Transportation Commission Briefing

MITHŪN

BERK

ECONorthwest
ECONOMICS · FINANCE · PLANNING

FEHR & PEERS

HERRERA

NE 85th Station Area Plan

City of Kirkland

23 March 2022

Tonight's Agenda

- Preferred Plan Direction Review
- Final Station Area Plan Adoption & Phasing
- Transportation Supplementary Work

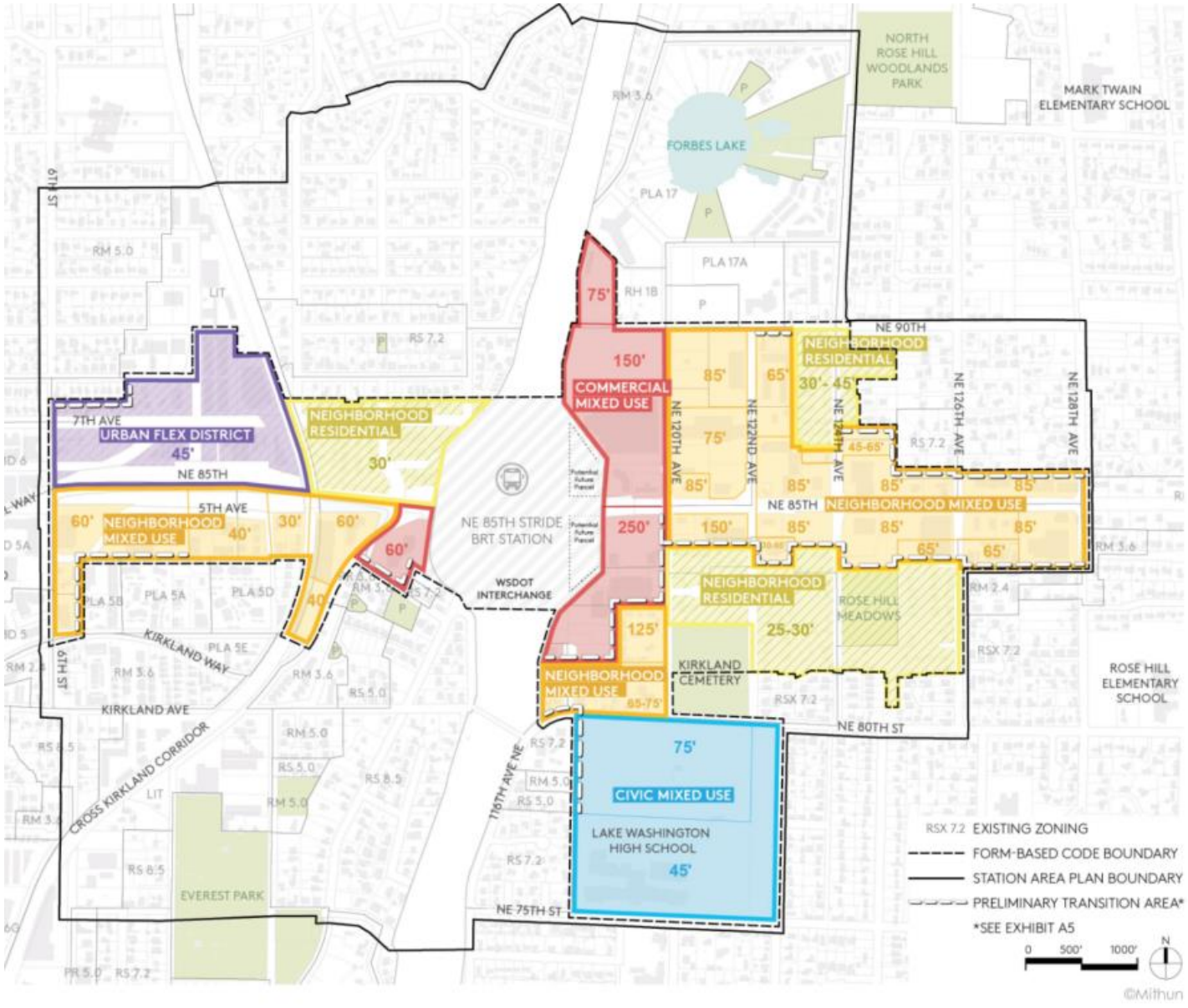
Resolution R-5503: Adopted Station Area Preferred Plan Direction

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 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

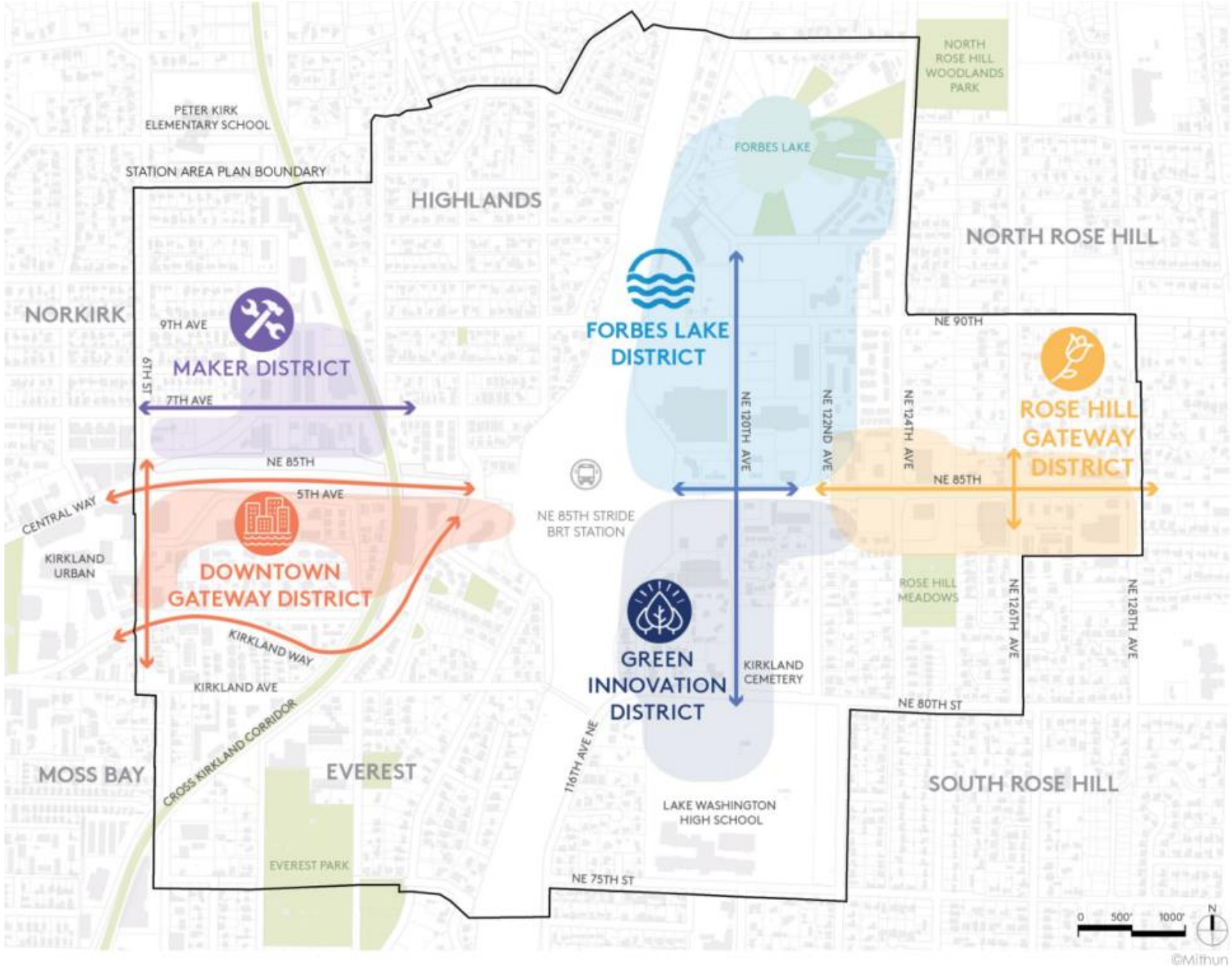
Mobility
- Develop a TIF strategy, and evaluate bold vision opportunities for TIF candidate projects, and complete conceptual/feasibility study prioritizing multi-benefit project opportunities where infrastructure needs overlap
- Development requirements/bonuses: mobility and parking programs and policies

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

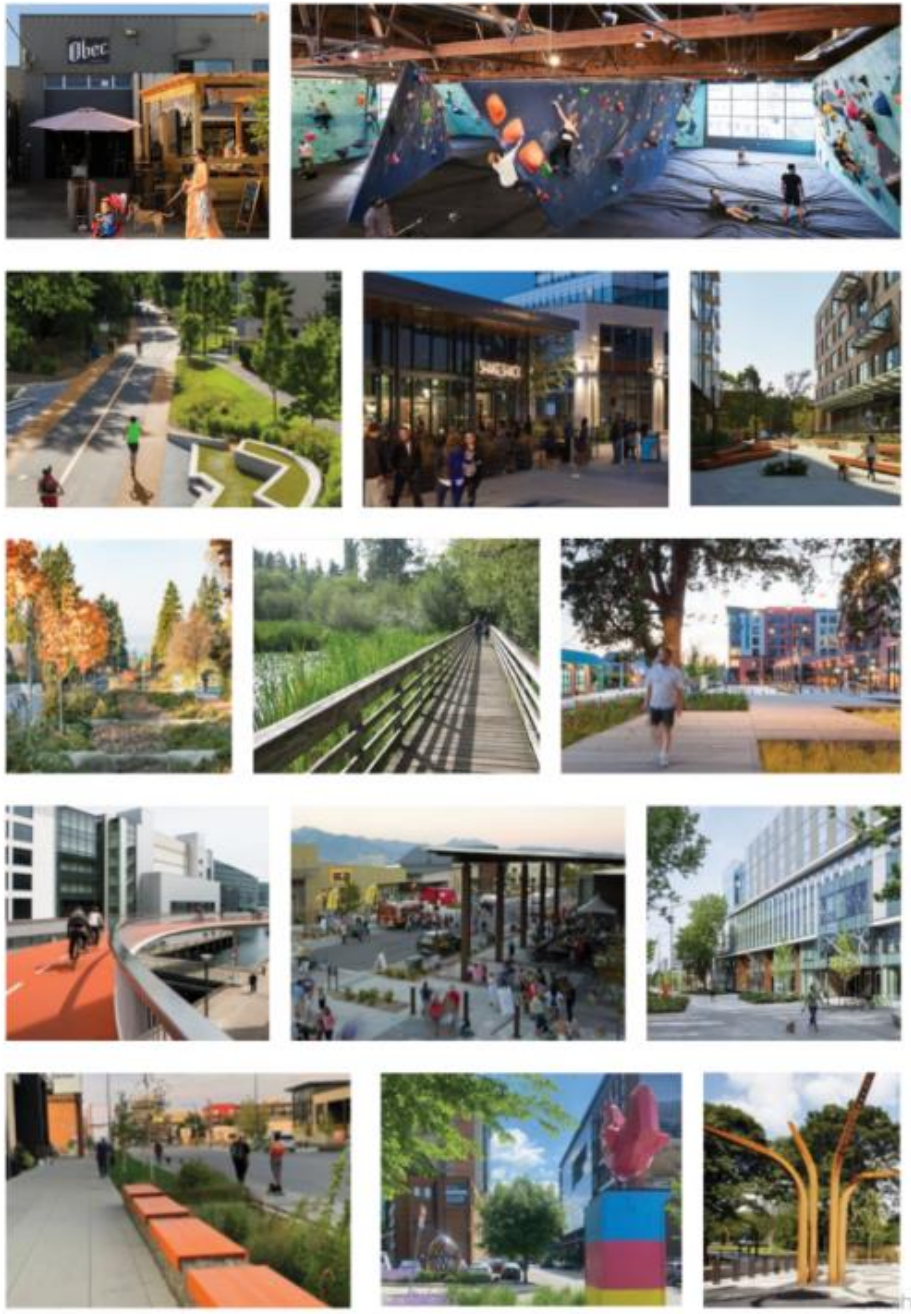
Maker District
Pedestrian-oriented district building on Norkirk's character and excellent Cross Kirkland Corridor trail connections. 7th is a lively connection between the BRT drop off and old downtown. The traditional mixed industrial/commercial character of the area is recognized while encouraging 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.

