

Planning Commission Study Session



NE 85th Station Area Plan

City of Kirkland

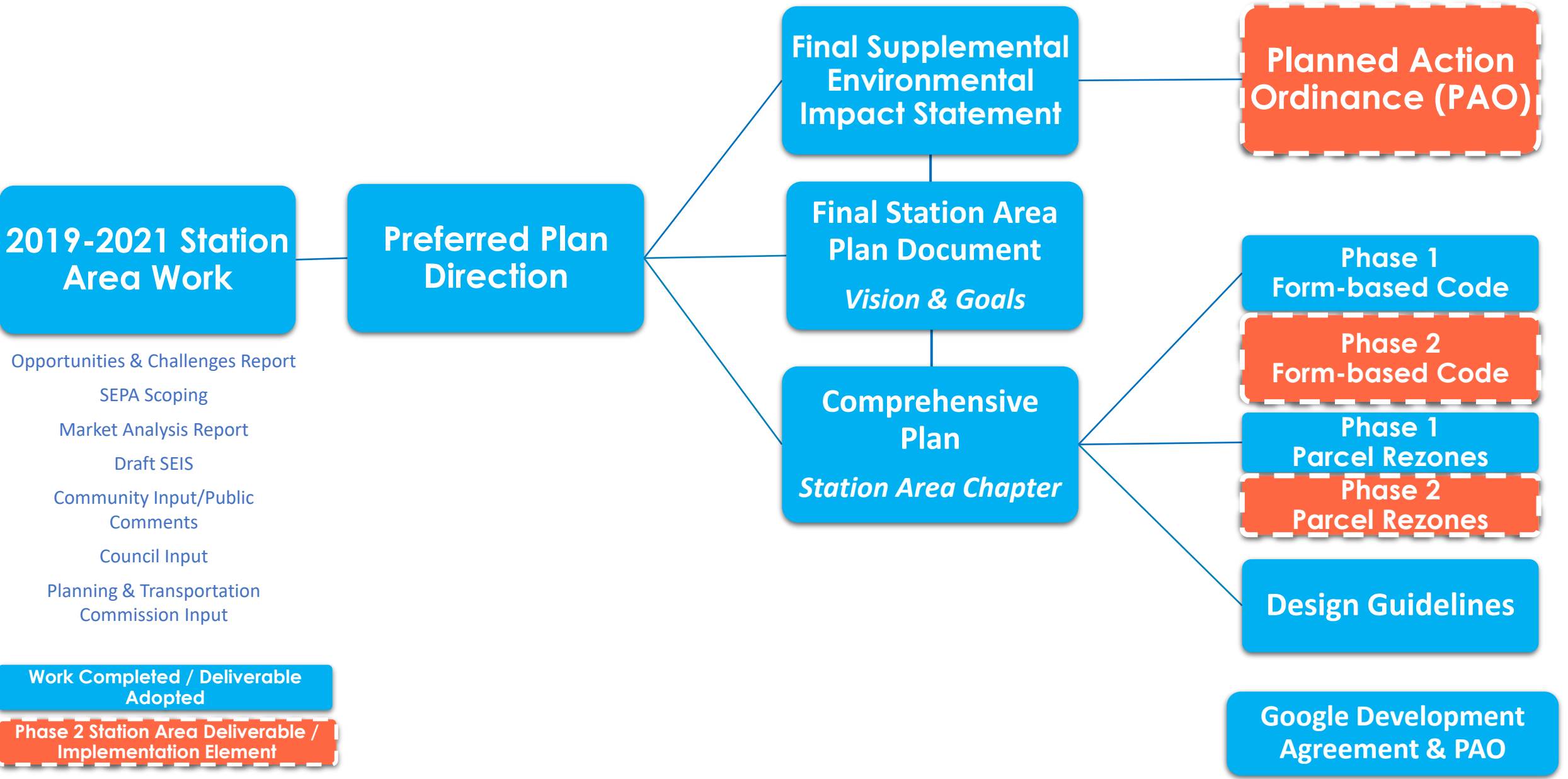
November 10, 2022



Tonight's Agenda

- **Staff Introductions**
- **Regulating District Updates**
 - **Active Street-Level Use in NMU District**
 - **Civic Mixed Use**
 - **Urban Flex Frontage and Streetscape**
- **Parking & Mobility**
 - **Parking Ratios**
 - **120th Corridor**
- **Discussion**
- **District-wide Standards**
 - **Incentive Zoning Program**
 - **Maximum Heights**
 - **Transitions**
- **Discussion**
- **What's Next**

Station Area Deliverables Workflow





Regulating District Updates

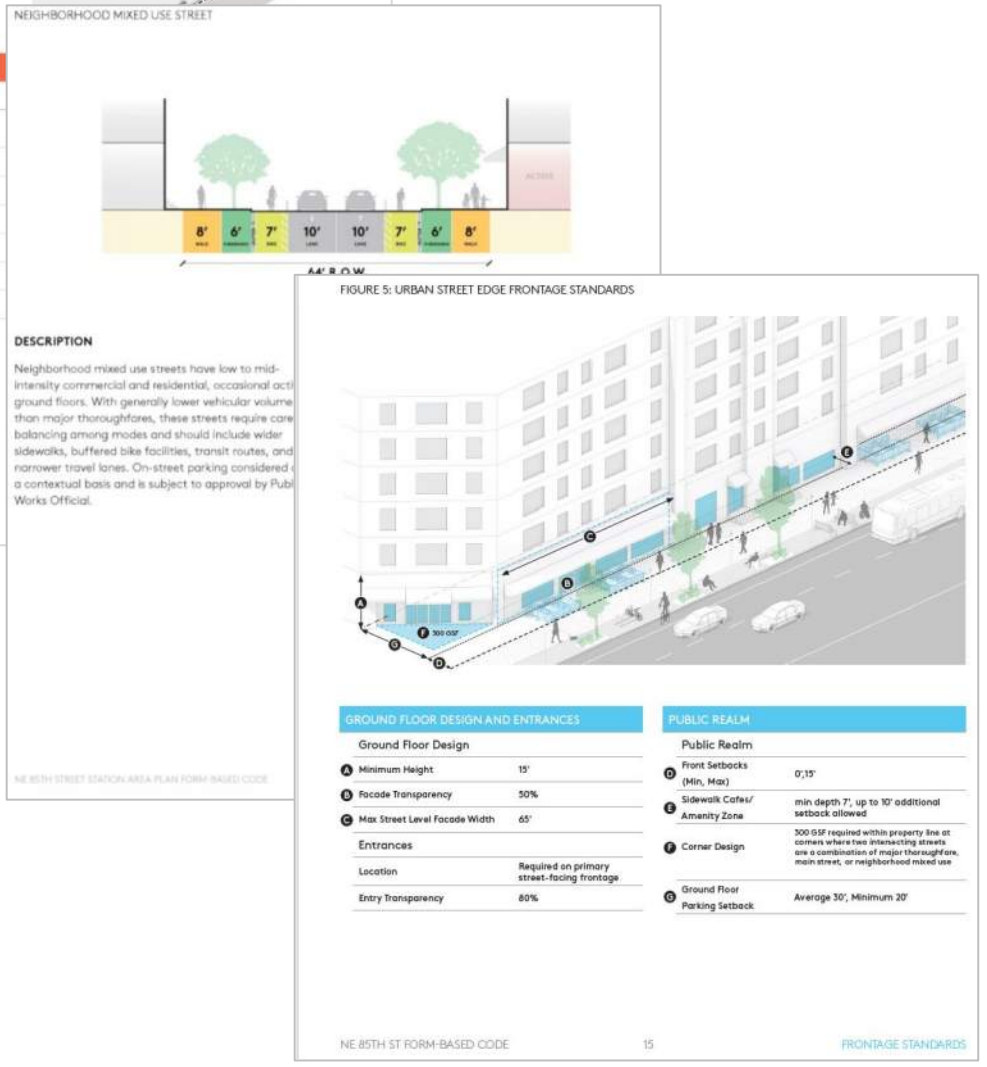
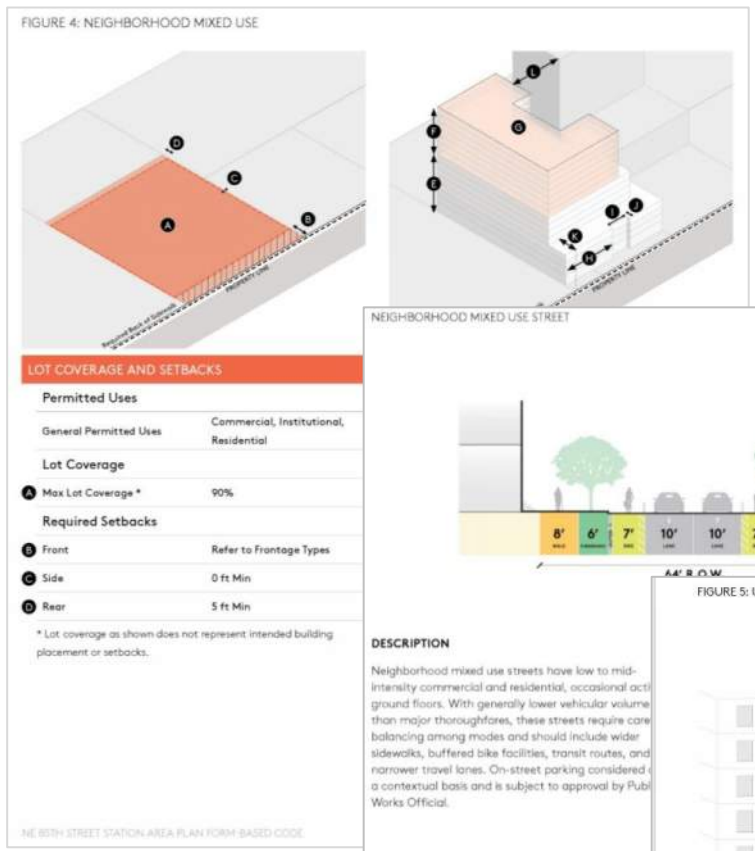
Previous Planning Commission Feedback

- Ensure active street-level uses with low vacancy
- Limit street-level lobby areas
- Edit Draft Active Street-Level Use Requirement to:
 - Clarify what is included as "active" street use
 - Clarify intent of blank walls

Active Street-Level Use Requirements: “At least 80% of the street-level facade should consist of an active use such as storefronts, street-oriented commercial uses, or lobbies and excludes blank walls and non-public areas, including but not limited to, kitchen prep, cooking areas, dishwashing, trash/recycling rooms, equipment rooms, and storage areas.”

What's Different About FBC?

Form-based codes are an approach to zoning that focuses on regulating the physical form and desired outcomes of development, rather than focusing on land uses.



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.

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.

