

Planning Commission Briefing



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NE 85th Station Area Plan

City of Kirkland
Mithun

10 March 2022



Tonight's Agenda

- Preferred Plan Direction Review
- Final Station Area Plan Adoption & Phasing
- Introduction to Incentive Zoning Analysis
- Introduction to Form-based Codes
- Questions?

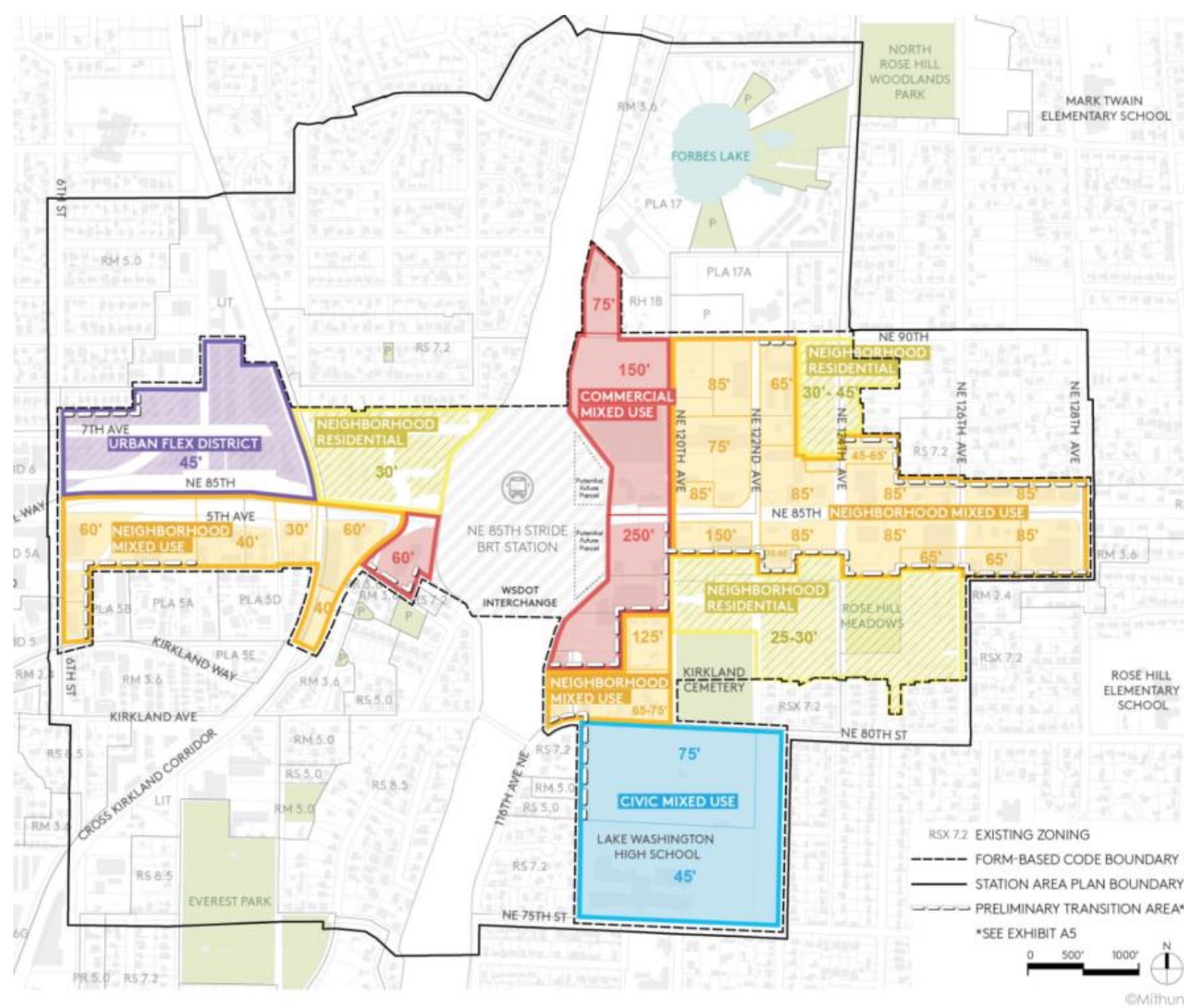
Resolution R-5503: Adopted Station Area Preferred Plan Direction

The Preferred Plan Direction

- Sets the vision for the future of the Station Area
- Identifies maximum growth capacity and heights
- Provides a framework for design strategies to address community concerns
- Identifies primary components of the Final Station Area Plan
- Establishes Community Benefits Strategies for further study
- Informs Final Supplemental Environmental Impact Statement
- **Directs Planning Commission work in 2022**

The Preferred Plan Direction does not...

- Establish or finalize zoning details
- Establish required mitigation measures or community benefits
- Preclude future opportunities for community input



Preferred Plan Direction: Growth Expectations

Growth Expectations for Preferred Plan Direction

	Preferred Plan Direction
Households	8,152
Employment	22,751

Consistent with Transit-Connected Growth (June Alternative B), over the 23-year planning horizon, the Preferred Plan Direction would support a maximum of:

- 8,152 total households (6,243 above existing)
- 22,751 total jobs (17,763 above existing)

Based on the City’s existing Inclusionary Zoning requirement for affordable housing, that maximum development potential would result in:

- 624 total affordable homes, or 10% of new potential households
- Other affordable housing measures will be implemented to increase the production of affordable housing beyond 624 units

Disclaimer: The growth expectations describe the assumed amount of potential growth during the 23-year plan time horizon but is not meant to pre-suppose the decisions of individual property owners or actions of the market, which will likely differ.

The Station Area Plan policies will not preclude current land uses from staying in place.

Preferred Plan Direction: Community Benefits Key Topics



AFFORDABLE
HOUSING, JOBS &
WORKFORCE
DEVELOPMENT



MOBILITY: WALKING,
ROLLING



OPEN SPACE, PARKS,
GREEN
INFRASTRUCTURE



SUSTAINABILITY,
CLIMATE ACTION,
RESILIENCE



SCHOOLS



Preferred Plan Direction: Community Benefits Framework



Community Benefits Policy Framework

Parks

- Consider offsetting deficit with a portion of general government operating surplus
- Level of Service (LOS) policy change appropriate for urban centers, coordinate with the Parks, Recreation and Open Space (PROS) plan
- For larger Community Parks:
 - **Tax Increment Financing (TIF) strategy:** evaluate bold vision opportunities for TIF candidate projects, and complete conceptual/feasibility study
 - Leverage existing public space and partnerships for shared use agreements
- For Neighborhood, small scale and linear parks:
 - **Multi-benefit TIF project for NE 120th including a linear park:** evaluate as a TIF candidate project, and complete conceptual/feasibility study
 - Development requirements/bonuses
 - Creative adaptation of existing public space like Forbes Lake, the future interchange surplus right of way, and existing right-of-way

Affordable housing

- Pursue a commercial linkage program
- Allocate a portion of the Linkage Fees toward a workforce development program or equivalent
- Pursue additional implementation strategies

Mobility

- Develop a TIF strategy, and evaluate bold vision opportunities for TIF candidate projects, and complete conceptual/feasibility study prioritizing multi-benefit project opportunities where infrastructure needs overlap
- Development requirements/bonuses: mobility and parking programs and policies