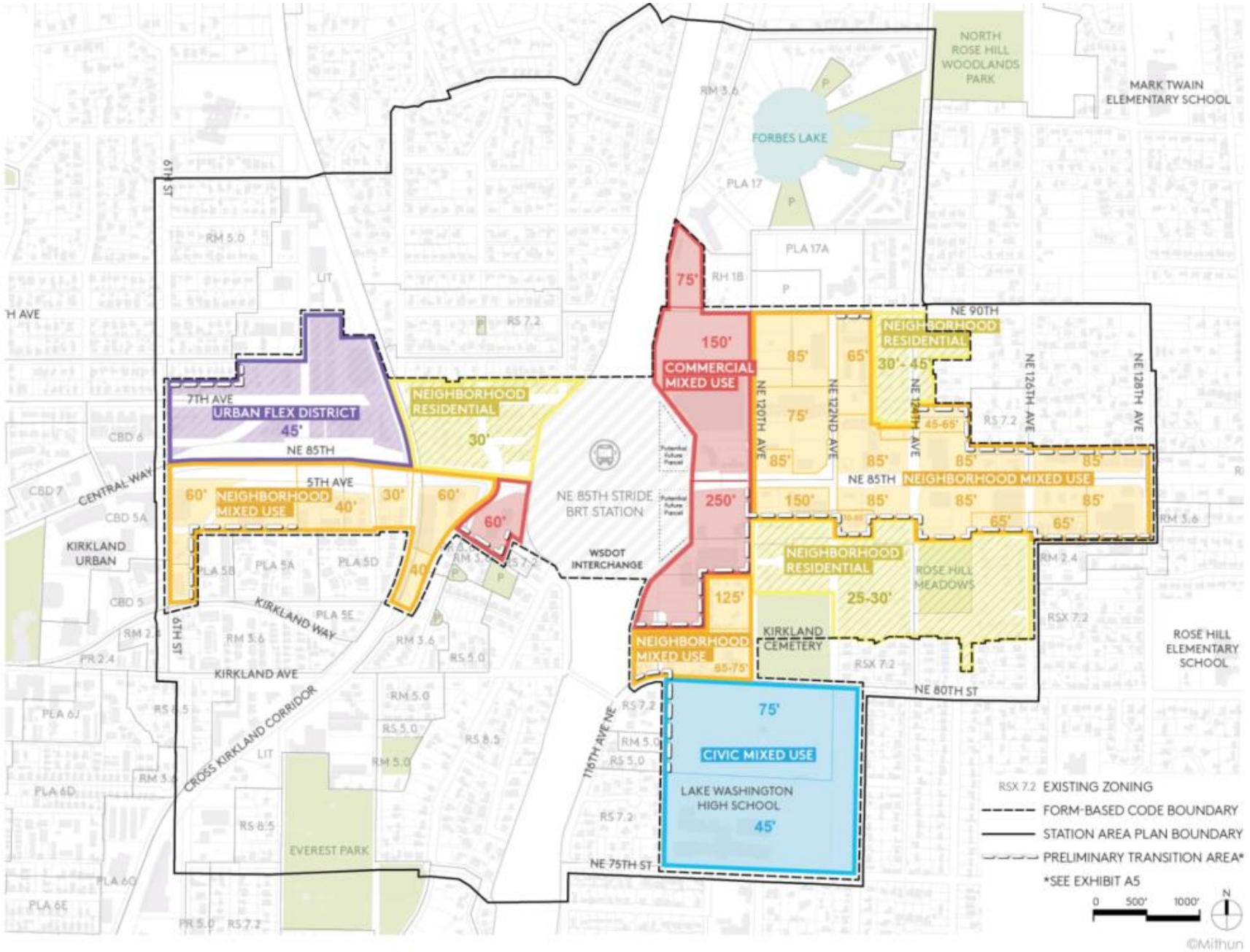
Rose Hill Gateway District
Corridor-based gateway with a mix of active ground floors and mid-rise residential along NE 85th that focuses on creating a strong sense of arrival from Redmond with streetscape design, public art, and urban design features.



Preferred Plan Direction: Draft Regulating Plan

NOTE: The Form Based Code will control allowed Building Heights across the site including 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.



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.

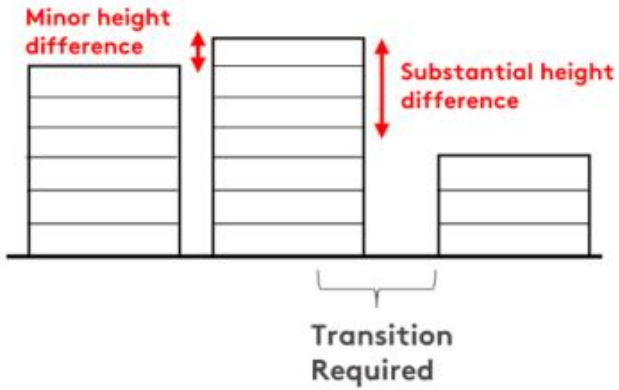
	Commercial Mixed Use	Neighborhood Mixed Use	Neighborhood Residential	Urban Flex District	Civic Mixed Use
Maximum Heights (see height subdistrict on regulating plan for maximum allowed height in a specific location)	60-250'	30-150'	20-45'	45'	45-75'
Permitted Uses (General)	Commercial, Civic	Commercial, 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

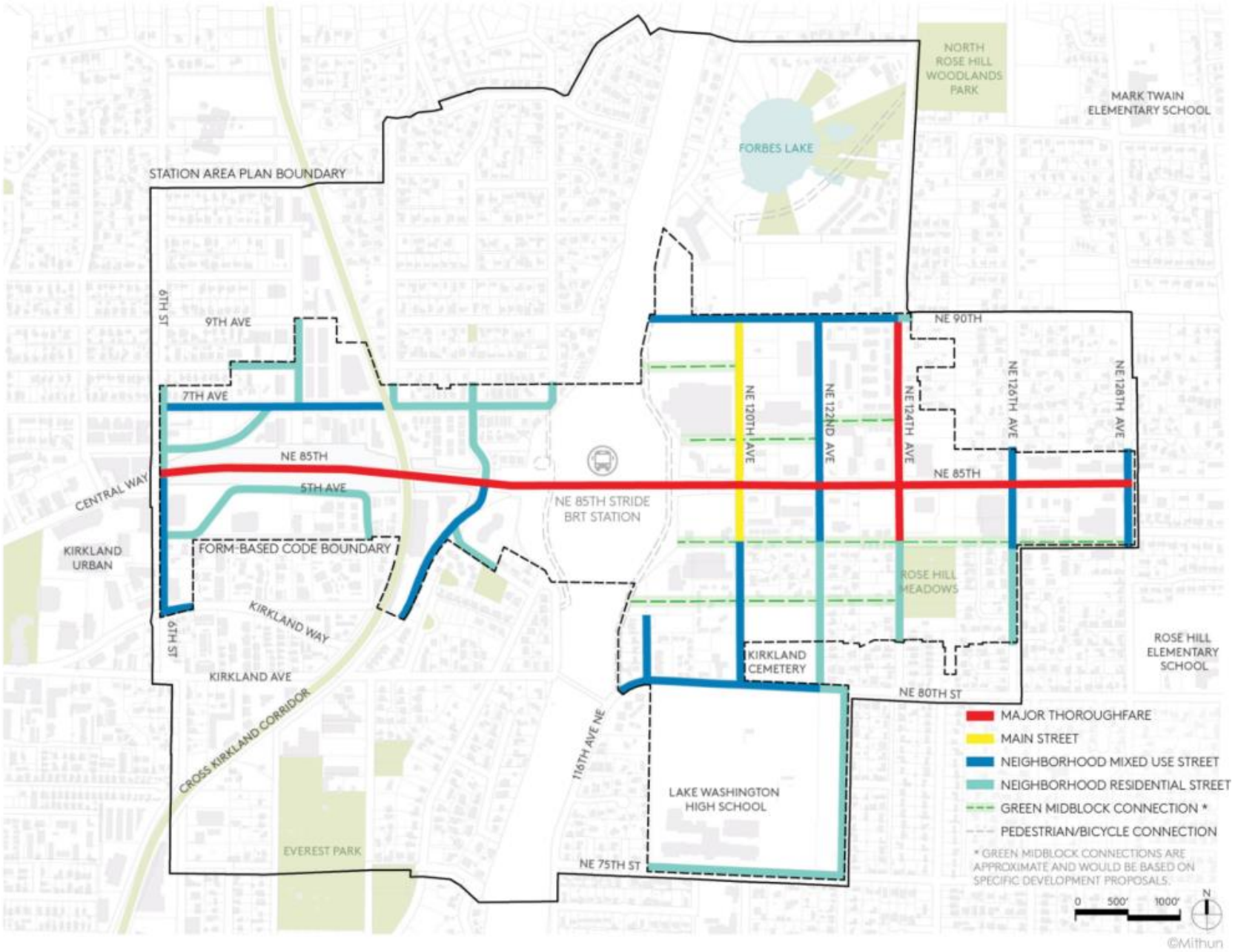
Upper floors must be set back from allowed lower-level building envelope. May be applied multiple times for a single building at different levels to create a "stepped" effect

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

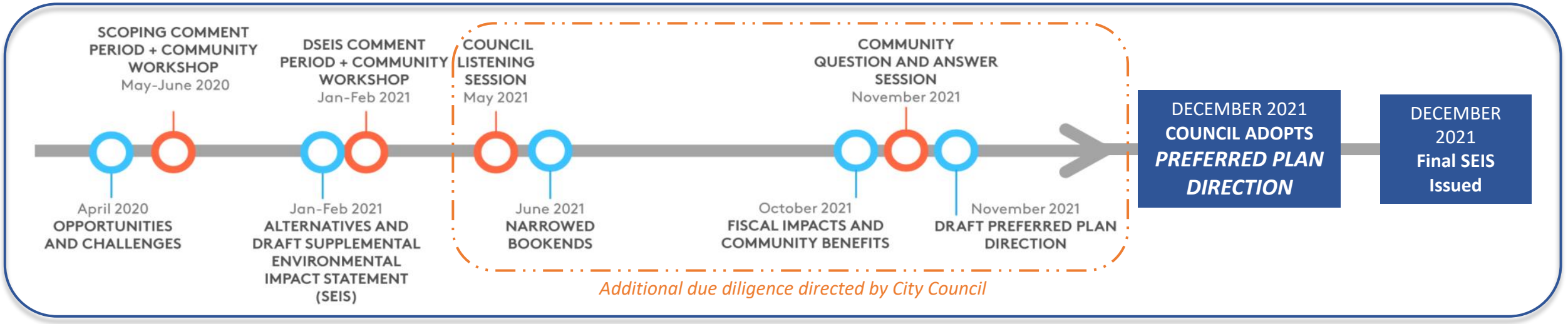
- Deep setback to establish public space
- Active frontages and entries facing onto open space
- Smooth transition to public ROW with occupiable open space

