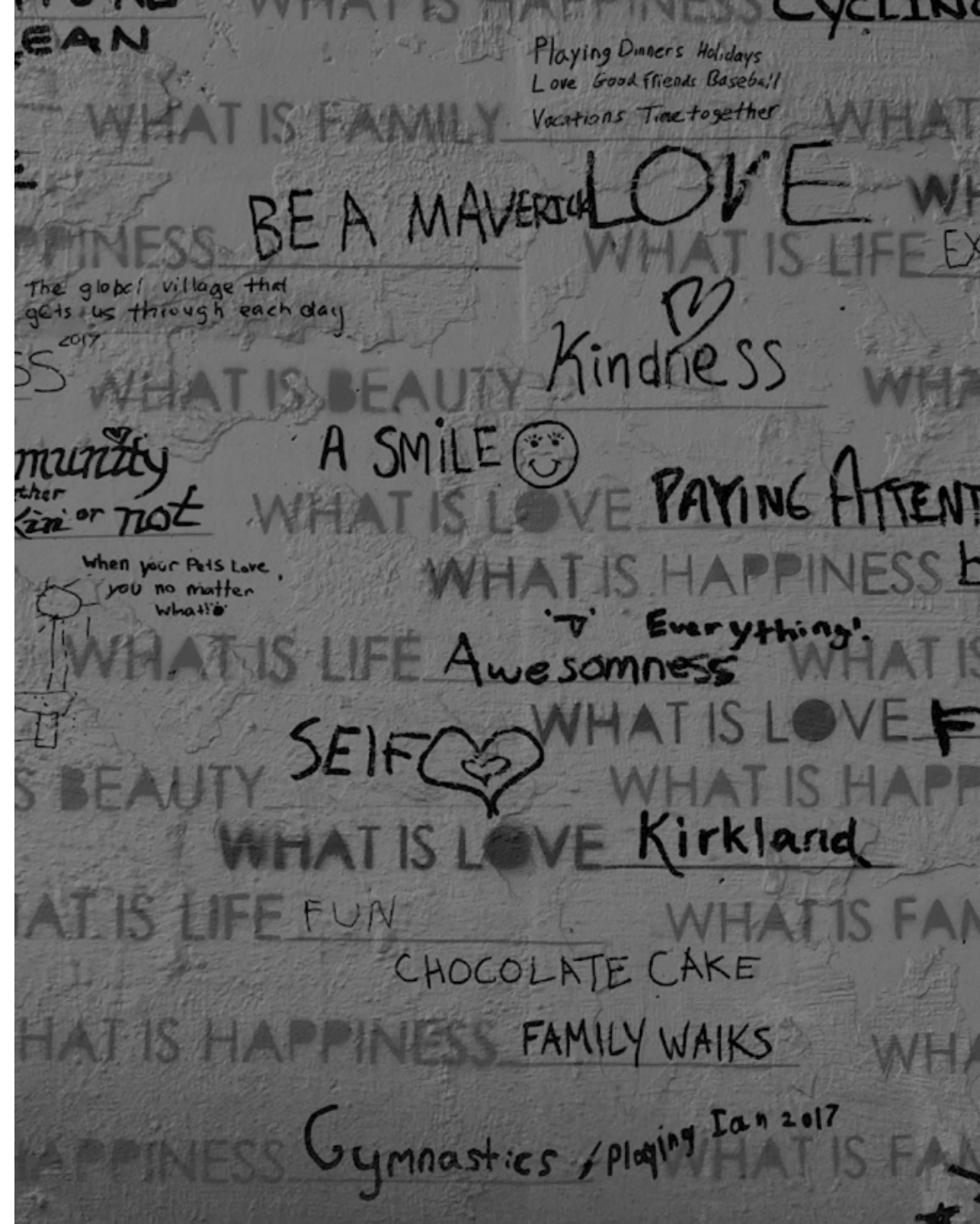


# Initial Concepts and Preliminary Alternatives

# NE 85<sup>th</sup> Station Area Plan

## Supplemental Planned Action EIS to the 2035 Comprehensive Plan

City of Kirkland  
Mithun



# Project Introduction—



[illegible]

The City of Kirkland is developing a **Station Area Plan** that will guide future growth or development around the station.

# Project Vision—

The NE 85<sup>th</sup> 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

# Goals—

Development Near Transit,  
Connected Kirkland,  
Inclusive District



# Planning & Engagement Process

We are here!



# Overall Engagement Objectives

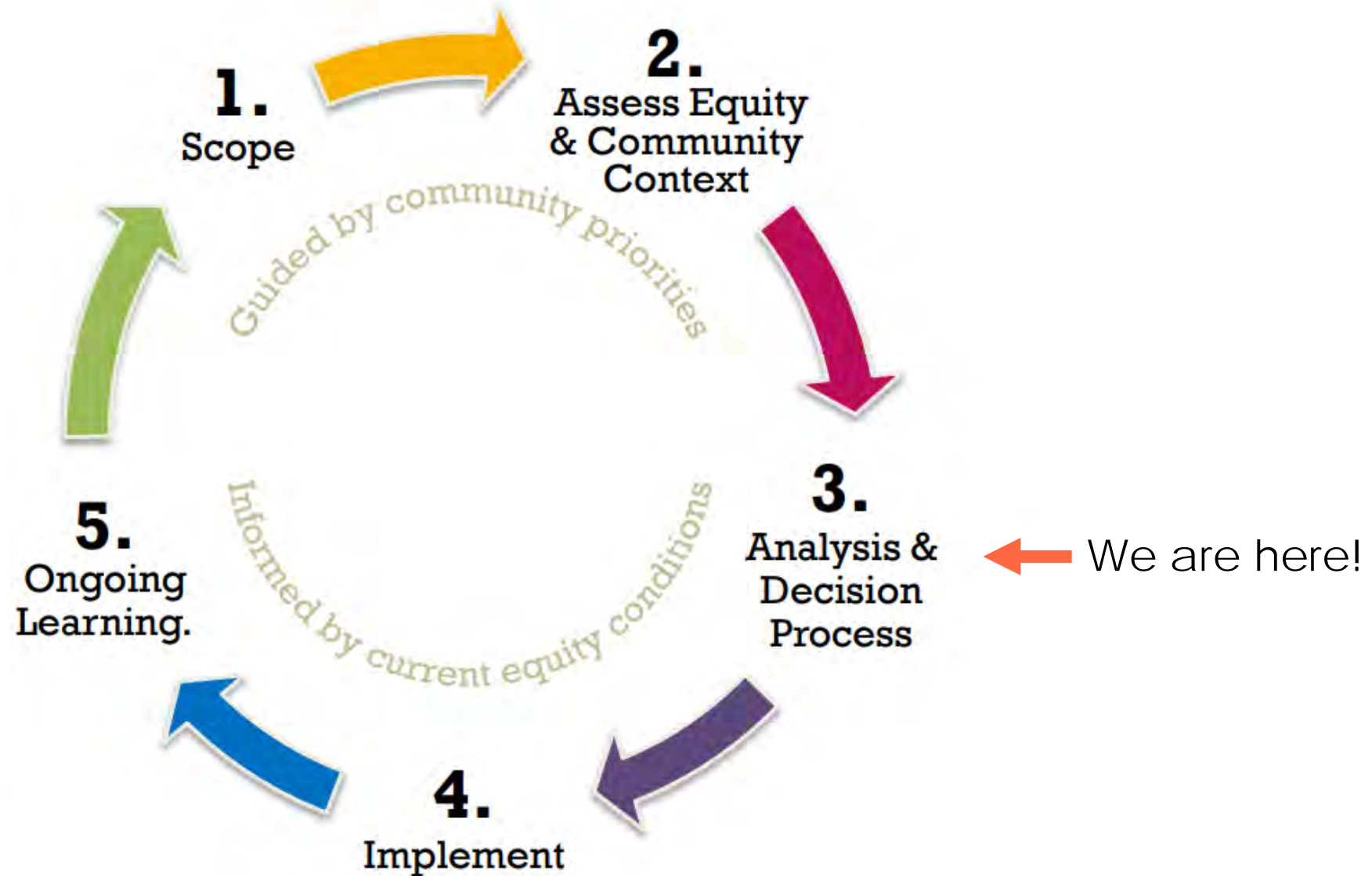
- Communicate clearly so the community is well informed.
- Actively solicit information from businesses, residents, and property owners.
- Apply an equity lens.
- Engage in a defensible process.
- Integrate plan development with environmental review.
- Focus on issues that can be influenced by public input.
- Build project support through efforts that inform decision-making.



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

-City of Kirkland Vision 2035

# Equity Impact Review Process—





# Affected Parties Outreach Summary—

The team identified the following list of affected parties to include in ongoing outreach. The table below describes our success at incorporating their voices into the Initial Concepts Community Online Workshop and Scoping Comments.

Reached	Not Sure	Did Not Reach
<ul style="list-style-type: none"><li>Residents in the station area</li><li>Kirkland Residents</li><li>Older Adults*</li><li>Large property owners in the station area</li><li>Businesses in the station area</li><li>Development Community</li><li>Public Agencies and Tribes</li></ul>	<ul style="list-style-type: none"><li>Older Adults*</li><li>Low Income Households</li><li>Households with Poor Digital Access</li><li>Kirkland Businesses</li><li>Transit riders, Pedestrians, Bicyclists</li><li>Private Sector Employees</li><li>Teachers and Public Employees</li></ul>	<ul style="list-style-type: none"><li>Renters</li><li>People with Limited English Proficiency</li><li>People of Color</li><li>Youth</li></ul>

# Opportunities & Challenges Summary—





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Urban Context

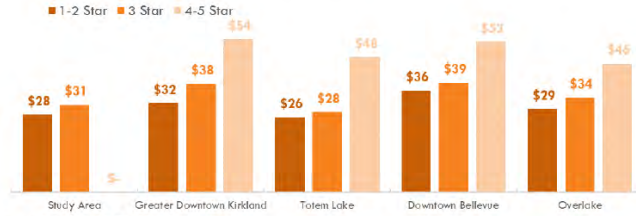




## Recent Development

## Strong Location Advantage for Office

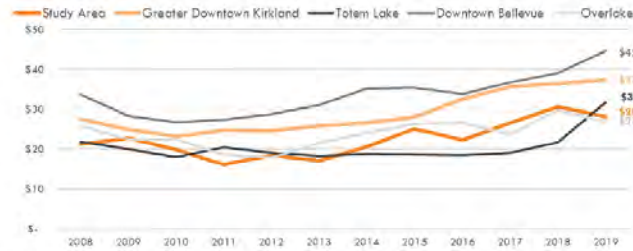
**Exhibit 11. Rent per Square Foot by Construction Class, Office Commercial, Study Area and Peer Geographies 2019.**



Source: CoStar, 2020; BERK, 2020.

