

# 2 Proposal and Alternatives

## 2.1 Introduction and Purpose

This Chapter describes the proposals and alternatives examined in this Draft Supplemental Environmental Impact Statement (SEIS).

### 2.1.1 Proposals

Sound Transit's ST3 Regional Transit System Plan is bringing a once-in-a-generation transit investment to Kirkland with a new Stride Bus Rapid Transit (BRT) station at 85th and I-405, currently scheduled to open by 2025.<sup>7</sup> The City of Kirkland is developing a Station Area Plan to guide how development, open space, and mobility connections in neighborhoods near the station can leverage this regional investment to create the most value and quality of life for Kirkland, and provide the community with an opportunity to envision the future for this area. The City is proposing a Station Area Plan, Form-Based Code, and Planned Action Ordinance to guide the area within a half-mile of the station.

The **Station Area Plan** (SAP) will encourage an equitable and sustainable transit-oriented community as part of the significant growth expected in Greater Downtown Kirkland over the long-term through 2044.<sup>8</sup> It will build on recent efforts such as the Kirkland 2035 Comprehensive Plan, the Greater Downtown Kirkland Urban Center, and other city-wide initiatives addressing housing, mobility, and sustainability.

The concepts in the SAP will be supported with a **Form-Based Code** meant to emphasize physical form more than traditional land use zoning. While traditional

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<sup>7</sup> Sound Transit and WSDOT are conducting their own SEPA review of the station, and the station itself is not addressed in this SEIS.

<sup>8</sup> The SAP will address a horizon year of 2044, a new planning period consistent with the City's next periodic update beyond the current Comprehensive Plan horizon year of 2035.

zoning uses the separation of land uses as an organizing principle, a Form-Based Code focuses on building form as it relates to streetscapes and adjacent uses, and relies on design guidelines to foster and protect community character. The Form-Based Code would address: the physical relationship between buildings and streets; ground floor pedestrian character; building heights, stories, and roofs; parking location and form; and public realm areas including common space, landscaping, and site amenities.

The **Planned Action Ordinance** will facilitate growth that is consistent with the SAP and Form-Based Code by completing the environmental review upfront and establishing environmental performance standards that each development would meet. Planned actions consistent with the ordinance requirements would not require a new threshold determination and could rely on the Planned Action SEIS and streamline their permit review.

## 2.1.2 Alternatives

This Draft SEIS considers the proposals and alternatives that can create a gateway and mixed use district that is livable, equitable, and sustainable as it expands housing and job opportunities. The alternatives include:

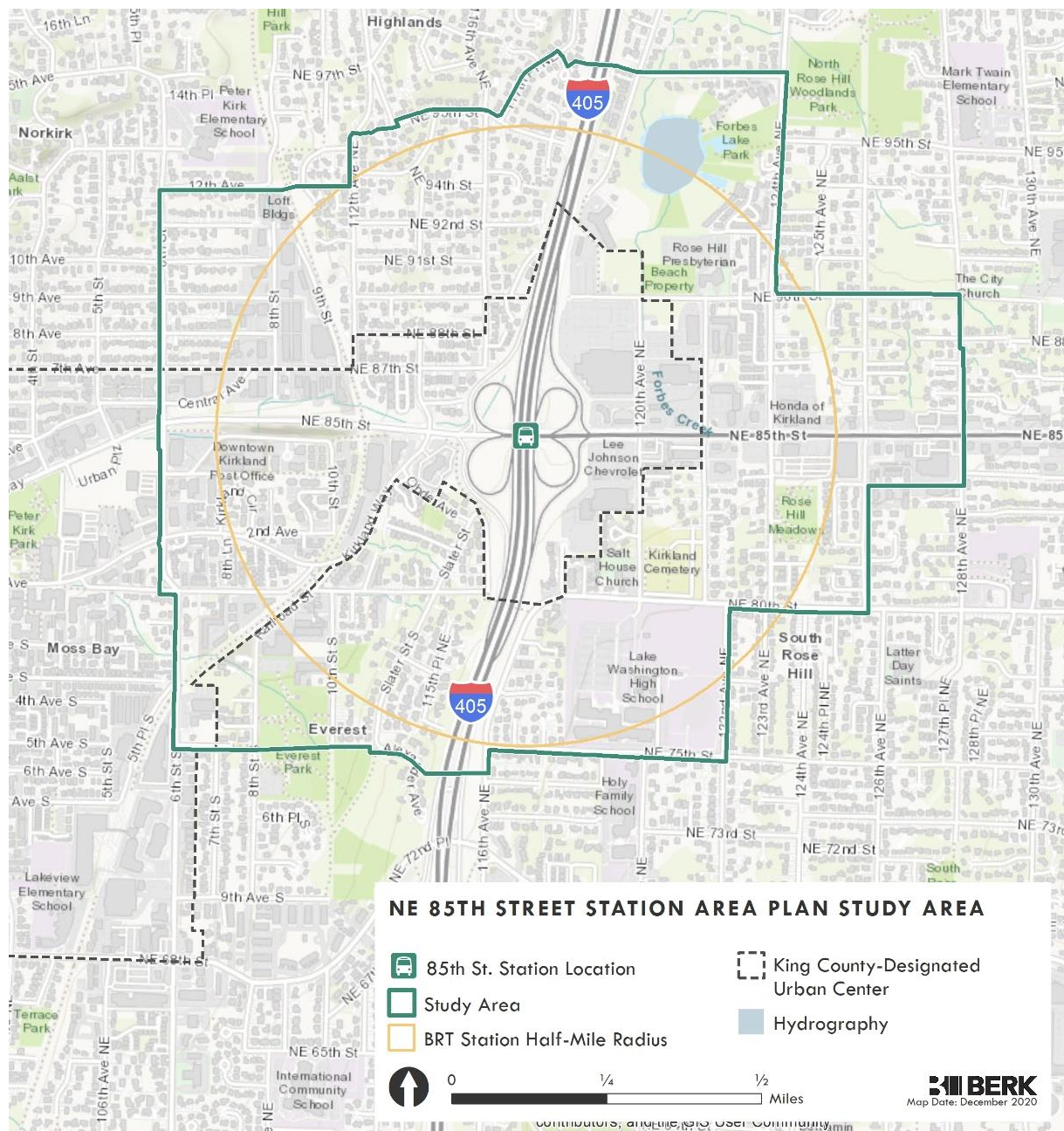
- **Alternative 1 No Action:** This alternative would reflect existing zoning and current plans. It would continue current anticipated growth to the year 2035 up to 2,782 households and 10,859 jobs.
- **Alternative 2:** This alternative would create a Station Area Plan and Form-Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs. Non-motorized improvements would be implemented, and incentives would enhance stormwater treatment and attract the development of green buildings. A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures.
- **Alternative 3:** This alternative would also create a Station Area Plan and Form-Based Code, and would allow for further intensified development close to the station offering jobs and housing in buildings up to 150-300 feet in height, transitioning to mid-rise and low rise development of 25 to 85 feet further from the station. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs. Alternative 3 includes investment in additional bike / pedestrian routes and more intensive green stormwater infrastructure within rights of way. Similar to Alternative 2, a Planned Action

Ordinance would be implemented under Alternative 3 to incentivize development that meets environmental performance standards as well as the plan vision and other local regulations.

## 2.2 Description of the Study Area

The Study Area includes the area within approximately a half mile area centered on the future NE 85th Street/I-405 BRT “Stride” station location. At the maximum extents, the Study Area is bounded approximately by 12th Avenue and NE 100th Street to the north, 128th Avenue NE to the east, NE 75th and 5th Avenue S to the south, and 6th Street to the west. See Exhibit 2-1. The Study Area includes portions of the North Rose Hill, South Rose Hill, Everett, Moss Bay, Norkirk, and Highlands neighborhoods. See Exhibit 2-2.

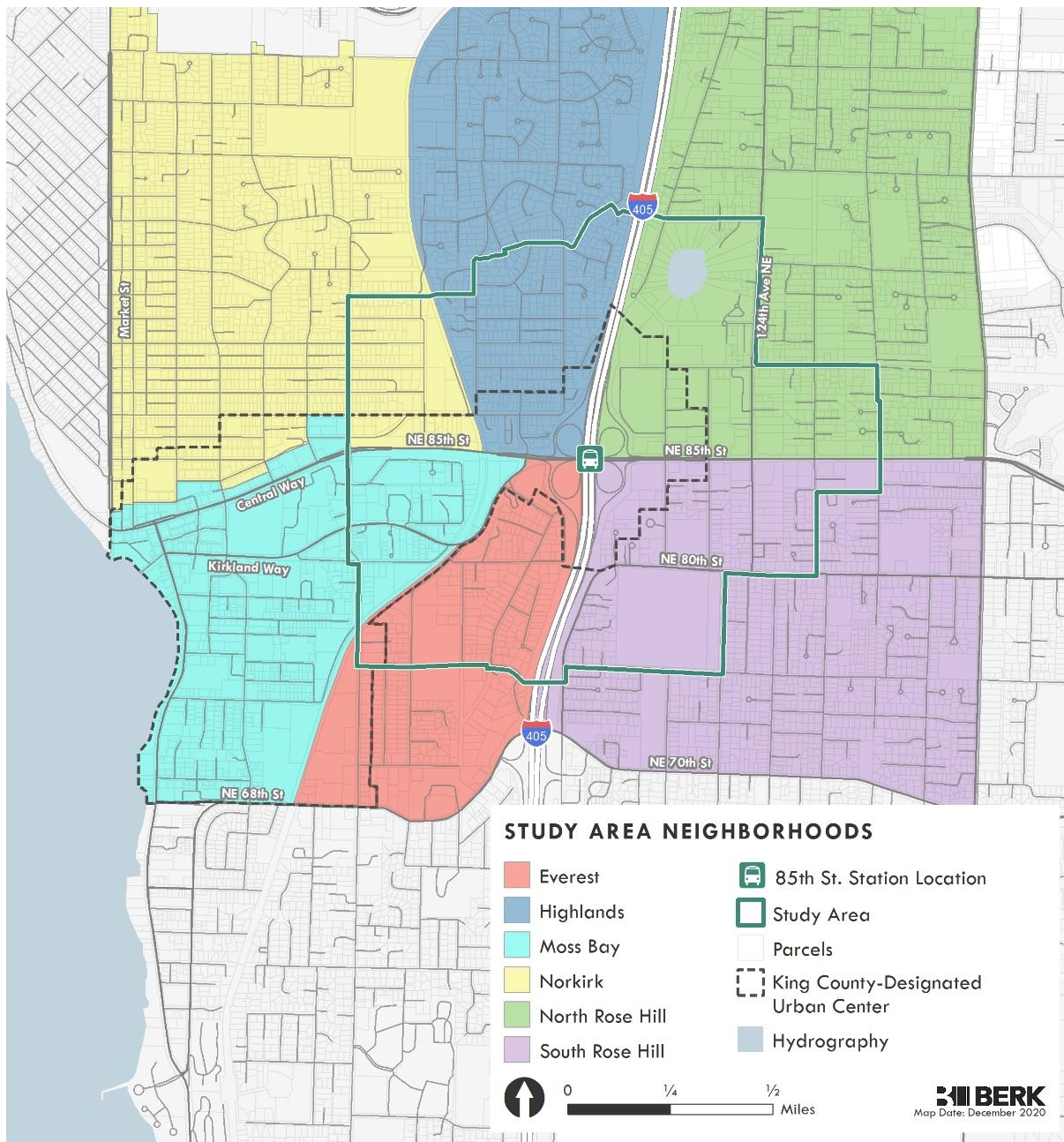
Exhibit 2-1. NE 85th Street Station Area Plan Study Area



Source: Mithun, 2020.



