



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

**3 min    Intro & Project Status**

**5 min    Summary of Public Comments**

**12 min   Fiscal Impacts & Benefits Study approach**

**5 min – SAP Integration**

**3 min – Fiscal Analysis Piece**

**3 min – Community Benefits Analysis Piece**

**Discussion and Questions**

# 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.





# Project Purpose



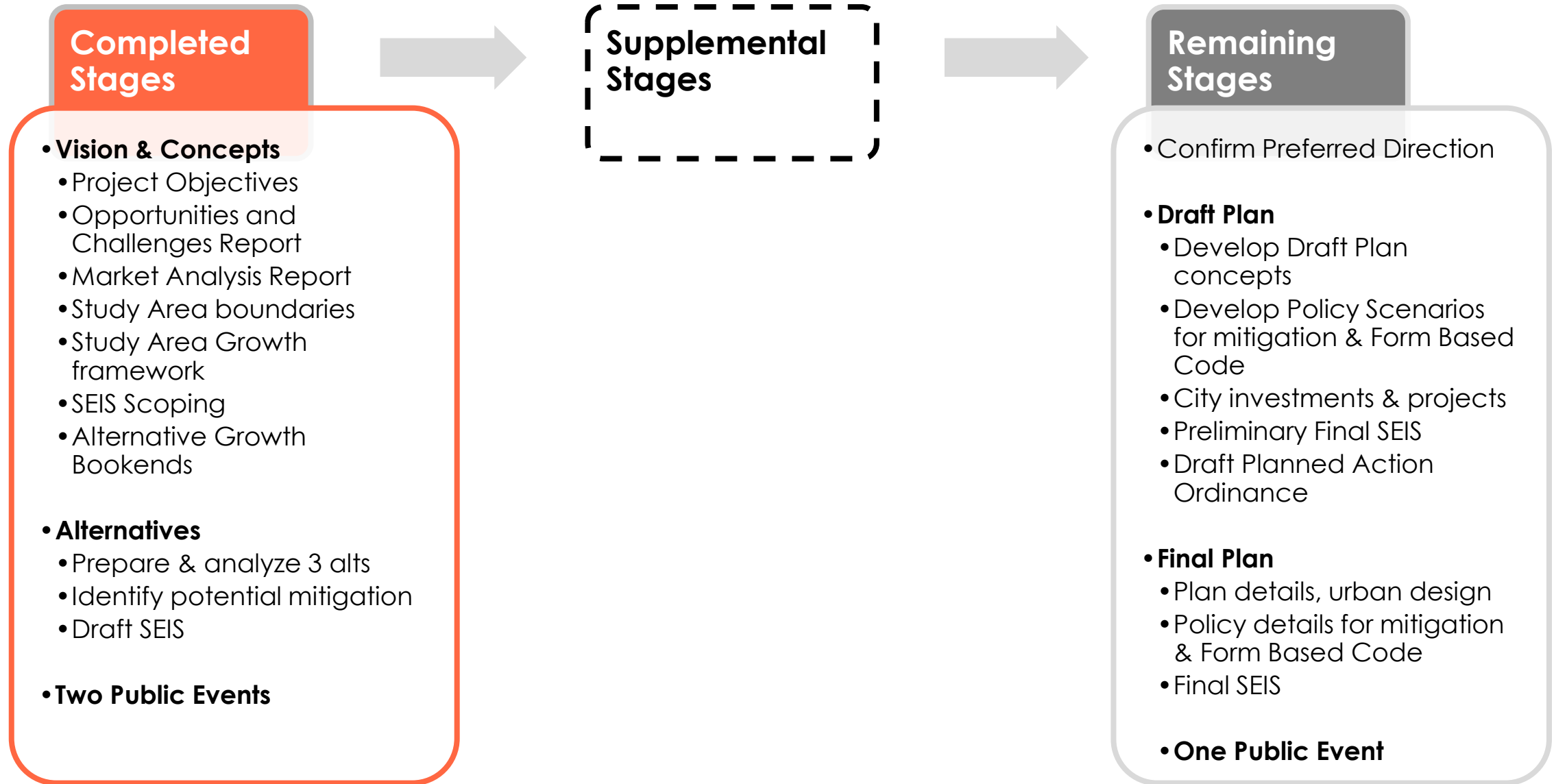
Sound Transit and WSDOT are planning a new NE 85<sup>th</sup> Street and I-405 Interchange and new Bus Rapid Transit station.

