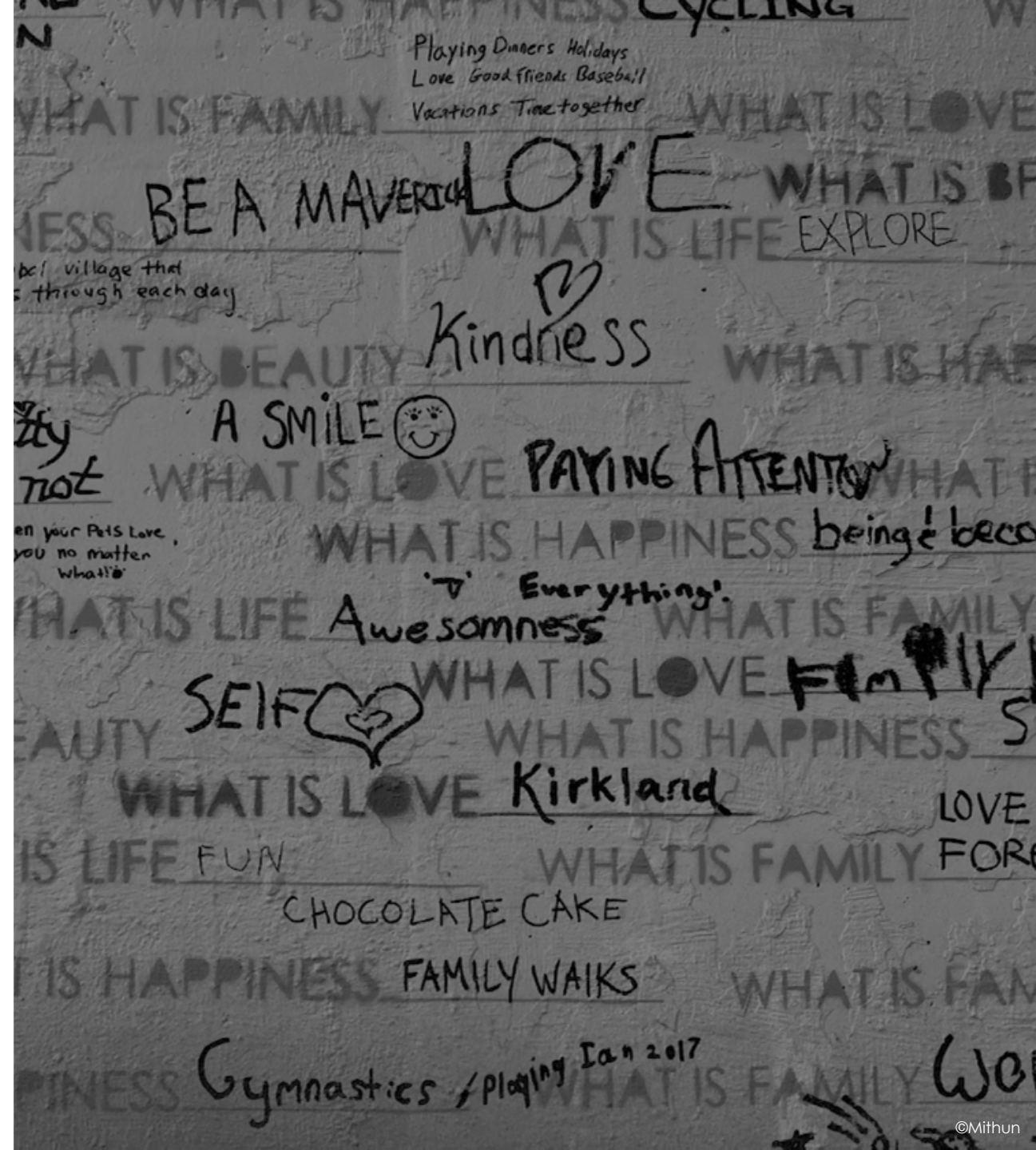


NE 85th SAP Draft SEIS

Supplementary Environmental Impact Statement

Supplemental Planned Action EIS to the 2035 Comprehensive Plan

19 January 2021



NE 85th Station Area Plan—

3 min	Project Purpose & Context
3 min	Planning Process & Engagement
14 min	Alternatives Summary & Comparison

Project Purpose & Context—

“Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive.”

-City of Kirkland Vision 2035

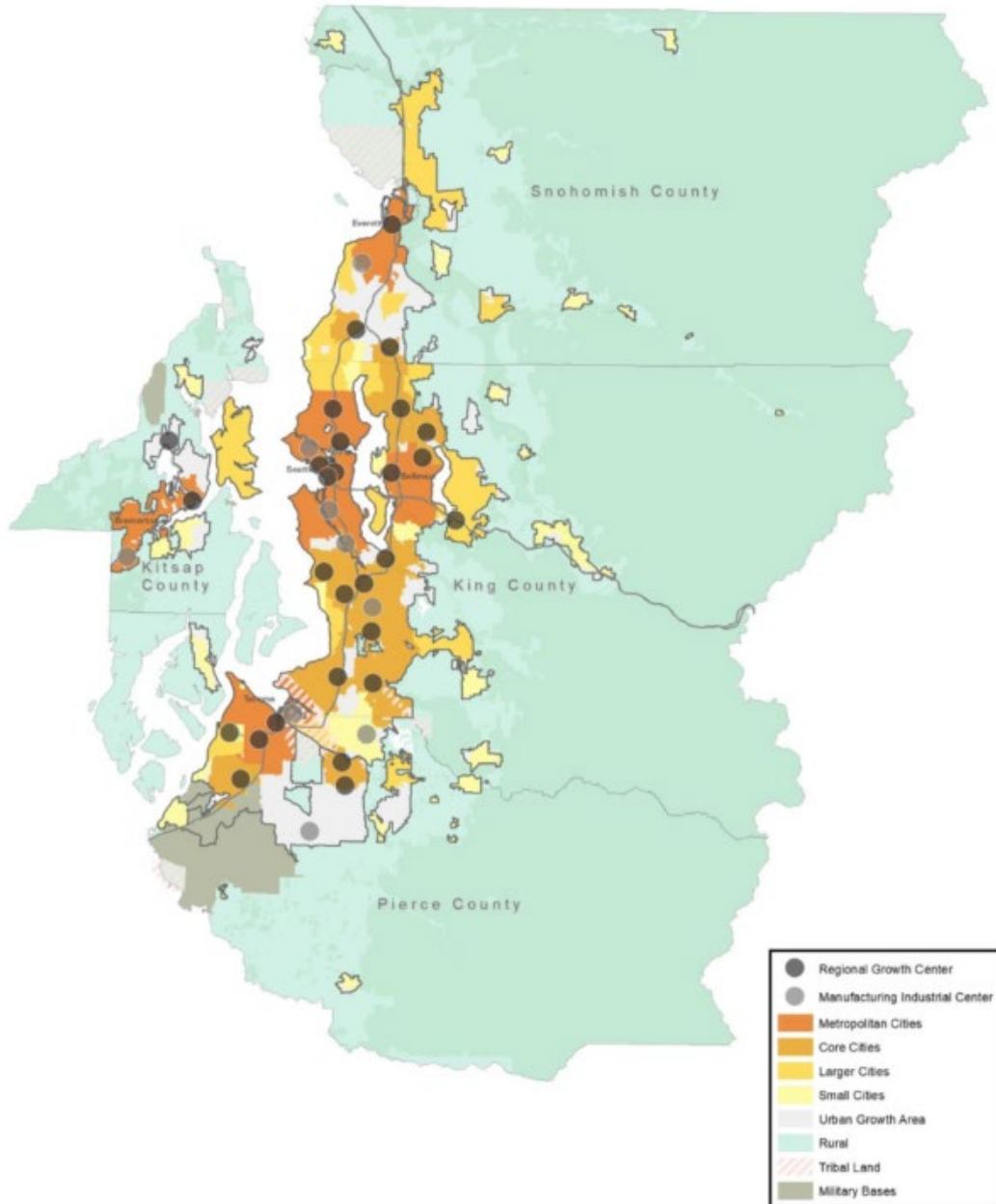
Land Acknowledgement—

The study area of this project is on the traditional land of the first people of Kirkland.

The Station Area Plan honors with gratitude the land itself and the Tribes which have cared for it since time immemorial.



Regional Growth Framework—



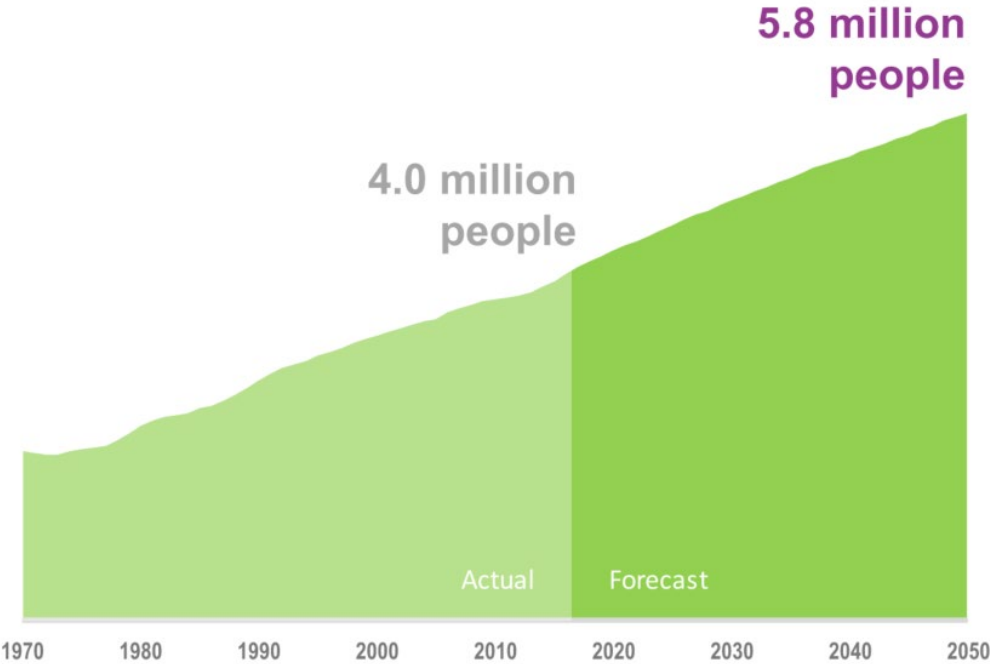
Growth Management Act (GMA)

- Local jurisdictions must prepare comprehensive plans
- Plans to address growth expected over 20 years
- Plans must address GMA goals
- Plan must ensure services in place to support growth
- Regulations (zoning) must be consistent with plan

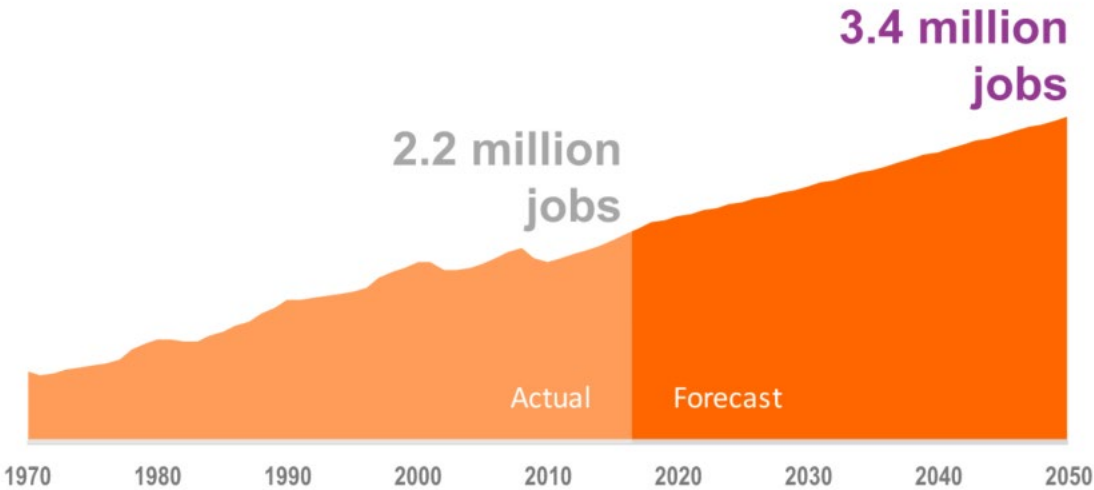
Regional plans

- Protect rural and resource lands – urban growth line
- Focus growth in urban centers
- Growth targets assigned to each jurisdiction – plans must accommodate targets

Regional Growth Forecast



Regional population forecast (PSRC)



Regional employment forecast (PSRC)

City of Kirkland Forecast

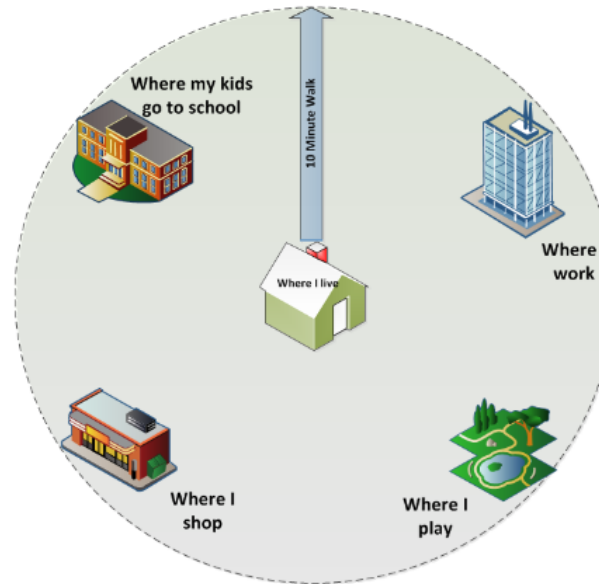
2035 Households: 8,361
2035 Jobs: 22,435

Context: City of Seattle population \pm 747,000

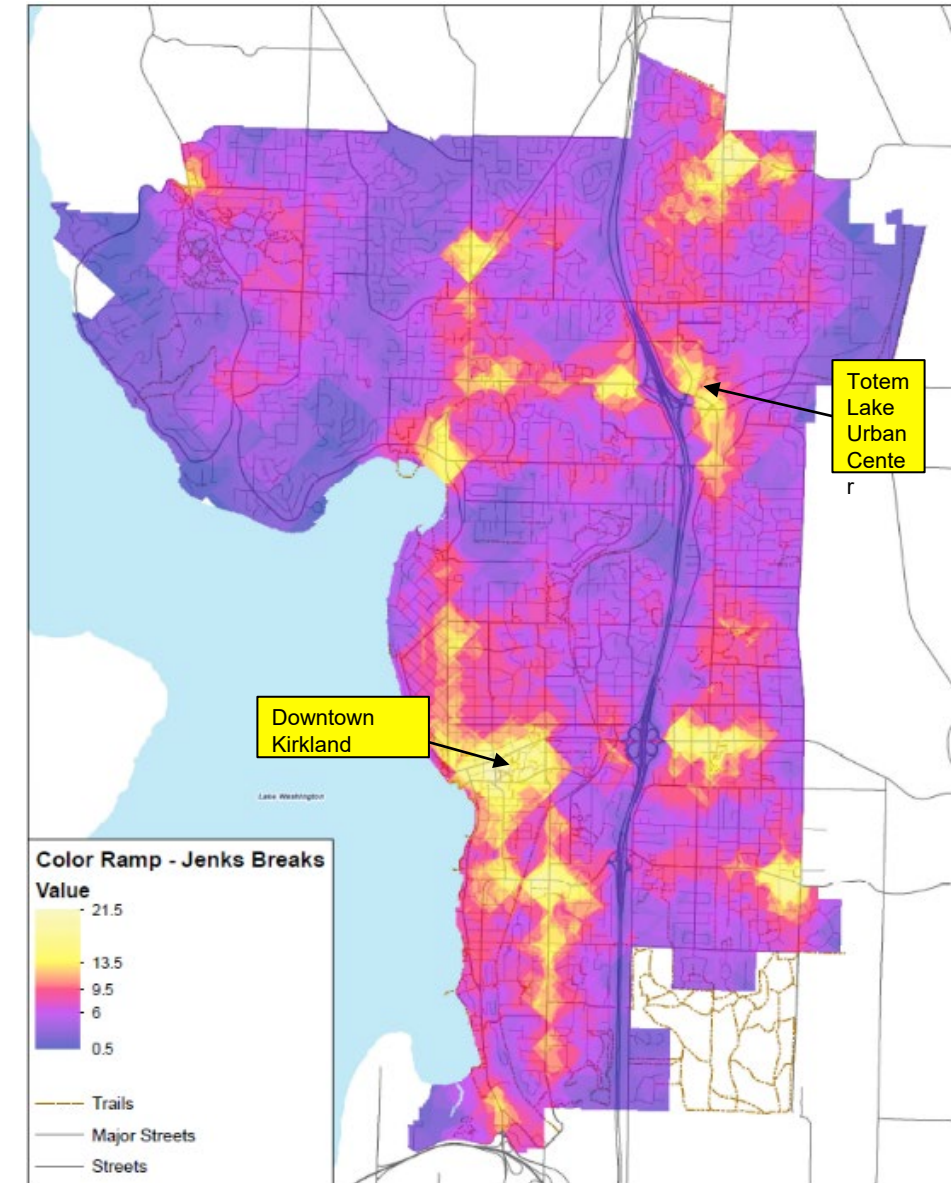
Shaping Growth—

Where is the best place for:

- Growth (zoning)
- Transportation investment (transit, roads, sidewalks, bike lanes...)
- Park investment



The 10 Minute Neighborhood Concept



Kirkland's City Council
directed the creation of a
Station Area Plan to guide
future growth or development
around the station.