## Opportunity to Improve Office Market

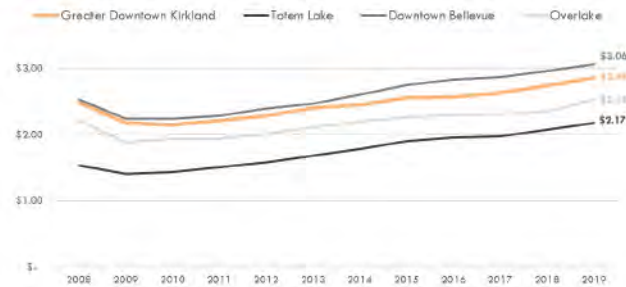
Exhibit 10. Base Rent per Square Foot, Office Commercial, Study Area and Peer Geographies  
2008-2019.



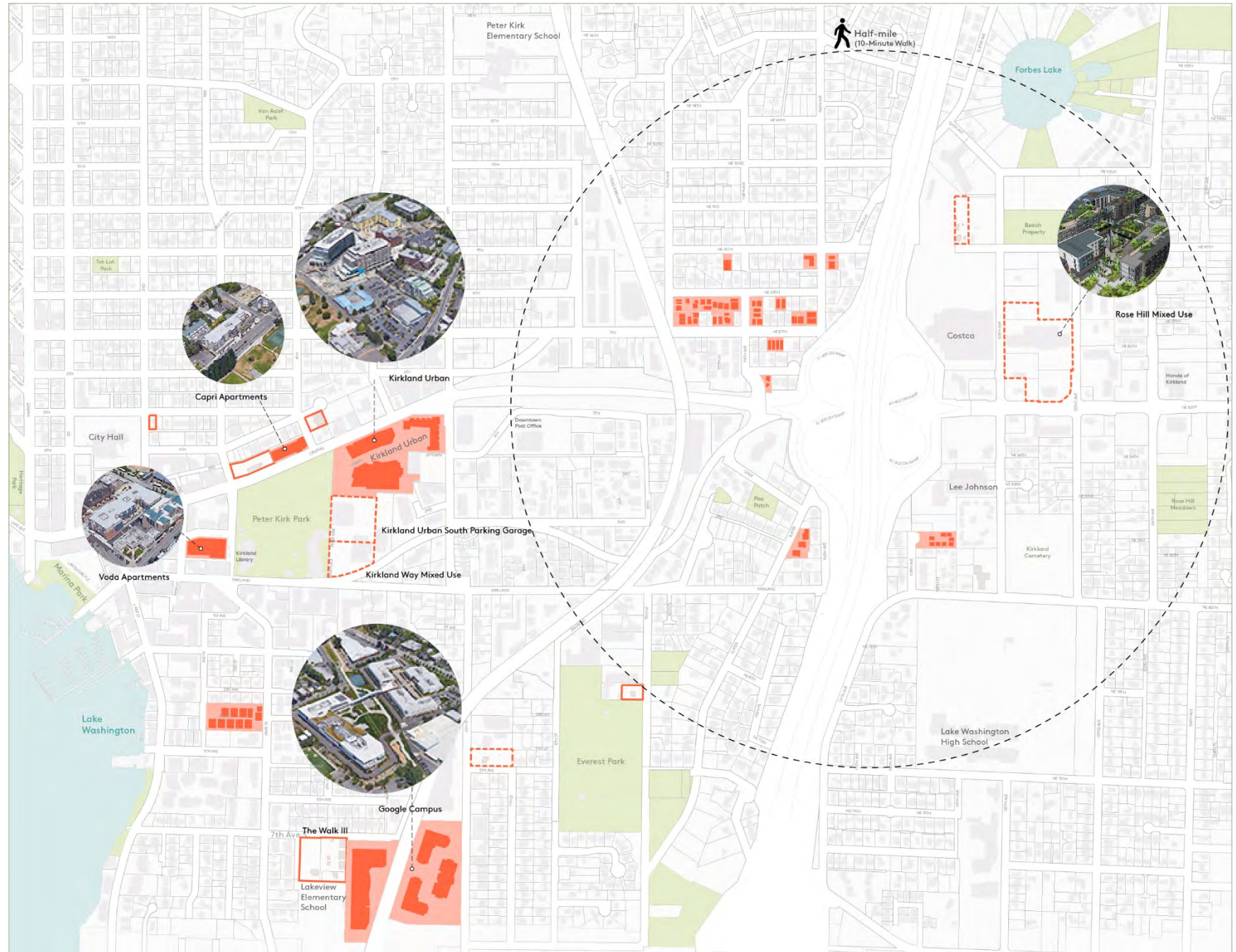
Source: CoStar, 2020; BERK, 2020.

## Good Multifamily Context

Exhibit 23. Rent per Square Foot, Multifamily Residential, Peer Geographies, 2008–2019.



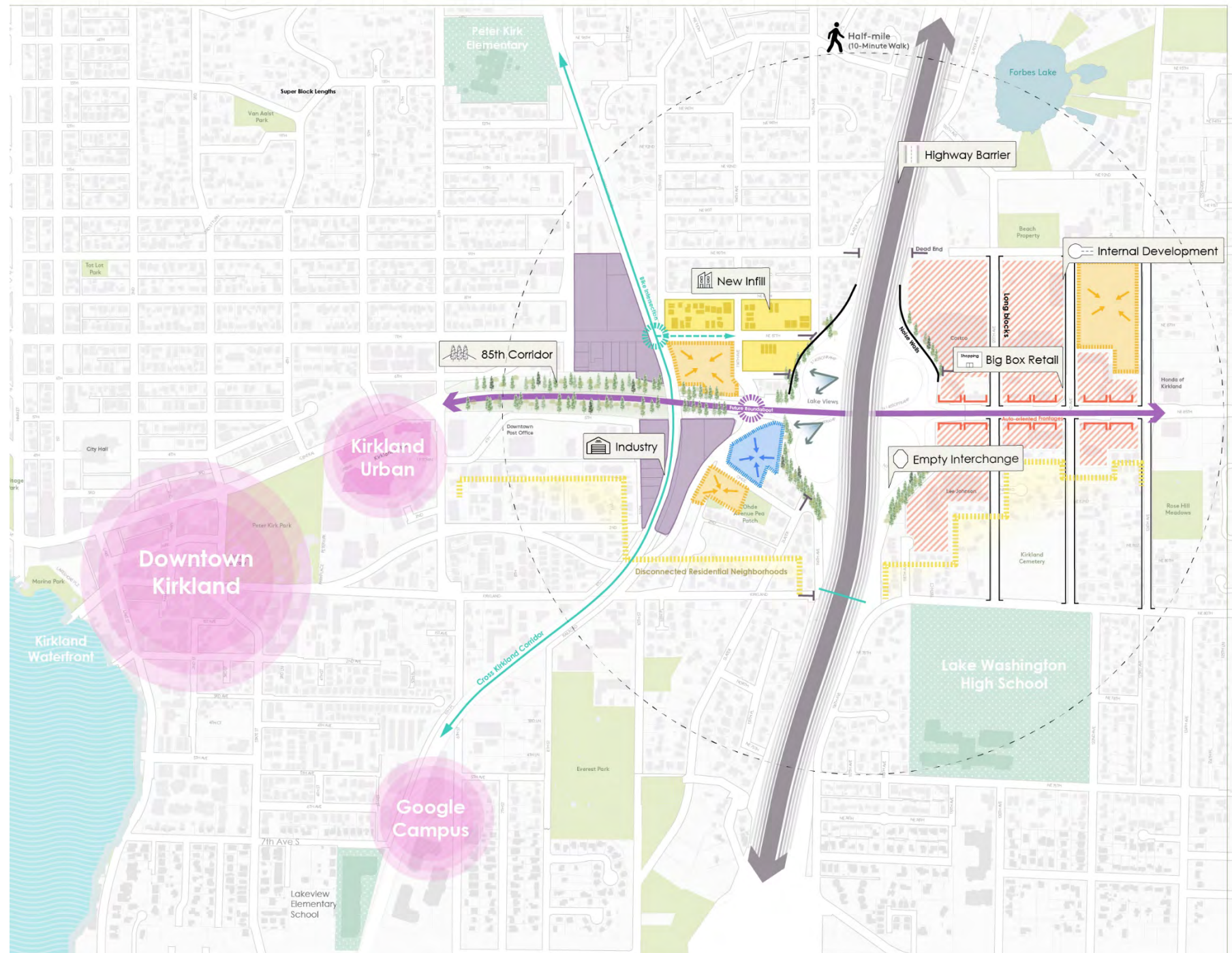
Source: CoStar, 2020; BERK, 2020.





