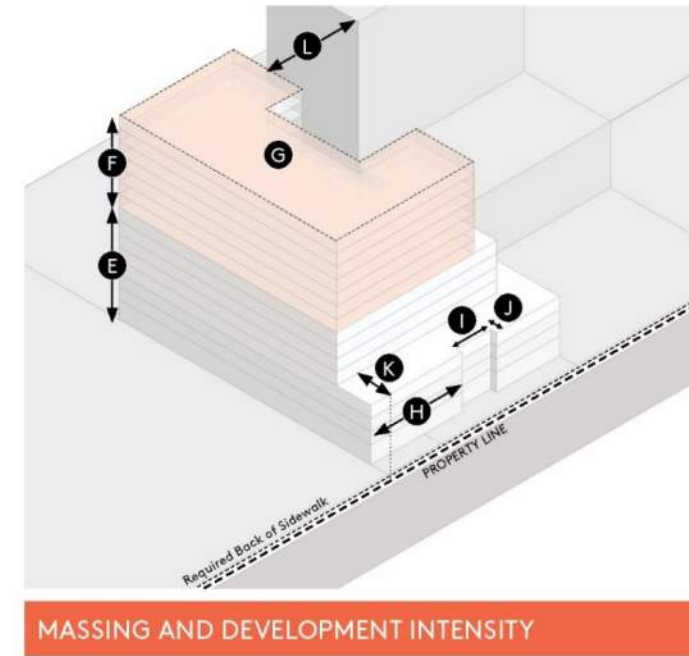
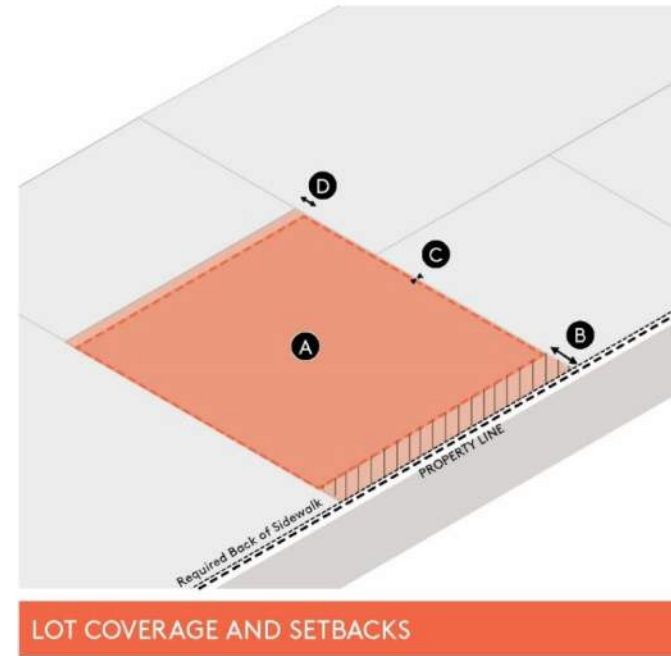


FIGURE 4: NEIGHBORHOOD MIXED USE



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



# Urban Flex District

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

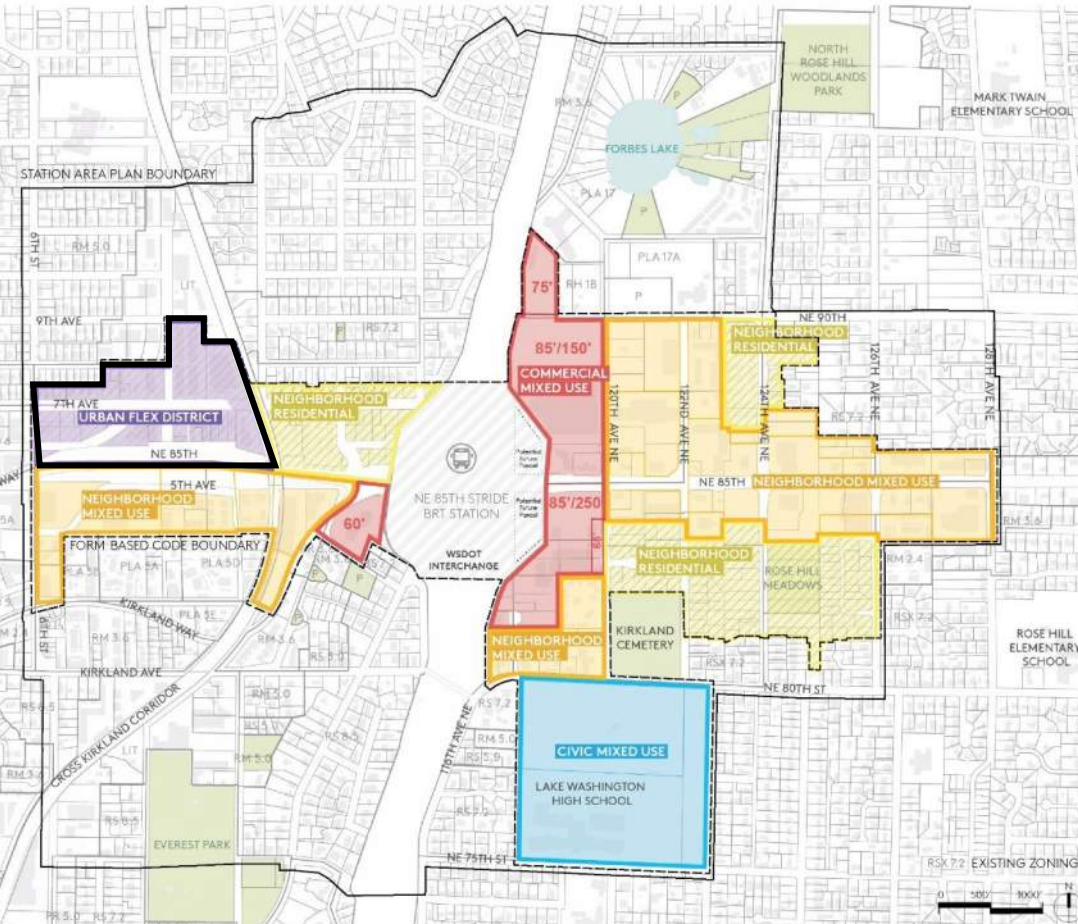
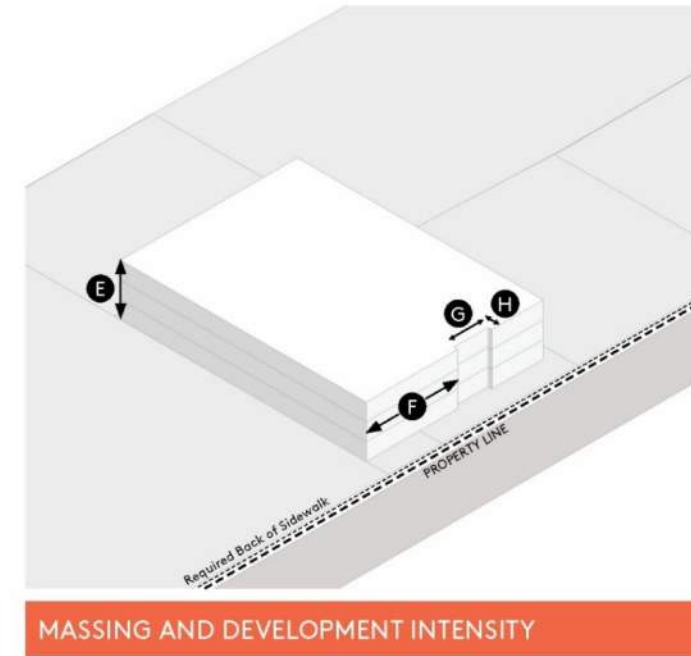
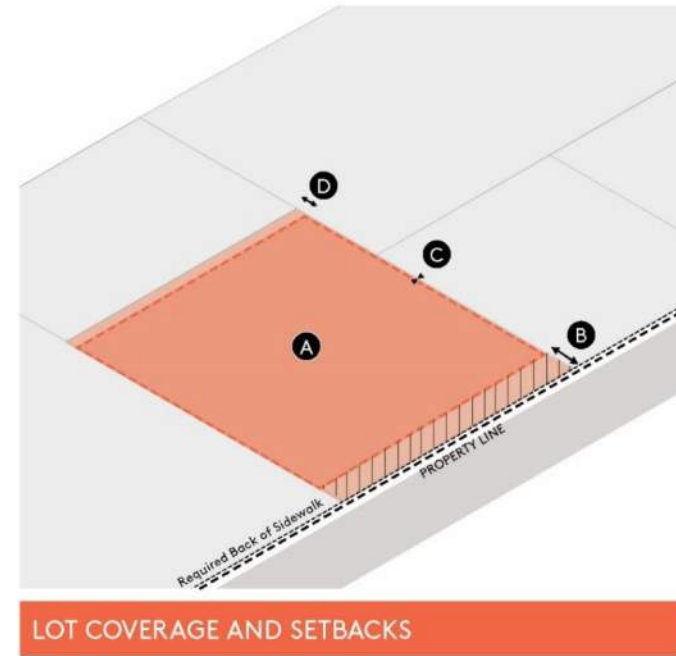