©Mithun

Planning Process & Engagement—

Planning Process



Key Decisions

- Project **Objectives**
- **Study Area Growth framework**
- **Establish a range of 'bookends'** for alts.
- Confirm **scope** & topics for EIS to study
- **Amount, mix, type of growth**
- Elements to include in **preferred alternative**, e.g.:
 - Growth/Land Use
 - Affordable Housing Options
 - Open Space Strategies
 - Height & Massing Strategies
 - Mobility
 - Etc
- Development **requirements or incentives**, e.g.:
 - Affordable Housing
 - Sustainability/Green Bldg
 - Other Community Benefits
- **Form Based Code draft**
 - Transitions between types
 - Urban Design Concepts
- Draft Planned Action with Specific Mitigation measures
- City investments & Projects
- Policy & Regulatory Details, **Form Based Code details**
- Finalize boundaries of character areas/ transects
- **Final Planned Action**






Engagement

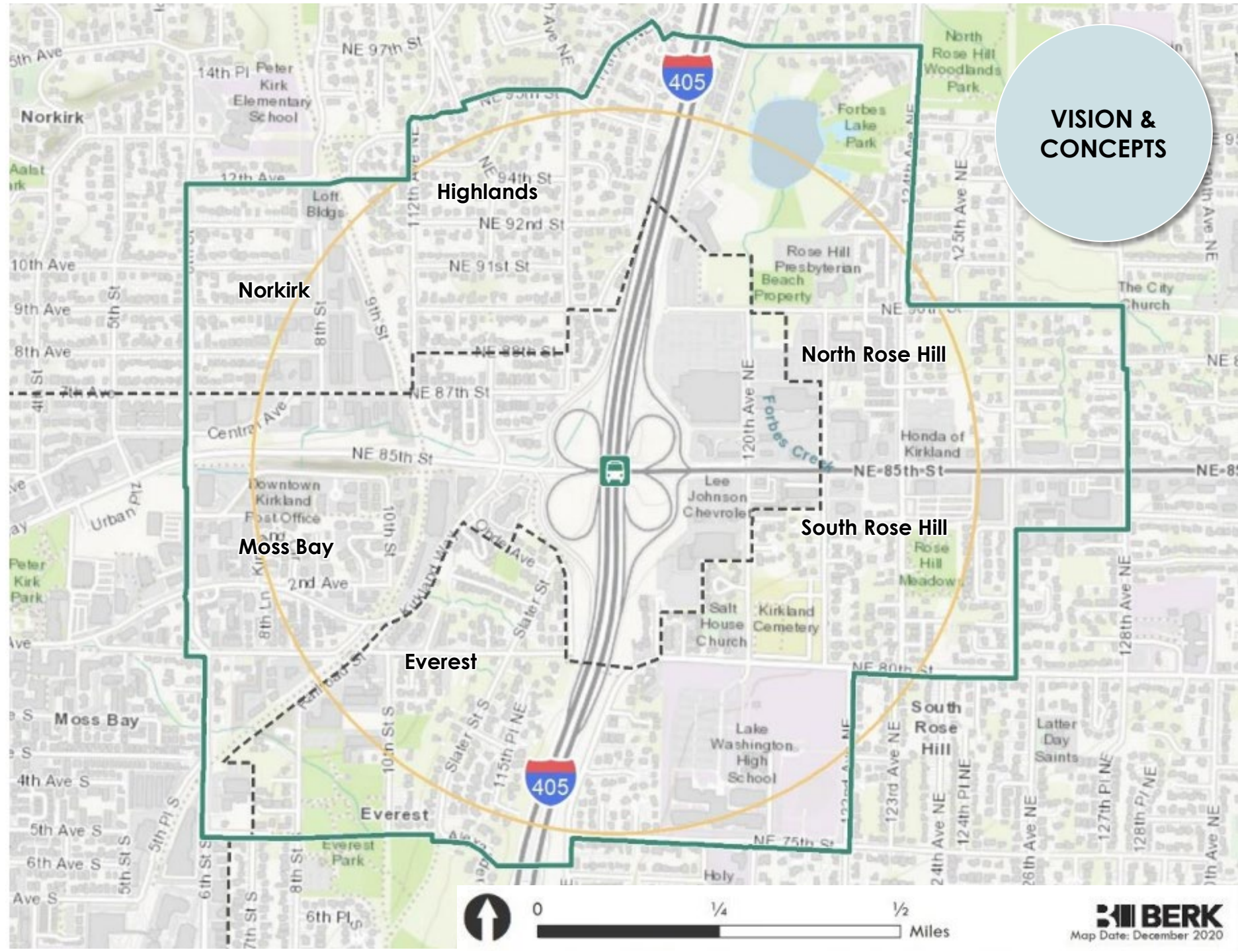
- Community Workshop
- Survey, Interviews
- Stakeholder Briefings
- Planning Commission & City Council
- Community Open House, Surveys
- Stakeholder Briefings
- Planning Commission & City Council
- Community Workshop, Surveys
- Stakeholder Sessions
- Planning Commission & City Council
- Public Hearings
- Planning Commission & City Council

Study Area & Project Vision—

The NE 85th Street Station Area is a regional gateway district that supports transit, creates opportunity for all, and reflects Kirkland's unique identity.

Values— Livability + Sustainability + Equity

-  85th St. Station Location
-  Study Area
-  BRT Station Half-Mile Radius
-  King County-Designated Urban Center
-  Hydrography



What We Heard

Community

Prioritize needs of BIPOC, seniors and people with disabilities

Support existing **local businesses**; expand **job opportunities**

Urban design important to create **safe places**

Support new **community gathering** spaces

Development

Proactively plan for growth; **Welcome** new neighbors

Reflect Kirkland's '**small town**' feeling and charm

Promote **mix of uses**; support for **Transit Oriented Development**

Preference for **taller development in Rose Hill**;

Concern about **infill** west of I-405; Support **character** in existing residential areas

Environment

Support **green / blue streets**; **connected trails**

Support **public views** of Lake Washington, downtown, the sky

Support **tree canopy**; Create **open space**; Protect **streams**

Mobility

Enhance **walkability, bikability, safety**; '**Car optional**' community

Manage **traffic, noise, parking** within neighborhoods

Improve **safe pedestrian connections to LWSH/ across I-405**

Outreach & Engagement Completed

VISION & CONCEPTS

- **Interviews** with major property owners and businesses – 6 interviews
- **Neighborhoods Focus Group** - 5 neighborhood leaders attended
- **Business area survey** - 35 responses
- Meetings with **Boards and Commissions**
- **Virtual Community Workshop** – 102 registrations
- **Online Story map / Open House** materials – 800 visits
- **Online Survey** – 26 responses
- **Scoping** three-week written **comment period** – 29 comments
- **Planning Commission** and **City Council** meetings
- ***Extensive outreach** included: postcards, posters, email, legal notices, social media, and other City communications*

Project Objective

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional transit investment to maximize transit-oriented development and create the most:

- Opportunity for an inclusive, diverse, and welcoming community
- value for the City of Kirkland,
- community benefits including affordable housing,
- and quality of life for people who live, work, and visit Kirkland

Concepts & Growth Framework

Sets Areas of Change: NE 85th, Norkirk, CKC corridor

(builds off Comprehensive Plan)

Assumes future BRT Station & Interchange improvements

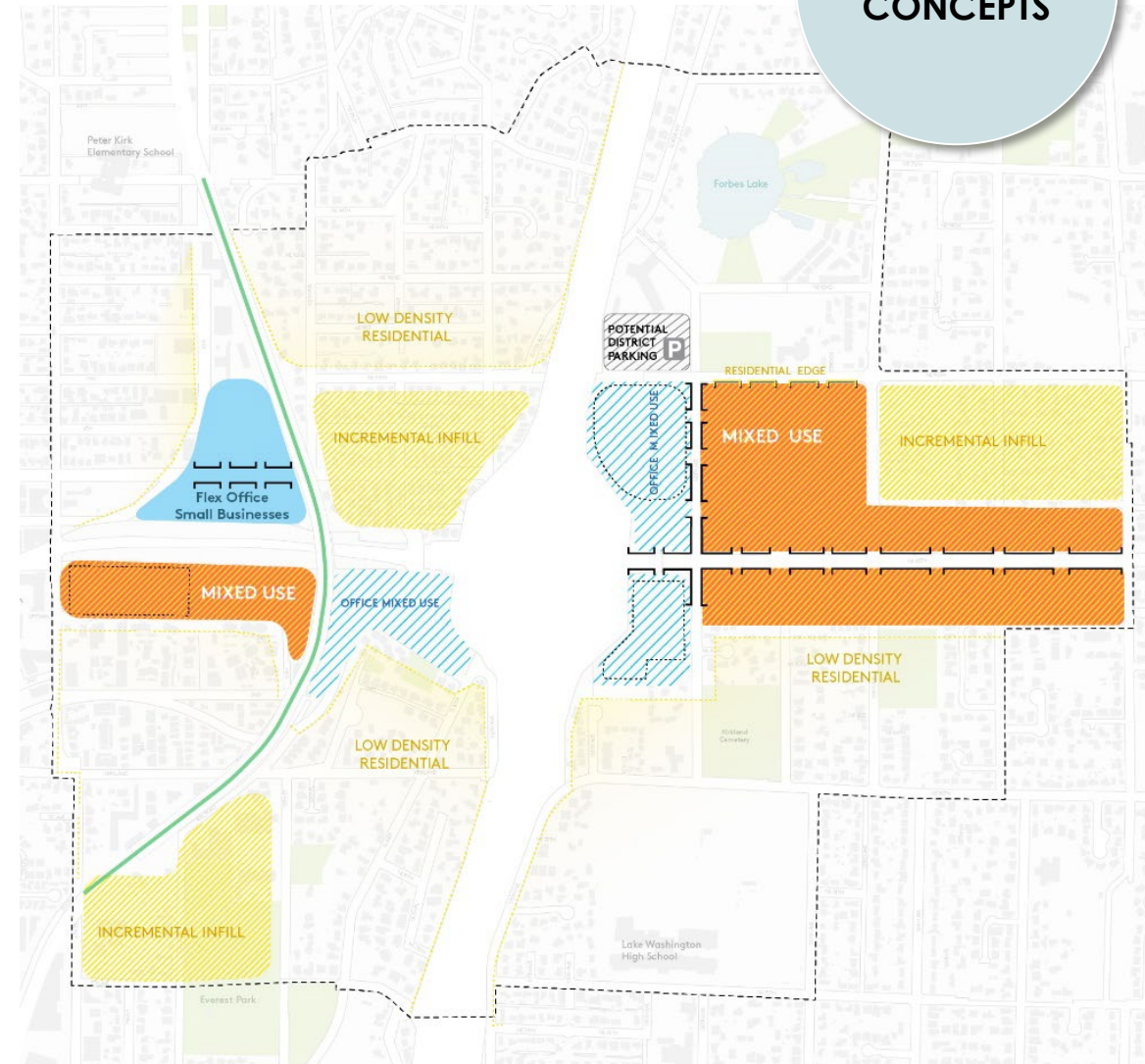
Includes initial Bike/Ped Improvements

(builds off Active Transportation Plan)

Environmental goals

(builds off Sustainability Plan)

Assumes public services required to support new development



Development Typologies

Office High Intensity*



Office Mid Intensity*



Office Low Intensity



Office Mixed Use High Intensity*



Office Mixed Use Mid Intensity*



Residential High Intensity*



Residential Mixed Use High Intensity*



Residential Mid Intensity*



Residential Mixed Use Mid Intensity*



Incremental Infill



Flex Industrial

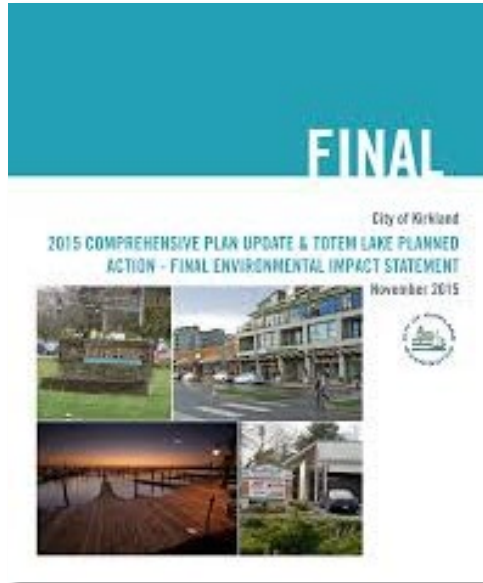


VISION &
CONCEPTS

**studied with conventional and lower parking ratios*

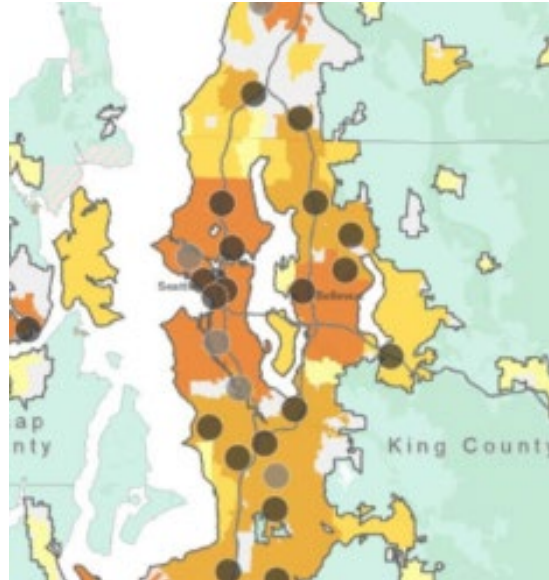
Growth Framework in Study Area

VISION & CONCEPTS



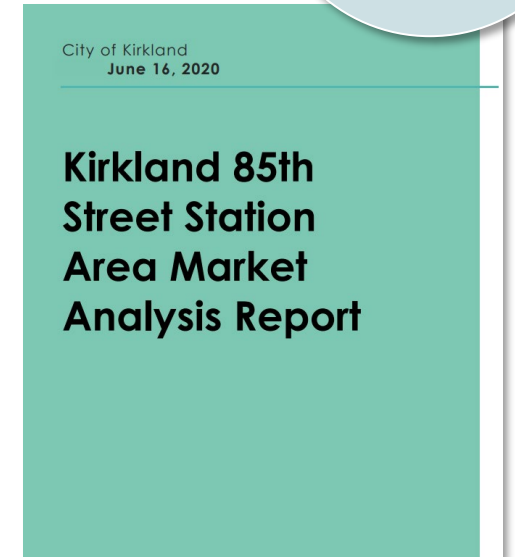
Built on Comprehensive Plan & Neighborhood Plan Goals

- Balance of Jobs/Housing Growth
- Citywide Growth Targets



Evaluated Growth Projections & Lessons Learned from Peer Communities

- Observed Growth Trends Near Transit
- Average Growth Projected in Similar Communities



Analyzed Market Conditions & Development Capacity over 10-15 year horizon

- Market Trends
- Market-tested Development Capacity

Alternatives Summary & Comparison—

3 Alternatives were studied

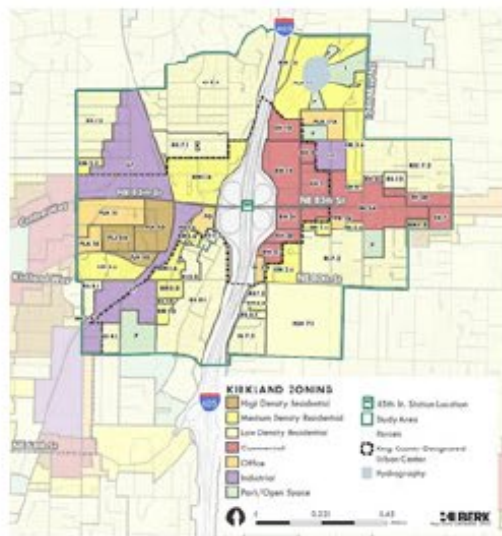
based on public, Planning Commission, and City Council input...

to guide growth around the new bus rapid transit station over the next 15-20 years

ALTS

ALTERNATIVE 1 No Action

Makes no planning changes to accommodate projected growth.