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

The project was scoped to flow into the 2024 **Comprehensive Plan updates.**

# Project Status & Alternatives Engagement Summary—

# Project Status





# DSEIS Comment Period

## January 5 – February 19

Engagement Opportunity	# of Participants	Audience
Real-time online open house	140	Public*
Online survey	408	Public*
Written comment	114	Public*
Service provider work group	4 service providers	People with low incomes or experiencing homelessness
Meetings-in-a-Box	26	People with low incomes or experiencing homelessness
Student project at LWHHS	41	Youth
Presentations at Virtual Community Org Meetings	10 meetings	Neighborhood & Business Associations

\*included outreach via multifamily housing buildings, ethnic groceries, Chinese-language materials and messaging via the Chinese Information Service Center, senior housing facilities, unions, community groups and organizations, service providers, and Lake Washington High School

### 柯克兰 (Kirkland) NE 85th Street 车站区域计划

## 备选方案

柯克兰市正在制定一个车站区域计划，该计划将指导设立在 NE 85th Street 交汇处的全新快速公交站之未来 15-20 年的发展。

**车站区域计划愿景**

NE 85th Street 车站区域是支持公共交通发展、为所有人创造机会并能够反映出柯克兰之独特身份的区域门户。

如果您想要在口译员的帮助下与柯克兰市相关人员会面以讨论此项目，请发送电子邮件至 [Azike@kirklandwa.gov](mailto:Azike@kirklandwa.gov) 或拨打电话 425-587-3259 联系 Allison Zike。

**计划时间表**

**三个备选方案**

柯克兰市通过社区意见和分析，为车站区域制定了三个备选方案。草案补充环境影响声明 (Draft SEIS) 对每个备选方案进行了研究，您可于 (下方) 项目网站查看。了解备选方案数据可参见附录。

**按备选方案划分的潜在发展**

**有想法或意见？诚邀各位在 2021 年 2 月 19 日前发表公众意见。**

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Kirkland, WA 98033

**网站**  
<https://KirklandWA.gov/StationAreaPlan>

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造访 <https://KirklandWA.gov/StationAreaPlan> 了解更多详情

# NE 85th Street Station Area Plan

## Which alternative is best?

Online workshop January 7 from 6-8 pm.  
Submit comments January 5 - February 5.  
More info: [kirklandwa.gov/stationareaplan](https://kirklandwa.gov/stationareaplan)

# DSEIS Comment Period

## January 5 – February 19

Group of Focus	Outreach Via
Residents within the Station Area and Kirkland Residents	Neighborhood associations
Older Adults	Senior housing facilities
Renters	Multifamily housing buildings
People with Limited English Proficiency	Chinese Information Services Center
People of Color	Ethnic businesses and groceries
Youth	LWHS
Low Income Households	Service providers
Households with poor digital access	Posters at essential businesses/residences
Large Property Owners in the Station Area	Direct engagement
Businesses in the Station Area and in Kirkland	Chambers of commerce
Transit Riders, Bicyclists, Pedestrians	Transit-, pedestrian-, and bike-based organizations
Private Sector Employees	Major employers
Teachers and Public Employees	Unions
Development Community	Email – During Market Study
Public Agencies and Tribes	DSEIS Request for Comment

# Themes of all input received

## Community

importance of **more affordable and diverse housing opportunities**  
pride in Kirkland's **communities, residents, and character**  
interest in **equity and support for all Kirkland residents**  
impacts of growth on **schools**

## Development

Concerns regarding **funding** for additional infrastructure, services, schools  
desire to **focus density around transit**  
strong support for designing **compatible transitions** to adjacent neighborhoods  
questions around the appropriate **balance of housing with a range of jobs**  
preferences for **heights at lower levels**