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

- Vision & Goals for Land Use & Urban Design, Open Space, Transportation & Mobility, and Sustainability
- Policies for Station Area

COMPREHENSIVE PLAN AMENDMENTS

- Amend General Elements (Land Use, CFP, Transportation, etc.)
- New sub-area chapter for Station Area
- Amend existing Neighborhood Plans for consistency with SAP

FINAL PLANNED ACTION ORDINANCE

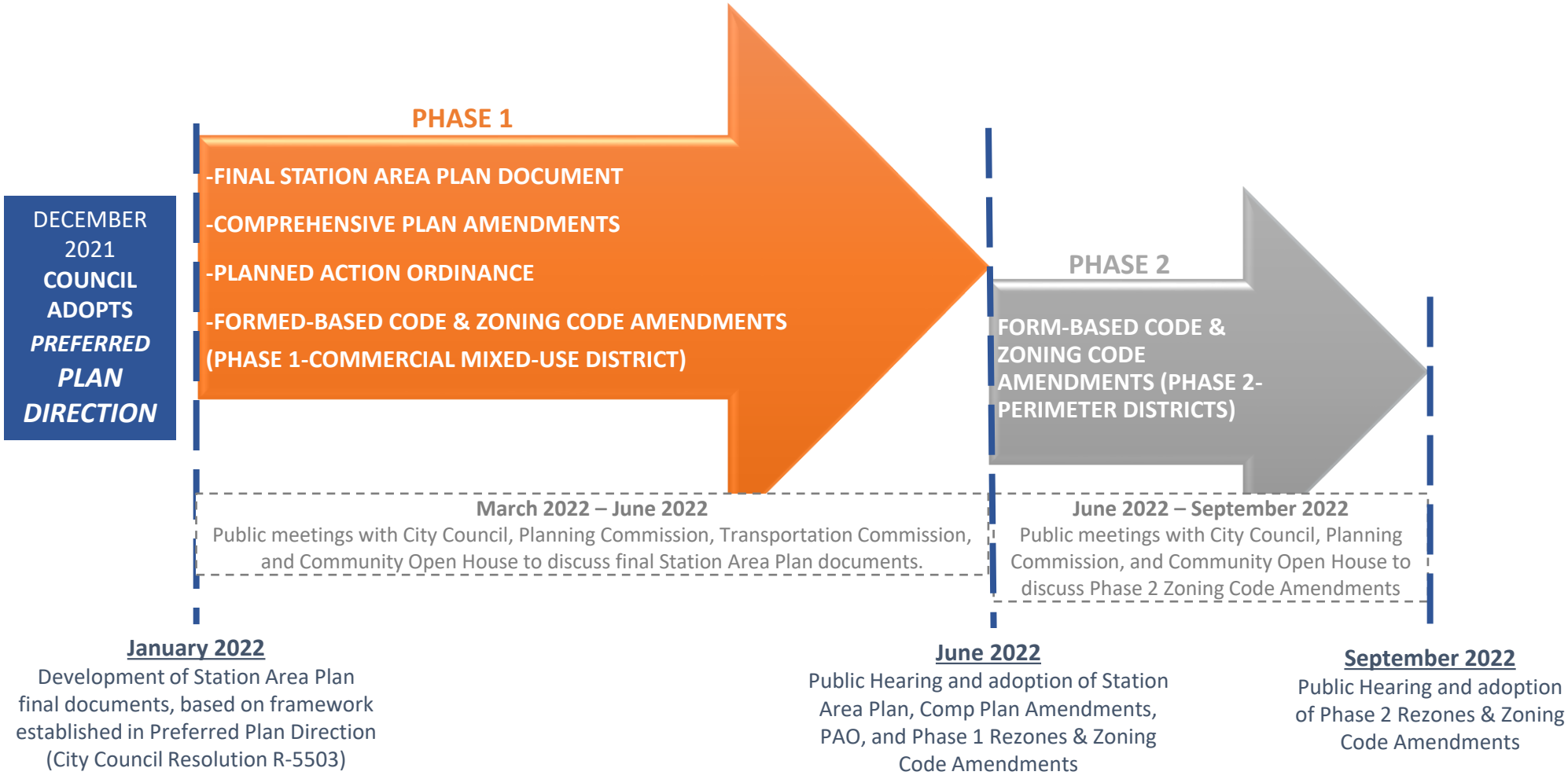
- Environmental review for planned actions
- Specific mitigation measures for and submittal requirements for applicant SEPA exemption

ZONING IMPLEMENTATION

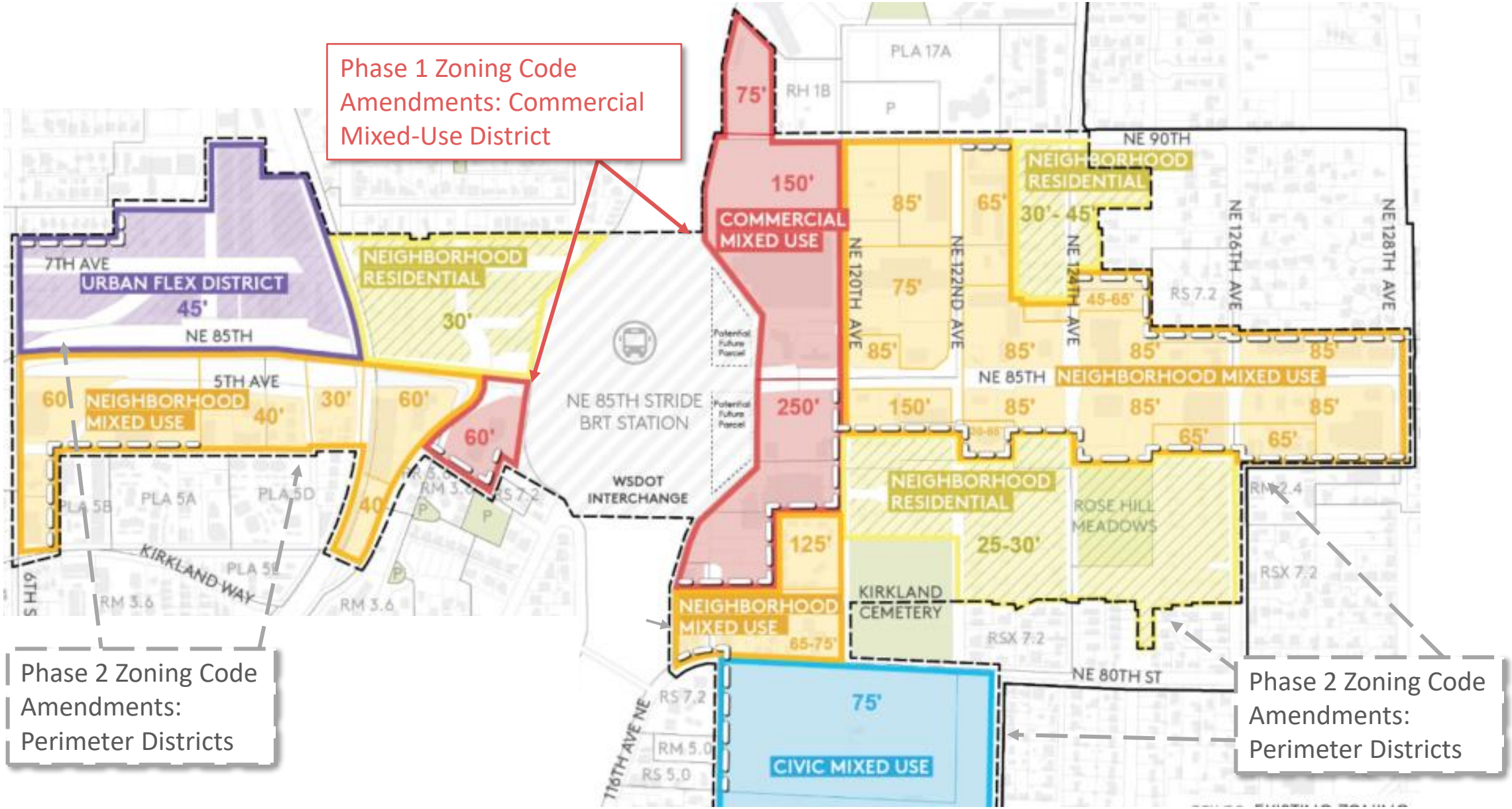
- Form-based Code / Zoning Code Amendments
- Parcel Rezones (to Station Area regulating districts)
- Design Guidelines

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



Next Steps

- April 5, 2022: **City Council Study Session**
- April 27, 2022: **Transportation Commission-** Transit Travel Time Analysis, Person Trips
- 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 – Phase 1**
- Summer 2022: **Planning Commission and City Council Study - Phase 2**

Overview of Station Area Transportation Analysis

2020 Transportation Work

- Baseline findings
- Draft SEIS Analysis for 3 alternatives

2021 Transportation Work

- Additional Transportation Modeling to inform June Alternatives design
- Supplemental Transit Analysis
- Walkshed and Bikeshed Analysis, Level of Traffic Stress
- Interchange Analysis
- Fiscal Impacts and Community Benefits Analysis Supplemental Transportation Study (project concept development)

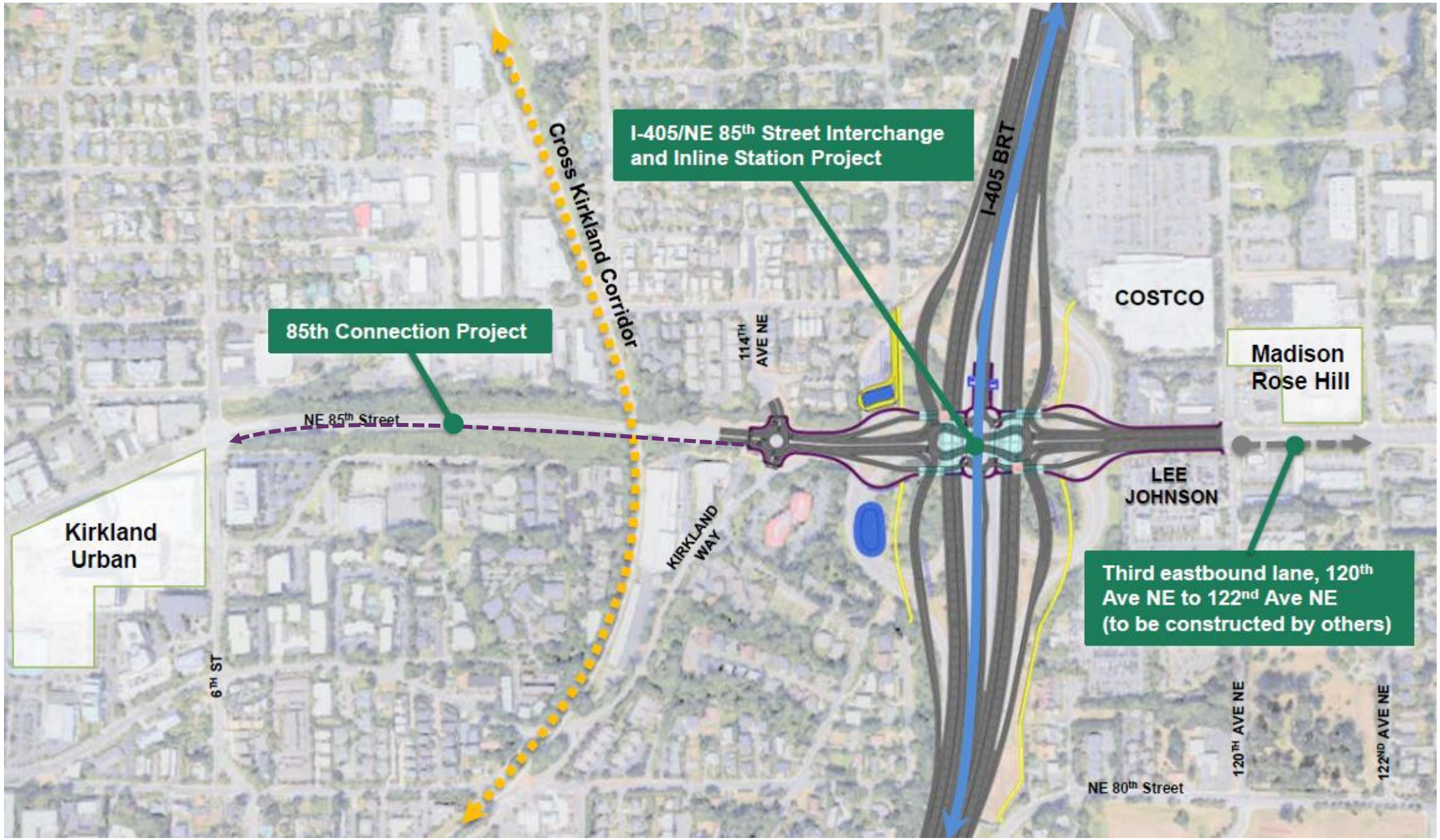
2022 Transportation Work

- Project Concept Refinement (presenting today)
- Mobility and Active Transportation Analysis (mode split goal, ped/bike trips)(4/27)
- Corridor Transit Analysis (4/27)

