

Highlands Neighborhood Association



NE 85th Station Area Plan Phase 2

City of Kirkland

March 15, 2023



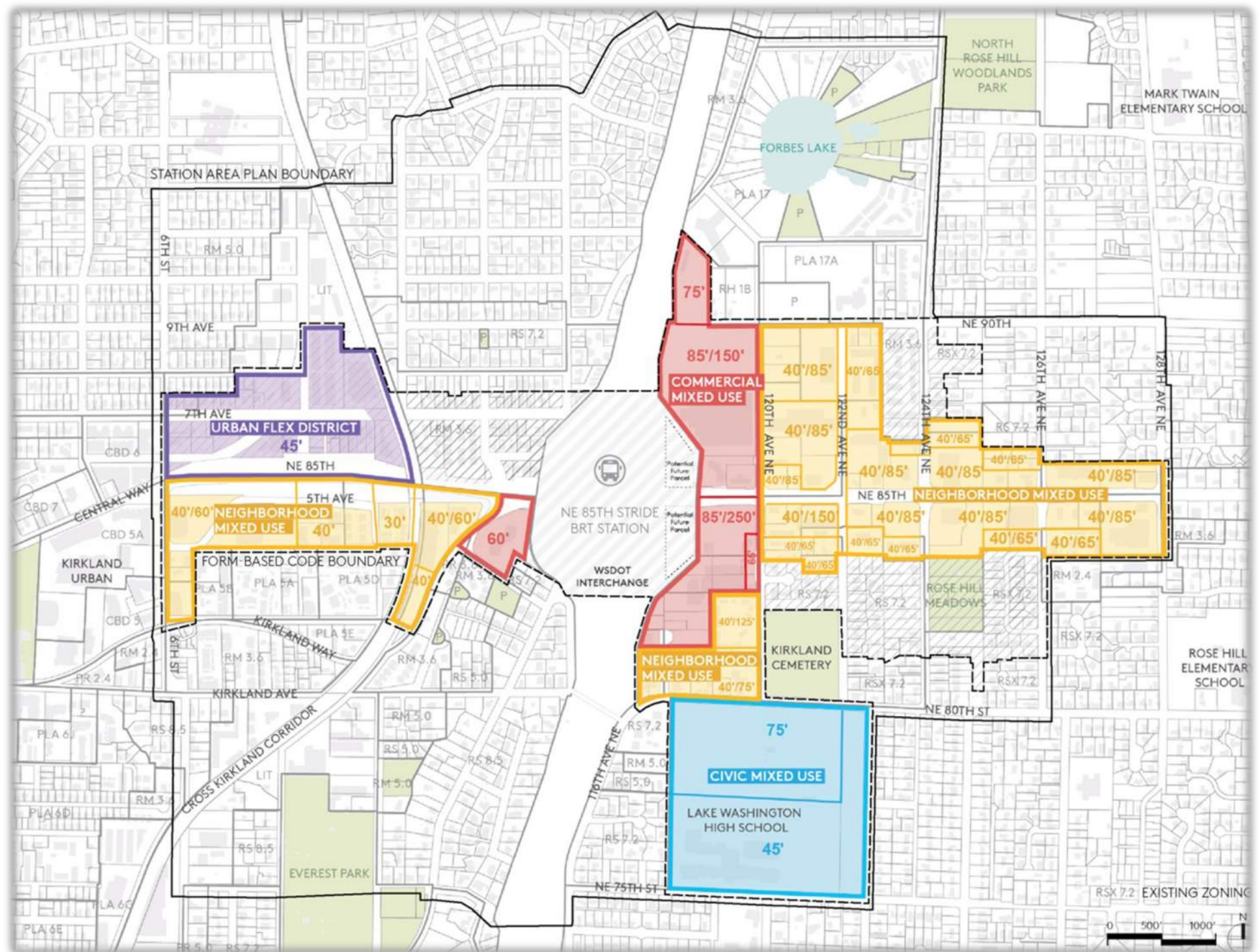
Station Area – 2044 Vision

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

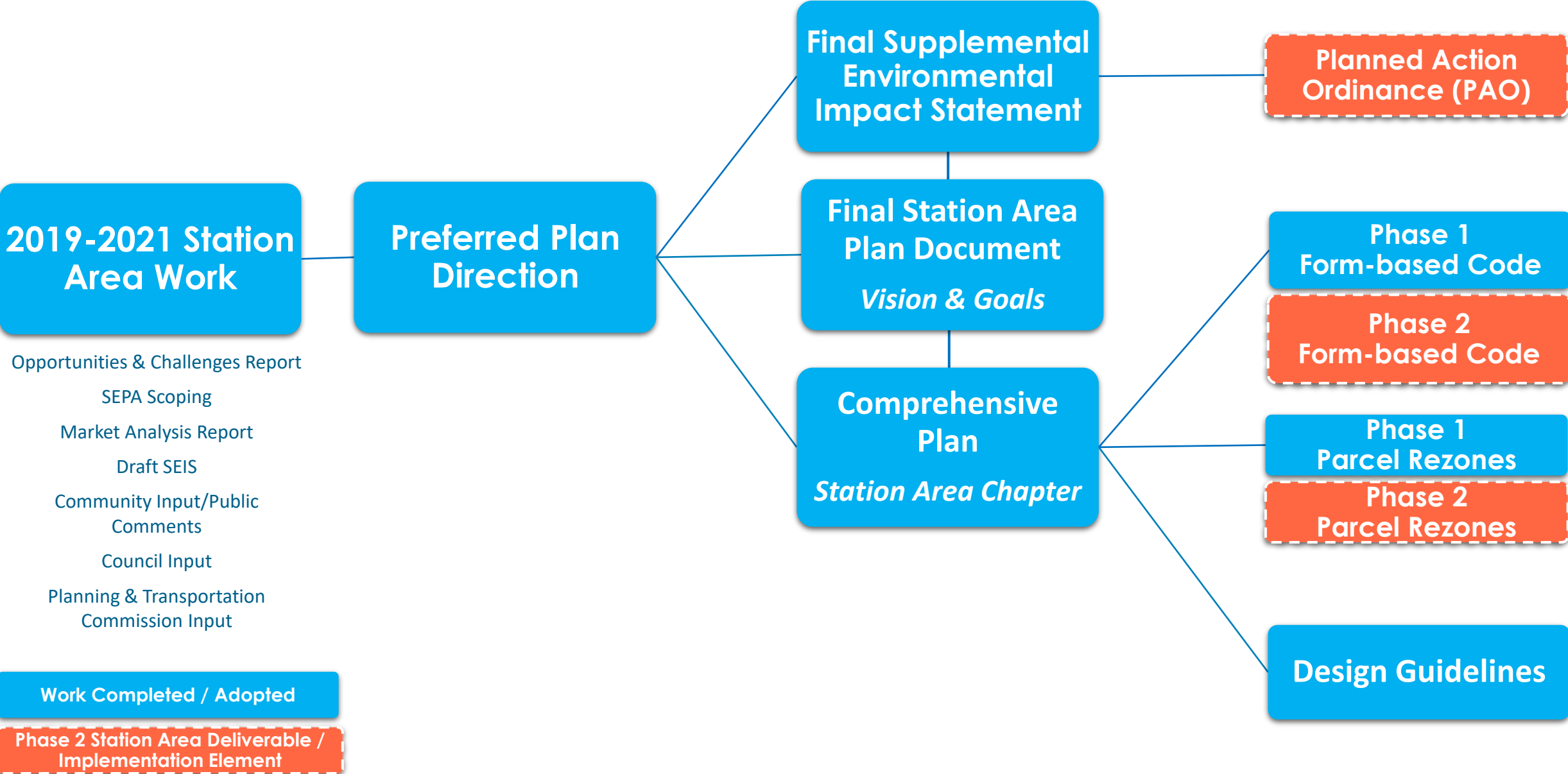


Station Area Plan

Study & Form-based Code Boundaries



Station Area Workflow



Phase 1 Adoption: What has been decided already in planning process?

On June 28, 2022 Council adopted:

- **Station Area Plan**
(Resolution R-5547)
- **Comprehensive Plan Amendments**
(Ordinance O-4800)
- **Phase 1 Parcel Rezones** (Ordinance O-4801)
- **Phase 1 Zoning Code Amendments / FBC**
(Ordinance O-4802)
- **Municipal Code Amendments & Design Guidelines**
(Ordinance O-4803)