FIGURE 5: URBAN FLEX DISTRICT



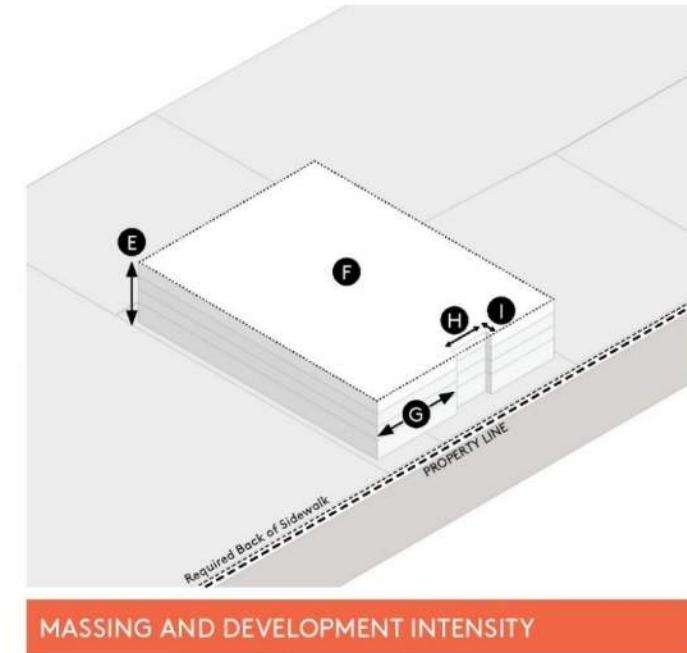
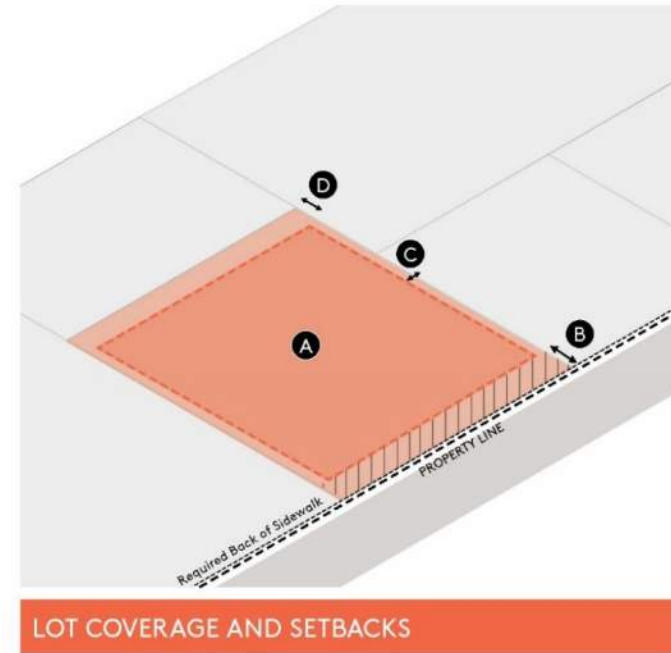
- **Limited max height** to fit neighborhood context
- **Large floor area** to support continued industrial use
- **Residential only allowed on upper floors** to support continued industrial character
- **Cross Kirkland Corridor standards will apply** (referenced in FBC)