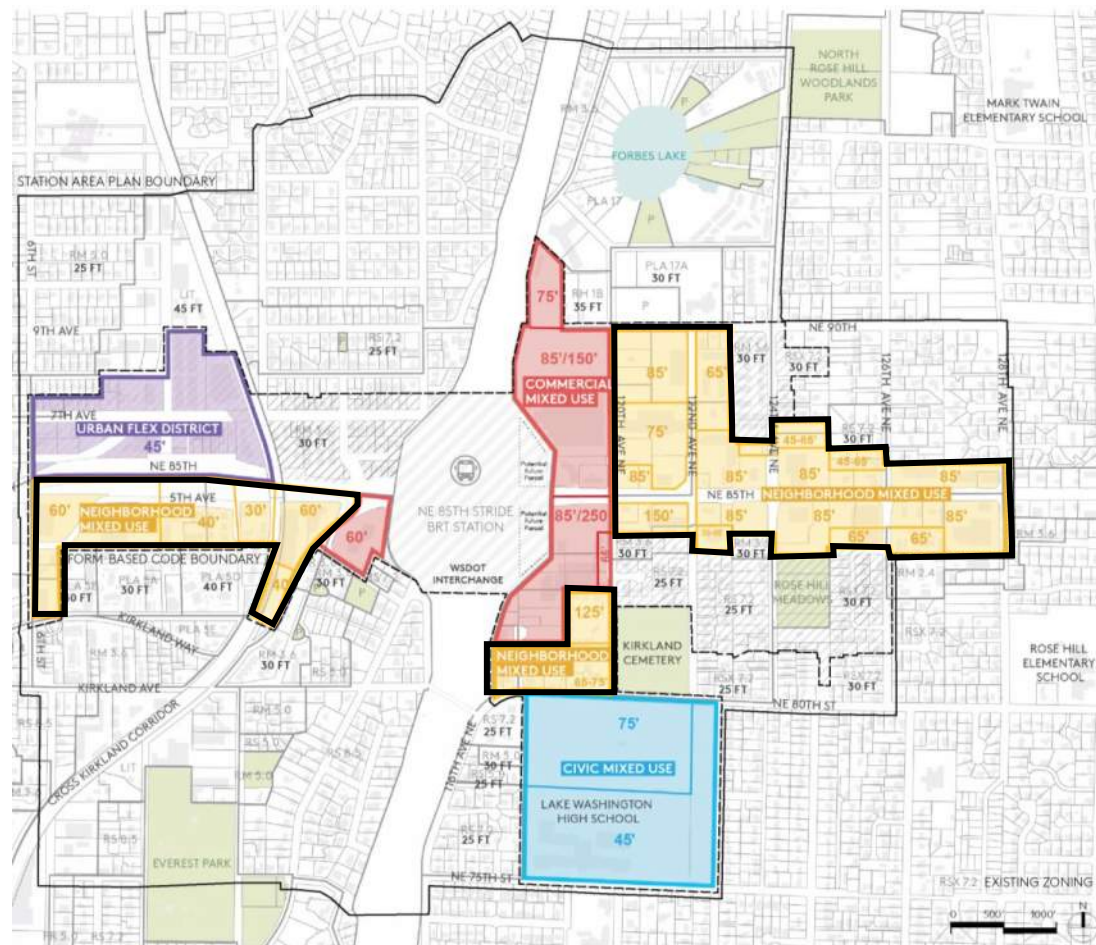
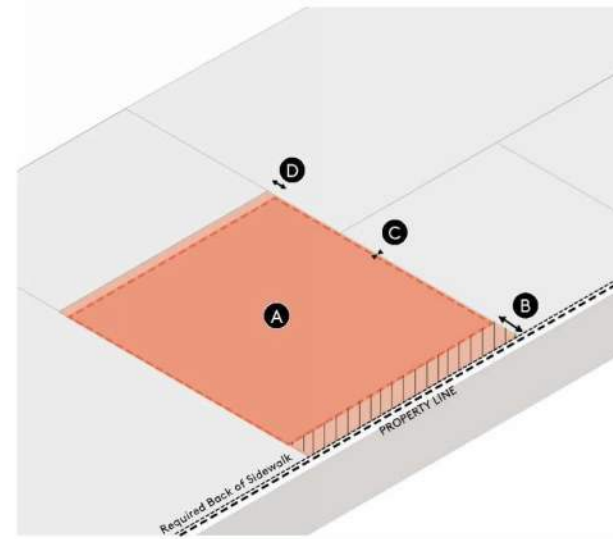


FIGURE 4: NEIGHBORHOOD MIXED USE



LOT COVERAGE AND SETBACKS

Permitted Uses

General Permitted Uses	Commercial, Institutional, Residential
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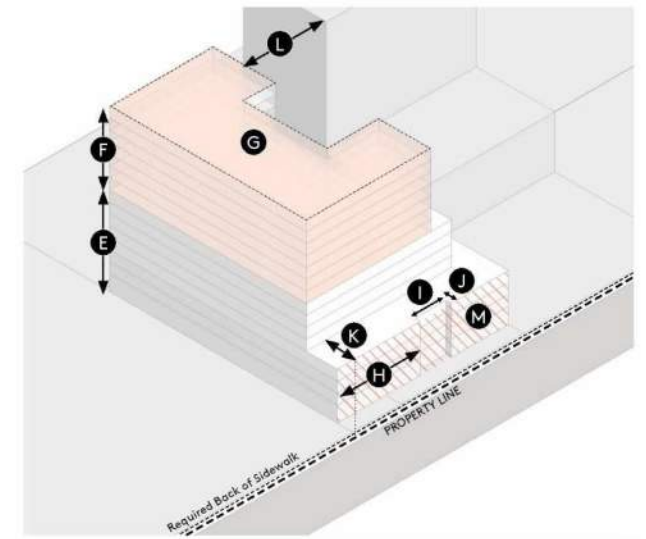
Lot Coverage

A Max Lot Coverage *	90%
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Required Setbacks

B Front	Refer to Frontage Types
C Side	0 ft Min
D Rear	5 ft Min

* Lot coverage as shown does not represent intended building placement or setbacks.



MASSING AND DEVELOPMENT INTENSITY

Maximum Height and Floor Plate

E	Base Maximum Allowed Height	Refer to Regulating Plan
F	Bonus Maximum Allowed Height	Refer to Regulating Plan
G	Maximum Floor Plate (per building)	45 ft-75 ft: 30,000 GSF 75 ft-85 ft: 25,000 GSF Above 85 ft: 15,000 GSF

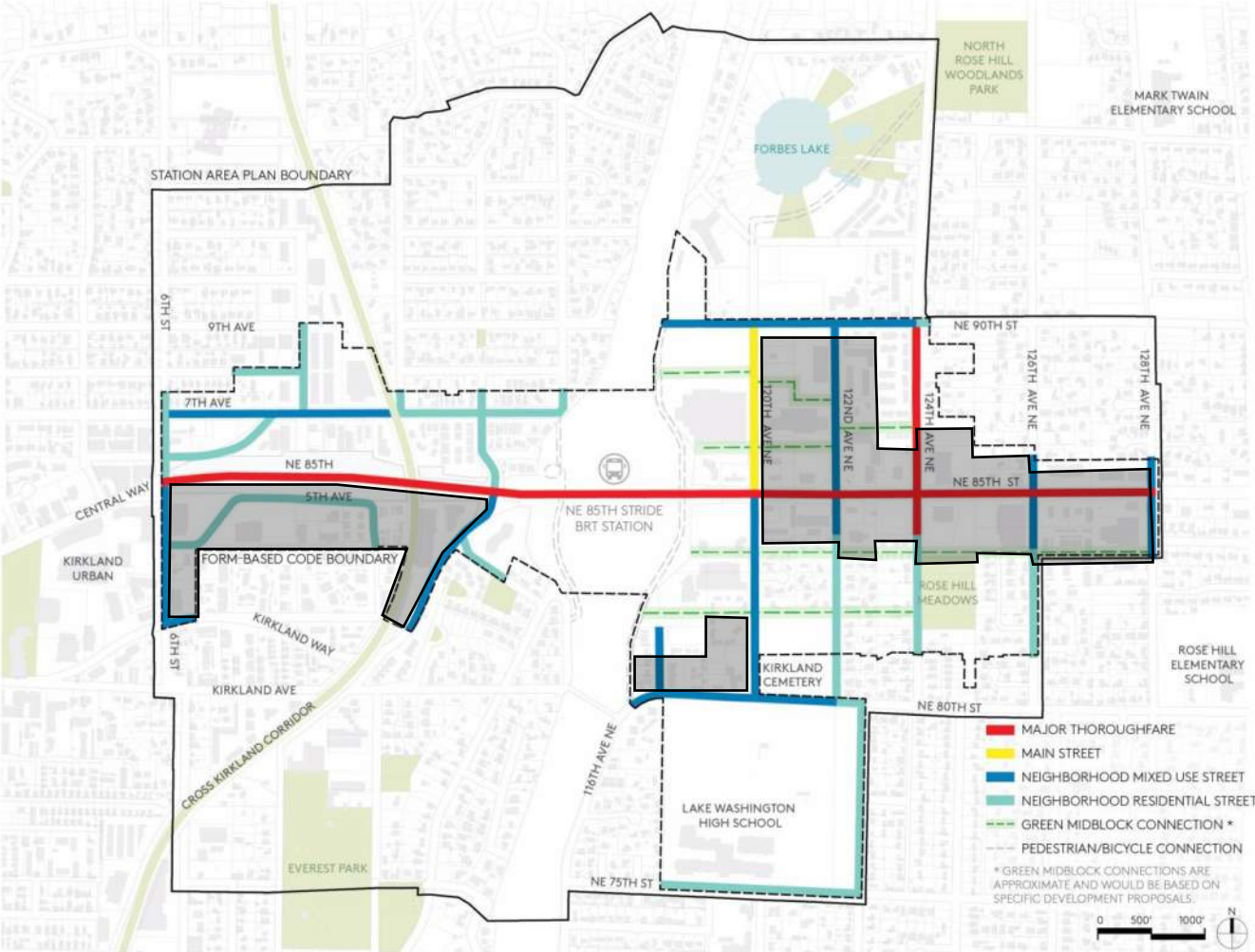
Facade Design

H	Maximum Facade Width	120 ft
I	Minimum Facade Break Width	10 ft
J	Minimum Facade Break Depth	5 ft

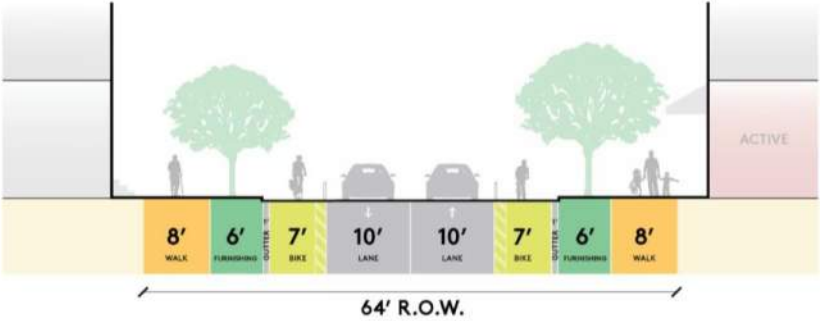
Upper Story Massing

K Upper Story Street Setbacks	At 75 ft: 15 ft setback At 100 ft: 30 ft setback
L Tower Separation	60 ft
M Vertical Articulation	Required at 45 ft Refer to Design Guidelines for recommended articulation strategies.

Street Types in Neighborhood Mixed Use Districts



NEIGHBORHOOD MIXED USE STREET



DESCRIPTION

Neighborhood mixed use streets have low to mid-intensity commercial and residential, occasional active ground floors. With generally lower vehicular volume than major thoroughfares, these streets require careful balancing among modes and should include wider sidewalks, buffered bike facilities, transit routes, and narrower travel lanes. On-street parking considered on a contextual basis and is subject to approval by Public Works Official.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Permitted	Permitted	Permitted

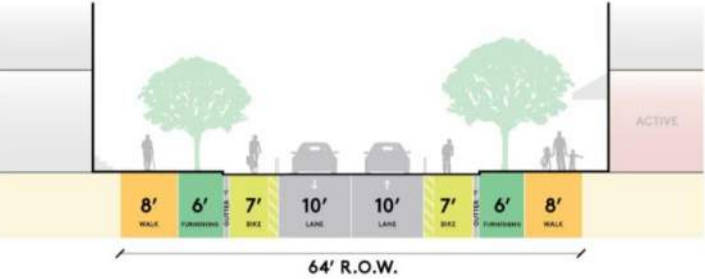
ADJACENT LAND USES

Low to mid-intensity commercial, residential, and occasional active ground-level uses, civic and urban flex uses

Street Types in Neighborhood Mixed Use Districts

Encourage active street level uses by changing allowed frontage types to only allow **Retail & Active Use** and **Plaza & Public Space** types on Neighborhood Mixed Use Streets.