ALTERNATIVE 2 Guiding Transit-Oriented Growth

Allows moderate growth around transit to support benefits like affordable housing and quality of life.



ALTERNATIVE 3 Transit-Oriented Hub

Allows the most growth to maximize transit-oriented development and affordable housing.



Alternatives Potential Growth Comparison

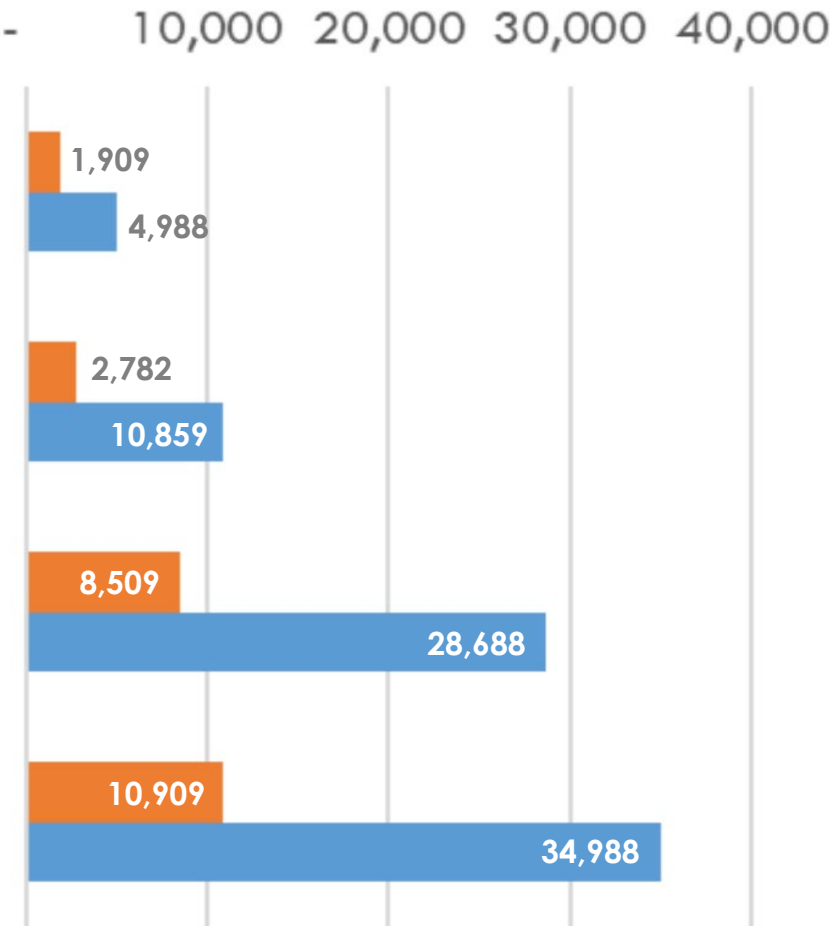


EXISTING CONDITIONS

ALTERNATIVE 1 No Action
Reflects **existing zoning** - No changes to accommodate projected growth.

ALTERNATIVE 2
Guiding Transit-Oriented Growth
Allows **moderate growth** around transit

ALTERNATIVE 3
Transit-Oriented Hub
Allows **most growth** to support transit-oriented development



■ Total Households
■ Total Jobs

Transportation Network

Assumptions: Alternatives 1-3

Funded and already implemented by the City in 2020 –

- 6 Additional eastbound left turn lane at 85th and 124th Ave NE
- 8 All-way stop at 87th St and 114th Ave

Funded by Sound Transit, built by WSDOT –

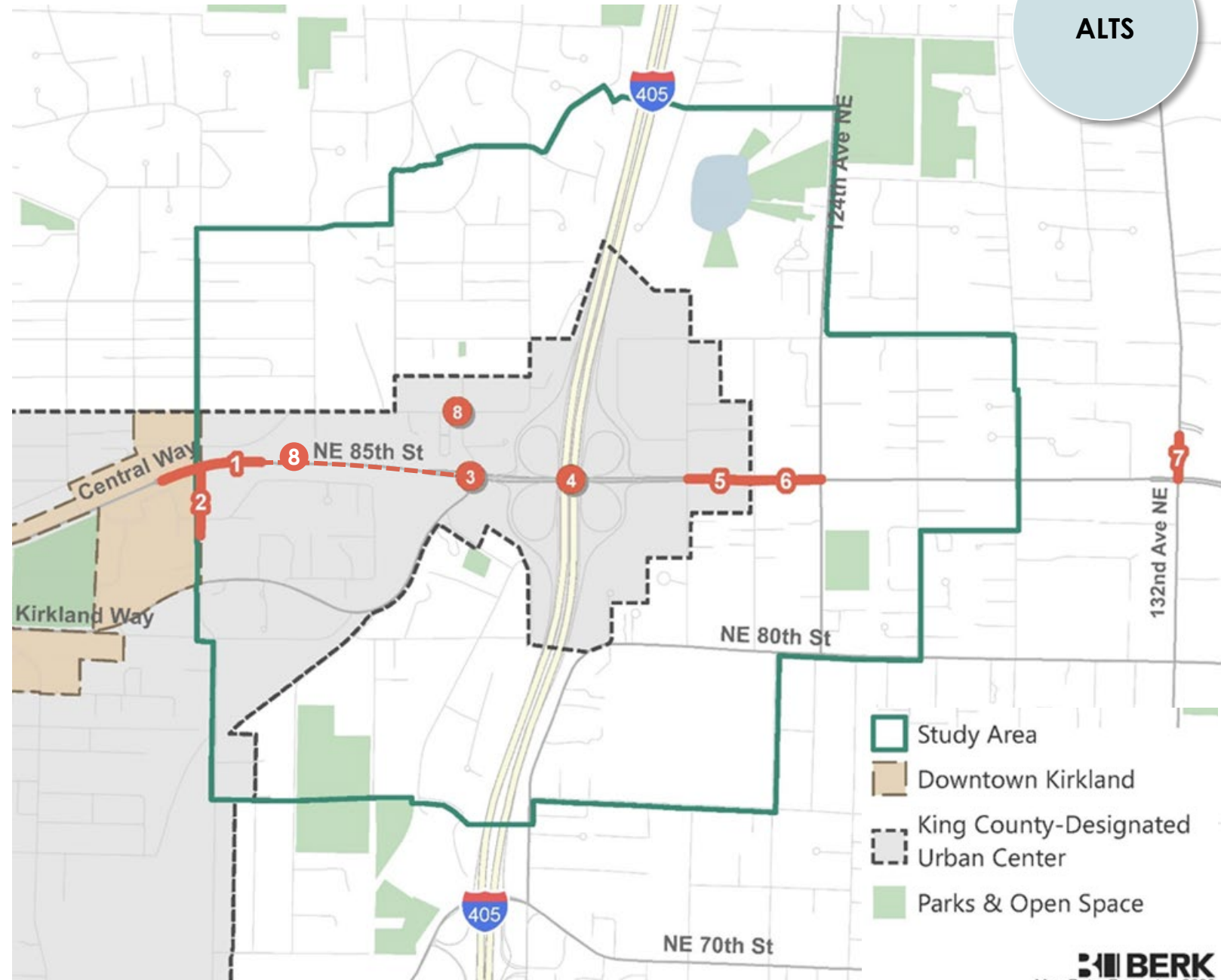
- 3 New Roundabout
- 4 New I-405 Interchange

Funded by Sound Transit, built by City –

- 1 WB transit queue jump and right turn lane at 6th and 85th
- 5 Additional EB Travel lane
- 8 Ped/bike connection along south side of 85th between 6th and Kirkland Way

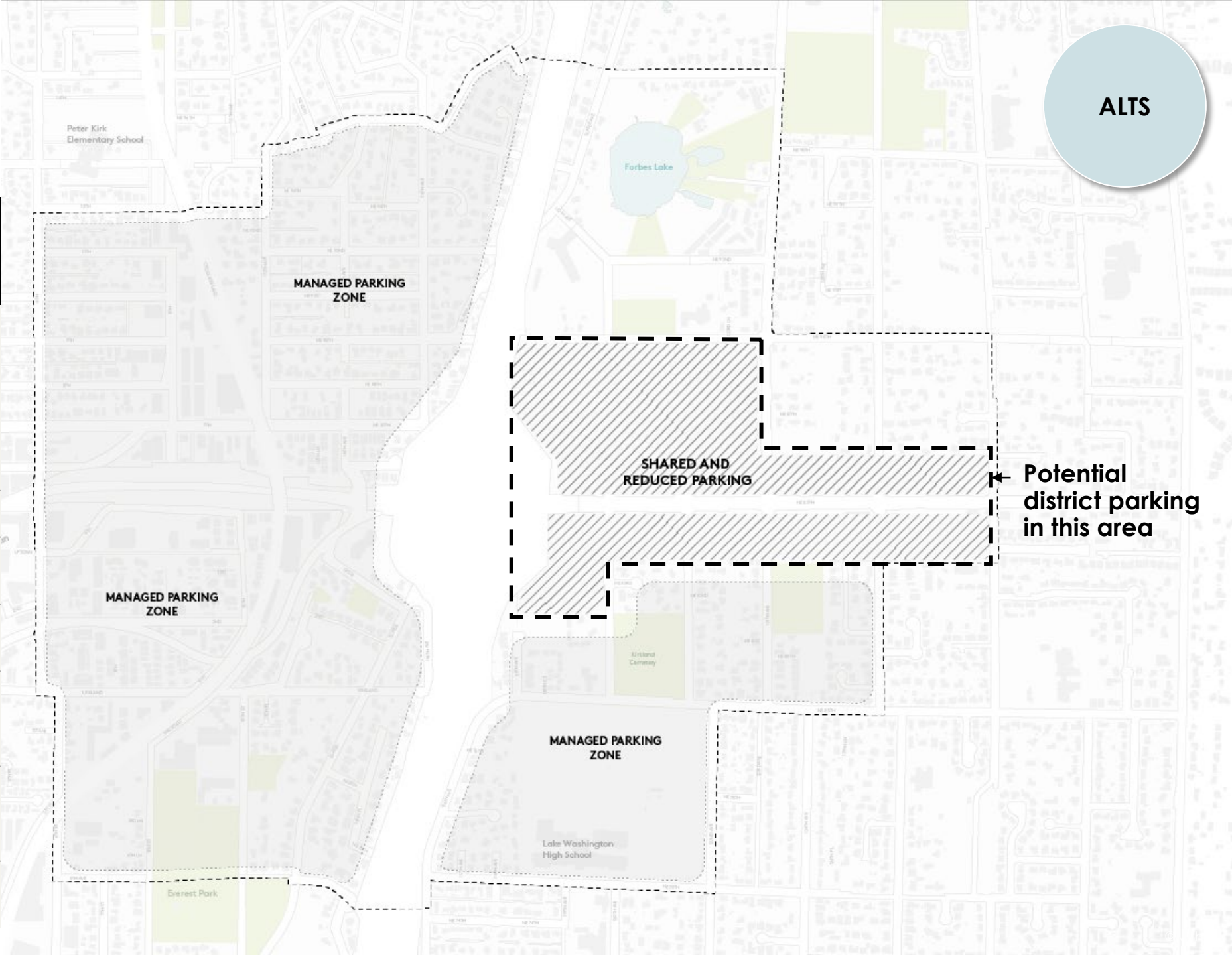
Funded and built by Kirkland Urban development–

- 1 2nd WB left turn, EB right turn lane at 6th and Central/85th
- 2 Additional Southbound travel lane on 6th
- 7 Additional southbound left turn lane at 132nd and 85th

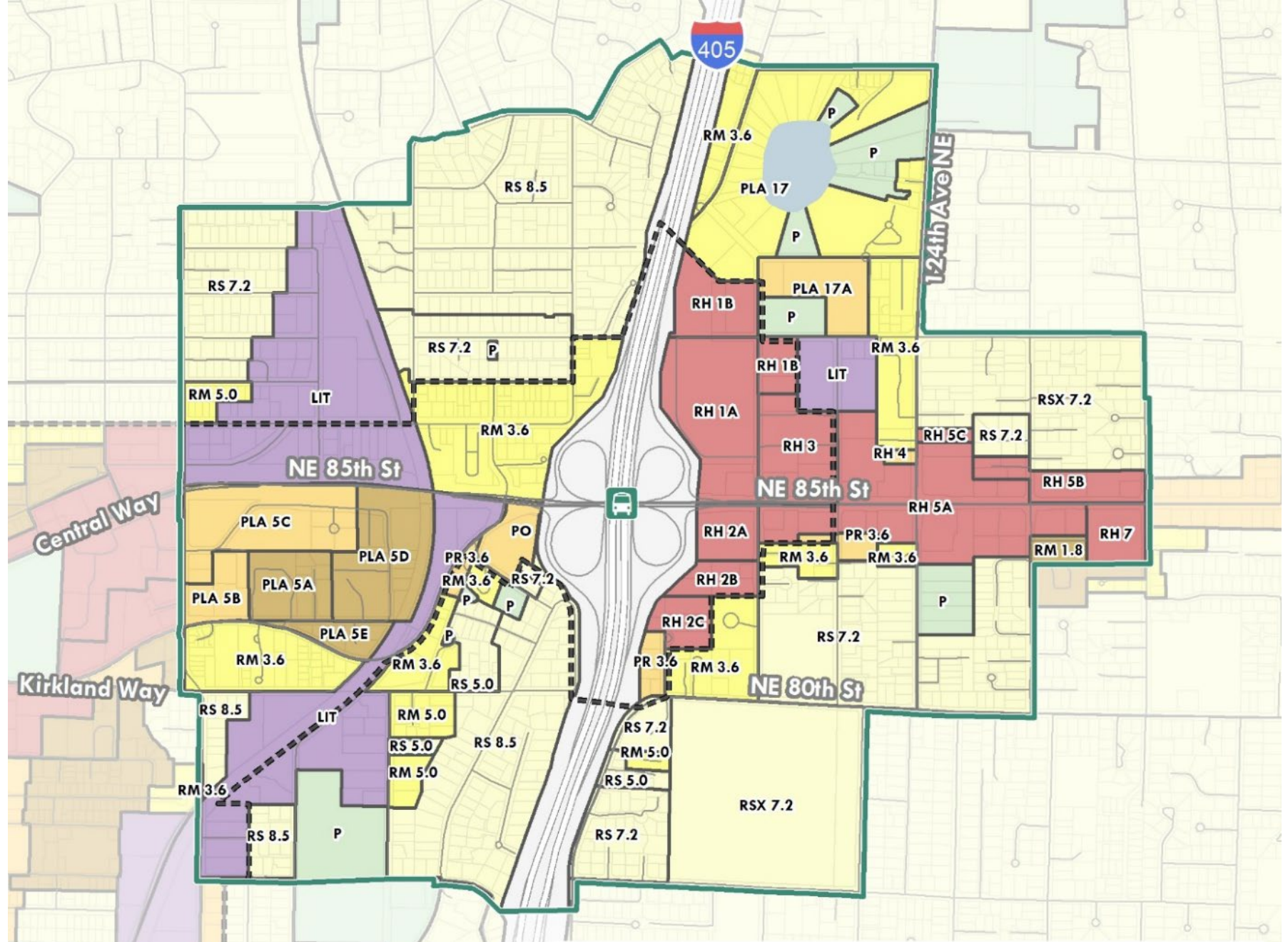


Parking Strategies in Alternatives

Parking Ratio	Existing & No Action	Action Alts. 2&3
Med/High Density Residential	1.2-1.8 per bedroom	1 per studio & 1 bdrm 1.6 per 2 bdrm 1.8 per 3 bdrm
Office	3.33	2-5
Retail per 1,000 sf	3.33	2-3
Restaurant per 1,000 sf	10	4-10
Traditional Industrial per 1,000 sf	1	1
Flex Industrial per 1,000 sf	1	1
Wholesale per 1,000 sf	1	1