Sustainability

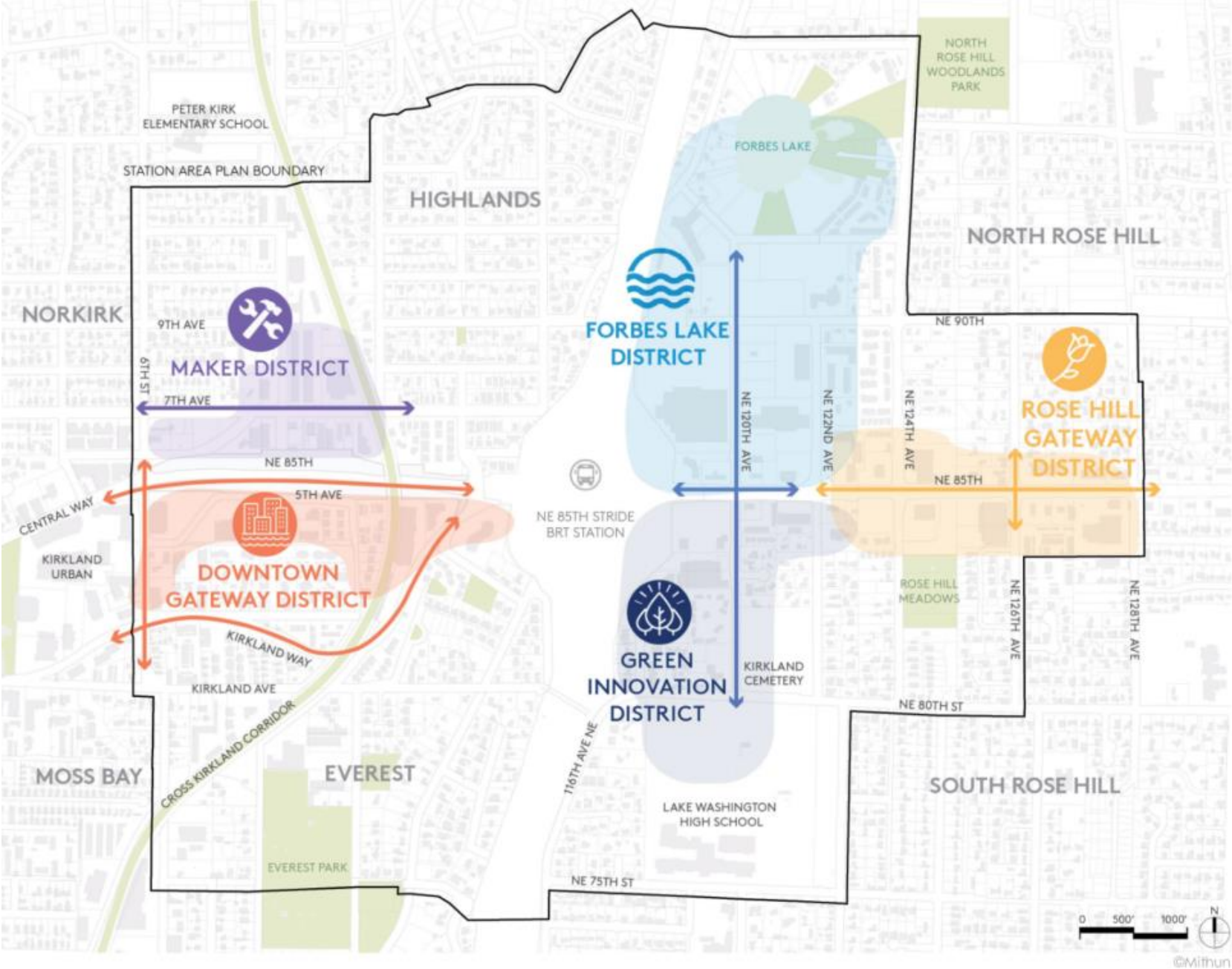
- Green infrastructure strategies and multi-benefit projects
- Development requirements/bonuses
- Explore partnerships around sustainability, climate action, health and well-being initiatives

Schools

Support LWSD and the community need for childcare and early education with tools such as:

- Development requirements/bonuses for integrated educational or childcare space
- Explore partnership opportunities such as Joint/Shared Use Agreements
- Policy changes to define active frontages to include uses for schools, childcare, or other community-serving uses
- Increase allowed development capacity on existing underutilized public parcels

Preferred Plan Direction: Character Sub-Districts



Preferred Plan Direction: Character Sub-Districts

Character Sub-District Precedent Imagery



Maker District

Pedestrian-oriented district building on Norkirk's character and excellent Cross Kirkland Corridor trail connections. 7th is a lively connection between the BRT drop off and old downtown. The traditional mixed industrial/commercial character of the area is recognized while encouraging more urban uses supporting "maker" activities, locally-owned small businesses, active lifestyle and recreation-related private and public uses.



Downtown Gateway District

Gateway district to Downtown Kirkland via 6th St that emphasizes mid-rise residential, and office uses along 6th and important bicycle and pedestrian connections along green pathways to and from the station and the Cross Kirkland Corridor.



Forbes Lake District

A walkable mixed-use district with opportunities for shops and office uses as well as mid-rise residential uses, organized around a green main street corridor with retail and active uses combined with small open spaces on 120th that connects to Forbes Lake. Biophilic design and visible water, energy, and biodiversity strategies tell the story this place.



Green Innovation District

This vibrant, mixed-use district is a model of innovation and place for community, students, and the workforce to connect. It transitions from shops and office uses to townhouses, small apartment buildings, and civic uses. Active transportation choices, connections to green space, and walkable South 120th offer a healthy lifestyle. Views abound.



Rose Hill Gateway District

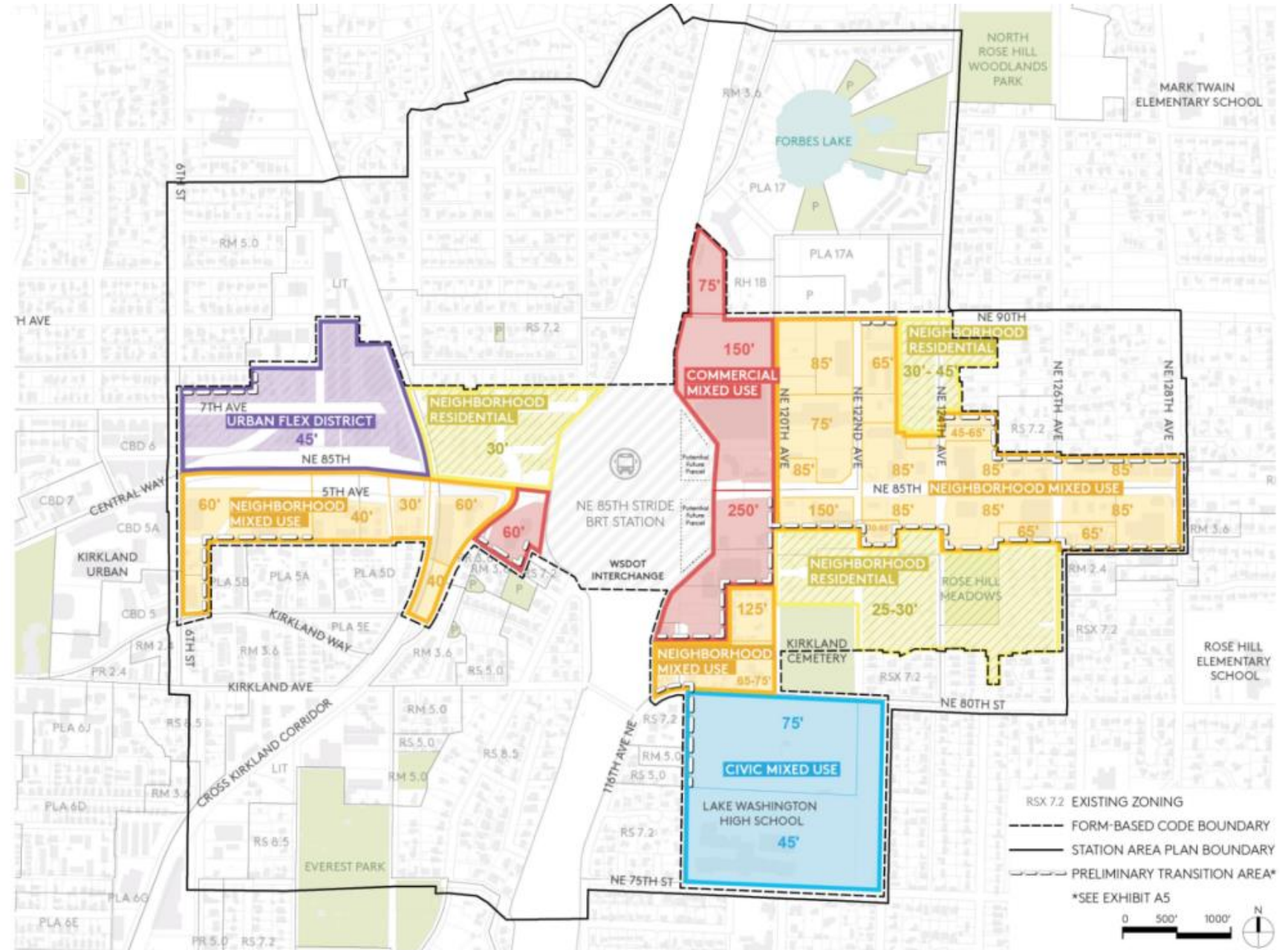
Corridor-based gateway with a mix of active ground floors and mid-rise residential along NE 85th that focuses on creating a strong sense of arrival from Redmond with streetscape design, public art, and urban design features.



Preferred Plan Direction: Draft Regulating Plan

NOTE: The Form Based Code will control allowed Building Heights across the site including setbacks and buffers. The transition areas are preliminary and subject to further development in 2022.

All heights are Maximum Allowed Height. Public benefits/improvements will be required to achieve maximum height.



Preferred Plan Direction: Draft Regulating Table

Note: Regulating Districts will be part of the future form-based code. They will establish broad parameters for development, including allowed uses, heights, and side setbacks. Elements such as frontages, transitions and streetscape design will be addressed through other elements of the future form-based code.