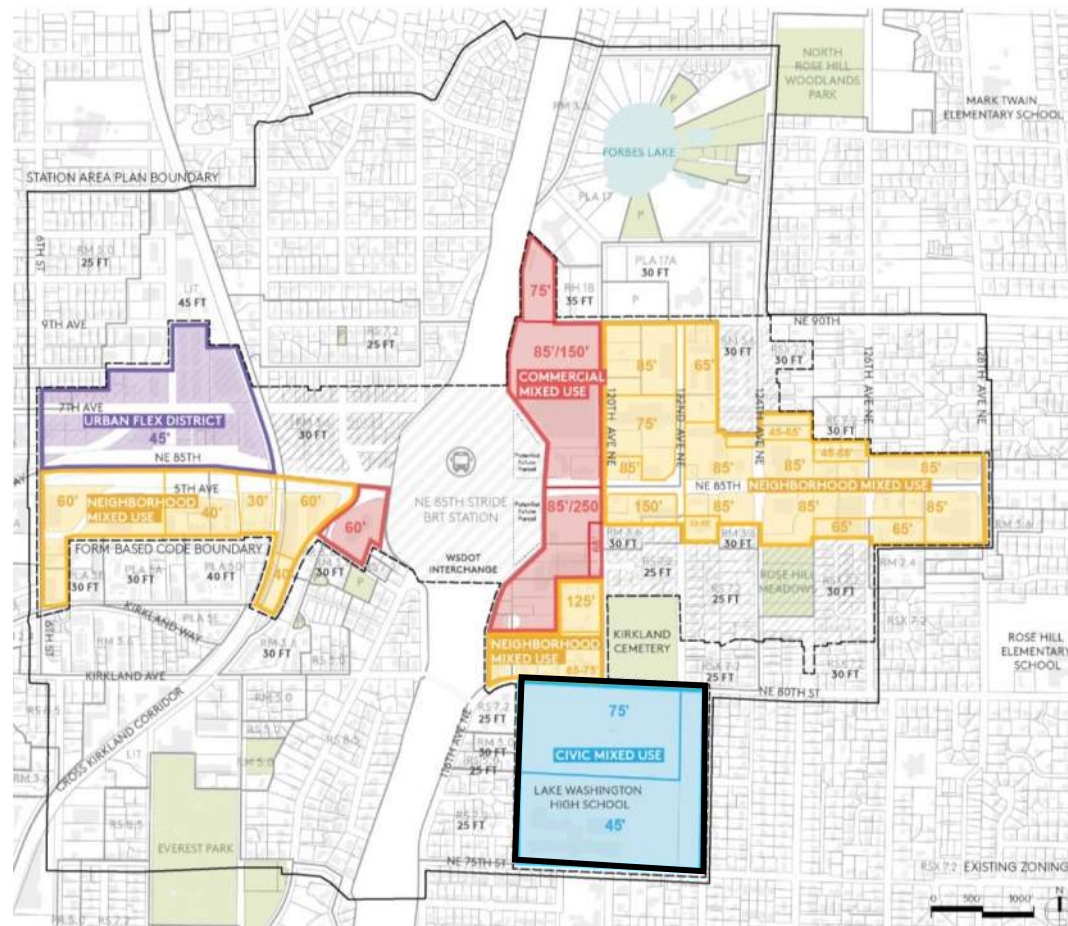
# Civic Mixed Use District

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

FIGURE 6: CIVIC MIXED USE



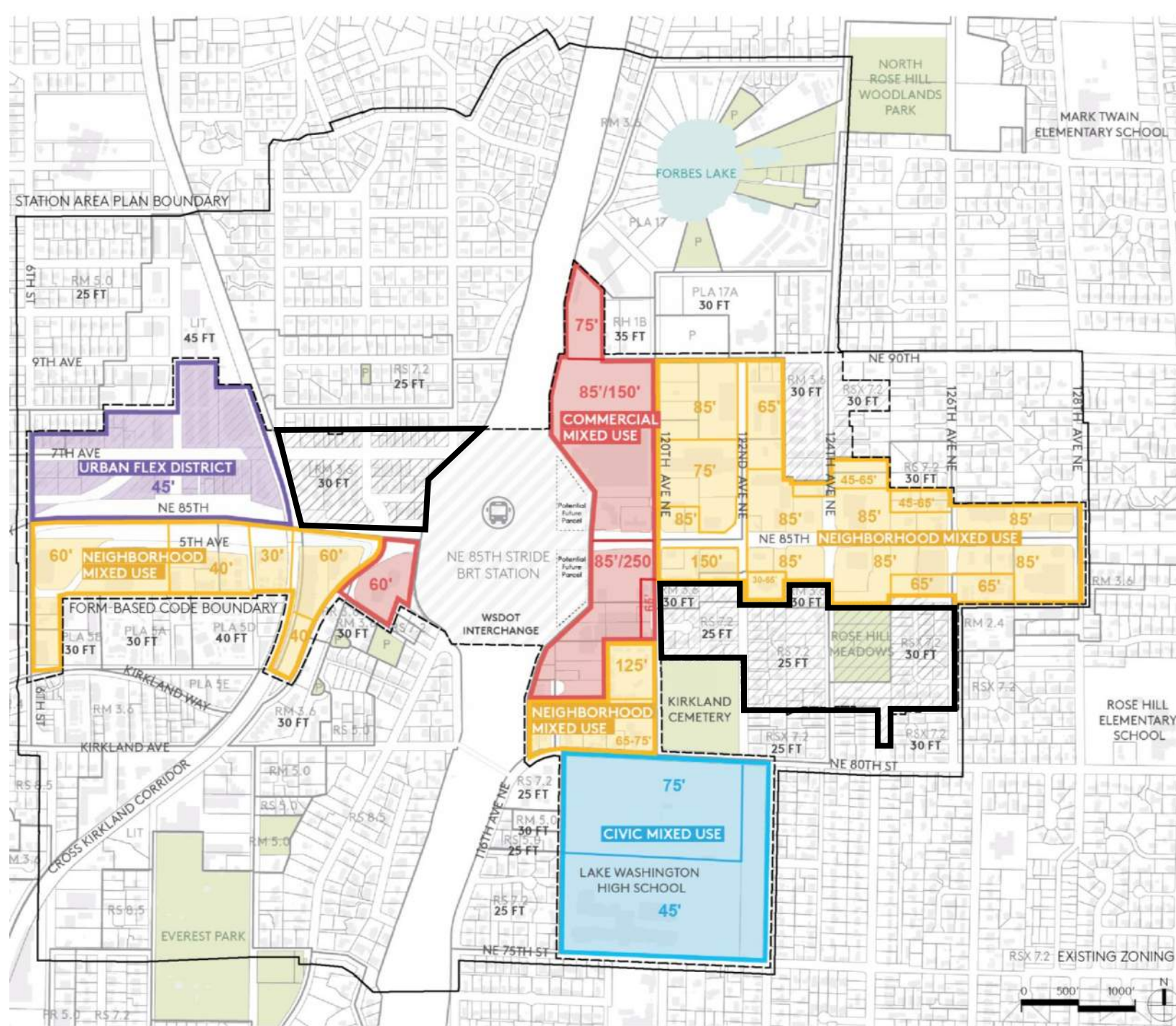
- **Limited max height** to fit neighborhood context
- **Large floor area** to support educational/civic use
- **Upper story setbacks** to create human-scaled neighborhood development
- Staff has reviewed draft standards with LWSD
- **LWSD has sent letter supporting draft code** to Planning Commission





## Neighborhood Residential

- Station Area Plan does not include increase to density in this district
- Infill will continue per existing standards for low-density and missing middle housing types
- A future Form-based Code could encourage more missing middle housing - that strategy best considered on larger scale
- Phase 2 FBC will not include specific standards for Neighborhood Residential district