## Environment

concern about **climate change**  
strong support for **open space, parks, and trees**  
desire to **balance new development and required infrastructure** and services

## Mobility

strong support for **bike, and pedestrian** facilities with safety considerations  
strong support for **better transit and mobility connections** with the new BRT, to downtown Kirkland, and to Houghton P&R  
concerns about **traffic impacts**

## Sample Comments

*Is this **burden to build this infrastructure** going to be placed on the current tax payers of Kirkland?*

*...**further identify and quantify additional mitigation projects and/or Transportation Demand Management strategies** that could be implemented to address these adverse impacts under Alternatives 2 and 3.*

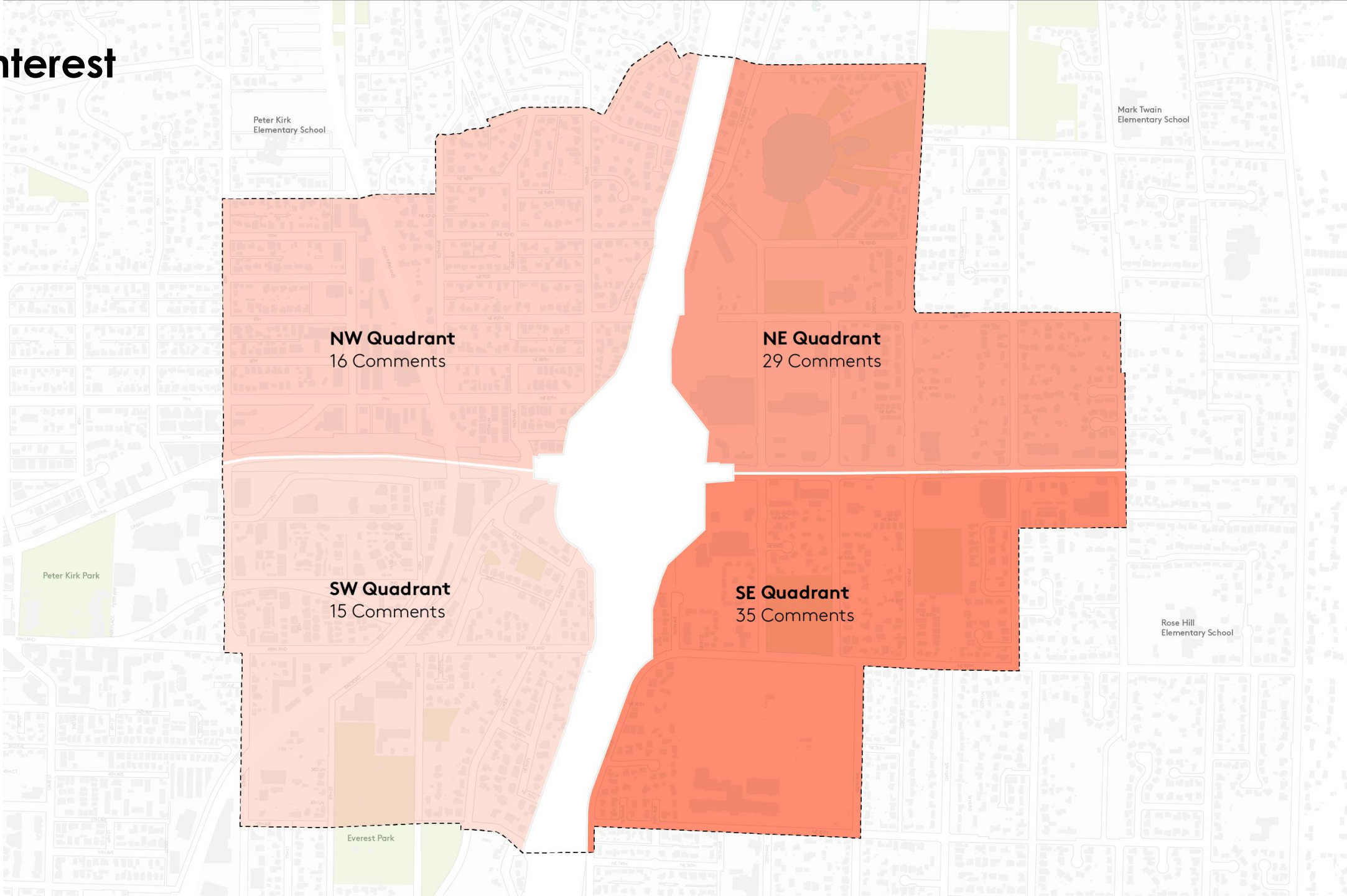
*“**You need to make sure there are enough schools** that these children living in this proposed development can go to and that there will be public bus routes to before and after school.”*