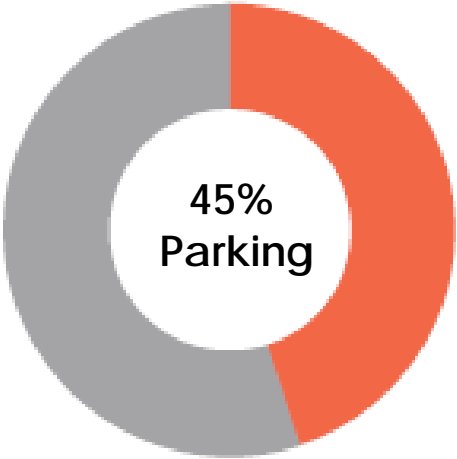



## Big Box Retail

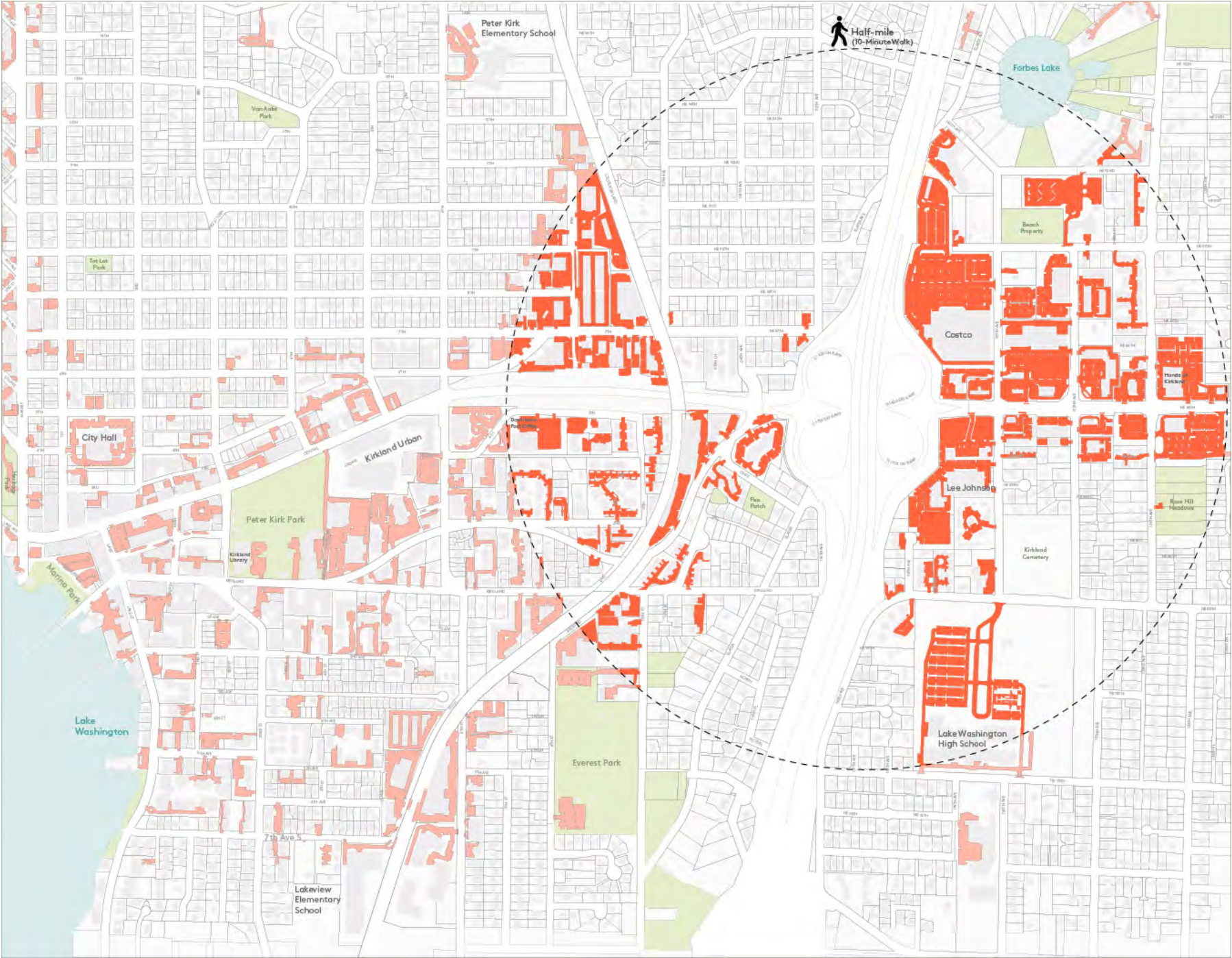




Underutilized Land

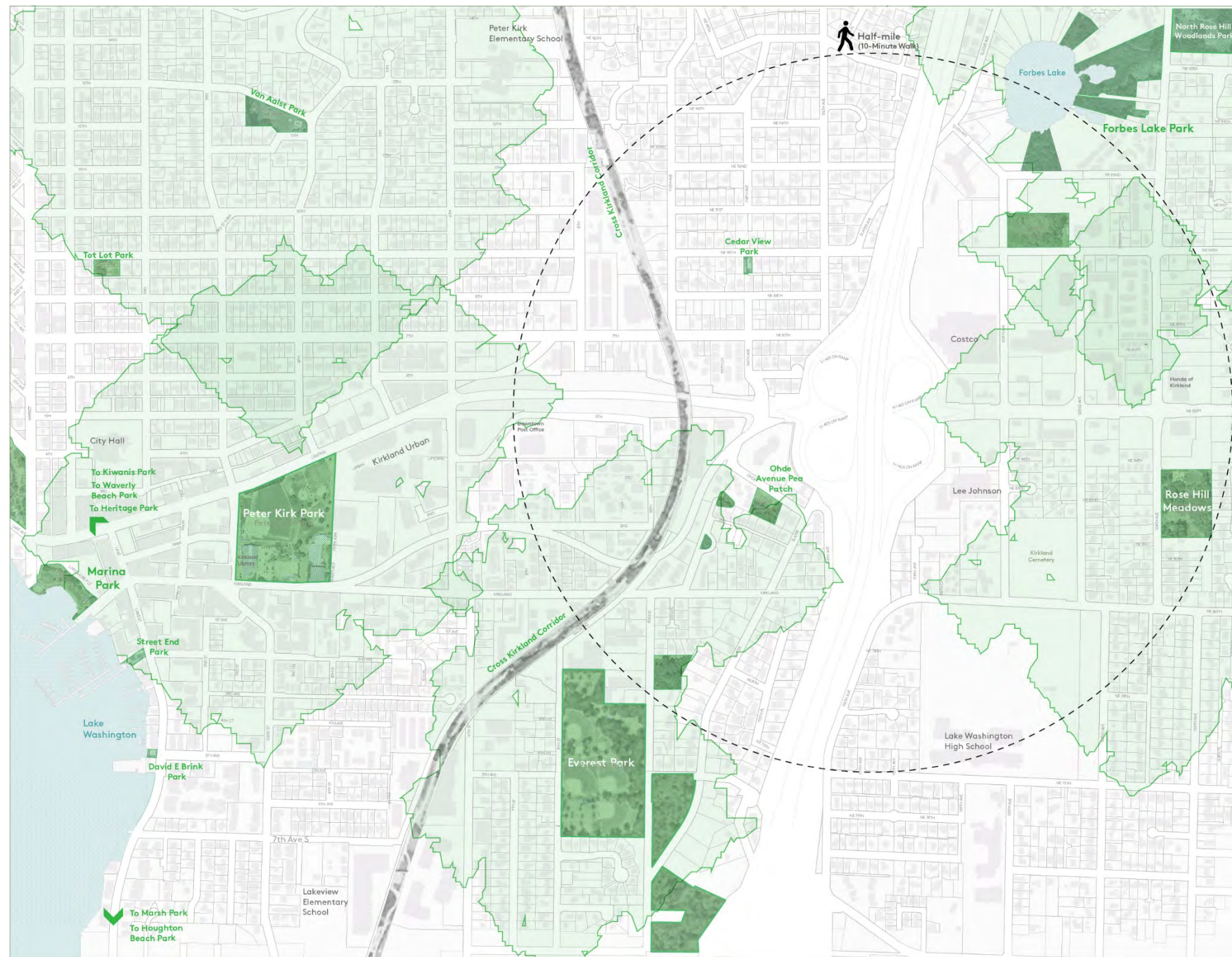


 Parking





# Open Space & Park Access Analysis





Last Mile  
Connections

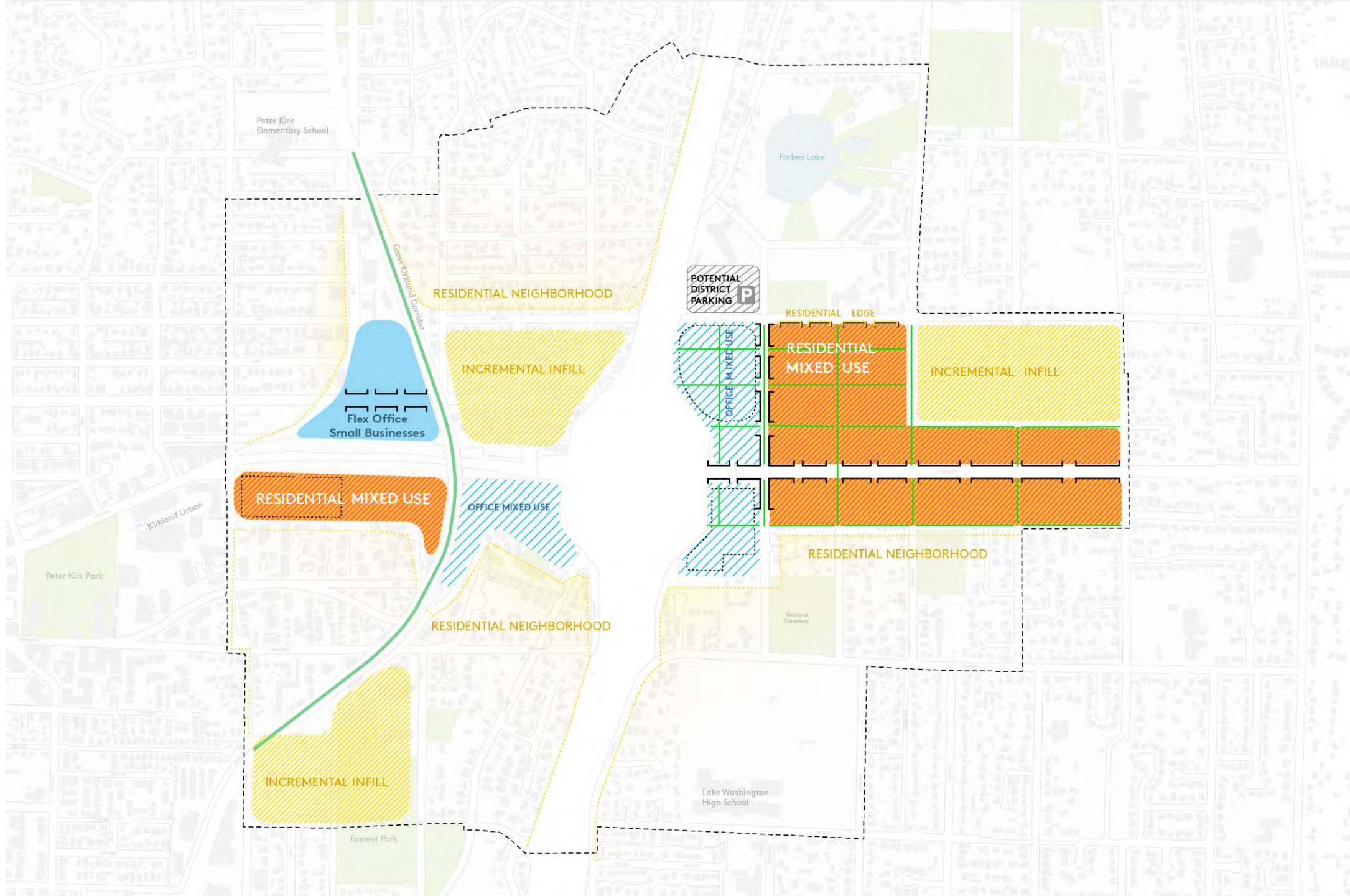