## Planning Commission Direction for Regulating District Standards

**Ensure active street-level uses with low vacancy**

**Limit street-level lobby areas**



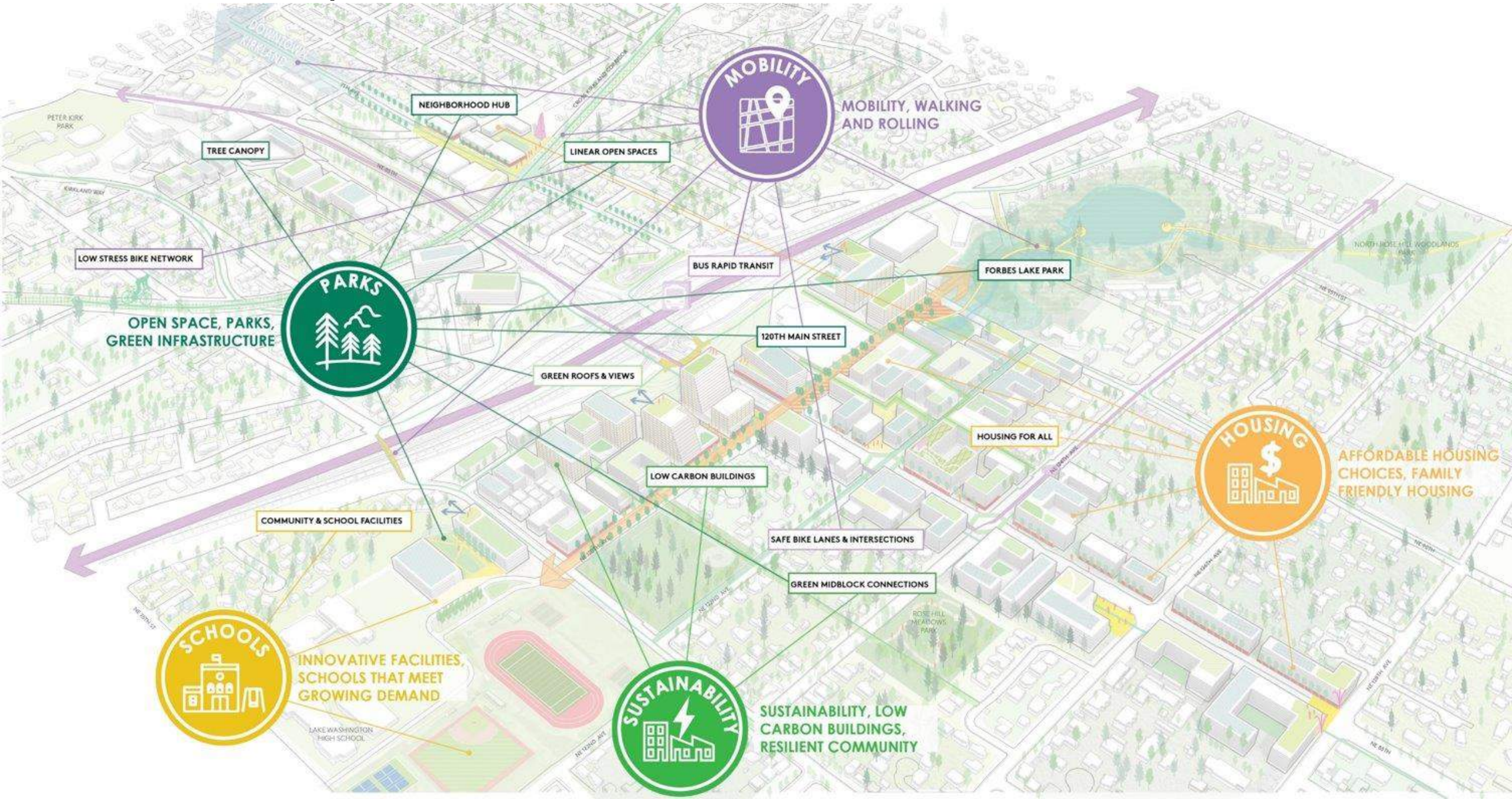




# DISTRICTWIDE STANDARDS



# NE 85th SAP Community Benefits Vision





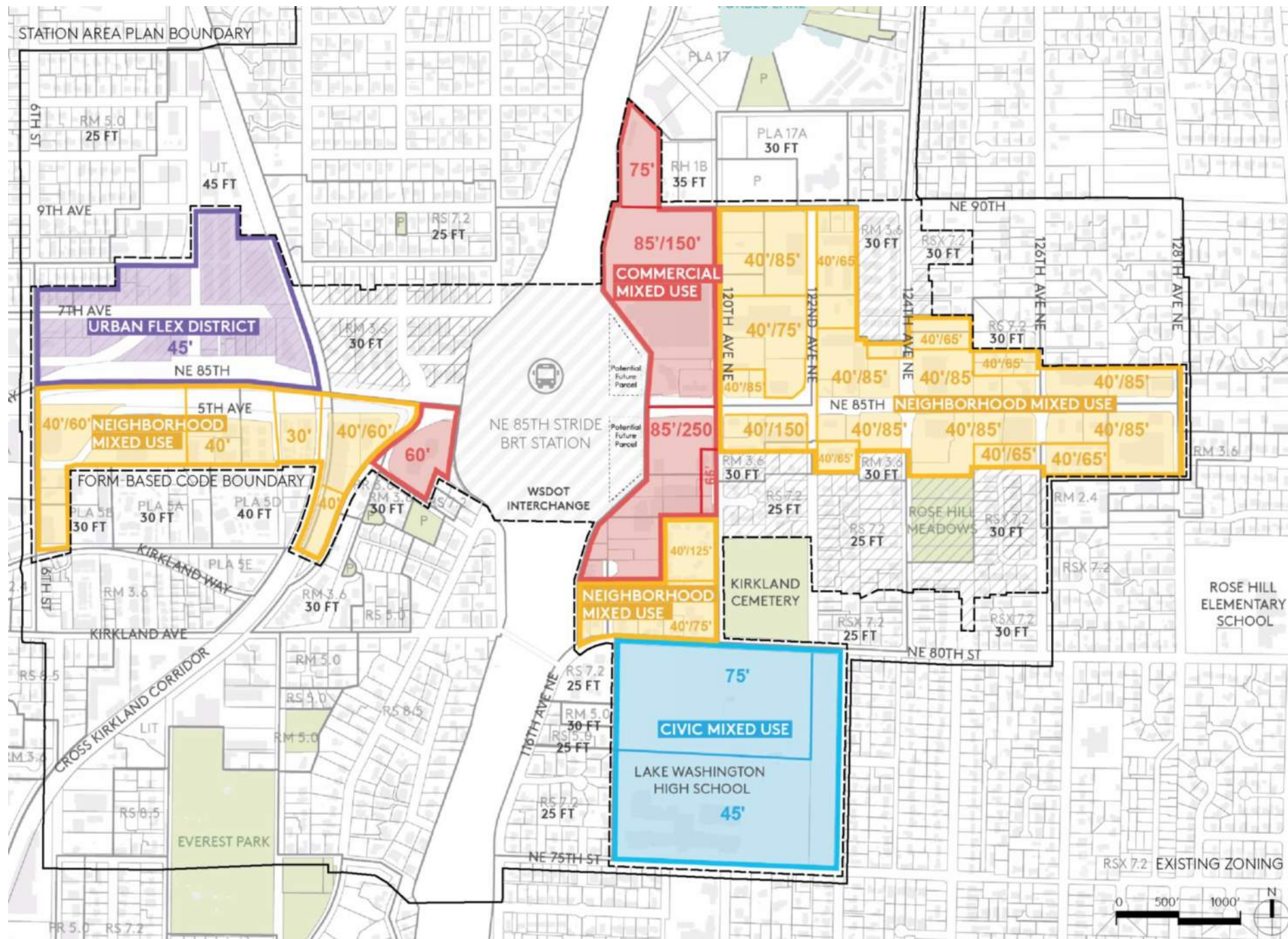
## Base and Bonus Maximum Allowed Heights

### Affordable Housing in Phase 2

-increased capacity  
with rezones will allow  
more housing units  
overall

-at least 10% of new  
units will be affordable

-additional affordable  
housing units and/or  
amenities will be  
required above base  
height





# Incentive Amenities Adopted in Phase 1

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

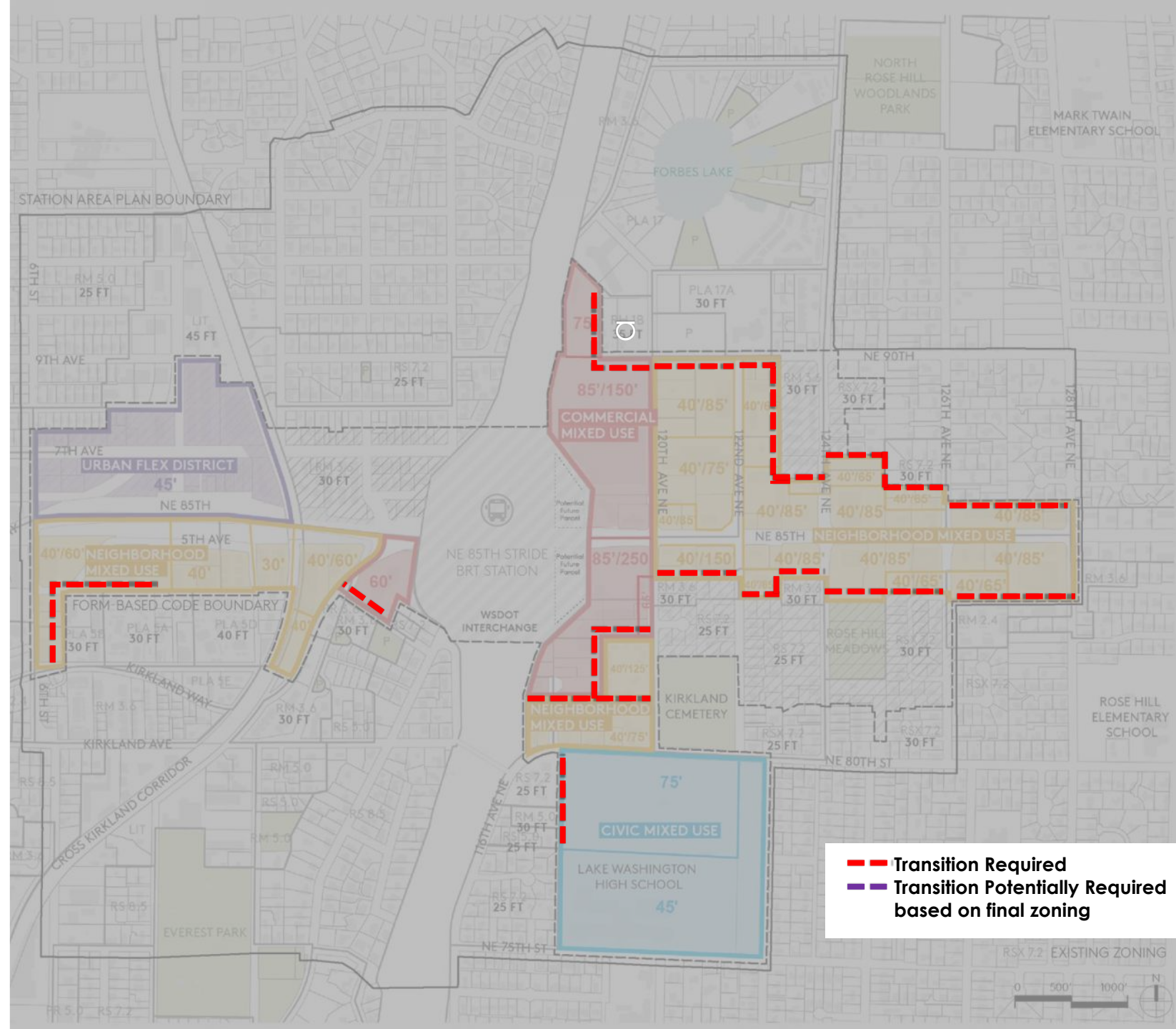
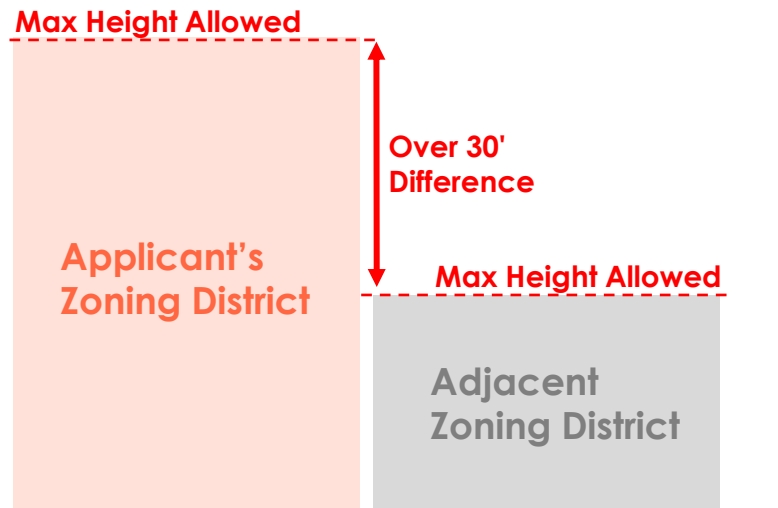
# Potential Incentive Amenities for Phase 2 Districts

List of Eligible Amenities	Amenity Provided
AFFORDABLE HOUSING	
On-site performance: quantity of units	SF or units
On-site performance: unit size	# of 3+ Bd units
On-site performance: level of affordability	SF or units
Commercial development contribution	Voluntary fee per SF of incentive bonus space



## Transitions

Transitions are required where the difference between the maximum allowed height of a zoning district is at least **30 ft greater** than the maximum allowed height of an adjacent zoning district.