(114 comments)





# Areas of Interest



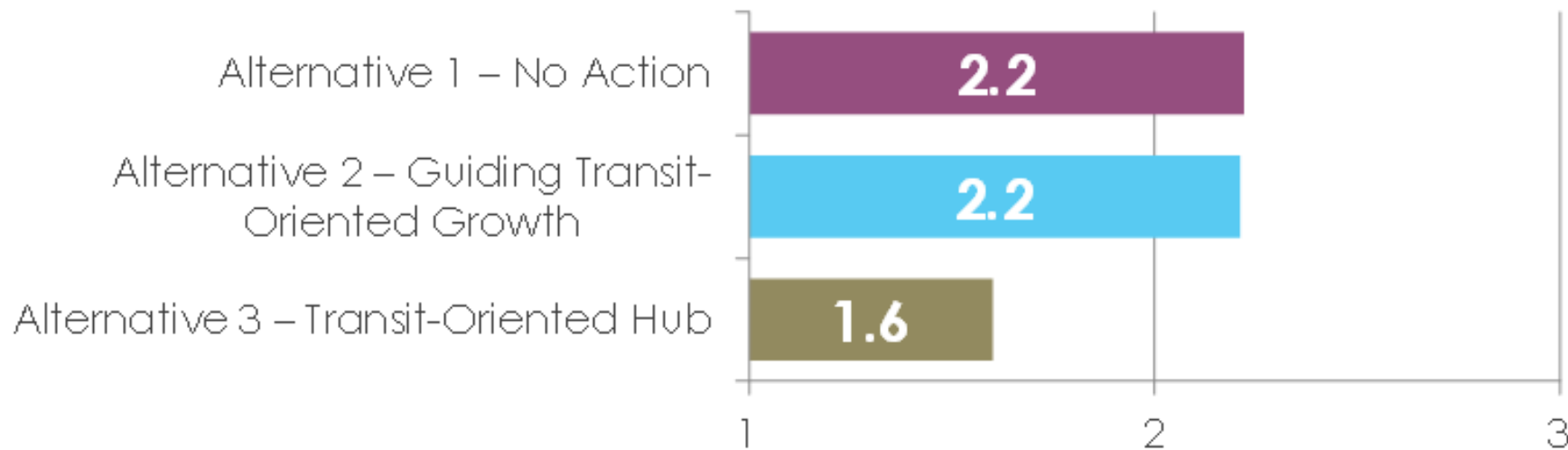
## Survey Responses: Alternatives Ranking

*"Rank the alternatives based on how well they promote the project vision of Livability, Sustainability and Equity from best to worst."*