NEIGHBORHOOD MIXED USE STREET



DESCRIPTION

Neighborhood mixed use streets have low to mid-intensity commercial and residential, occasional active ground floors. With generally lower vehicular volume than major thoroughfares, these streets require careful balancing among modes and should include wider sidewalks, buffered bike facilities, transit routes, and narrower travel lanes. On-street parking considered on a contextual basis and is subject to approval by Public Works Official.

PERMITTED FRONTAGE TYPES

URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
	Permitted		Permitted	

ADJACENT LAND USES

Low to mid-intensity commercial, residential, and occasional active ground-level uses, civic and urban flex uses

Retail & Active Use Frontage Type



Plaza & Public Space Frontage Type



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.

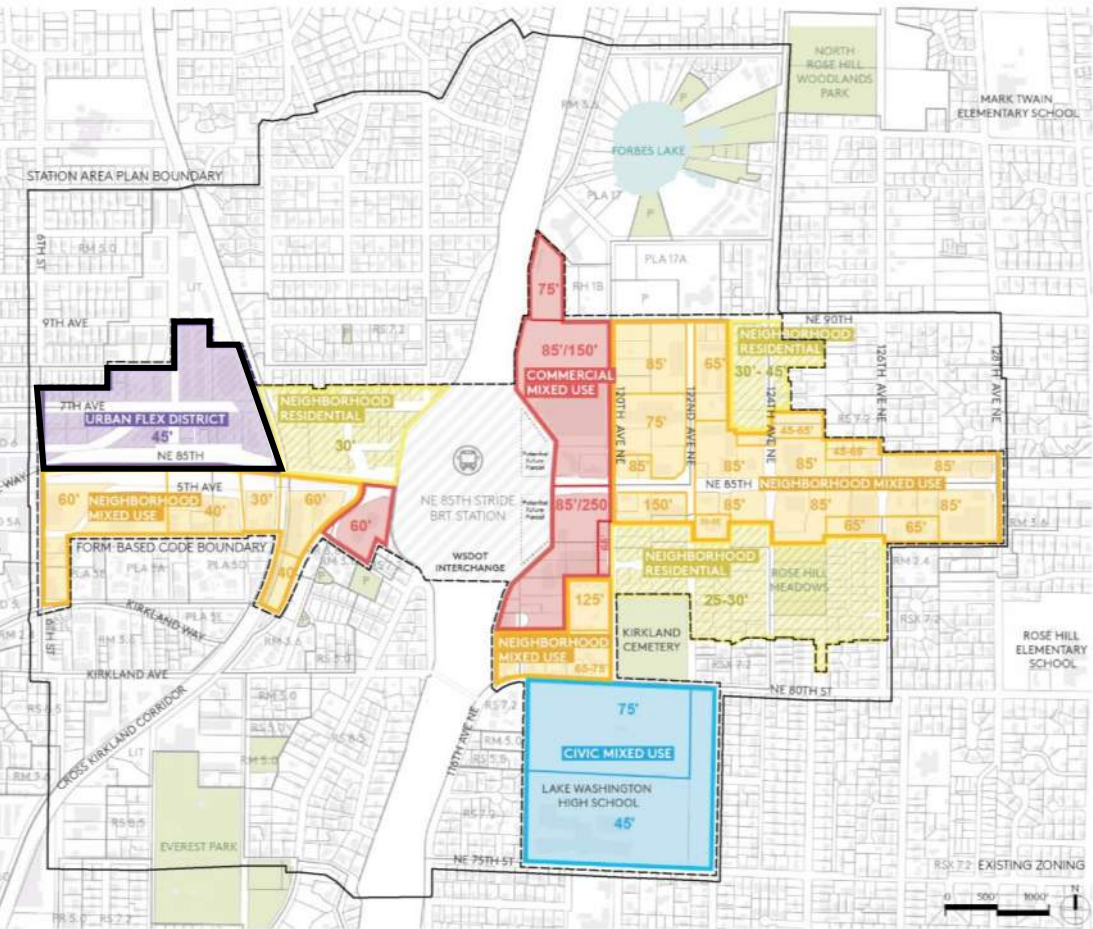
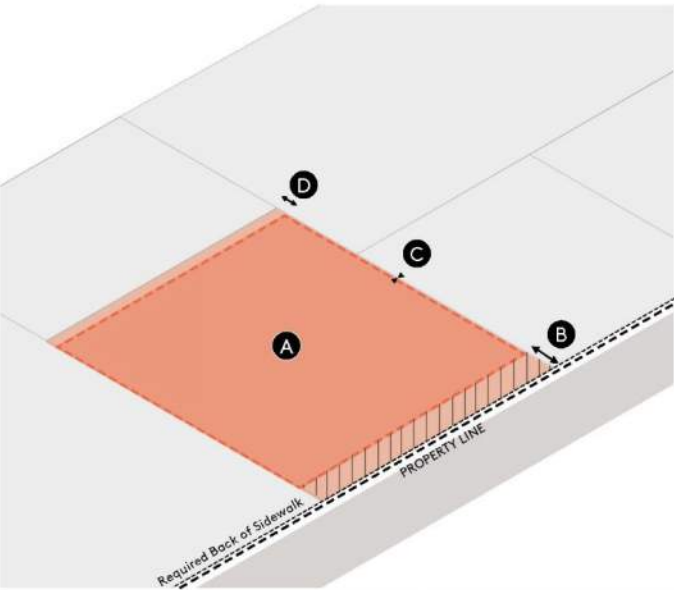


FIGURE 5: URBAN FLEX DISTRICT



LOT COVERAGE AND SETBACKS

Permitted Uses

General Permitted Uses	Light Industrial, Commercial, Institutional, Residential
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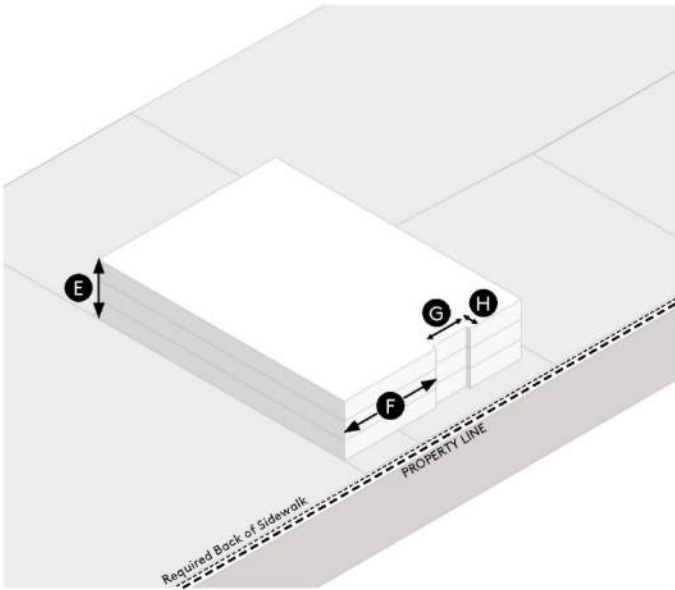
Lot Coverage

A Max Lot Coverage *	90%
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Required Setbacks

B Front	Refer to Frontage Types
C Side	0 ft Min
D Rear	5 ft Min

* Lot coverage as shown does not represent intended building placement or setbacks.



MASSING AND DEVELOPMENT INTENSITY

Maximum Height and Floor Plate

E Base Maximum Allowed Height	Refer to Regulating Plan
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Facade Design

F Maximum Facade Width	160 ft
G Minimum Facade Break Width	15 ft
H Minimum Facade Break Depth	5 ft

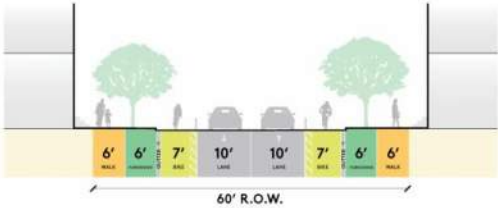
NEIGHBORHOOD MIXED USE STREET



Description
Neighborhood mixed use streets have low to mid-intensity commercial and residential, with occasional active ground floors. With generally lower vehicular volume than major thoroughfares, these streets require careful balancing among modes and should include wider sidewalks, buffered bike facilities, and narrower travel lanes.

Permitted Frontage Types				
URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Permitted	Permitted	Permitted	Permitted	Permitted
Functional Classes				
Neighborhood Access				
Adjacent Land Uses				
Low to mid-intensity commercial, residential, and occasional active ground-level uses, civic and urban flex uses				

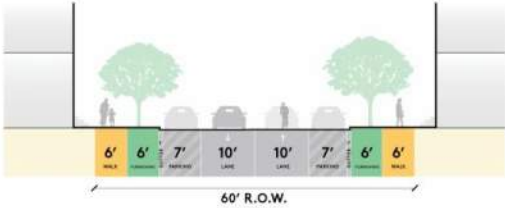
NEIGHBORHOOD RESIDENTIAL STREET TYPE 1



DESCRIPTION
Neighborhood residential streets are low vehicular traffic volume streets that have primarily residential frontages and dedicated bicycle facilities.

PERMITTED FRONTAGE TYPES *				
URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Not Permitted	Not Permitted	Permitted	Permitted	Permitted
ADJACENT LAND USES				
Predominantly low to medium intensity residential uses				
* Permitted frontage types within the Urban Flex Regulating District include Urban Street Edge, Retail & Active Uses, and Plaza/Public Space. Residential Stoop/Porch and Private Yard frontage types are prohibited.				

NEIGHBORHOOD RESIDENTIAL STREET TYPE 2



DESCRIPTION
Residential-focused streets with low vehicular traffic volumes, which can accommodate shared bike facilities.

PERMITTED FRONTAGE TYPES *				
URBAN STREET EDGE	RETAIL & ACTIVE USES	RESIDENTIAL STOOP/PORCH	PLAZA/ PUBLIC SPACE	PRIVATE YARD
Not Permitted	Not Permitted	Permitted	Permitted	Permitted
ADJACENT LAND USES				
Predominantly low to medium intensity residential uses				
* Permitted frontage types within the Urban Flex Regulating District include Urban Street Edge, Retail & Active Uses, and Plaza/Public Space. Residential Stoop/Porch and Private Yard frontage types are prohibited.				