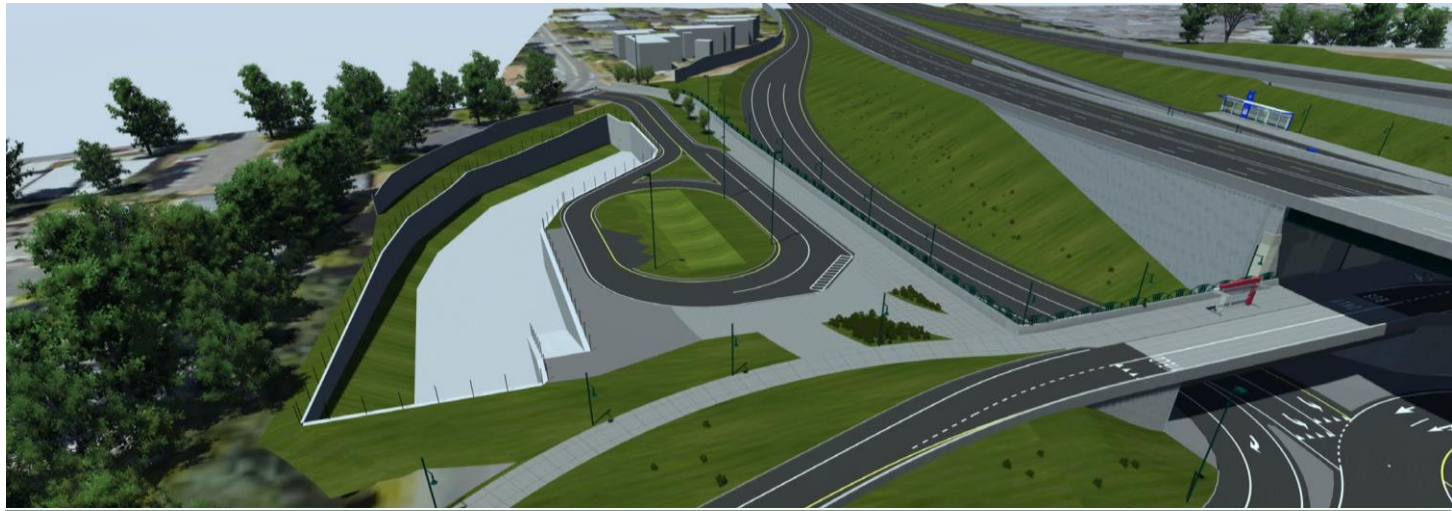
Ongoing

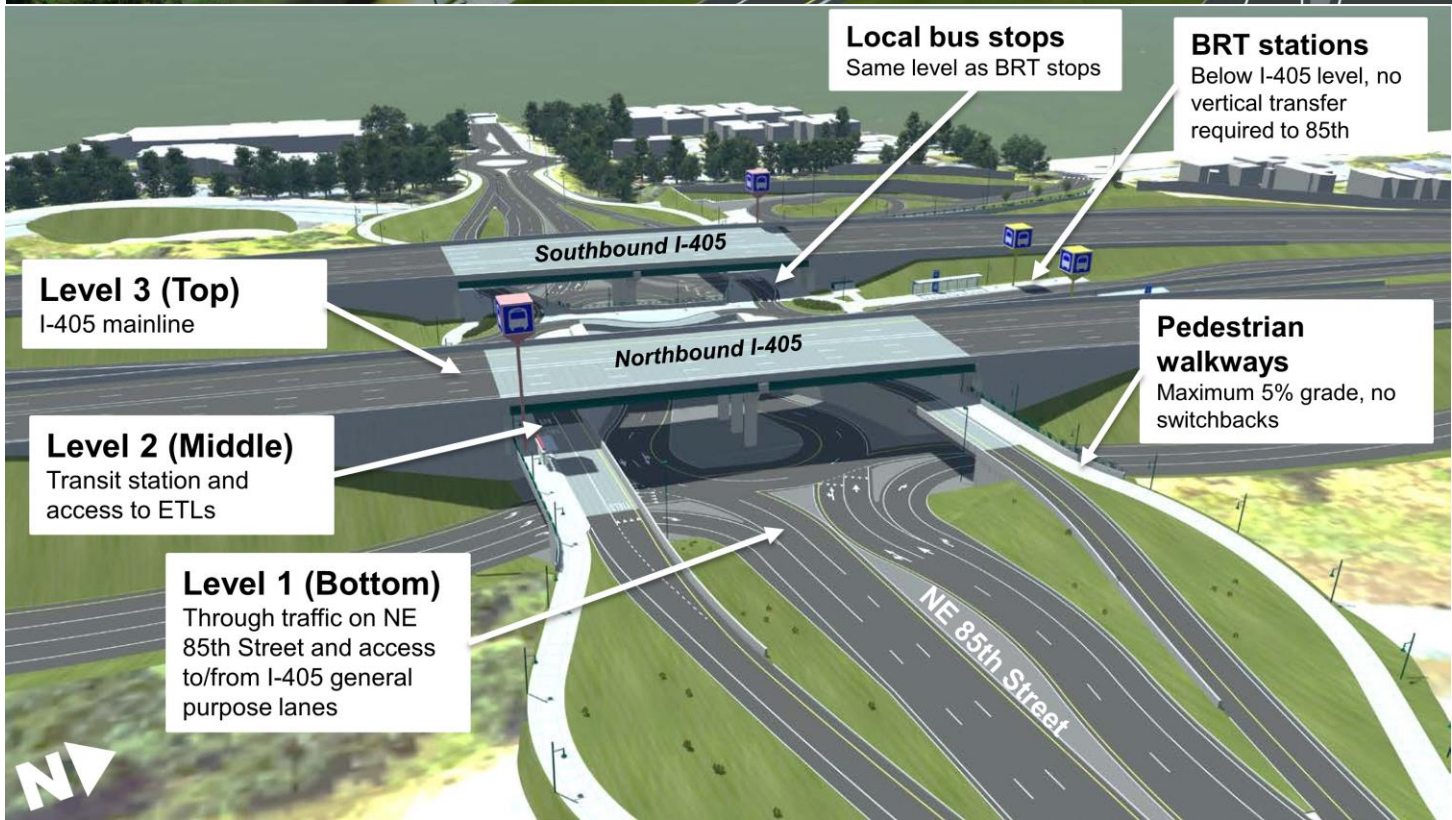
- Coordination with project team for final Station Area Plan Vision, Goals, and Policies