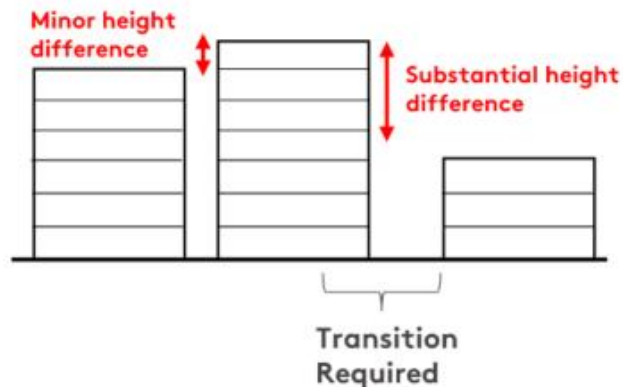
	Commercial Mixed Use	Neighborhood Mixed Use	Neighborhood Residential	Urban Flex District	Civic Mixed Use
Maximum Heights (see height subdistrict on regulating plan for maximum allowed height in a specific location)	60-250'	30-150'	20-45'	45'	45-75'
Permitted Uses (General)	Commercial, Civic	Commercial, Residential, Civic	Residential	Commercial, Light Industrial*, Residential, Civic *where compatible with residential	Commercial, Residential, Civic
Upper level stepbacks	In progress*	In progress*	In progress*	In progress*	In progress*
Max Floor Area Ratio or Development Area	In progress*	In progress*	In progress*	In progress*	In progress*
Setbacks (Side, Rear) Note: Front Setbacks are regulated through frontage types	In progress*	In progress*	In progress*	In progress*	In progress*
*In Progress parameters will be reviewed as part of the Form-based Code development in 2022					

Preferred Plan Direction: Draft Transitions Approach

Transition rules will apply along the lot lines of any adjacent parcels where the difference in proposed building height and adjacent maximum allowed height is greater than a specified number of feet*. New development would be required to include a combination of the following strategies:

- Site Setbacks
- Upper Level Stepbacks
- Landscape Buffers
- Maximum Façade Length

**Parameters will be reviewed as part of the Form-based Code development in 2022*



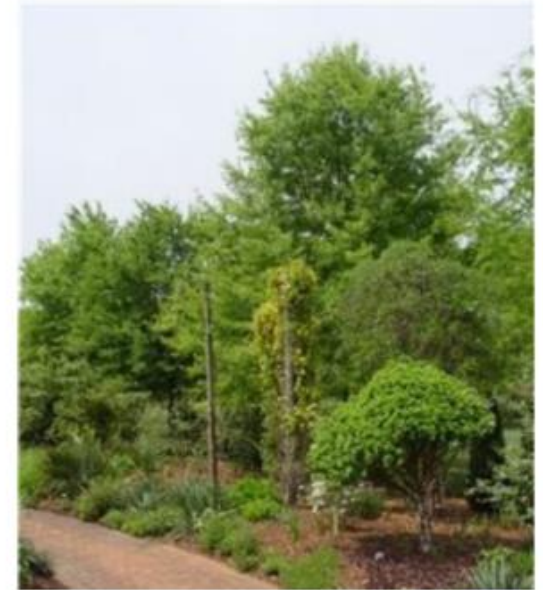
Ground Level Set Backs

Allowed build-to line is set back from the lot line, creating more space between building and adjacent parcels or right of way



Upper Level Step Backs

Upper floors must be set back from allowed lower-level building envelope. May be applied multiple times for a single building at different levels to create a "stepped" effect

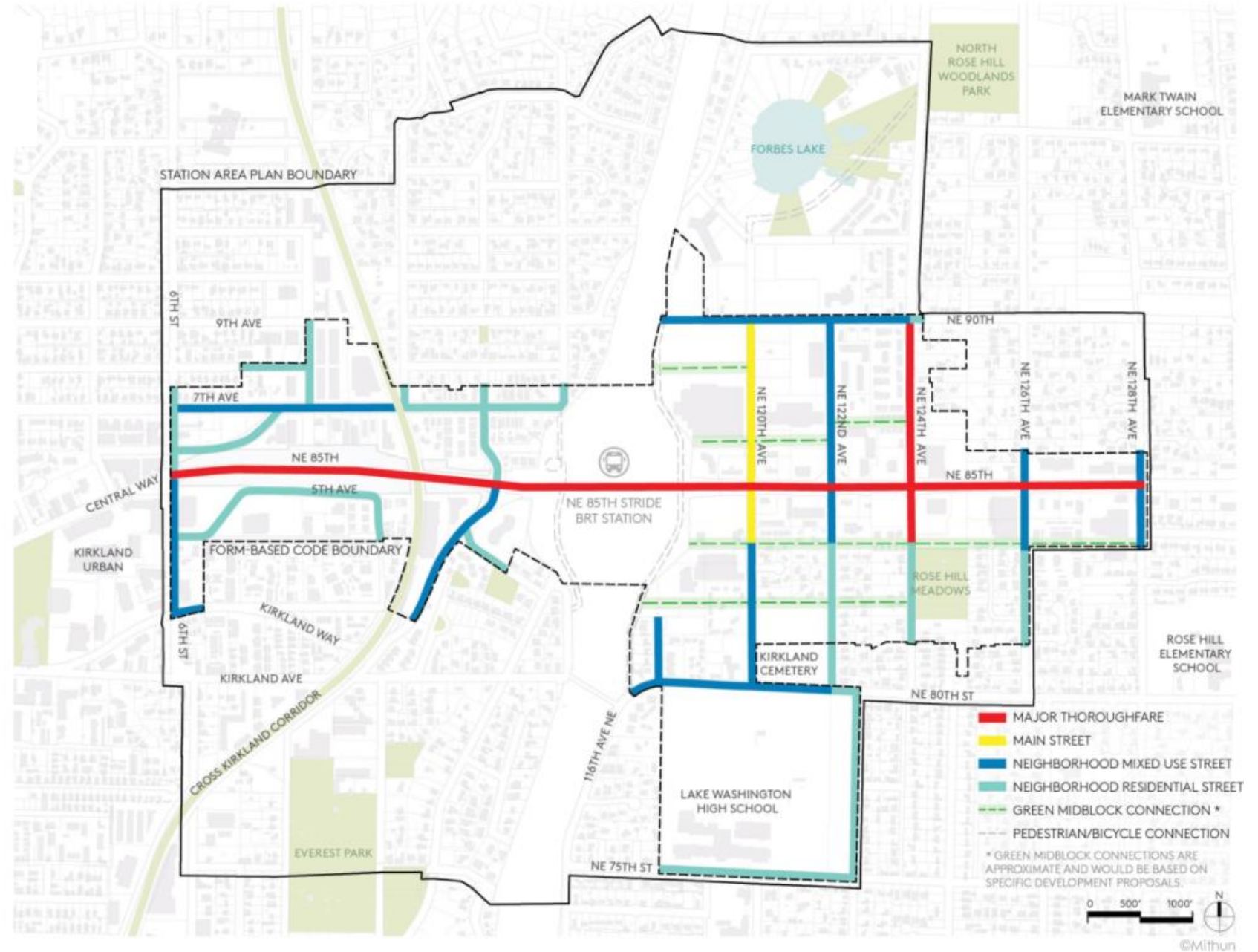


Landscape Buffers

Landscaped open area that is intended to provide visual screening as well as open space separating a building from adjacent parcels. Can also include pedestrian or bike connections or other amenities






Preferred Plan Direction: Draft Street Types Map

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



Preferred Plan Direction: Draft Street Types Table

Note: Street Types will be part of the future Form Based Code. They will establish allowed frontage types along each street segment, and also recommend the future design characteristics of the public right of way. Elements such as frontages, transitions, and development requirements will be addressed through other elements of the future Form Based Code.

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'	65-85'	45- 75'	45- 70'	30-50'
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

Preferred Plan Direction: Draft Frontage Types

Note: Frontage Types will be part of the future form-based code. They will regulate the relationship between private development and the public realm, including ground floor facade design, front setbacks, landscape characteristics, pedestrian access, and other characteristics. Allowed frontage types will be determined based on the street type designation for each parcel's frontage. Elements such as transitions, streetscape design, and general development requirements will be addressed through other elements of the future form-based code.