Transitions Examples



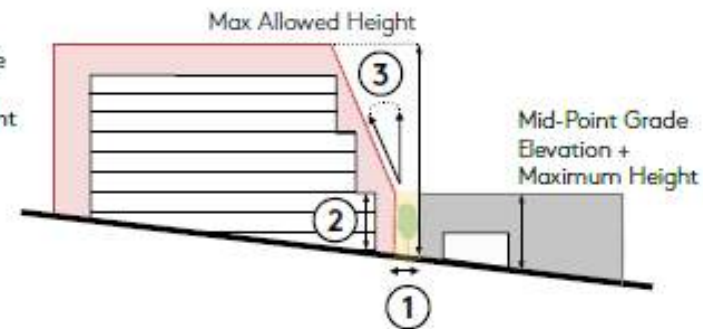
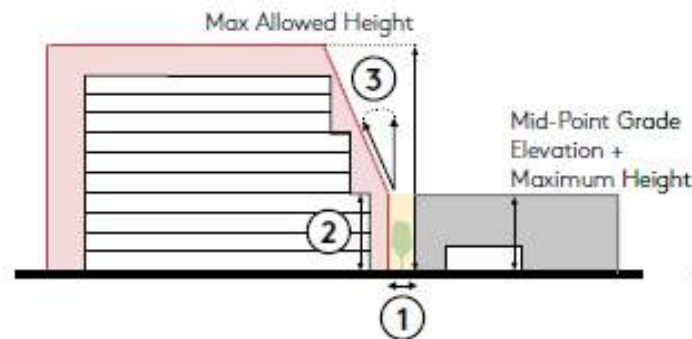


## Site Studies of Potential Transition Strategies



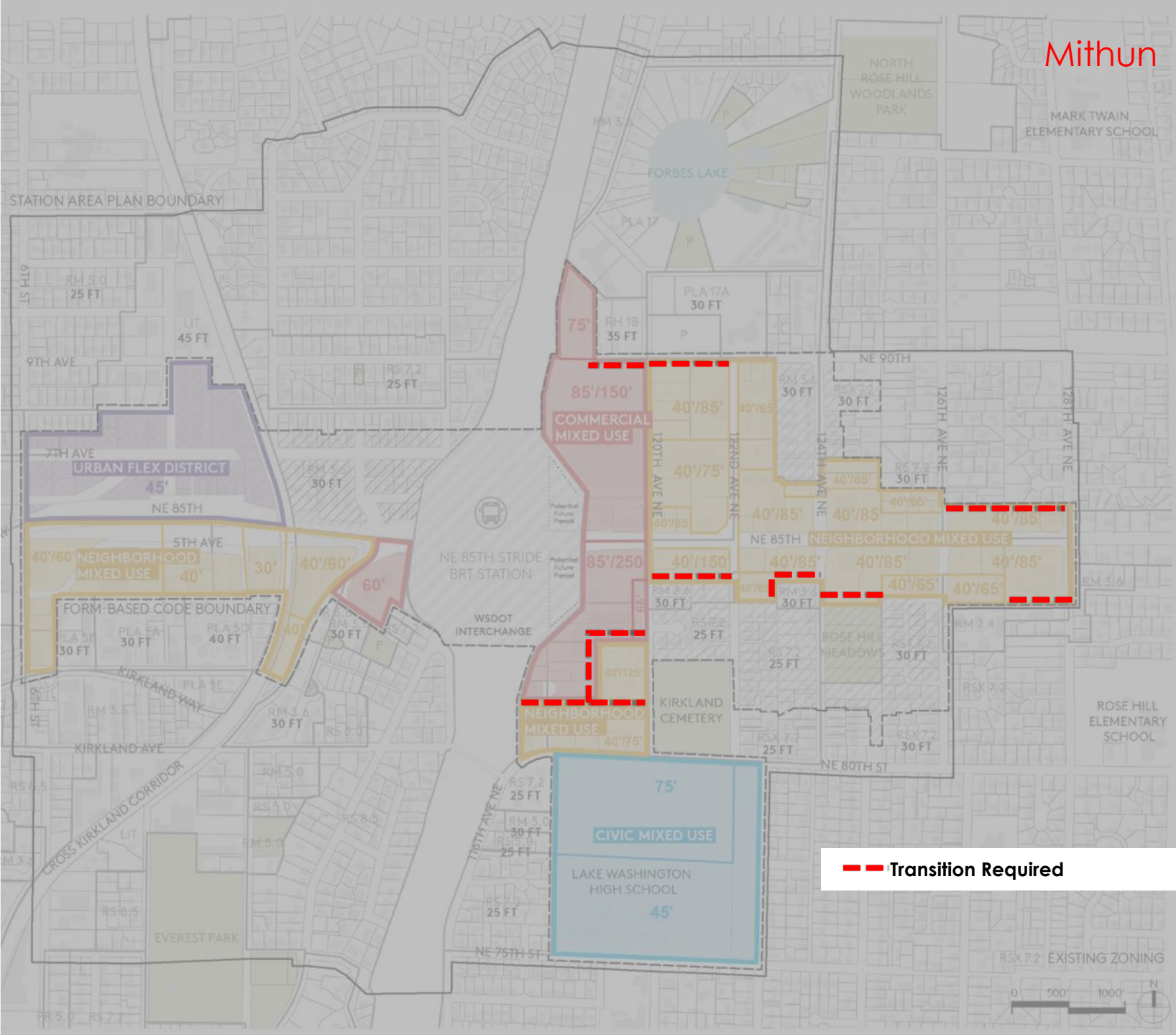
### Transition Rules

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





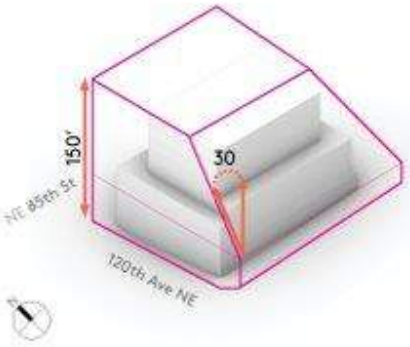
Updated Standard (Transition Type B): **30 degree** angle where zoned maximum height is **over 50' greater** than the adjacent parcel's maximum zoned height.





Updated Standard (Transition Type B): 30 degree angle where zoned maximum height is over 50' greater

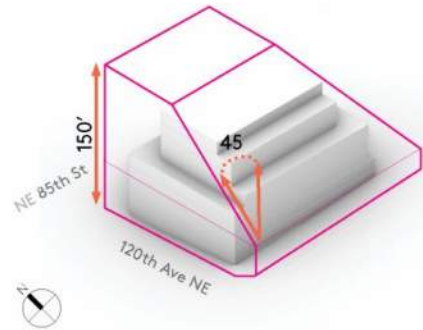
Code-Compliant Building  
Massing with 30 degree  
Transition Angle





## Alt. Standard (Transition Type C): 45 degree angle where zoned maximum height is over 50' greater

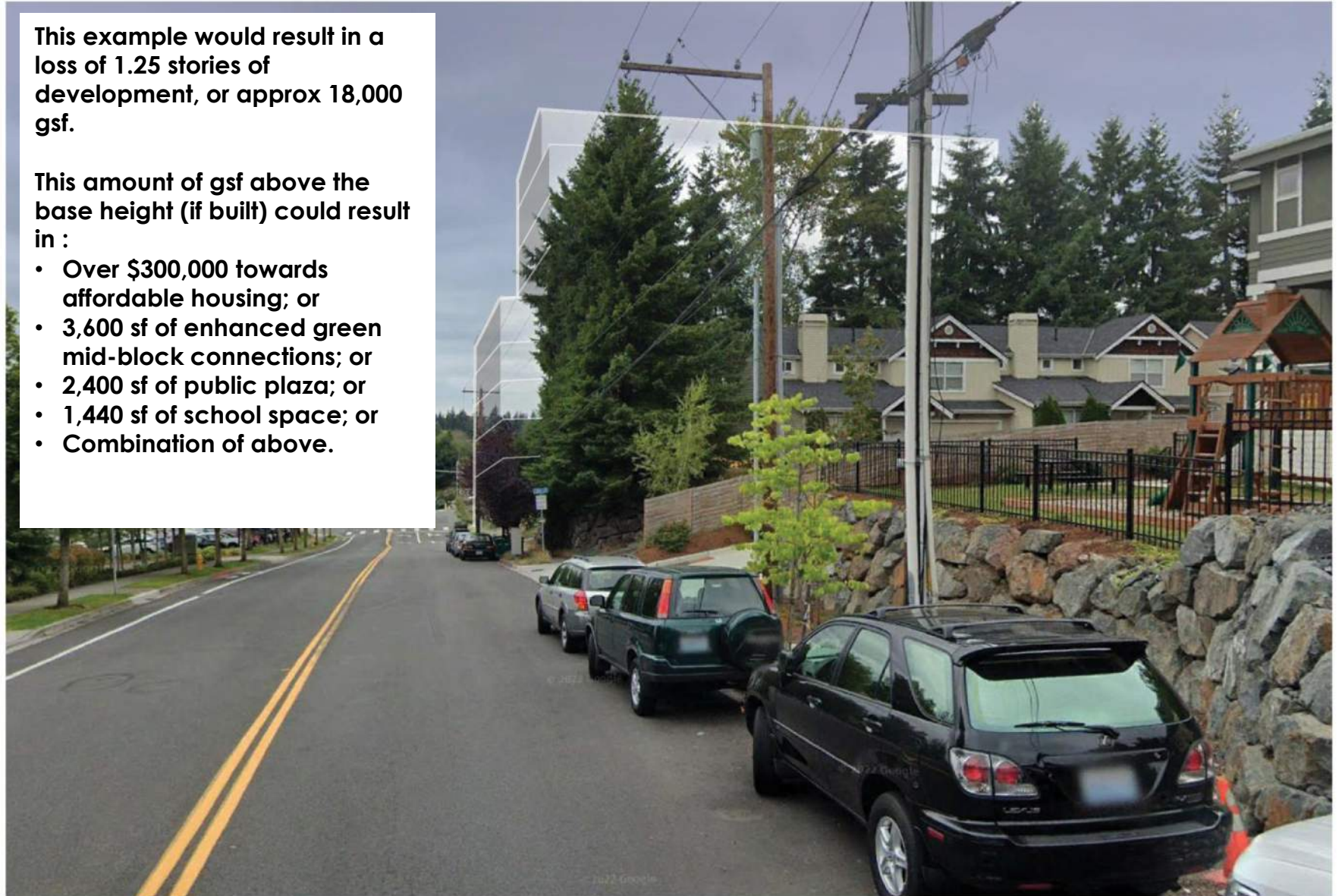
### Code-Compliant Building Massing with 45 degree Transition Angle