# Station Area Initial Concepts—

A mix of ideas that were shared with the public  
seeking feedback to help shape alternatives

## Development Framework





## Office/Mixed Use



Active Ground Floor



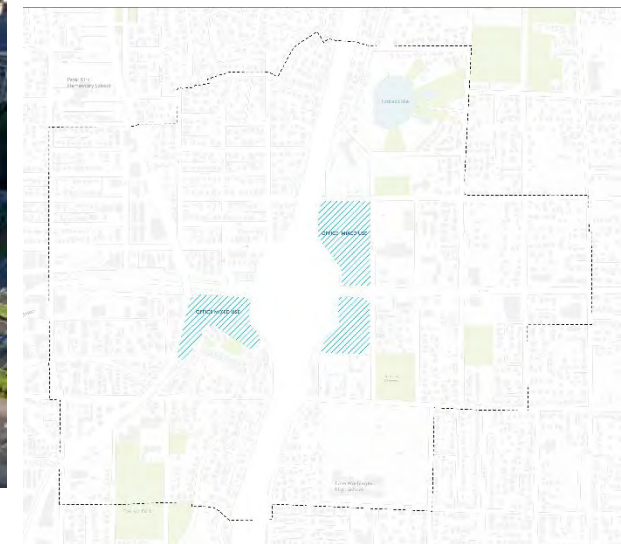
Innovative Design



Taller Buildings?

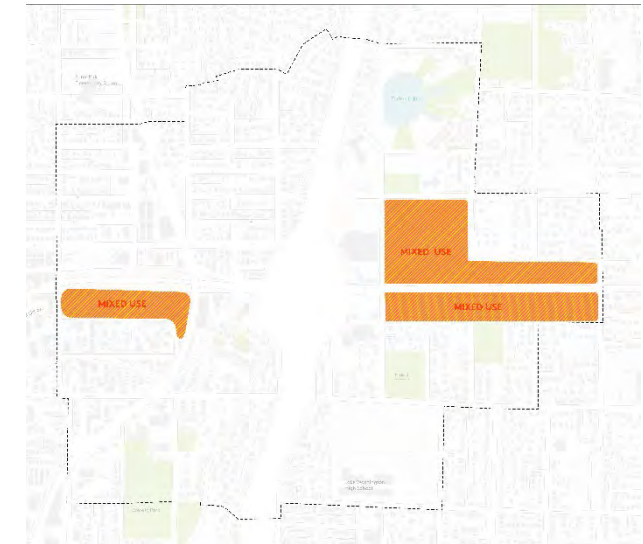
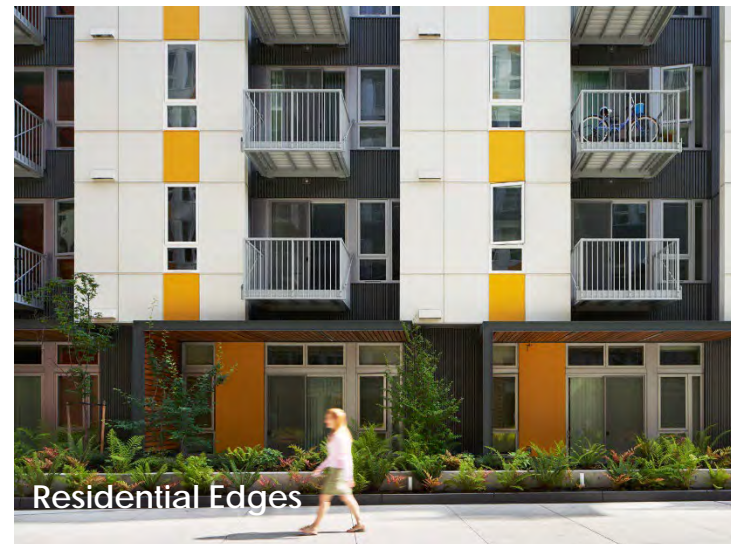