Urban Street Edge

- Shallow to no setbacks
- Pedestrian-oriented facades with transparency and building entries
- Additional travel zone if constrained sidewalk



Retail & Active Uses

- Generous pedestrian zone with seating, overhead protection, and other furnishings and building entries
- Articulated bays, active facades, higher ground floor heights



Residential Stoop/Porch

- Shallow setbacks, first floor at different level than sidewalk
- Direct entries from individual units
- Stoops and porches address grade change
- Articulated facades to reflect units



Plaza/Public Space

- Deep setback to establish public space
- Active frontages and entries facing onto open space
- Smooth transition to public ROW with occupiable open space



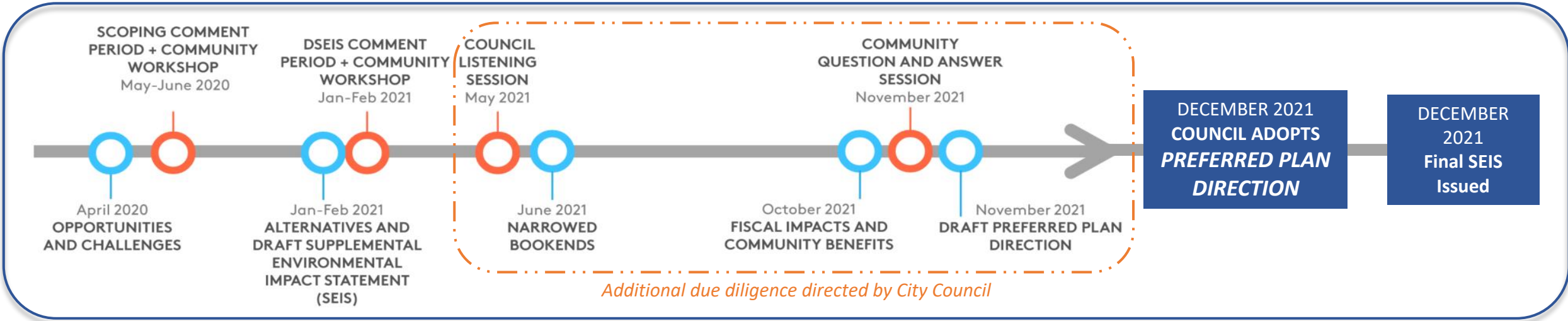
Private Yard

- Landscaped front yard
- Visual connection to primary building from sidewalk
- Street wall edge maintained with elements like low walls and vegetation



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.

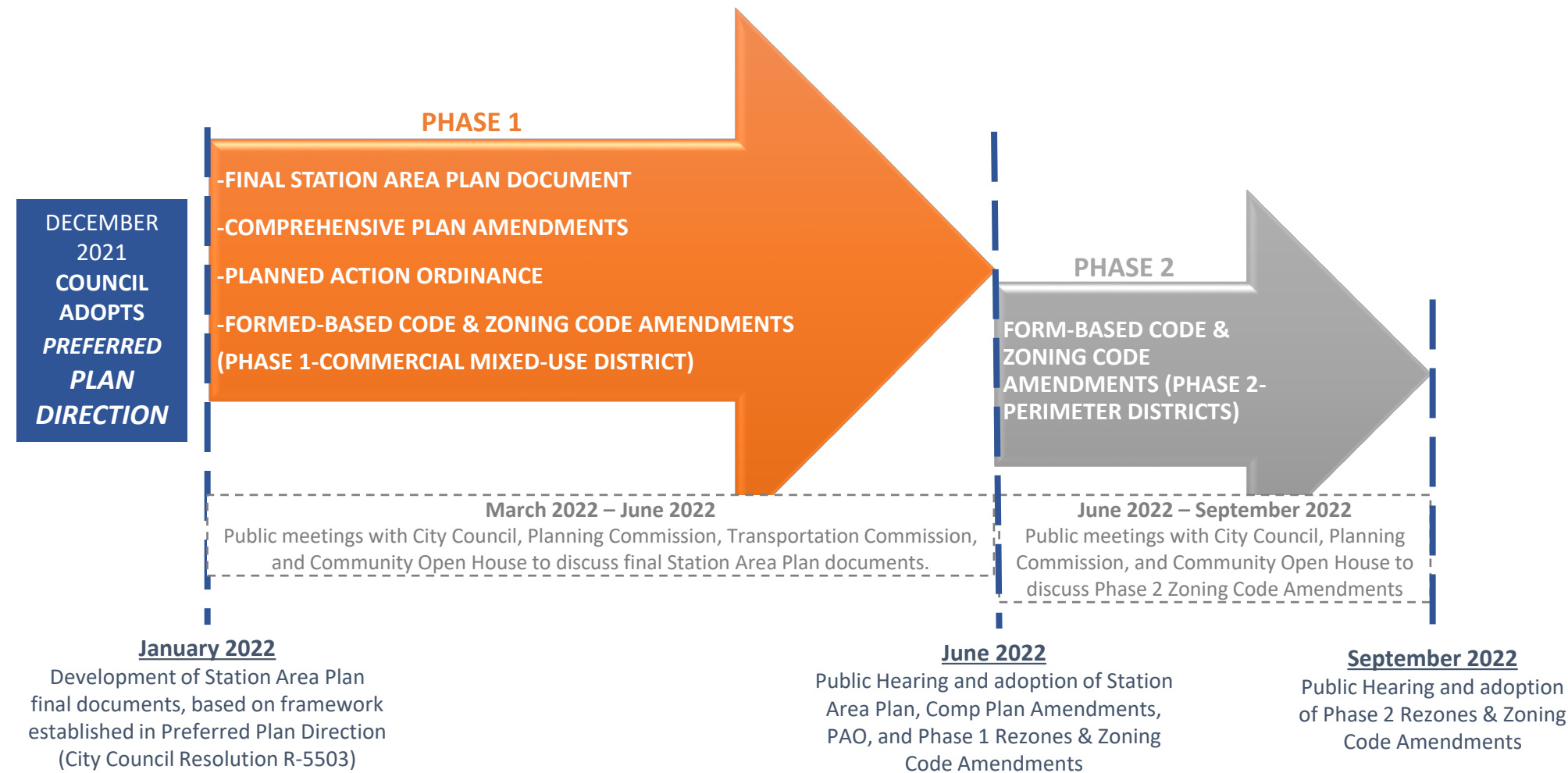


In 2022, with further input from the Community, Planning Commission, and City Council, we are moving into the final phases of the project that will result in final Station Area Plan adoption.

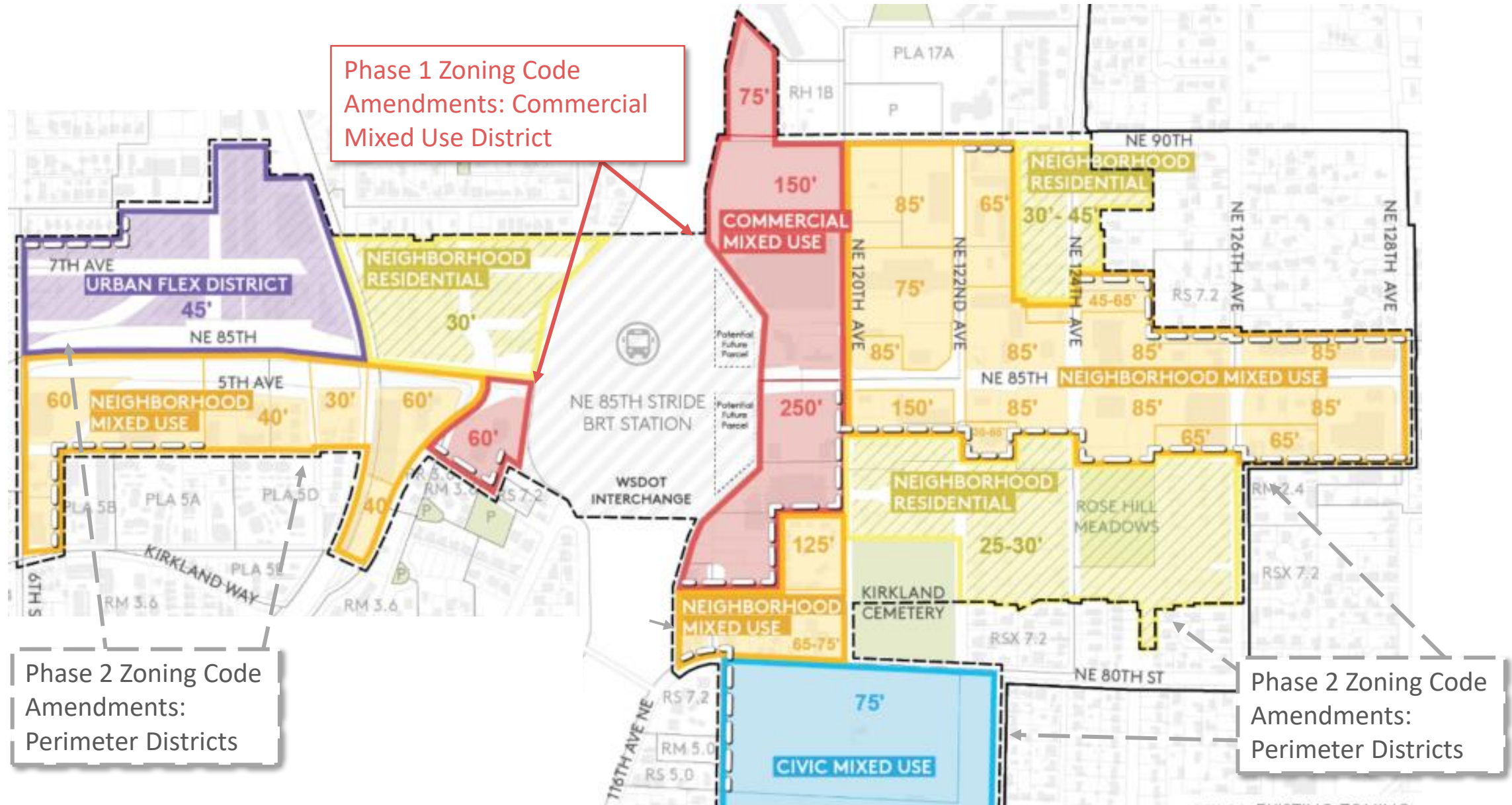
What's included in the final Plan?	FINAL STATION AREA PLAN	COMPREHENSIVE PLAN AMENDMENTS	FINAL PLANNED ACTION ORDINANCE	ZONING IMPLEMENTATION
	<ul style="list-style-type: none">Vision & Goals for Land Use & Urban Design, Open Space, Transportation & Mobility, and SustainabilityPolicies for Station Area	<ul style="list-style-type: none">Amend General Elements (Land Use, CFP, Transportation, etc.)New sub-area chapter for Station AreaAmend existing Neighborhood Plans for consistency with SAP	<ul style="list-style-type: none">Environmental review for planned actionsSpecific mitigation measures for and submittal requirements for applicant SEPA exemption	<ul style="list-style-type: none">Form-based Code / Zoning Code AmendmentsParcel Rezones (to Station Area regulating districts)Design Guidelines