## Exhibit 2-2. Neighborhoods



Source: City of Kirkland, BERK, 2020.

## 2.3 Planning Process

Kirkland is engaging the community and developing plan proposals through four phases:

- **Phase 1: Opportunities and Challenges** - collect information about existing conditions, land use opportunities, and challenges to better understand project possibilities and inform Phase 2.
- **Phase 2: Concepts and Alternatives** - gather ideas to form alternatives; consider environmental, community, and equity impacts; and review draft alternatives. This phase integrates requirements under the State Environmental Policy Act (SEPA) including scoping and issuance of a Draft SEIS.
  - › **Scoping:** The City established a 21-day comment period to solicit comments on the scope of the SEIS and alternatives. In addition to a standard written comment period, the City posted a story map and survey and held a community workshop. See Appendix A.
  - › **Draft SEIS Comment Period:** This includes a multi-week comment period as described in the Fact Sheet.
- **Phase 3: Draft Plan** - respond to input in Phase 2 by developing a preferred alternative and preparing a draft Station Area Plan. The draft Station Area Plan will be supported by proposed amendments to the Comprehensive Plan, Kirkland Zoning Code, and a Final SEIS that responds to public comments and a proposed planned action. A planned action is an ordinance that simplifies future environmental review requirements for major projects with development consistent with the adopted Station Area Plan.
- **Phase 4: Final Plan** - Planning Commission to confirm and City Council to adopt the final plan through formal public hearings and legislative meetings.

Each phase has included public and stakeholder engagement through interviews, surveys, or public meetings. Phases are illustrated in the flow chart in Exhibit 2-3.

**Exhibit 2-3. NE 85th Street Station Area Planning Phases**



Source: BERK, 2020.

## 2.4 Objectives

SEPA requires the statement of objectives describing the purpose and need for the proposals. The following objectives have been established for the Kirkland NE 85th St Station Area Plan:

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.

The objectives also serve as criteria by which the alternatives can be evaluated.

## 2.5 Alternatives

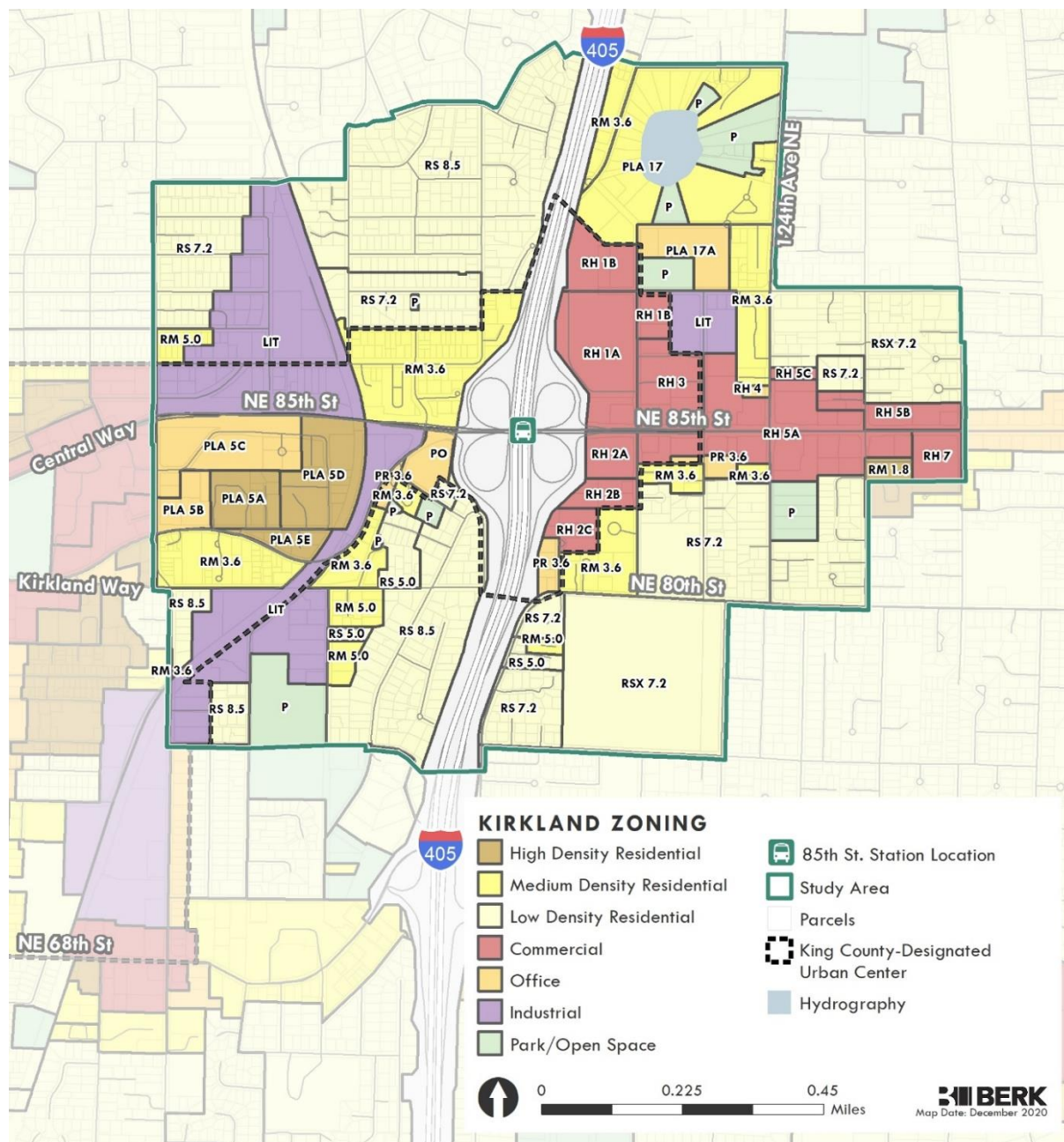
### 2.5.1 Alternative 1 No Action

**Summary:** The No Action Alternative is consistent with existing plans, would allow for limited residential development throughout the district, and in Rose Hill it would allow for substantial retail employment and modest office development up to 6 stories. Mobility changes beyond Sound Transit's planned BRT station and WSDOT's planned interchange would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.

**Plans and Land Use:** Alternative 1 No Action is SEPA-required, and would retain the existing Comprehensive Plan policies, future land use designations and zoning districts, while aligning with the goals of transit-oriented development, community benefits, and quality of life.

There is a predominance of Commercial/Mixed Use zoning east of the freeway (Rose Hill Commercial) and Medium and Low Density Residential to the west. There are additional areas of Central Business District and Industrial zoning too. See Exhibit 2-4 and Exhibit 2-5.

Exhibit 2-4. Zoning Map, Study Area.



Source: City of Kirkland, 2020; BERK, 2020.



## Exhibit 2-5. Zoning Chart Study Area

Zone Category	Individual Zones in Study Area
Commercial	RH 5C
	RH 5B
	RH 3
	RH 1A
	RH 1B
	RH 2A; RH 2B; RH 2C
	CBD 5A
	CBD 5
	CBD 6
Low Density Residential	RS 5.0; RS 7.2; RS 8.5; RS 12.5; RSX 5.0; RSX 7.2;
Medium Density Residential	RM 3.6; RM 5.0; PLA 17
High Density Residential	RM 1.8; RM 2.4; PLA 5A; PLA 5D; PLA 5E
Industrial	LIT
Office	PLA 17A; PR 3.6; PLA 5B; PO; PLA 5C
Office	RH 4
Park/Open Space	P

Source: City of Kirkland, 2020.

**Growth:** Based on current plans and zoning, the Study Area is anticipated to grow from nearly 2,000 households in 2019 to 2,800 households in 2035. Jobs would increase from about 5,000 jobs to 11,000 jobs between 2019 and 2035.