Example Transportation Project Using Street Types

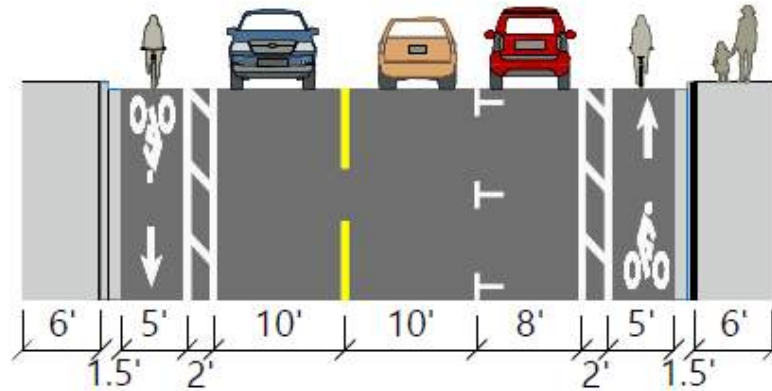
Uphill parking protected bike lane and downhill buffered bike lane from 6th St to the CKC

- Considers existing ROW

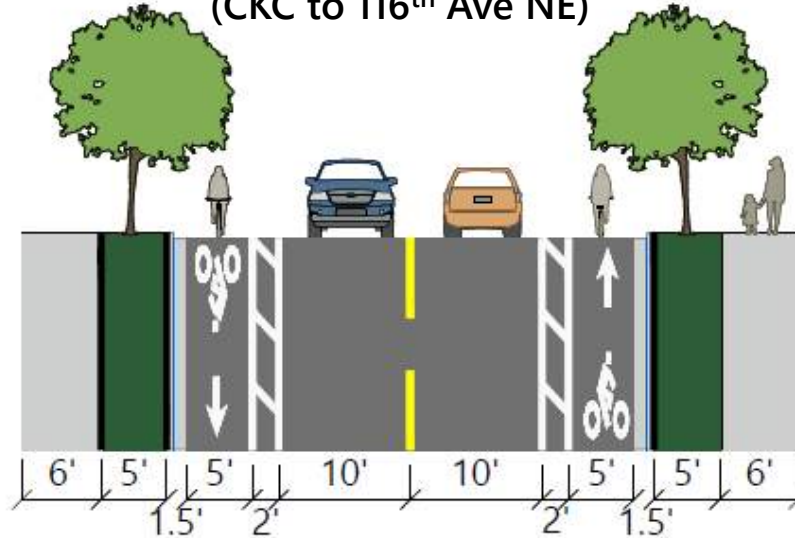
Buffered bike lanes from the CKC to 116th Ave NE

- Considers existing ROW
- Considers driveway access

7th Ave - NE 87th St
(6th St to CKC)



7th Ave - NE 87th St
(CKC to 116th Ave NE)

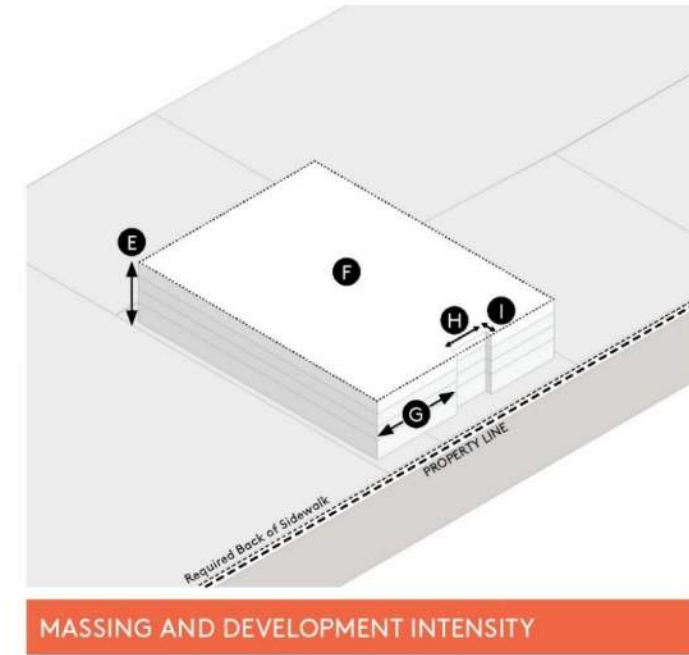
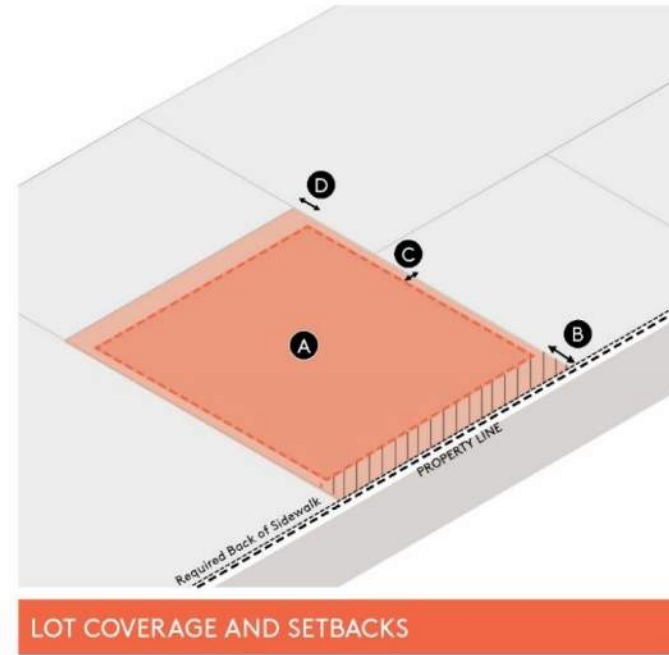




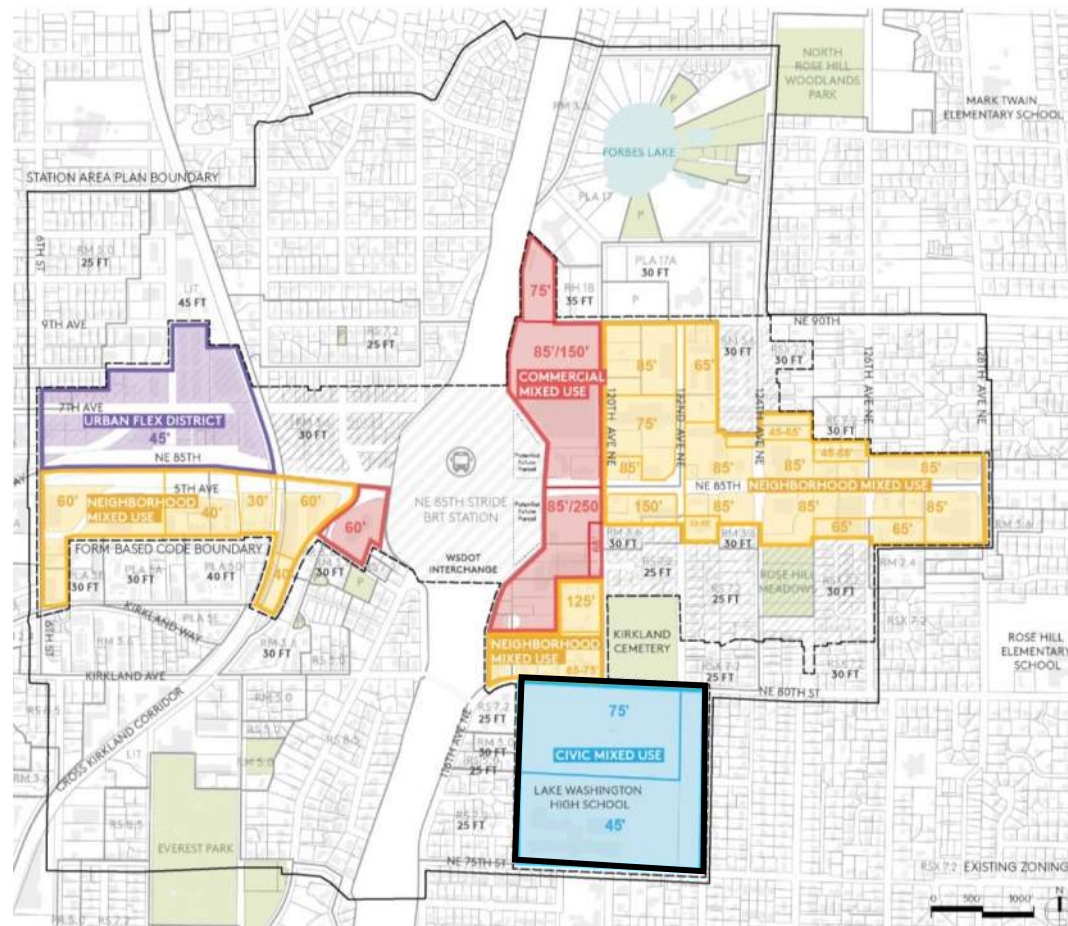
Civic Mixed Use District

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

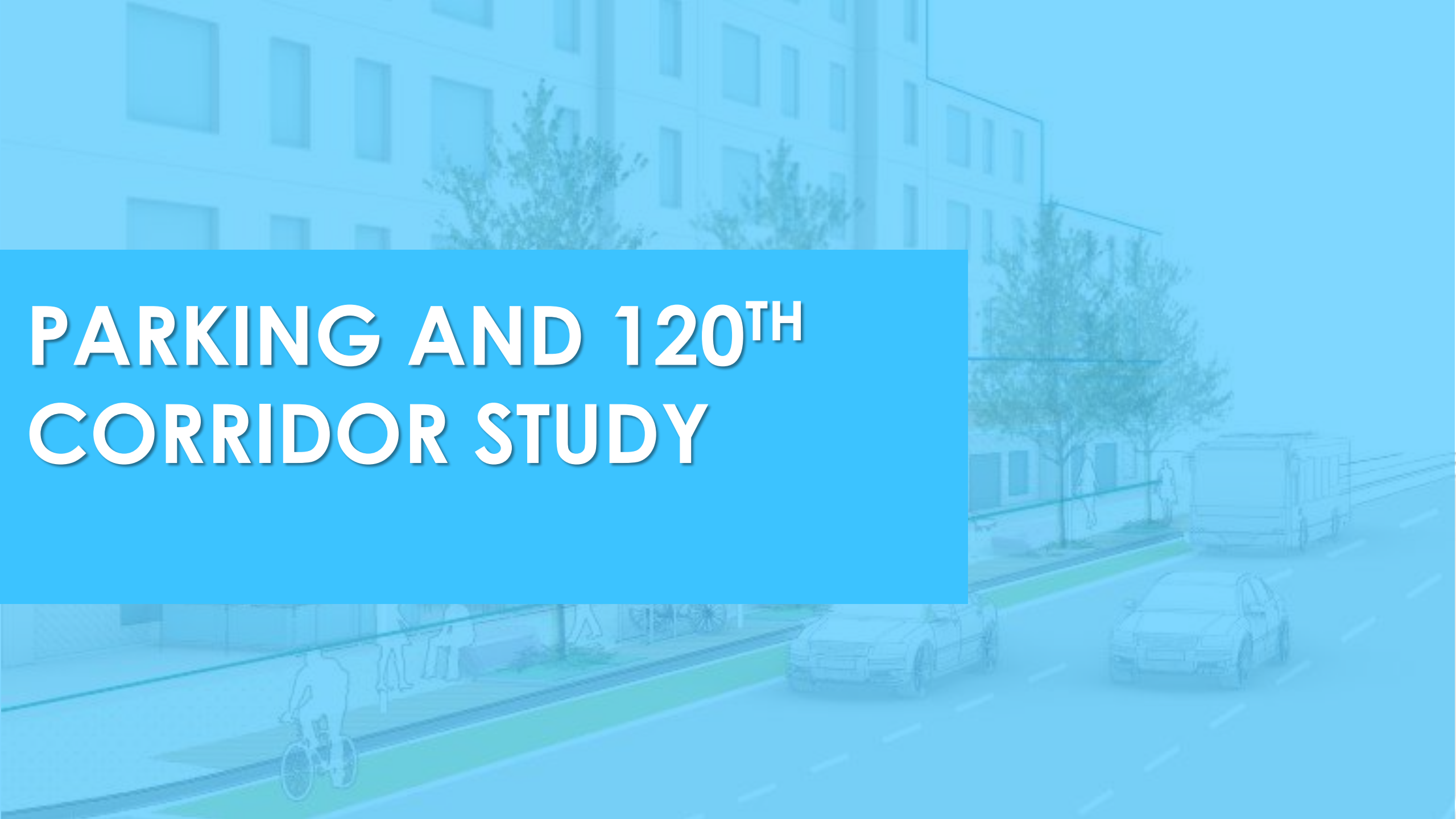


- **Limited max height** to fit neighborhood context
- **Large floor area** to support educational/civic use
- **Upper story setbacks** to create human-scaled neighborhood development



Engagement with Lake Washington School District

- Staff has engaged with LWSD through the environmental review and code development phases
- Staff reviewed the draft Phase 2 FBC with LWSD at a meeting on October 12, 2022
- LWSD submitted a letter to the Commission in support of the draft Phase 2 FBC as it applies to the Lake Washington High School site
- LWSD has not requested additional height, lot coverage, setback, or floorplate flexibility and states the code appears to have "ample room to create innovative solutions"
- Significant increases to proposed density on the site would likely require additional environmental review



