

Planning Commission Public Hearing (Phase 1)



NE 85th Station Area Plan

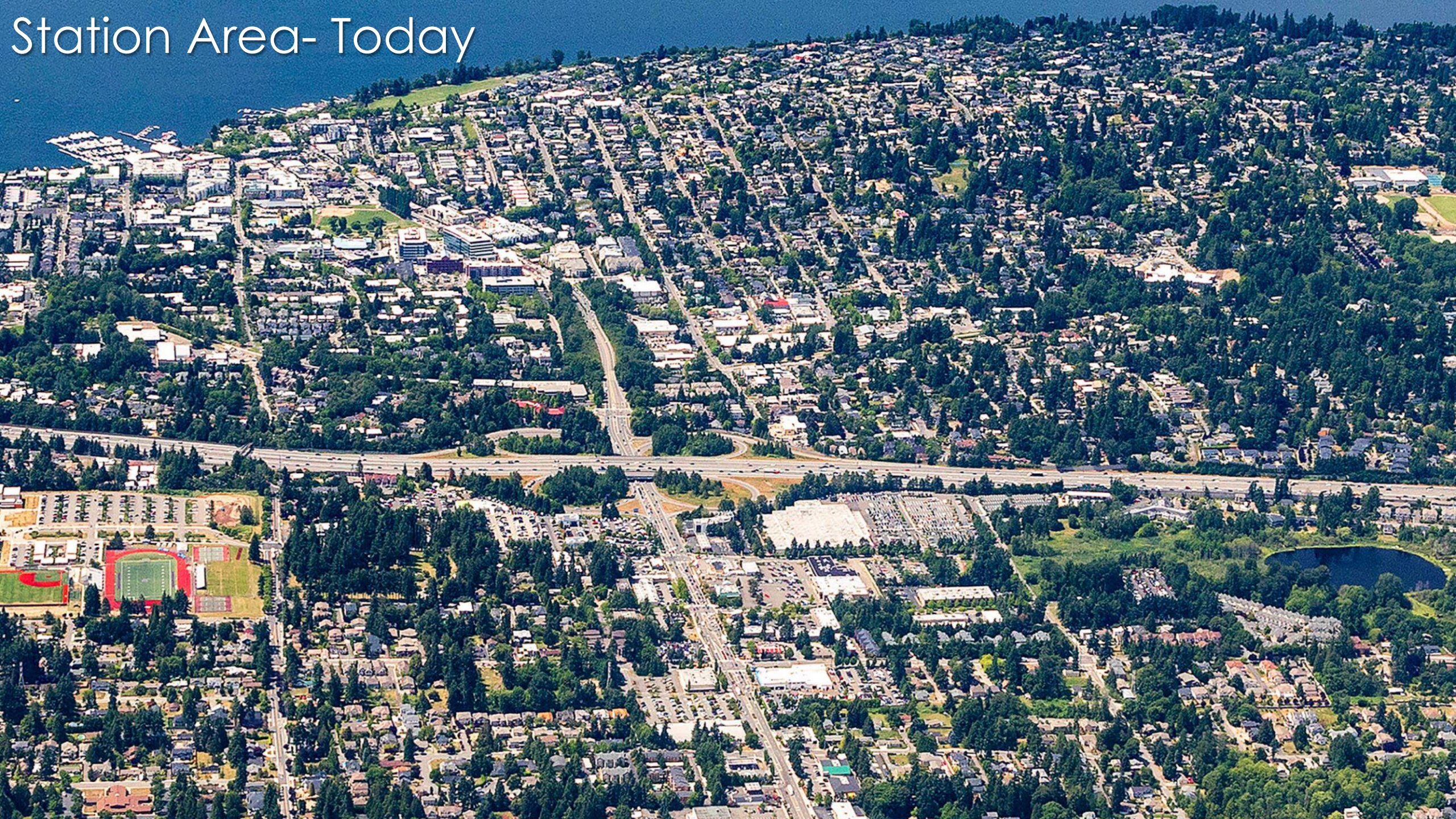
9 June 2022

MITHÜN BERK BUSS ECONorthwest

FEHR & PEERS HERRERA RUSHING



Station Area- Today



Hearing Agenda

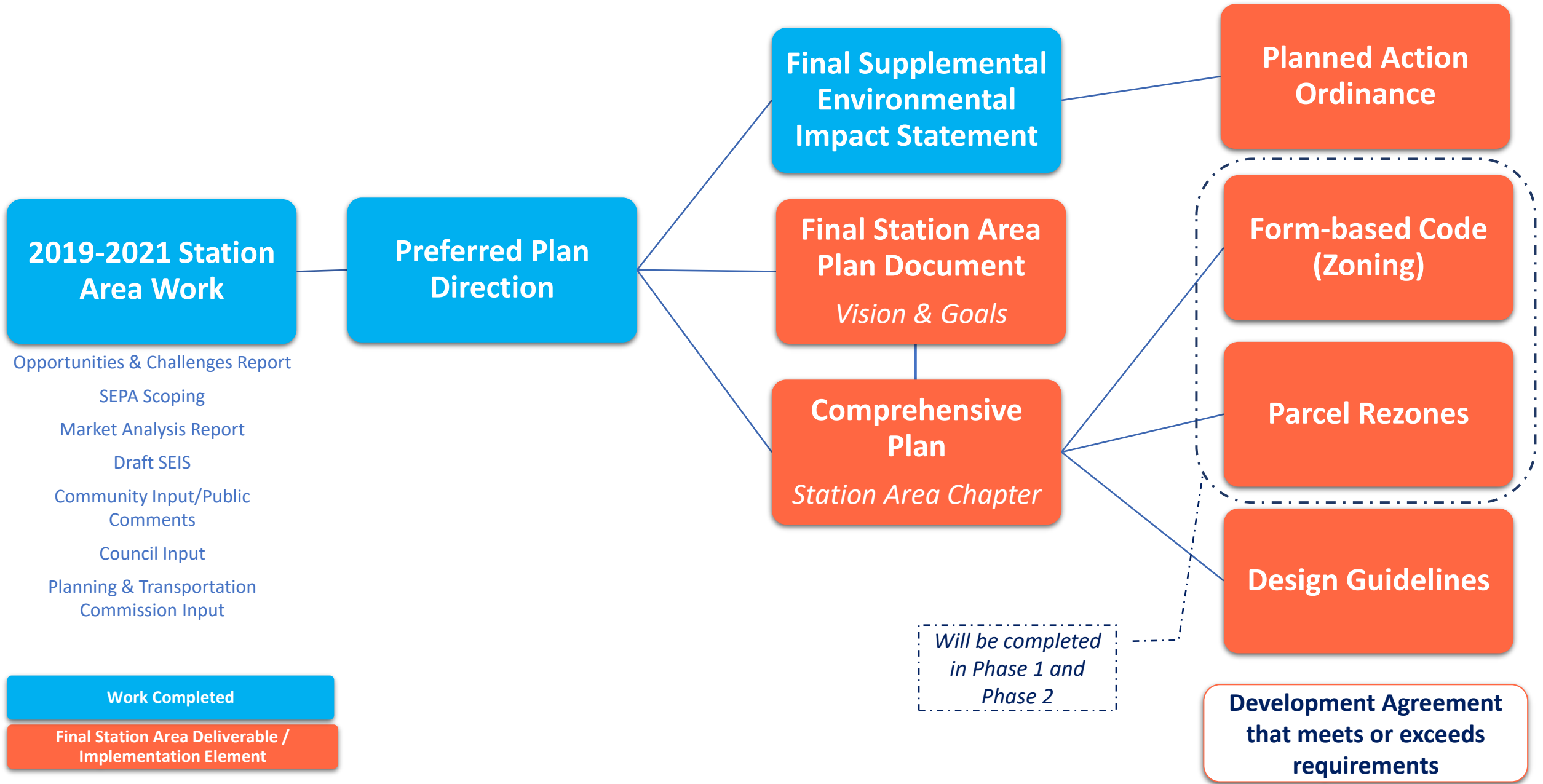
- Staff Presentation
 - Background (2 min, City)
 - Planning Process (5 min, Mithun)
 - Comprehensive Plan (5 min, City)
 - Form Based Code and Design Guidelines (8 min, Mithun)
- Commission Clarifying Questions
- Public Testimony
- Commission Deliberation
/Recommendation to Council



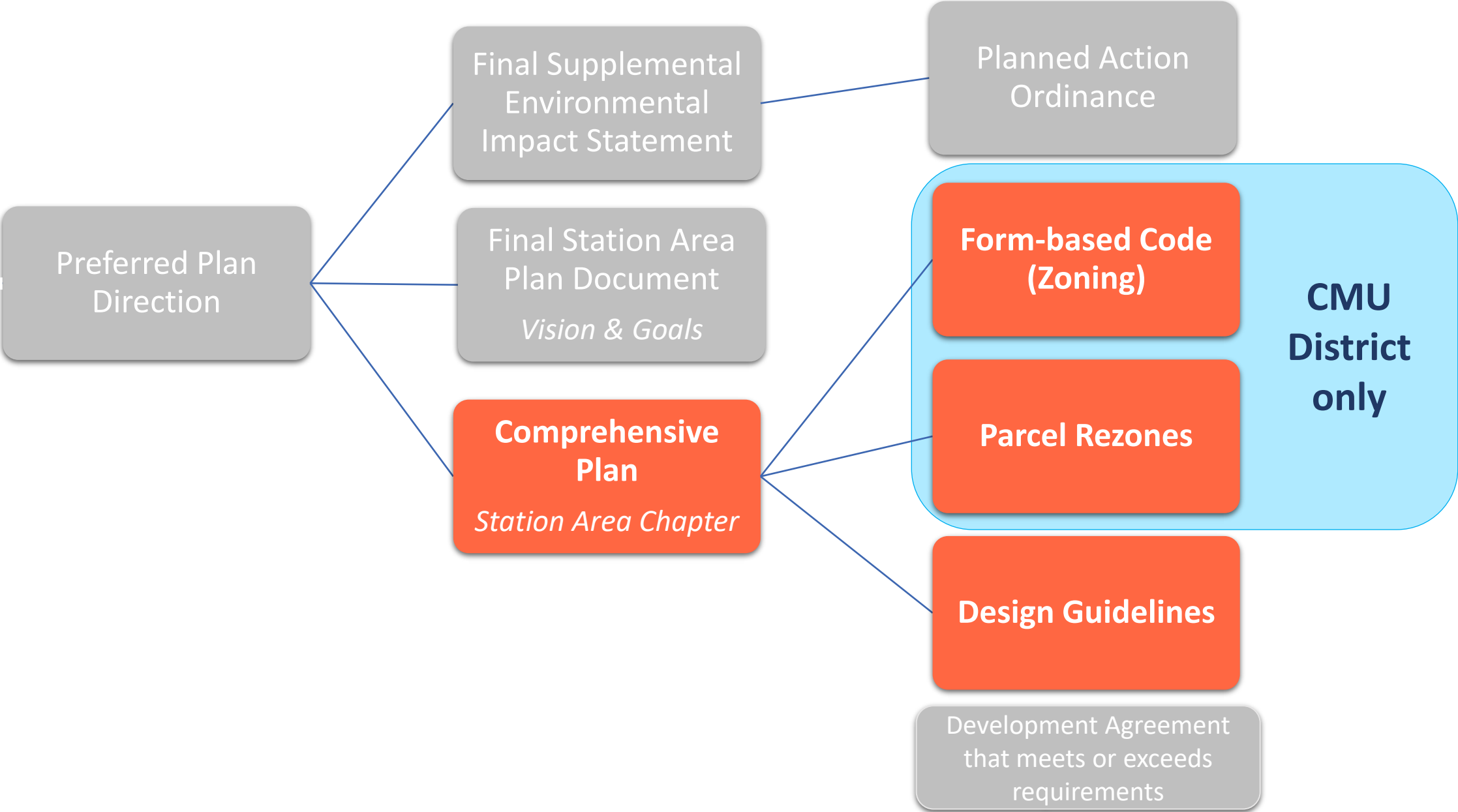


BACKGROUND

Station Area Deliverables Workflow



Tonight's Hearing



What are the decisions under consideration by Planning Commission at this hearing?