### Land Use:

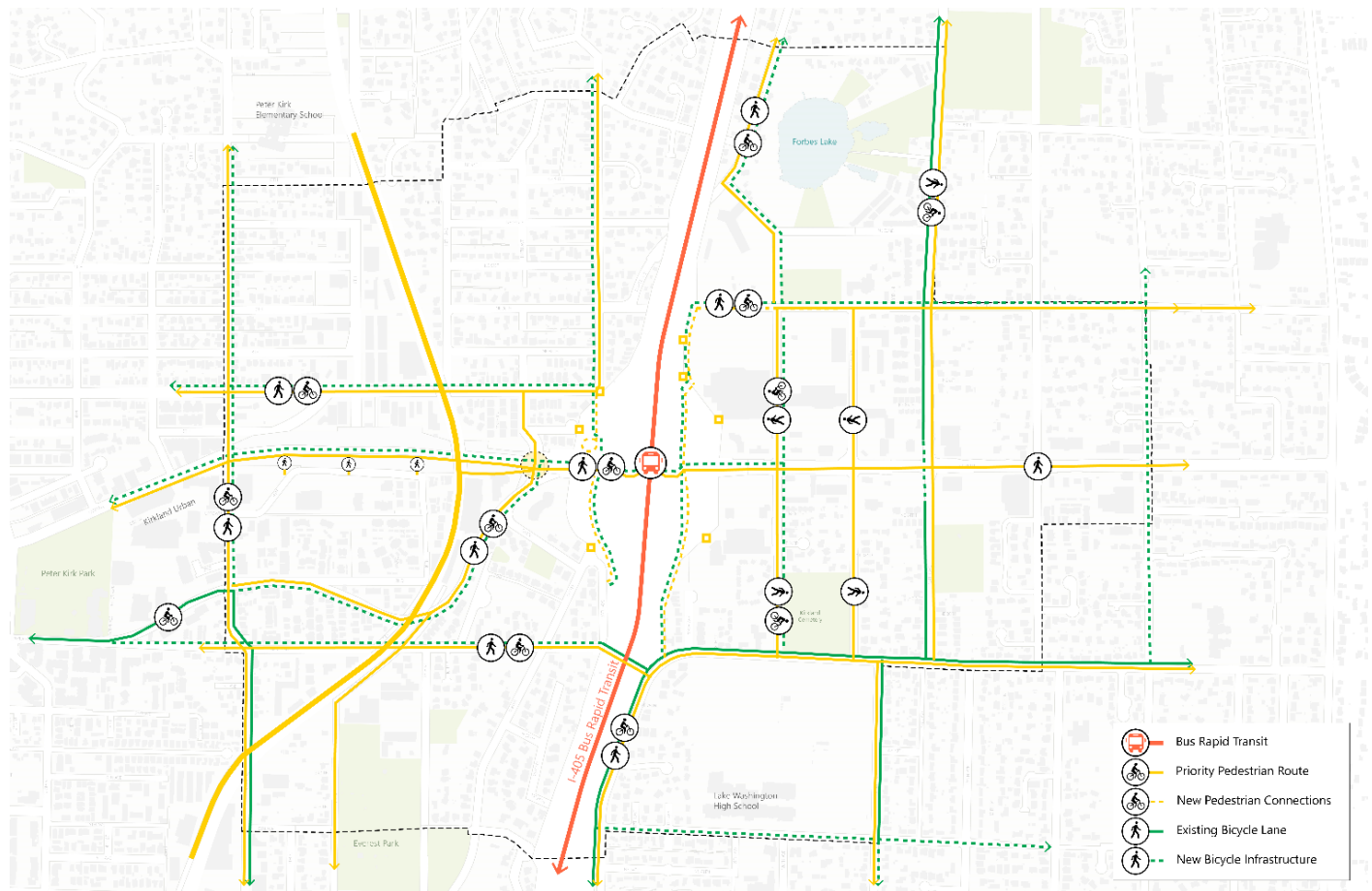
- Rose Hill Business District: Primarily retail development with limited office/residential above
- Rose Hill/Moss Bay/Norkirk/Everest/Highlands: Infill housing and jobs based on adopted land use/zoning

**Mobility and Transportation** elements would include:

- Transit: WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station project which integrates with local transit on NE 85<sup>th</sup> Street
- Bike/Pedestrian: Minor streetscape improvements associated with development frontages and planned projects
- Parking: Current requirements for new development

Key mobility elements under the No Action Alternative are illustrated below.

## Exhibit 2-6. No Action Alternative 1 Mobility Improvements



Source: Mithun, 2020; Fehr & Peers, 2020.

### Environmental elements would include the following:

- Minimize development near Forbes Lake by retaining existing environmental and land use regulations
- Stormwater improvements included as part of the WSDOT I-405 Interchange project and individual site/project development or redevelopment per the Stormwater Manual, KZC Chapter 15.52, Surface Water Management
- Compliance with KZC Chapter 95, Tree Management and Required Landscaping

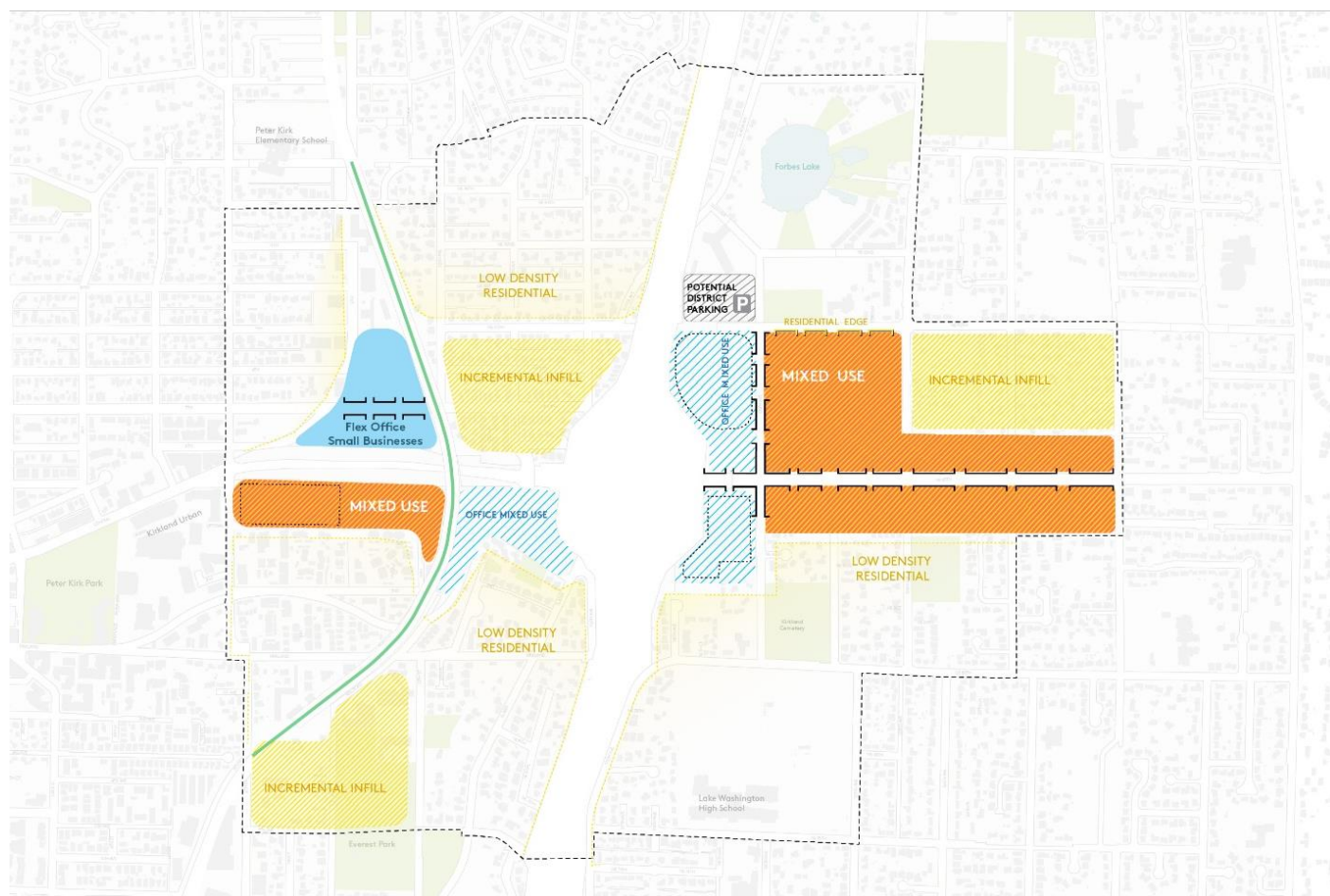
## 2.5.2 Action Alternatives

The Action Alternatives are both based on a concept intended to align with the SAP objectives and goals of maximizing transit-oriented development, community benefits including affordable housing, and quality of life. The concept establishes a land use pattern that would focus Office Mixed Use zoning abutting the

interchange to the northeast and southeast, and to a lesser extent to the southwest quadrant.

Flex Office and Small Business uses, including light industrial, would be located in Norkirk west of the Cross Kirkland Corridor. Mixed Use Residential uses would be located to the east of the higher intensity office uses along NE 85th Street, and to the west abutting Kirkland Urban. See Exhibit 2-7.

### Exhibit 2-7. Growth Concept



Source: Mithun, 2020.

The building types that could locate in the growth concepts include a range of building stories and intensities. See Exhibit 2-8. A table describing the typologies is shown in Exhibit 2-9.

## Exhibit 2-8. Development Typologies – Action Alternatives

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



Industrial Tech



\*studied with conventional and lower parking ratios

Source: Mithun, 2020.

## Exhibit 2-9. Development Typology Descriptions

Development Type	Description
Office High Intensity	Primarily office/commercial uses consisting of towers and mid-rise buildings.
Office Mid Intensity	Primarily office/commercial uses consisting of mid-rise buildings.
Office Low Intensity	Primarily office/commercial uses consisting of low-rise buildings.
Office Mixed Use High Intensity	Mix of office/commercial and retail uses consisting of towers and mid-rise buildings.
Office Mixed Use Mid Intensity	Mix of office/commercial and retail uses consisting of mid-rise buildings.
Residential High Intensity	Primarily residential uses consisting of towers and mid-rise buildings.
Residential Mid Intensity	Primarily residential uses consisting of mid-rise buildings.
Residential Mixed High Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Residential Mixed Mid Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Incremental Infill (Residential Infill in Alternative 3)	Primarily residential uses consisting of low-rise buildings, including duplexes, triplexes, townhouses, and small apartment buildings



Development Type	Description
<b>Other Infill per existing zoning</b>	<p>Where applied in conjunction with low density residential zoning infill would be consistent zoning allowances include KZC Chapter 113, Cottage, Carriage and Two/Three-Unit Homes.</p> <p>Where applied with medium density residential could include a variety of detached and attached residential units depending on underlying zone.</p> <p>Where overlying employment zones, there could be office and retail development or light industrial development consistent with underlying zoning.</p>
<b>Industrial/Tech</b>	Non-residential uses compatible with a light industrial/manufacturing district in a walkable, urban setting. Example uses would include light manufacturing, office, and storefront retail.

Note: For the purposes of these development types, low-rise includes structures up to 3 stories, mid-rise includes structures 4-12 stories and high-rise/towers includes structures above 12 stories.

**Affordable Housing Policies and Regulations:** With the increase in growth capacity, Action Alternatives would enhance affordable housing policies, incentives, and requirements to implement the Kirkland Housing Strategy Plan (City of Kirkland, 2018) and to address the increased demand for housing. Actions could include increased inclusionary housing requirements, increased bonus densities, establishing commercial linkage fees, and participating in regional efforts to establish funding mechanisms to support affordable housing development including infrastructure and amenities. Under Alternative 2 the level of density bonuses, incentives, or inclusion requirements would be less than for Alternative 3 since it would be scaled to capacity or value increases. The range of policy and regulation options are reviewed in Section 3.3 Land Use Patterns and Socioeconomics and mitigation measures.

**Transportation:** The Action Alternatives would both include the planned Sound Transit BRT station served by a network of transit lines and improved bicycle and pedestrian facilities, as well as the planned WSDOT interchange improvements. Each alternative varies the non-motorized improvements and mobility is discussed below.

**Parking Ratios:** As the Study Area will benefit from proximity to planned high capacity transit and regional bike trail access, there may be a lessened need for onsite parking. the GMA was also amended in 2020 to limit how high parking ratios can be for housing in a quarter mile of a transit stop with frequent service, applicable to accessory dwelling units and affordable, senior/disabled, and market rate housing. (RCW 36.70A.620 and 698) Thus, the Action Alternatives test alternative parking ratios. See Exhibit 2-10.