Integrated Development



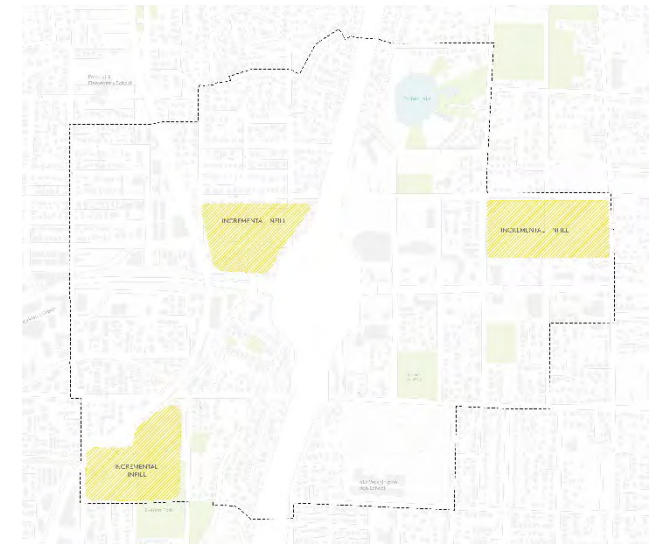


## Mixed Use & Residential



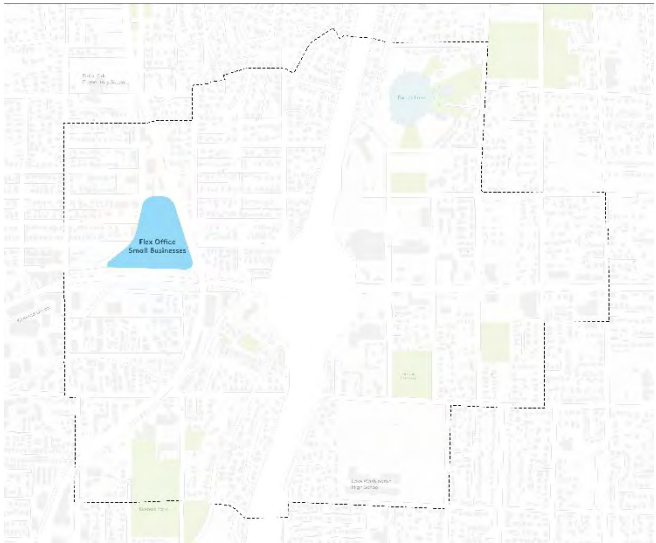


# Incremental Infill





Flex Office/Industry





# Community Places & Signature Uses



Parks & Open Space



Mixed Use Libraries



Cinemas



Community Gardens



Special Event Streets



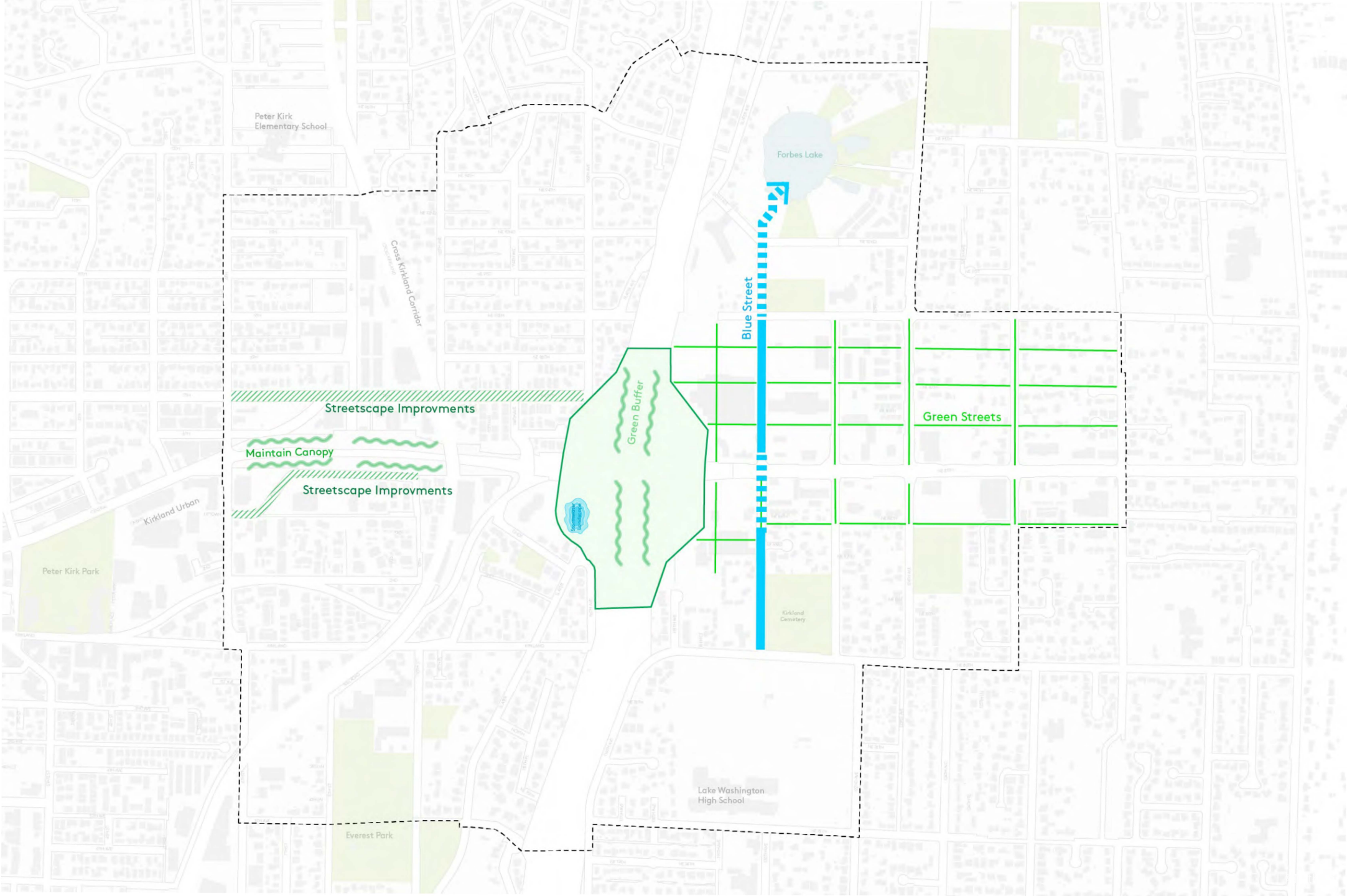
Schools



Community Center



# Environmental Framework





# Blue Street/120<sup>th</sup>



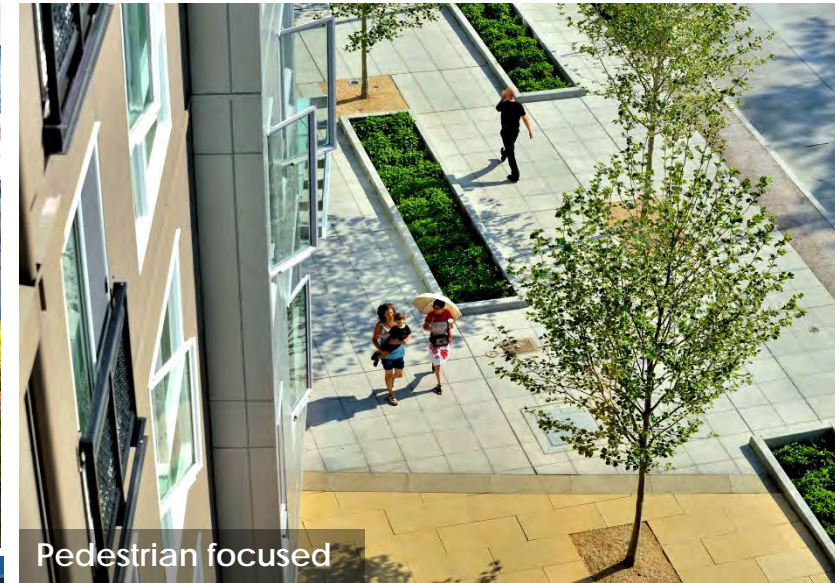
Active frontages



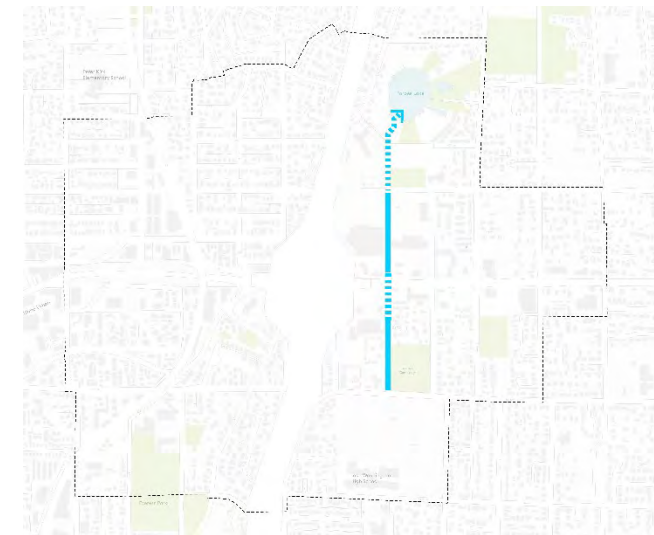
Integrated infrastructure



Stormwater streetscape

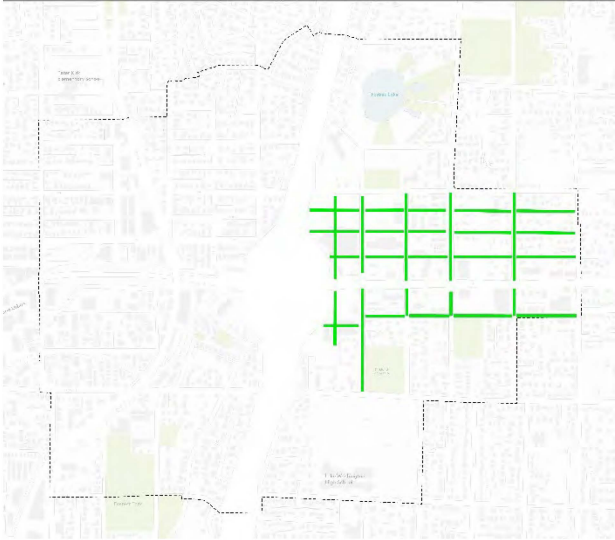
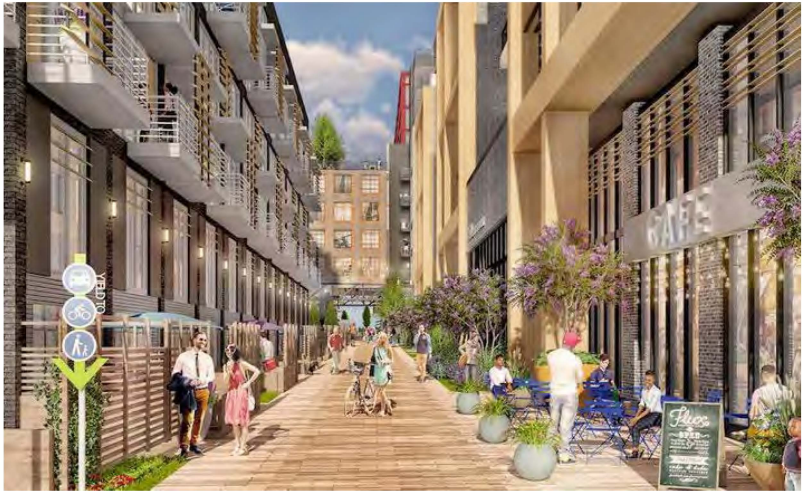