PARKING AND 120TH CORRIDOR STUDY

Previous Planning Commission Feedback

- On-site parking requirements should be lowered and considerate of:
 - On-street parking
 - Ride-share pick up/drop off
 - ADA parking

Parking Ratios & Policies

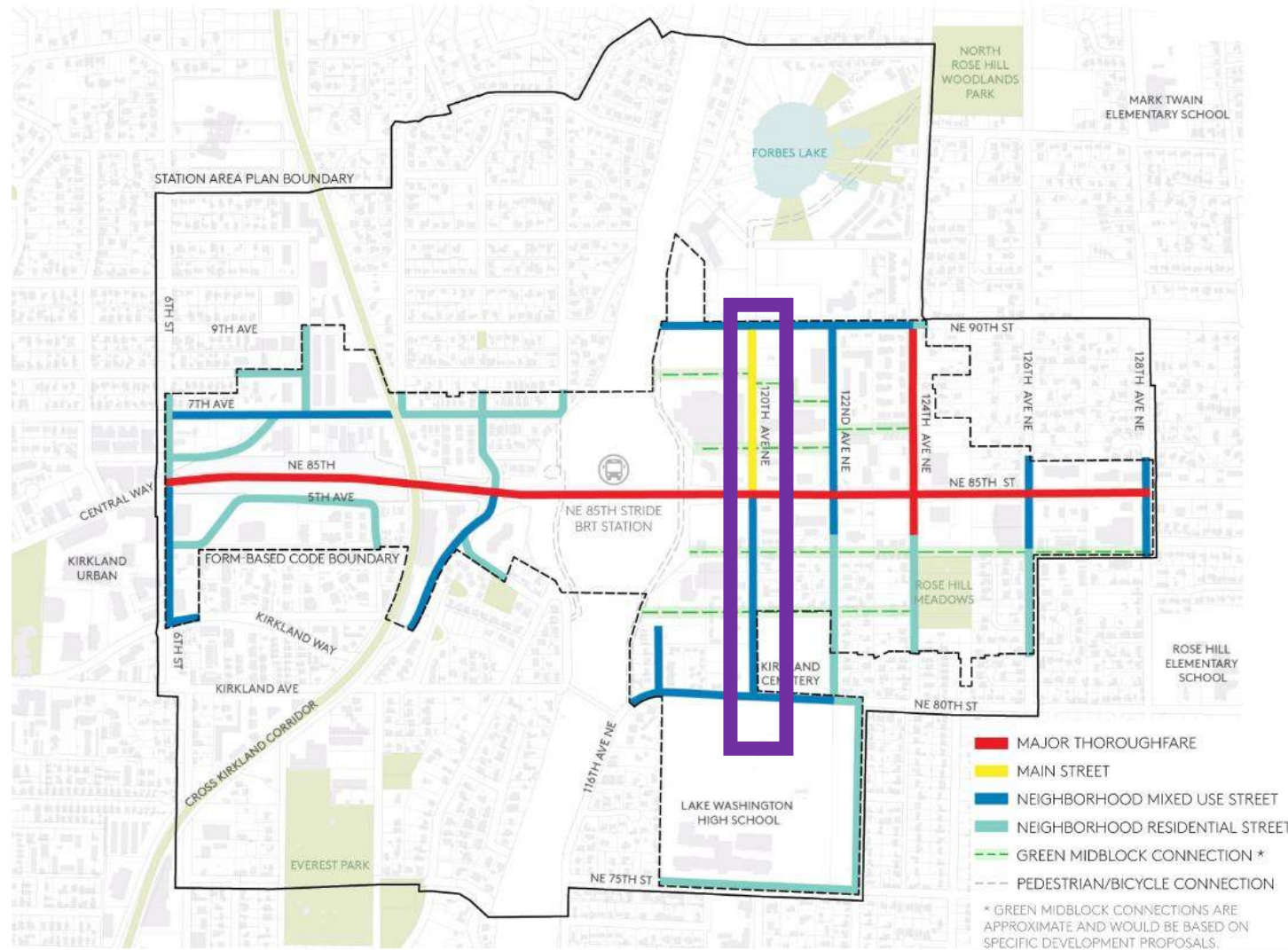
- Parking ratios are recommended by the City's Transportation Planners and Engineers
- Based on significant background research:
 - Contemporary parking demand
 - Parking ratios in neighboring cities
 - Relevant parking modifications in Kirkland
- Draft code includes:
 - Provision for reducing parking 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

120th Ave NE Corridor Study Update



SAP Context: Street Types Map

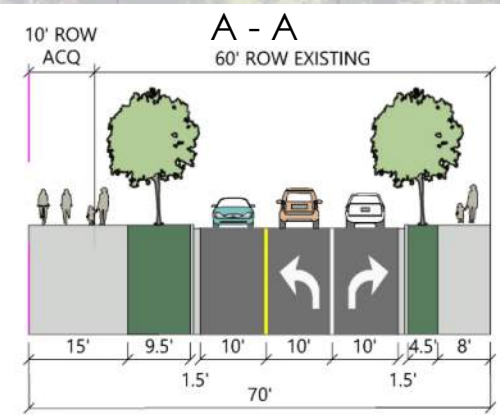
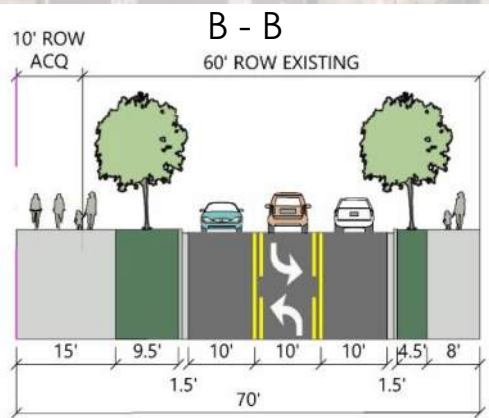
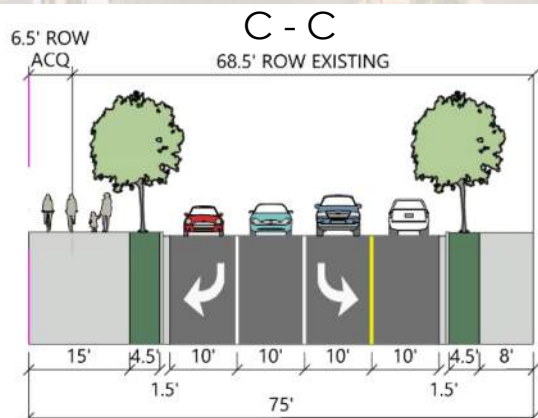




KIRKLAND
120TH AVE NE

SAP Baseline

(Street Standard adopted in Phase 1)

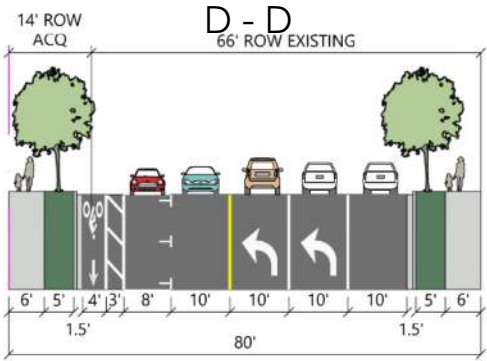
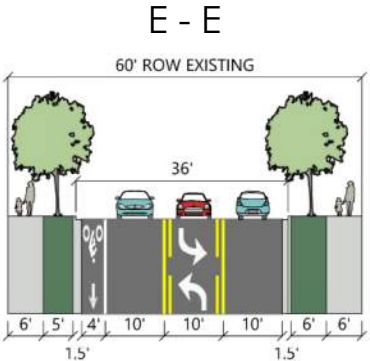
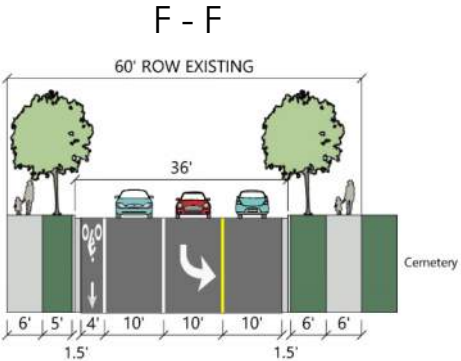




KIRKLAND
120TH AVE NE

SAP Baseline

(Street Standard adopted in Phase 1)

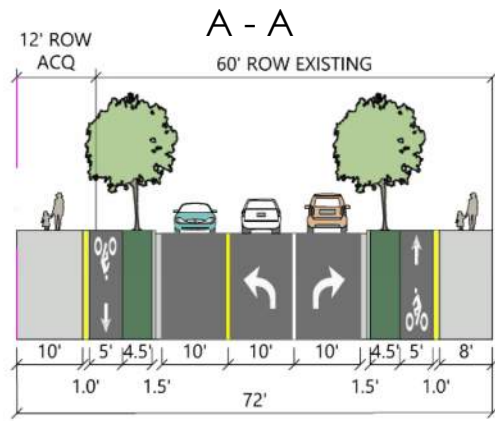
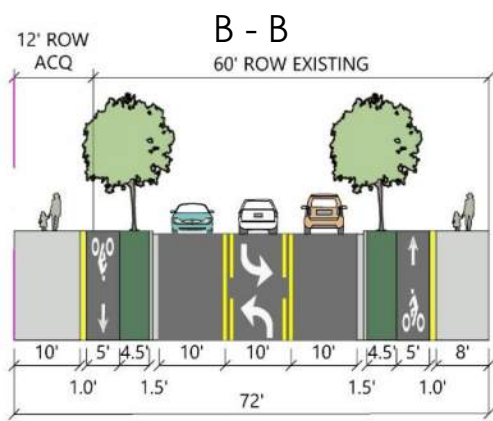
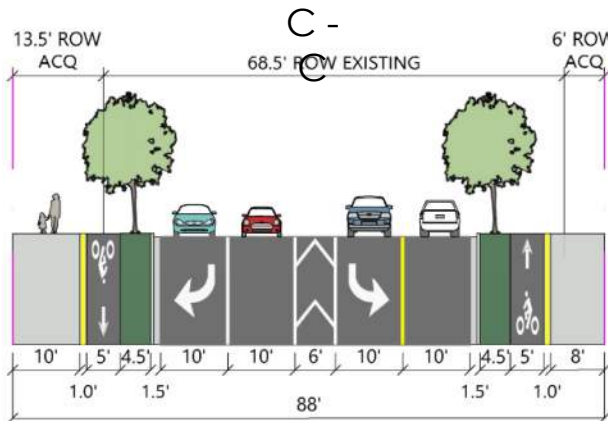
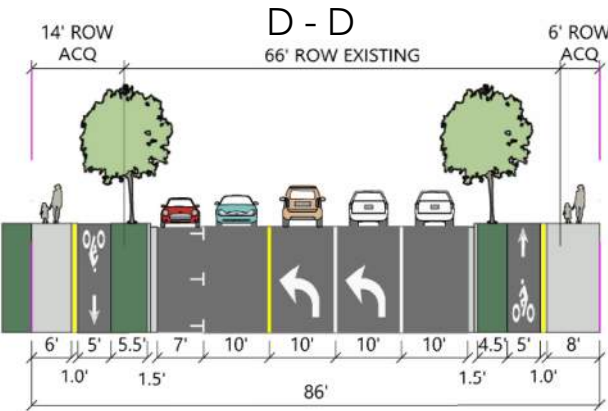




KIRKLAND
120TH AVE NE

Alternative Design

(preferred by Transportation Commission)