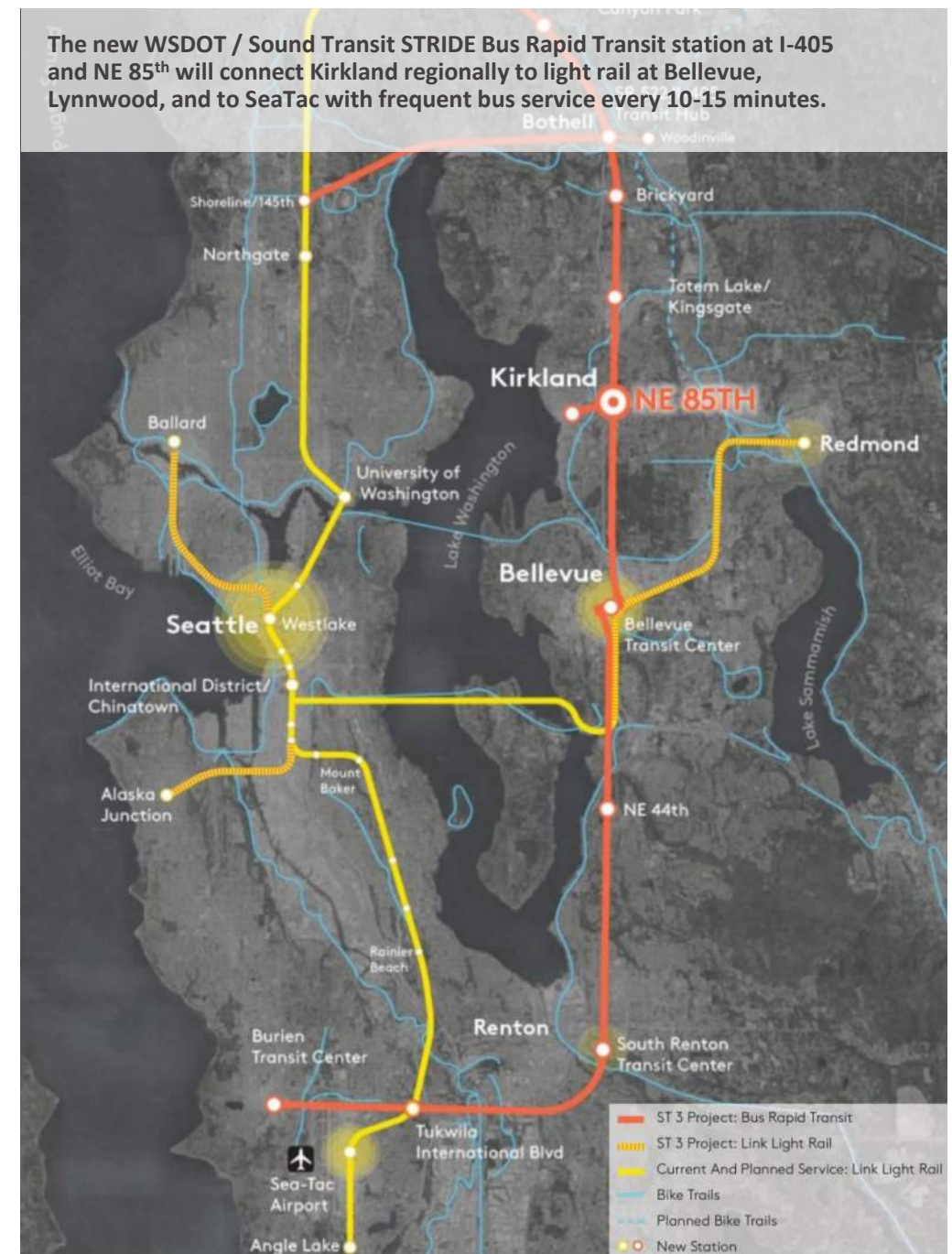
STATION AREA PLAN

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

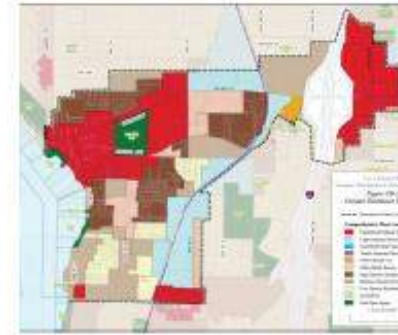
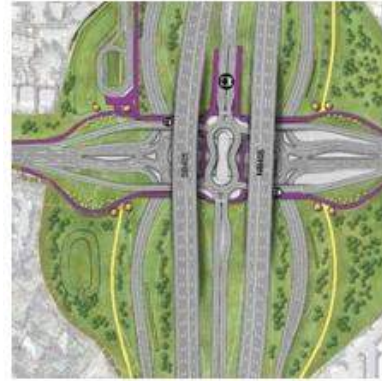


Why Plan for the NE 85th Station Area?

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

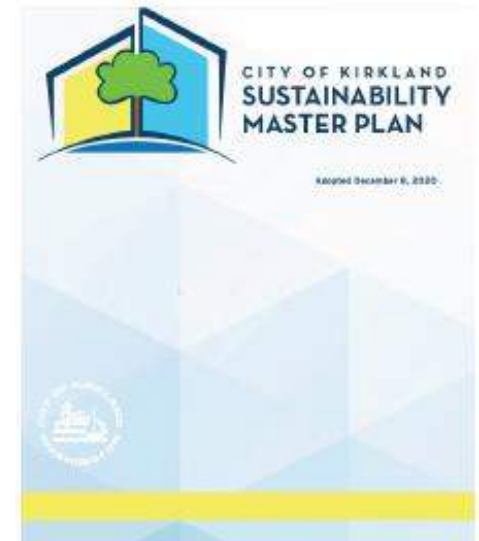
- the 2035 Comprehensive Plan;
- the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans;
- the Sustainability Master Plan;
- the CKC Master Plan;
- and others.

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



Station Area Plan Overview

01
EXECUTIVE
SUMMARY

02
PROJECT
CONTEXT

03
EXISTING
CONDITIONS

04 COMMUNITY
BENEFIT STRATEGIES



The map shows a street grid with several callouts: 'COMMUNITY BENEFIT STRATEGIES' (purple arrow), 'SCHOOLS' (yellow circle), 'INNOVATIVE FACILITIES' (red circle), 'SUSTAINABILITY' (green circle), 'SAFE BICYCLE LANE & INTERSECTION' (green arrow), 'SAFE PEDESTRIAN CORRIDOR' (green arrow), 'SUSTAINABILITY, LOW CARBON BUILDINGS, RESILIENT COMMUNITY' (green circle), and 'HOUSING' (yellow circle).