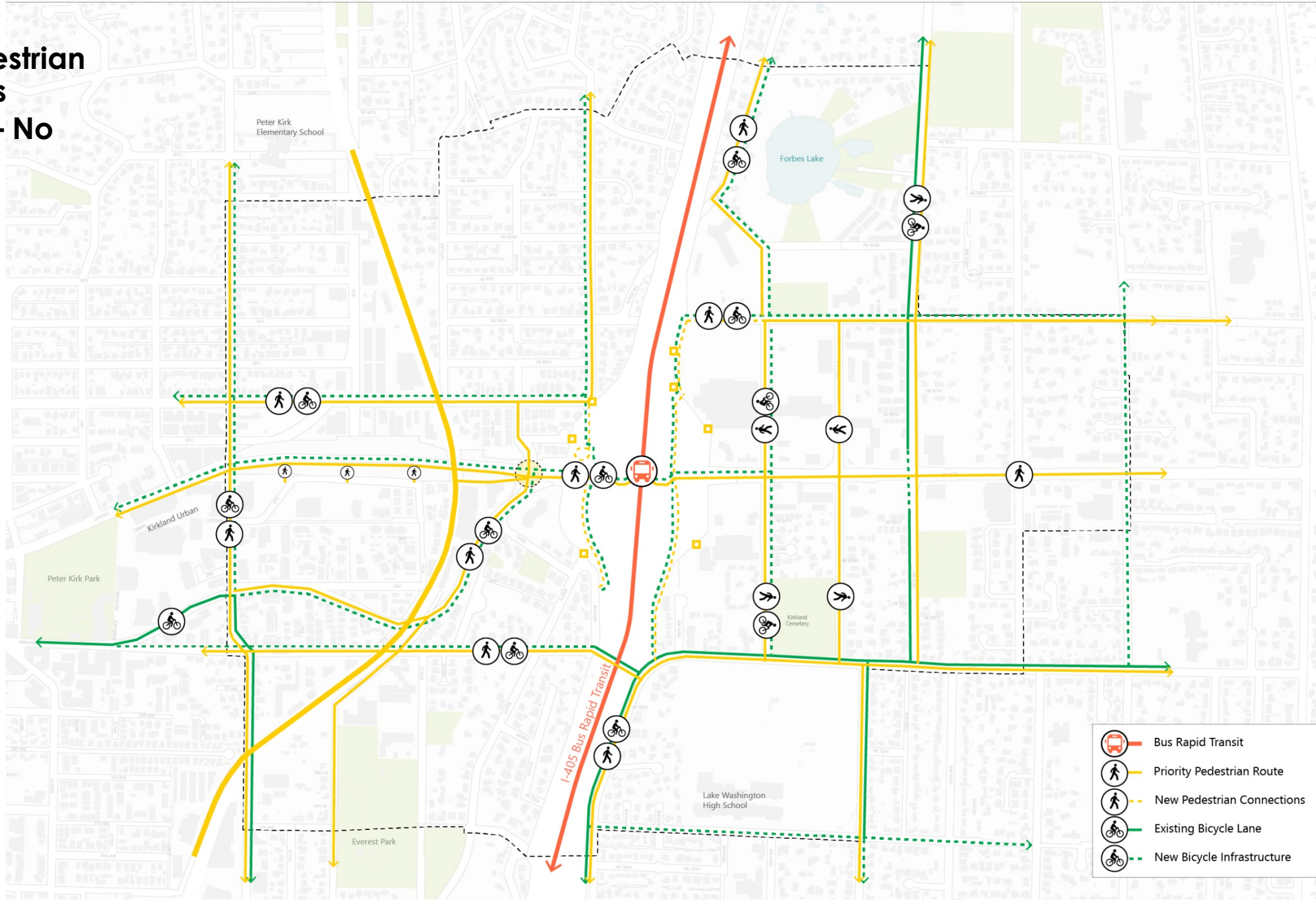


Alternative 1—

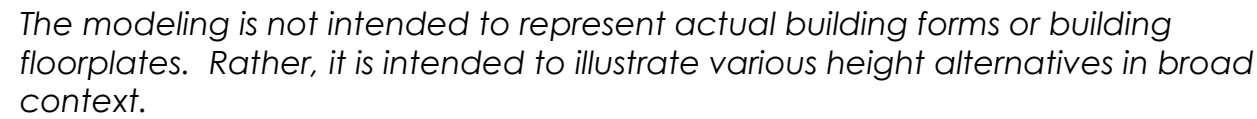


Bike and Pedestrian Improvements

Alternative 1 – No Action

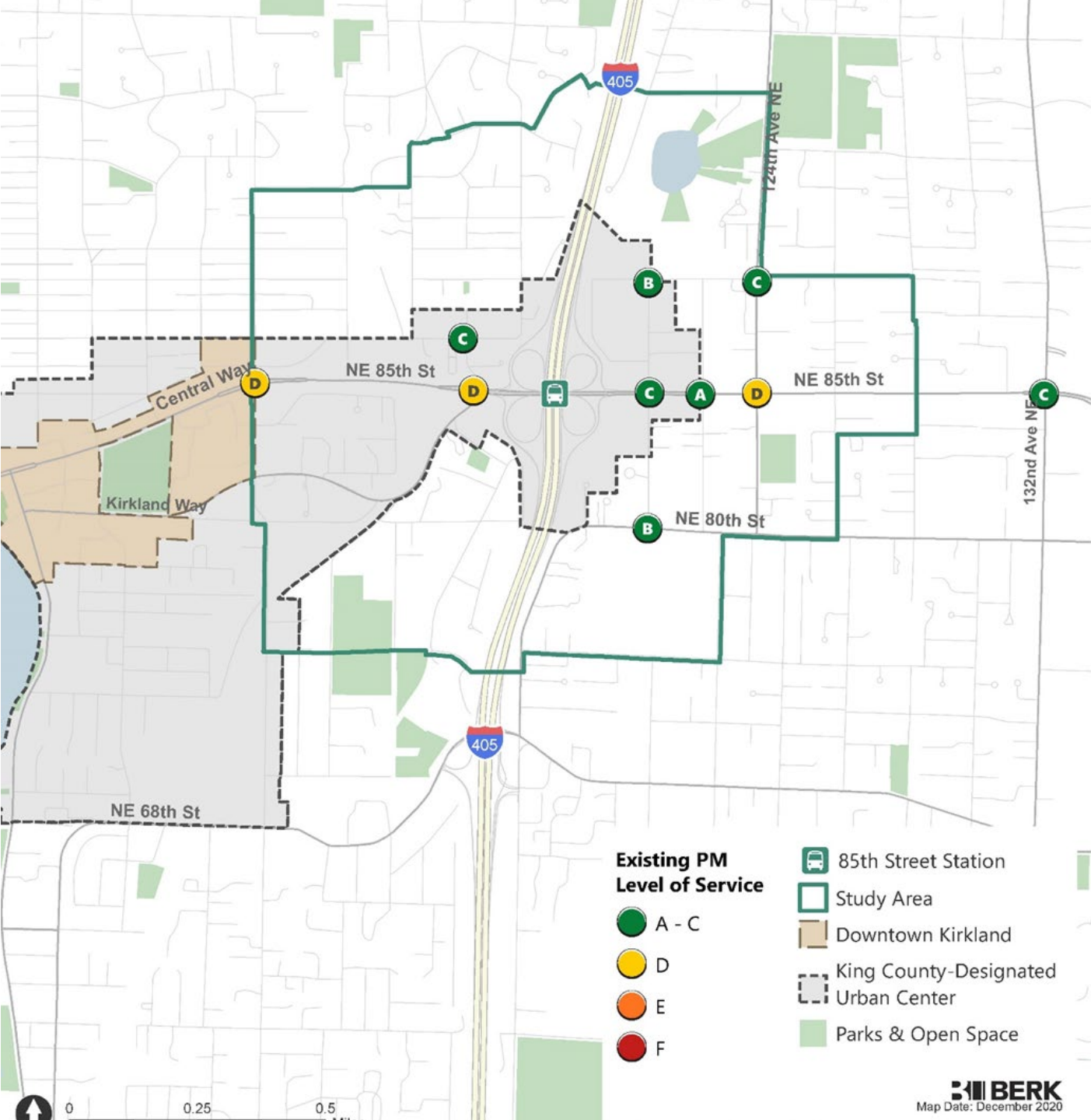


Northeast View



Alt 1 Transportation Impacts

PM Peak Hour Intersection LOS



Summary of Impacts Studied in the DSEIS

	ALTERNATIVE 1 No Action
Air Quality / Greenhouse Gas Emissions	
Per capita GHG emissions	+0%
Surface Water and Stormwater	
Land Use / Socioeconomics	
Density to Support Transit	
Affordable Housing Units	+87
Job Potential	+10,859
Residential uses buffered from Fwy	No
Plans / Policies	
Accommodates Projected Growth	No
Aligns with Comprehensive Plan	
Aesthetics / Public Views	
Preserves public views to Lake Washington	Yes
Minimizes undesirable shading	Yes
Transportation	
Cars / Parking	
Cyclists / Pedestrians	
Transit	
Public Services / Utilities	
Schools	
Parks / Open Space	

Continuing current development trends **limits ability to respond to respond to the climate crisis and continues trend of air pollution**

Limited development **maintains community character** but **reduces community benefits**

Modest residential development **maintains community character** but **limits affordable housing and continues trend of significant commuting**

Closely aligns with the Comprehensive Plan, which was developed with significant public input, **but limits transit supportive land uses around the BRT stations**

Promotes **ease of travel in private vehicles** but **limits funds available for bike/pedestrian improvements**

Substantially Benefits

Neutral

Substantially Burdens

Impacts mitigated by features of alternative, existing plans, codes, procedures

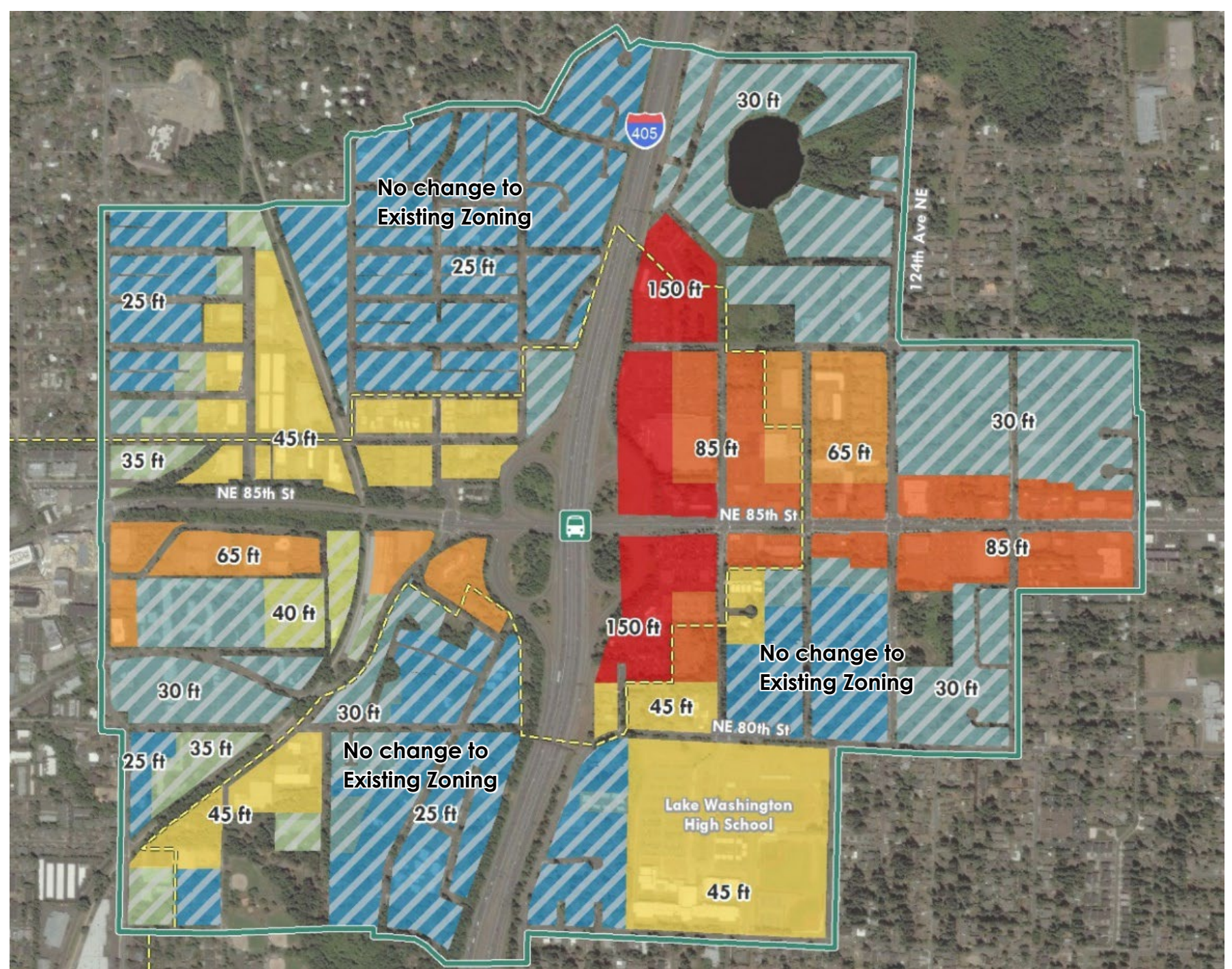
Additional impacts and mitigation options identified

Alternative 2—

Allowed Building Height Alternative 2 – Guiding Mixed Use Growth

Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill**.