## Exhibit 2-10. Parking Rates by Alternative

Parking Ratio	Existing Zoning/No Action Alternative	Action Alternatives
<b>Medium and High Density Residential</b>	Varies by bedrooms 1.2-1.8 per bedroom	1-per studio and 1-bedroom 1.6 per 2-bedroom and 1.8 per 3-bedroom (current rate)
<b>Office parking ratio (per 1,000 sf)</b>	3.33	2-5*
<b>Retail parking ratio (per 1,000 sf)</b>	3.33	2-3
<b>Restaurant parking ratio (per 1,000 sf)</b>	10	4-10
<b>Traditional Industrial parking ratio (per 1,000 sf)</b>	1	1
<b>Flex and Urban Industrial parking ratio (per 1,000 sf)</b>	1	1
<b>Wholesale parking ratio (per 1,000 sf)</b>	1	1

\*Tech Campus: 5/1000 square feet per lease.

In order to achieve the lower end of the proposed parking range under Action Alternatives, policy or code changes would require individual development projects include features such as: shared parking, parking management, unbundled parking, paid parking, or monitoring.

**Transportation Demand Management Mitigation:** Other potential mitigation measures are explored in Section 3.6 Transportation such as:

- Shuttle providing first -mile/last- mile access for surrounding neighborhoods and Downtown.
- Managed on-street parking strategies.
- Partner with Transportation Network Companies (TNCs) to provide pooled ridesharing options.

**Parks and Open Space:** The Action Alternatives would promote policies and regulations that could add parks and open space, including:

- Neighborhood Parks and Pea Patches: There may be opportunities for park acquisition, or implementation of public or private pea patches in new developments (e.g. Pike Place Urban Garden).
- Neighborhood Linear Parks: As part of new streets or through block connections, linear parks and enhanced landscaping could contribute to the greenness of the area.
- Site Scale: At a site level the Form-Based Code would create standards for a pedestrian oriented public realm, and buildings could be required to meet a green factor (e.g. like Seattle or Denver). There could be requirements for public plazas and publicly accessible open space along with new mixed use and office developments.

These concepts are explored more in Section 3.7 Public Services.

Details of Alternatives 2 and 3 are described below.

## Alternative 2

**Summary:** In support of the SAP objectives and goals to maximizing transit-oriented development, community benefits including affordable housing, and quality of life, this alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. This growth would allow for a range of mid-rise, mixed use office/residential with incremental infill in established residential neighborhoods. Mobility and environmental strategies would focus on enhancing existing City plans, including additional bike lanes, sidewalks, and minor green infrastructure investments.

**Station Area Plan (SAP) and Form-Based Regulations:** This alternative would create a SAP and Form-Based Code allowing for added housing and commercial/retail activity in buildings up to 10 stories in height (150 feet) closest to the station and along designated street corridors and low and midrise heights (25 to 85 feet) elsewhere.

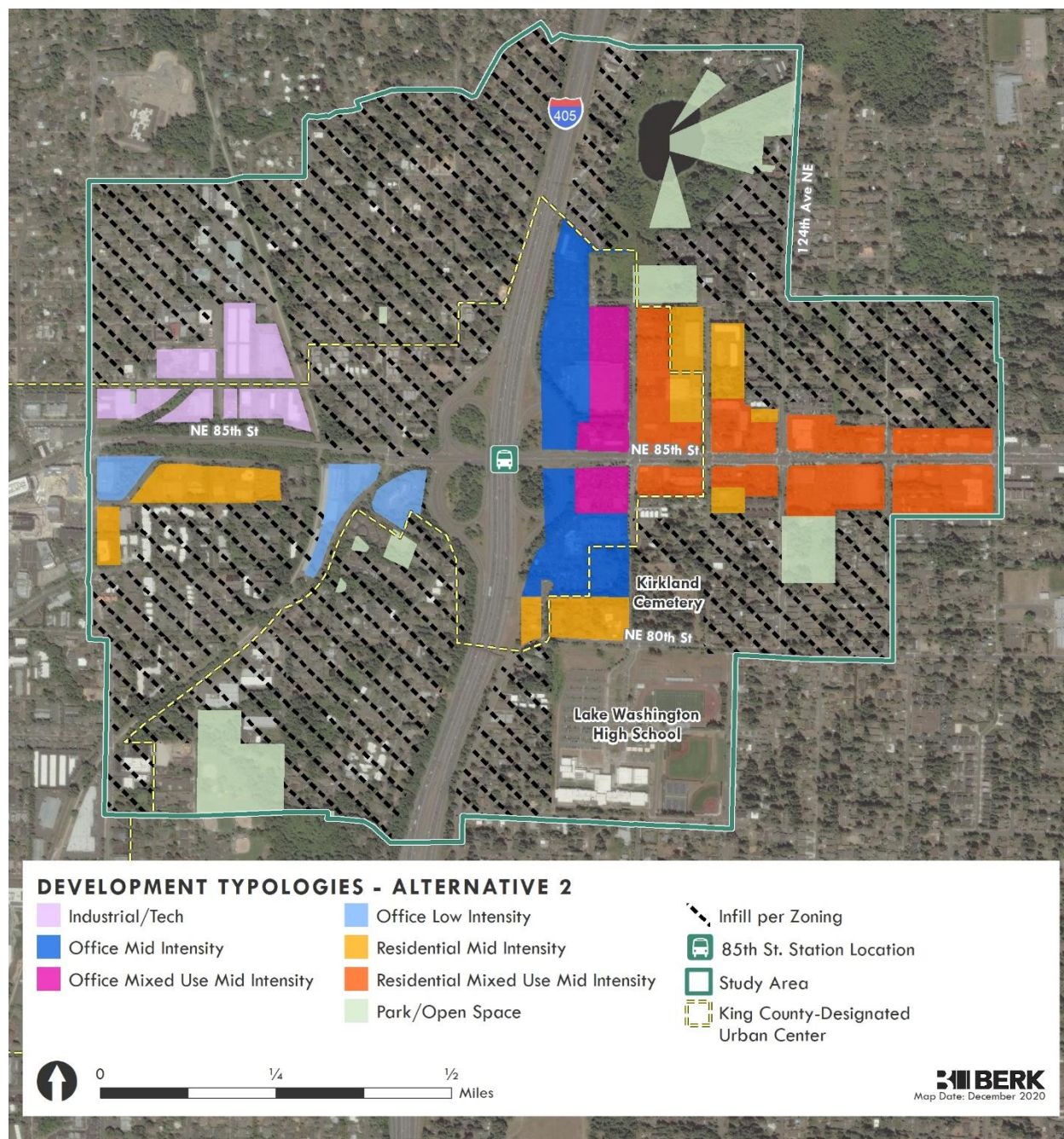
**Planned Action Ordinance:** A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures.

**Land Use Plan:** The proposed land use plan illustrated in Exhibit 2-11 includes:

- Rose Hill NE 85th Corridor and Station Area: Mid-rise office/residential mixed use (up to 10 stories and 150 feet)
- Rose Hill/Moss Bay/Norkirk/Everest/ Highlands: Infill development in other areas in accordance with zoning (see also Exhibit 2-9)

Building heights would be about 10 stories or 150 feet closest to the station east of I-405, transitioning to 85 feet, 65 feet, and 45 feet as distance increases from the freeway eastward along NE 85th Street. To allow for capacity increases and effective use of current sites, the alternative considers adding a story in height at the Lake Washington High School. See Exhibit 2-12.

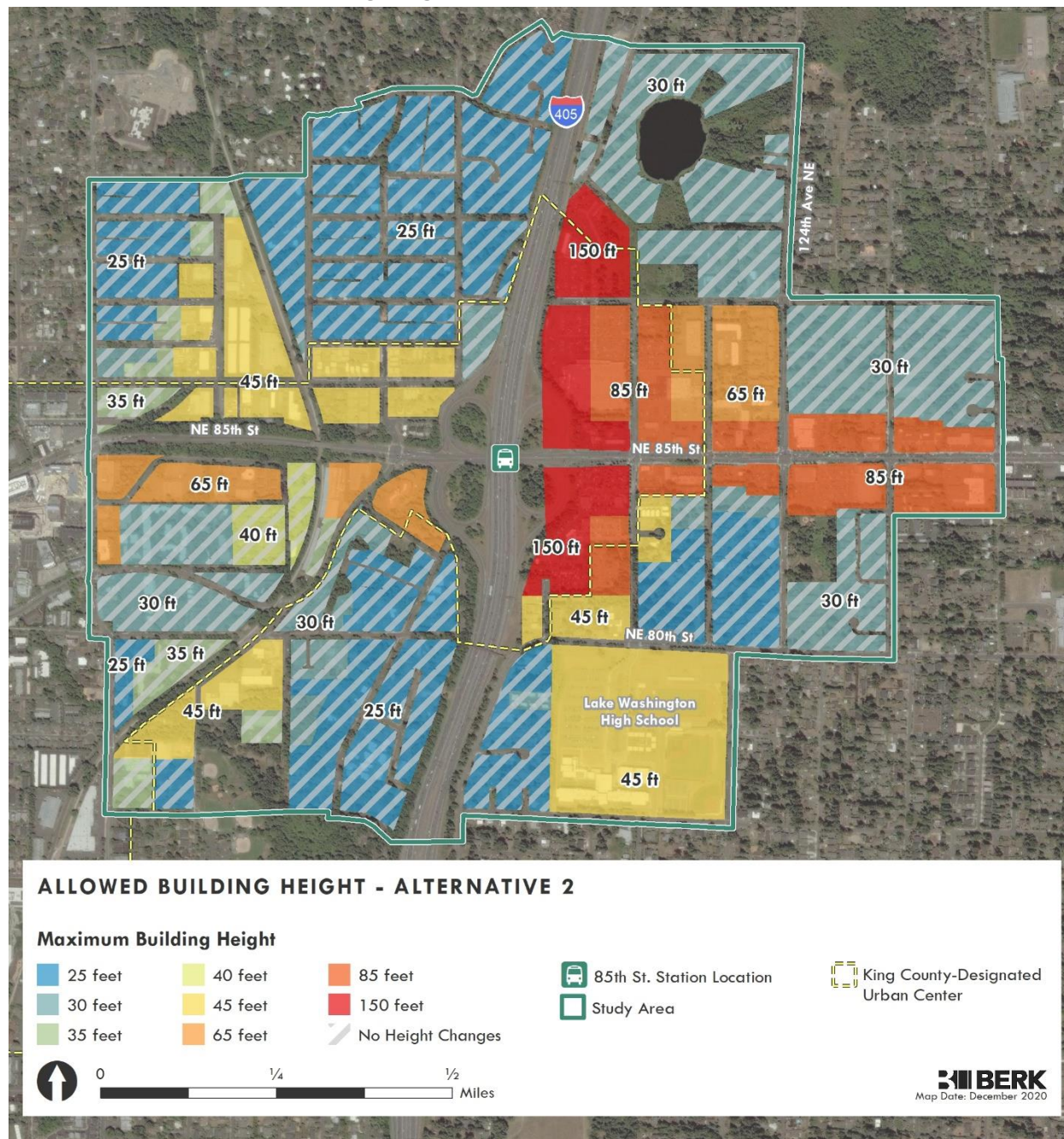
Exhibit 2-11. Alternative 2 Land Use Change Areas



Source: Mithun, BERK, 2020.