06
LAND USE
AND ZONING

07
PARKS, OPEN SPACE
AND ENVIRONMENT

08
TRANSPORTATION
AND MOBILITY

09
UTILITIES AND
PUBLIC SERVICES

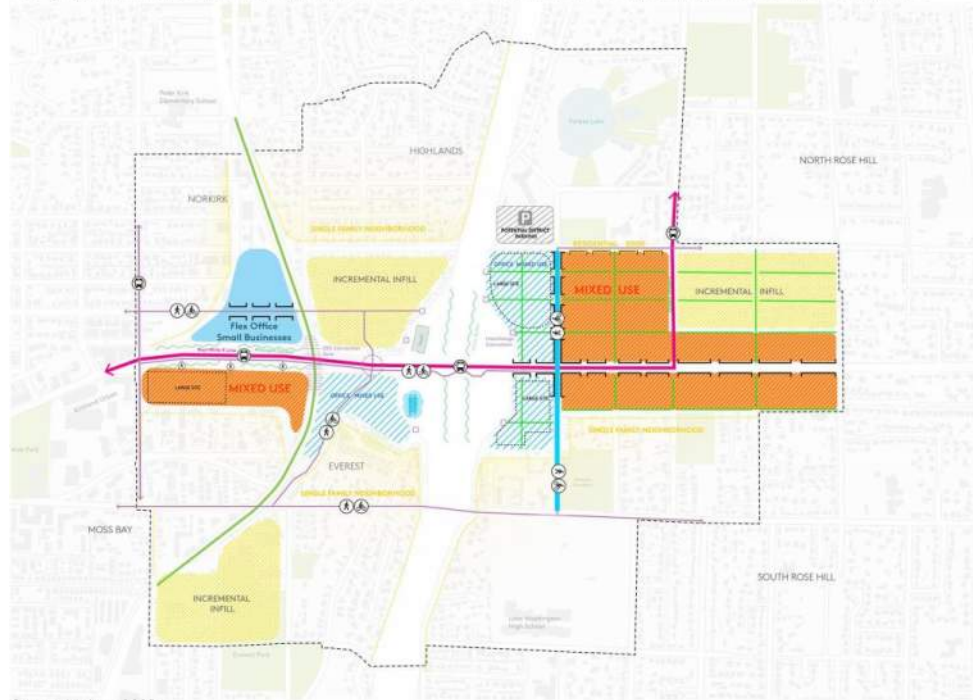
10
SUSTAINABILITY
FRAMEWORK

Chapter 04 Community Benefit Strategies

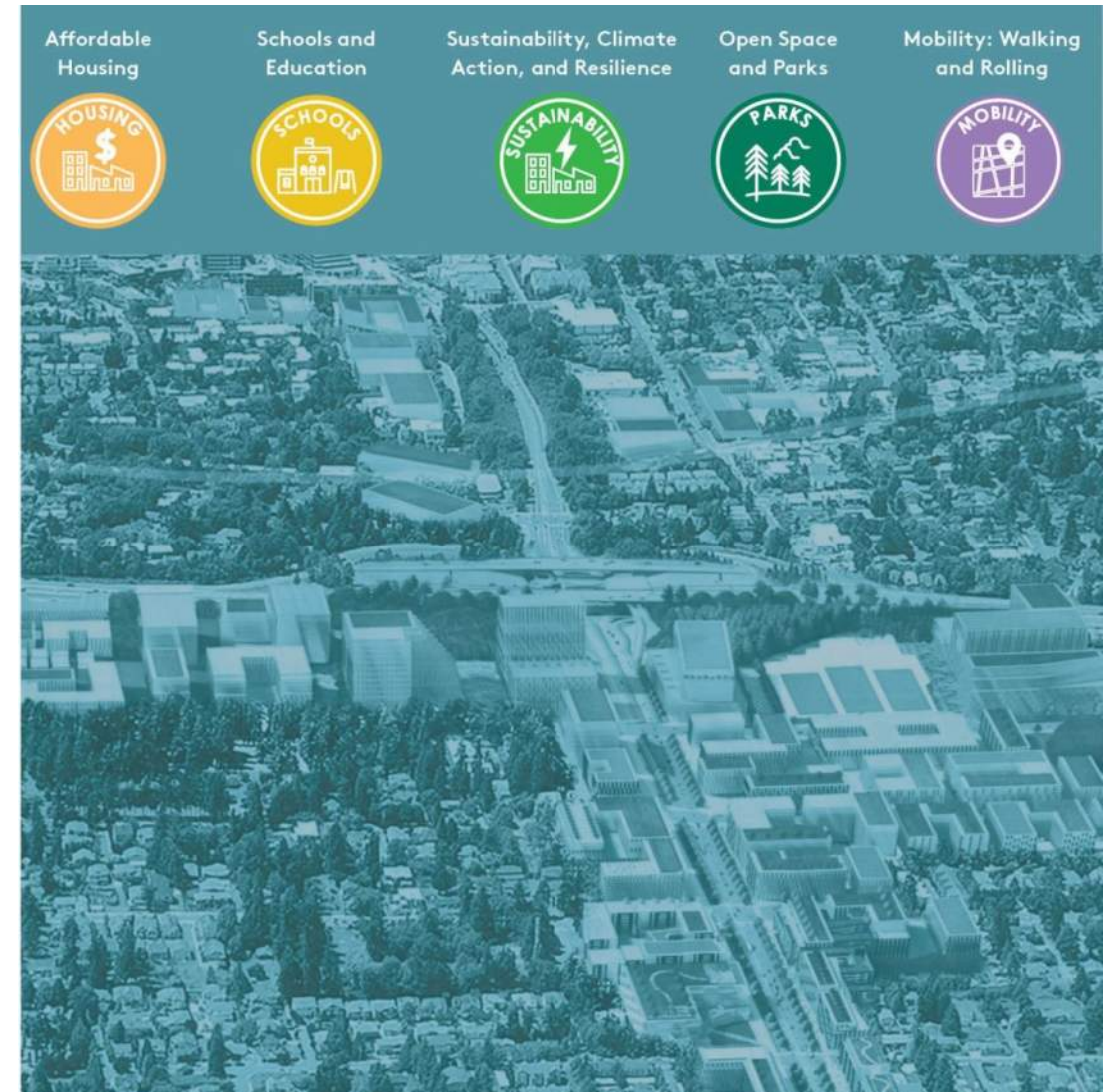
How can the public receive benefits of growth?

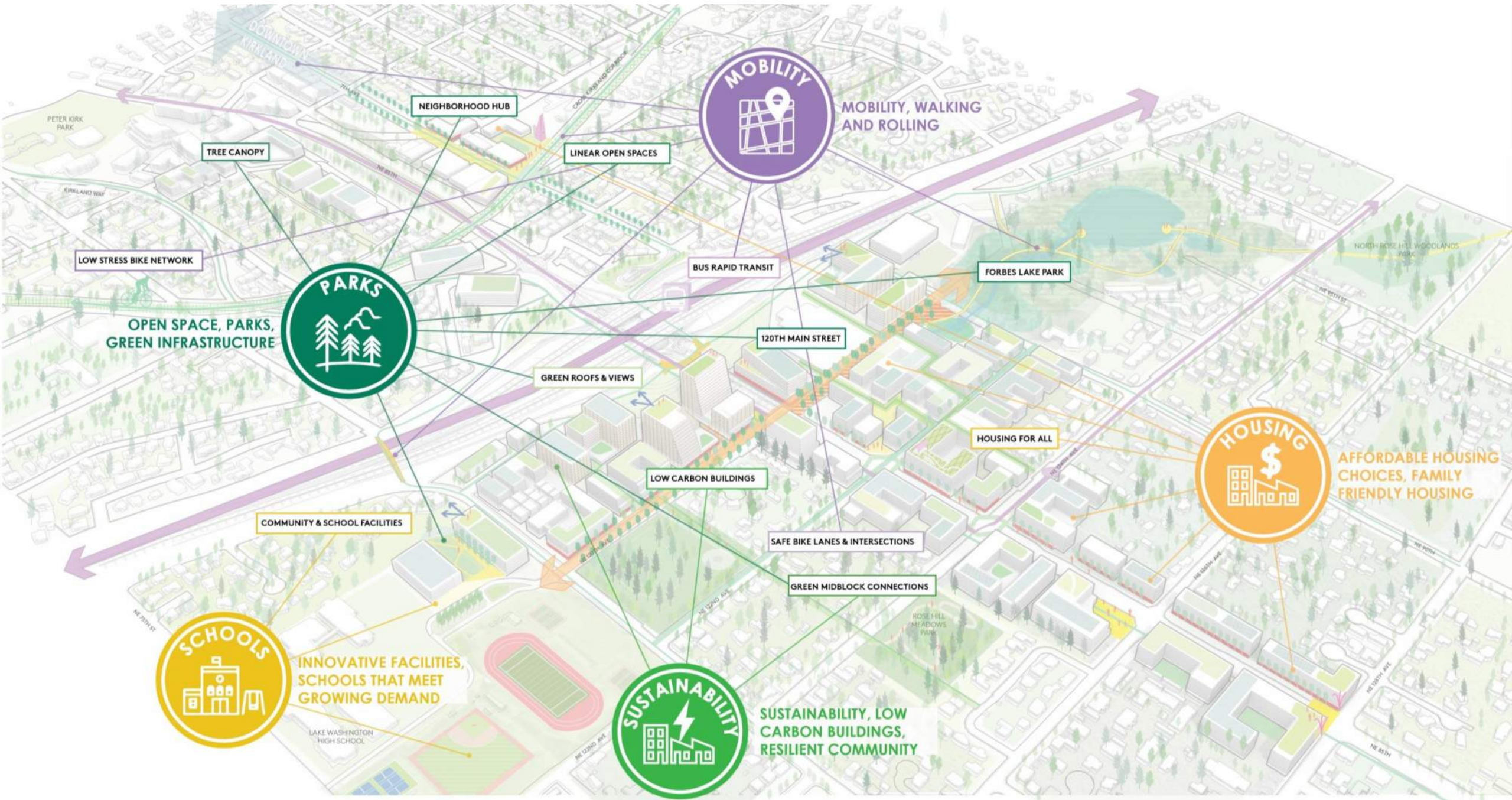
Priority community benefits were chosen based on community feedback, City Council and Planning Commission direction, and initial findings from DSEIS and 2020 Opportunities and Challenges Report.

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



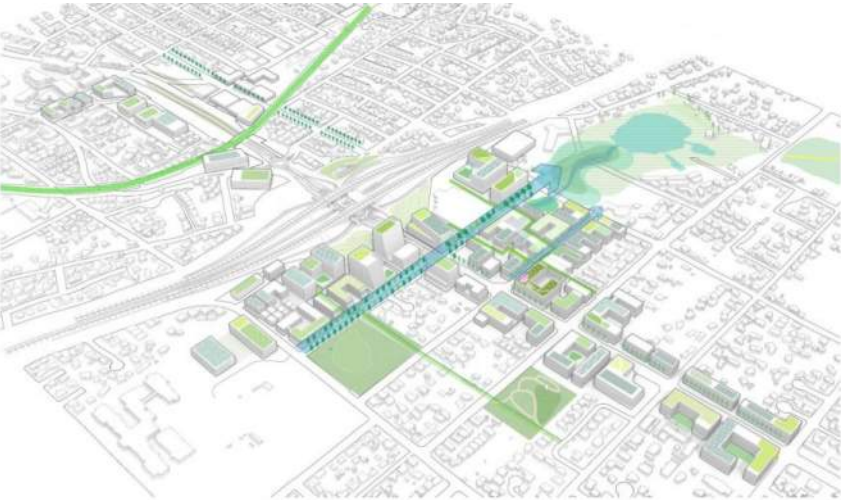
Focus Inclusive Growth Near Transit



A Strong Public Spine



A network of Mobility Options



Leverage Existing Natural Systems and Resources



Transitions in Scale to Adjacent Neighborhoods

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.