Pedestrian focused



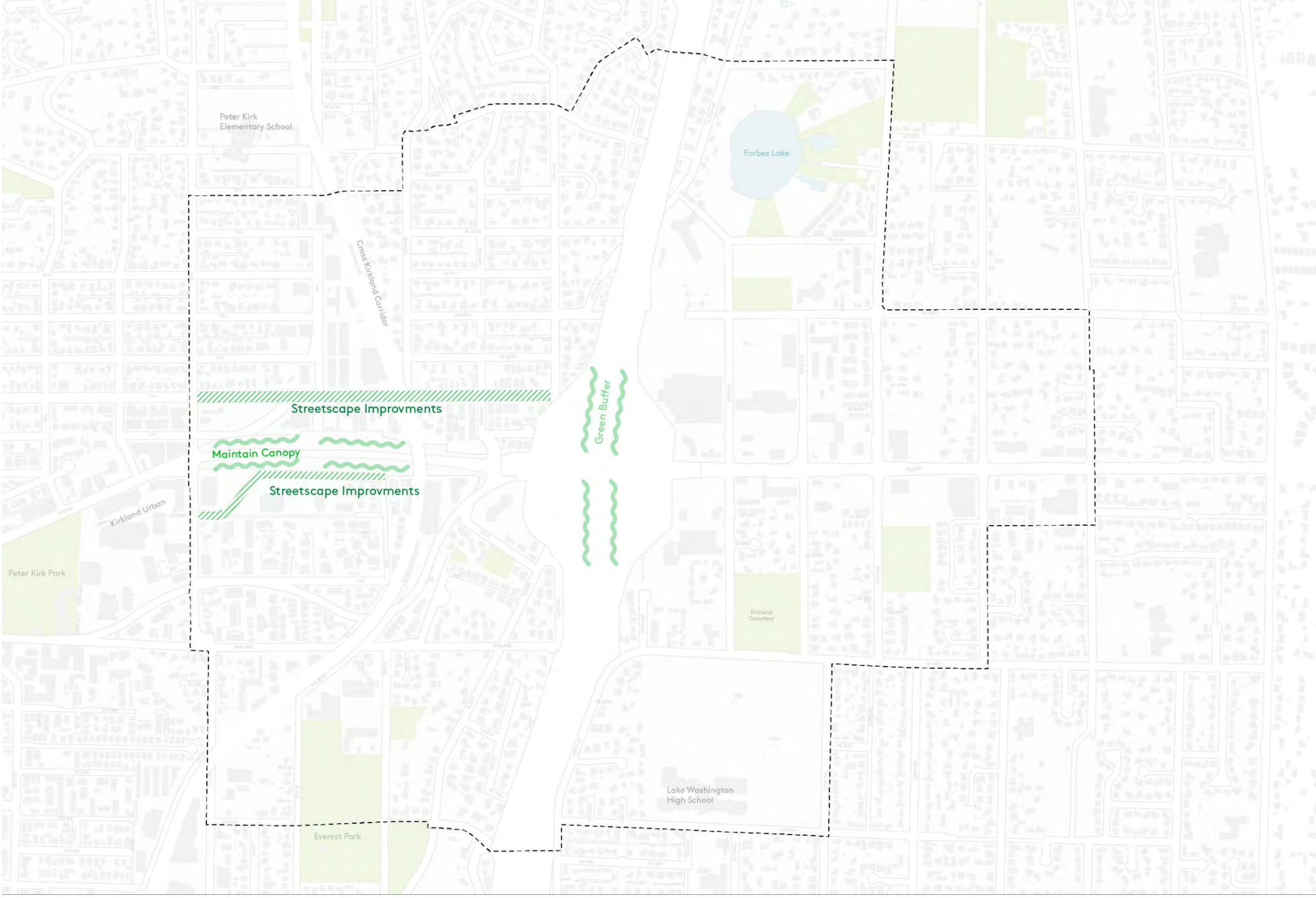


Green Streets



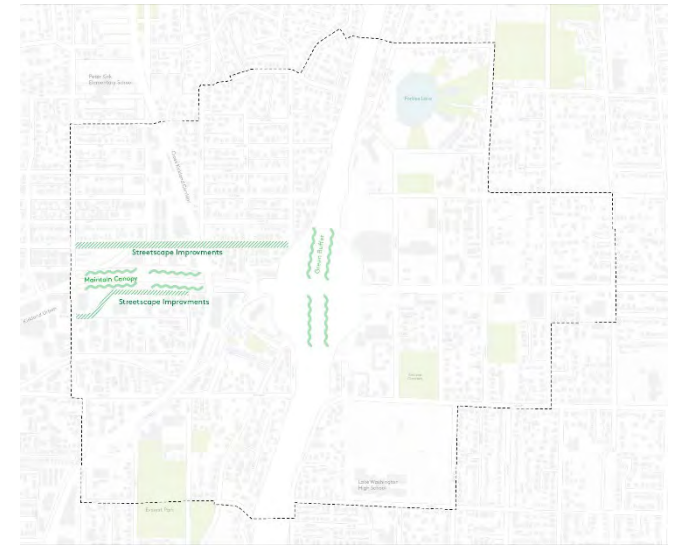
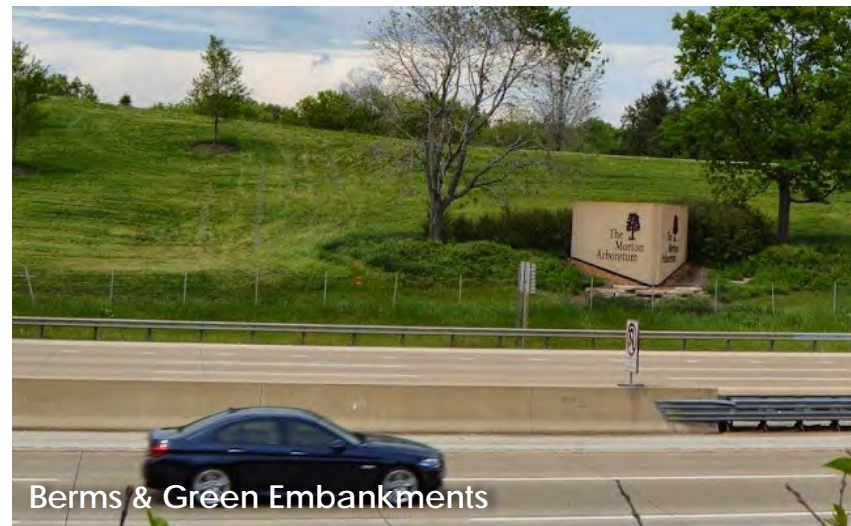
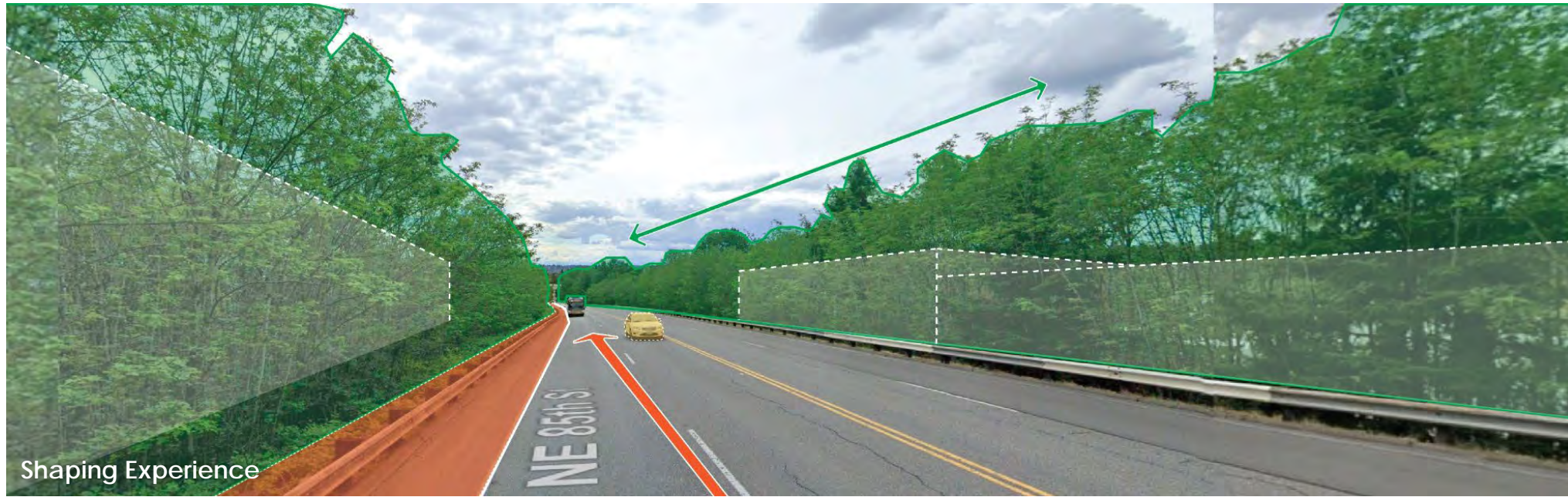