Exhibit 2-12. Alternative 2 Building Heights



Source: Mithun, 2020.

**Growth:** Alternative 2 would allow for housing to grow up to about 8,500 by 2035, which is 6,600 above existing homes. Alternative 2 would also allow for jobs to grow up to 28,700 by 2035, about 23,700 more than the existing number of jobs.

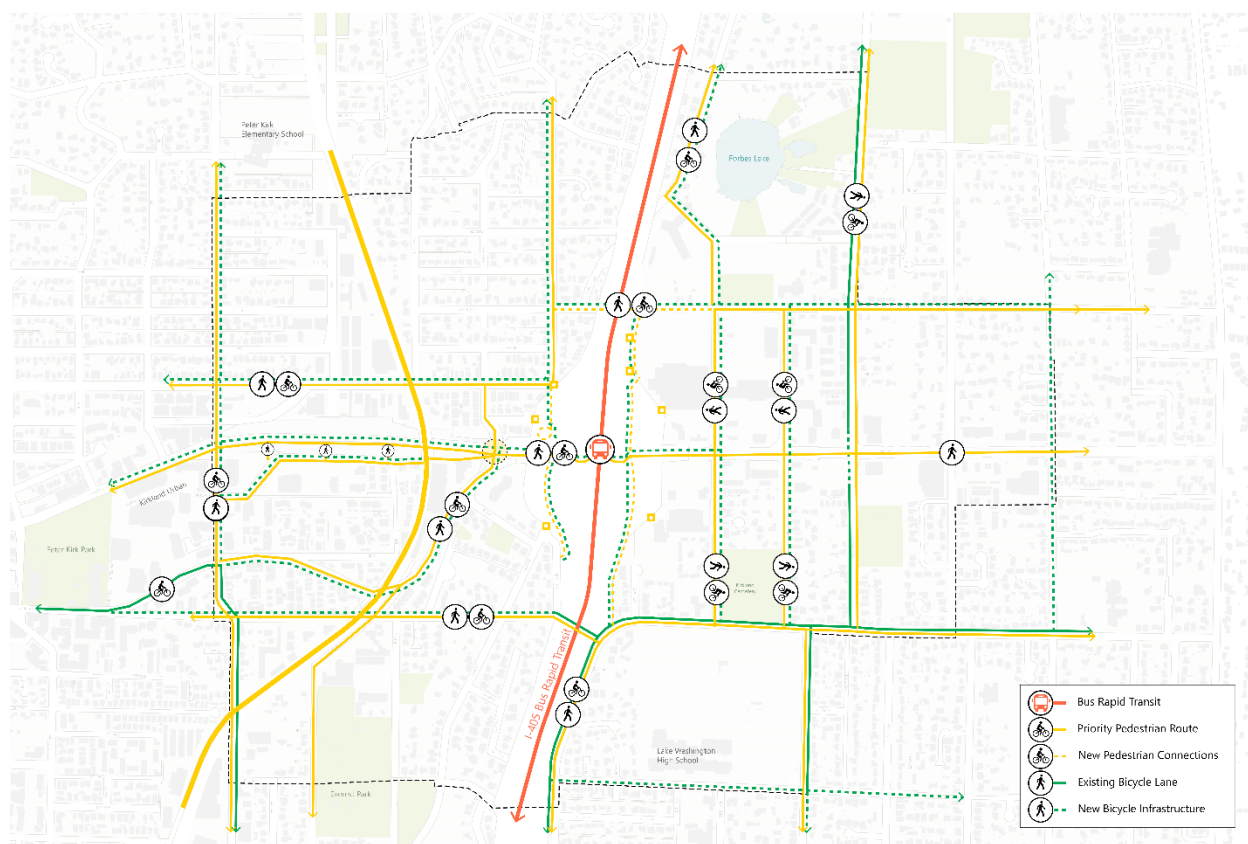
**Mobility/Transportation:** Mobility elements include but are not limited to:

- Transit: WSDOT/ST 1-405 and NE 85th St, Interchange and In-line BRT planned projects

- Bike/Pedestrian: Incremental green streets midblock connections policy in Rose Hill, Enhanced bike/pedestrian lane/new sidewalks) on 120th Ave NE and other key streets. Green streets include both non-vehicular and vehicular streets that provide public access through large sites; green streets enhance aesthetics and water quality as well as mobility. It includes vegetated green stormwater infrastructure, traffic calming, non-motorized mobility, and place making design elements. These streets may be private or publicly owned.
- Parking: Reduced parking ratios for mixed use development (see Exhibit 2-8)

Mobility concepts for Alternative 2 are illustrated in Exhibit 2-13 below.

### Exhibit 2-13. Alternative 2 Mobility Concepts



Source: Mithun, 2020.

### Environment: Key environmental elements include:

- Minimize development near Forbes Lake; retain current land use and environmental regulations
- Stormwater improvements included as part of the WSDOT 1-405 project and individual site/project development or redevelopment
- Minor increase of tree canopy, which could include: Tree retention, replacement, and new tree planting requirements for the subarea that

support the City's tree canopy goals.

- Streetscape-based stormwater improvements along 120th Ave NE
- Moderate/incremental green building standards

## Alternative 3

**Summary:** In support of the SAP objectives and goals to maximizing transit-oriented development, community benefits including affordable housing, and quality of life, this alternative would allow for the most growth throughout the district. This growth would include mixed use residential and office buildings up to 20 stories (150 to 300 feet) in select commercial areas, midrise residential mixed use along NE 85th and adjacent to the office mixed use areas, and smaller scale infill in low-density residential areas. Mobility strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking, as well as a district - wide parking strategy and facility. Environmental strategies would be coordinated at the district scale to maximize environmental performance through green infrastructure and a signature "blue street" on NE 120<sup>th</sup> Street that would integrate a new shopping street-focused streetscape with stormwater management improvements.

**Station Area Plan (SAP) and Form-Based Regulations:** This alternative would also create a SAP and Form-Based Code, and would allow for further intensified development close to the station offering jobs and housing in buildings up to 20 stories (150-300 feet) in height, transitioning to mid-rise and low rise development further from the station. As described under 2.5.2 Action Alternatives elements of the SAP and Form-Based Code could include added affordable housing policies, incentives or regulations, and parks and open space strategies and code requirements.

**Planned Action Ordinance:** Similar to Alternative 2, a Planned Action Ordinance would be implemented under Alternative 3 to incentivize development that meets environmental performance standards as well as the plan vision and other local regulations.

**Land Use Plan:** The major elements of the land use plan include:

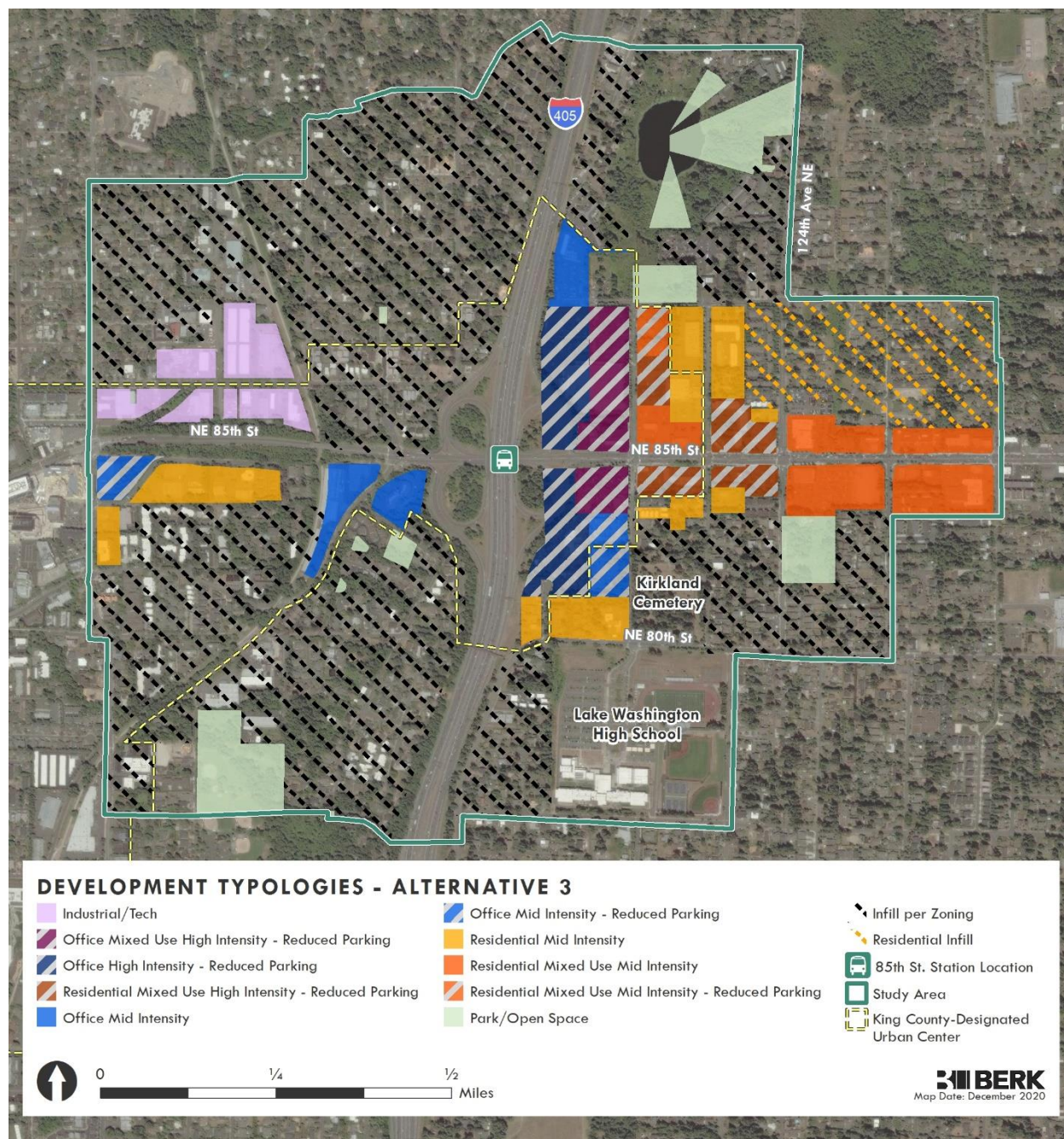
- Rose Hill NE 85th Corridor and Station Area: Taller buildings (up to 20 stories, 150-300 feet) with mid-rise office/residential mixed use (85-150 feet)
- Moss Bay/Norkirk/Everest/ Highlands: Mid-rise office residential mixed use (85-150 feet), Industrial/Tech in Norkirk
- School Capacity: To allow for capacity increases and effective use of current sites, Alternative 3 considers adding two more stories height above current zoning at the Lake Washington High School. Under this alternative, the City

could also work with the Lake Washington School District and major employers on how to accommodate school capacity in urban formats or allow for specialty instruction for students.