Planning Commission will receive public testimony, deliberate, and make a recommendation to City Council on 4 items.

For full Station Area:

1. *Comprehensive Plan amendments (Goals/Policies)*
2. *Design Guidelines / Municipal Code administrative amendments*

For Commercial Mixed-Use District only:

3. *Station Area Form-based Code / Misc. Zoning Code Amendments*
4. *Parcel Rezones*

What is not under consideration at this hearing?

The following are outside of Planning Commission's purview, and are not being decided upon as a result of public testimony and deliberation at this hearing:

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



PLANNING PROCESS

Why Plan for the NE 85th Station Area?

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

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

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

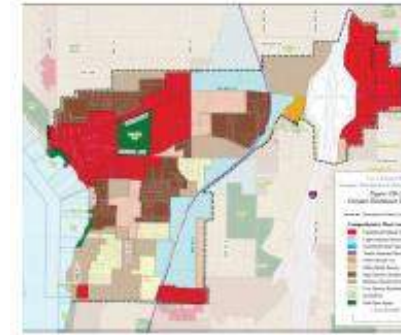
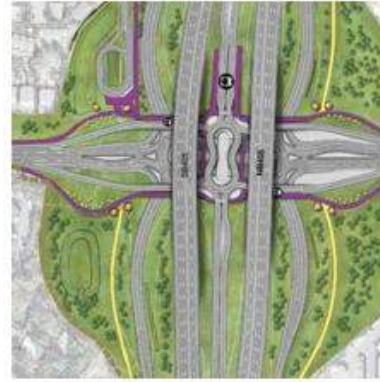


Why Plan for the NE 85th Station Area?

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

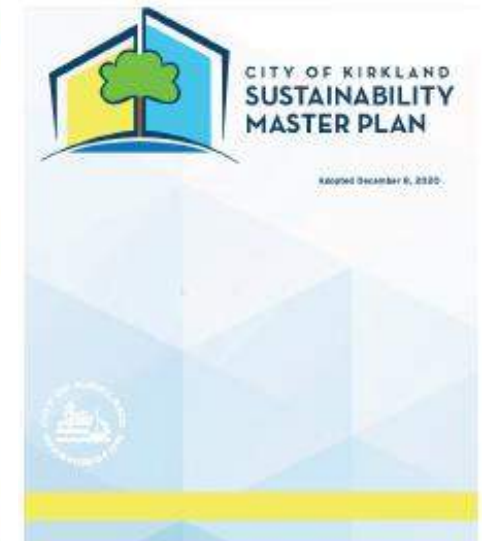
- the 2035 Comprehensive Plan;
- the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans;
- the Sustainability Master Plan;
- the CKC Master Plan;
- and others.

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



City of Kirkland
Parks, Recreation & Open Space Plan

City of Kirkland
Active Transportation Plan Draft
Spring 2022



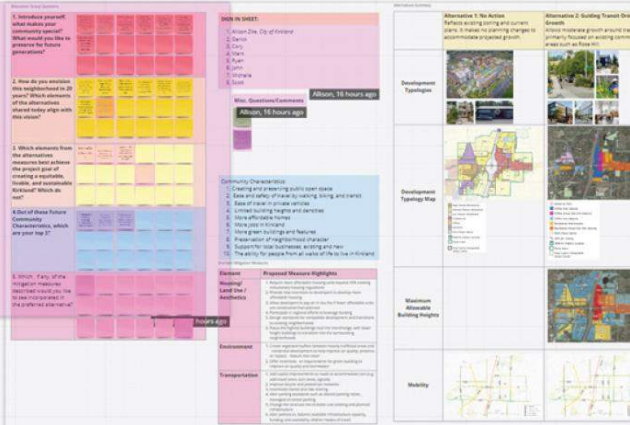
Community Input

Some of the key issues and concerns identified through the planning process:

- Impacts of growth
- Traffic congestion
- Increased Building Height
- Impacts on Schools
- Transit Capacity
- Match of Housing and jobs for People

"Make sure there are enough schools that these children living in this proposed development can go to, and that there will be public bus routes provided before and after school."

"Is the burden to build this infrastructure going to be placed on the current tax payers of Kirkland?"



4

Listening Sessions / Workshops*

114

Written Draft SEIS Comments

408

Survey Responses

11

Public City Council Meetings

1

Community Open House

150+

Written Comments

8

Public Planning Commission Meetings

6

Public Transportation Commission Meetings



Response to Community Input

**Council has responded to
community input since 2019 by:**

- Extending the formal DSEIS comment period
- Holding Special Meeting of Council for Listening Session in May 2021
- Authorizing additional analyses prior to advancing phases in planning process
- Removing Draft SEIS Alternative 3 from consideration
- Directing Fiscal Impacts and Community Benefits Analysis
- Continuing to emphasize that the Plan must address key community concerns such as Parks/Open Space, Transportation, and Schools

Station Area Plan Overview

01

EXECUTIVE
SUMMARY

02

PROJECT
CONTEXT

03

EXISTING
CONDITIONS

04

COMMUNITY
BENEFIT STRATEGIES

05

VISION AND URBAN
DESIGN FRAMEWORK

06

LAND USE
AND ZONING

07

PARKS, OPEN SPACE
AND ENVIRONMENT

08

TRANSPORTATION
AND MOBILITY

09

UTILITIES AND
PUBLIC SERVICES

10

SUSTAINABILITY
FRAMEWORK

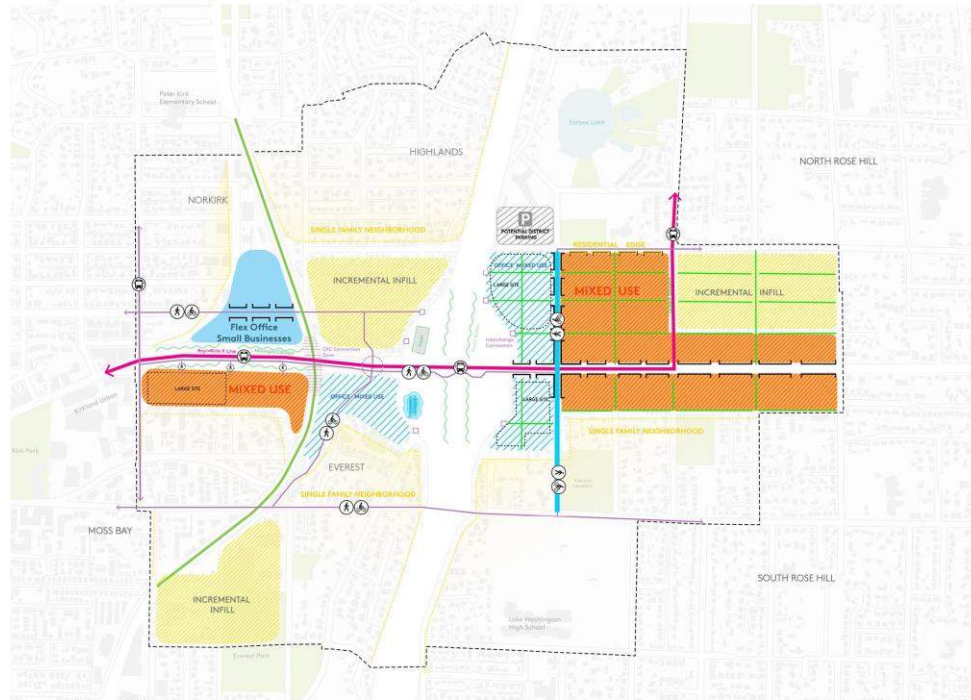
Chapter 04

Community Benefit Strategies

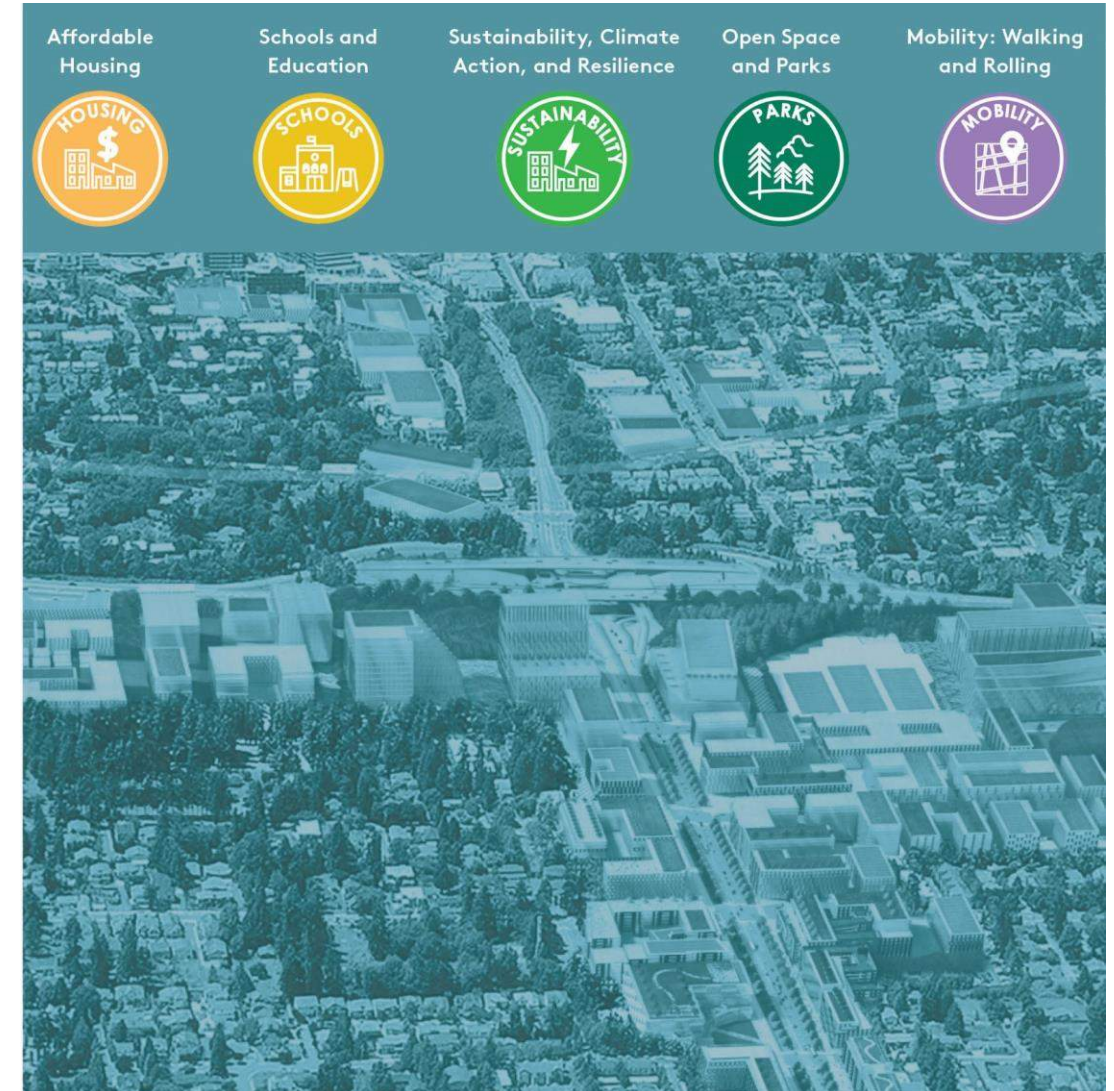
How can the public receive benefits of growth?