**(326 responses)**

### Weighted Average Ranking

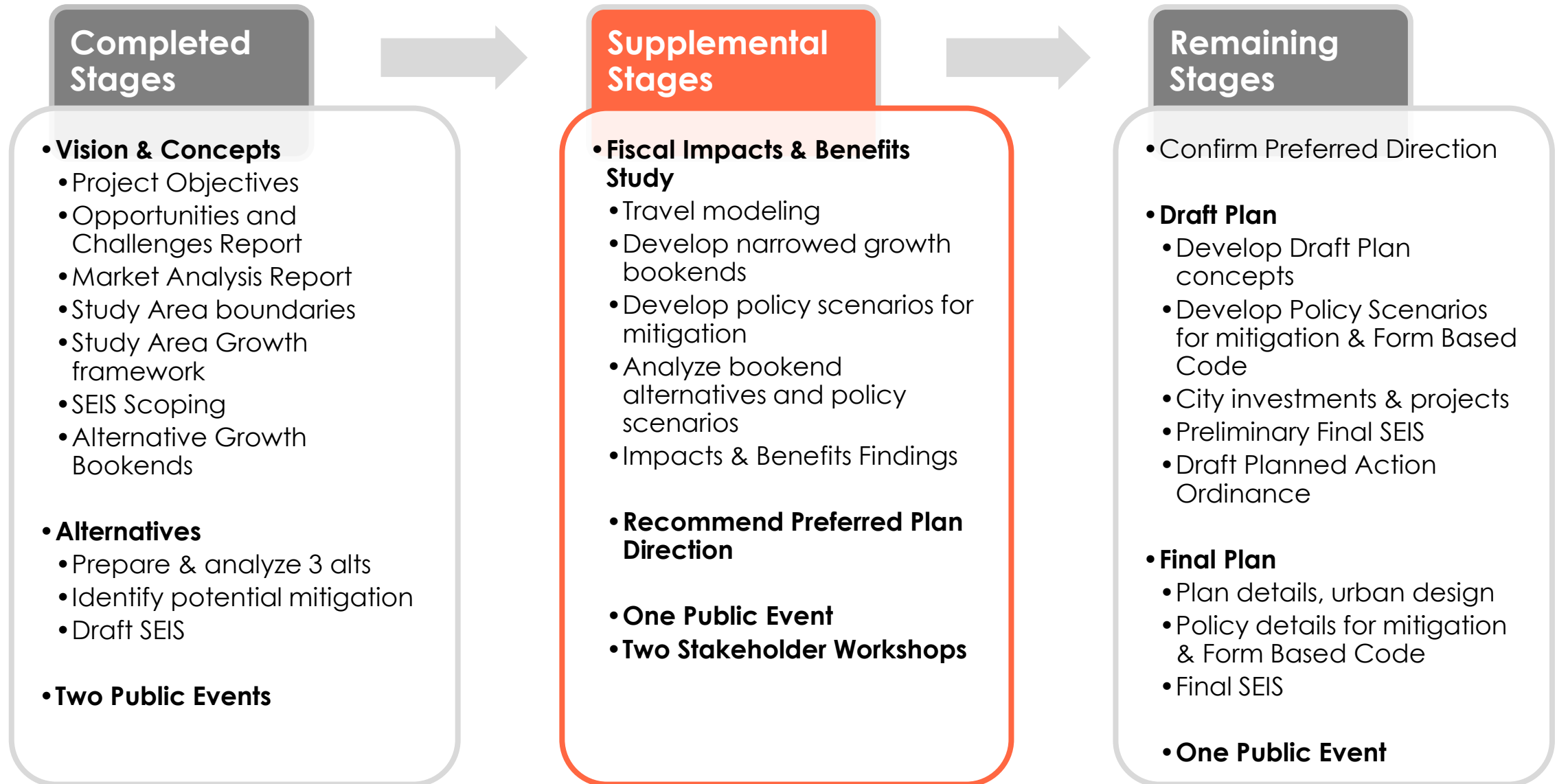
*Higher rankings are more favorable*



3 points for each "Best" ranking  
2 points for each "Middle" ranking  
1 point for each "Worst" ranking

# Proposed Fiscal Impacts & Benefits Study approach—

# Proposed Study Approach





# Station Area Plan Integration

## Plan Integration

**Transportation Modeling:** Analyze how regional travel behavior changes in Alt 2 and in the updated Bookend Alt would affect local conditions

**Refined “Bookend Alternatives”:** Develop narrowed range of growth “bookends” within EIS alternatives for further study