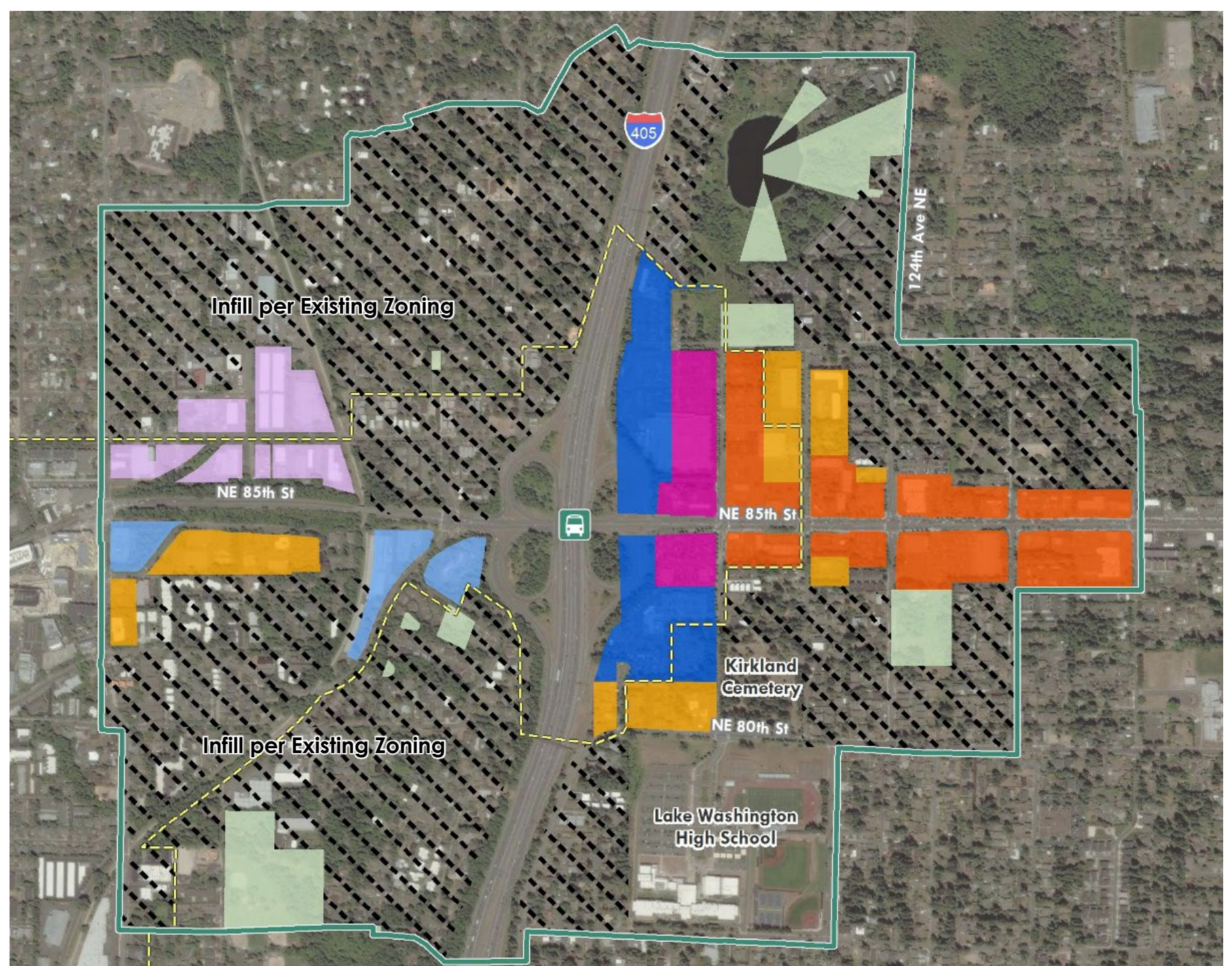
Includes WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station, integrates with local transit on NE 85th St.



Allowed Development Typologies

Alternative 2 – Guiding Mixed Use Growth

- Industrial/Tech
- Office Mid Intensity
- Office Mixed Use Mid Intensity
- Office Low Intensity
- Residential Mid Intensity
- Residential Mixed Use Mid Intensity
- Park/Open Space
- Infill per Zoning
- 85th St. Station Location
- Study Area
- King County-Designated Urban Center

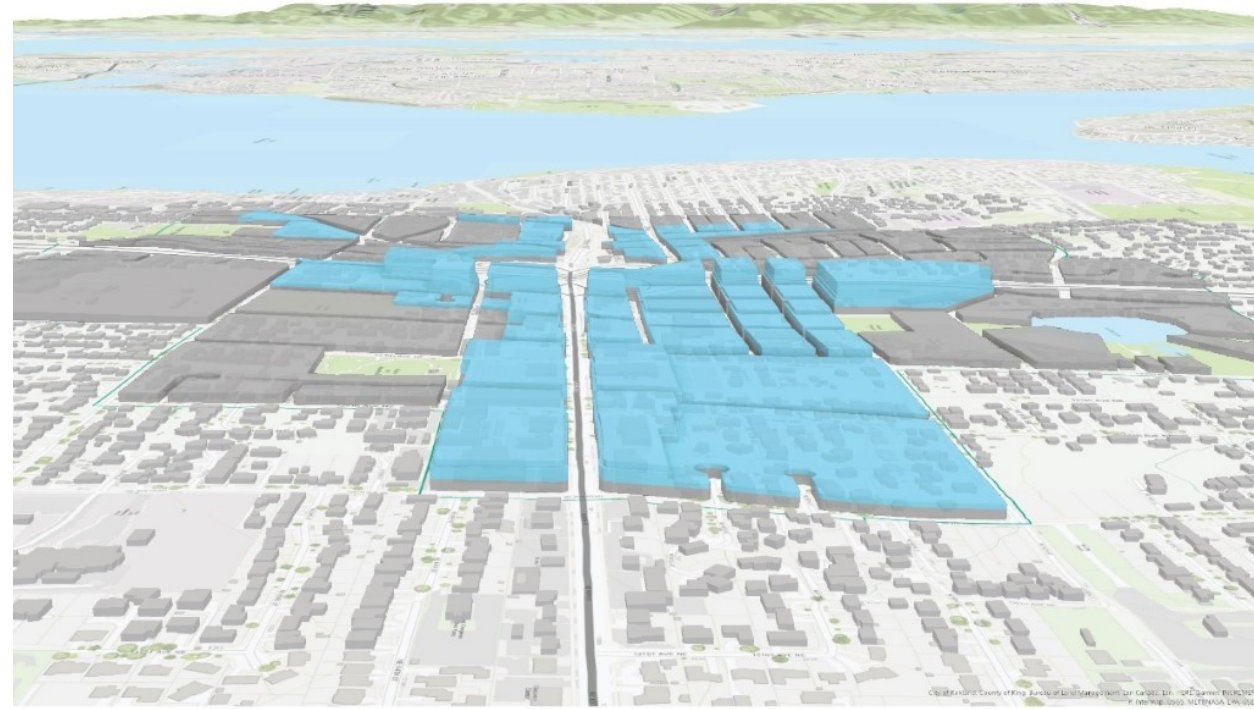


Alt 2 Aesthetics & Public Views Impacts

Southwest View



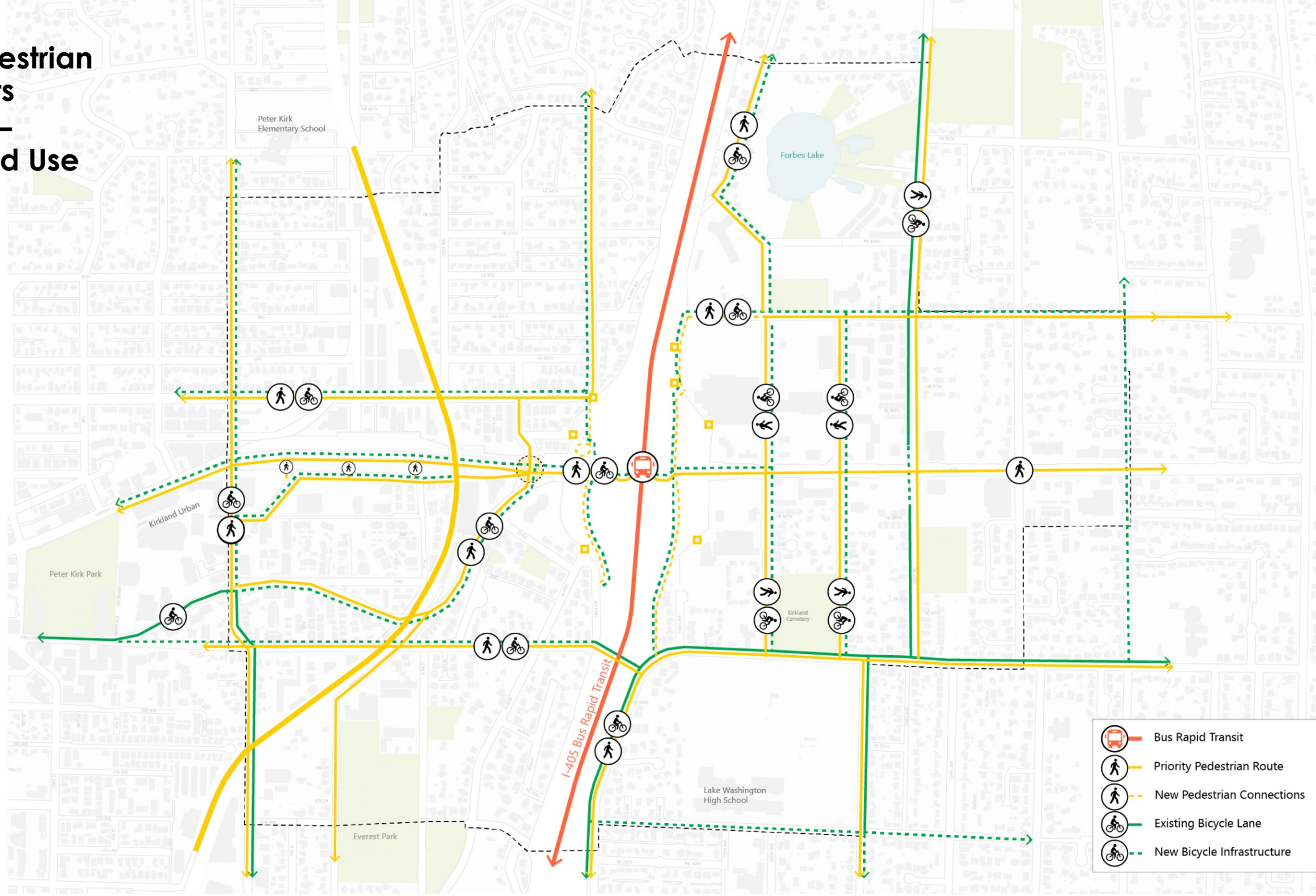
NE 85th Street Corridor View



The modeling is not intended to represent actual building forms or building floorplates. Rather, it is intended to illustrate various height alternatives in broad context.

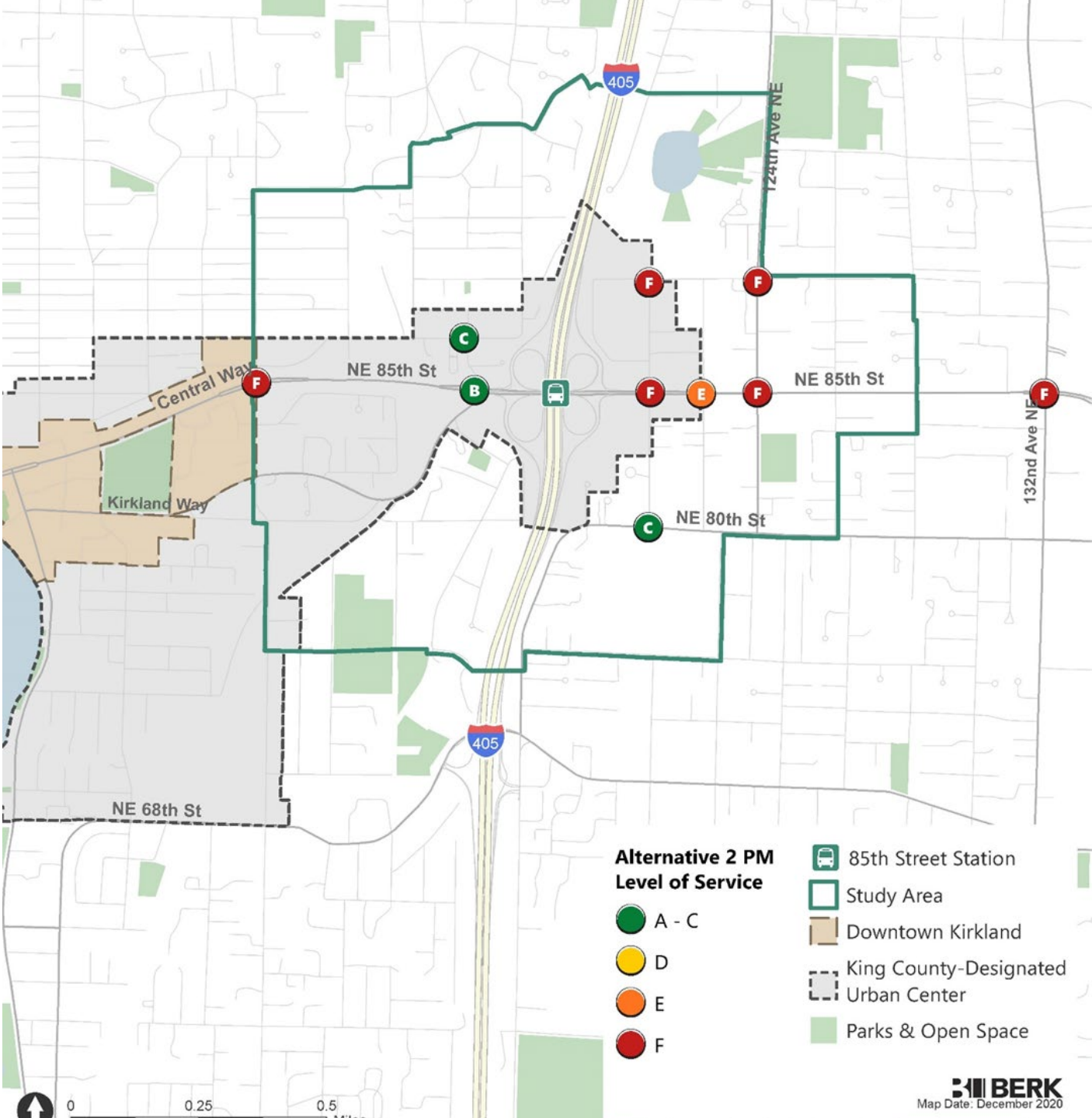
Bike and Pedestrian Improvements

Alternative 2 – Guiding Mixed Use Growth



Alt 2 Transportation
Impacts

PM Peak Hour Intersection
LOS

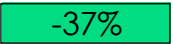


Summary of Impacts Studied in the DSEIS

ALTERNATIVE 2 Guiding Transit-Oriented Growth

Air Quality / Greenhouse Gas Emissions

Per capita GHG emissions



Surface Water and Stormwater



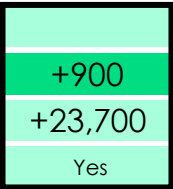
Land Use / Socioeconomics

Density to Support Transit

Affordable Housing Units

Job Potential

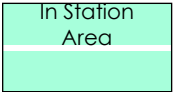
Residential uses buffered from Fwy



Plans / Policies

Accommodates Projected Growth

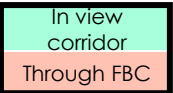
Aligns with Comprehensive Plan



Aesthetics / Public Views

Preserves public views to Lake Washington

Minimizes undesirable shading

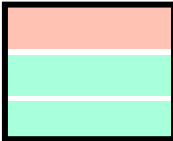


Transportation

Cars / Parking

Cyclists / Pedestrians

Transit



Public Services / Utilities

Schools

Parks / Open Space



Land use changes and green building incentives **reduce per capita GHG emissions by 37%**

Increased residential density provides **900 affordable units in midrise buildings along NE 85th St**

Increased development **opportunities for community benefits** but **increases traffic**

Reduced parking ratios **make the developments described financially feasible**, and still allow new developments to provide parking for building users

Improves bike/pedestrian infrastructure but could **increase time for trips in private automobiles**