2022 Plan Adoption and Phasing

The planned adoption has been extended by over a year to allow for additional due diligence, including supplemental transportation analysis, Fiscal Impacts and Community Benefits Analysis, and more community feedback. Work in 2022 is divided into two phases to ensure adequate time for the community and appointed/elected officials to consider important community benefits and urban design components for each phase.



2022 Plan Adoption and Phasing



Incentive Zoning Analysis

- Included in Preferred Plan Direction – Community Benefits Framework
- Focused analysis to help achieve the Station Area Vision and desired Community Benefits with/through future growth
- Analysis based on identified 5 key areas
- Based on prior work including FSEIS and Fiscal Impacts/Community Benefits Analysis



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SCHOOLS

Hypothetical Incentive-based Amenity: Mid-block Connections



Example Existing Requirement



Example Station Area Requirement



Example Requirement for Incentive

Incentive Zoning Analysis

Economic Analysis

Value Adds

- (+) Height, FAR
- (-) Parking
- (+) Building efficiency
- PAO/SEPA
- Code exemptions
- Allowed uses

Increased Costs

- LEED requirements
- Add'l design stds
- Mitigation requirements
- New fees
- Frontage improvements
- Set backs, stepbacks

RESIDUAL LAND VALUE	Value added from upzone (RLV of changes)		Community Share	Incentive Zoning
			Developer Share	
			Changes in base requirements	
	Value derived from current regulations		Current Code	

Next Steps

- March 23, 2022: **Transportation Commission Briefing**
- April 5, 2022: **City Council Study Session**
- Spring 2022: **Joint Planning Commission / City Council Work Session(s)**
- May 2022: **Community Open House**
- June 2022: **Planning Commission Public Hearing and Deliberations – Recommendation to City Council**
- June 2022: **City Council Adoption**

Form-based Code Overview

NE 85th Station Area Plan

City of Kirkland
Mithun

COMPL 10 March 2022

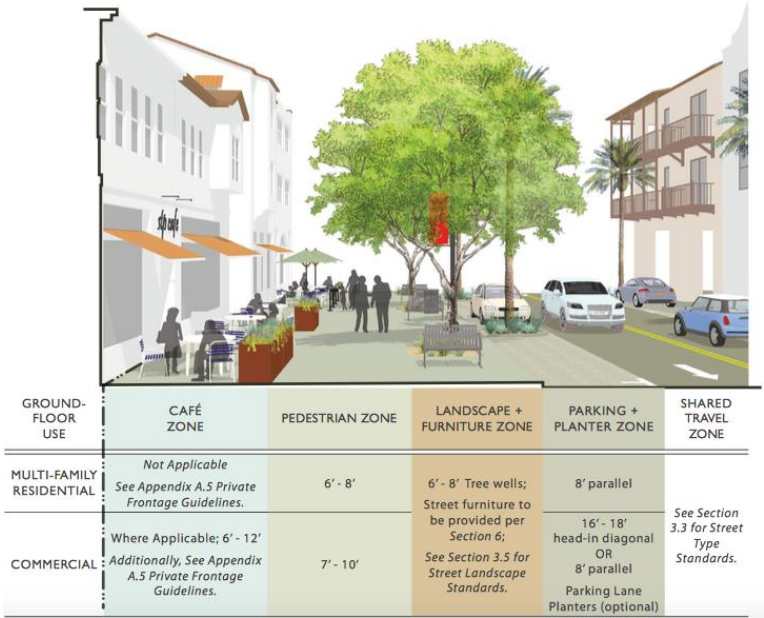


Form-based Codes Primer

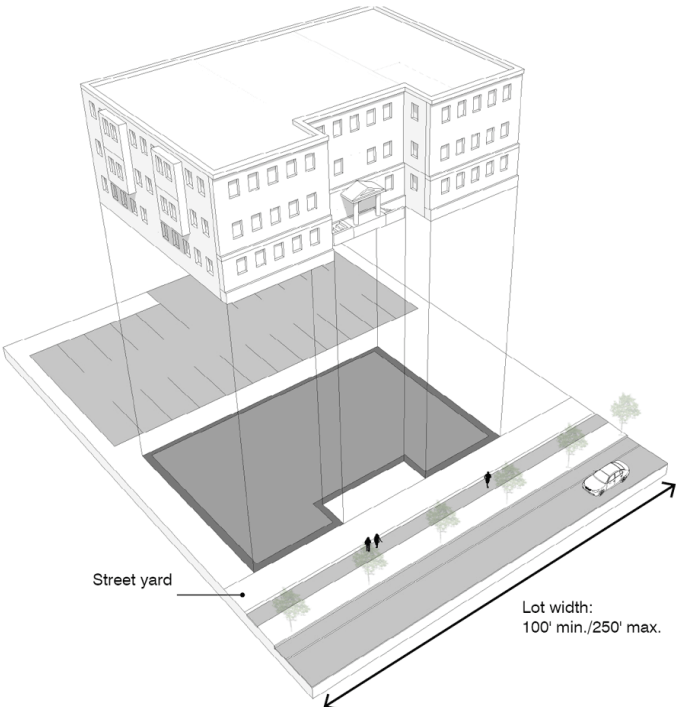
What does a Form-based Code do?



Codifies Urban Design Intent



Connects Public and Private Character

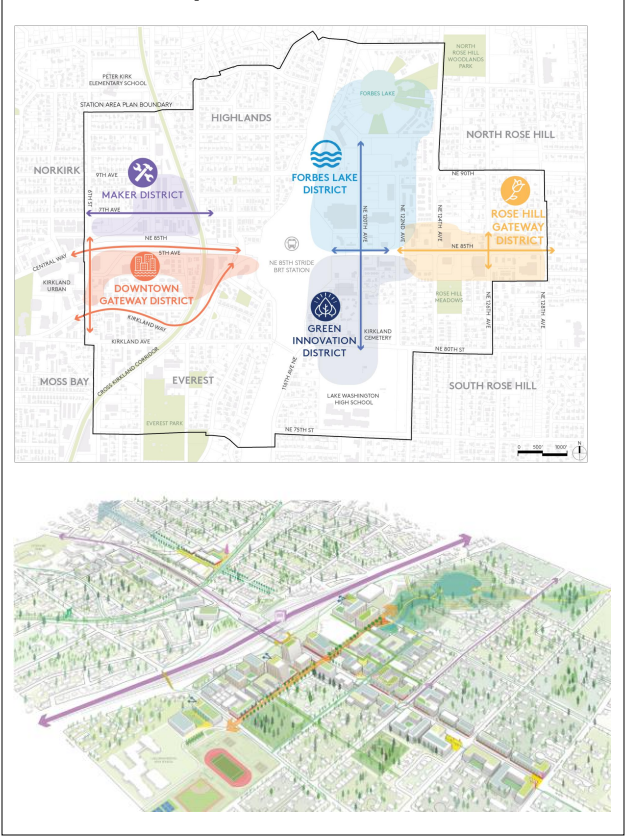


Emphasizes Form over Use

Common Elements

Character Districts / Vision Regulating Plan & Table Development Standards Administration