**EIS/Plan Coordination:** Relate findings to final EIS & plan development

## Benefits of this Activity

**Refine** the range of options for additional study based on public comment and analysis

**Align** insights from the fiscal and community benefits analysis for Final SEIS and plan development

## Approach

- **Expand transportation modeling** to include regional travel behavior change (eg: drivers find new routes for through traffic). Demonstrate interaction between changes in the study area and larger network effects.
- **Develop “Bookend Alternatives”:** Incorporate public comment, additional transportation analysis, and Draft SEIS findings
- **SEIS/Plan Coordination: Organize** working group meetings, additional engagement, and other coordination activities to support final plan development, including Final SEIS

# Fiscal Impact Analysis

## Fiscal Impacts

**Revenues generated:** taxes; impact fees; and charges for City, Lake Washington School District, and Cascade Water Alliance

**Development contributions:** parks/open space, other public benefits

**Costs incurred:** infrastructure and public services provided by City and partners

## Benefits of this Analysis

**Understand** the ability of the City and key partners to invest in infrastructure and public services associated with each booked alternative

**Inform** planning efforts development of a preferred alternative, and potential phasing strategies

## Approach

- **Model revenues** based on development assumptions in bookend alternatives
- **Identify efficient service delivery options:** engage staff in identifying incremental costs considering existing capacity in the system and development contributions
- **Analyze and iterate, adjusting for:**
  - pace of development/rate of growth
  - rate of service demand
  - tax and fee policies
  - timing of significant individual developments

# Fiscal Impact Analysis: Key Assumptions

- **Revenues** in first round of analysis will be **based on Kirkland's tax and fee structure**, using the best available information for comparable development
- **Costs** should reflect **Kirkland's actual anticipated costs** to serve the area as well as be relevant to adopted levels of service (LOS). Consider:
  - Existing capacity
  - Development contributions (community benefits)
- **Iterations** around key levers, including the following:
  - Pace of development/rate of growth
  - Rate of service demand
  - Tax and fee policies
  - Timing of significant individual developments

# Fiscal Impact Analysis: Revenues and Expenses

## Revenues

Sales Tax on New Construction
Property Tax
Sales Tax
Revenue Generating Regulatory License Fee ("Head Tax")
Utility Tax
Real Estate Excise Tax
Transportation Impact Fees
Parks Impact Fees
Lake Washington School District Impact Fees
Cascade Water Alliance Regional Capital Facilities Charge

## Expenses: City and Partner Services

General Government
Police and Fire
Parks
Schools
Franchise Utilities: Waste and Power

## Expenses: Infrastructure Topics

Transportation and Transit
Water and Wastewater
Stormwater and Surface Water



# Community Benefits Analysis

## Community Benefits

**Policy Scenarios:** incentive zoning, inclusionary programs, linkage fees

**Community Benefits Analysis:** Opportunities to support open space, affordable housing, schools, public realm, green building/sustainability, neighborhood character