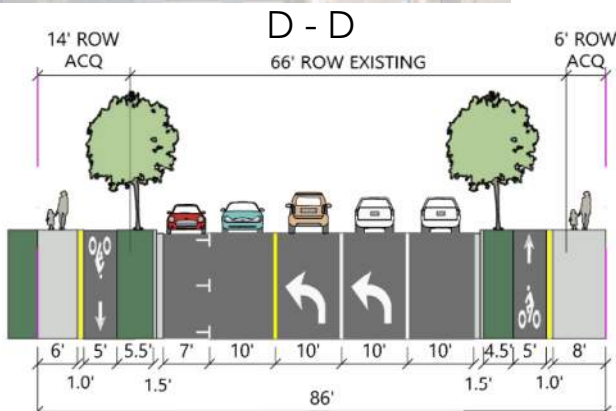
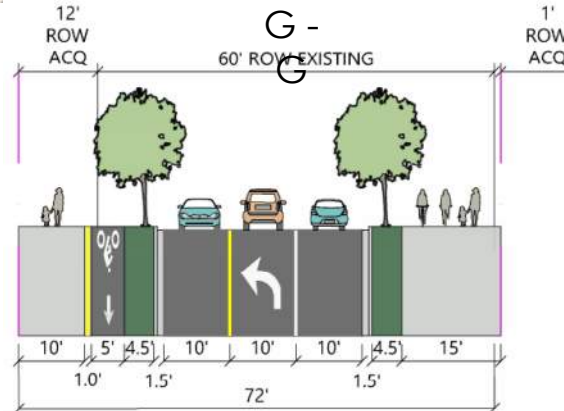
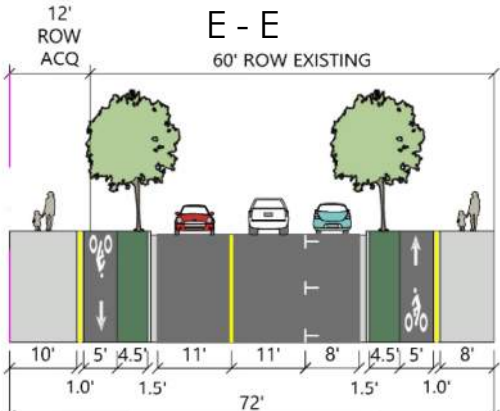
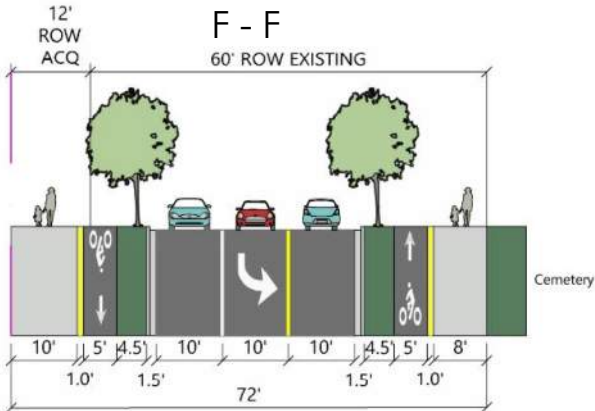




KIRKLAND
120TH AVE NE

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

Planning Commission Discussion

- Comments on the proposed parking ratios? What ratios should be in the draft FBC for the public hearing (could include no parking minimum)
- Does Planning Commission prefer the BASE or ALTERNATIVE street standard for 120th Ave NE?

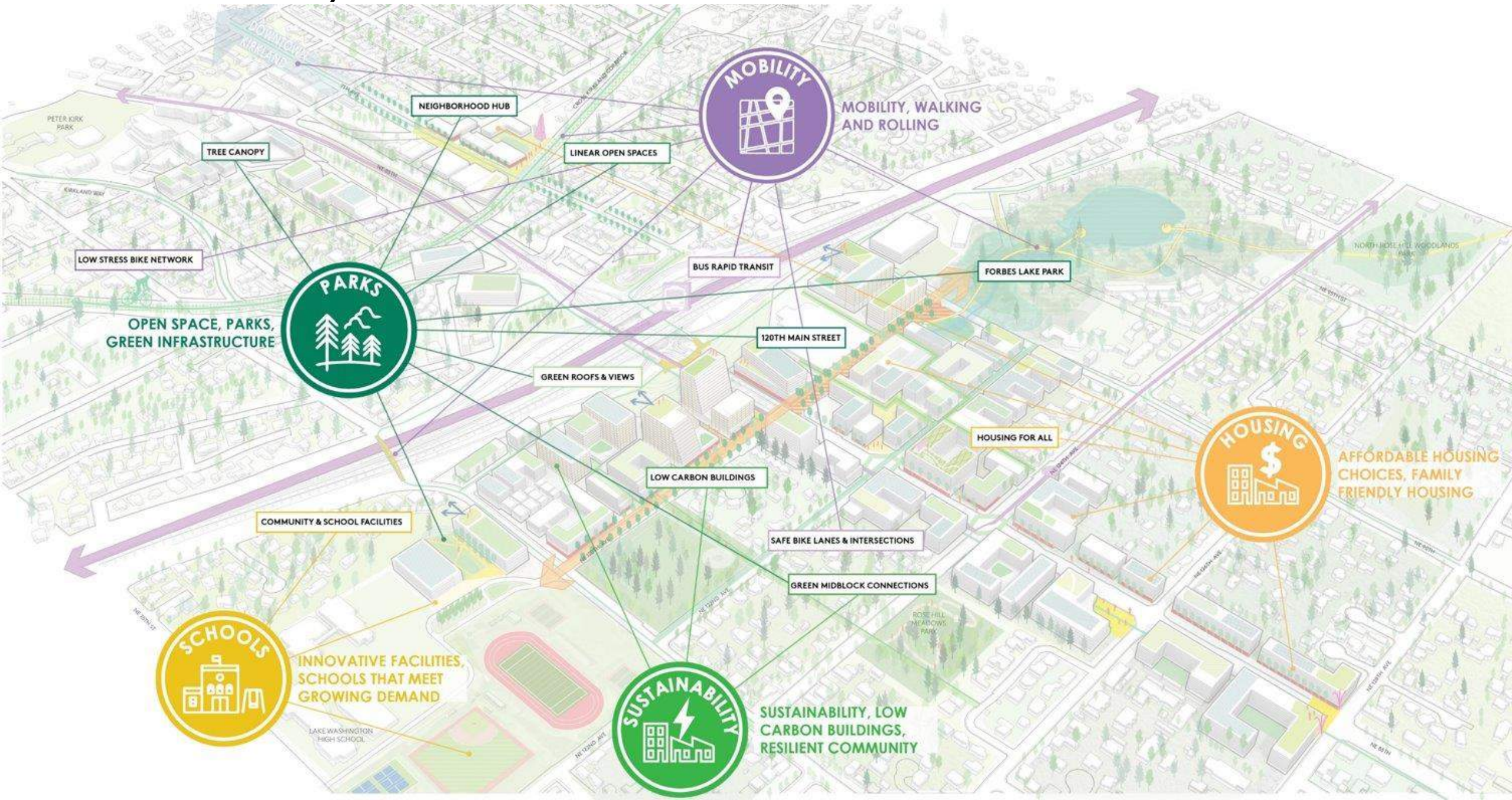


DISTRICTWIDE STANDARDS

Previous Planning Commission Feedback

- Incentive Zoning
 - How incentives for affordable housing affect building height?
 - Could IZ incentives total provide affordable housing over 3+ bedroom units?
 - Could IZ incentivize grocery stores?
- Base/Maximum Building Heights
 - Concern about height allowances between FBC districts
 - Concern about height allowances between FBC districts and neighborhoods outside the FBC boundary
 - Consider adjusting the Petco site's maximum building height to be 85 ft.
 - Change NR District to NMU District to help stagger height between districts
- Transitions
 - Not enough transition between zones. Incompatible with neighboring zones.
 - Fix points in standards don't account for grade changes across property lines
 - Consider more aggressive transition standards where height difference is large

NE 85th SAP Community Benefits Vision



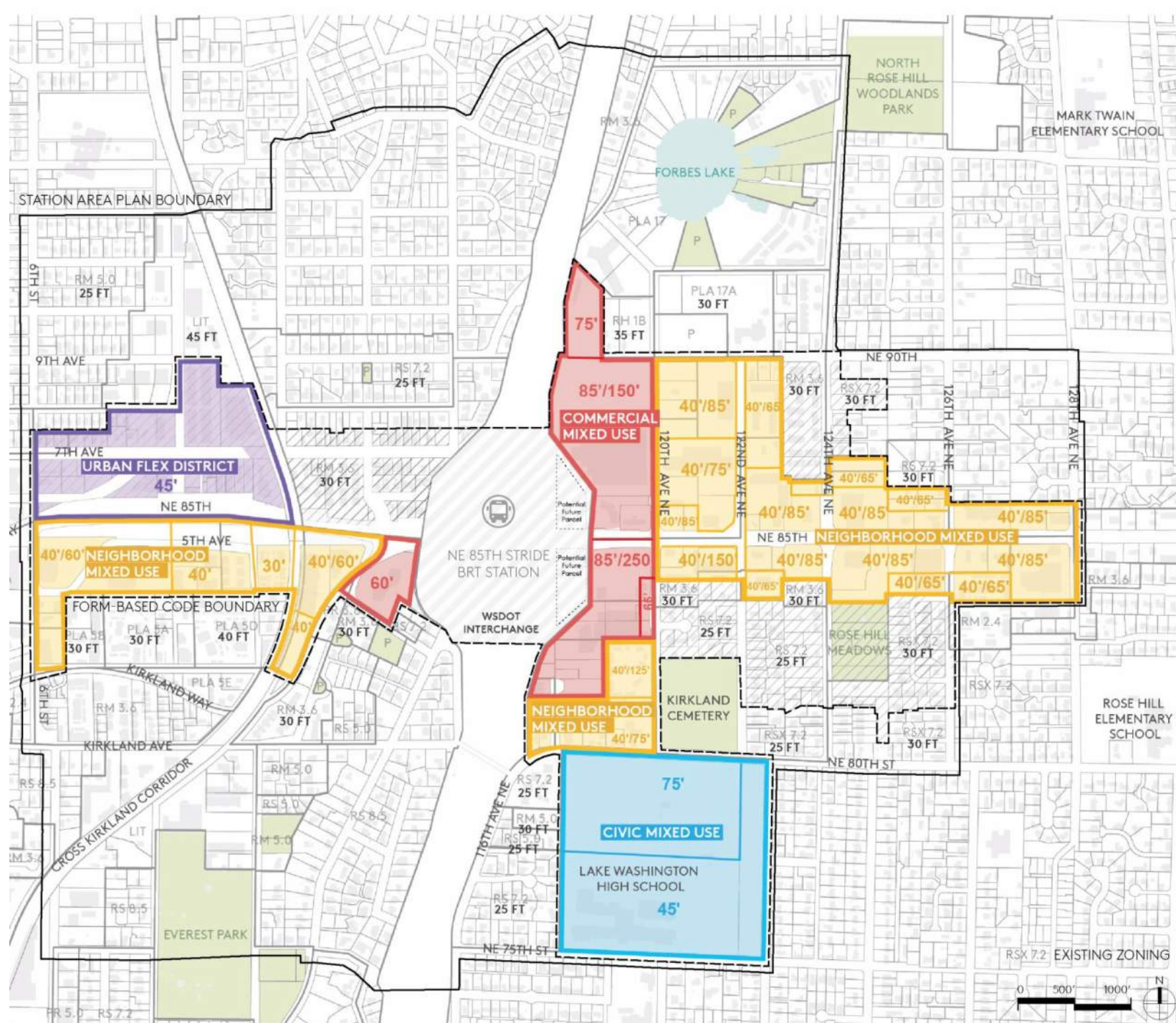
Incentive Amenities Adopted in Phase 1

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/habitat
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