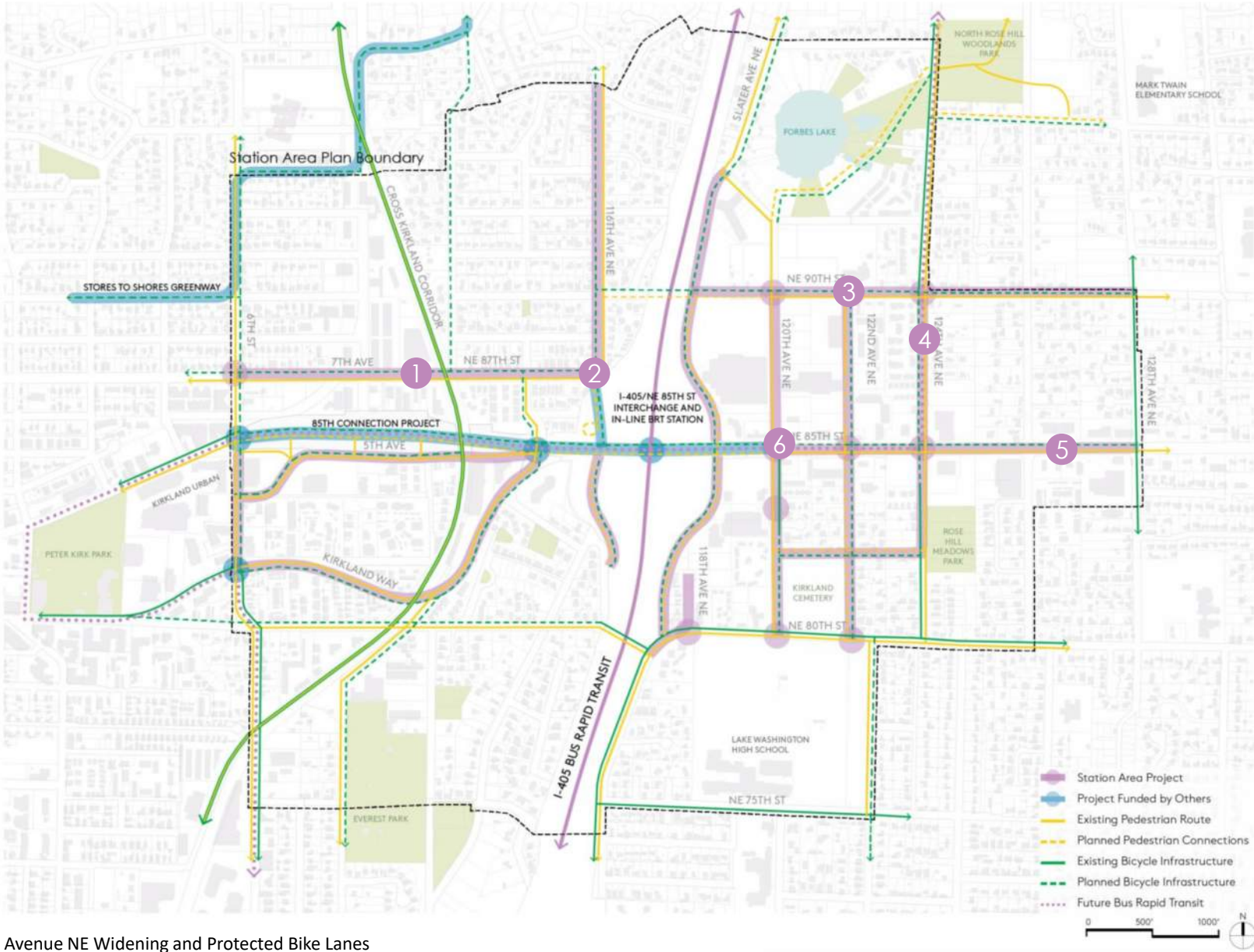
2 COMPACT ROUNDABOUTS AT NE 87TH AND 116TH AVE



6 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 Improvements: I-405 to 128th Avenue NE
- 6 NE 85th Street And 120th Avenue NE Improvements



LOW CARBON BUILDINGS

TREE CANOPY

AFFORDABLE HOUSING

ACTIVE STOREFRONTS

GREEN STREET INFRASTRUCTURE

ALL AGES BICYCLING NETWORK





LOW CARBON BUILDINGS

ROOF AMENITIES

BOARDWALK TRAILS

FORBES LAKE VIEWPOINTS

NEIGHBORHOOD TRAIL CONNECTIONS

FORBES CREEK RESTORATION

120TH MAIN STREET

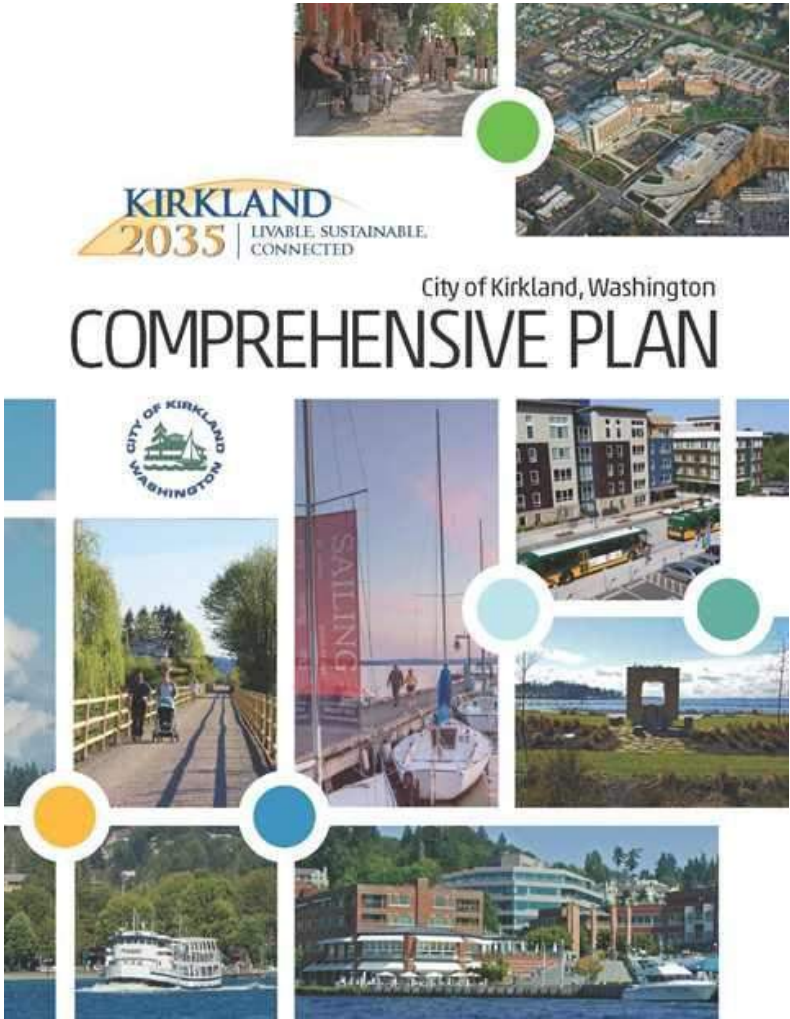
ECOLOGICAL RESTORATION PARK



Adopted Comprehensive Plan Chapter

- New Station Area Chapter added to establish goals and policies for future growth
- Addresses Station Area relationships to Neighborhood Plans
- Includes goals and policies for Housing, Economic Development, Natural Environment & Sustainability, Parks & Open Space, Transportation, Urban Design, Public Services, Schools, and Implementation.
- Establishes Subarea household and employment growth capacities for horizon year of 2044

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



1 KIRKLAND ZONING CODE AMENDMENTS (KZC 57)



PROPOSED PHASE 2 DEVELOPMENT STANDARDS & PC FOCUS TOPICS

February 23 Planning Commission Public Hearing – Phase 2

Planning Commission received public testimony, deliberated, and reached recommendation to City Council on 3 items.

1. Kirkland Zoning Code (KZC) Amendments

- *Station Area Form-based Code for NMU, CVU, and UF districts*
- *Updates to district-wide standards (e.g., transitions, parking, etc.)*
- *Misc. Zoning Code Amendments*

2. Legislative Rezones (Zoning Map Amendments)

- *Applies NMU, CVU, and UF districts to specific parcels*

3. Kirkland Municipal Code (KMC) Amendments

- *MFTE boundary adjustment to include UF district*

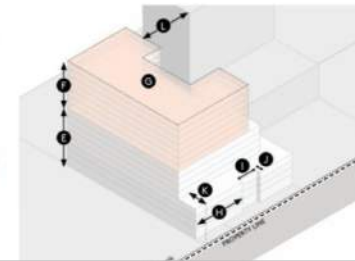
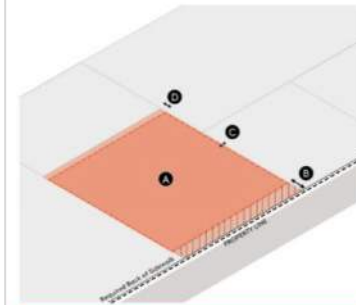
PROPOSED PHASE 2 DEVELOPMENT STANDARDS



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.

FIGURE 4: NEIGHBORHOOD MIXED USE



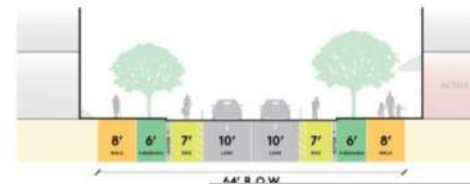
LOT COVERAGE AND SETBACKS

Permitted Uses	
General Permitted Uses	Commercial, Institutional, Residential
Lot Coverage	
Max Lot Coverage*	90%
Required Setbacks	
Front	Refer to Frontage Types
Side	0 ft Min
Rear	5 ft Min

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

NE 85TH STREET STATION AREA PLAN FORM-BASED CODE

NEIGHBORHOOD MIXED USE STREET

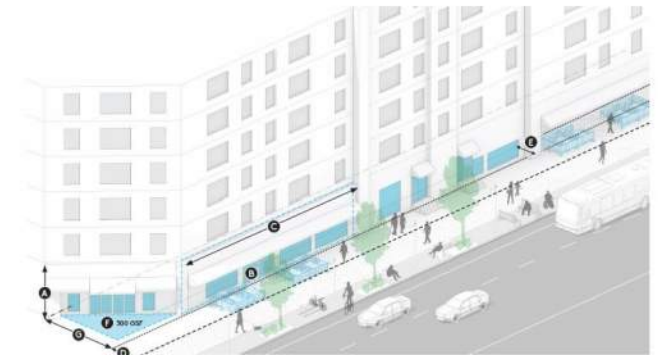


DESCRIPTION

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 a contextual basis and is subject to approval by Public Works Official.