Project Coordination



Project Coordination

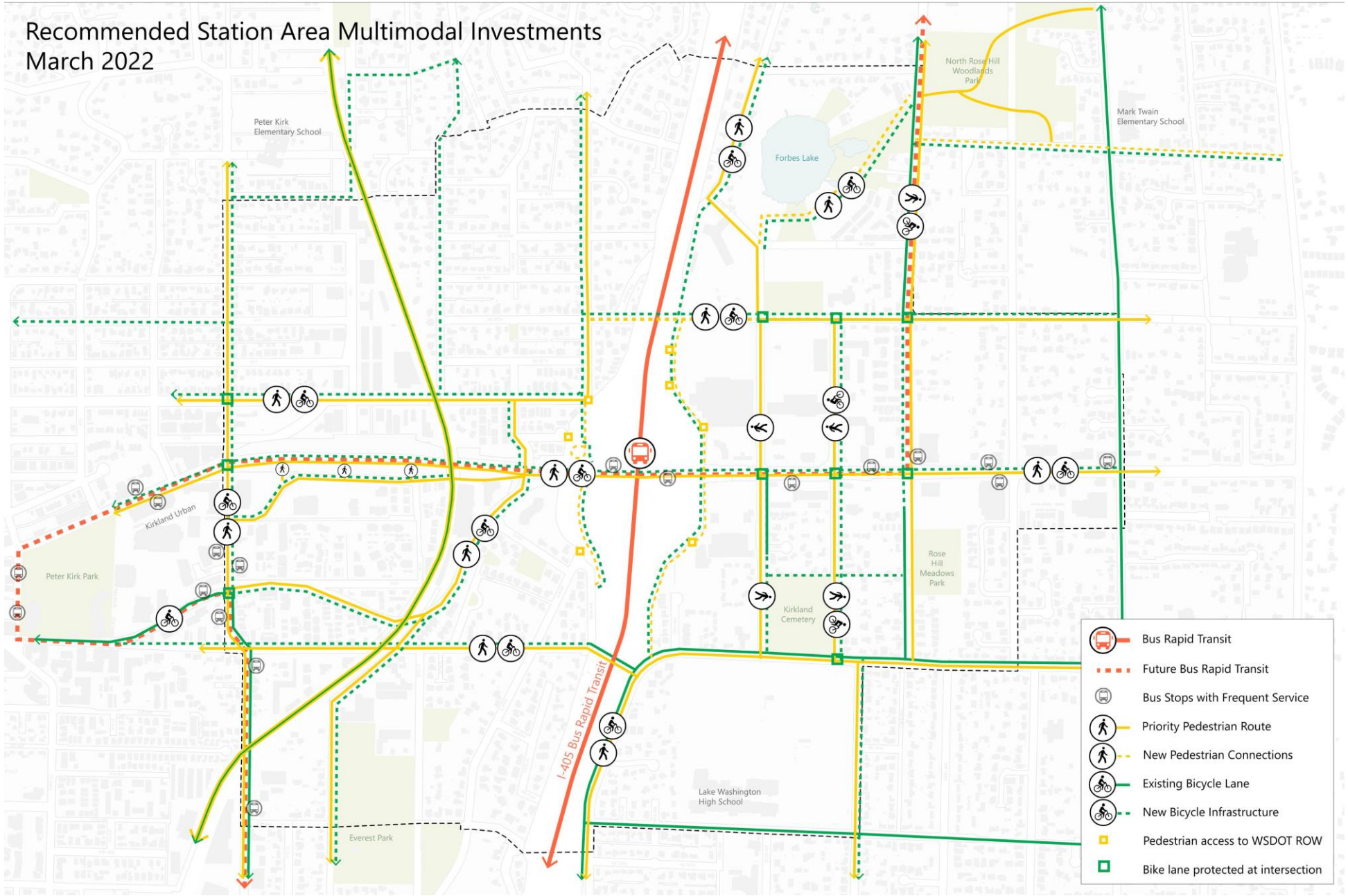




Previous Transportation Commission Feedback

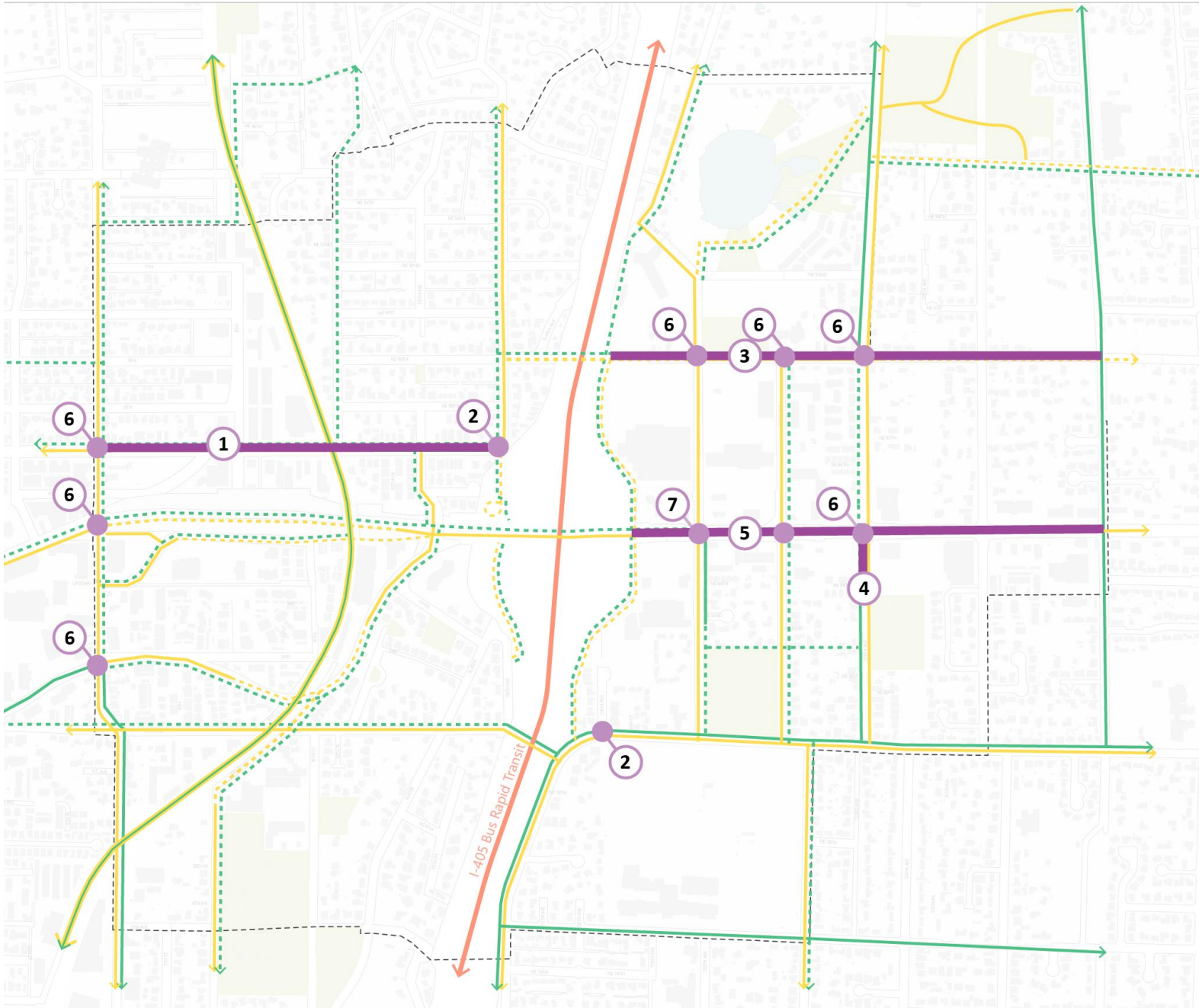
- Provide a consistent, connected network for walking and bicycling,
- Provide more protection and comfort for walking and bicycling, particularly on high-speed, high-volume roadways such as 124th Ave NE,
- Provide delineated bike space in the enhanced sidewalks on NE 85th St; and,
- Improve safety for people walking and bicycling through intersections.

Transportation Supplemental Analysis



Transportation Project Refinements

1. 7th Ave/NE 87th St corridor
2. Compact roundabouts at NE 87th St/116th Ave NE and NE 80th St/118th Ave NE
3. NE 90th St corridor
4. 124th Ave NE protected bike lanes extension to NE 84th Ln
5. NE 85th St protected bike lanes
6. Protected intersections on arterials and key collectors
7. NE 85th/120th Ave NE intersection



7th Ave - NE 87th St Corridor

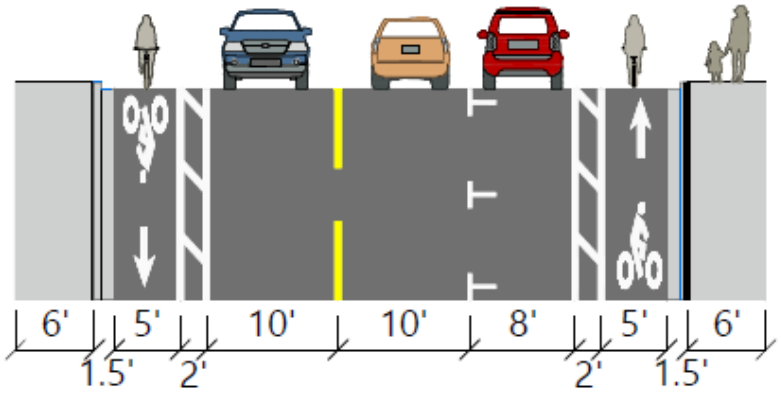
Uphill parking protected bike lane and downhill buffered bike lane from 6th St to the CKC

- Considers existing ROW

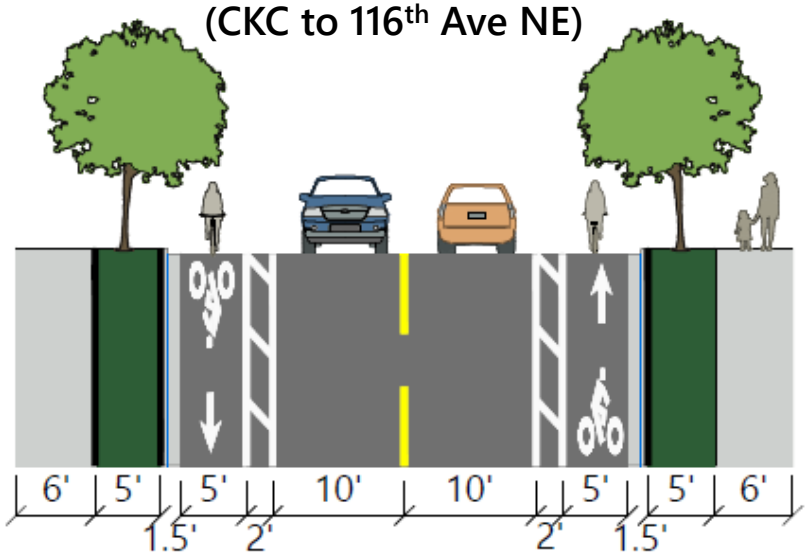
Buffered bike lanes from the CKC to 116th Ave NE

- 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)



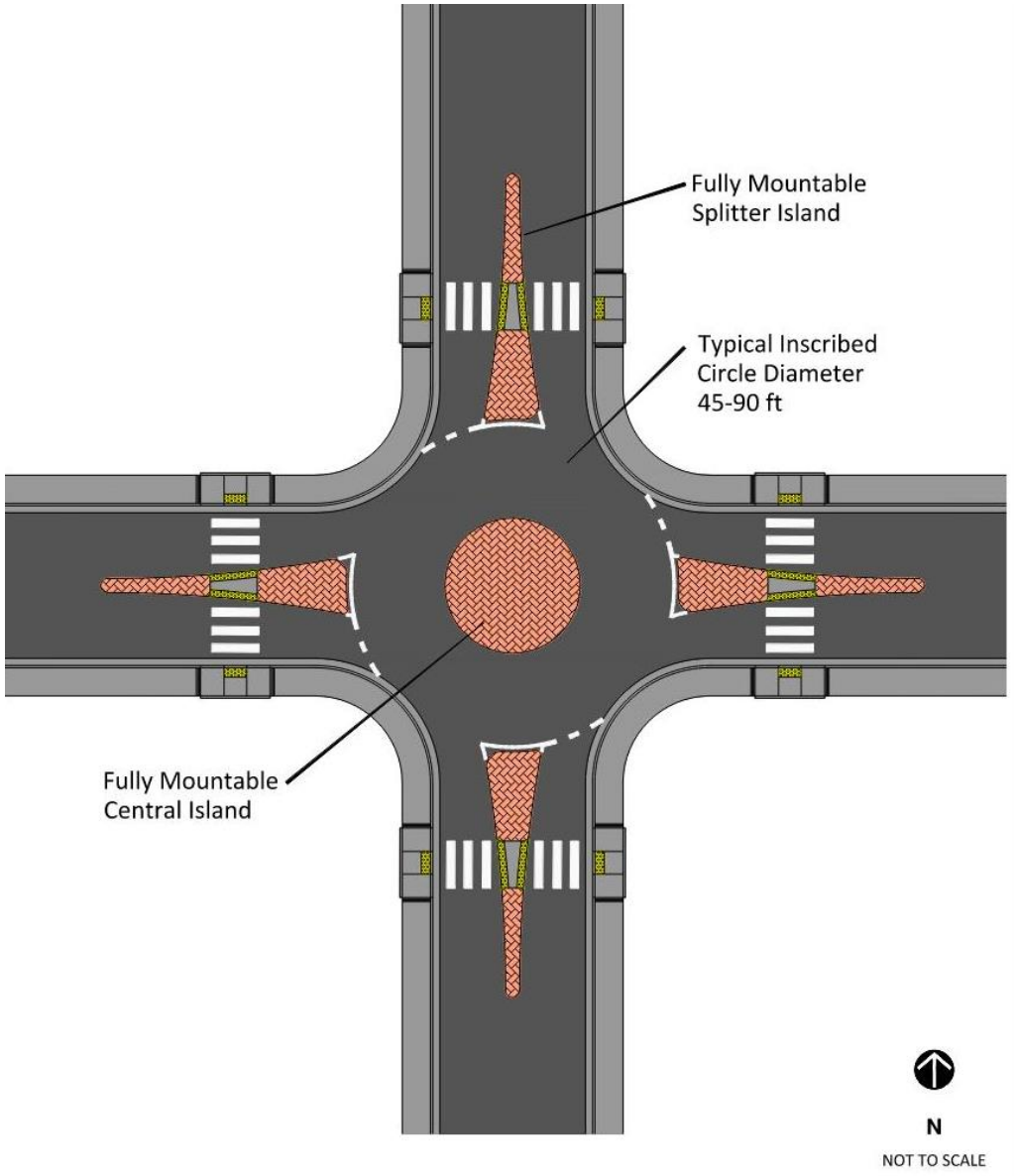
Compact Roundabouts

NE 87th St and 116th Ave NE

- Slows vehicle speeds on turning roadway with grades
- Considers added vehicle volumes as third intersection leg for access to pick-up/drop-off