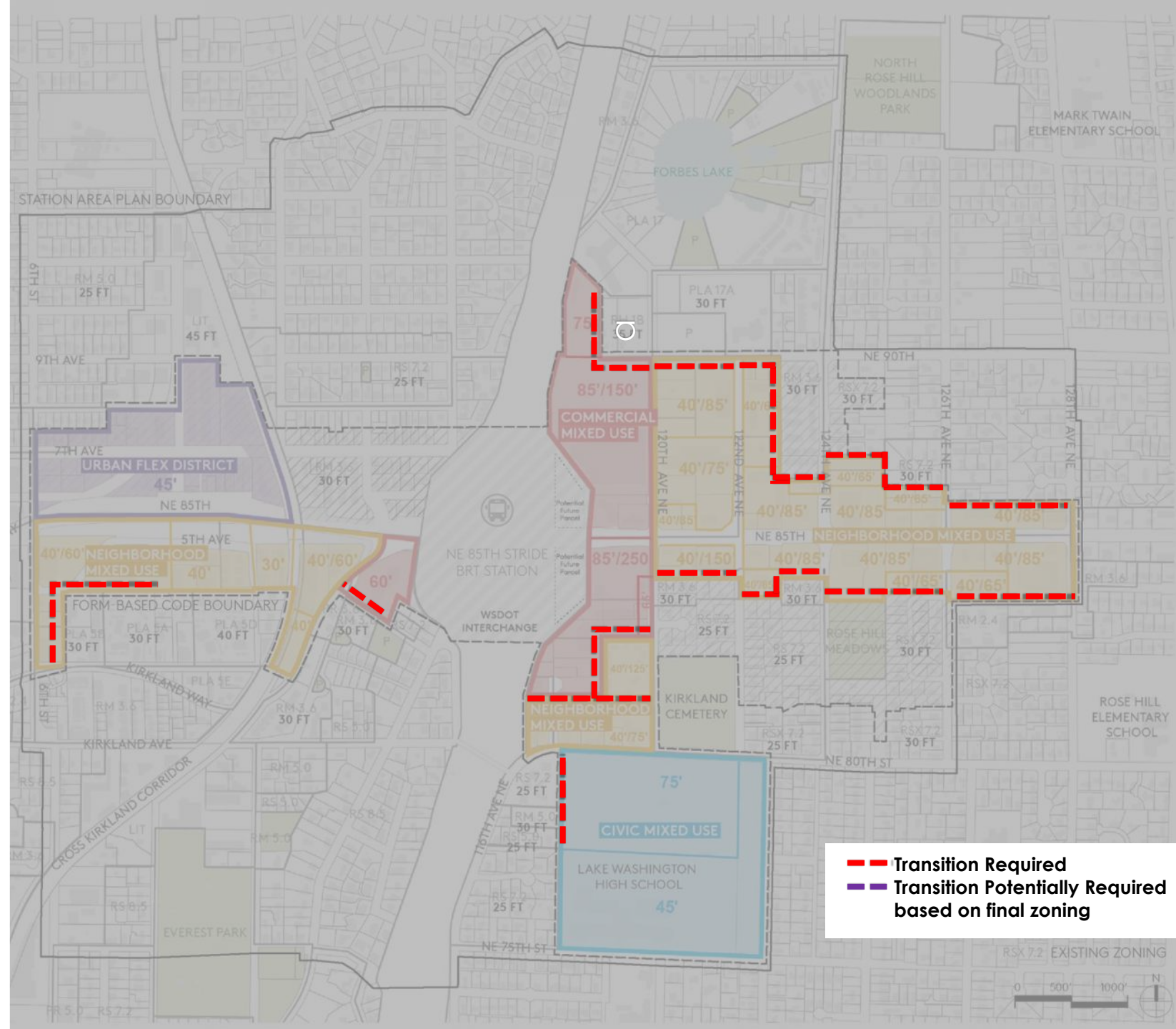
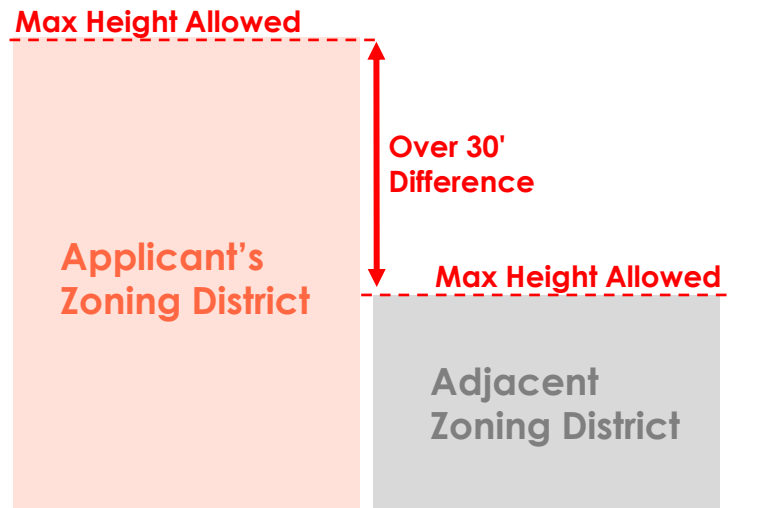
List of Eligible Amenities	Amenity Provided	Policy Weighted Bonus Ratio		
		Priority Rank	Priority Weight	Bonus Ratio (priority)
AFFORDABLE HOUSING				
On-site performance: quantity of units	SF or units	1	1.50	TBD
On-site performance: unit size	# of 3+ Bd units	1	1.50	TBD
On-site performance: level of affordability	SF or units	1	1.50	TBD

Base and Bonus Maximum Allowed Heights



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.



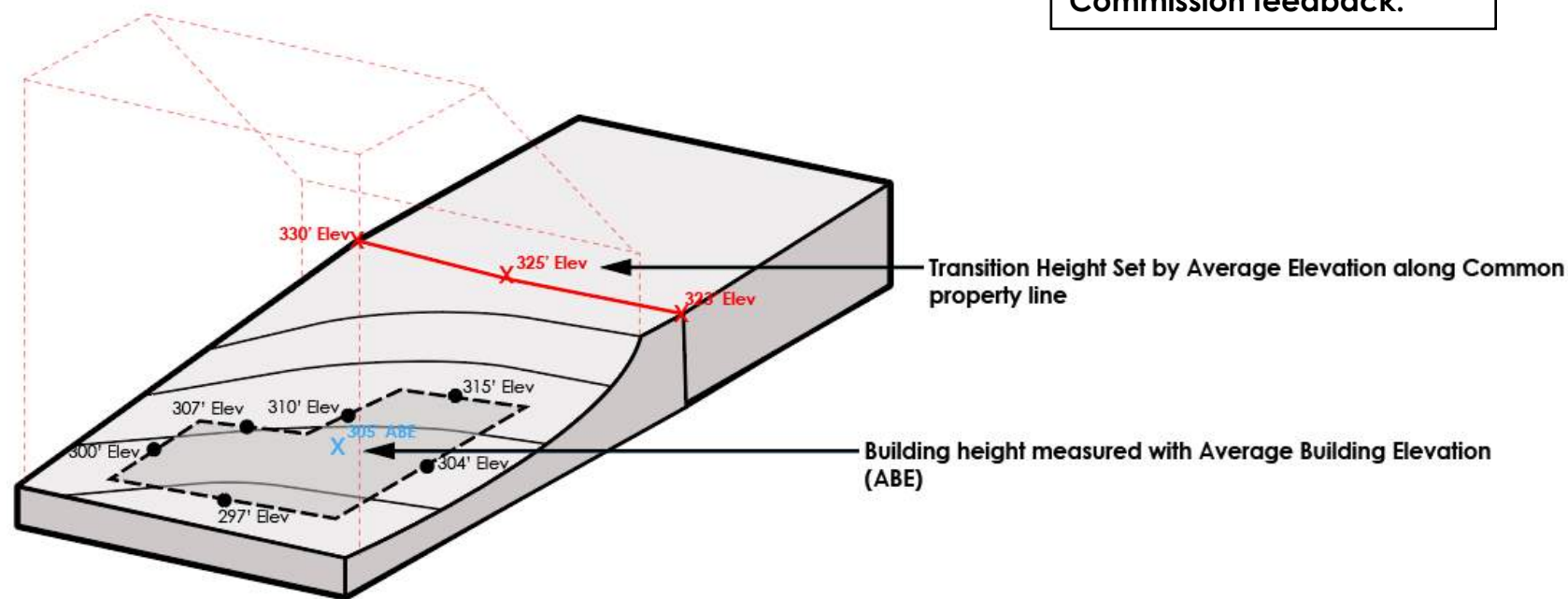
Transitions Examples



Additional Property Line Elevation Measurement

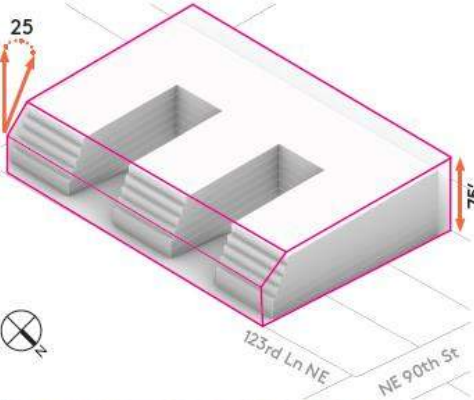
Heights for setting the transition plane are set based on the **average** elevation of the **common property line**. Building heights are measured based on **Average Building Elevation (ABE)**, the current formula used by City of Kirkland to calculate allowed building height.

This methodology has been adjusted in response to Commission feedback.

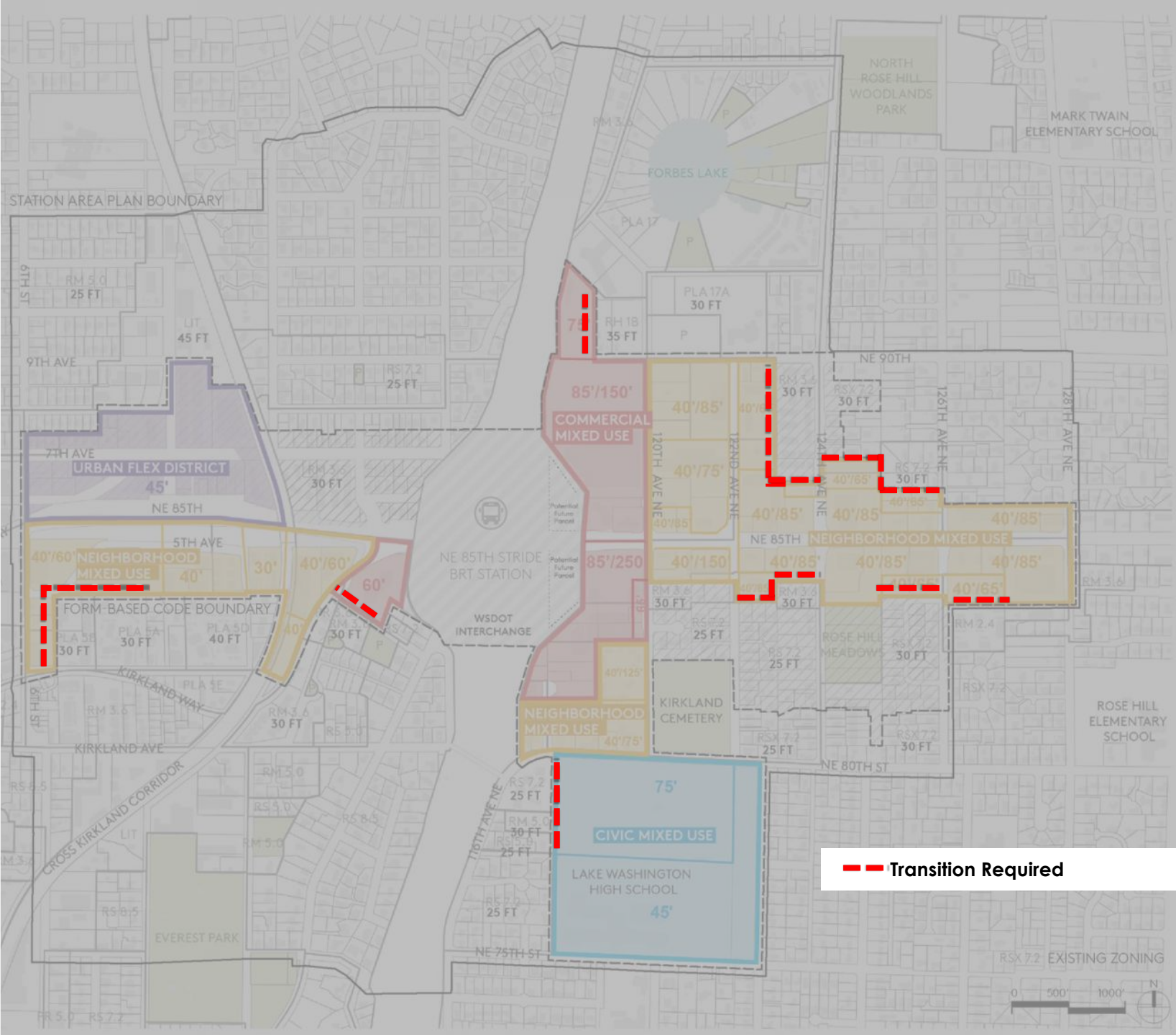


Existing Standard (Transition Type A): 25 degree angle where zoned maximum height is less than 50' greater