**Multi-modal Transportation:** bike/walk network, transit LOS, study additional intersections

## Benefits of this Analysis

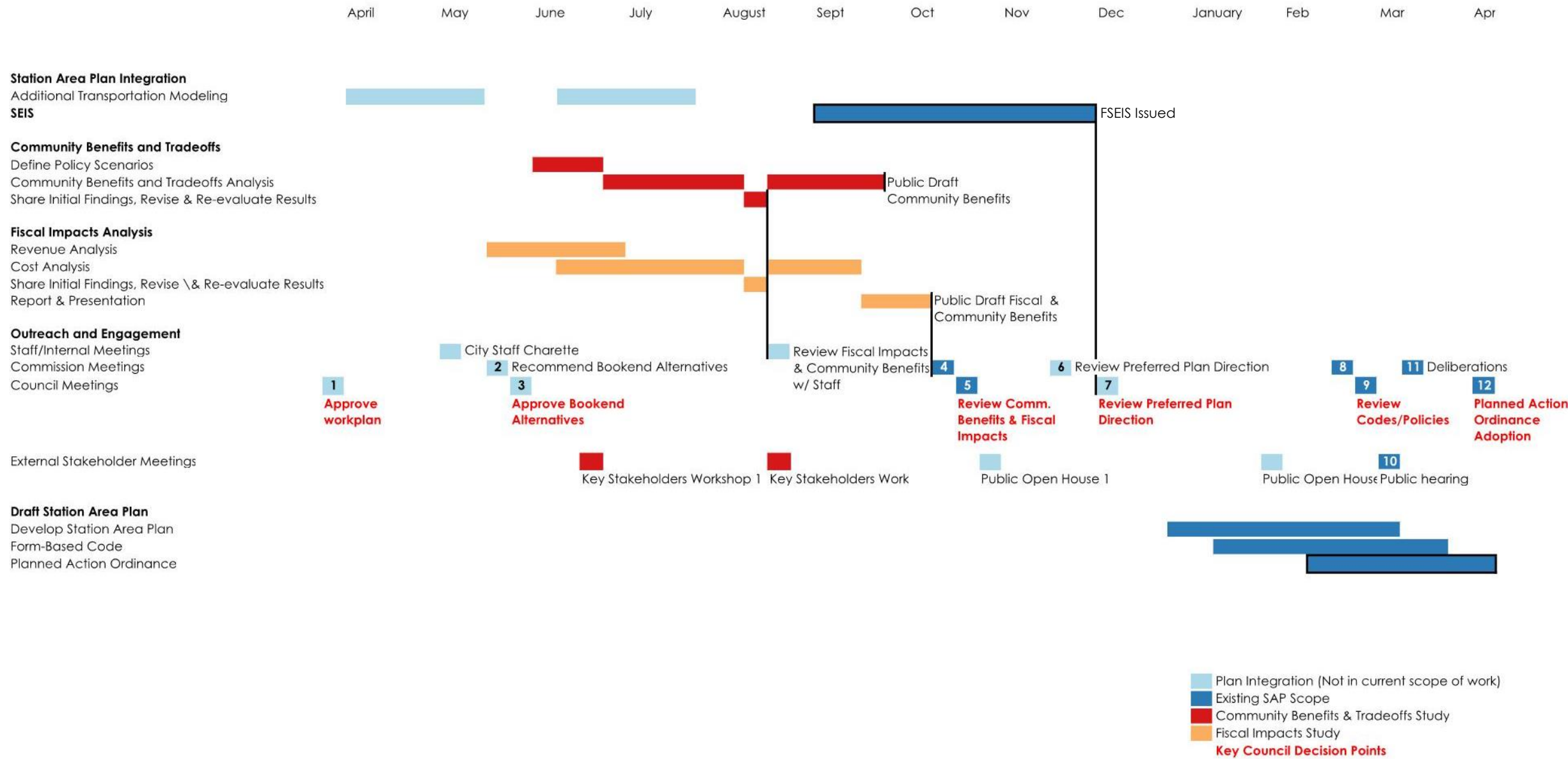
**Identify** how future development can benefit community needs like housing & schools, and relate to municipal fiscal impacts

**Ensure** final plan, zoning, and policy changes can achieve community benefit goals

## Approach

- **Define policy scenarios** based on public comment, technical analysis, and staff input. Create “policy scenarios” that test different mixes of policies to understand cumulative effects on development and community benefit.
- **Evaluate community benefits:** study economic feasibility and community benefit of each bookend alternative; iterating to incorporate fiscal impact findings and initial results
- **Analyze multi-modal transportation:** identify the performance of alternatives for cyclists, pedestrians, and transit alongside autos.

# Proposed Schedule Summary and Key Council Decision Points



# Council Direction

## 1. Proposed Supplemental Scope

- Endorsement of proposed supplemental scope
- Clarified that threshold analysis for decision-making should focus more on community benefits than on development feasibility
- Emphasis that outreach to community members that haven't been involved yet should continue

## 2. Direction to Guide Pending "Narrowed Bookends"

- Agreed that narrowed bookends can result in higher quality of analysis in the supplemental scope tasks
- Future opportunities for affordable housing should not be removed from range of options under study at this point
- Initial analysis should guide development of "narrowed bookends" to ensure we do not study options that aren't feasible
- Supported drafting a "high bookend" option that reflects known developer-desired heights and commercial job growth

## 3. Option for Phased Planned Action Ordinances

- Open to staff exploring the option to phase adoption of the future Planned Action Ordinance(s)

# Thank you!



# Outreach and Engagement —

## Requests for Additional Traffic Analysis

“Sections that analyze and project **traffic vehicle counts and intersection congestion need to be updated** to reflect the traffic situation before the onset of COVID.”