- Other: Residential infill, including small-scale redevelopment, could result in more housing variety with low rise townhouses, small apartments, and other similar housing forms. Significant investment in open space and community gathering spaces as noted under 2.5.2 Action Alternatives.



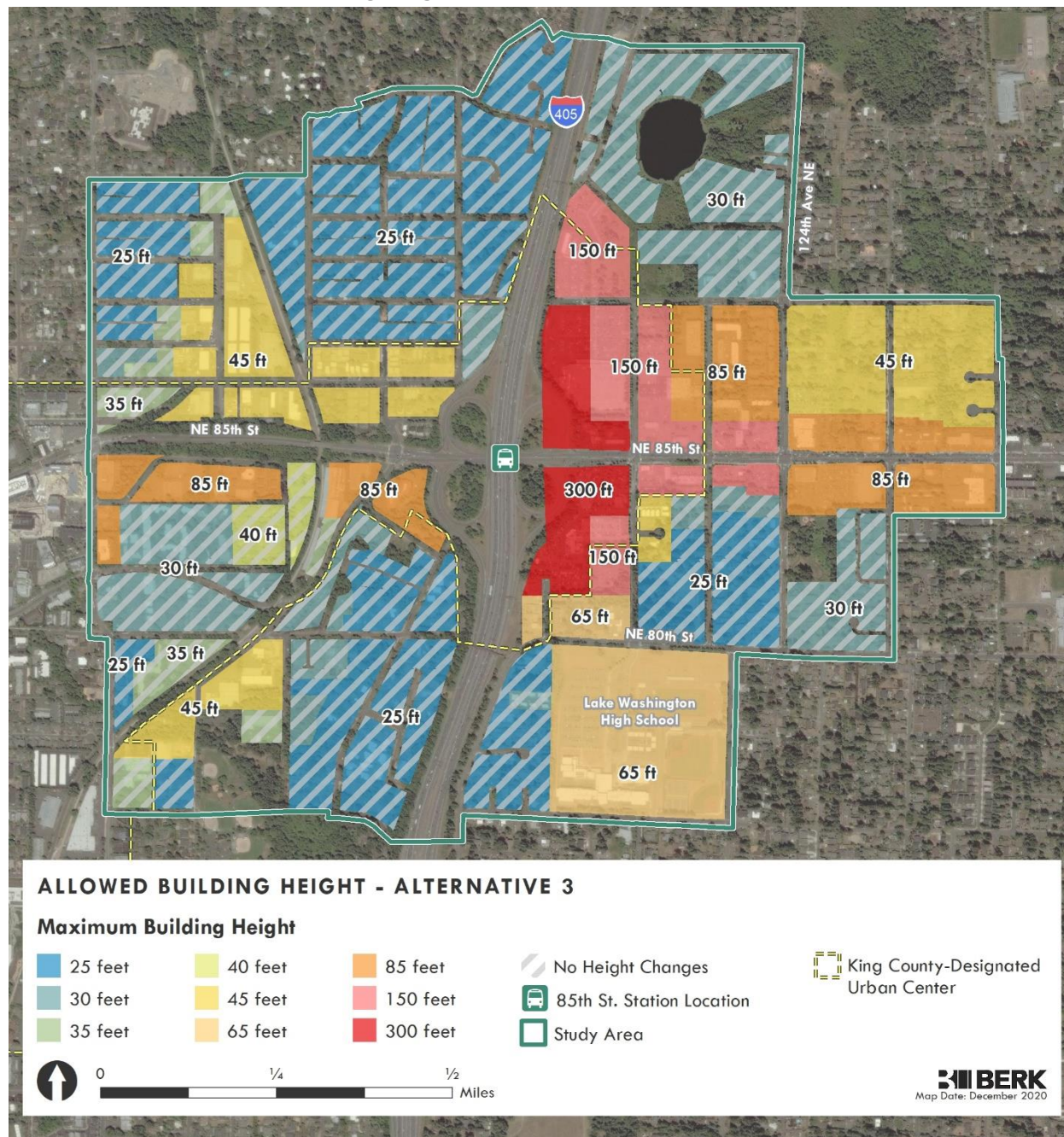
Exhibit 2-14. Alternative 3 Land Use Change Areas



Source: Mithun, 2020.



Exhibit 2-15. Alternative 3 Building Heights



Source: Mithun, 2020.

**Growth:** Alternative 3 would allow for total housing to reach up to about 10,900 by 2035, which is 9,000 above the existing number of homes. With a focus near the station, Alternative 3 would also allow jobs to grow up to nearly 35,000 by 2035, about 30,000 above the existing number of jobs.

**Mobility/Transportation:** Mobility elements include but are not limited to:

- Transit: WSDOT/ST 1-405 and NE 85th St Interchange and Stride BRT Station

project which integrates with local transit on NE 85th St.

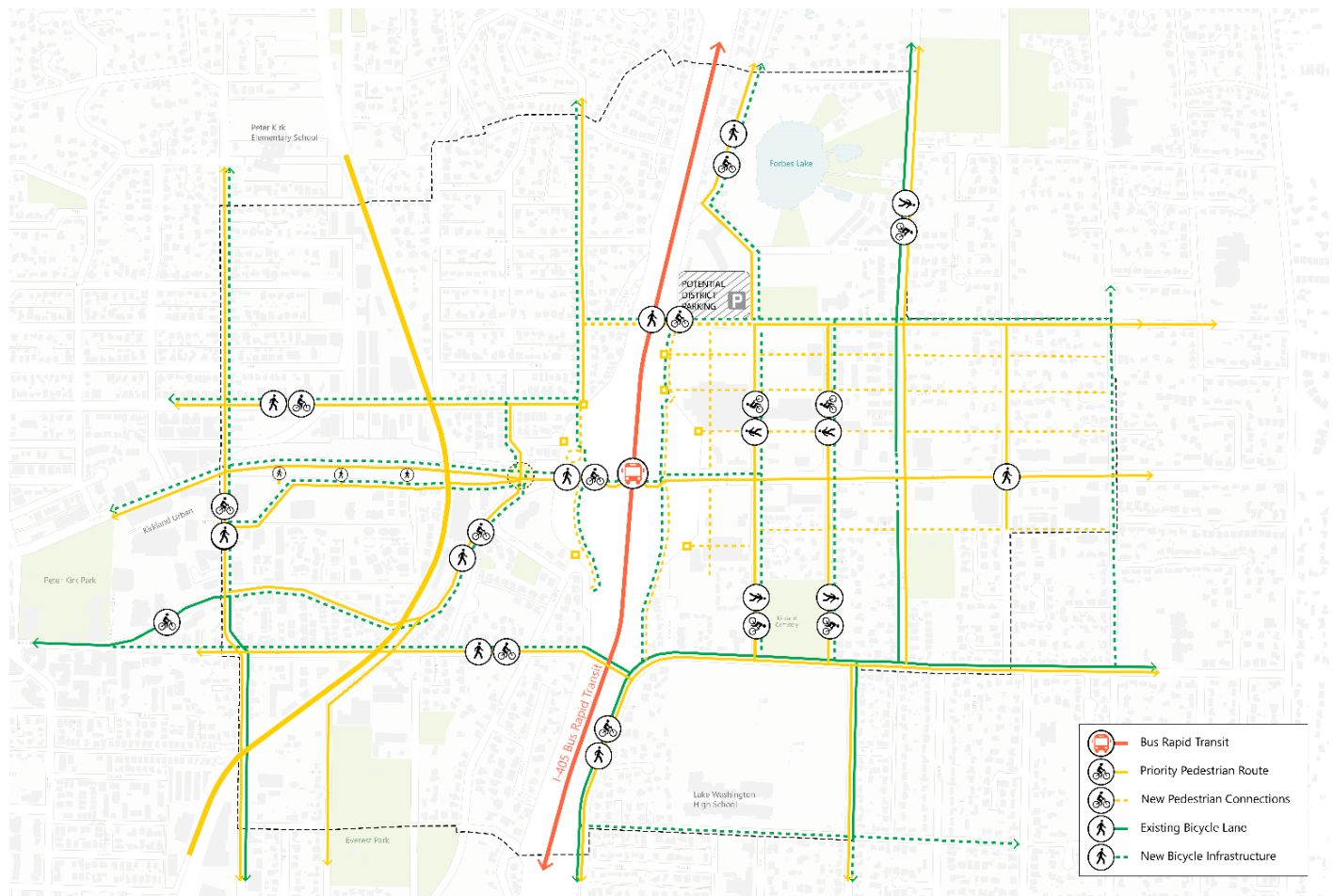
- Bike/Ped: Required green streets midblock connections policy in in Rose Hill, substantial bike/ped improvements (cycle track<sup>9</sup> network, retail supportive streetscape) on 120th Ave NE and other key streets. Green streets include both non-vehicular and vehicular streets that provide public access through large sites; green streets enhance aesthetics and water quality as well as mobility. It includes vegetated green stormwater infrastructure, traffic calming, non-motorized mobility, and place making design elements. These streets may be private or publicly owned. The City would define a green street standard, and require it to be implemented as redevelopment occurs.
- Parking: District parking facility, located within Rose Hill commercial area that provides shared access to parking for commercial area users, visitors and residents in mixed use areas but would not be available for commuters, lower end parking ratios in Rose Hill (see Exhibit 2-8) paired with demand reduction and parking efficiency features such as: shared parking, parking management, unbundled parking, paid parking, or monitoring. Managed on-street parking.

The mobility concepts under Alternative 3 are illustrated below.

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<sup>9</sup> A cycle track is a bike lane that is physically separated from motor traffic and distinct from the sidewalk. (National Association of City Transportation Officials, 2020)

## Exhibit 2-16. Alternative 3 Mobility Concepts



Source: Mithun, 2020.