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

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



Source: Mithun, 2020



Chapter 05

Vision and Urban Design Framework

The Station Area is a thriving, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit.

The vibrant, mixed-use environment is a **model of innovation**. With an outstanding quality of life and unmatched mobility choices, the Station Area is **eco-friendly**, a place to **connect**, and deeply **rooted in the history** of the land, the people, and the culture of this special crossroads in Kirkland.



Chapter 05

Vision and Urban Design Framework

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



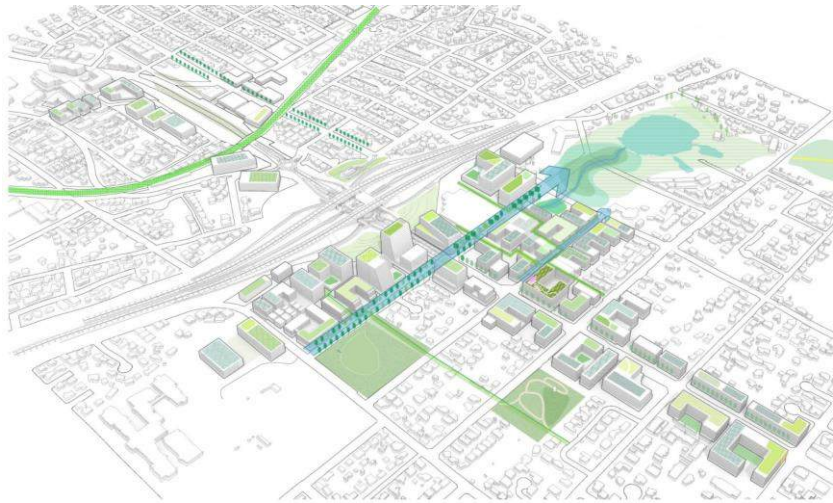
Focus Inclusive Growth Near Transit



A Strong Public Spine



A network of Mobility Options



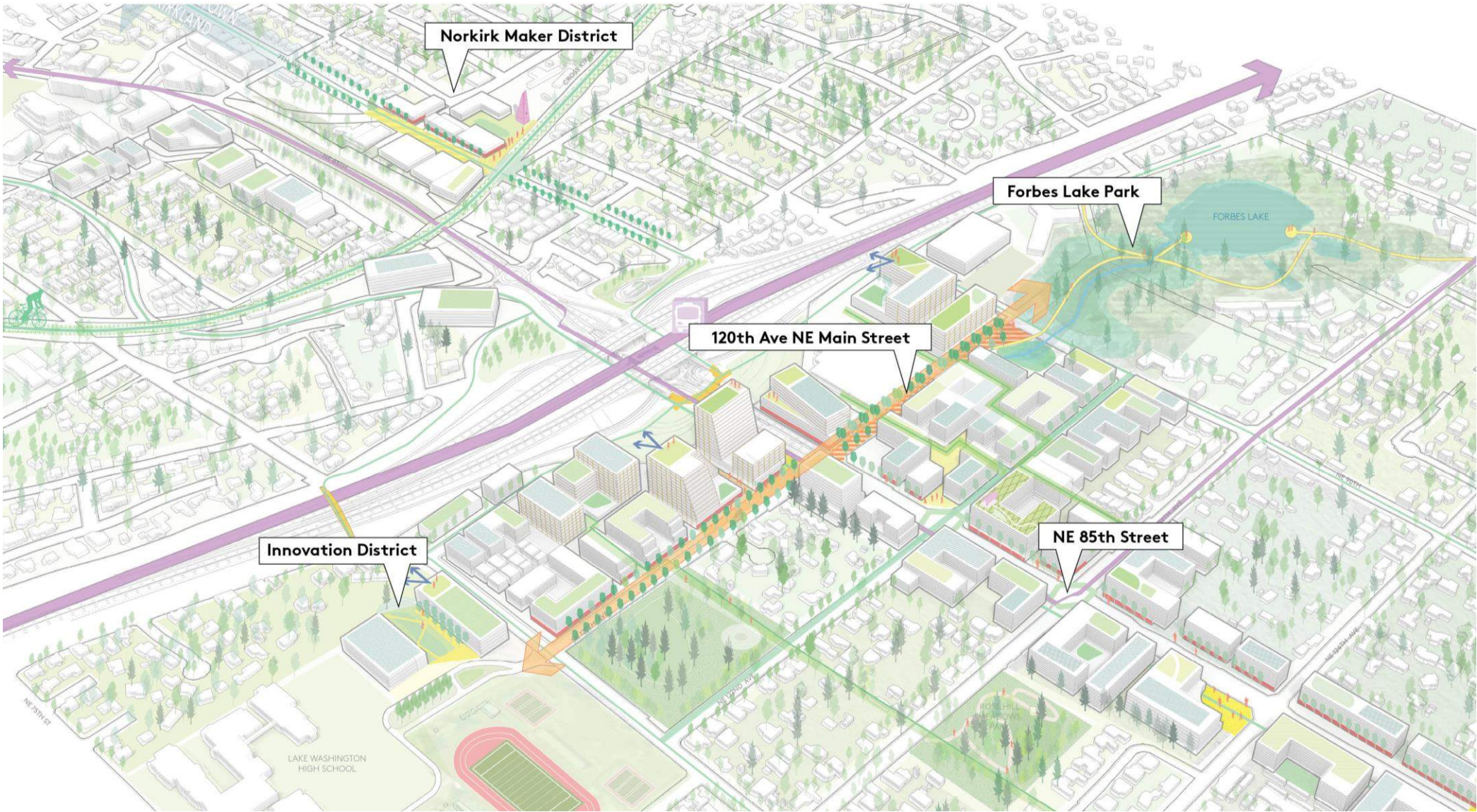
Leverage Existing Natural Systems and Resources



Transitions in Scale to Adjacent Neighborhoods

Key Urban Design Elements in Character Areas

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



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

LOW CARBON
BUILDINGS

TREE
CANOPY

AFFORDABLE
HOUSING

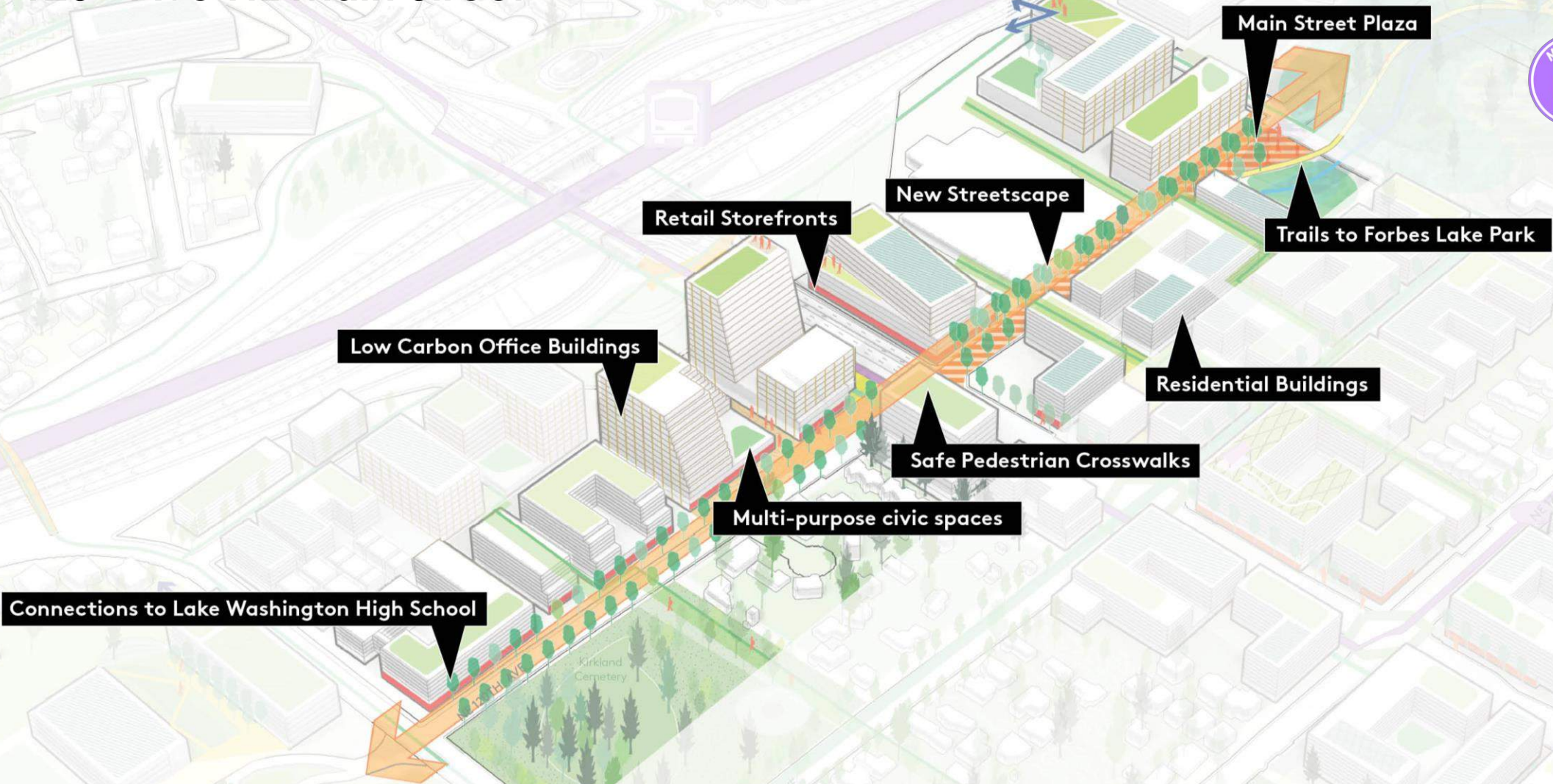
ACTIVE
STOREFRONTS

GREEN STREET
INFRASTRUCTURE

ALL AGES
BICYCLING
NETWORK



120th Ave NE Main Street



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



LOW CARBON
BUILDINGS

ROOF
AMENITIES

BOARDWALK
TRAILS

FORBES LAKE
VIEWPOINTS

NEIGHBORHOOD TRAIL
CONNECTIONS

FORBES CREEK
RESTORATION

120TH
MAIN STREET

ECOLOGICAL
RESTORATION PARK

Chapter 08

Transportation and Mobility

As an example, Station Area projects are coordinated to complement other projects and planned improvements to reduce congestion and improve mobility.