NE 80th St and 118th Ave NE

- Slows vehicle speeds on turning roadway with grade
- Considers added vehicle volumes as third intersection leg for access to Lee Johnson Site



NE 90th St Corridor

North side shared-use path, possible boardwalk from I-405 to 122nd Ave NE

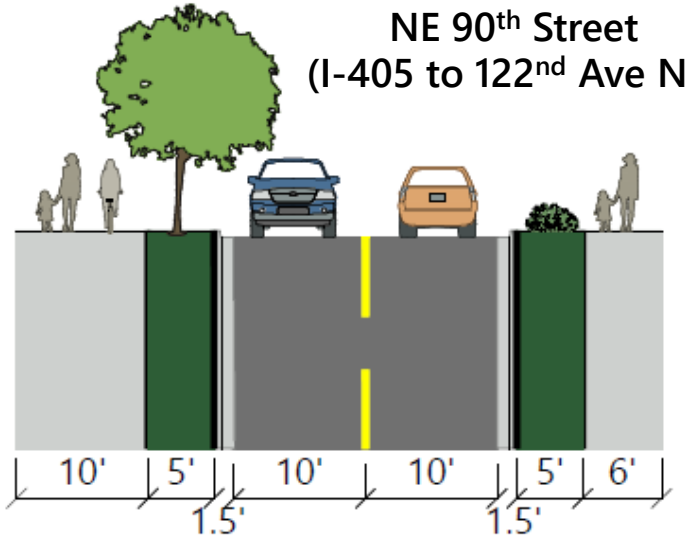
- Considers transition to existing shared use path that connects north to Slater, or future shared use paths and 90th bridge
- Limits amount pavement in wetland area around Forbes Lake

Buffered bike lanes from 122nd Ave NE to 124th Ave NE

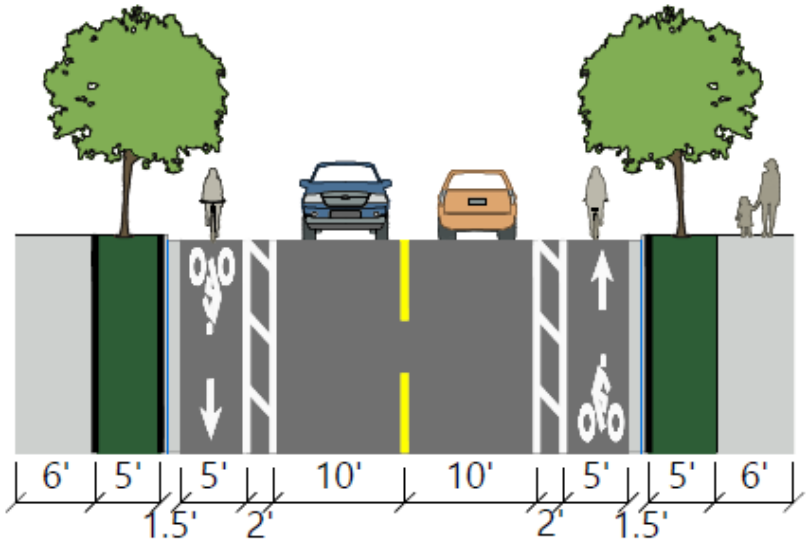
- Considers recent developments and newly completed curb

Greenway from 124th Ave NE to 128th Ave NE

NE 90th Street
(I-405 to 122nd Ave NE)



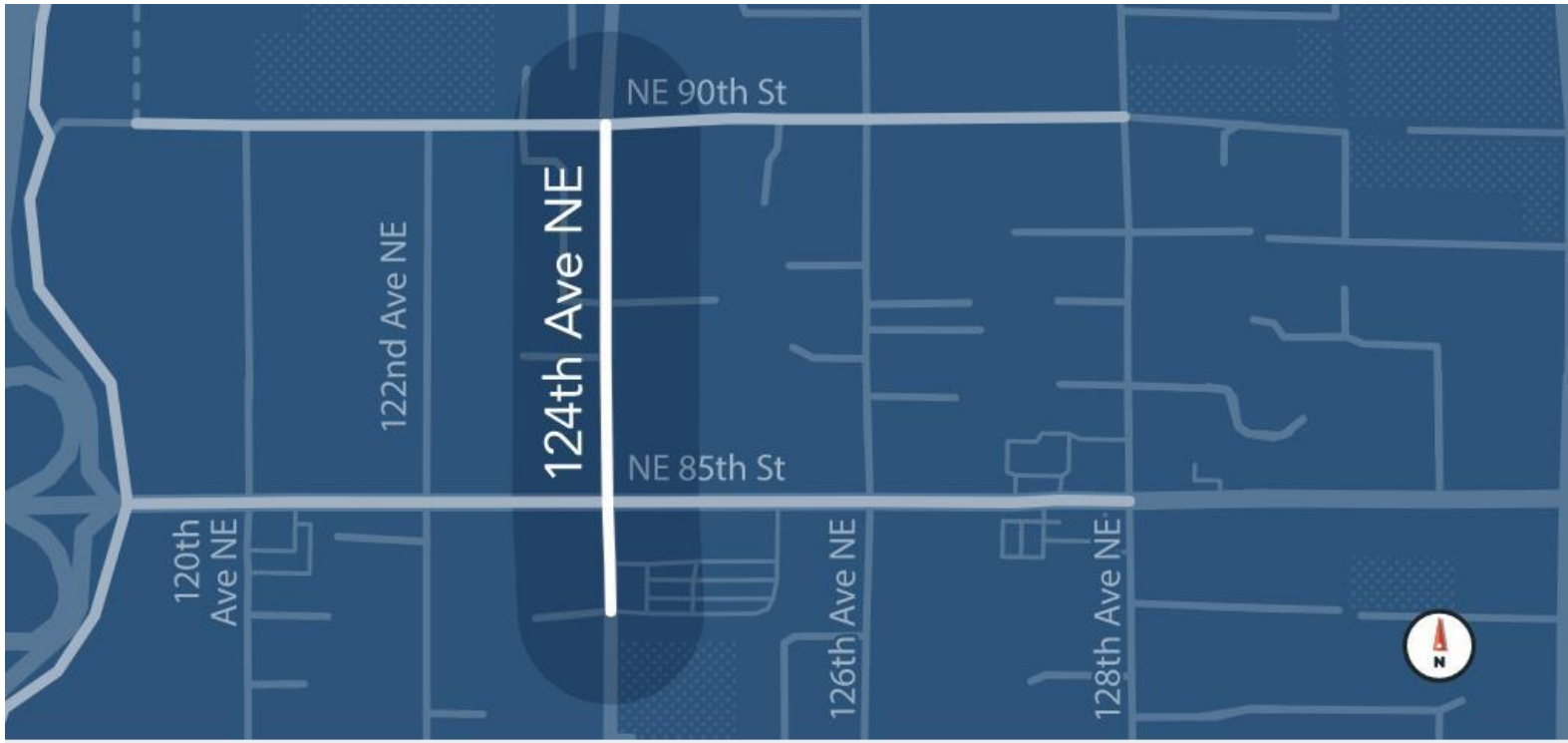
NE 90th Street
(122nd Ave NE to 128th Ave NE)



124th Ave NE Corridor

Extension of protected bike lanes on 124th Ave NE south through 85th intersection to NE 84th Ln

- Transportation Commission recommendation for safe crossing of NE 85th St and to connect to existing bike lanes

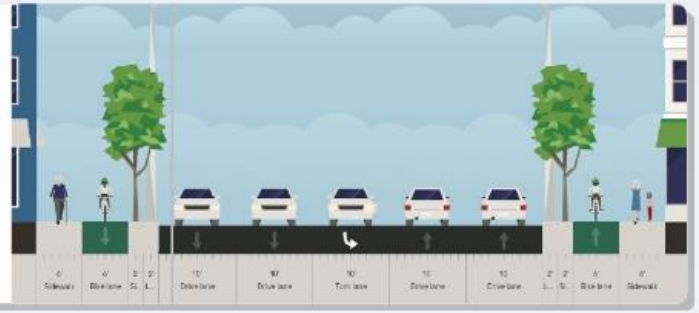


Project #4

124TH AVENUE NE IMPROVEMENTS

PROJECT DESCRIPTION

Widen 124th Avenue NE to five lanes plus physically-separated bike lanes from NE 85th Street through the NE 90th Street intersection. This project also includes continuation of protected bike lanes south through the NE 85th St intersection to NE 84th Lane.



NE 85th St Corridor

Enhanced sidewalks revised to include one-way protected bike lanes

- Transportation Commission feedback for more comfortable walking and bicycling experience
- Key east-west connection through station area and beyond
- Low-stress facility type for bicycling on high volume arterial

NE 85th Street
(120th Ave NE to 122nd Ave NE)*

NE 85th Street
(122nd Ave NE to 128th Ave NE)*

**Typical cross section, EB dual left lanes to remain at 124th Ave NE*

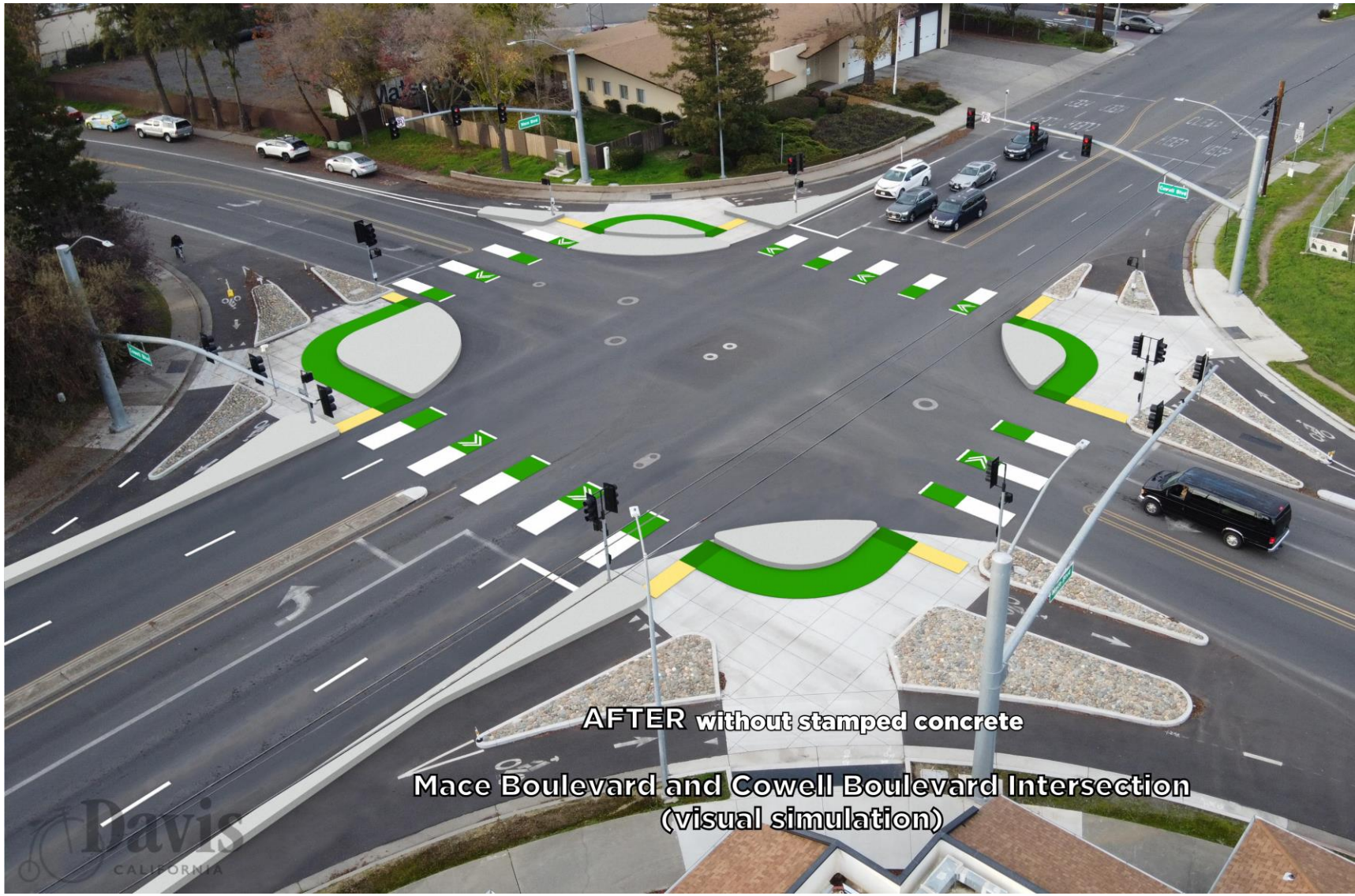
Protected Intersections

Protected movements for walking and bicycling through arterial and key collector intersections