NE 85TH STREET STATION AREA PLAN FORM-BASED CODE

FIGURE 5: URBAN STREET EDGE FRONTAGE STANDARDS



GROUND FLOOR DESIGN AND ENTRANCES

Ground Floor Design	
Minimum Height	15'
Facade Transparency	50%
Max Street Level Facade Width	65'
Entrances	
Location	Required on primary street-facing frontage
Entry Transparency	60%

PUBLIC REALM

Public Realm	
Front Setbacks (Min, Max)	0', 15'
Sidewalk Curb/Amenity Zone	min depth 7', up to 10' additional setback allowed
Corner Design	500'± required within property line at corners where two intersecting streets are a combination of major thoroughfare, main street, or neighborhood mixed use
Ground Floor Parking Setback	Average 30', Minimum 20'

NE 85TH ST FORM-BASED CODE

15

FRONTAGE STANDARDS

NE 85th St Form-based Code Organization

Regulating District

Building Height
Building Massing
Facade Modulation
Side & Rear Setbacks

Frontage Type

Front Setbacks
Ground Floor Design
Cafe & Amenity Zones

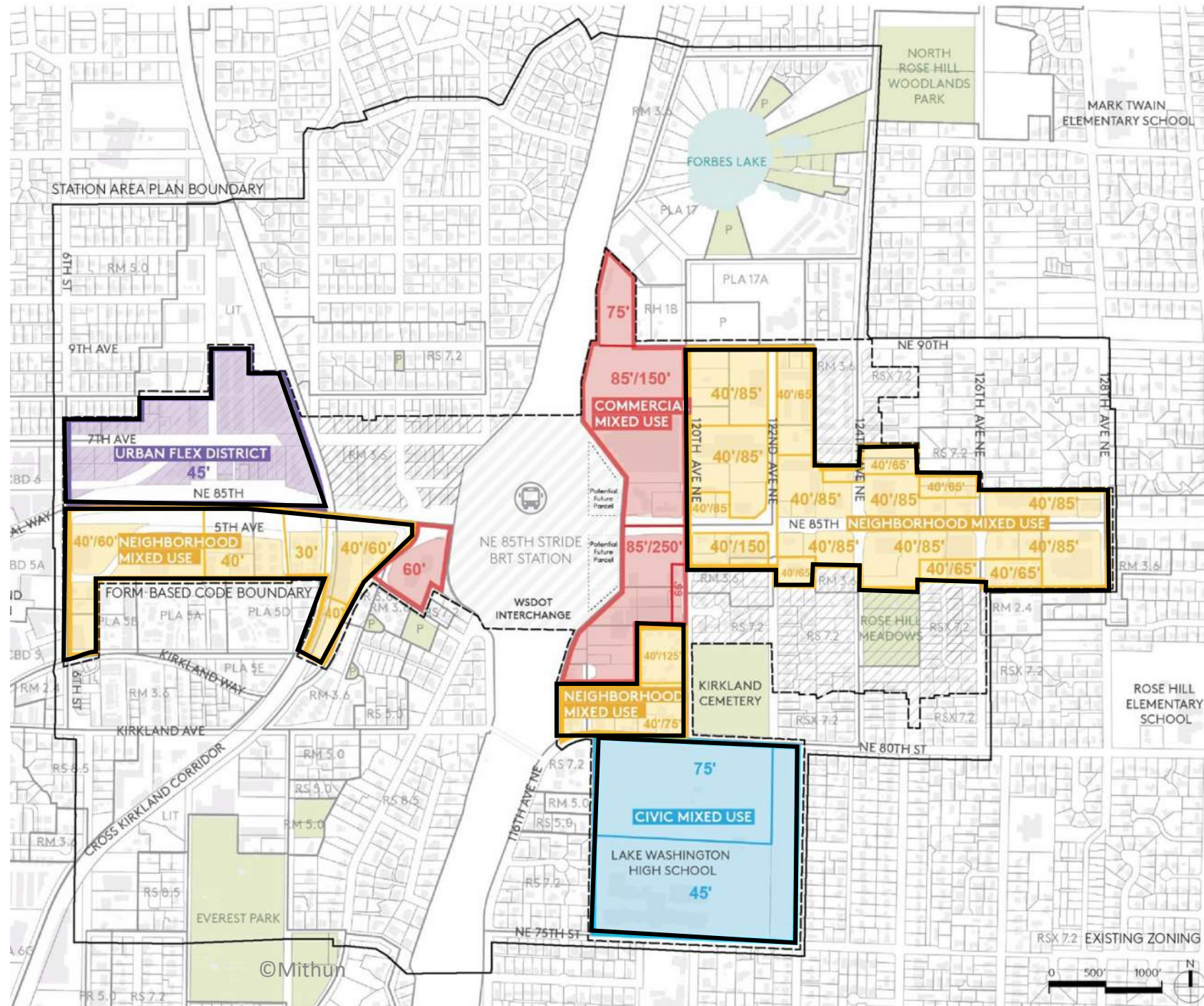
Street Type

Sidewalks
Trees & Street Furnishings
Bike Facilities
Road Widths



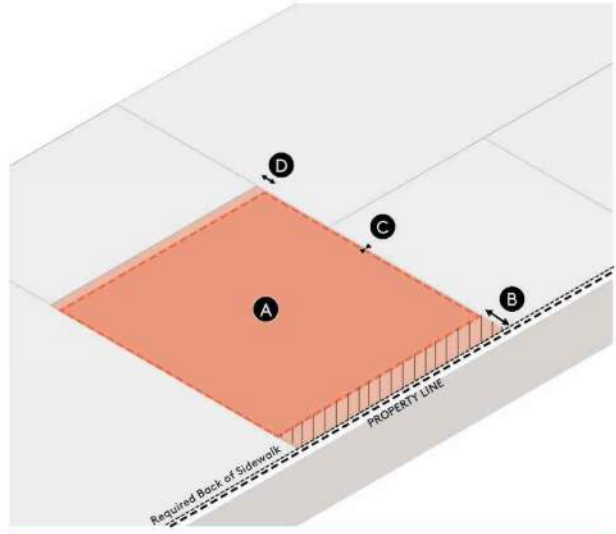
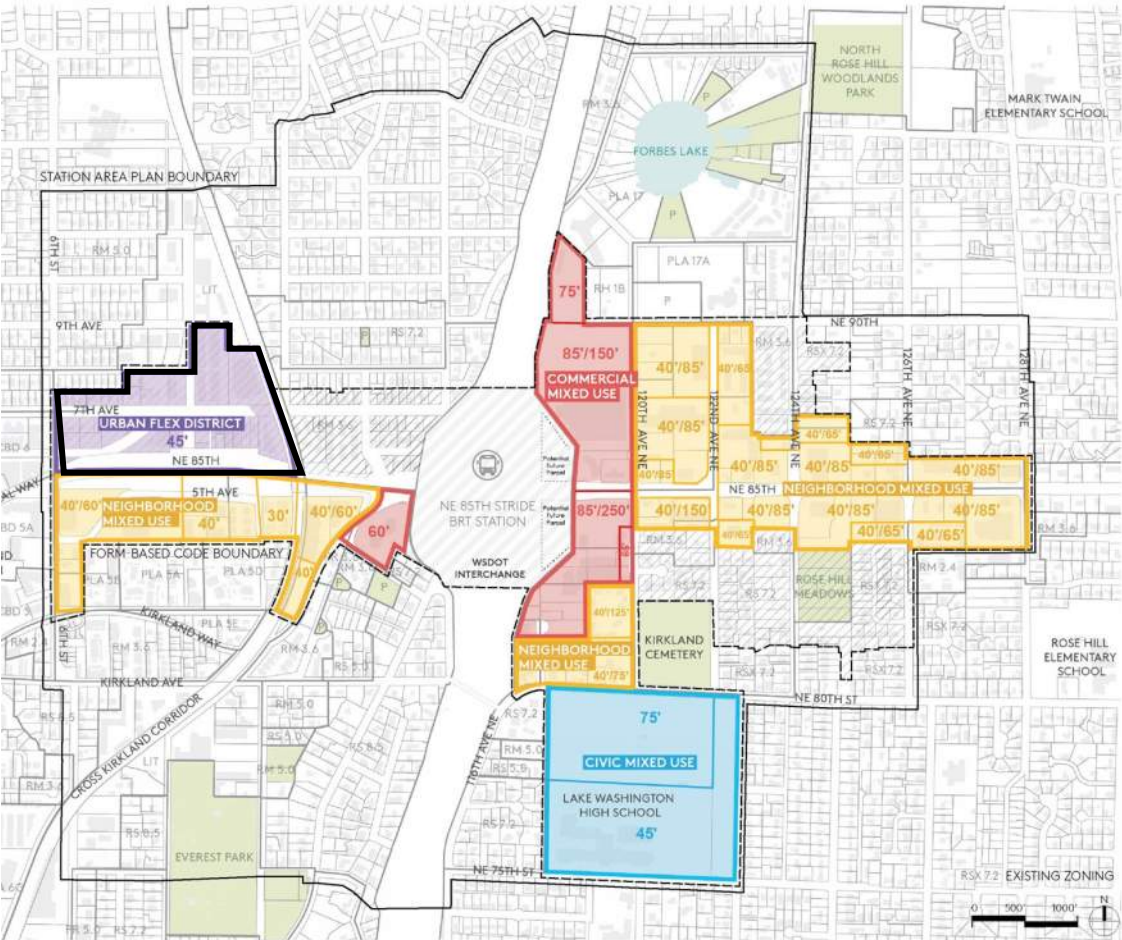
Regulating Districts

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



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.