This example would result in a loss of 1.25 stories of development, or approx 18,000 gsf.

This amount of gsf above the base height (if built) could result in :

- Over \$300,000 towards affordable housing; or
- 3,600 sf of enhanced green mid-block connections; or
- 2,400 sf of public plaza; or
- 1,440 sf of school space; or
- Combination of above.





# Planning Commission Direction for Districtwide Standards

## Incentive Zoning

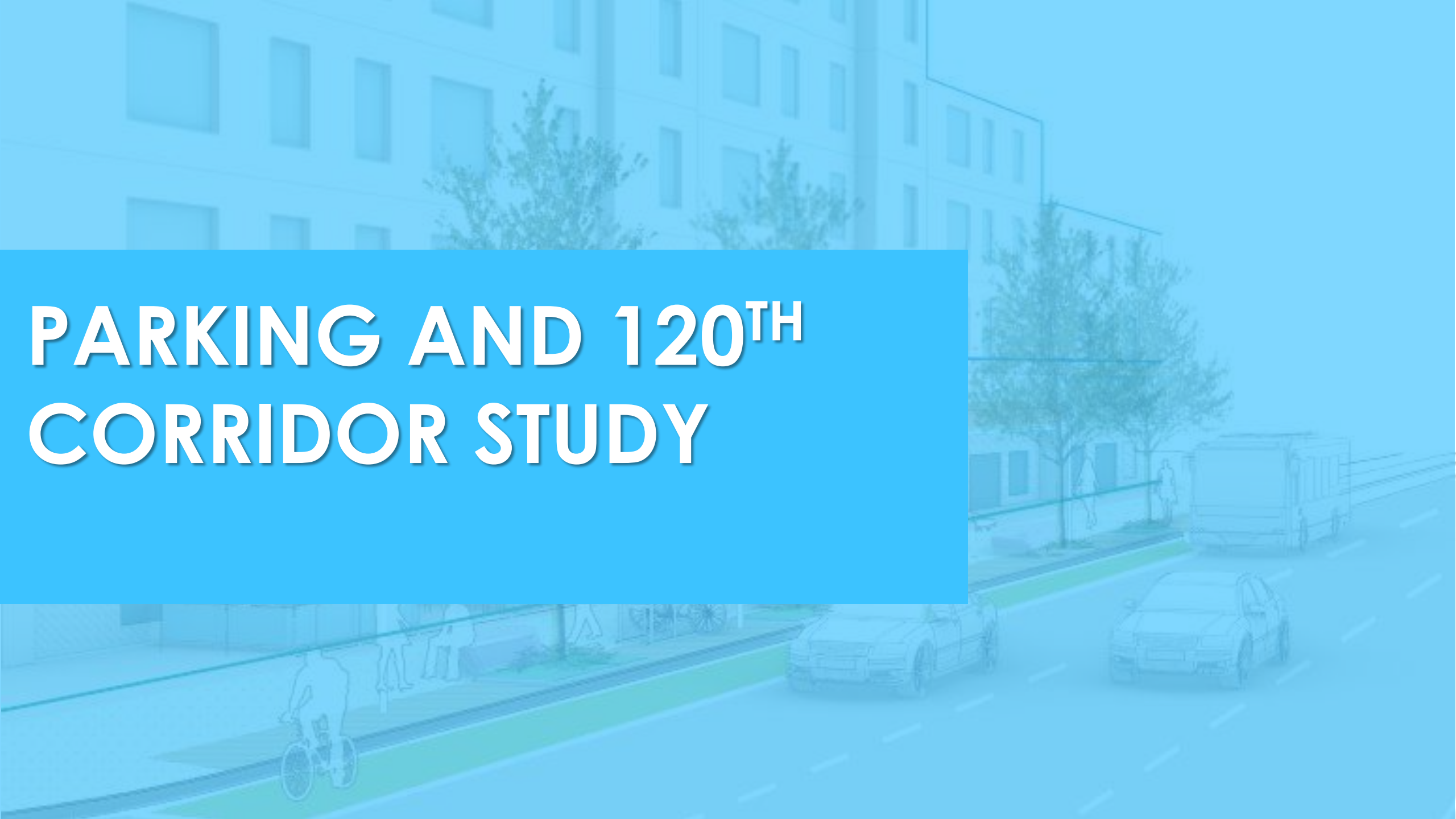
- Staff should continue work to develop performance-based options for affordable housing benefits

## Transitions

- No Transition required when maximum allowed height difference is less than 30'
- Transition Type A (25° sky exposure plane) is appropriate when maximum allowed height difference is between 30' and 50'
- Commission wants to see options for a Transition standard with a sky exposure plane between 30° and 45° when maximum allowed height is greater than 50'







# PARKING AND 120<sup>TH</sup> CORRIDOR STUDY



## Parking Ratios & Policies

- Parking ratios are recommended by the City's Transportation Planners and Engineers
- Abolishing parking minimums is not recommended, but could aid walkability and affordability goals
- Based on significant background research:
  - Contemporary parking demand
  - Parking ratios in neighboring cities
  - Kirkland-specific data
- Adopted/draft code includes:
  - Provision for reducing parking further (through modification process)
  - Further reduction for senior housing near transit
  - Required bike parking
  - Shared parking agreements allowed through existing KZC

Land Use	Minimum Required Parking
Residential: Detached Dwelling Unit	2 / unit
Residential: Attached/Stacked Dwelling Units	0.75 / studio unit 1 / one-bedroom unit 1.25 / two-bedroom unit 1.5 / three+-bedroom unit
Residential: Assisted Living Facility	0.5 / unit
Residential: Convalescent Center	0.5 / bed
Commercial	2 / 1000 SF GFA
Industrial	1/ 1000 SF GFA
Institutional	Set by City Transportation Engineer



## 120<sup>th</sup> Ave NE Corridor Study Update











KIRKLAND  
120<sup>TH</sup> AVE NE

# Context Map



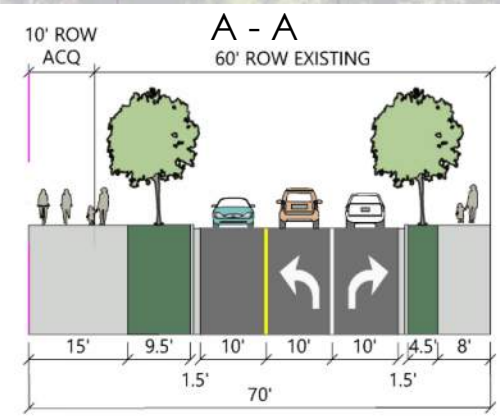
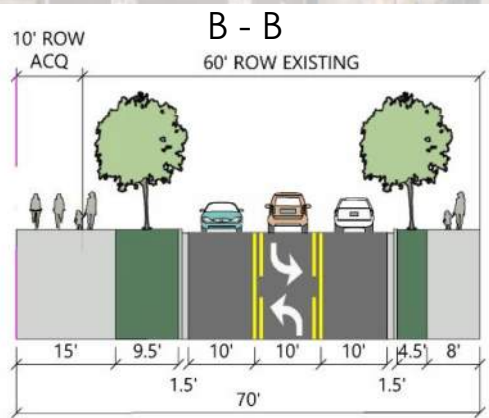
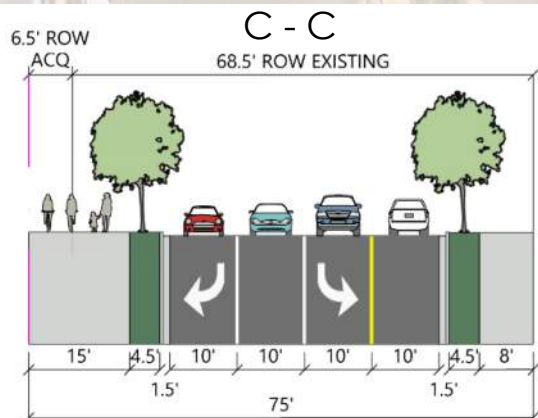