Substantially Benefits

Neutral

Substantially Burdens

Impacts mitigated by features of alternative, existing plans, codes, procedures

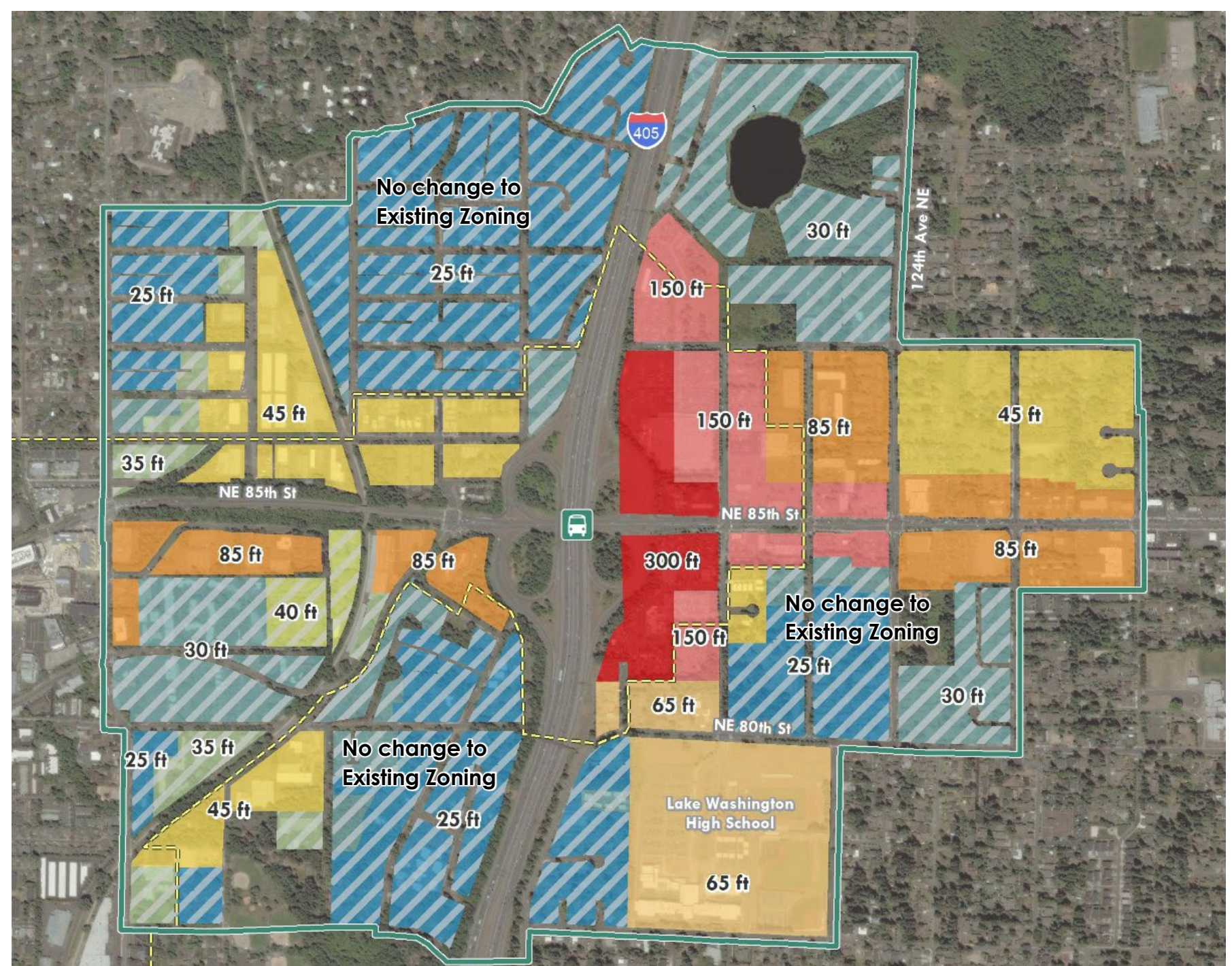
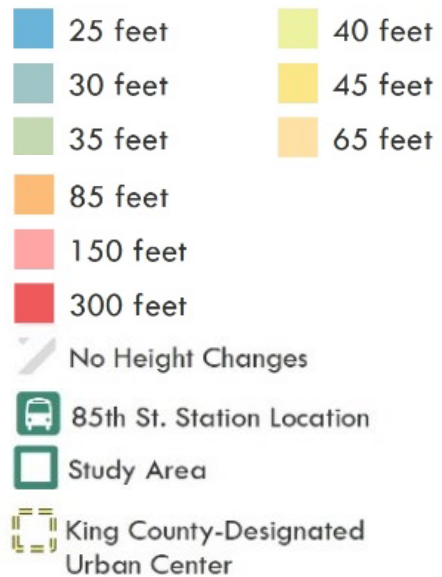
Additional impacts and mitigation options identified

Alternative 3—

Allowed Building Heights Alternative 3– Transit Oriented Hub

Allows **most growth** to support transit-oriented development, primarily **focused on existing commercial areas such as Rose Hill**.

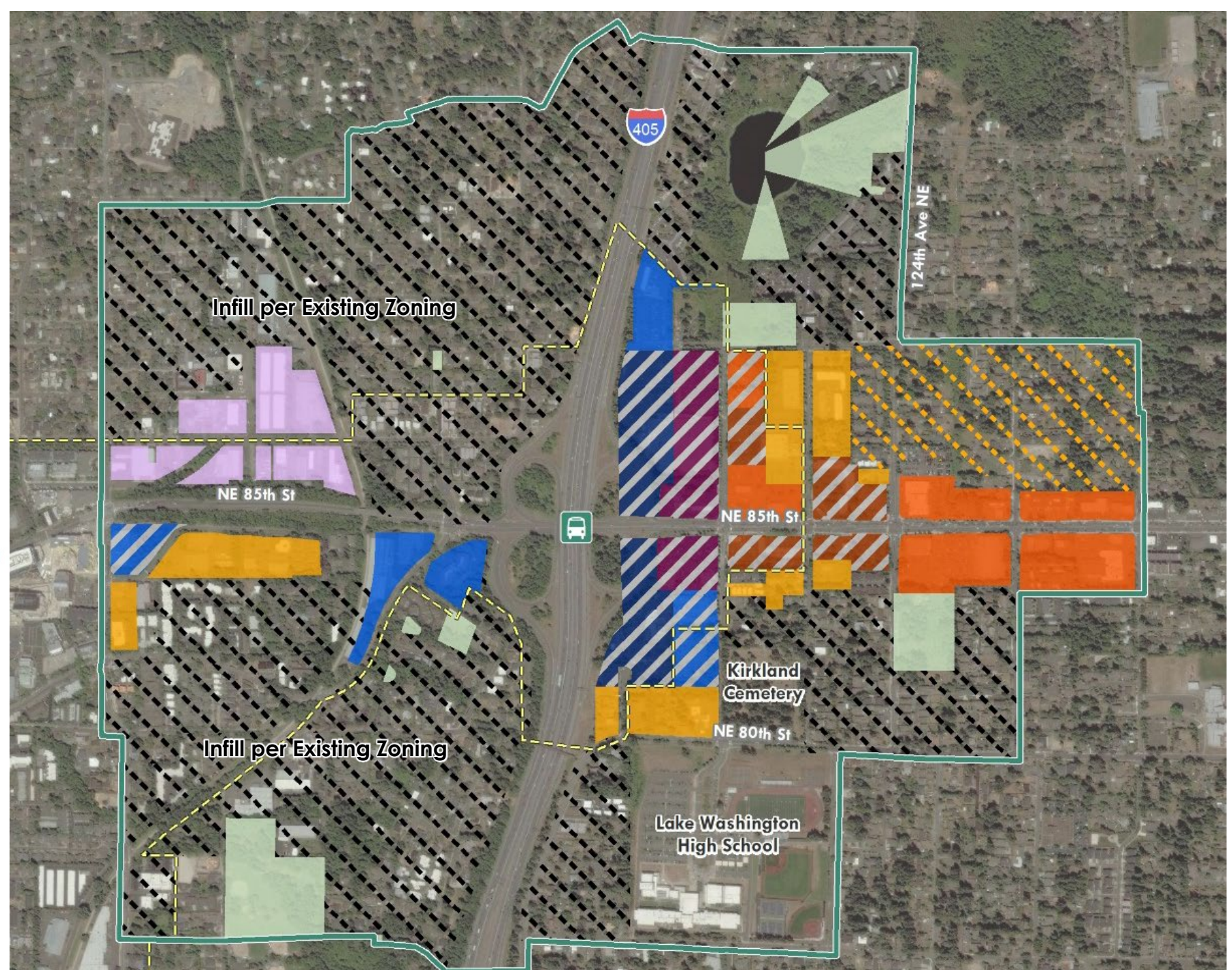
Includes WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station, integrates with local transit on NE 85th St.



Allowed Development Typologies

Alternative 3– Transit Oriented Hub

-  Industrial/Tech
-  Office Mixed Use High Intensity - Reduced Parking
-  Office High Intensity - Reduced Parking
-  Residential Mixed Use High Intensity - Reduced Parking
-  Office Mid Intensity
-  Office Mid Intensity - Reduced Parking
-  Residential Mid Intensity
-  Residential Mixed Use Mid Intensity
-  Residential Mixed Use Mid Intensity - Reduced Parking
-  Park/Open Space
-  Infill per Zoning
-  Residential Infill
-  85th St. Station Location
-  Study Area
-  King County-Designated Urban Center

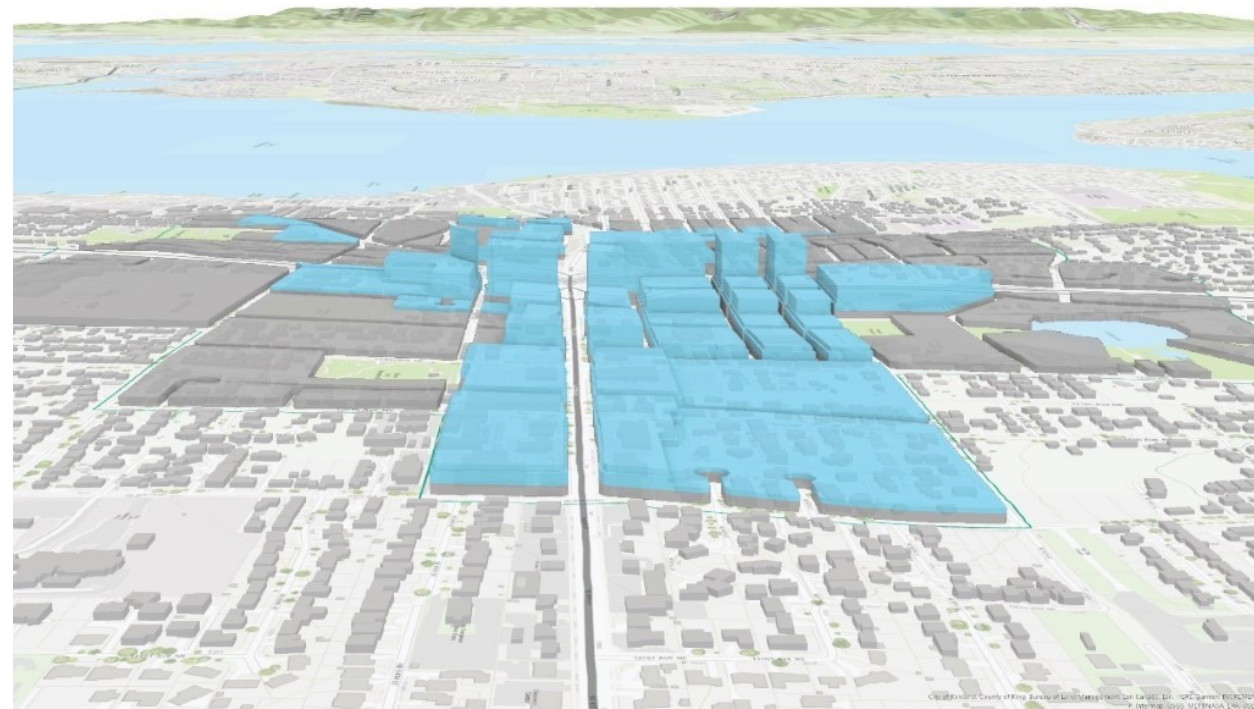


Alt 3 Aesthetics & Public Views Impacts

Southwest View



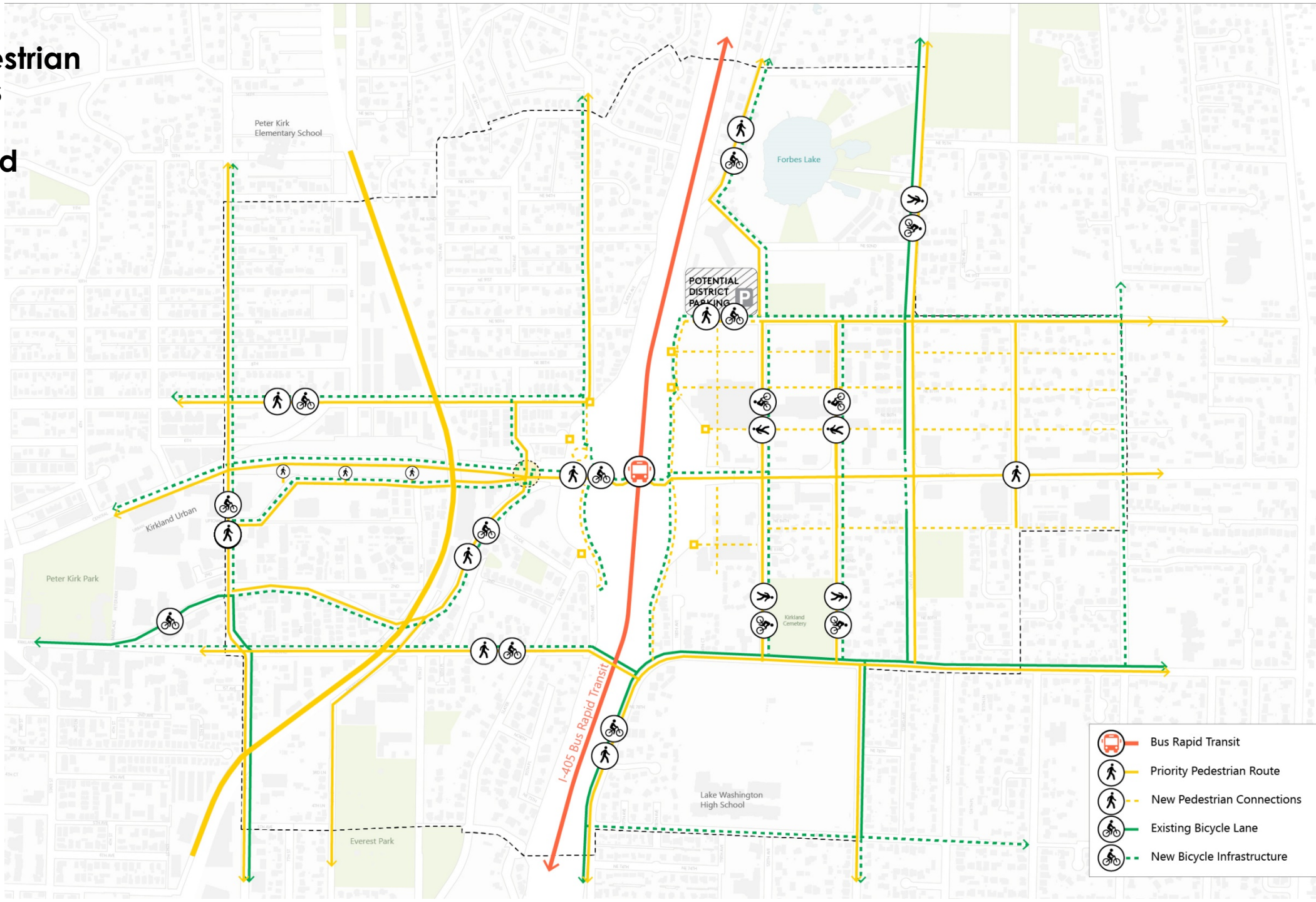
NE 85th Street Corridor View



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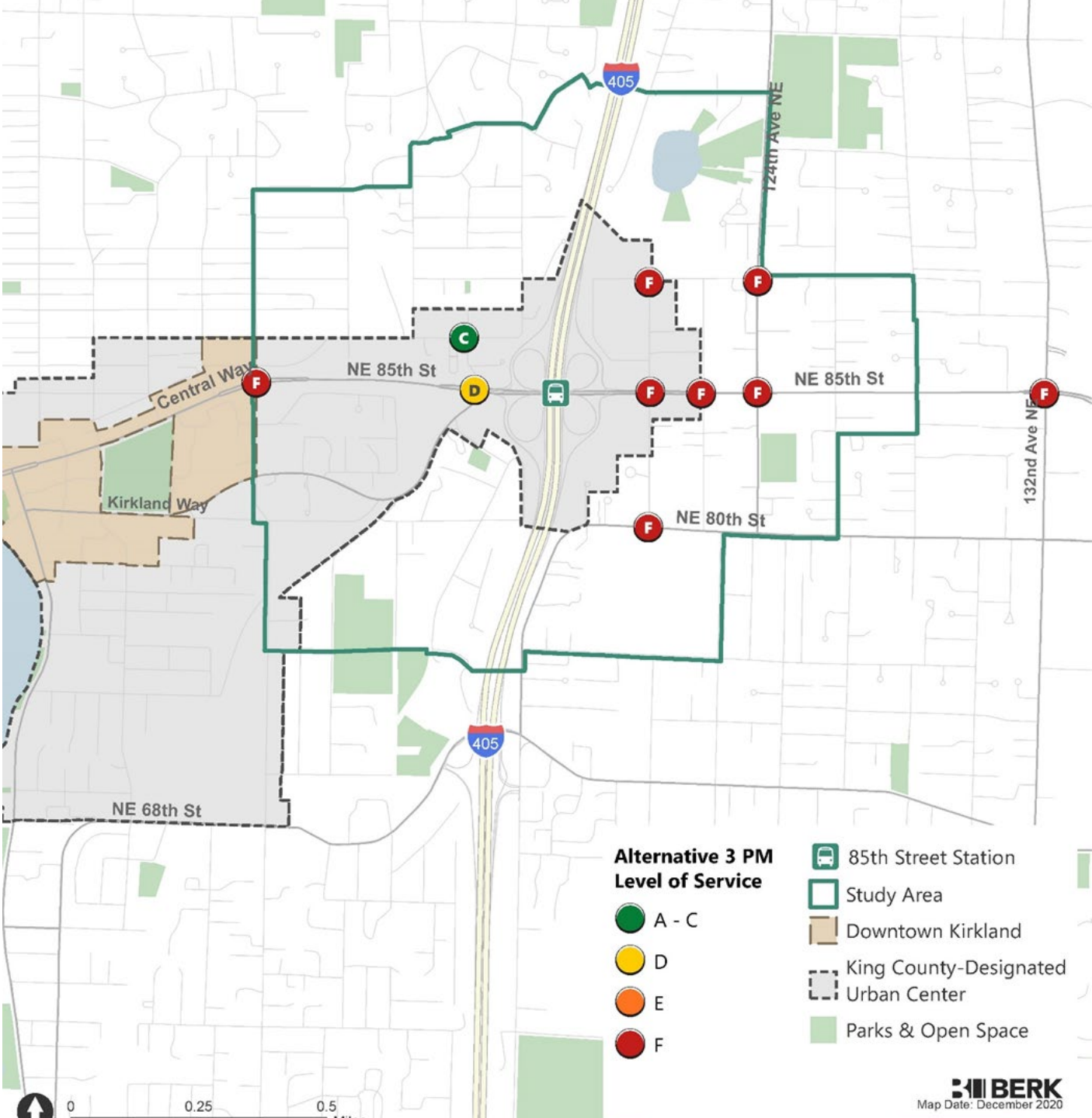
Bike and Pedestrian Improvements