NE 85th Examples



- KEY**
- Existing Buildings
 - Proposed new Buildings
 - Surface Parking Lots
 - Parking Structures
 - Private Property
 - Streams, Rivers, Bodies of Water
 - Public/Semi-Public Open Space



Common Elements

Character Districts / Vision Regulating Plan & Table Development Standards Administration

NE 85th Examples

	Commercial Mixed Use	Neighborhood Mixed Use	Neighborhood Residential
Maximum Heights (see height subdistrict on regulating plan for maximum allowed height in a specific location)	60-250'	30-150'	20-45'
Permitted Uses (General)	Commercial, Civic	Commercial, Residential, Civic	Residential
Upper level setbacks	In progress*	In progress*	In progress*
Max Floor Area Ratio or Development Area	In progress*	In progress*	In progress*
Setbacks (Side, Rear) Note: Front Setbacks are regulated through frontage types	In progress*	In progress*	In progress*
*In Progress parameters will be reviewed as part of the Form-based Code development in 2022			



SEE SEC. 38-738 FOR ADDITIONAL USE PROVISIONS

Use Category: Specific Use	Downtown Core			
	D-RA	D-RM	D-CX	D-SH
Residential Uses				
Household Living				
Single-unit living detached	--	--	--	--
Single-unit living detached with accessory dwelling unit	--	--	--	--
Two-unit living	--	--	--	--
Single-unit living attached	P	P	P	--
Single-unit living attached with accessory dwelling unit	L	L	L	--
Multi-unit living (up to 4 units)	P	P	--	--
Multi-unit living (5+ units)	P	P	P	P
Manufactured home, single-wide	--	--	--	--
Manufactured home park	--	--	--	--
Live/work unit	L	L	P	P
Group Living				

KEY
Existing Buildings
Project Boundary



Character Districts / Vision Regulating Plan & Table Development Standards Administration

Character Districts / Vision Regulating Plan & Table Development Standards Administration

Development Standards Administration

Administration

(1) SUMMARY



Intent.

The Residential Attached (D-RA) zone is intended to accommodate a mix of lower intensity multi-family housing options in a pedestrian-friendly environment. Live/work is allowed subject to standards that limit the extent of the use.

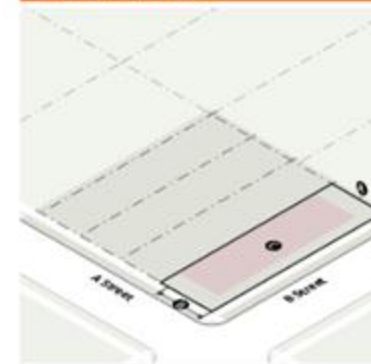
D-RA Zones

D-8A-4

Lot Types

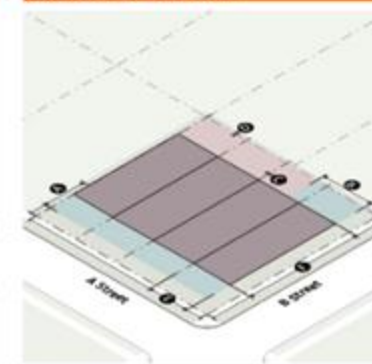
Single-unit attached	see Sec. 38-697(5)
Multi-unit (up to 4 units)	see Sec. 38-697(6)
Multi-unit (5+ units)	see Sec. 38-697(7)
Use	
Allowed Uses	see Sec. 38-706

(2) LOT PARAMETERS



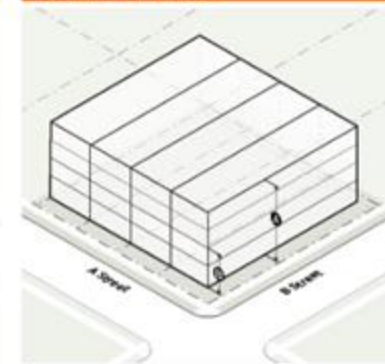
Lot	Area	Width
Single-unit attached	1,350 SF min	16' min
Multi-unit (up to 4 units)	5,000 SF min	50' min
Multi-unit (5+ units)	5,000 SF min	50' min
Specifications		
Building coverage		90% max

(3) BUILDING PLACEMENT



Building Setbacks	
A Street	5' min/30' max
B Street	5' min/30' max
Side: common lot line	0' min
Rear: common lot line	0' min
Lot Frontage	
A Street	80' min
B Street	70' min

(5) HEIGHT AND MASS



Building Height	
A Maximum height	4 stories/50' max
B Minimum height	2 stories min
Building Mass	
C Street-facing building length	n/a

NE 85th Examples

EXHIBIT A7: NE 85th Station Area
Preliminary Draft Street Types Table






Westside Drive Area		Upper Lake			
	Main Street	Bayview	Bayview - Bayview Ave	Neighbourhood Residential Street	Green Belt/Green Corridor
					
Upper West corridor regional connector and/or transit corridor. Commercial and residential uses. High level of pedestrian and bicycle activity. Planting and landscaping for high level of greenery. Street lighting and street furniture.	Primary corridor for ground mass transit. Other use: pedestrian and bicycle activity. Planting and landscaping for high level of greenery. Street lighting and street furniture.	Neighbourhood street with low to medium intensity commercial and residential uses. Planting and landscaping for high level of greenery. Street lighting and street furniture.	Neighbourhood street with low to medium intensity commercial and residential uses. Planting and landscaping for high level of greenery. Street lighting and street furniture.	Greenway/urbanized pedestrian corridor with high level of greenery. Planting and landscaping for high level of greenery. Street lighting and street furniture.	
Typical ROW Width: 50-120'	40-60'	40-70'	40-70'	20-50'	
Functional Class: Highway/Arterial	Major Arterial/Collector	Collector/Local	Collector/Local	Local	
Allowed Form/Type Residential Single-Family, Active Office, Retail, Community	Retail, Active Office, Professional Office, Community	Low to high intensity commercial and residential uses. Planting and landscaping for high level of greenery. Street lighting and street furniture.	Neighbourhood street with low to medium intensity commercial and residential uses. Planting and landscaping for high level of greenery. Street lighting and street furniture.	Greenway/urbanized pedestrian corridor with high level of greenery. Planting and landscaping for high level of greenery. Street lighting and street furniture.	
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Travel Facilities Ped, Bicyclist, Transit, Auto	Retail, Active Office, Professional Office, Community	Low to high intensity commercial and residential uses. Planting and landscaping for high level of greenery.			

EXHIBIT A8: NE 85th Station Area
Preliminary Draft Frontage Types

Urban Street Design

- Walkways to be improved
- Streetscape to be improved
- Landscaping and building setbacks
- Improve street lighting and streetlights

Retail & Active Uses

- Improve pedestrian uses and walking
- Improve parking, use, and street
- Improve building and building setbacks
- Improve street lighting and streetlights

Residential Mixed-Use

- Improve setbacks, street front and setbacks
- Improve building and building setbacks
- Improve building and building setbacks
- Improve building and building setbacks

Plaza/Public Space

- Improve setbacks to be improved in the space
- Improve building and building setbacks
- Improve building and building setbacks
- Improve building and building setbacks

Private Yard

- Improve setbacks to be improved in the space
- Improve building and building setbacks
- Improve building and building setbacks
- Improve building and building setbacks

Form-based Code in NE 85th

NE 85th SAP Form-based Code Organization

Character Districts

Overall character & urban design intent

Regulating Plan & Table

allowed development heights, uses, parking

Frontage Types Table

ground floor, front setbacks, public realm and landscape (back of sidewalk)