2 COMPACT ROUNDABOUTS AT NE 87TH AND 116TH AVE



5 NE 85TH STREET AND 120TH AVENUE NE IMPROVEMENTS



1 NE 87th / 7th Ave Corridor

2 Compact roundabout singular at NE 87th and 116th Ave

3 NE 90th Street Corridor

4 124th Avenue NE Widening and Protected Bike Lanes

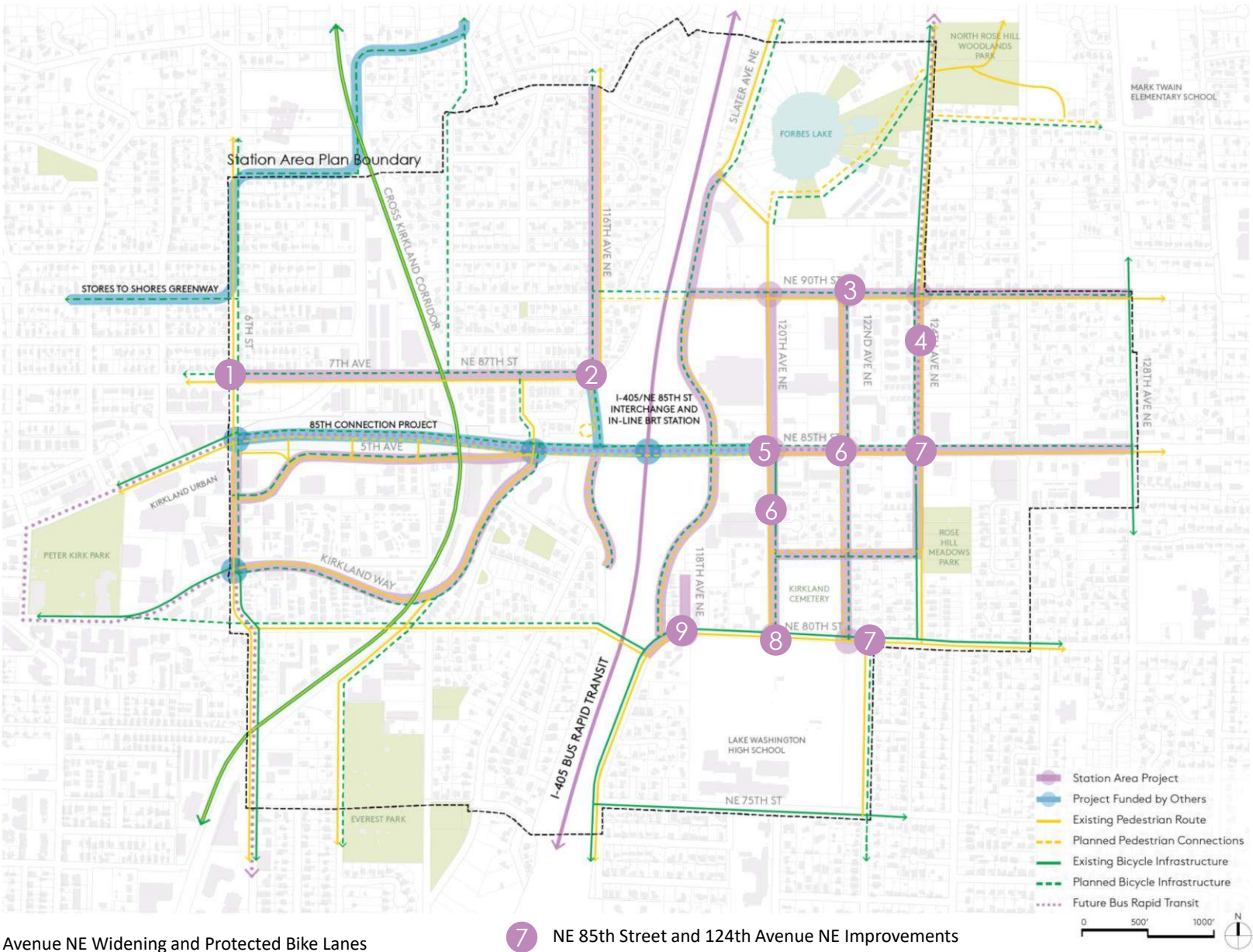
5 NE 85th Street and 120th Avenue NE Improvements

6 NE 85th Street Improvements: I-405 to 128th Avenue NE

7 NE 85th Street and 124th Avenue NE Improvements

8 NE 80th Street and 120th Avenue NE Improvements

9 NE 80TH and 118TH Avenue NE Improvements

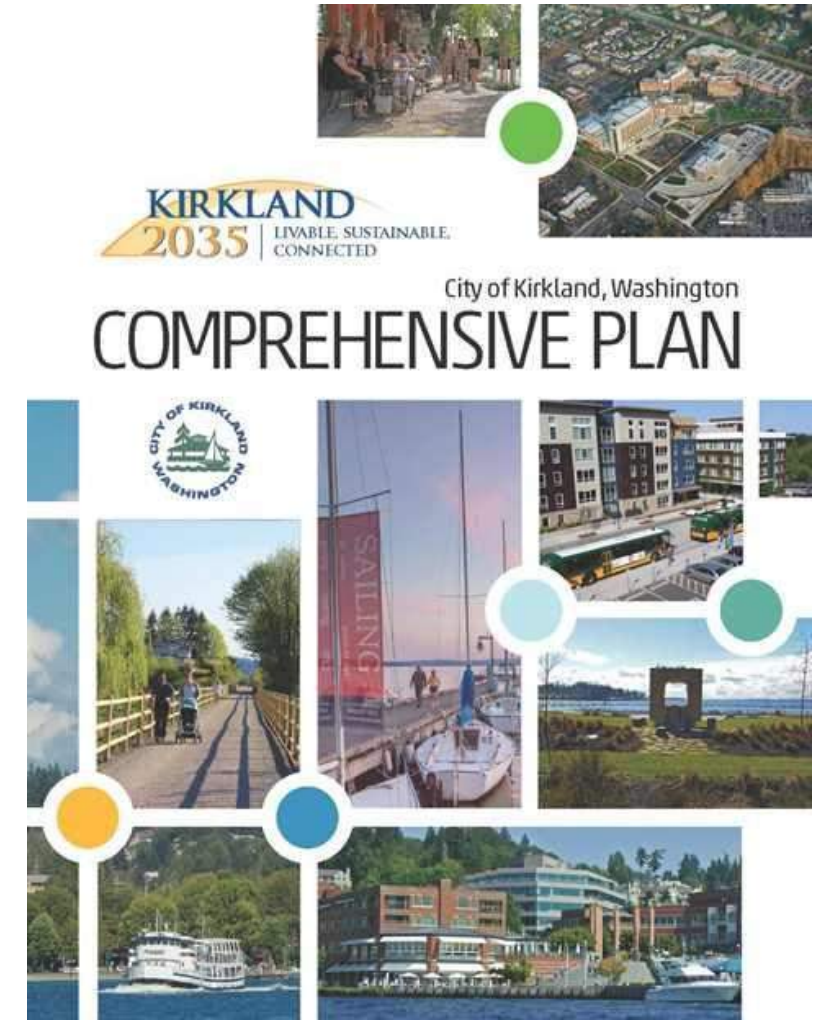




COMPREHENSIVE PLAN

Comprehensive Plan Amendments

- New Station Area Chapter added to establish goals and policies for future growth
- Will address Station Area relationships to Neighborhood Plans
 - Overlays six existing neighborhoods – doesn't change neighborhood boundaries
 - Establishes that Station Area Goals and Policies will govern when neighborhood plan policies specify different direction (e.g., growth capacity, height, access, etc.)
 - Future amendments will further address any inconsistencies
- Scheduled for adoption in June 2022
- Following slides provide an overview of goals & policies for each section