Alternative 3– Transit Oriented Hub



Alt 3 Transportation Impacts

PM Peak Hour Intersection LOS



Summary of Impacts Studied in the DSEIS

Air Quality / Greenhouse Gas Emissions

Per capita GHG emissions

-43%

Surface Water and Stormwater

Land Use / Socioeconomics

Density to Support Transit

quality

Affordable Housing Units

+1,200

Job Potential

+30,000

Residential uses buffered from Fwy

Yes

Plans / Policies

Accommodates Projected Growth

In Station Area

Aligns with Comprehensive Plan

Aesthetics / Public Views

Preserves public views to Lake Washington

In view corridor

Minimizes undesirable shading

Through FBC

Transportation

Cars / Parking

Cyclists / Pedestrians

Transit

Public Services / Utilities

Schools

?

Parks / Open Space

ALTERNATIVE 3 Transit-Oriented Hub

Land use changes and green building incentives **reduce per capita GHG emissions by 43%**

Increased residential density provides **1,200 affordable units in 10 story buildings along NE 85th St**

Reduced parking ratios **make the developments described financially feasible**, and still allow new developments to provide parking for building users

The highest levels of development and the **most opportunities for community benefits** but also **the most traffic**

Improves bike/pedestrian infrastructure but could **increase time for trips in private automobiles**

Substantially Benefits

Neutral

Substantially Burdens

Impacts mitigated by features of alternative, existing plans, codes, procedures

Additional impacts and mitigation options identified

Potential Mitigation Measures to consider for Preferred Alternative

Example Mitigation Measures to Address Impacts

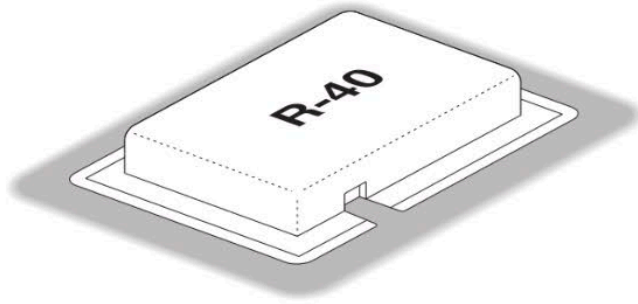
Element	Proposed Measure Highlights
Housing/ Land Use / Aesthetics	<ul style="list-style-type: none">▪ Require more affordable housing units beyond 10% existing inclusionary housing regulations▪ Provide new incentives to developers to develop more affordable housing▪ Allow developers to pay an in-lieu fee if fewer affordable units are constructed than planned▪ Participate in regional efforts to leverage funding▪ Design standards for compatible development and transitions to existing neighborhoods▪ Focus the highest buildings near the interchange, with lower height buildings to transition into the surrounding neighborhoods
Environment	<ul style="list-style-type: none">▪ Create vegetated buffers between heavily trafficked areas and residential development to help improve air quality; preserve or replace mature tree cover▪ Offer incentives or requirements for green building to improve air quality and stormwater
Transportation	<ul style="list-style-type: none">▪ Improve roads to accommodate cars (e.g. add travel lanes, turn lanes, signals)▪ Improve bicycle and pedestrian networks (e.g. wider sidewalks, bike lanes, cycle tracks, trails)▪ Incentivize transit and ride sharing (e.g. transit pass subsidies, commute programs, shuttles)▪ Change parking ratios or land use mix to better use infrastructure

Land Use / Aesthetics Mitigation Measures

Form Based Codes and Design Standards

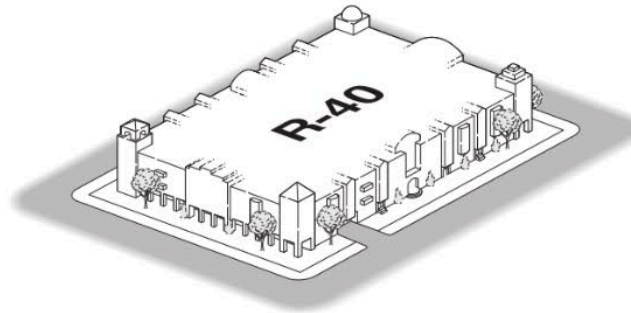
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



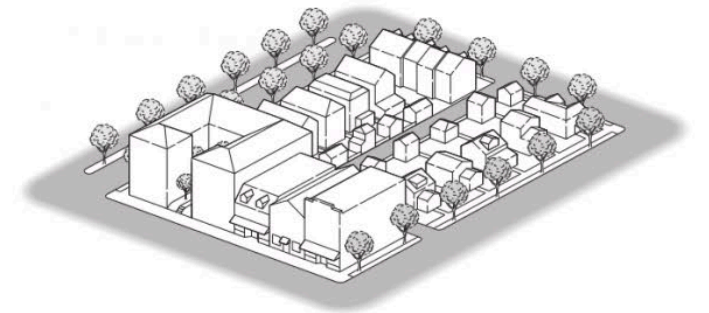
Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified




Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.




Land Use / Aesthetics Mitigation Measures


Green Building Incentives and Requirements



CITY OF KIRKLAND
SUSTAINABILITY
MASTER PLAN

Adopted December 8, 2020





SHIFT
ZERO

SHIFTING TO ZERO:
ZERO CARBON BUILDINGS POLICY TOOLKIT

A GUIDE TO MUNICIPAL INCENTIVES AND POLICIES TO DRIVE MARKET
DEVELOPMENT OF ZERO CARBON BUILDINGS IN WASHINGTON STATE





Build Better with the Deep Green
Incentive Program (DGIP)

The City of Shoreline is offering our Deep Green Incentive Program (DGIP), which gives developers who build green access to increased density, taller buildings and reduced fees. The DGIP applies to development projects that register with a third-party certification entity, such as the International Living Future Institute (ILFI), Built Green, US Green Building Council, Passive House Institute US, or Salmon-Safe.

What are the potential incentives?

The DGIP offers four tiers of incentives, as noted in the table below.

TIER	CERTIFICATION	INCENTIVES	GENERAL INCENTIVES (ANY TIER)
1	• ILFI's Living Building Challenge; or • ILFI's Living Community Challenge	Up to: • 100% reduction in city-imposed application fees • 100% density bonus • 50% reduction to minimum parking	• Expedited permit review for no additional fees • Reduced Transportation Impact Fees, based on Traffic Impact Analysis • Increase in maximum lot coverage standards
2	• ILFI's Petal Recognition; or • Built Green's Emerald Star	Up to: • 75% reduction in city-imposed application fees • 75% density bonus • 35% reduction to minimum parking	• Increase in maximum lot coverage standards • Structure height bonuses (10 - 20 feet depending on zone)
3	• USGBC's Leadership in Energy and Environmental Design® Platinum; or • Built Green's 5-Star; • ILFI's Zero Energy + Salmon-Safe; or • Passive House Institute's PHIUS+ Source Zero + Salmon-Safe	Up to: • 50% reduction in city-imposed application fees • 50% density bonus • 20% reduction to minimum parking	
4	• Built Green's 4-Star™; or • PHIUS+™	Up to: • 25% reduction in city-imposed application fees • 25% density bonus • 5% reduction to minimum parking	

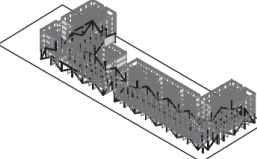
Why should I take advantage of the DGIP?

There are many benefits of green buildings for both developers and occupants.



CARBON SUMMARY FOR ENTIRELY WOOD BUILDING SYSTEM

WHOLE BUILDING DATA:



V Volume of wood products used:
5,265 cubic meters (185,914 cubic feet)

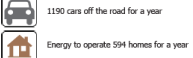
T U.S. and Canadian forests grow this much wood in:
14 minutes

C Carbon stored in the wood:
4057 metric tons of carbon dioxide

A Avoided greenhouse gas emissions:
1570 metric tons of carbon dioxide

G Total potential carbon benefit:
5627 metric tons of carbon dioxide

Equivalent to:



SUSTAINABLE BUILDING INCENTIVES



Sustainable building incentives are designed to support the adoption of sustainable development practices and increase the number of certified buildings in the City.

City Incentives

Green Building Expedited Building Permit Review

To encourage green building, the City of Issaquah will expedite building permit review for projects which achieve green building certification at specified levels.

- Built Green 5 Star (residential) – Certify under the King/ Snohomish Master Builders Association (builtgreen.org)
- LEED Gold (commercial) – Certify under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program (usgbc.org)

Issaquah Stormwater Infiltration Incentive

The Stormwater Infiltration Credit provides service charge discounts for developed parcels that infiltrate runoff in a private site stormwater infiltration facility. (issaquahwa.gov/stormwaterincentives)

Affordable Housing Incentives

The City waives several staff, permit, mitigation, impact and public works fees to encourage affordable housing. (issaquahwa.gov/affordablehousing)



Fire Station 72

Benefits of Building Green
Environmental, Economic, Social

Save money on materials and disposal fees	Reduce waste and conserve natural resources
Reduce operating costs	Protect salmon and waterways from pollutants
Provide healthier and cleaner indoor air quality	Improve the marketing and value of the development
Enhance and protect ecosystems and biodiversity	Enhance occupant comfort and health

Downtown and BelRed Incentives

The Land Use Code allows for a reduction to the parking minimums in the Downtown and BelRed land use zones with support from a parking demand analysis per [LUC 20.25A.080.04](#) in Downtown and [20.25D.120.E](#) in BelRed.

The Land Use Code offers additional FAR for the following green building certifications.

- Parking Minimum Reductions
- Floor Area Ratio Bonus
0.25 FAR Bonus for Built Green 5 Star, LEED Platinum, or Living Building Net Zero Energy
- 0.2 FAR Bonus for Built Green 4 Star, LEED Gold, or Passivhaus PHIUS+2015 Verification per [LUC 20.25A.070](#).

After fully utilizing 2.5 FAR Tier 1 Amenity Bonus, additional 0.5 FAR Tier 2 Amenity Bonus can be utilized partially as 0.33 FAR Bonus for LEED Platinum, or 0.13 Bonus for LEED Gold per [LUC 20.25D.090](#).

- Downtown
- BelRed Zones MO-1, OR-1, OR-2, RC-1, RC-2, and RC-3

Land Use / Aesthetics Mitigation Measures

Affordable Housing Incentives and Requirements

Element	Proposed Measure Highlights
Housing	<ul style="list-style-type: none">▪ Require more affordable housing units beyond 10% existing inclusionary housing regulations▪ Provide new incentives to developers to develop more affordable housing▪ Allow developers to pay an in-lieu fee if fewer affordable units are constructed than planned▪ Participate in regional efforts to leverage funding



89%
OF KIRKLAND JOBS HELD BY
INDIVIDUALS LIVING OUTSIDE
KIRKLAND

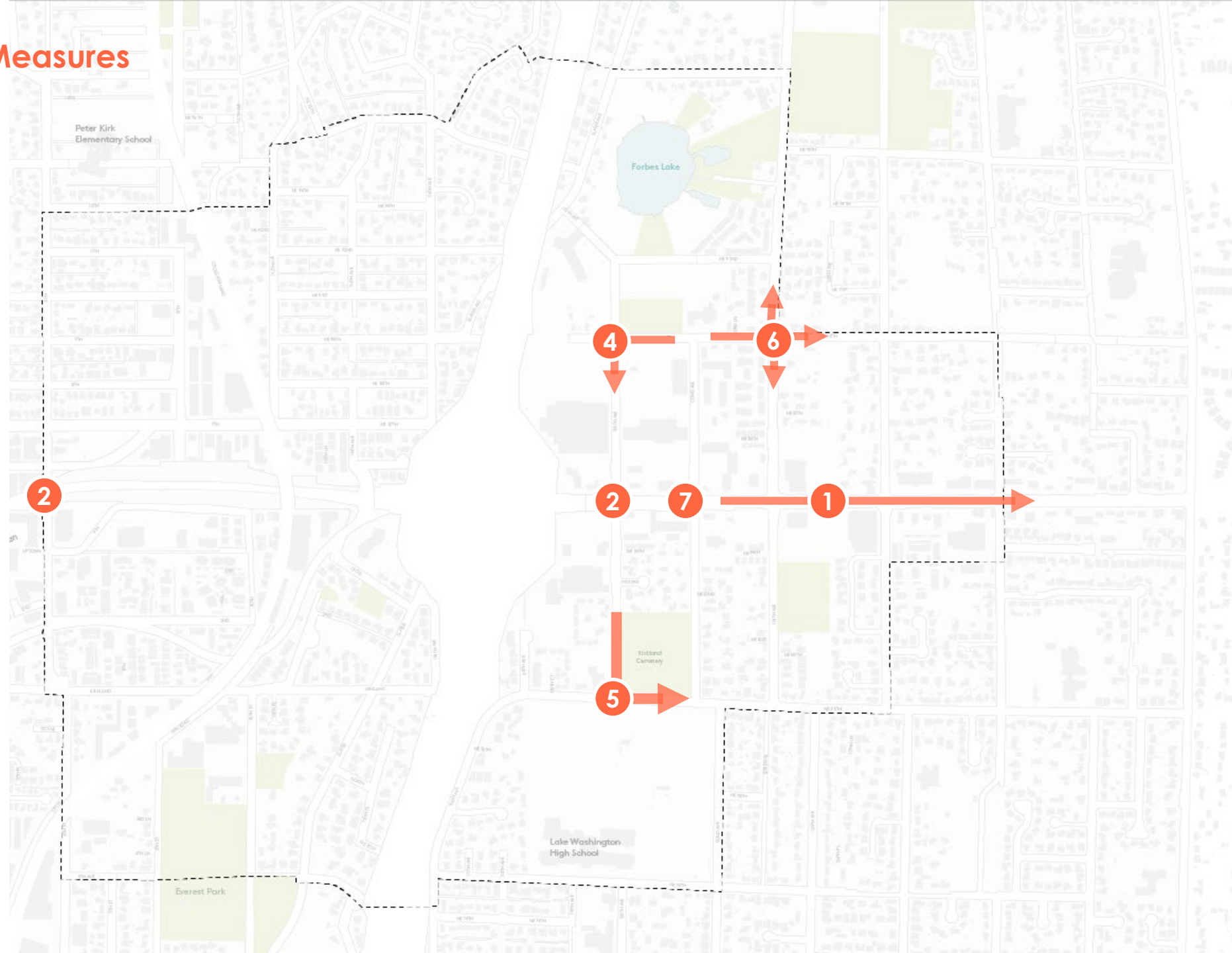
11%
OF KIRKLAND RESIDENTS
WORK WITHIN THE CITY