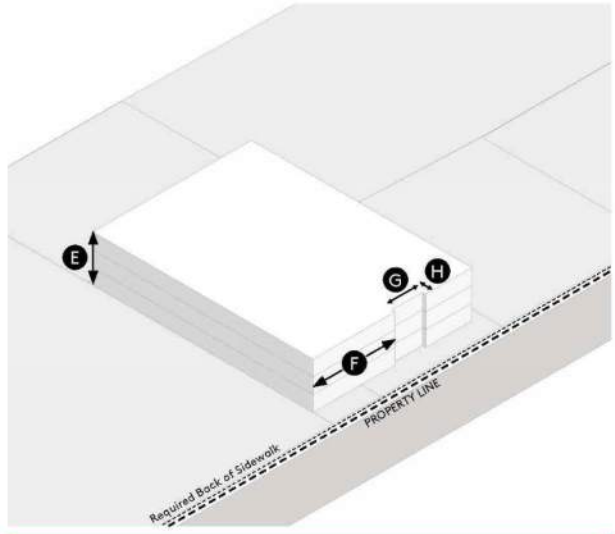


LOT COVERAGE AND SETBACKS

Permitted Uses	
General Permitted Uses	Light Industrial, Commercial, Institutional, Residential
Lot Coverage	
A Max Lot Coverage *	90%
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.

Properties adjoining the Cross Kirkland Corridor are also subject to the standards of KZC 115.24.

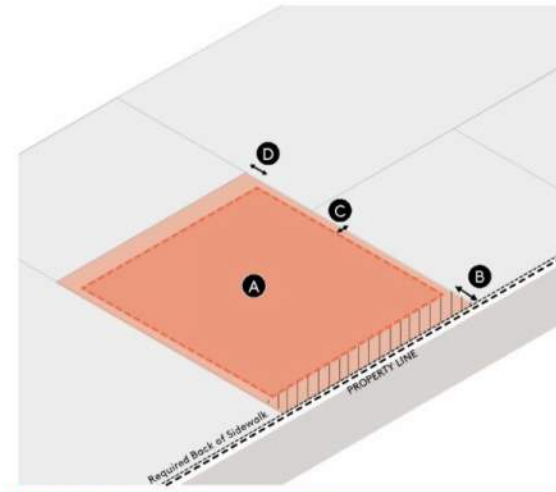
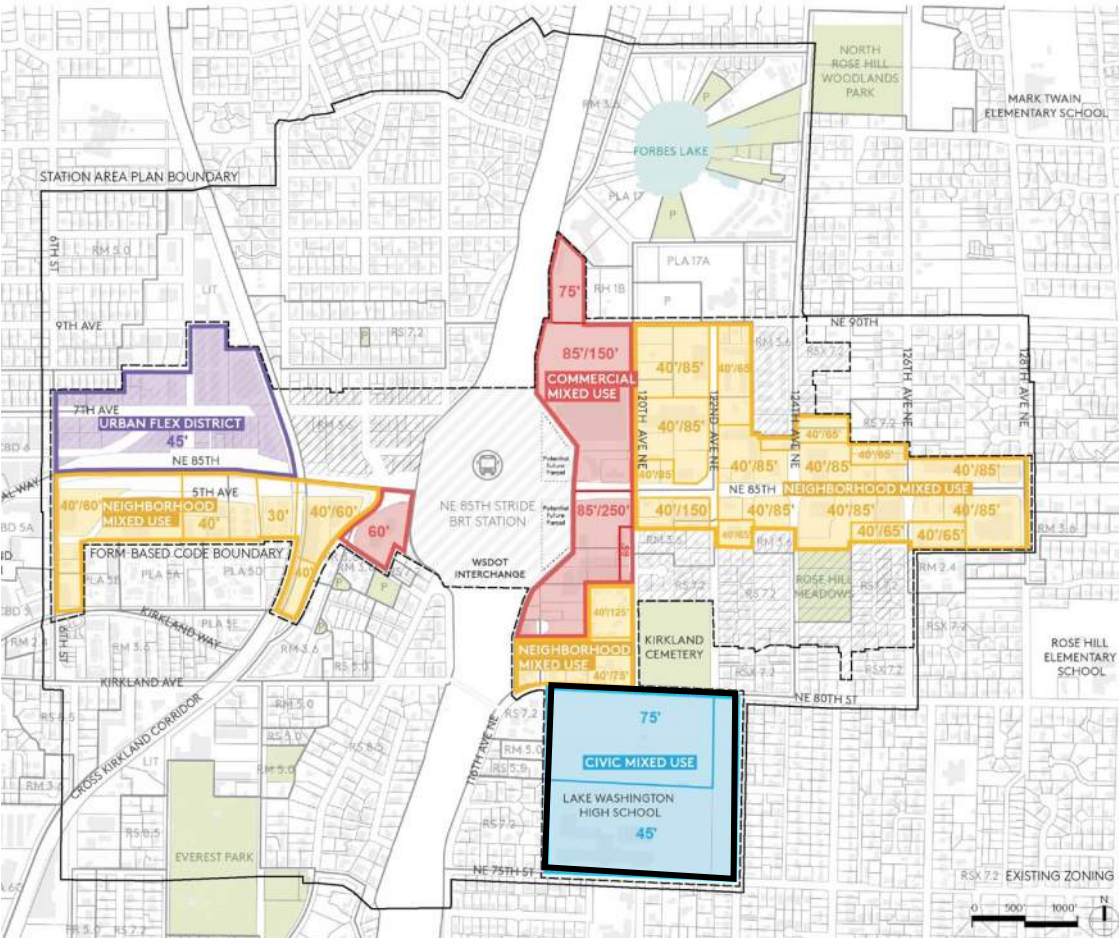


MASSING AND DEVELOPMENT INTENSITY

Maximum Height and Floor Plate	
E Base Maximum Allowed Height	Refer to Regulating Plan
Facade Design	
F Maximum Facade Width	160 ft
G Minimum Facade Break Width	15 ft
H Minimum Facade Break Depth	5 ft

Civic Mixed Use District

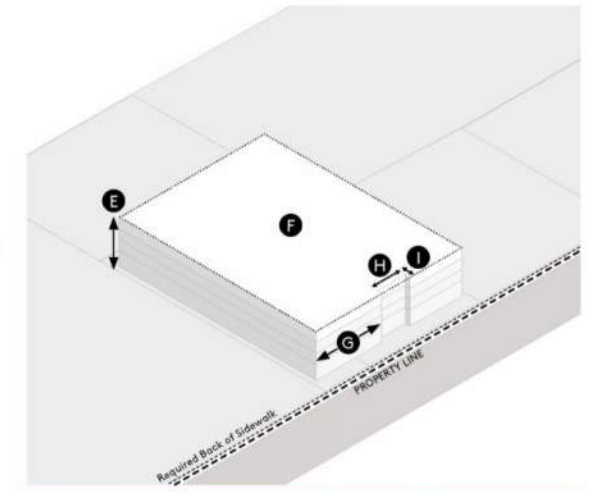
This zone is intended to encourage uses consistent with a **mixed-use environment anchored by civic/institutional uses**. It allows for commercial and civic/institutional uses. Maximum heights are established in the Regulating Plan and allow heights up to 75 ft east of I-405.



LOT COVERAGE AND SETBACKS

Permitted Uses	
General Permitted Uses	Commercial, Institutional, Residential
Lot Coverage	
A Max Lot Coverage *	80%
Required Setbacks	
B Front	Refer to Frontage Types
C Side	5 ft Min
D Rear	5 ft Min

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



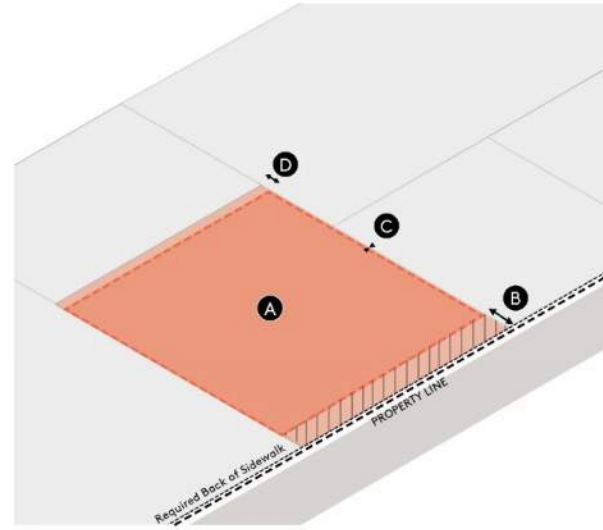
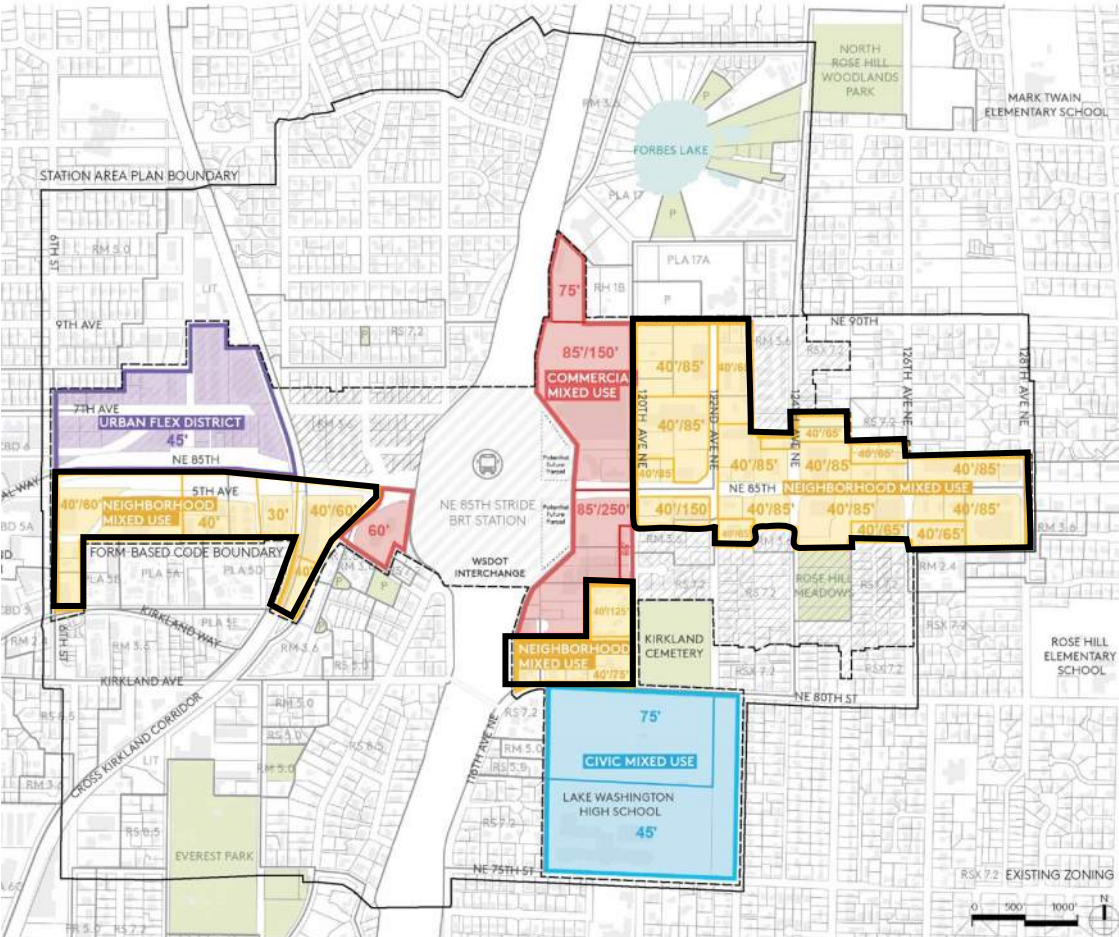
MASSING AND DEVELOPMENT INTENSITY