- Transportation Commission feedback for improved walking and bicycling safety through intersections

4-way bicycle movements

- 6th St/Kirkland Way
- 6th St/NE 85th St
- 6th St/7th Ave
- 124th Ave NE/NE 90th St
- NE 85th St/124th Ave NE
- NE 85th St/122nd Ave NE



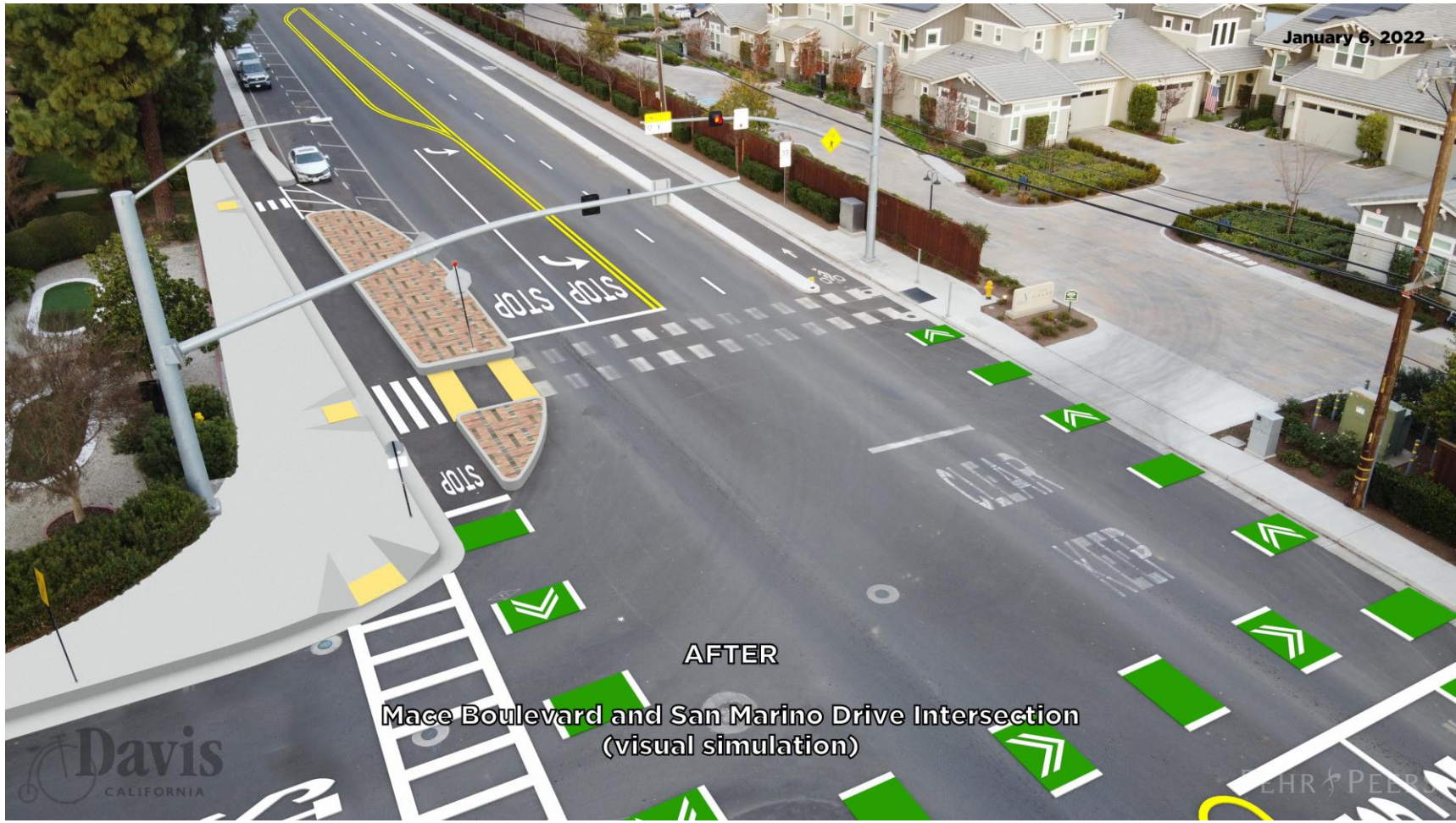
Protected Intersections

Protected movements for walking and bicycling through arterial and key collector intersections

- Transportation Commission feedback for improved walking and bicycling safety through intersections

3-way bicycle movements

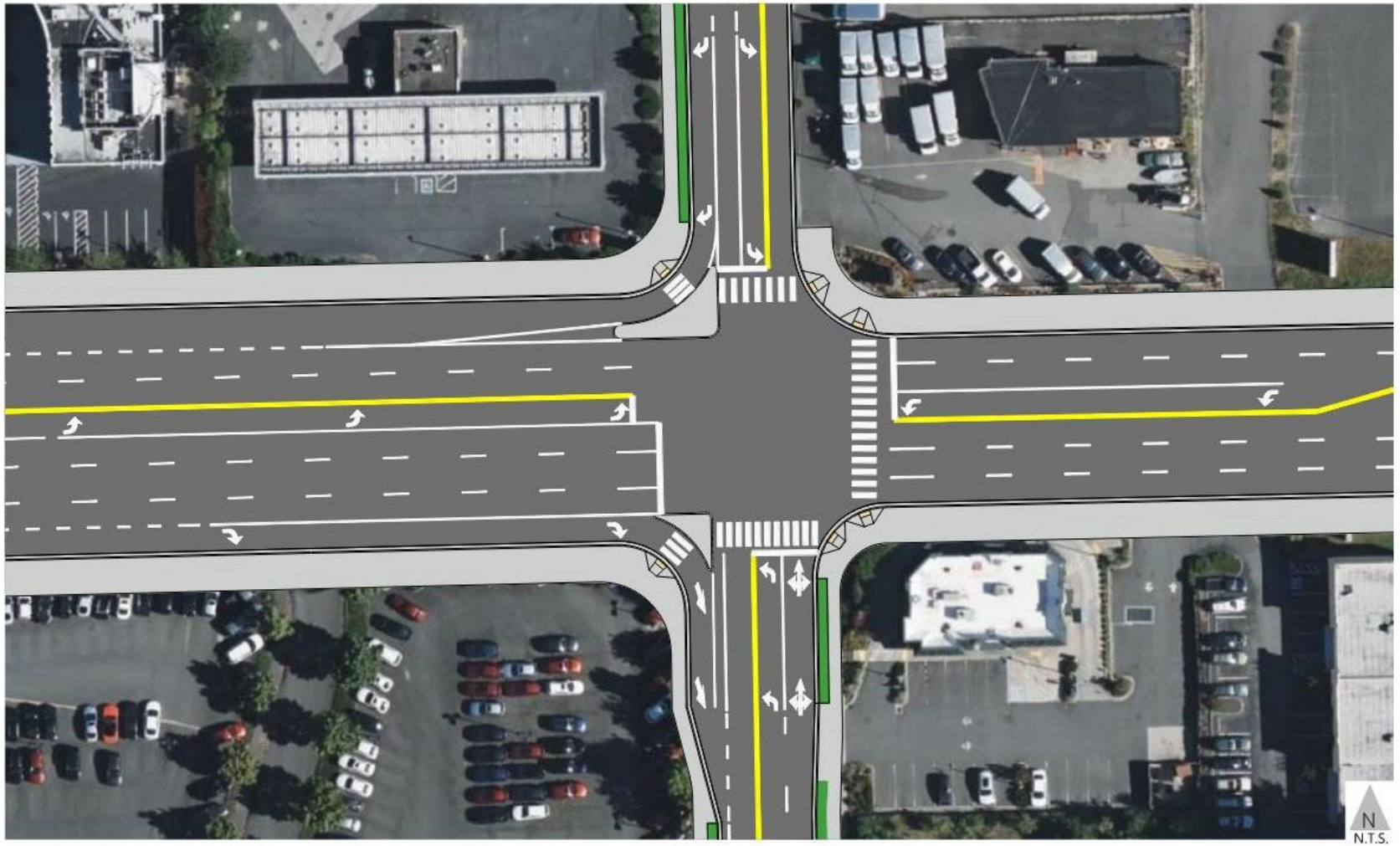
- NE 90th St/120th Ave NE
- NE 90th St/122nd Ave NE
- NE 80th St/122nd Ave NE
- NE 85th St/120th Ave NE
  - East-west protected bike lanes on NE 85th St, SB bike lane on 120th Ave NE



NE 85th St &120th St Intersection

FSEIS Mitigation Option 1

- 5 EB approach lanes
- 2 NB approach lanes
- Western crosswalk removed
- SB free right turn with pork chop
- NB/SB signal split phasing
- PM peak delay 88 seconds LOS F