LAND USE

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

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

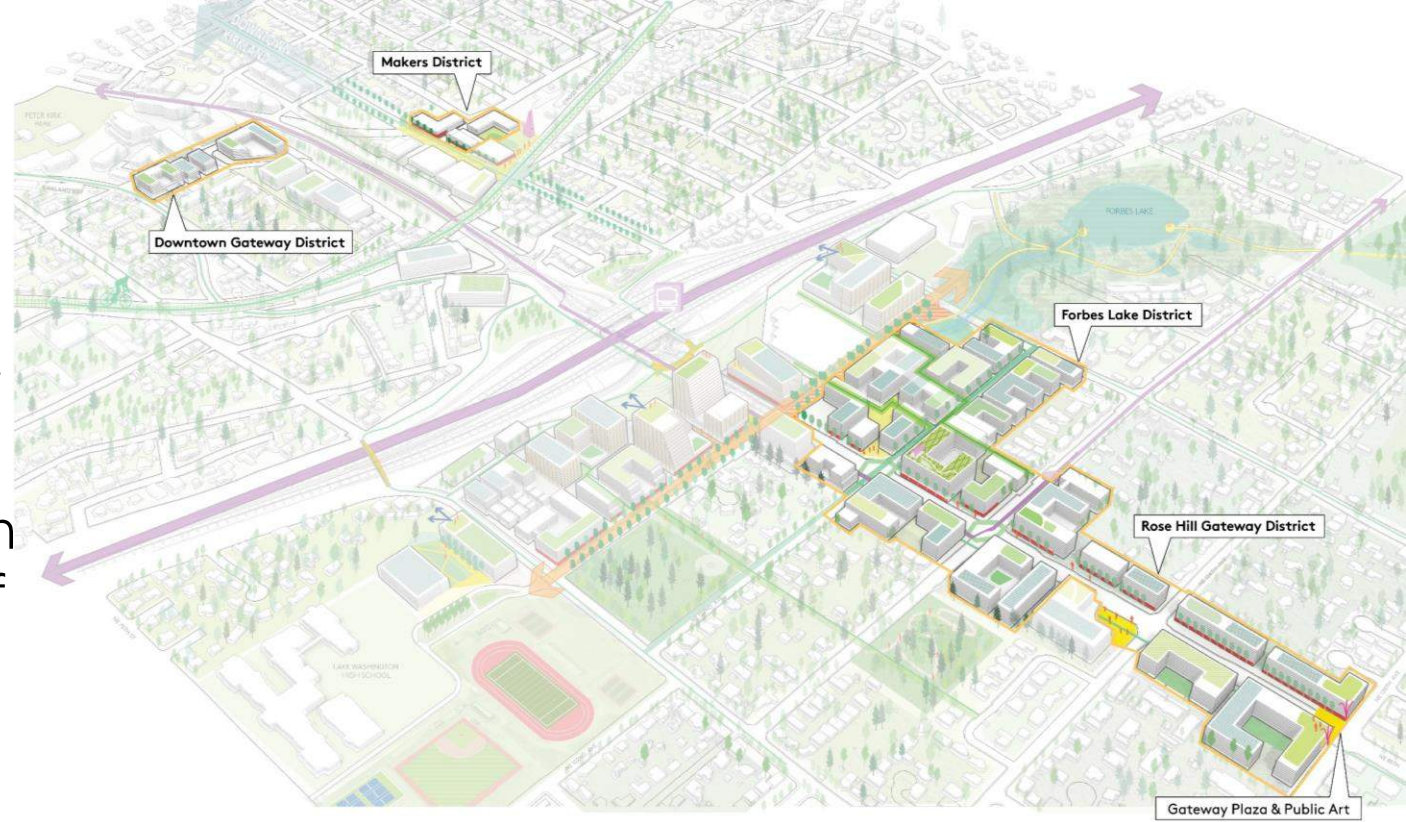


2044 Growth Capacity	
Total Households	8,152
Total Employment (Jobs)	22,751

HOUSING

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

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



ECONOMIC DEVELOPMENT

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

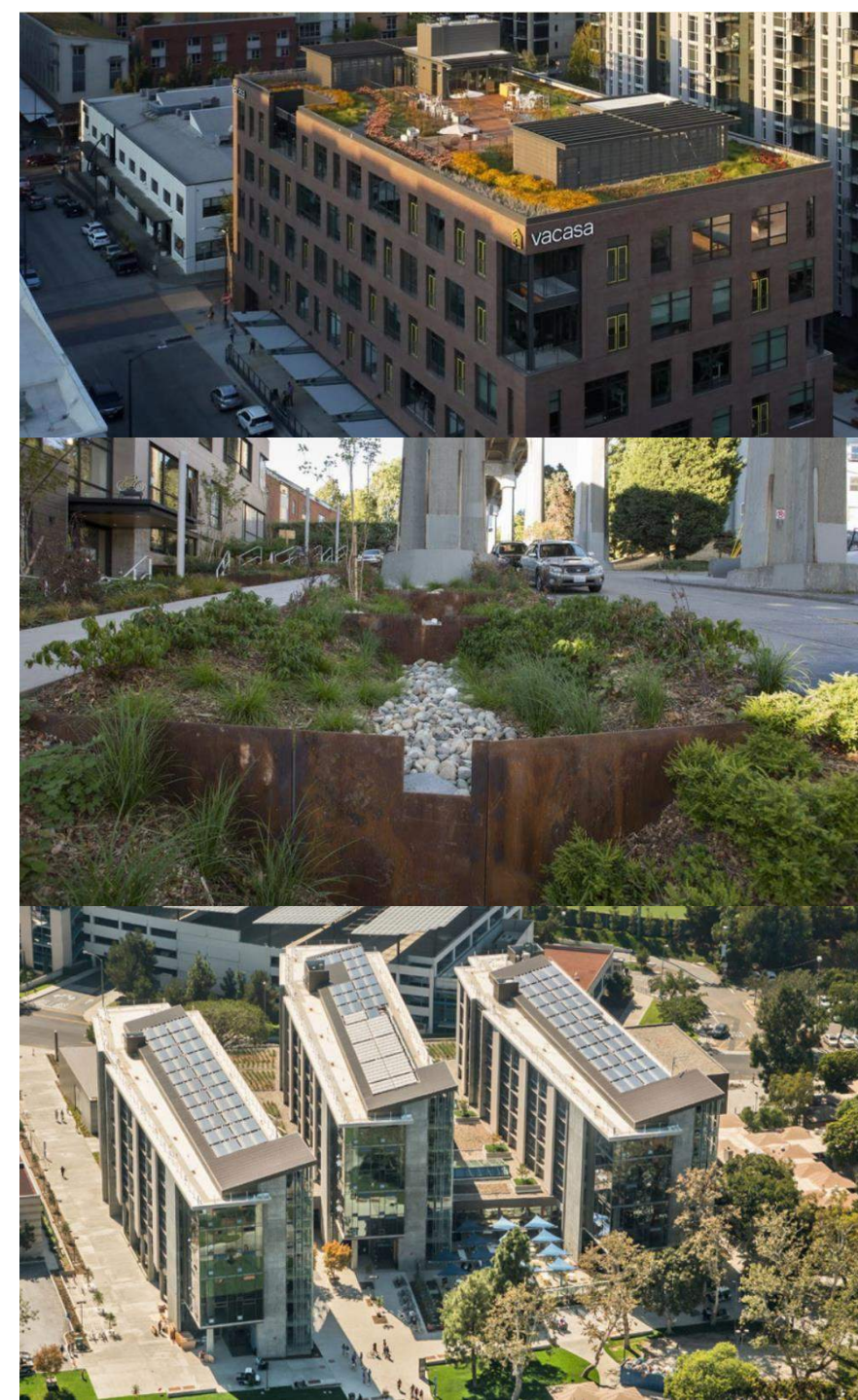
- Create a vibrant district with places to work, shop, live, recreate, and visit
- Promote retention, expansion, and growth of employment opportunities
- Create development standards that accommodate a range of commercial spaces, including those scaled for small, local businesses
- Identify opportunities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



NATURAL ENVIRONMENT & SUSTAINABILITY

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

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



PARKS, RECREATION, & OPEN SPACE

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

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



TRANSPORTATION & MOBILITY

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

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



URBAN DESIGN

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

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



PUBLIC SERVICES / SCHOOLS

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

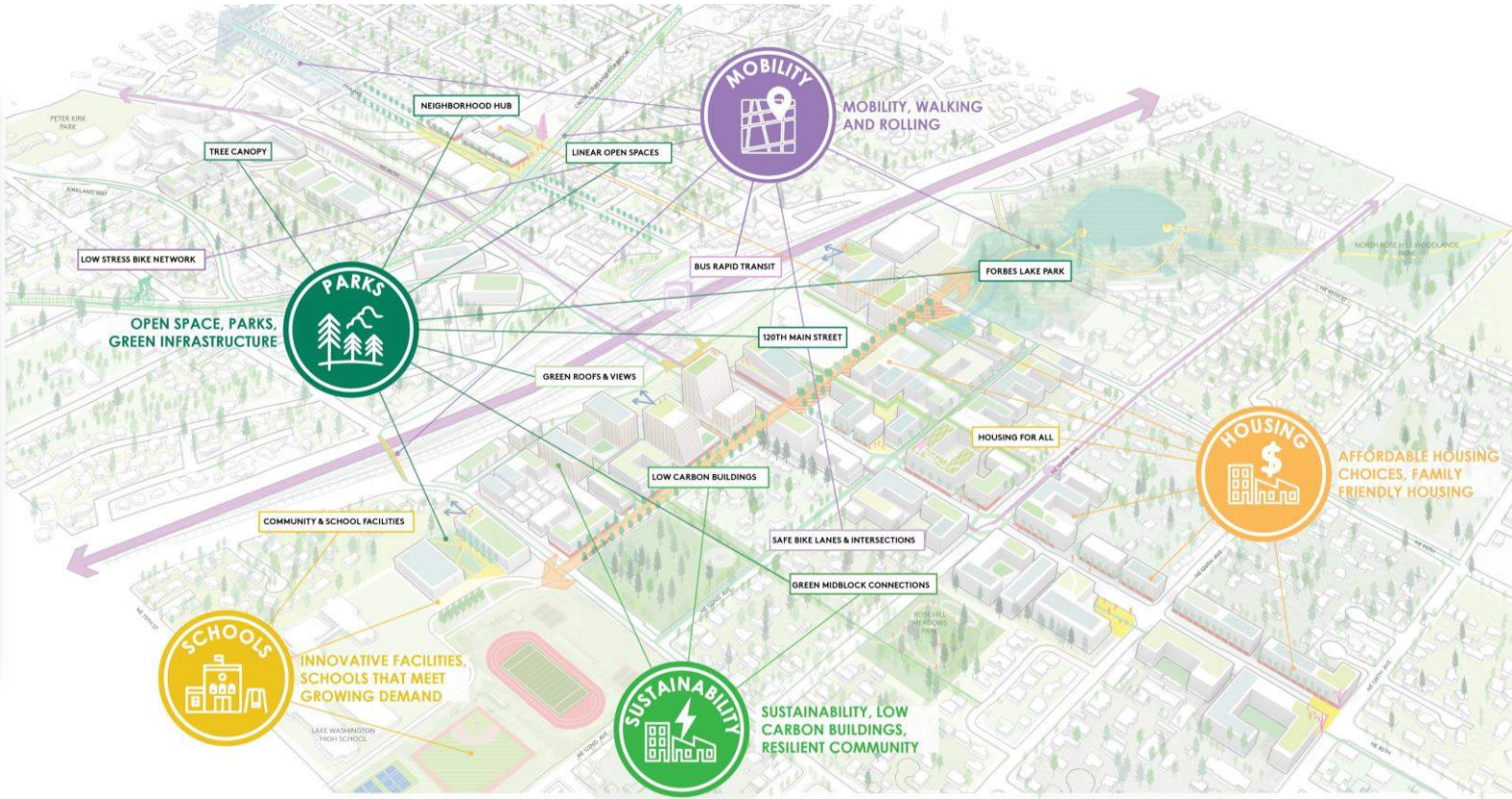
- Ensure planned infrastructure and facilities can support targeted growth
- Ensure availability of public services, such as utilities infrastructure, Police, and Fire Service to meet the needs of businesses and residents
- Identify development standards that can provide Lake Washington School District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




STATION AREA IMPLEMENTATION STRATEGIES

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

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



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

COMMERCIAL MIXED USE DISTRICT FORM-BASED CODE & DESIGN GUIDELINES

Commercial Mixed Use Regulating District only



Form-based Code
Table of Contents

New Base Requirements for rezone parcels

Urban Design

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

Mobility

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

Sustainability

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

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

57.05 Introduction 2

57.05.01 Background 2

57.05.02 Purpose 2

57.05.04 Code Organization 2

57.05.05 Administrative Process 4

57.05.06 Definitions 4

57.05.07 Relationship to Other Regulations 4

57.10 Regulating Districts. 5

57.10.01 Purpose 5

57.10.02 Applicability. 5

57.10.03 Regulating Plan 6

57.10.04 Regulating District Standards. 7

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57.25.06 Parking 42

57.25.07 Green Innovation 44

Form-based Code Concepts

Regulating District

Building Height
Building Massing
Facade Modulation
Side & Rear Setbacks

Frontage Type

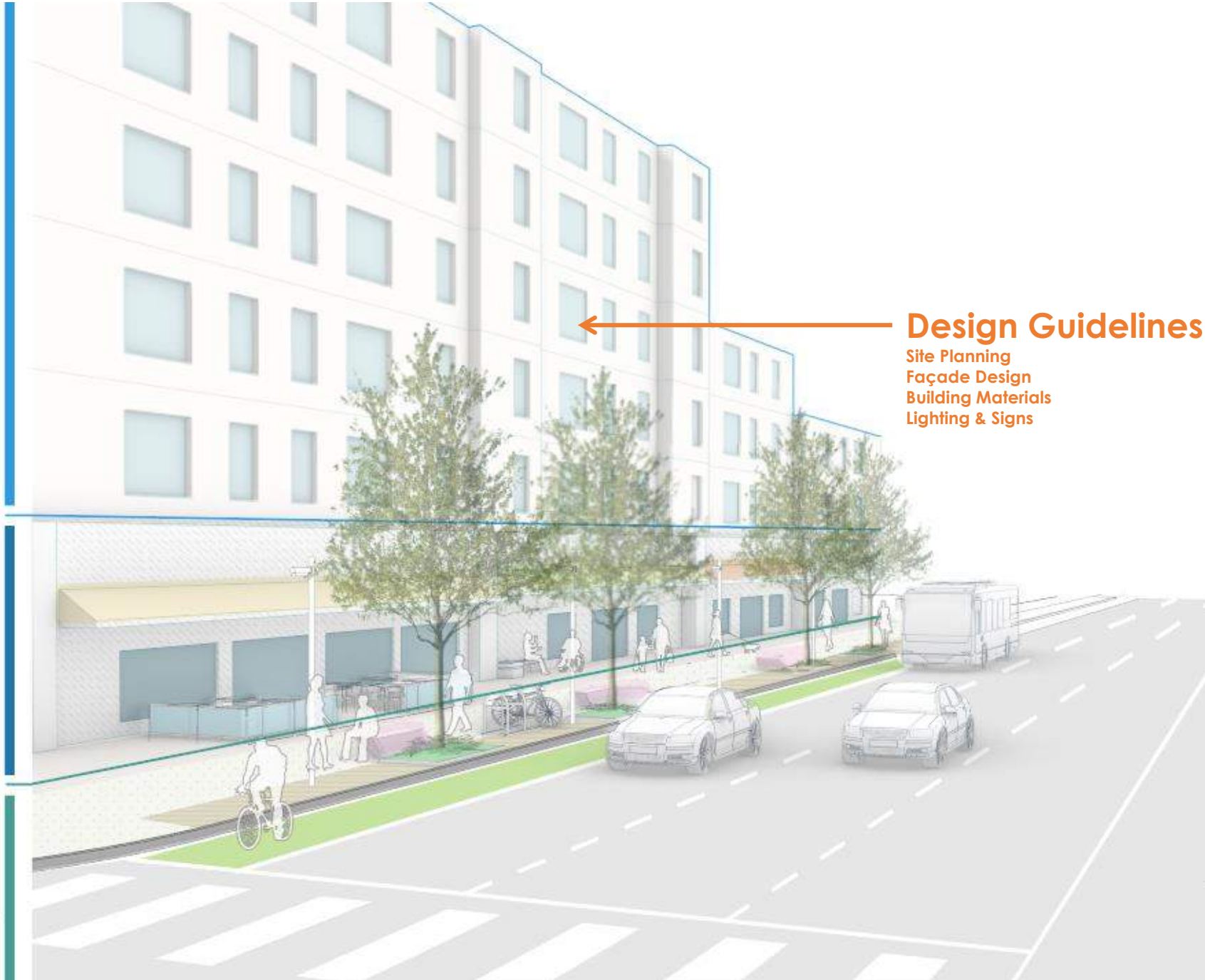
Front Setbacks
Ground Floor Design
Cafe & Amenity Zones

Street Type

Sidewalks
Trees & Street Furnishings
Bike Facilities
Road Widths

Design Guidelines

Site Planning
Façade Design
Building Materials
Lighting & Signs



Regulating District
Frontage Type
Districtwide Standards
Design Guidelines

Corner
Design

Materials & Articulation

Transition

Upper Story Setbacks

Lighting & Signage

Front Setbacks
/Porch Design

Max Façade Width

Min Street Level
Façade Width

Ground Floor
Height



REGULATING DISTRICT STANDARDS

GENERAL PROVISIONS

Illustrations and graphics are included in this section to assist users in understanding the purpose and requirements of the regulations. In the event a conflict occurs between the text of this section and any illustration or graphic, the text supersedes.