Maximum Height and Floor Plate	
E Base Maximum Allowed Height	Refer to Regulating Plan
Bonus Maximum Allowed Height	Refer to Regulating Plan
F Maximum Floor Plate (Per building)	45 ft-75 ft: 30,000 SF
Facade Design	
G Maximum Facade Width	120 ft
H Minimum Facade Break Width	10 ft
I Minimum Facade Break Depth	5 ft

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

Neighborhood Mixed Use District

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



LOT COVERAGE AND SETBACKS

Permitted Uses

General Permitted Uses: Commercial, Institutional, Residential

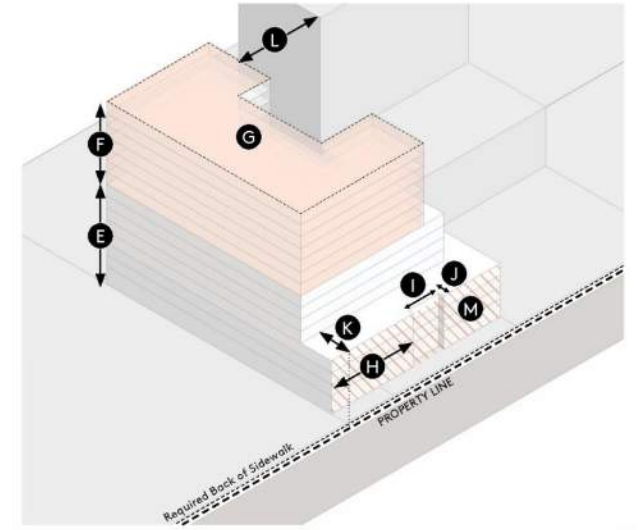
Lot Coverage

A Max Lot Coverage * 90%

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 SF
 75 ft-85 ft: 25,000 SF
 Above 85 ft: 15,000 SF

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.

STATION AREA PLAN AFFORDABLE HOUSING FRAMEWORK

Developed in coordination with A Regional Coalition for Housing (ARCH) with the goal to maximize affordable housing in the Station Area



2022 Income and Rent Limits - Multifamily Rental Housing

Kirkland Base Affordability Requirement: 50%

Maximum 2022 Household Income for Multifamily Rental Properties

Family Size	30%	35%	40%	45%	50%	60%	65%	70%	80%	HOME* 80%
1 Person	\$27,200	\$31,710	\$36,240	\$40,770	\$45,300	\$54,360	\$58,890	\$63,420	\$66,750	\$66,750
2 Persons	\$31,050	\$36,260	\$41,440	\$46,620	\$51,800	\$62,160	\$67,340	\$72,520	\$76,250	\$76,250
3 Persons	\$34,950	\$40,775	\$46,600	\$52,425	\$58,250	\$69,900	\$75,725	\$81,550	\$85,800	\$85,800
4 Persons	\$38,800	\$45,290	\$51,760	\$58,230	\$64,700	\$77,640	\$84,110	\$90,580	\$95,300	\$95,300
5 Persons	\$41,950	\$48,930	\$55,920	\$62,910	\$69,900	\$83,880	\$90,870	\$97,860	\$102,950	\$102,950
6 Persons	\$45,050	\$52,570	\$60,080	\$67,590	\$75,100	\$90,120	\$97,630	\$105,140	\$110,550	\$110,550
7 Persons	\$48,150	\$56,175	\$64,200	\$72,225	\$80,250	\$96,300	\$104,325	\$112,350	\$118,200	\$118,200
8 Persons	\$51,250	\$59,815	\$68,360	\$76,905	\$85,450	\$102,540	\$111,085	\$119,630	\$125,800	\$125,800

Maximum RENTS for Projects Based on UNIT SIZE**

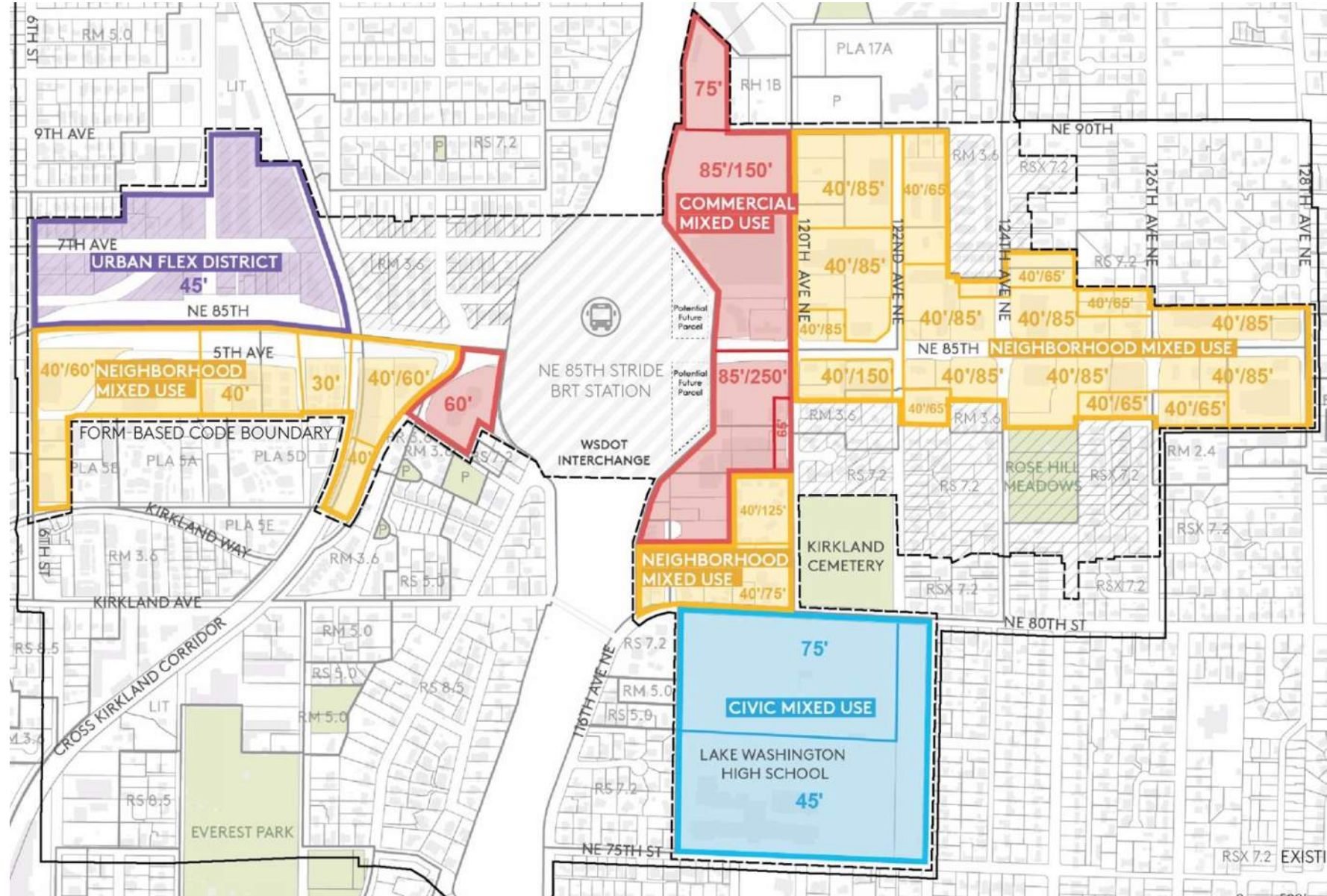
Unit Size	30%	35%	40%	45%	Low HOME	50%	60%	High HOME	65%	70%	80%
0 Bedrooms	\$680	\$792	\$906	\$1,019	\$1,132	\$1,132	\$1,359	\$1,453	\$1,472	\$1,585	\$1,668
1 Bedroom	\$728	\$849	\$971	\$1,092	\$1,213	\$1,213	\$1,456	\$1,558	\$1,577	\$1,699	\$1,787
2 Bedrooms	\$873	\$1,019	\$1,165	\$1,310	\$1,456	\$1,456	\$1,747	\$1,871	\$1,893	\$2,038	\$2,145
3 Bedrooms	\$1,009	\$1,177	\$1,346	\$1,514	\$1,682	\$1,682	\$2,019	\$2,153	\$2,187	\$2,355	\$2,478
4 Bedrooms	\$1,126	\$1,314	\$1,502	\$1,689	\$1,877	\$1,877	\$2,253	\$2,383	\$2,440	\$2,628	\$2,763
5 Bedrooms	\$1,242	\$1,449	\$1,657	\$1,864	\$2,071	\$2,071	\$2,485	\$2,610	\$2,692	\$2,899	\$3,050