KIRKLAND  
120TH AVE NE

# SAP Baseline

(Street Standard adopted in Phase 1)



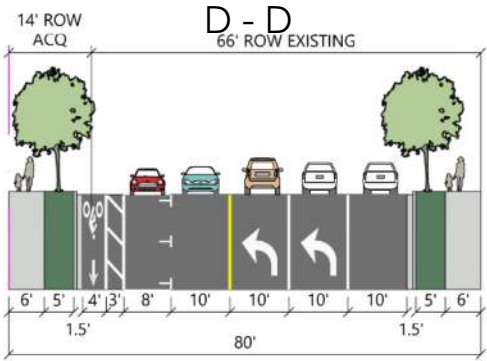
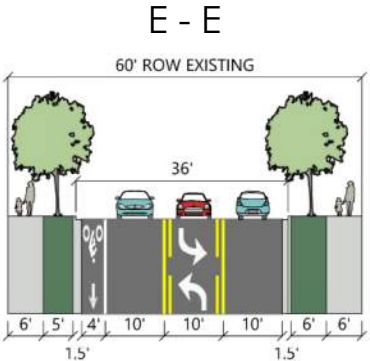
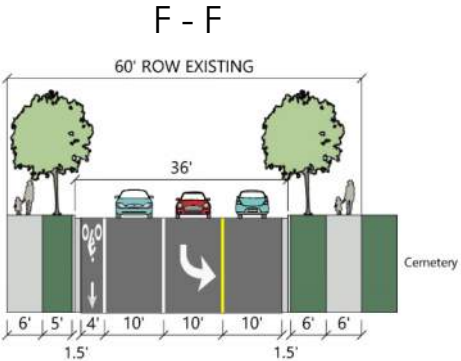




KIRKLAND  
120TH AVE NE

# SAP Baseline

(Street Standard adopted in Phase 1)



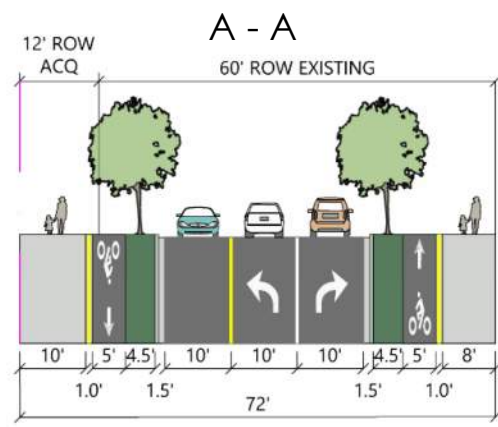
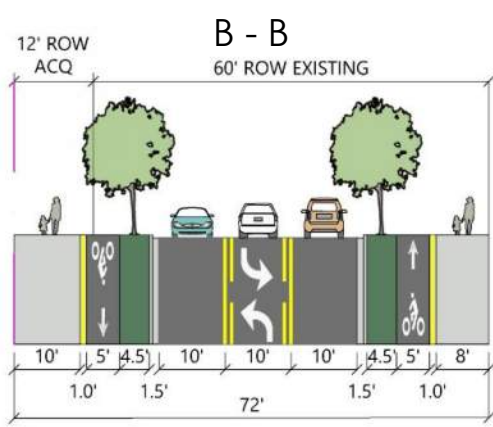
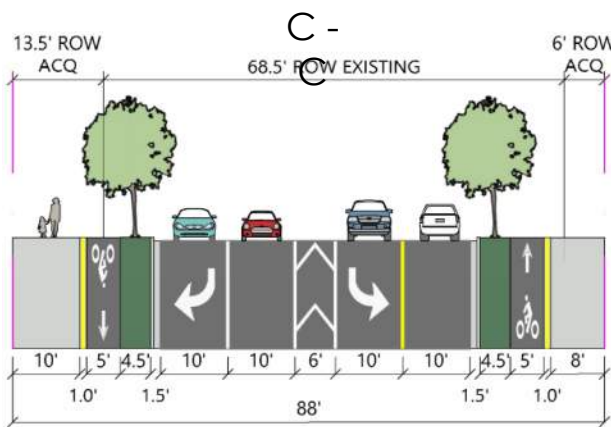
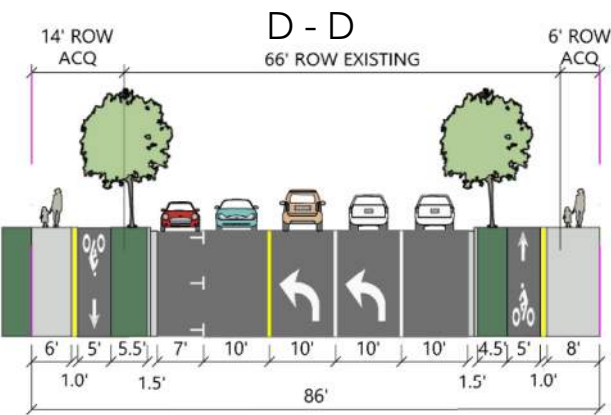




KIRKLAND  
120TH AVE NE

# Alternative Design

(preferred by Transportation Commission)