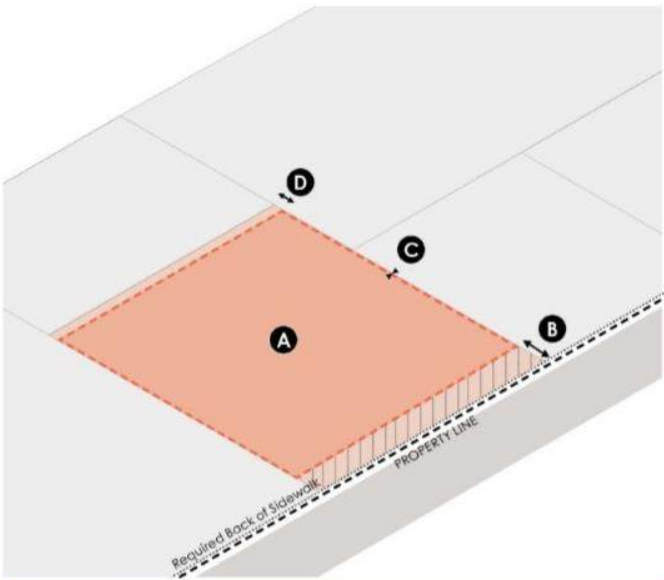
REGULATING DISTRICT COMPONENTS

The following terms and concepts are used in regulating districts to address a lot's development parameters and building massing. This section is intended to clarify intent, for full definitions, refer to KZC Ch 5.10.

- 1. **Lot Boundary** represents the perimeter of the subject property.
- 2. **Lot Coverage** refers to the area of the Maximum Lot Coverage as defined in KZC Ch 5.10. The shaded area on graphics for lot coverage does not represent the required placement or location of buildable area.
- 3. **Required Yards** refers to the minimum Required Yard as defined in KZC Ch 5.10.
- 4. **Base Maximum Allowed Height** is the maximum allowed height of all buildings within a given regulating subdistrict by right, based on the Average Building Elevation as defined in KZC Ch 5.10, unless an alternate height calculation is identified in this chapter.
- 5. **Bonus Maximum Allowed Height** is the maximum allowed height of all buildings within a given regulating subdistrict with applicable bonus height, based on the Average Building Elevation as defined in KZC Ch 5.10. For details on the incentive zoning allowances, see the Incentive Zoning section of this Chapter.
- 6. **Maximum Floor Plate** is the maximum Gross Floor Area allowed for each floor of a structure. Reductions shall be utilized at the exterior of the building. See design guidelines for additional guidance on achieving floor plate reductions. Maximum floor plate requirements are regulated at increments of structure height above the

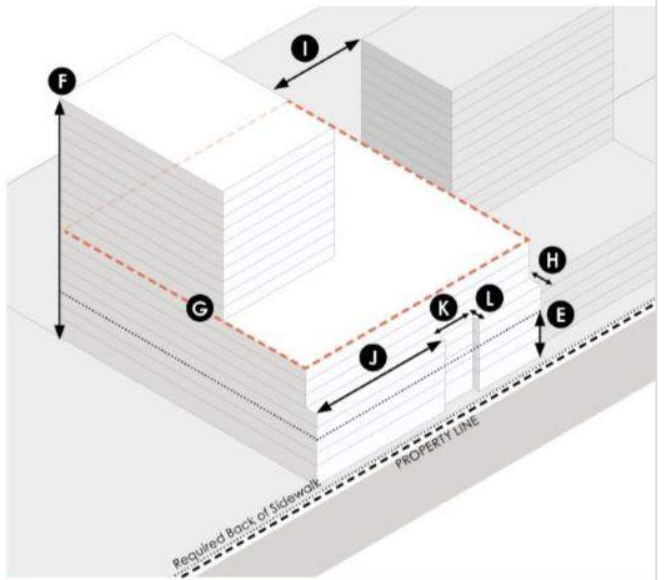
- Average Building Elevation as defined in KZC Ch 5.10 unless an alternate height calculation is identified in this chapter.
- 7. **Upper Story Street Setbacks** are height-based triggers specified along streets for the building façade to be set back from the back of the required minimum sidewalk by a certain horizontal distance. This dimension may be averaged along the full street frontage, so long as no portion of the floor to be set back is less than 50% of the required setback distance. These setbacks apply to street-facing exterior walls only.
 - 8. **Tower Separation** refers to the horizontal distance between the closest exterior walls of adjacent towers, excluding skybridges, decks, and balconies. "Tower" refers to any portions of buildings greater than 75' in height.
 - 9. **Primary Use** refers to the predominant and main land use activity on a site, and is the highest and most readily identifiable use that characterizes a property.

REGULATING DISTRICTS : COMMERCIAL MIXED USE



LOT COVERAGE AND SETBACKS

Permitted Uses	
General Permitted Uses	Commercial, Institutional
Lot Coverage	
A Max Lot Coverage *	90%
Required Yards	
B Front	Refer to Frontage Types
C Side	0' Min
D Rear	5' Min
* Lot coverage as shown does not represent intended building placement or setbacks.	



MASSING AND DEVELOPMENT DENSITY

Height and Floor Area	
E Base Maximum Allowed Height	Refer to Regulating Plan
F Bonus Maximum Allowed Height	Refer to Regulating Plan
G Maximum Floor Plate (per building)	Between 45'-75': 35,000 GSF Between 75'-125': 25,000 GSF Above 125': 20,000 GSF
Setbacks and Tower Separation	
H Upper Story Street Setbacks	At 75': 15' setback At 125': 30' setback
I Tower Separation	60'
J Maximum Facade Width	160'
K Minimum Facade Break Width	15'
L Minimum Facade Break Depth	5'

TRANSITIONS

GENERAL PROVISIONS

1. **Intent:** Transitions are intended to ensure that new development is consistent with the vision of the NE 85th Street Station Area Plan to provide appropriate transitions of development intensity, height, and bulk across zones.

2. **Applicability:** Transitions are required where the difference between the maximum height proposed for a subject property is more than 30' higher than the maximum allowed height of an abutting parcel. These transitions may be applied to side or rear lot lines. Front parcel transitions are addressed through upper story setbacks requirements for each regulating district. No portion of the structure shall extend into this Sky Plane Exposure.

3. **Transition Requirements:** Where transitions are applicable, they shall consist of a required Landscape Buffer and a Sky Plane Exposure.

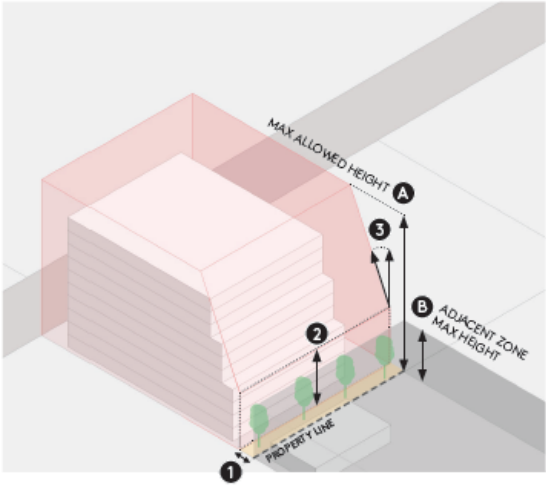
4. **Landscape Buffer:** A minimum 15-foot-wide landscaped strip with a 6-foot-high solid screening fence or wall planted consistent with Buffering Standard 1 of KZC Chapter 95.

5. **Sky Plane Exposure:** Transitions are established using a sky plane exposure plane that sets the maximum envelope for massing within the subject property. The sky exposure plane is measured at an angle from a vertical line. To calculate the sky exposure plane, use the following steps:

- i. Establish a transition starting elevation by determining the existing grade at the subject property's midpoint elevation along the abutting common lot line.
- ii. Create a vertical plane 15' set back from and parallel to the common lot line.
- iii. Establish a maximum height of the vertical plane that is equal to the midpoint grade elevation plus the maximum allowed height for the zone of the adjoining property.

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

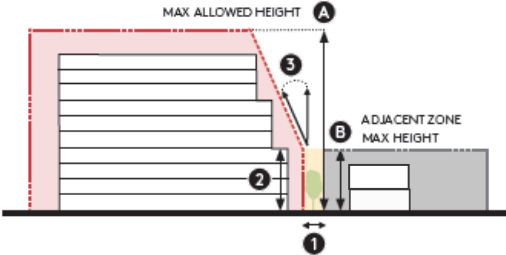
FIGURE 15: DISTRICTWIDE STANDARDS



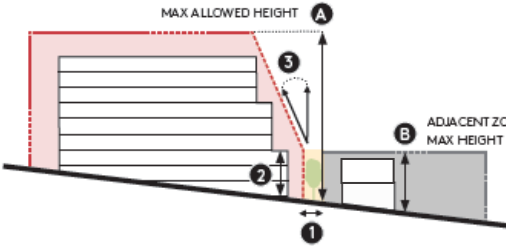
TRANSITIONS

Applicability	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	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.
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.

EXAMPLE ONE

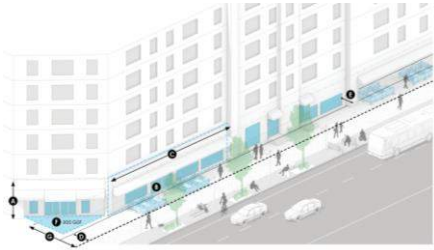


EXAMPLE TWO



Frontage Types Overview

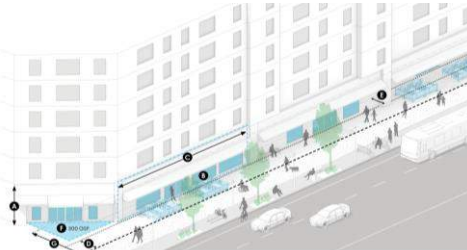
Urban Street Edge



Applicable Street Types

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

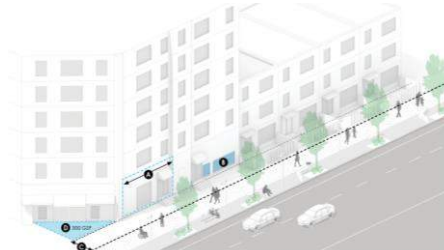
Retail & Active Uses



Applicable Street Types

- Major Thoroughfare
- Main Street
- Neighborhood Mixed Use

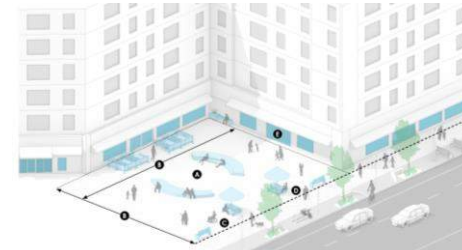
Residential Stoop/Porch



Applicable Street Types

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

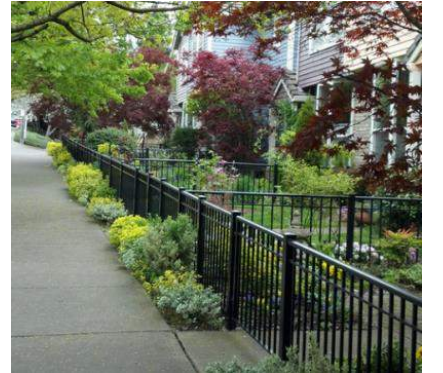
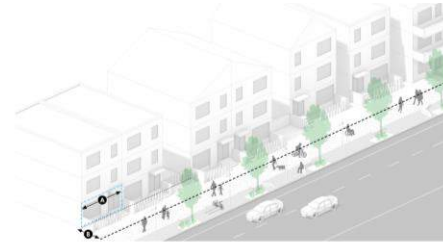
Plaza/Public Space