Nearly **50%** of
jobs within Station
Area are below the
median household
income for King
County

Transportation Mitigation Measures

Intersection Specific

- 1 Add **eastbound through lane** on NE 85th Street
- 2 **Optimize signal settings** at locations with high volumes.
- 3 Extend the length **of turn pockets** where feasible to help reduce spillback into the through lanes.
- 4 Add **traffic signal & westbound left turn lane** At NE 90th St & 120th Ave NE
- 5 Add **southbound left turn lane** at NE 80th St & 120th Ave
- 6 Add a **northbound and southbound lane** on 124th Avenue NE, **and eastbound through/left lane** and a right turn pocket, on 90th and **optimize signal**.
- 7 Add a **southbound left turn lane** at 85th St & 124th Ave,



Transportation Mitigation Measures Impact Results

excludes TDM
(Transportation
Demand Management)

Exhibit 3-78. Alternative 2 and 3: 2044 PM Peak Hour LOS and Delay, With and Without Mitigations

ID	Intersection	Traffic Control	Alternative 1 No Action	Alternative 2 LOS/Delay in seconds^		Alternative 3 LOS/Delay in seconds^	
				No Mitigation	With Intersection Improvements	No Mitigation	With Intersection Improvements
1	NE 85th St & 6th St	Signal	F / 86*	F / 119^	n/a	F / 138^	n/a
2	NE 87th St & 114th Ave NE	All-way stop	C / 16^	C / 18	n/a	C / 18	n/a
3	NE 85th St & Kirkland Way / 114th Ave NE	Roundabout*	B / 12^	B / 15*	n/a	D / 38*	n/a
4	NE 90th St & 120th Ave NE	All-way stop	D / 30	F / >150	F / 122	F / >150	F / >150
5	NE 85th St & 120th Ave NE	Signal	D / 46	F / 114	n/a	F / >150	n/a
6	NE 80th St & 120th Ave NE	Signal	B / 14	C / 32	C / 21	F / 95	C / 33
7	NE 85th St & 122nd Ave NE	Signal	A / 6^^	E / 61	n/a	F / 102	n/a
8	NE 90th St & 124th Ave NE	Signal	E / 58	F / >150	F / 83	F / >150	E / 73
9	NE 85th St & 124th Ave NE	Signal	D / 42	F / >150	F / >150	F / >150	F / >150
10	NE 85th St & 132nd Ave NE	Signal	C / 31	F / 127	E / 65	F / >150	F / 150

n/a = no intersection improvements

^ Delays greater than 150 seconds (two and a half minutes) are not shown, as drivers are likely to seek out alternate routes instead of waiting at an intersection with extremely long delays.

* Roundabout analysis completed in SIDRA. WSDOT does not recommend the use of LOS as a comparative tool for SIDRA roundabout analysis. Three of the four approaches exceed WSDOT volume-to-capacity ratio threshold of 0.85 and two of these are overcapacity ($v/c > 1$).

Source: Fehr & Peers, 2020

**Additional
Transportation
Mitigation Measures
Travel Demand
Management (TDM)
Strategies and
Potential
Improvements**

TDM Strategy	Office	Residential	Retail
Parking			
▪ Parking pricing	6 – 11%	6 – 11%	6 – 11%
▪ Unbundled parking	---	Up to 8%	---
▪ Reduced supply	Up to 9%	Up to 9%	Up to 9%
Transit			
▪ Transit subsidies for employees and residents	Up to 5%	Up to 5%	---
▪ Last mile private shuttles	1 – 7%	Up to 9%	Up to 1%
Commute			
▪ Marketing campaigns	2 – 16%	3 – 21%	Up to 3%
▪ Emergency Ride Home Program	Up to 1%	---	---
▪ TNC partnerships	Up to 3%	---	Up to 1%
Bike/Walk			
▪ Secure parking			
▪ Showers & lockers	Up to 1%	Up to 1%	Up to 1%
▪ Public repair stations			
▪ Bikeshare system			
Rideshare			
▪ Ridematch Program	Up to 6%	Up to 6%	Up to 6%
Total of all Measures	14 - 21%*	19 - 23%*	11 - 17%*

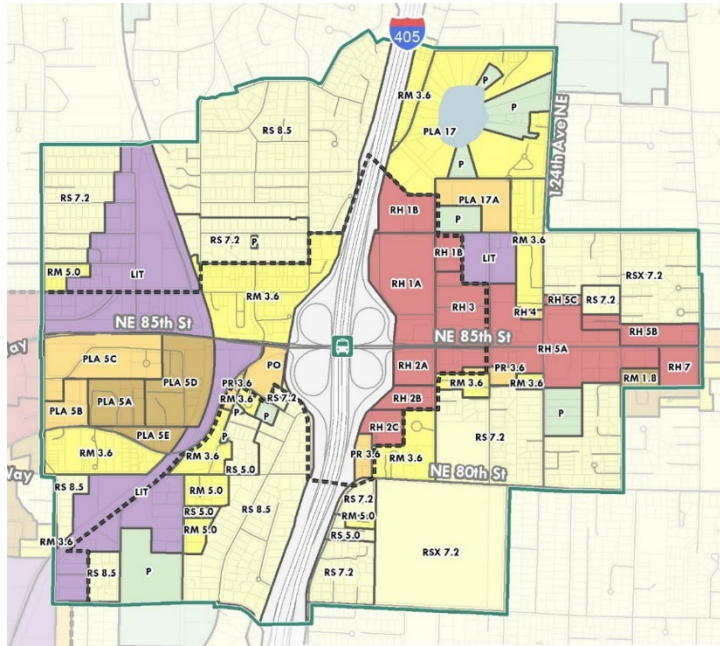
Alternatives Comparison Framework

Alternatives Summary

ALTERNATIVE 1

No Action

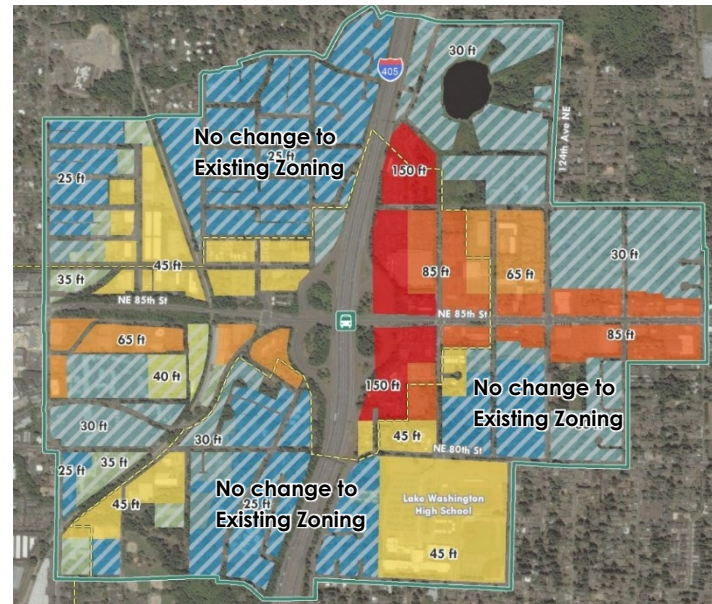
Reflects **existing zoning and current plans**. It makes no planning changes to accommodate projected growth.



ALTERNATIVE 2

Guiding Transit-Oriented Growth

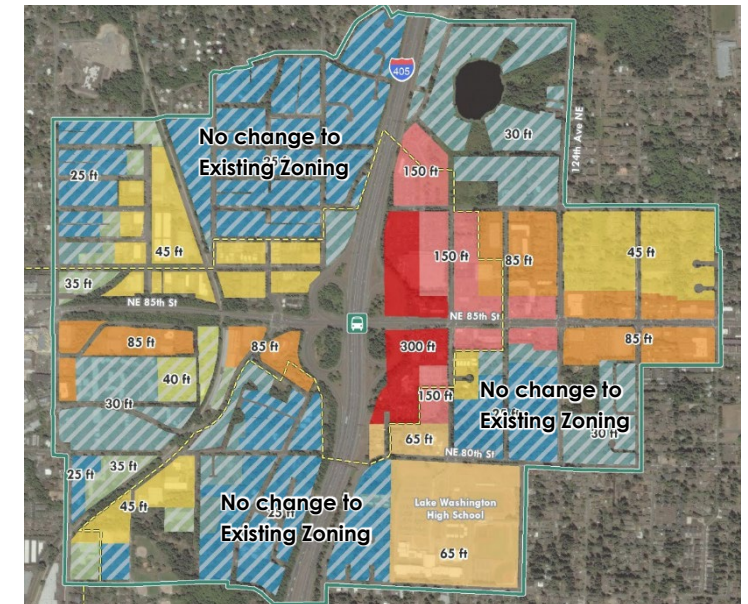
Allows **moderate growth** around transit, primarily **focused on existing commercial areas** such as Rose Hill.



ALTERNATIVE 3

Transit-Oriented Hub

Allows **most growth** to support transit-oriented development, primarily **focused on existing commercial areas** such as Rose Hill.



Summary of Impacts to Existing Residents and Businesses Studied in the DSEIS

	ALTERNATIVE 1 No Action	ALTERNATIVE 2 Guiding Transit-Oriented Growth	ALTERNATIVE 3 Transit-Oriented Hub	
Air Quality / Greenhouse Gas Emissions				
Per capita GHG emissions	+0%	-37%	-43%	
Surface Water and Stormwater			quality	
Land Use / Socioeconomics				
Density to Support Transit		+900	+1,200	
Affordable Housing Units	+87	+23,700	+30,000	
Job Potential	+10,859	Yes	Yes	
Residential uses buffered from Fwy	No			
Plans / Policies				
Accommodates Projected Growth	No	In Station Area	In Station Area	
Aligns with Comprehensive Plan				
Aesthetics / Public Views				
Preserves public views to Lake Washington	Yes	In view corridor	In view corridor	
Minimizes undesirable shading	Yes	Through FBC	Through FBC	
Transportation				
Cars / Parking				
Cyclists / Pedestrians				
Transit				
Public Services / Utilities				
Schools		?	?	
Parks / Open Space				

Substantially Benefits

Neutral

Substantially Burdens

Impacts mitigated by features of alternative, existing plans, codes, procedures

Additional impacts and mitigation options identified

Supplemental Equity Impact Review for disproportionate burdens or benefits of each alternative

Identified marginalized & at-risk populations in the station area

Renters **36%**¹

Seniors **32%**¹

Youth **26%**¹

Residents of Color **18%**¹

Employees with <\$40k pay
~1440



SOURCE—

(1) American Community Survey 2017 Estimates

Initial draft equity analysis for feedback

Initial draft equity analysis for feedback

	Renters	Seniors	Youth	Res. Of Color	Low-income employees	
Air Quality / Greenhouse Gas Emissions						
No change in per capita GHG emissions						
Surface Water and Stormwater						
Land Use / Socioeconomics						
Density to Support Transit						
Affordable Housing Units						
Job Potential						
Residential uses NOT buffered from Fwy						
Plans / Policies						
Does not accommodate projected growth						
Aligns with 2035 Comprehensive Plan						
Aesthetics / Public Views						
Preserves public views to Lake Washington						
Minimizes undesirable shading						
Transportation						
Cars / Parking						
Cyclists / Pedestrians						
Transit						
Public Services / Utilities						
Unlikely to support additional schools						
Unlikely to create new open spaces						

Alternative 2 – Guiding Transit-Oriented Growth

Initial draft equity analysis for feedback

	Renters	Seniors	Youth	Res. Of Color	Low-income employees	
Air Quality / Greenhouse Gas Emissions						
37% reduction in per capita emissions						
Surface Water and Stormwater						
Land Use / Socioeconomics						
Density to Support Transit						
Affordable Housing Units						
Job Potential						
Residential uses buffered from Fwy						
Plans / Policies						
Accommodates projected growth in SAP						
Updates Comprehensive Plan for 2024						
Aesthetics / Public Views						
Establishes view corridors, inc. to Lake Wa.						
Minimizes undesirable shading through FBC						
Transportation						
Cars / Parking						
Cyclists / Pedestrians						
Transit						
Public Services / Utilities						
Supports more educational opportunities						
New pea patches & onsite open spaces						

Substantially Benefits

Neutral

Substantially Burdens

Alternative 3– Transit-Oriented Hub

Initial draft equity analysis for feedback

	Renters	Seniors	Youth	Res. Of Color	Low-income employees	
Air Quality / Greenhouse Gas Emissions						
43% reduction in per capita emissions	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	
Surface Water and Stormwater						
	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	
Land Use / Socioeconomics						
Density to Support Transit	Neutral	Substantially Benefits	Substantially Benefits	Neutral	Substantially Benefits	
Affordable Housing Units	Substantially Benefits	Neutral	Neutral	Substantially Benefits	Substantially Benefits	
Job Potential	Neutral	Substantially Burdens	Neutral	Neutral	Substantially Benefits	
Residential uses buffered from Fwy	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Burdens	
Plans / Policies						
Accommodates projected growth in SAP	Neutral	Neutral	Substantially Benefits	Neutral	Neutral	
Updates Comprehensive Plan for 2024	Neutral	Neutral	Neutral	Neutral	Neutral	
Aesthetics / Public Views						
Establishes view corridors, inc. to Lake Wa.	Neutral	Neutral	Neutral	Neutral	Neutral	
Minimizes undesirable shading through FBC	Neutral	Neutral	Neutral	Neutral	Neutral	
Transportation						
Cars / Parking	Substantially Burdens	Substantially Burdens	Substantially Burdens	Substantially Burdens	Substantially Burdens	
Cyclists / Pedestrians	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	
Transit	Neutral	Neutral	Neutral	Neutral	Neutral	
Public Services / Utilities						
Supports more educational opportunities	Neutral	Neutral	Substantially Benefits	Neutral	Substantially Burdens	
New pea patches & onsite open spaces	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Neutral	

Substantially Benefits

Neutral

Substantially Burdens

Alternatives Comments to date

accessibility residential fully otherwise connection alternative
lack height areas add among strongly please issues walking streetscapes create
current consider
bikeable structures ages greenspaces possible people-oriented redmond
park 85' neighbors common view junction side much bus/pedestrian neighborhoods
costco support less-traffic density pedestrian city ckc neighborhood
west kirkland 405 car-free walkable
action. next wineri parks affordable
family keep housing station focus
east gone downtown within (e improvements highways proposed
character respiratory woodinville brrt 85th away focusing 45' heights grasslawn
tunnel increased
developing cater freeway apartments parking activities serviced multi-age
seattle) feet ped beloved aurora living

What We've Heard So Far

Community

importance of **more affordable housing opportunities**

Development

desire to **focus density around transit**

strong support for designing **compatible transitions** to adjacent neighborhoods

questions around the appropriate **balance of jobs/housing**

Environment

strong support for **open space**

desire to **balance new development and required infrastructure** and services

Mobility

strong support for **bike, and pedestrian** facilities

strong support for **better transit and mobility connections** with the new BRT and to Houghton P&R

concerns about **traffic impacts**

DSEIS Comment Period January 5 – February 5

- One month **written comment period** – **45+** comments received to date
- Online **Virtual Workshop** (January 7) – **122** Households attended
- **Survey** – **95** completed surveys to date
- **Student Project** – City Council members to attend LWS presentations on the project
- **Planning Commission** and **City Council** meetings
- ***Extensive outreach** included: postcards, posters, email, legal notices, social media, and other City communications*

Discussion

1. What are the top three elements you like within each alternative, and would like to see incorporated into the preferred alternative? Consider goals and policies, and land use concepts including changes to map designations and infrastructure investments.
2. Which development typologies and locations in each alternative align with project goals? Are there additional key concepts for transitioning from higher intensity development to lower intensity developments that should be considered?
3. Which elements of the alternatives best promote the project's equity goals?
4. Are there specific public or private investments you would emphasize in each alternative to make it successful? Examples could include transportation, open space, school facilities, or other investments.
5. What additional information does Council need to provide direction in this phase?

Thank you!