Code-Compliant Building
Massing with 25 degree
Transition Angle

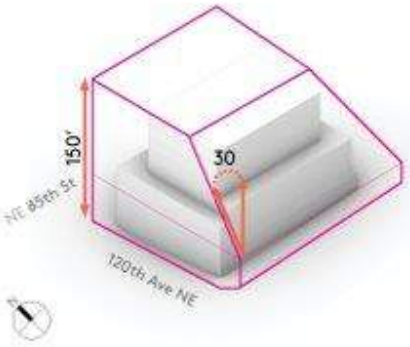


Existing Standard (Transition Type A): **25 degree** angle where zoned maximum height is **less than 50'** greater than the adjacent parcel's zoned maximum height.

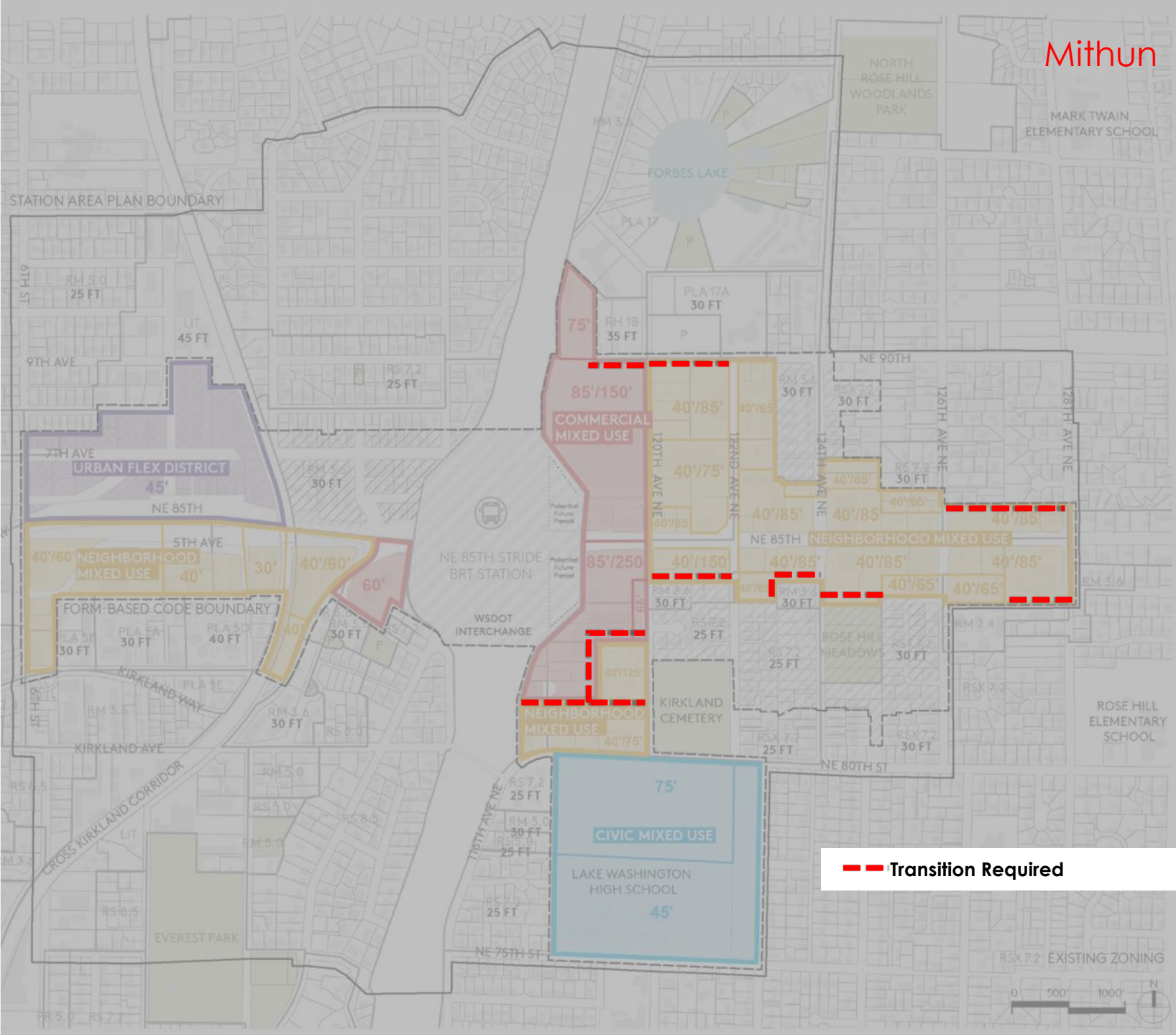


Updated Standard (Transition Type B): 30 degree angle where zoned maximum height is over 50' greater

Code-Compliant Building
Massing with 30 degree
Transition Angle

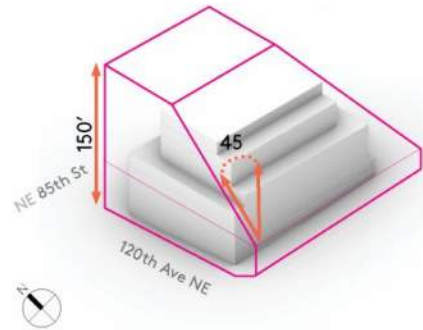


Updated Standard (Transition Type B): **30 degree** angle where zoned maximum height is **over 50' greater** than the adjacent parcel's maximum zoned height.



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

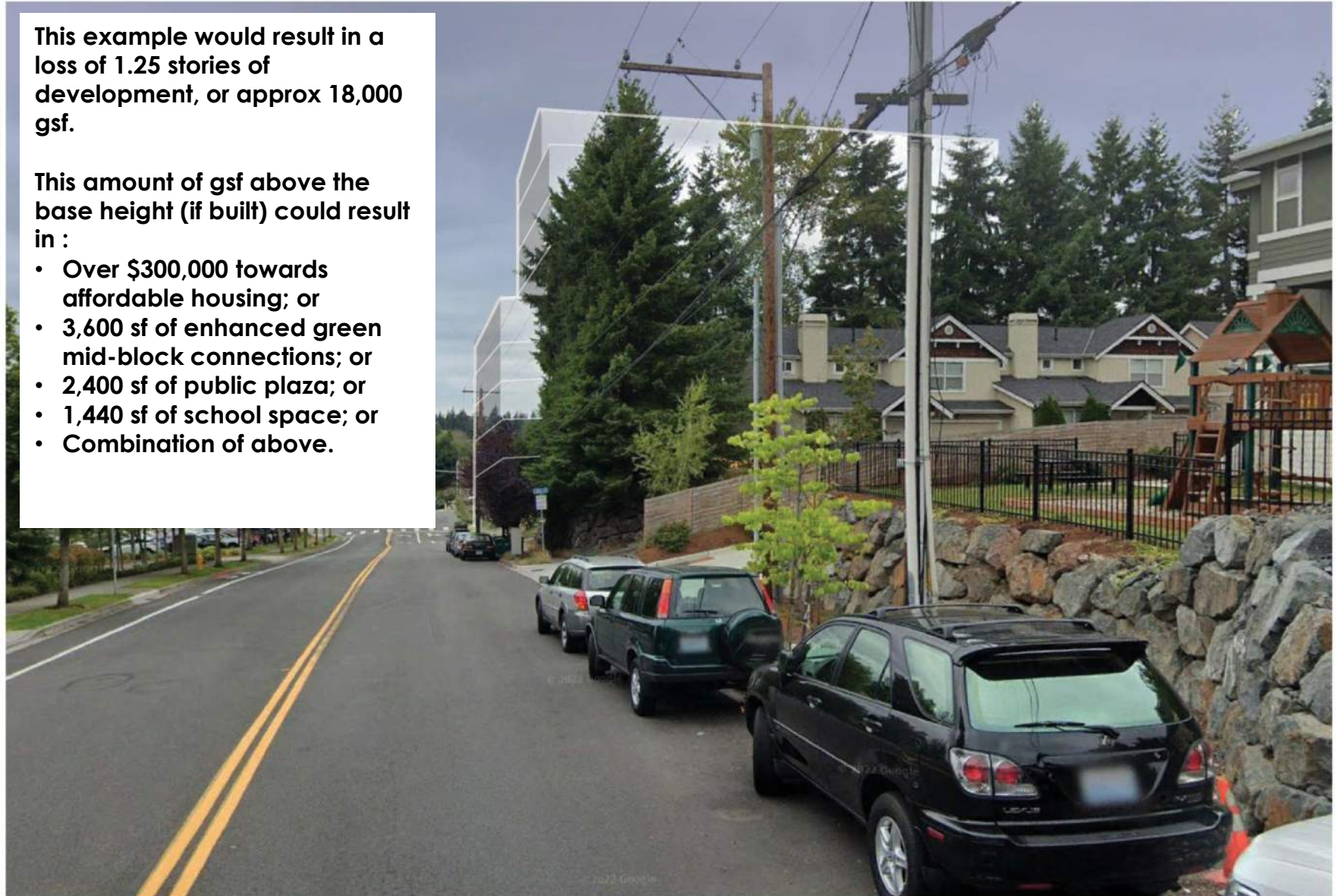
Code-Compliant Building Massing with 45 degree Transition Angle



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.



Next Steps and Planning Commission Discussion

- Incentive Zoning –
 - Staff is continuing work internally and with ARCH to finalize a draft performance-based affordable housing incentive
 - Staff does not recommend creating additional incentive categories with Phase 2
- Transitions –
 - Staff recommendation in response to Planning Commission concerns:
 - Existing Standard (Transition Type A): 25 degree angle where zoned maximum height is less than 50' greater
 - Updated Standard (Transition Type B): 30 degree angle where zoned maximum height is over 50' greater
 - Does Commission agree with application of Transition Types A and B? Does Commission want to apply Transition Type C anywhere?

November 15 FBC Topic

- Planned Action Ordinance

Next Steps

- November 15: City Council Public Hearing – Planned Action Ordinance (PAO)
- December 8: Planning Commission Public Hearing – Phase 2 FBC
- January 2023: City Council Adoption of Phase 2 (FBC and PAO)