Applicable Street Types

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

Private Yard



Applicable Street Types

- Neighborhood Residential Street
- Green Midblock Connection

URBAN STREET EDGE

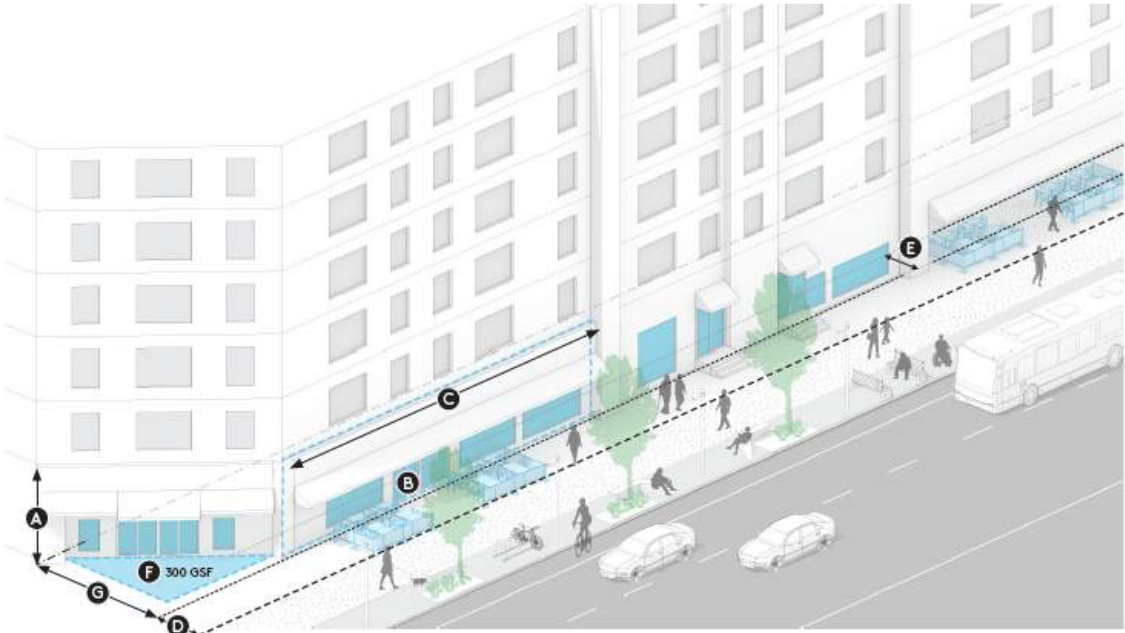
INTENT AND CHARACTER

The Urban Street Edge frontage type is intended to establish a public realm consistent with a walkable mixed-use environment. Characteristics include buildings set close to the public right of way, pedestrian-oriented facades, and landscaping that contributes to an urban environment. Examples consistent with the intent of this frontage type are shown in Figure 4.

FIGURE 4: CHARACTER EXAMPLES FOR URBAN STREET EDGE FRONTAGE TYPE



FIGURE 5: URBAN STREET EDGE FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRANCES

Ground Floor Design		
A	Minimum Height	15'
B	Facade Transparency	50%
C	Max Street Level Facade Width	65'
Entrances		
	Location	Required on primary street-facing frontage
	Entry Transparency	80%

PUBLIC REALM

Public Realm		
D	Front Setbacks (Min, Max)	0';15'
E	Sidewalk Cafes/ Amenity Zone	min depth 7', up to 10' additional setback allowed
F	Corner Design	300 GSF required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use
G	Ground Floor Parking Setback	Average 30', Minimum 20'

PLAZA/PUBLIC SPACE

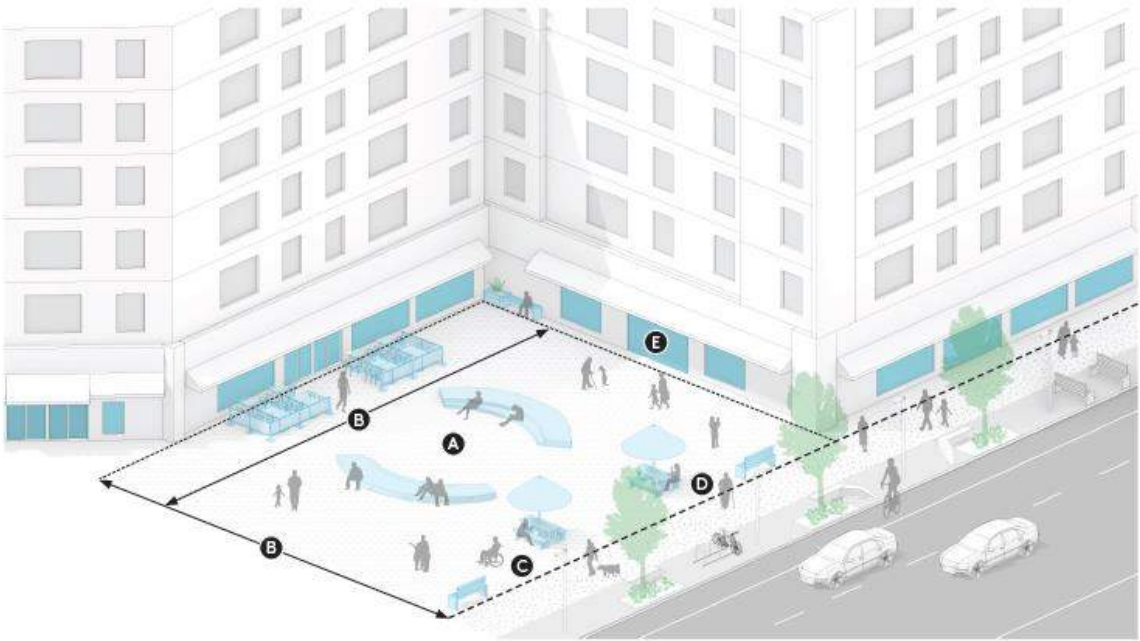
INTENT AND CHARACTER

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

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



FIGURE 11: PLAZA/PUBLIC SPACE FRONTAGE STANDARDS



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

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

Areawide Standards

Green Innovation



LANDSCAPE ELEMENTS	LANDSCAPE QUALITY BENEFITS
GREEN ROOFS	PERMEABLE PAVING
GREEN WALLS	INNOVATION

57.25.07 GREEN INNOVATION

RELATIONSHIP TO OTHER REGULATIONS

Reserved.

GENERAL PROVISIONS

1. **Intent:** The Green Innovation code is intended to ensure that new development is consistent with the vision of the NE 85th Street Station Area Plan Sustainability Framework as well as aligned with the Sustainability Master Plan.

2. **Requirements:** As part of any development permit submittal, all projects shall complete a form provided by the City of Kirkland indicating their review of the **NE 85th Street Station Area Plan Chapter 10, Sustainability Framework**, and how the development is aligned with those goals and opportunities. All new developments and major renovations requiring Design Board Review per KZC 142.15 shall be designed, built, and certified to achieve or exceed requirements in three categories: High Performance Buildings; Energy and Decarbonization; and Ecosystems and Green Infrastructure.

i. High Performance Buildings:

All new developments and major renovations shall be designed, built, and certified to achieve or exceed the High Performance Building Standards described in KZC 115.62. For commercial developments that are building Core and Shell only, they may be designed, built, and certified to achieve LEED v4 Core and Shell Gold as an alternative certification to meet requirements of KZC 115.62.2.b. Some third-party protocol certifications may be eligible for the Incentive Program, refer to that section of this chapter.

ii. Energy and Decarbonization

(a) All new developments larger than 5,000 sf shall include a renewable energy generation system with production at a rate of 0.60 W/sf of all conditioned area. Renewable energy shall be produced on-site, or off-site including the following compliance options in 2021 Washington State Energy Code section C411.2.1.

(b) All new developments and major renovations less than twenty stories shall include solar readiness, per 2021 Washington State Energy Code standards, Section C411.3.

iii. Ecosystems and Green Infrastructure

(a) All new developments and major renovations shall be designed, built, and certified to achieve or exceed the **Green Factor**.

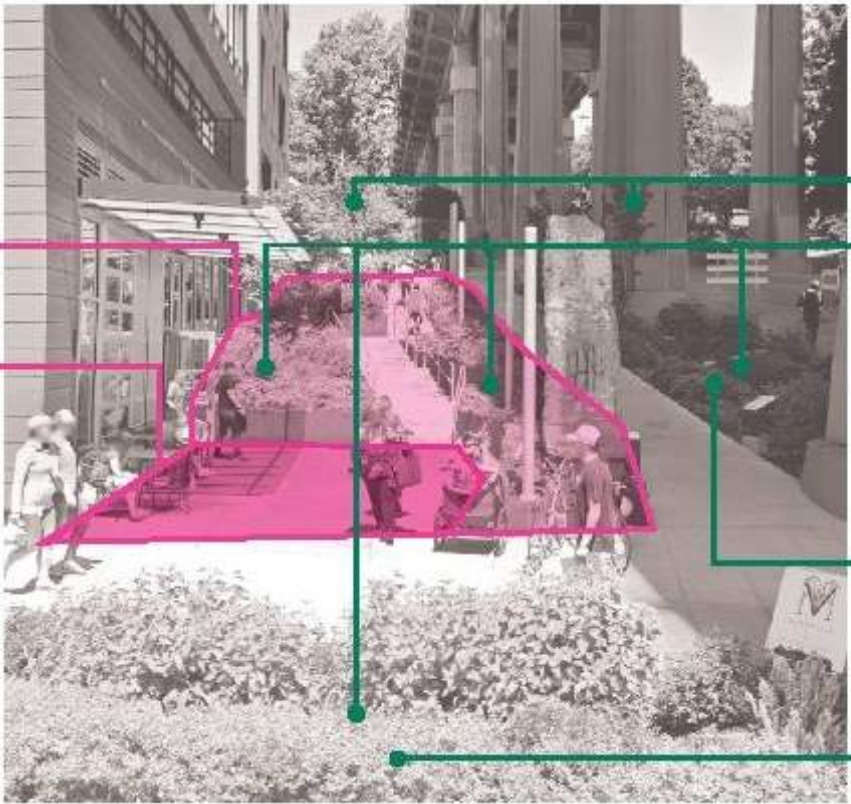
The Green Factor sets criteria for landscape and site-based sustainability measures. The landscape elements listed will contribute to larger district sustainability goals focused on the natural environment, ecosystems, and stormwater. The elements that contribute more significantly to supporting the citywide Sustainability Master Plan's goals related to Sustainable Urban Waterways, Conservation + Stewardship, Access to Parks + Open Space, and Sustainable Urban Forestry have been weighted higher in this Green Factor.