FSEIS Option 1

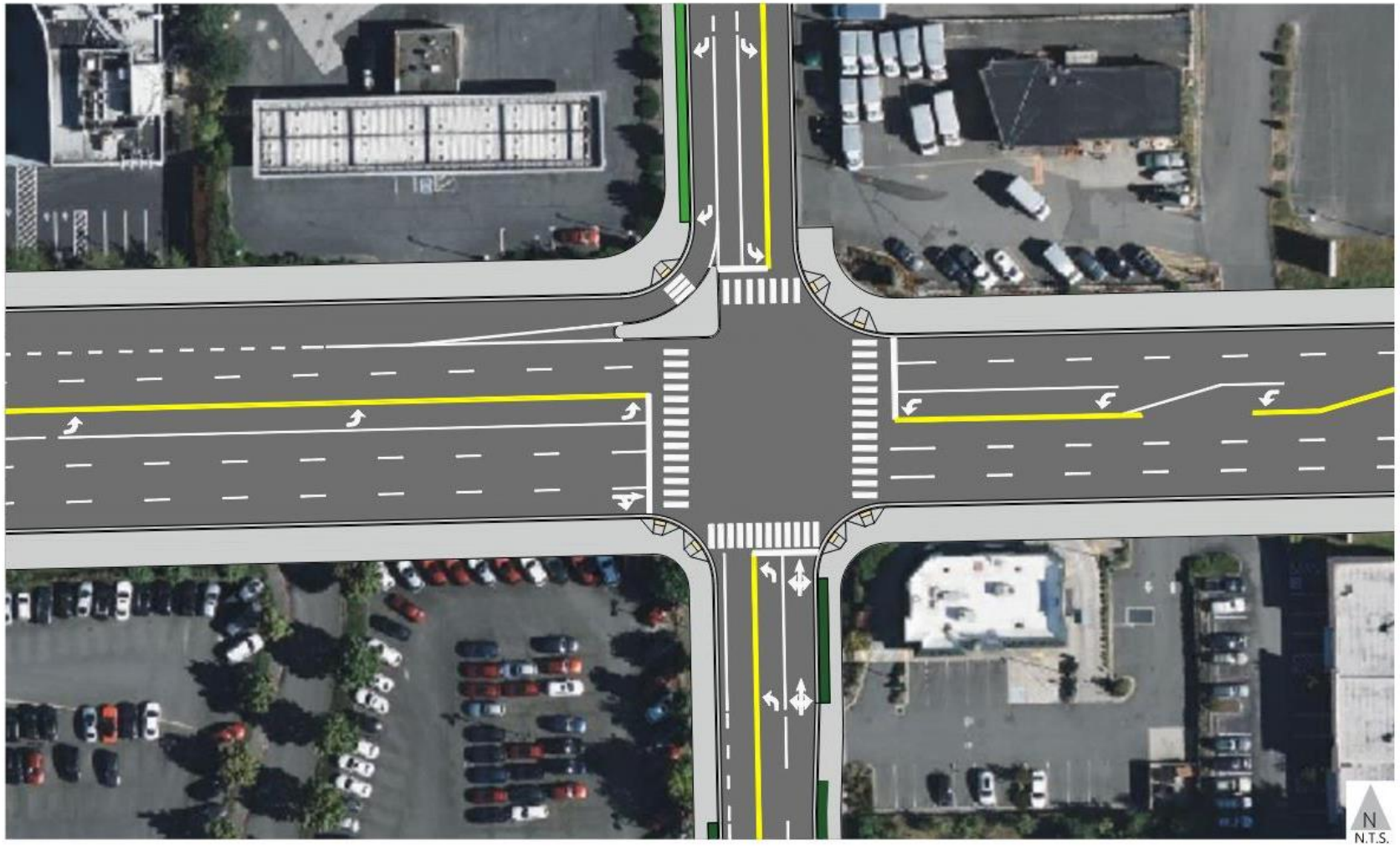
KIRKLAND 85TH STATION AREA PLAN
NE 85TH STREET / 120TH AVENUE NE
CONCEPTUAL DESIGN

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

NE 85th St &120th St Intersection

FSEIS Mitigation Option 2

- 4 EB approach lanes
- 2 NB approach lanes
- SB free right turn with pork chop
- NB/SB signal split phasing
- PM peak delay 96 seconds LOS F



FSEIS Option 2

KIRKLAND 85TH STATION AREA PLAN
NE 85TH STREET / 120TH AVENUE NE
CONCEPTUAL DESIGN

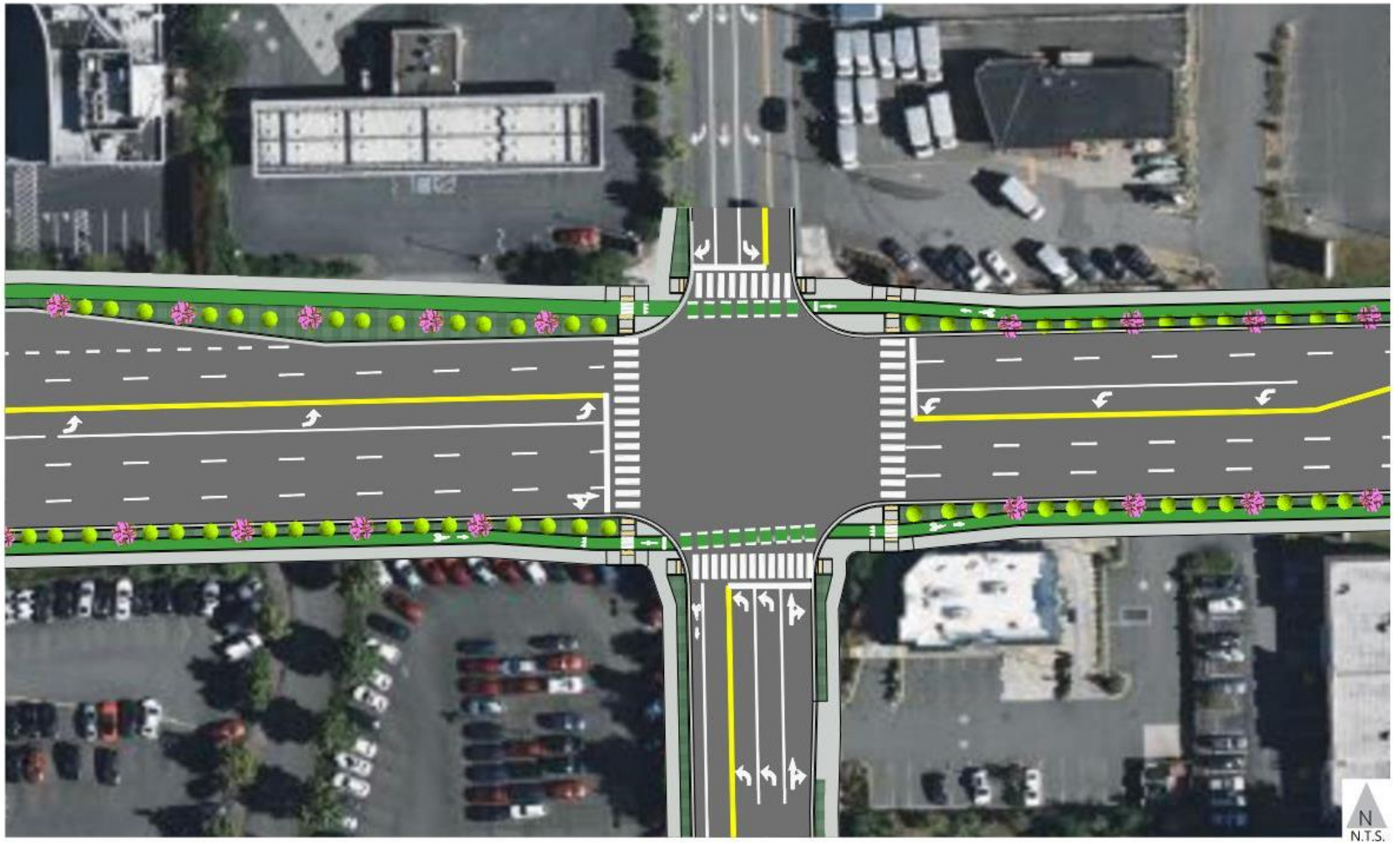
CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

NE 85th St &120th Ave NE Intersection

March 2022 Revised Concept

- 4 EB approach lanes
- 3 NB approach lanes
- PM peak delay 103 seconds LOS F
- Requires additional ROW on 120th Ave NE
- Integrates into 405 interchange approach
- Shortens western pedestrian crossing distance
- Integrates protected bike lanes

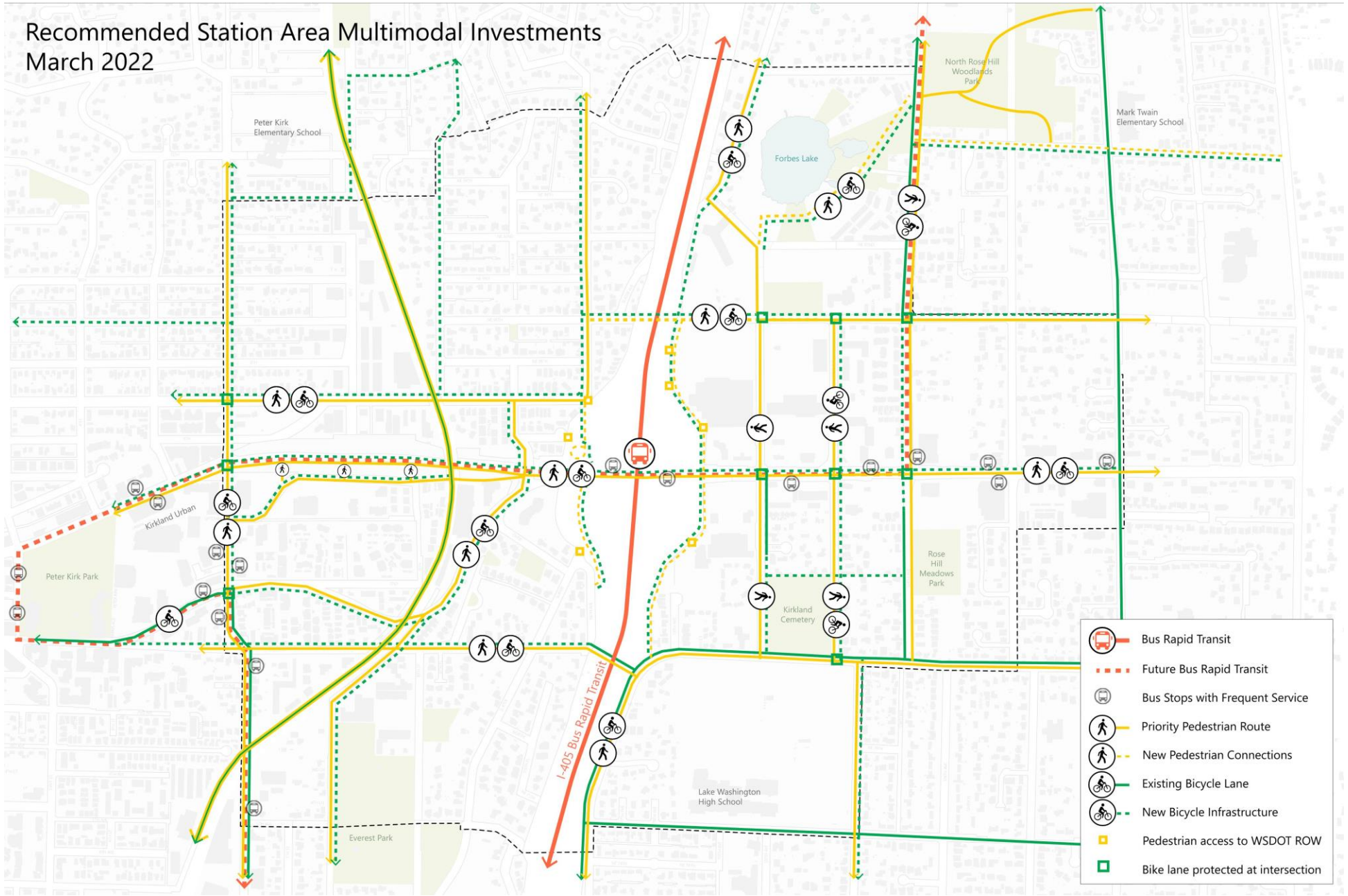
*****Most balanced concept*****



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

MARCH 2022 REVISION
KIRKLAND 85TH STATION AREA PLAN
NE 85TH STREET / 120TH AVENUE NE
CONCEPTUAL DESIGN

Questions?


Recommended Station Area Multimodal Investments
March 2022
Peter Kirk Elementary School
North Rose Hill Woodlands Park
Mark Twain Elementary School
Forbes Lake
Kirkland Urban
Peter Kirk Park
Rose Hill Meadows Park
Kirkland Cemetery
I-405 Bus Rapid Transit
Lake Washington High School
Everest Park
Bus Rapid Transit
Future Bus Rapid Transit
Bus Stops with Frequent Service
Priority Pedestrian Route
New Pedestrian Connections
Existing Bicycle Lane
New Bicycle Infrastructure
Pedestrian access to WSDOT ROW
Bike lane protected at intersection