### Environment: Key environmental elements include:

- Minimize development near Forbes Lake; retain existing environmental and land use regulations
- Stormwater improvements included as part of the WSDOT I-405 Interchange project and individual site/project development or redevelopment
- Major increase of on-site tree canopy through green street midblock connections in Rose Hill and potentially within proposed open spaces. Green streets and open spaces may be private or publicly owned. Beyond 120th Avenue NE Green Street, other green streets would be planned by the City but built by the developers according to design standards provided by the City. Other changes could include: Tree retention, replacement, and new tree planting requirements for the subarea that support the City's tree canopy goals.
- "Blue Street" reconstruction and streetscape improvements for 120th Ave NE to provide stormwater conveyance, attenuation (detention), and water



quality treatment. The “blue street” concept would include vegetated stormwater infrastructure element in the median of the street which has flowing water on the surface. The corridor may also be integrated with bike/pedestrian/transit infrastructure and community gathering spaces. See also “green streets” under Mobility/Transportation above.

- Districtwide green building standards / incentives

### 2.5.3 Growth Comparisons

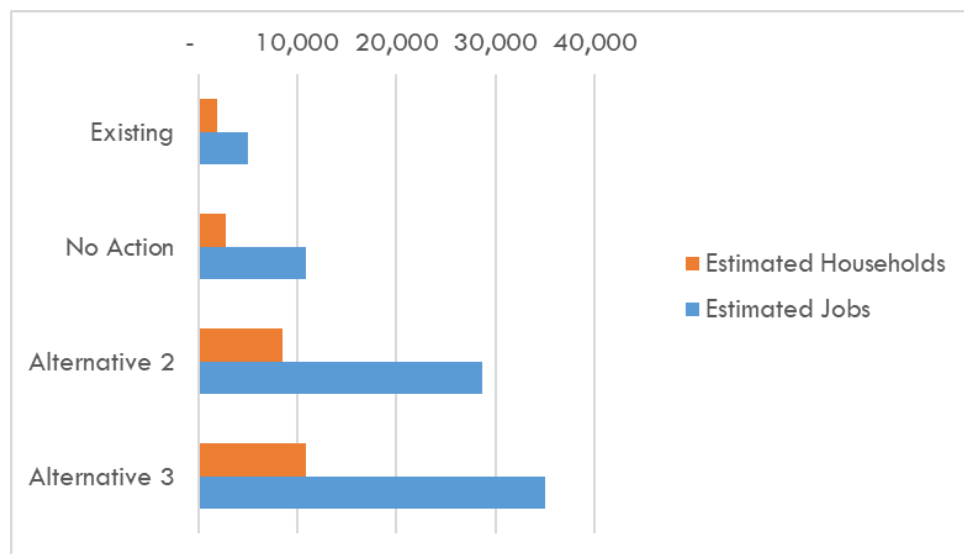
The City plans for growth in its Comprehensive Plan consistent with GMA. Currently, the City plans for a 2035 horizon and takes its fair share of growth based on growth target set in the Countywide Planning Policies. Regarding housing, City reported that in 2013, Kirkland had 36,866 housing units, capacity for an additional 13,664 to 23,817 new units, and a 2035 Growth Target of 8,361 units. In 2013, the City had about 37,981 jobs, and capacity for 22,984 to 57,155 new jobs above a growth target of 22,435 new jobs. (Table LU-3) Totem Lake Urban Center has the greatest share of growth capacity. King County designated Greater Downtown Kirkland as an Urban. Center in the King County Countywide Planning Policies in 2019. The City has proposed it as a Regional Growth Center with the Puget Sound Regional Council.

Exhibit 2-17 compares housing and jobs across alternatives in the Station Area Study Area boundaries. Based on proposed land use:

- Alternative 1 allows for the least housing and job growth of each alternative. It contributes to the adopted Comprehensive Plan capacity and would contain about 2,782 dwellings and 10,859 jobs, slightly higher than the 2019 estimates of 1,909 dwellings and 4,988 jobs.
- Alternative 3 allows for the most housing and job growth. Alternative 3 would add capacity for 9,000 new housing units and 30,000 jobs, a substantial addition to the city's capacity. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs.
- Alternative 2 allows for growth well above Alternative 1 but less than Alternative 3. Alternative 2 would provide for 6,600 new dwellings, and 23,700 new jobs. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs.

Action Alternatives would create capacity for the City to advance its Comprehensive Plan beyond the current 2035 planning horizon, looking ahead to the next 2044 planning horizon and associated regional growth projections. See Exhibit 2-17.

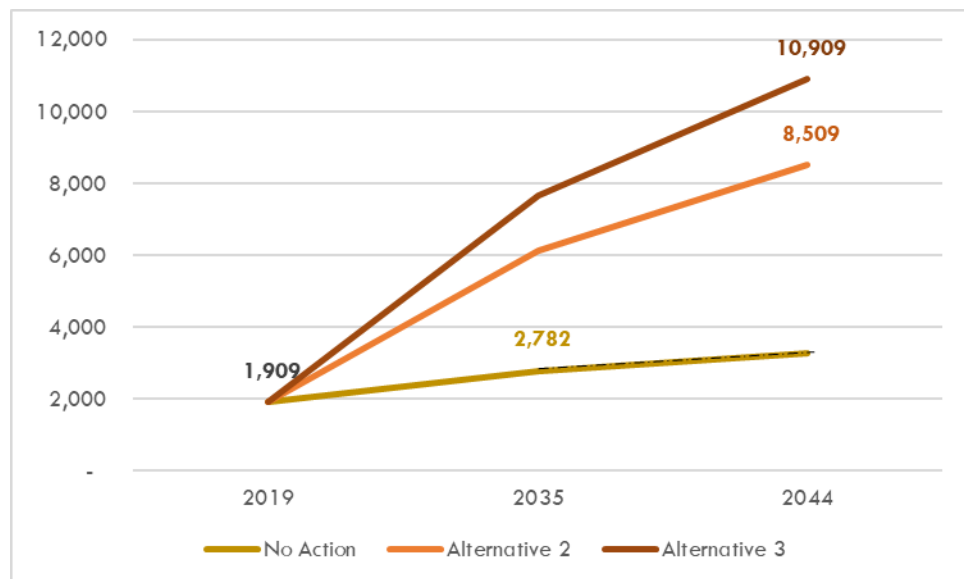
**Exhibit 2-17. Alternative Housing and Job Comparisons**



Source: Mithun, 2020; BERK, 2020.

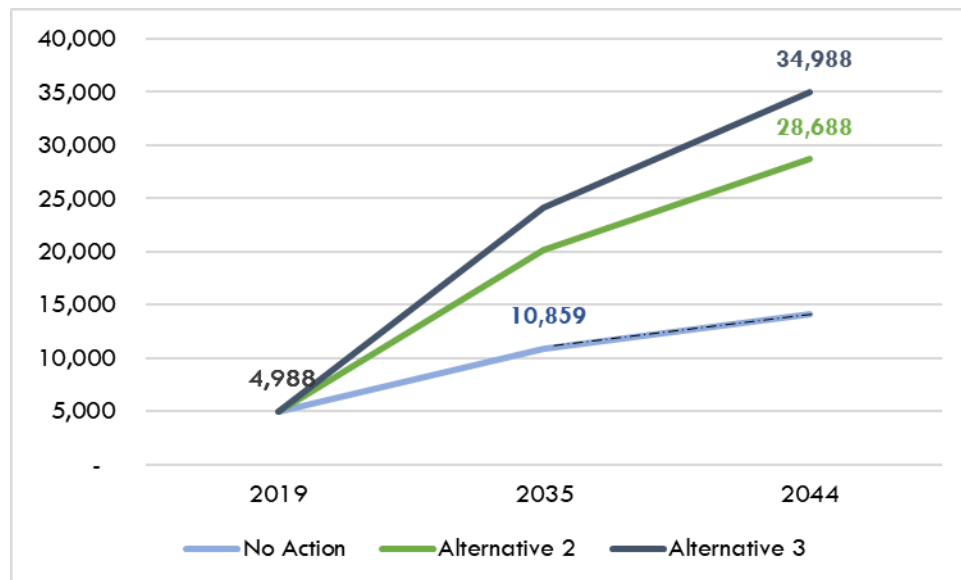
A comparison of the growth curves for housing and jobs are shown below in Exhibit 2-18 and Exhibit 2-19, respectively.

**Exhibit 2-18. Total Households 2019-2044**



Source: Mithun, 2020; BERK, 2020.

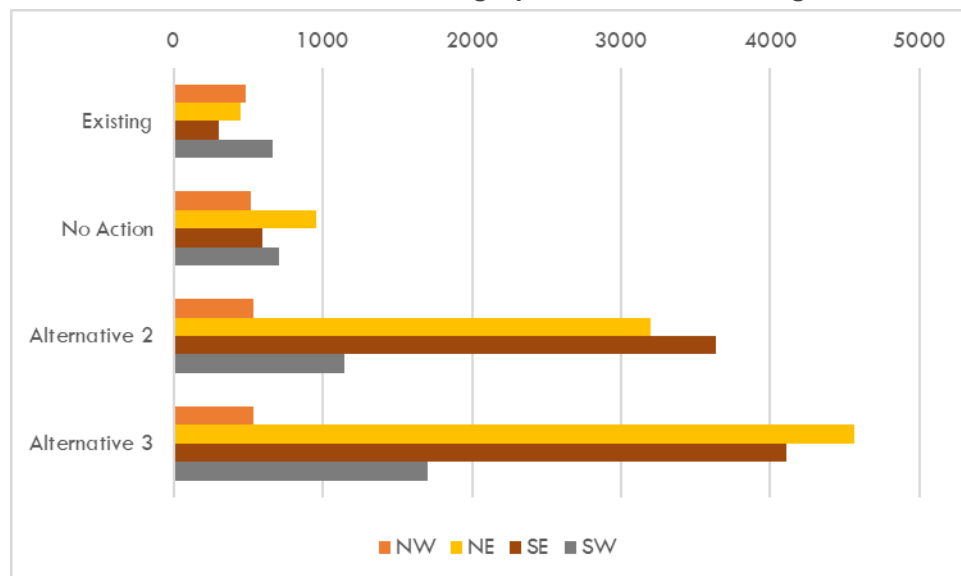
**Exhibit 2-19. Total Jobs 2019-2044**



Source: Mithun, 2020; BERK, 2020.

Alternatives 2 and 3 allow growth to different levels but would place more growth in the northeast and southeast parts of the station area compared to the northwest and southwest parts. All alternatives plan for less growth in the northwest part of the Study Area. See Exhibit 2-20 and Exhibit 2-22 for allowed housing totals by location around the interchange.

**Exhibit 2-20. Alternative Total Housing by Location surrounding I-405 Interchange**



Source: Mithun, 2020; BERK, 2020.

Approximate housing levels are compared by alternative and location in Exhibit 2-21.