AFFORDABLE HOUSING: MAXIMUM BASE REQUIREMENTS SUPPORTED BY UPZONE VALUE

Maximum Allowed Zone Height*	Minimum Percent of Affordable Housing Units Required**
Less than 65'	10% - 15%
65' to 85'	20% - 25%
Above 85'	20% - 25%

*Required in NMU, CVU, and UF districts

** Units must be affordable to households whose income does not exceed 50% of King County AMI for rental units, or 80% of King County AMI for owner-occupied units.



AFFORDABLE HOUSING PROGRAM STRUCTURE ALTERNATIVES

OPTION 1

SINGLE INCLUSIONARY REQUIREMENT APPLIED TO ALL NEW RESIDENTIAL UNITS (Higher than existing 10% standard)

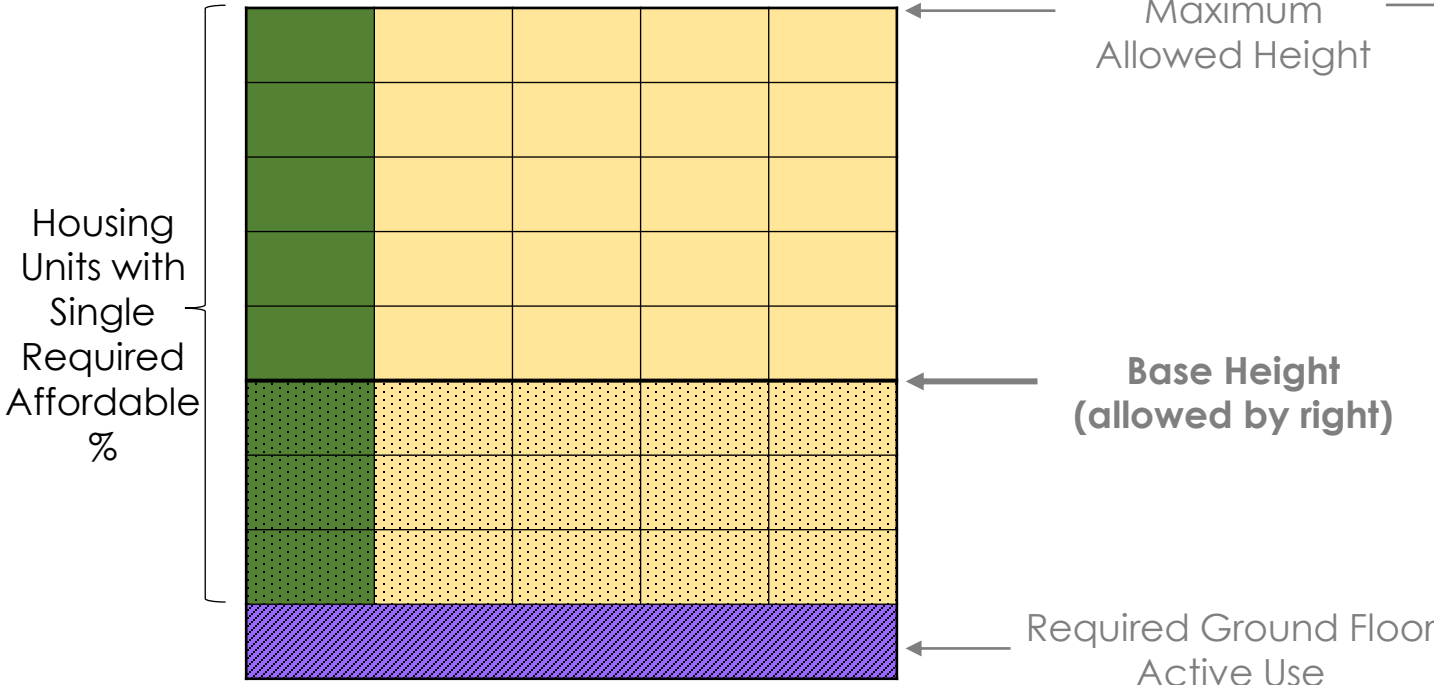


Illustration showing rough of 20% inclusionary requirement for ALL residential units

OPTION 2

BASE INCLUSIONARY REQUIREMENT AT 10% + BONUS INCLUSIONARY REQUIREMENT AT HIGHER %

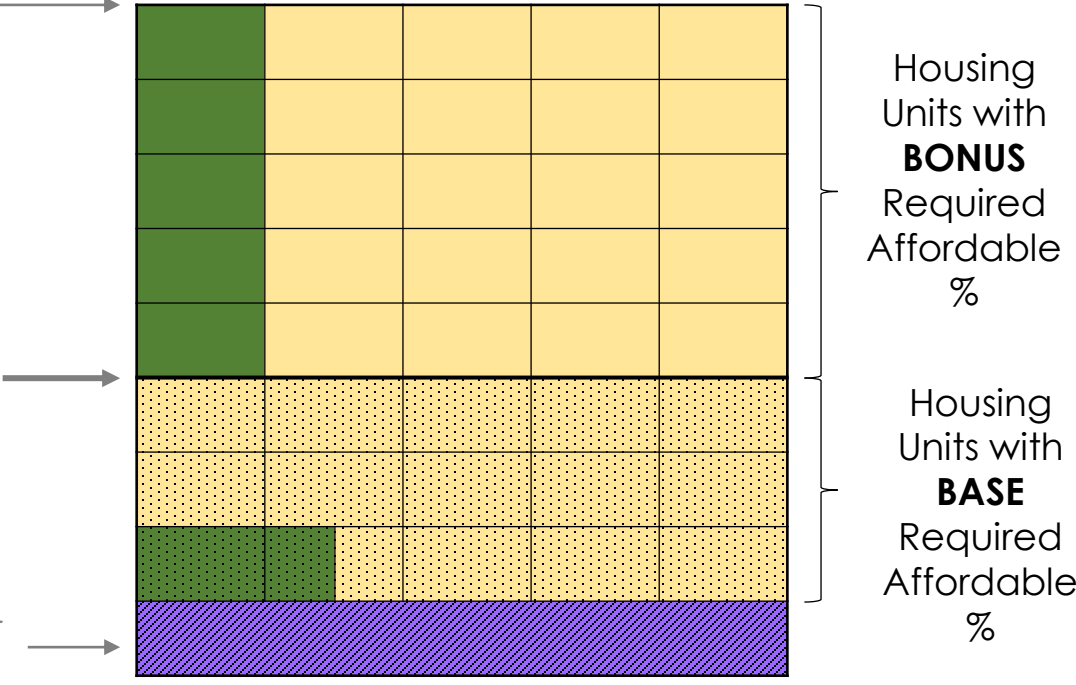


Illustration showing example of a 10% inclusionary requirement below the base height, and a 20% inclusionary requirements for all units above the base height

AFFORDABLE HOUSING: ALTERNATIVE AFFORDABILITY LEVEL OPTION

Optional Affordability Level Alternative (Sliding Scale Option)

Maximum Allowed Height for Zone	Affordability Level (as % of King County AMI)	Minimum Percent of Affordable Housing Units Required
Less than 65'	60% - 80%	Increases above base requirement
65' to 85'	60% - 80%	Increases above base requirement
Above 85'	60% - 80%	Increases above base requirement

*Units may be provided to households making higher income levels, and % of total affordable units in development increases accordingly

Maximum RENTS for Projects Based on Unit Size

(King County 2022 Income and Rent Limits)

Unit Size	50%	60%	70%	80%
0 Bedrooms	\$1,132	\$1,359	\$1,585	\$1,668
1 Bedroom	\$1,213	\$1,456	\$1,699	\$1,787
2 Bedrooms	\$1,456	\$1,747	\$2,038	\$2,145

Station Area Phase 2 Timeline

WE ARE HERE

Phase 1 Adoption

[June 2022]

PAO: Public Hearing

[November 2022]

Phase 2 Code Amendments: Public Hearing

[February 2023]

City Council Briefing

[March 2023]

Affordable Housing Requirements: PC Study Session/Public Hearing

[April/May 2023]

Phase 2 Adoption

[May/June 2023]

Phase 2 FBC Development

Affordable Housing Requirements Development & Stakeholder Engagement

Upcoming Meetings

April 27, 2023: PC Study Session on Affordable Housing Requirements

May 2023 (date TBD): Public Hearing on Affordable Housing Requirements

May/June 2023: City Council Phase 2 Adoption

How to Participate

Learn more at www.kirklandwa.gov/stationareaplan

Provide public testimony at the upcoming public hearing on affordable housing requirements

Email City Council and/or Planning Commission