Additional  
Environmental  
Strategies



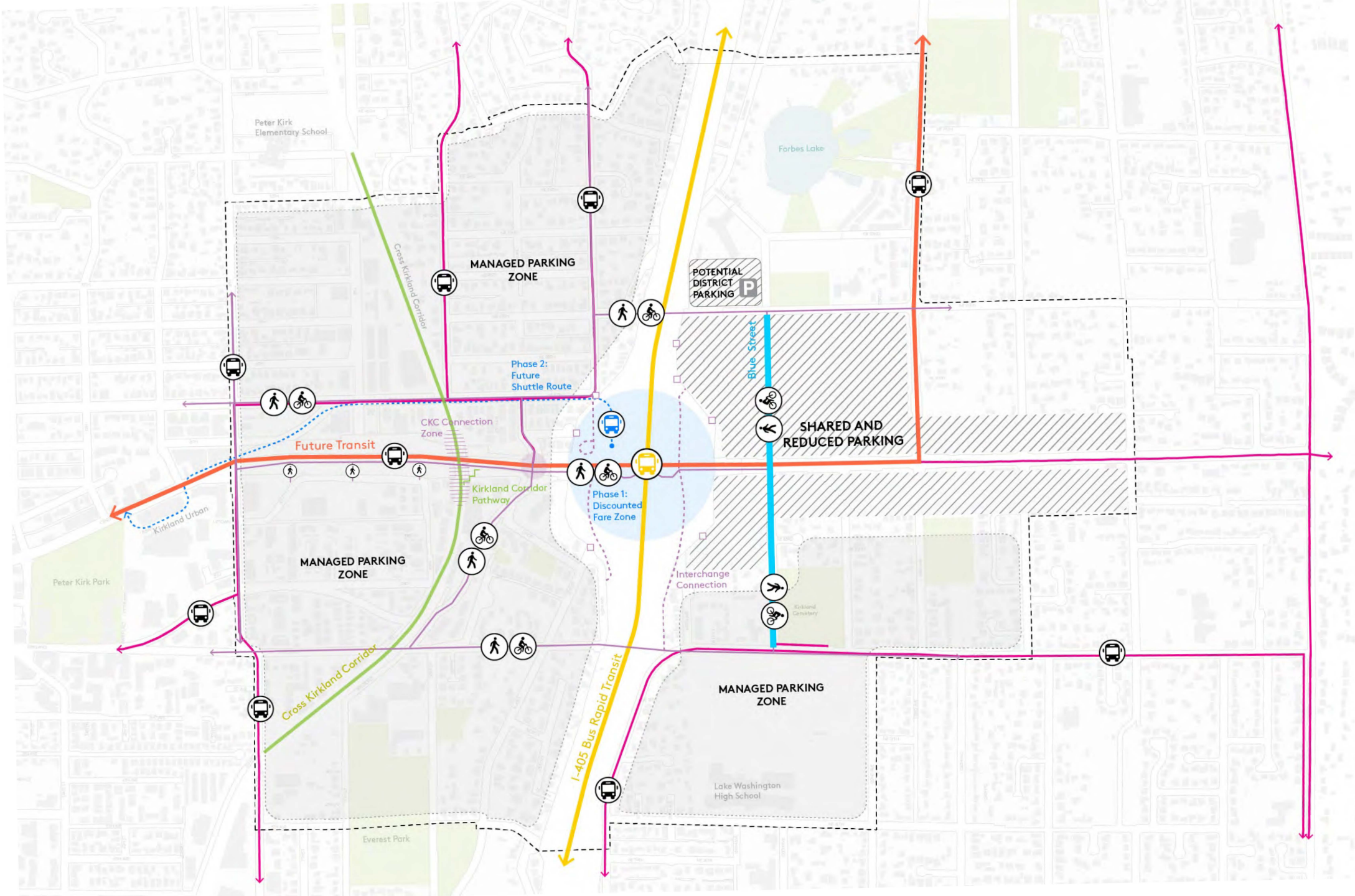


# Tree Canopy & Green Buffers

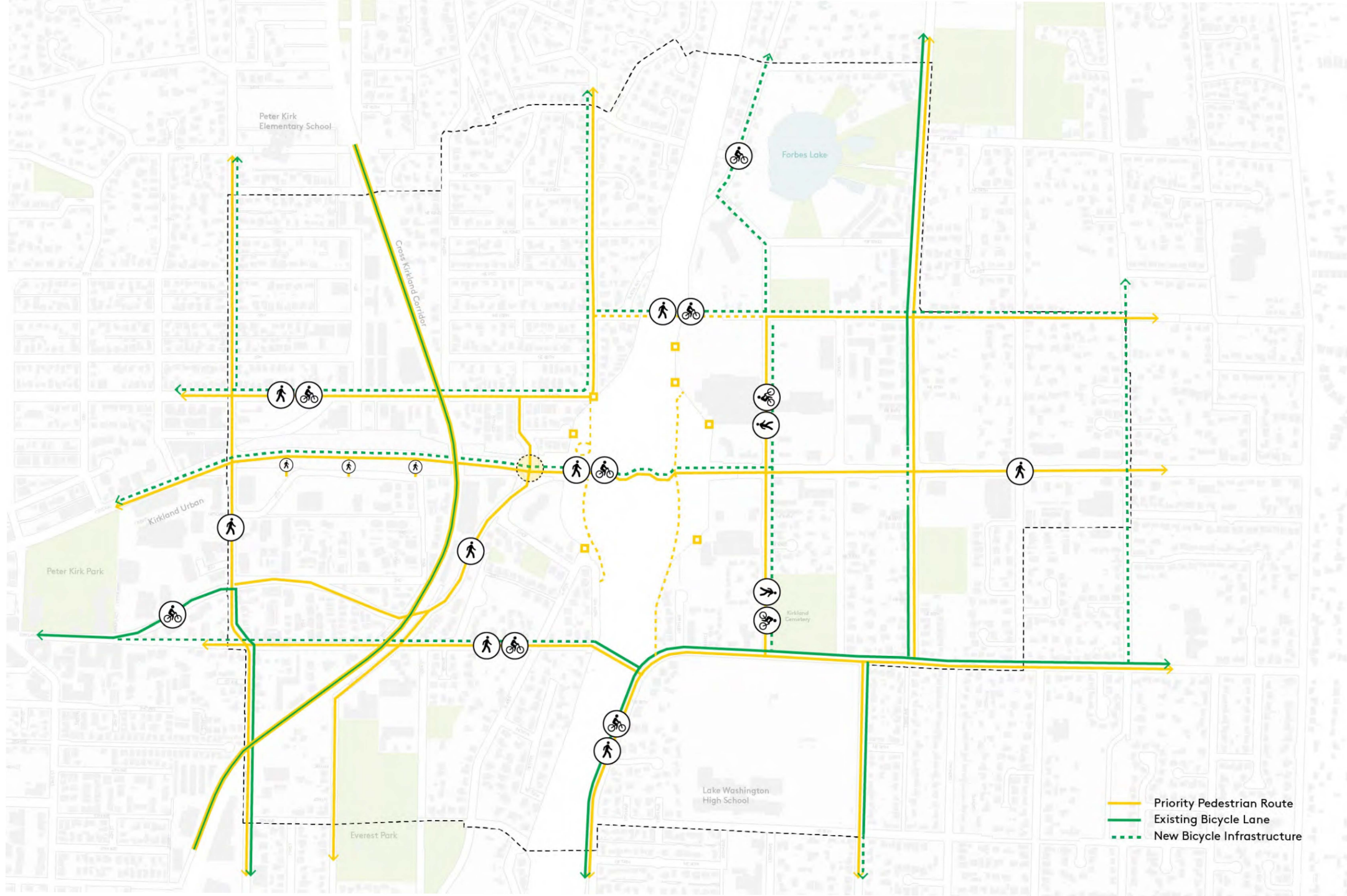




# Mobility Framework



# Bike/Ped Network



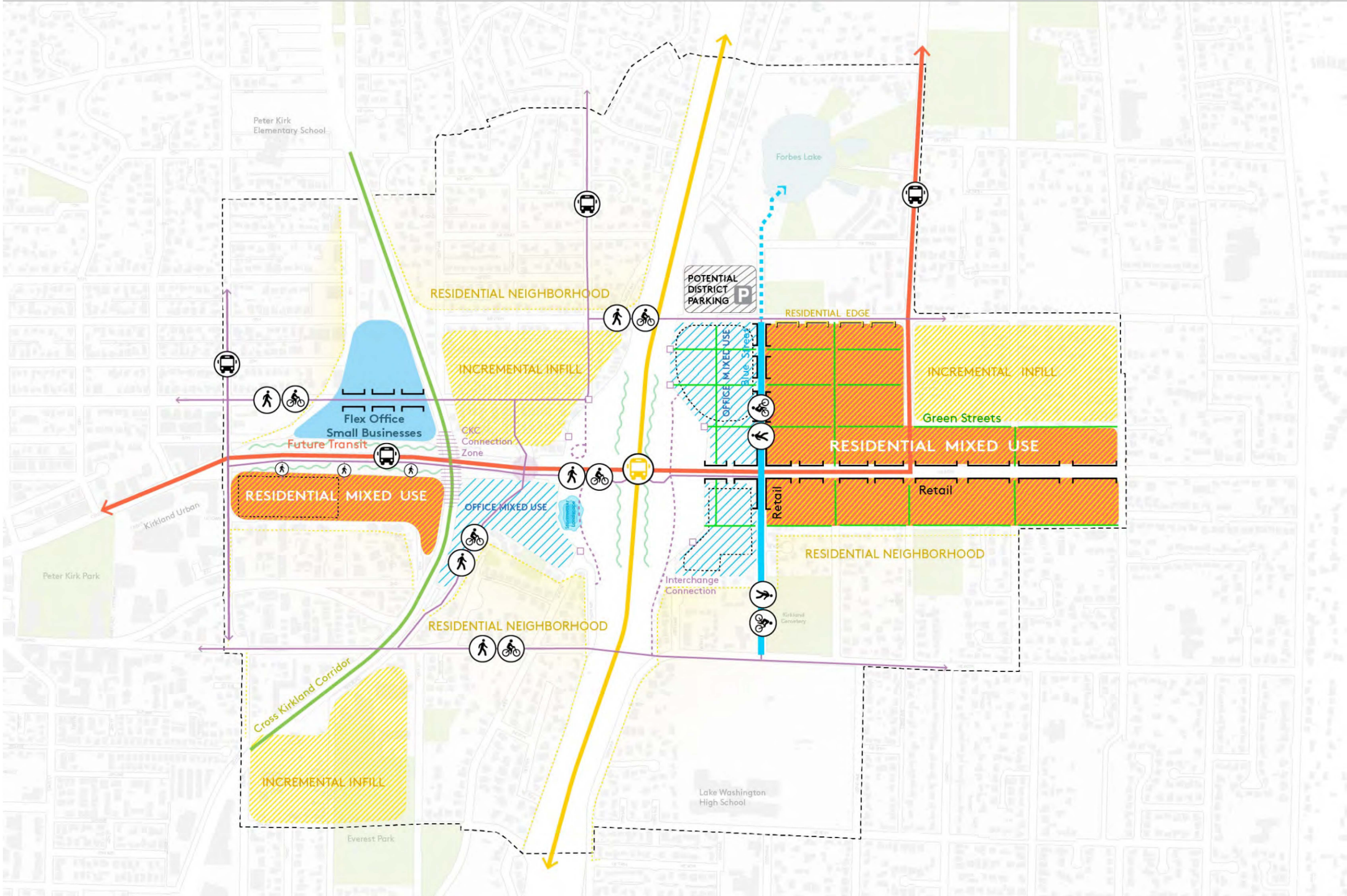


# Parking





Initial  
Concepts





# Summary of Preliminary Alternatives—



# Project Objective—

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

- value for the City of Kirkland,
- community benefits including affordable housing,
- and quality of life for people who live, work, and visit Kirkland.