Street Types Table

public rights-of-way, ped/bike facilities, allowed frontage types



EXHIBIT A1: NE 85th Station Area Character Sub-Districts

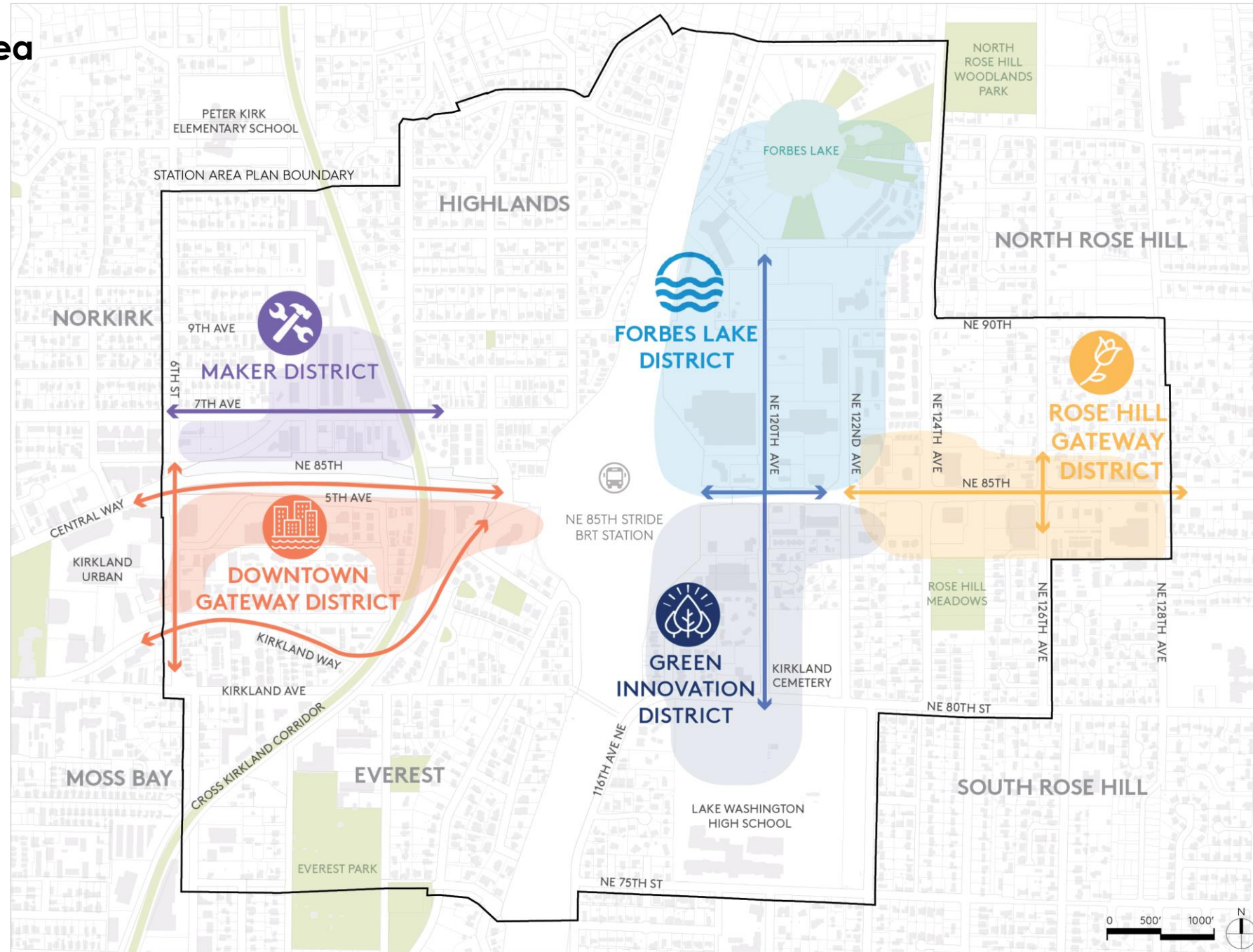


EXHIBIT A2: NE 85th Station Area

Character Sub-District Precedent Imagery



Maker District

Pedestrian-oriented district that builds on Norkirk's industrial character and excellent Cross Kirkland Corridor trail connections. 7th is a lively connection between the BRT drop off and old downtown. The traditional mixed industrial/commercial character of the area is recognized while encouraging more urban uses supporting "maker" activities, locally-owned small businesses, active lifestyle and recreation-related private and public uses.



Downtown Gateway District

Gateway district to Downtown Kirkland via 6th St that emphasizes mid-rise residential, and office uses along 6th and important bicycle and pedestrian connections along green pathways to and from the station and the Cross Kirkland Corridor.



Forbes Lake District

A walkable mixed-use district with opportunities for shops and office uses as well as mid-rise residential uses, organized around a green main street corridor with retail and active uses combined with small open spaces on 120th that connects to Forbes Lake. Biophilic design and visible water, energy, and biodiversity strategies tell the story this place.



Green Innovation District

This vibrant, mixed-use district is a model of innovation and place for community, students, and the workforce to connect. It transitions from shops and office uses to townhouses, small apartment buildings, and civic uses. Active transportation choices, connections to green space, and walkable South 120th offer a healthy lifestyle. Views abound.



Rose Hill Gateway District

Corridor-based gateway with a mix of active ground floors and mid-rise residential along NE 85th that focuses on creating a strong sense of arrival from Redmond with streetscape design, public art, and urban design features.



EXHIBIT A3: NE 85th Station Area Preliminary Draft Regulating Plan

NOTE: The Form Based Code will control allowed Building Heights across the site including stepbacks and buffers. The transition areas are preliminary and subject to further development in 2022.

All heights are Maximum Allowed Height. Public benefits/improvements will be required to achieve maximum height.

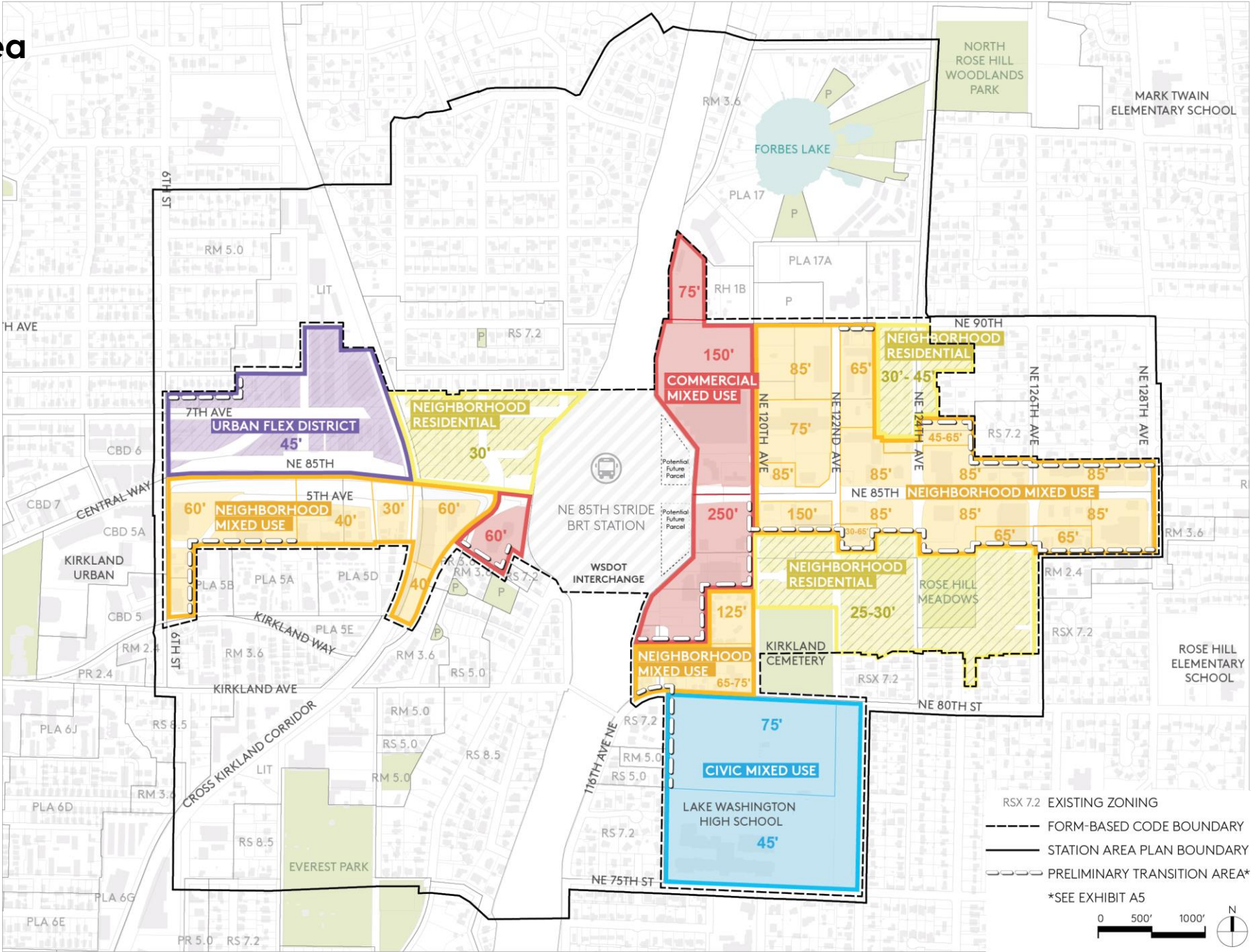


EXHIBIT A4: NE 85th Station Area

Preliminary Draft Regulating Table

Note: Regulating Districts will be part of the future form-based code. They will establish broad parameters for development, including allowed uses, heights, and side setbacks. Elements such as frontages, transitions and streetscape design will be addressed through other elements of the future form-based code.