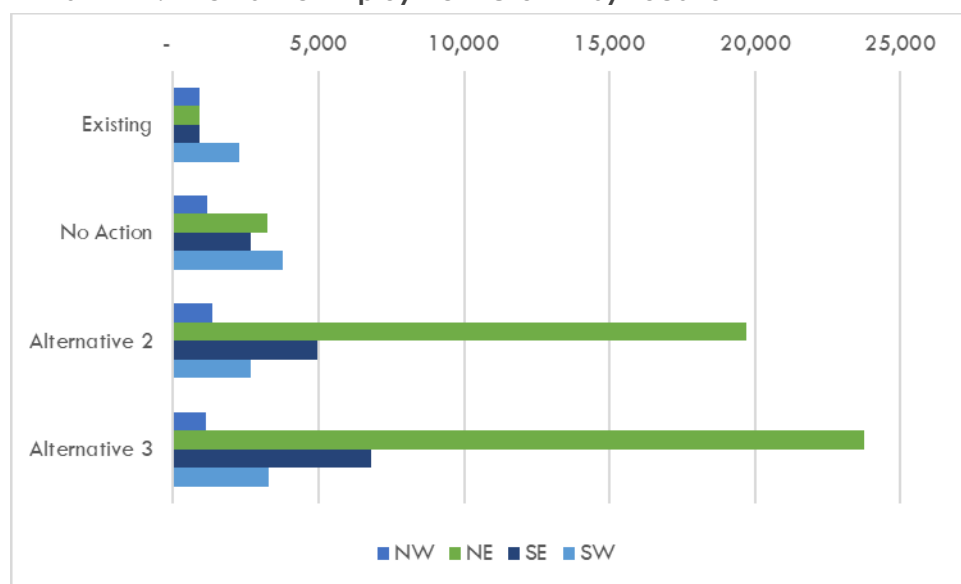
**Exhibit 2-21. Total Housing by Alternative: Detail**

Location	Existing	No Action	Alternative 2	Alternative 3
NW	484	515	533	537
NE	453	957	3,196	4,559
SE	305	600	3,636	4,112
SW	667	710	1,144	1,701
<b>Total</b>	<b>1,909</b>	<b>2,782</b>	<b>8,509</b>	<b>10,909</b>

Sources: Mithun, 2020; BERK, 2020.

Similarly, allowed employment levels by Action Alternative show most growth in the NE and SE parts of the Study Area and relatively less in the NE and NW. In all alternatives, the least growth is planned in the NW. See Exhibit 2-22.

**Exhibit 2-22. Alternative Employment Growth by Location**



Sources: Mithun, 2020; BERK, 2020.

The details of each alternative's allowed growth by location is presented in Exhibit 2-23.

**Exhibit 2-23. Total Employment by Alternative: Detail**

Location	Existing	No Action	Alternative 2	Alternative 3
NW	898	1,164	1,358	1,145
NE	906	3,252	19,698	23,761
SE	913	2,657	4,969	6,794
SW	2,270	3,787	2,663	3,288
<b>Total</b>	<b>4,988</b>	<b>10,859</b>	<b>28,688</b>	<b>34,988</b>

Sources: Mithun, 2020; BERK, 2020.



2.5.4 Key Elements by Alternative

Key elements described by alternative above are compared in Exhibit 2-24.

Exhibit 2-24. Comparison of Alternatives Key Elements

Alternatives	Summary	Development	Mobility	Environmental Strategies	Relationship to Equity & Inclusive District
	<i>SEIS Topics Studied</i>	<i>Land Use, Aesthetics, Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity</i>	<i>Transportation, Greenhouse Gases</i>	<i>Surface &amp; Stormwater, Utilities, Greenhouse Gases, Open Space</i>	<i>Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity, Transportation</i>
<b>No Action Alternative 1</b>  <i>Reflects principles of comprehensive plan, recent trends and current zoning</i>	This alternative would reflect existing zoning and current city plans. It would include limited residential development throughout the district, and in Rose Hill it would include substantial retail employment and modest office development up to 6 stories. Mobility changes would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.	<b>Rose Hill:</b> Primarily retail development with limited office/residential above  <b>Moss Bay/Norkirk/Everest/Highlands:</b> No change  <b>Other:</b> Infill per zoning	<b>Transit:</b> WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project <b>Bike/Ped:</b> Minor streetscape improvements associated with development frontages and planned projects  <b>Parking:</b> Current requirements for new development	Minimize development near <b>Forbes Lake</b>  <b>Stormwater improvements</b> included as part of the WSDOT I-405 Interchange project	Unlikely to produce substantial <b>affordable housing</b>  Likely to maintain current <b>transit, walking, and biking</b>  Unlikely to improve <b>health equity</b> factors such as access to open space, healthy food, and air quality  Likely preserves existing retail <b>jobs</b>  Unlikely to support additional <b>education</b> opportunities  Unlikely to create new opportunities for <b>community benefits</b> through development linkages  Unlikely to reduce the district's <b>carbon footprint</b>
<b>Action Alternative 2</b>  <i>Reflects principles of comprehensive plan, with some rezoning and additional growth</i>	This alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. This growth would allow for a range of mid-rise mixed use residential and office buildings up to 10 stories (150 feet) with limited infill in established neighborhoods. Mobility and environmental strategies would focus on enhancing existing plans, including additional bike lanes, sidewalks, and minor green infrastructure investments.	<b>Rose Hill:</b> Mid-rise office/residential mixed use (up to 10 stories)  <b>Moss Bay/Norkirk/Everest/Highlands:</b> Smaller scale residential/office/industrial infill  <b>Other:</b> Infill per zoning, Neighborhood scale pocket parks, onsite open space, and linear parks or pea patches see mitigation in Section 3.7	<b>Transit:</b> WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project <b>Bike/Ped:</b> Incremental green streets midblock connections policy in Rose Hill, Enhanced bike/ped improvements (bike lane/new sidewalks) on 120th Ave NE and other key streets  <b>Parking:</b> Reduced parking requirements; see TDM discussion in Section 3.6 for other mitigation	Minimize development near <b>Forbes Lake</b>  <b>Stormwater improvements</b> included as part of the WSDOT I-405 Interchange project  Minor on-site stormwater and <b>tree canopy increase</b>  Streetscape-based stormwater improvements along <b>120th Ave NE</b>  Moderate / incremental <b>green building</b> standards	Possibly would produce some <b>affordable housing</b> and increase housing diversity  Likely to encourage <b>transit, walking, and biking</b>  Possible to improve <b>health equity</b> factors such as access to open space, healthy food, and air quality  Likely to create new <b>employment opportunities</b> across office, retail, and other sectors.  Possibly would support additional <b>education</b> opportunities  Possibly would create new opportunities for <b>community benefits</b> through development linkages  Likely to somewhat lower the district's <b>carbon footprint</b>
<b>Action Alternative 3</b>  <i>Reflects principles of comprehensive plan, with substantial rezoning and additional growth</i>	This alternative would allow for the most growth throughout the district. This growth would include mixed use residential and office buildings up to 20 stories (300 feet) in select commercial areas, substantial smaller scale infill in established neighborhoods, and limited changes to residential areas such as Highlands and South Rose Hill. Mobility strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking, as well as a district parking structure for businesses/residents/ customers (not commuters). Environmental strategies would be coordinated at the district scale to maximize environmental performance through green infrastructure and a signature "blue street" for addressing stormwater.	<b>Rose Hill:</b> Towers (up to 20 stories) with mid-rise office/residential mixed use  <b>Moss Bay/Norkirk/Everest/Highlands:</b> Mid-rise office residential mixed use, Flex office/Industrial in Norkirk <b>Other:</b> Infill per zoning, and added residential infill in northeast extent, including low rise attached housing (townhouses, small apartments), Significant investment in open space and community gathering spaces, e.g. parks, onsite open space, and linear parks or pea patches see mitigation in Section 3.7.	<b>Transit:</b> WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project  <b>Bike/Ped:</b> Required green streets midblock connections policy in Rose Hill, Substantial bike/ped improvements (cycle track network, retail supportive streetscape) on 120th Ave NE and other key streets  <b>Parking:</b> District parking facility reduce parking requirements ; see TDM discussion in Section 3.6 for other mitigation.	Minimize development near <b>Forbes Lake</b> <b>Stormwater improvements</b> included as part of the WSDOT I-405 Interchange project Major on-site tree canopy increase through <b>green street midblock connections</b> in Rose Hill Street reconstruction for <b>120th Ave NE</b> to reduce on-site demands for stormwater improvements  <b>District sustainability</b> strategies such as districtwide green building standards	Likely to produce significant <b>affordable housing</b> and increase housing diversity  Likely to encourage <b>transit, walking, and biking</b> Likely to improve <b>health equity</b> factors such as access to open space, food, and air quality  Likely to create new <b>employment opportunities</b> across office, retail, and other sectors.  Likely to support additional <b>education</b> opportunities Likely to create new opportunities for <b>community benefits</b> through development linkages  Likely to significantly lower the district's <b>carbon footprint</b>

## 2.6 Benefits and Disadvantages of Delaying the Proposed Action

Delay of the proposed action would continue present trends of low-rise commercial and residential development with substantial area dedicated to surface parking and auto infrastructure, and incremental mixed use and infill development. While the Stride BRT station could be built under any of the studied alternatives including No Action, mixed use growth would not realize a transit oriented development pattern to the same degree if there were a delay of the SAP, Form-Based Code, and Planned Action and associated development. Residential development trends would continue producing homes that tend to be unaffordable to workforce households and would not support Kirkland's equity goals or project objectives. There would likely not be as many new opportunities for jobs in proximity to transit and housing, and thus commute times and resulting greenhouse gas emissions per capita would likely be higher under No Action than under the Action Alternatives. Delay of the proposal would reduce overall jobs and housing growth and related potential for additional traffic trips and utility and service demands and costs, but would preclude achievement of land use efficiencies associated with more compact development (such as reduced vehicle miles traveled per capita, improved commutes, reduced regional traffic).

The disadvantages of delaying the proposed action include a lack of economic development, tax base increase, and housing variety, contrary to City long-range plans and project objectives. There would also be a less compact, mixed use development pattern that would provide less support for reducing single occupancy vehicles trips and increase transit ridership. Delaying the proposed action and associated redevelopment would also delay the improvement of stormwater quality and associated natural systems, and delay the addition of non-motorized improvements designed to connect the surrounding community to transit.

If the station itself is delayed, it is likely the level of investment and intensity of development would not reach the maximum levels proposed under each Action Alternative. Concurrency and other requirements would remain in place to ensure proposed services and infrastructure fit the City's levels of service. Thus, growth may be phased until the investment in transit is made, and the urban form becomes more compact and provides the range of amenities proposed under the Action Alternatives.