Green Factor in Application



**PUBLIC REALM
AMENITY**

ON-SITE PLAZA
OR
ON-SITE
POCKET PARK



GREEN FACTOR

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

Incentive Zoning Program

Affordable Housing

Schools and Education

Sustainability, Climate Action, and Resilience

Open Space and Parks

Mobility: Walking and Rolling

HOUSING

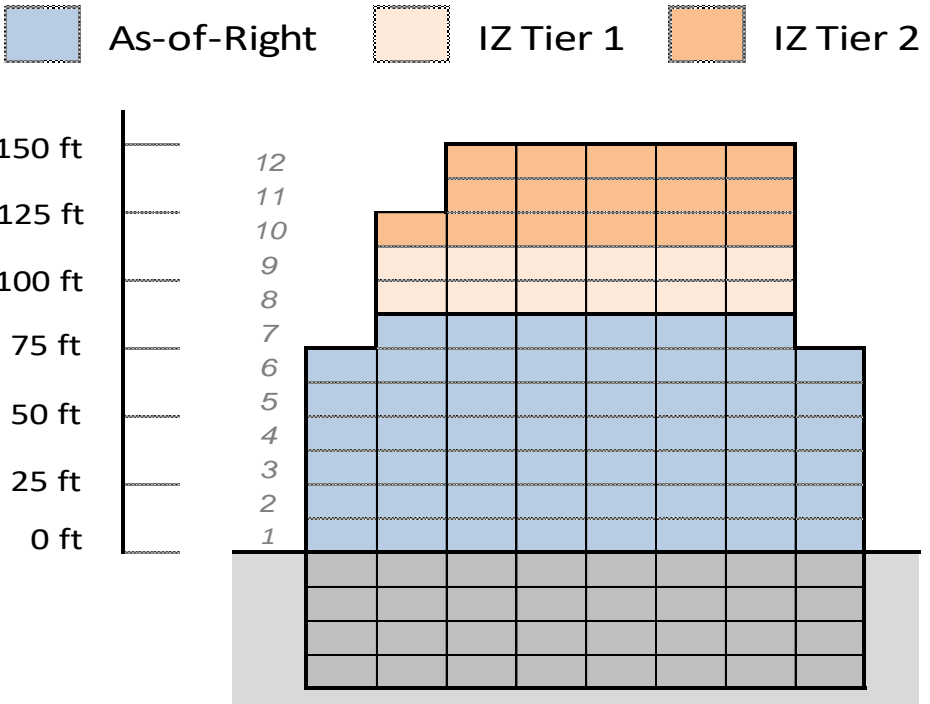
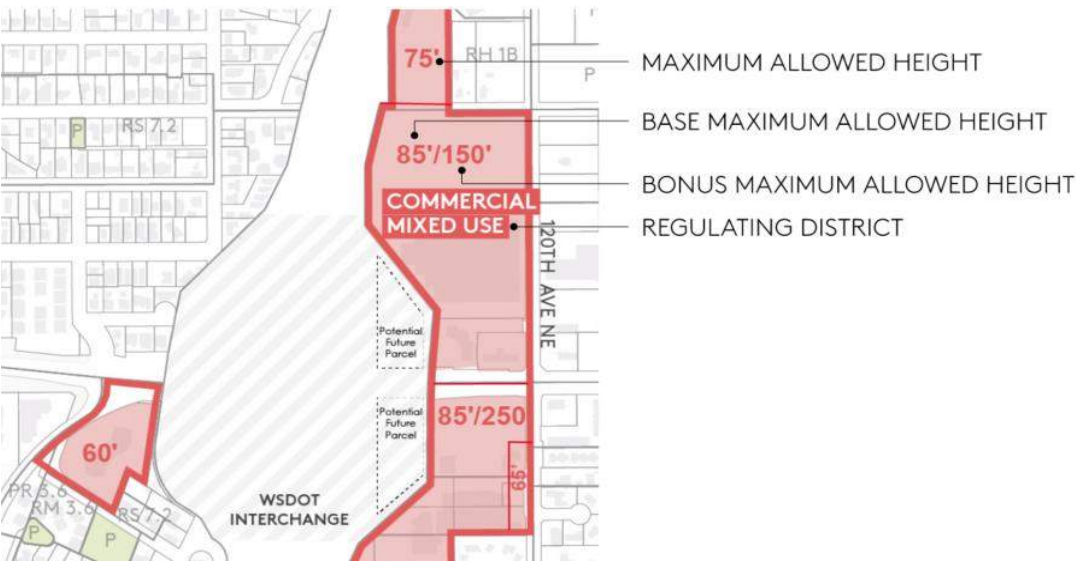
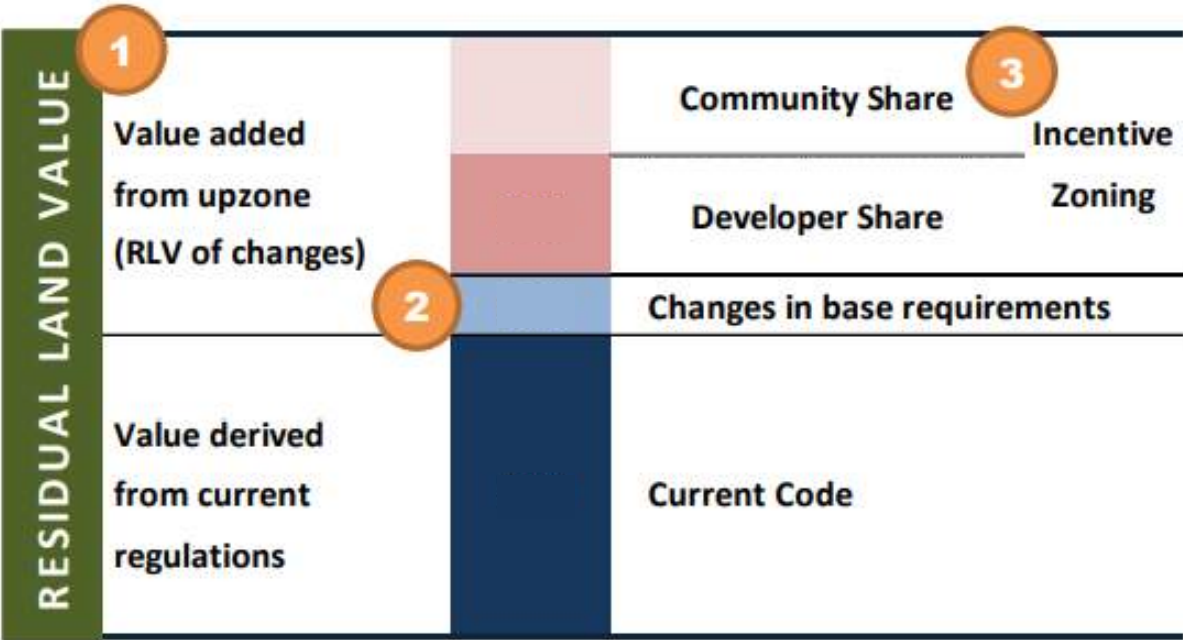
SCHOOLS

SUSTAINABILITY

PARKS

MOBILITY

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

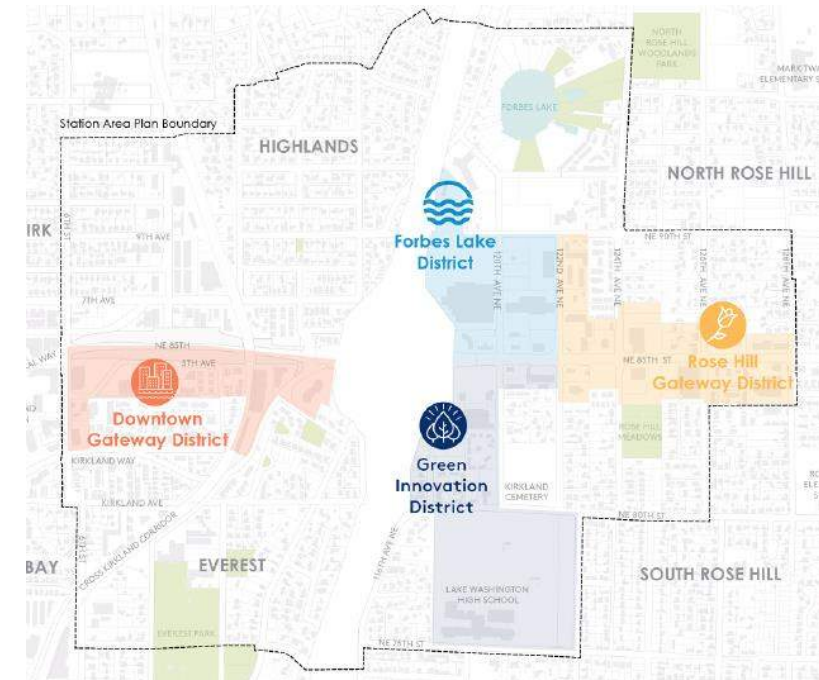


Incentive Amenities & Program Structure Options

AFFORDABLE HOUSING		SCHOOLS, EDUCATION, AND CHILDCARE	
Commercial development: Affordable housing contribution (fee-in-lieu)	Fee revenue for affordable housing	ECE/Day Care Operation Space	Long-term dedication of building space for non-profit childcare use
MOBILITY / TRANSPORTATION		School Operation Space	Long-term dedication of building space for education use
Enhanced Mid-block Green Connections	Square feet of enhanced mid-block green connections	OTHER APPLICANT PROPOSED AMENITIES	
Public Open Space (outdoor)	Square feet of improved public outdoor park-like space	Flexible Amenity Options	TBD
Public Community Space (indoor)	Square feet of improved public indoor community space	<div><div><div>PROGRAM STRUCTURE OPTIONS</div><div><div>Option 1: Single Tier, No Weighting</div><div><ul style="list-style-type: none">Most flexible; does not give preference to any amenity category</div><div>Option 2: Two Tier, No Weighting</div><div><ul style="list-style-type: none">Sets amenity category that must be satisfied to achieve Tier 1Other amenity categories can be used towards Tier 2 incentive capacity</div><div>Option 3: Single Tier, Policy Weighting</div><div><ul style="list-style-type: none">Establishes greater incentive ratio for certain amenities</div><div>City Council indicated a preference for Option 3 at their June 7 meeting.</div></div></div></div>	
SUSTAINABILITY			
Enhanced Performance Buildings	New buildings that exceed Kirkland High Performance Building Code		
Ecology and Habitat	SF of land, enhanced ecology/habitat		
Innovation Investments	New and innovative sustainability infrastructure in the Station Area		

Draft Design Guidelines

- Review by the Design Review Board will be required for new buildings greater than one (1) story in height or greater than 10,000 square feet of gross floor area.
- **Site Planning** guidelines include:
 - Streetscape
 - Public Spaces (plazas, courtyards, terraces, gardens)
 - Pedestrian Connections & Wayfinding
 - Lighting
 - Screening of Trash & Service Areas
 - Signs
 - Landscaping
- **Building Design** guidelines include:
 - Orientation to Street
 - Massing/Articulation
 - Parking Garages
 - Blank Wall Treatments
 - High-Quality Design
- Draft also includes specific **guidelines by character sub-district**



Other Code Amendments

Miscellaneous Zoning Code Amendments

- Adding Station Area Commercial Mixed Use (CMU) zone to list of zones
- Repealing Rose Hill Business District zones replaced by CMU zones
- Update references throughout KZC to reference new Station Area Design Guidelines

Miscellaneous Municipal Code Amendments

- Update references in KMC to replace Rose Hill Business District Design Guidelines with new Station Area Design Guidelines
- Update Design Guidelines for Pedestrian Oriented Districts to incorporate guidelines for the RH 8 zone (outside of Station Area)

What is not under consideration at this hearing?

The following are outside of Planning Commission's purview, and are not being decided upon as a result of public testimony and deliberation at this hearing:

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

Planning Commission Recommendations

1. What is Planning Commission's recommendation to Council on **Comprehensive Plan subarea chapter** for the full Station Area?
2. What is Planning Commission's recommendation to Council on the **parcel rezones** that replace existing zoning with Station Area Commercial Mixed Use zoning?
3. What is Planning Commission's recommendation to Council on the **Form-based Code for the Commercial Mixed Use district** and miscellaneous Zoning Code amendments?
4. What is Planning Commission's recommendation to Council on the draft **Design Guidelines** and Municipal Code administrative amendments?

Commission Clarifying Questions?