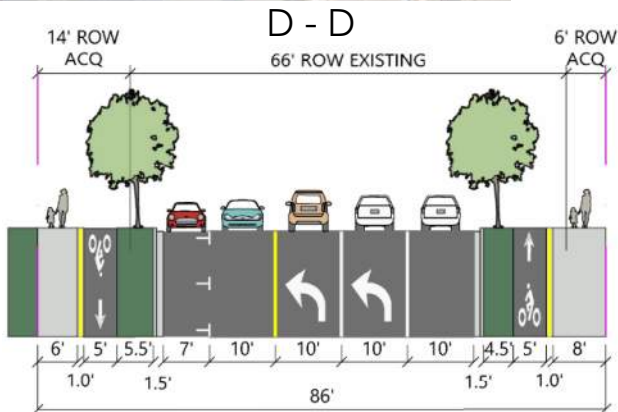
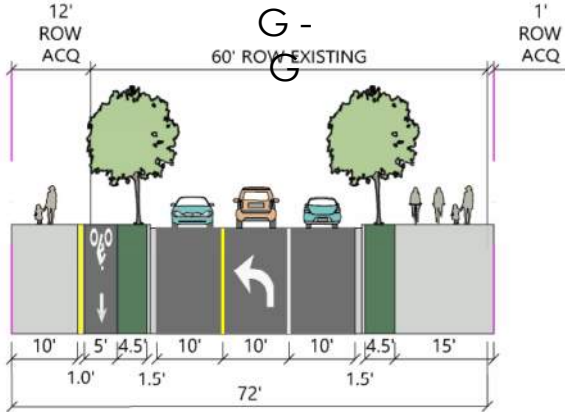
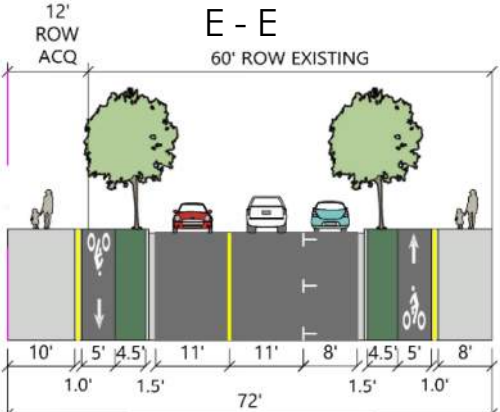
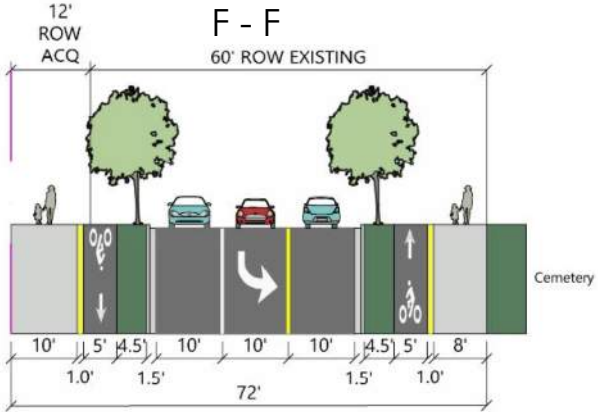
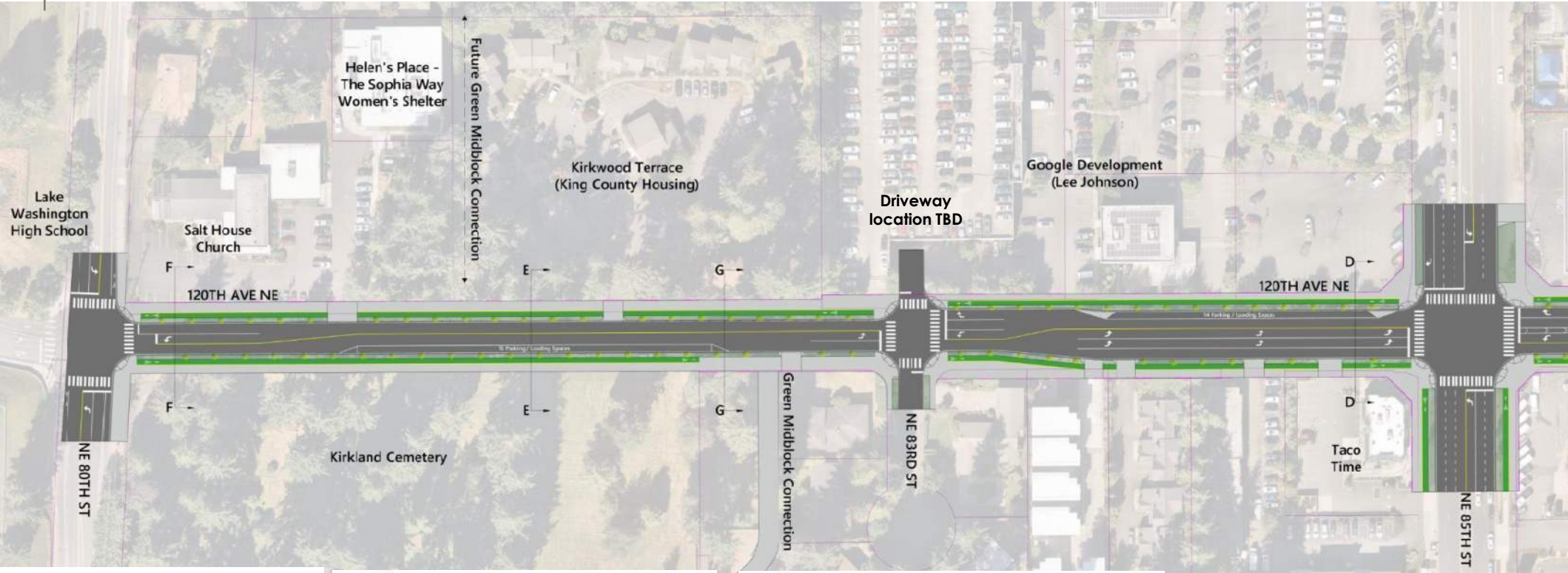




KIRKLAND  
120TH AVE NE

# Alternative Design

(preferred by Transportation Commission)





# Evaluation Matrix Summary

Criteria	Baseline	Alternative
Walking	6' - 8' sidewalks	6' - 10' sidewalks
Cycling	SB painted bike lane + shared use path  No NB cycling facility	NB & SB protected bike lane
ROW	6.5'-10' of ROW required compared to existing conditions*	1'-12' of additional ROW required compared to baseline*
Parking / Loading	14 spaces provided	29 spaces provided
Total # of new and retained trees	132 total	128 total

\* No additional ROW required along Lee Johnson site



# ROW Requirements



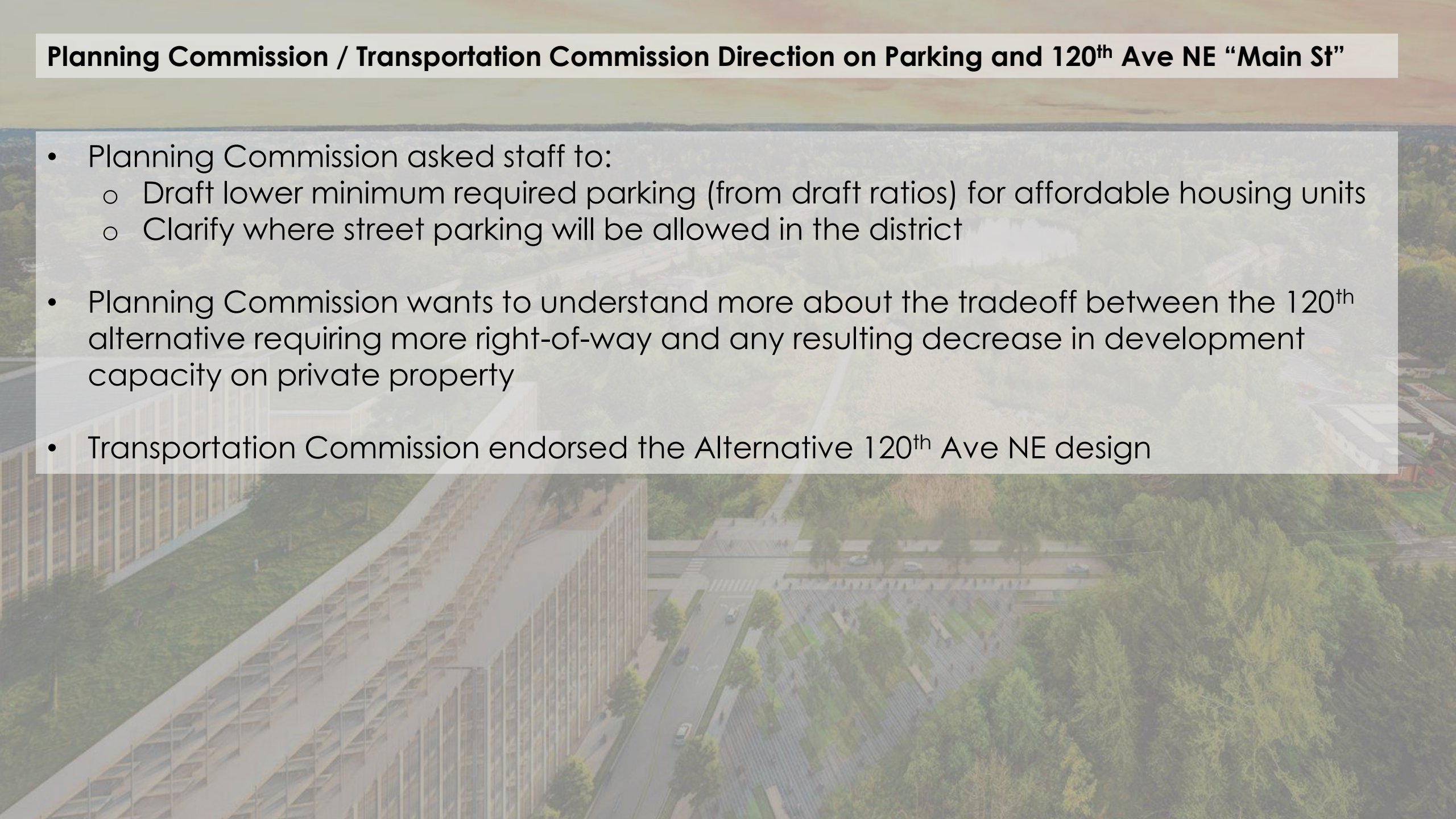
## Legend

- Proposed ROW for Alternative Concept
- Proposed ROW for Baseline Concept
- Proposed ROW for Both Concepts



## Planning Commission / Transportation Commission Direction on Parking and 120<sup>th</sup> Ave NE “Main St”

- Planning Commission asked staff to:
  - Draft lower minimum required parking (from draft ratios) for affordable housing units
  - Clarify where street parking will be allowed in the district
- Planning Commission wants to understand more about the tradeoff between the 120<sup>th</sup> alternative requiring more right-of-way and any resulting decrease in development capacity on private property
- Transportation Commission endorsed the Alternative 120<sup>th</sup> Ave NE design





## **Next Steps**

- November 15: City Council Public Hearing – Planned Action Ordinance (PAO)
- Early 2023: Planning Commission Public Hearing – Phase 2 FBC
- Early 2023: City Council Adoption of Phase 2 (FBC and PAO)