	Commercial Mixed Use	Neighborhood Mixed Use	Neighborhood Residential	Urban Flex District	Civic Mixed Use
Maximum Heights (see height subdistrict on regulating plan for maximum allowed height in a specific location)	60-250'	30-150'	20-45'	45'	45-75'
Permitted Uses (General)	Commercial, Civic	Commercial, Residential, Civic	Residential	Commercial, Light Industrial*, Residential, Civic *where compatible with residential	Commercial, Residential, Civic
Upper level setbacks	In progress*	In progress*	In progress*	In progress*	In progress*
Max Floor Area Ratio or Development Area	In progress*	In progress*	In progress*	In progress*	In progress*
Setbacks (Side, Rear) <i>Note: Front Setbacks are regulated through frontage types</i>	In progress*	In progress*	In progress*	In progress*	In progress*

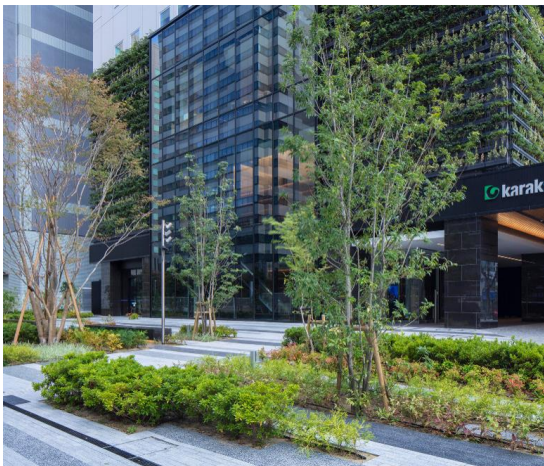
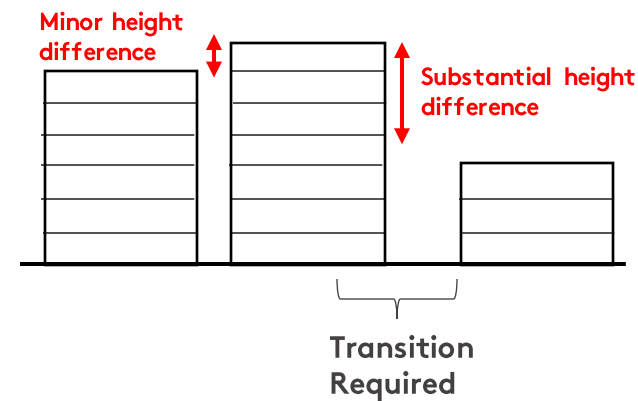
*In Progress parameters will be reviewed as part of the Form-based Code development in 2022

EXHIBIT A5: NE 85th Station Area Preliminary Draft Transitions Approach

Transition rules will apply along the lot lines of any adjacent parcels where the difference in proposed building height and adjacent maximum allowed height is greater than a specified number of feet*. New development would be required to include a combination of the following strategies:

- Site Setbacks
- Upper Level Stepbacks
- Landscape Buffers
- Maximum Façade Length

**Parameters will be reviewed as part of the Form-based Code development in 2022*



Ground Level Set Backs
Allowed build-to line is set back from the lot line, creating more space between building and adjacent parcels or right of way



Upper Level Step Backs
Upper floors must be set back from allowed lower-level building envelope. May be applied multiple times for a single building at different levels to create a "stepped" effect



Landscape Buffers
Landscaped open area that is intended to provide visual screening as well as open space separating a building from adjacent parcels. Can also include pedestrian or bike connections or other amenities

EXHIBIT A6: NE 85th Station Area Preliminary Draft Street Types Map

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

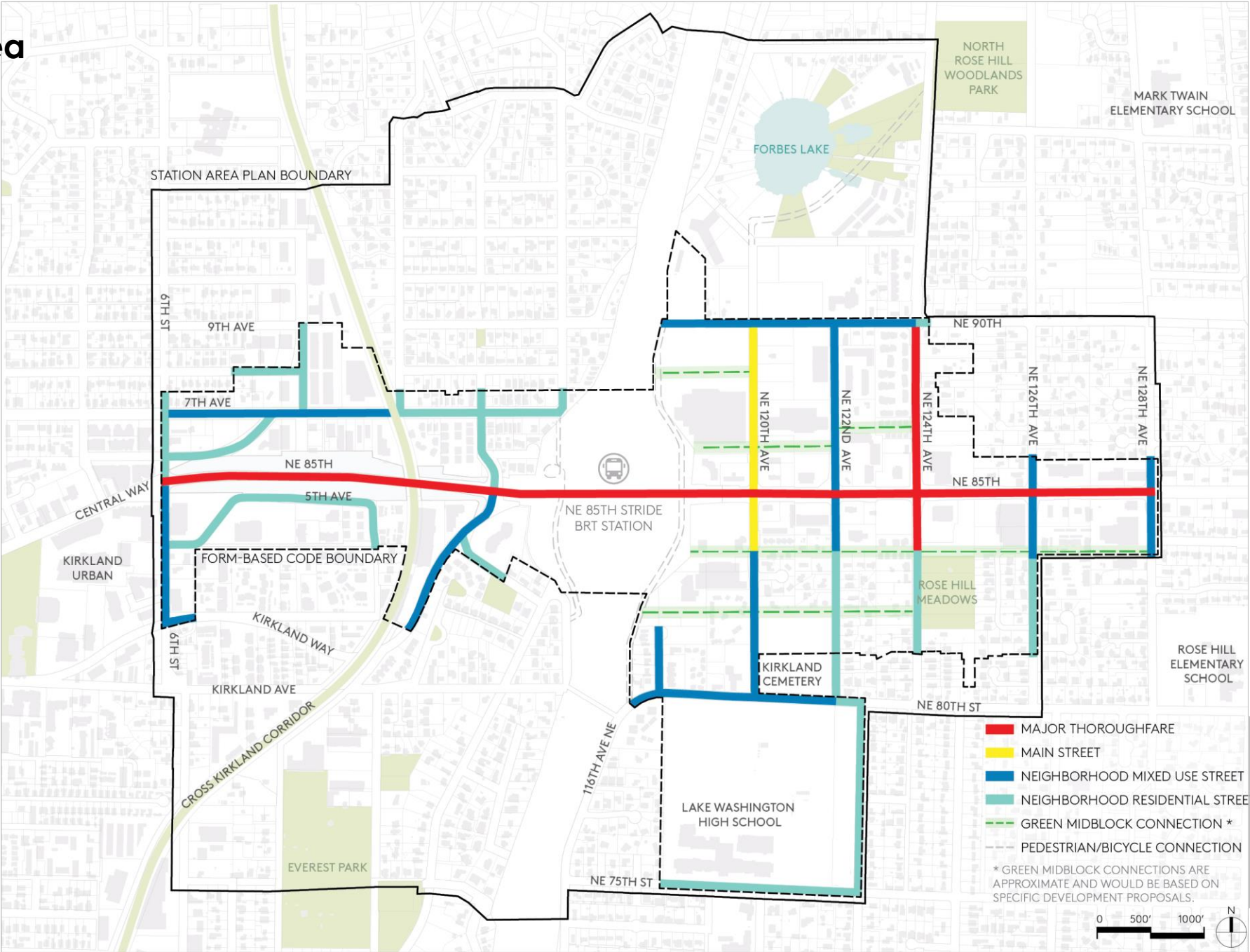







EXHIBIT A7: NE 85th Station Area

Preliminary Draft Street Types Table

Note: Street Types will be part of the future Form Based Code. They will establish allowed frontage types along each street segment, and also recommend the future design characteristics of the public right of way. Elements such as frontages, transitions, and development requirements will be addressed through other elements of the future Form Based Code.

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'	65-85'	45- 75'	45- 70'	30-50'
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

EXHIBIT A8: NE 85th Station Area

Preliminary Draft Frontage Types

Urban Street Edge

- Shallow to no setbacks
- Pedestrian-oriented facades with transparency and building entries
- Additional travel zone if constrained sidewalk



Applicable Street Types

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

Retail & Active Uses

- Generous pedestrian zone with seating, overhead protection, and other furnishings and building entries
- Articulated bays, active facades, higher ground floor heights



Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use

Residential Stoop/Porch

- Shallow setbacks, first floor at a different level than sidewalk
- Direct entries from individual units
- Stoops and porches address grade change
- Articulated facades to reflect units



Applicable Street Types

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

Neighborhood Residential Street

Plaza/Public Space

- Deep setback to establish public space
- Active frontages and entries facing onto open space
- Smooth transition to public ROW with occupiable open space



Applicable Street Types

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

Private Yard

- Landscaped front yard
- Visual connection to primary building from sidewalk
- Street wall edge maintained with elements like low walls and vegetation



Applicable Street Types

- Neighborhood Residential Street
- Green Midblock Connection

Form-based Code Overview

NE 85th Station Area Plan

City of Kirkland
Mithun

COMPL 10 March 2022