# Development Process for Alternatives

## Opportunities & Challenges

Define the major issues to address and assets to build upon

## Initial Concepts

Create a spatial framework that builds on Opportunities & Challenges findings

## Alternatives Analysis

Test performance of different variations within Initial Concepts spatial framework

## Station Area Plan Development

Develop preferred alt. that reflects Alt. Analysis and iterates on preferred direction



# What's **Consistent** Across Alternatives

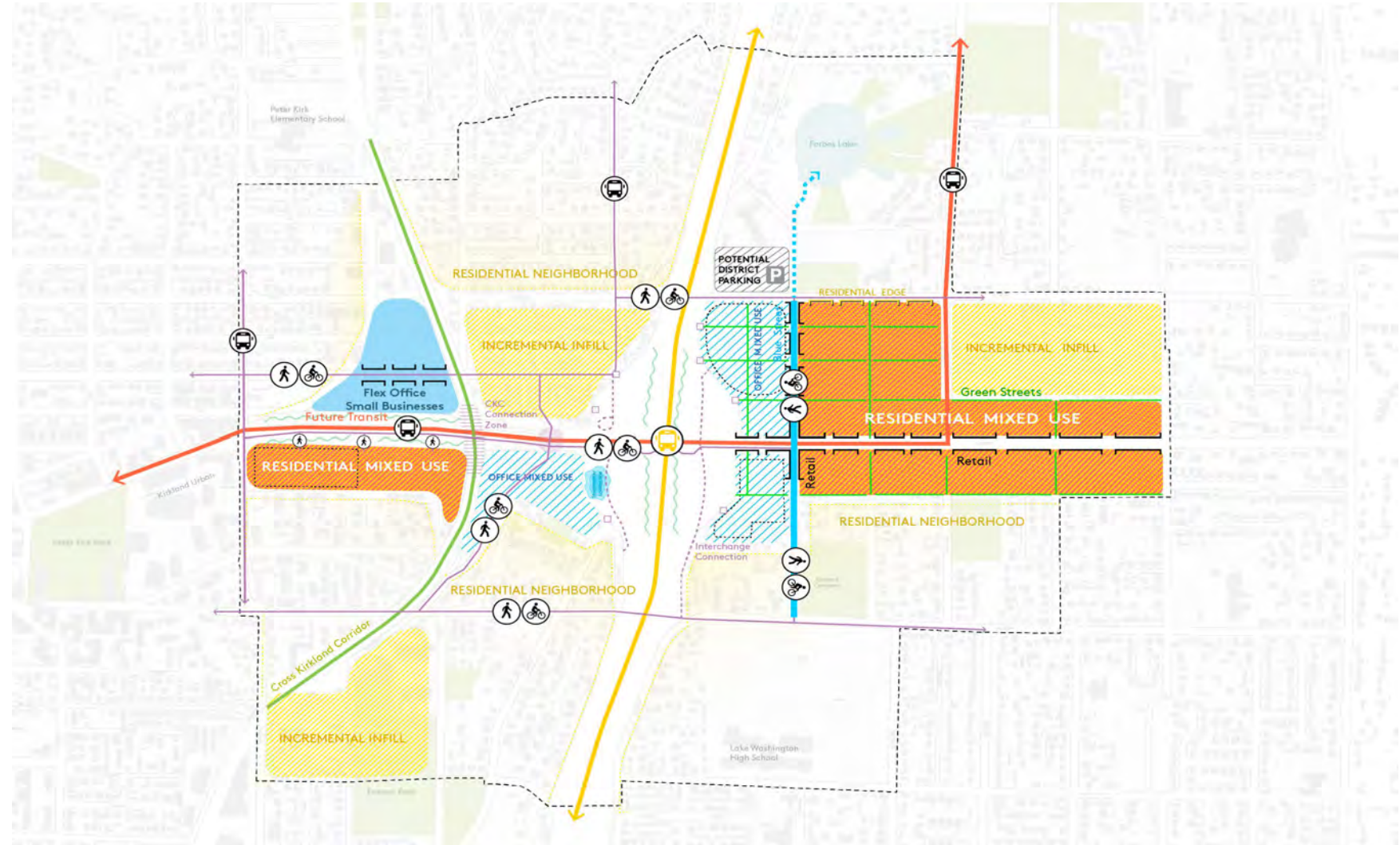
Where Major Growth Occurs

BRT Service & Station Design

Initial Bike/Ped Improvements  
(builds off Active Transportation Plan)

Environmental goals

Public services to support new development





# What's Different Across Alternatives

How Much Growth Occurs

Physical Form of Growth

Shuttles & Parking Strategies

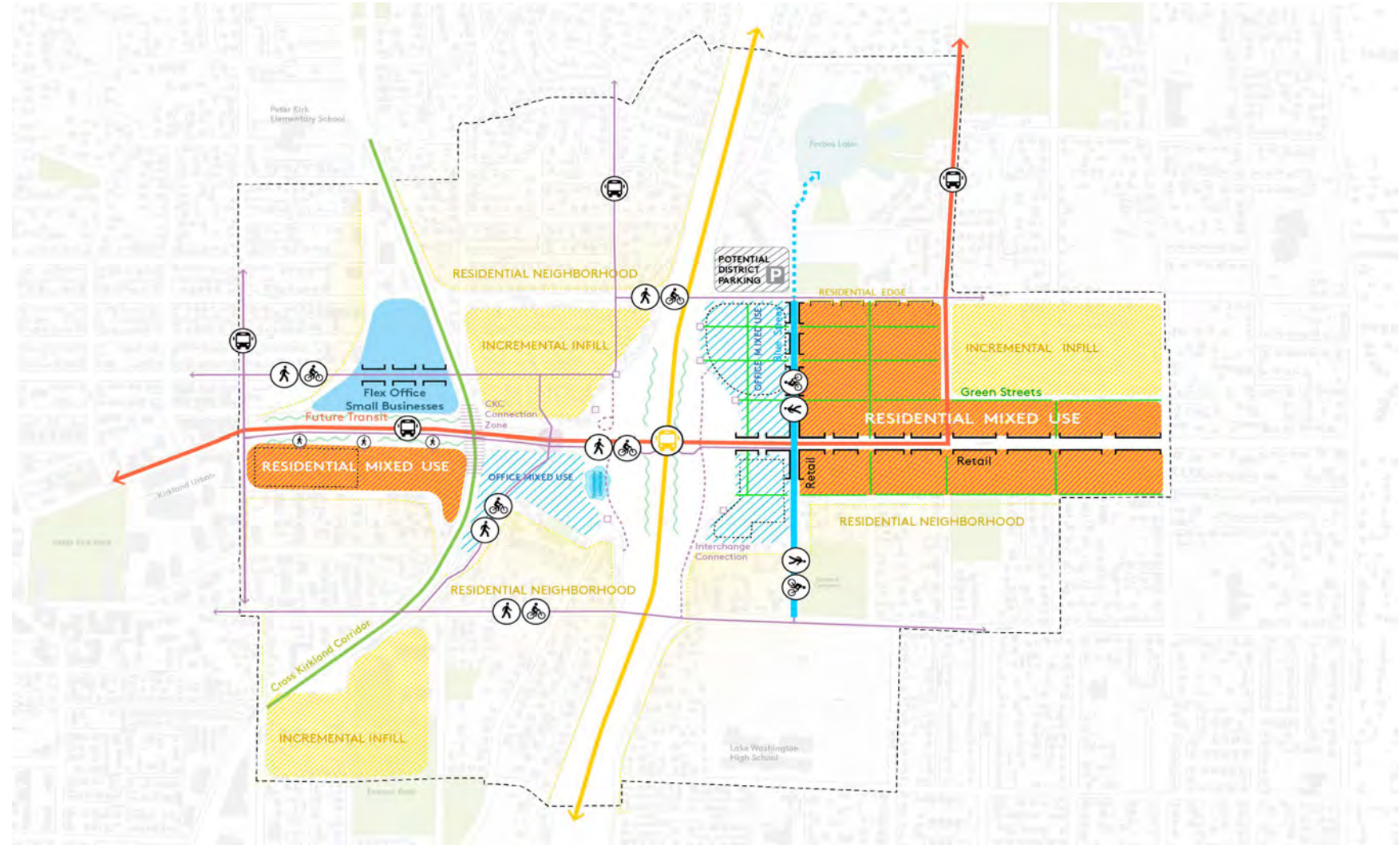
Level of investment in Bike/Ped Improvements

Level of investment in Environmental Strategies

Level of public services and investment in community facilities

Level of district-level coordination

Impacts & Benefits Towards Project Goals & Vision





# Preliminary Alternatives Overview

## Alternative #1

This alternative would reflect **existing zoning and current plans**.

**Housing/Jobs:** low housing production, primarily retail employment

**Development:** Up to 6 stories in Rose Hill, generally up to 2-3 stories elsewhere

**Mobility:** minor improvements associated with new development & similar bike lanes/sidewalks to today, current parking policies

**Environmental:** compliance with existing stormwater/environ. policies

## Alternative #2

This alternative would allow for **moderate growth** throughout the district, primarily **focused on existing commercial areas** such as Rose Hill.

**Housing/Jobs:** moderate housing production, mix of commercial and retail employment

**Development:** Up to 10 stories\* in existing comm. areas like Rose Hill; generally up to 2-3 stories elsewhere

**Mobility:** enhanced bike lanes and sidewalk improvements, 1-2 mid-block green streets, on-site shared parking

**Environmental:** incentive program for improved on-site stormwater treatment & green building standards

## Alternative #3

This alternative would allow for the **most growth** throughout the district, primarily **focused on existing commercial areas** such as Rose Hill.

**Housing/Jobs:** significant housing production, major commercial and supportive retail employment

**Development:** Up to 20 stories in existing comm. areas like Rose Hill; generally up to 2-3 stories elsewhere

**Mobility:** district-wide network of bike facilities and sidewalk improvements, mandatory mid-block green streets, district parking facility and reduced parking requirements

**Environmental:** new standards for stormwater treatment & green building; 120<sup>th</sup> Blue Street for district-level stormwater and tree canopy improvements

*\*this was updated based on feedback from Planning Commission*



# Discussion—