“Has there been a **traffic study for the 80th/120th intersection?**”

“WSDOT requests that the City provide a **more detailed quantitative analysis on the operational transportation effects of all of the SAP alternatives.**”

“**Impacts related to entering and leaving I-405** (e.g., wait time to enter I-405 north during the evening rush hour) were not analyzed.”

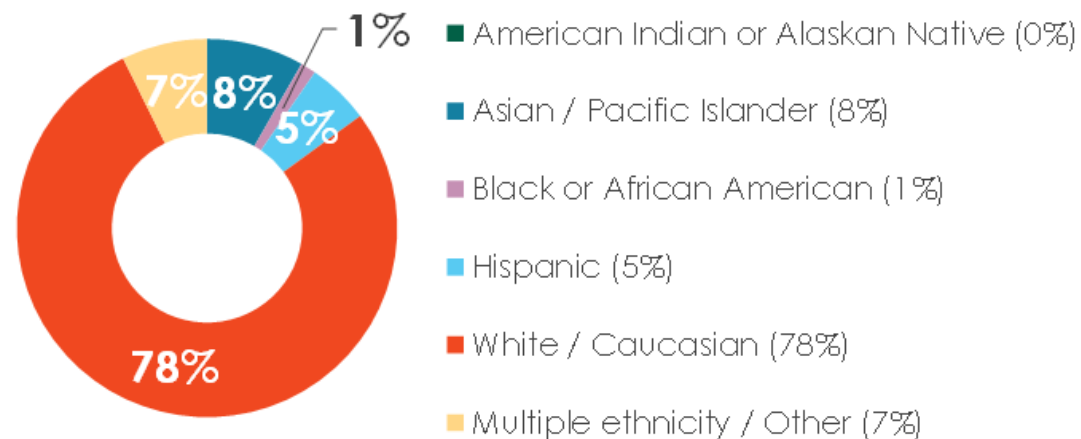
“The final SEIS should add an **analysis of am peak hour existing conditions and impacts** for each of the Alternatives.... In addition to legal and equity issues, the SEIS should **analyze whether the market will bear the incentives** under consideration and the range of linkage fees.”

“The **effect of further concentration of density at this intersection** need to be better addressed in the DEIS.”

*Comments lightly edited for clarity and brevity.*

# Survey Demographics: Race and Ethnicity

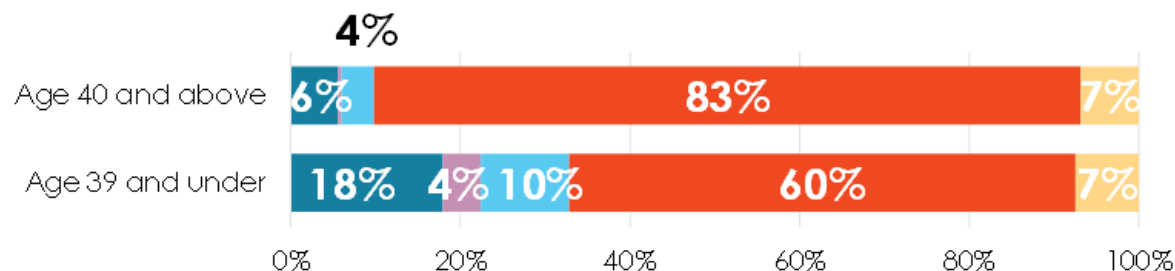
## Race and Ethnicity (302 responses)



- 82% of Station Area residents are White
- 10% of Station Area residents are Asian
- 7% of Station Area residents identify with two or more races or ethnicities.

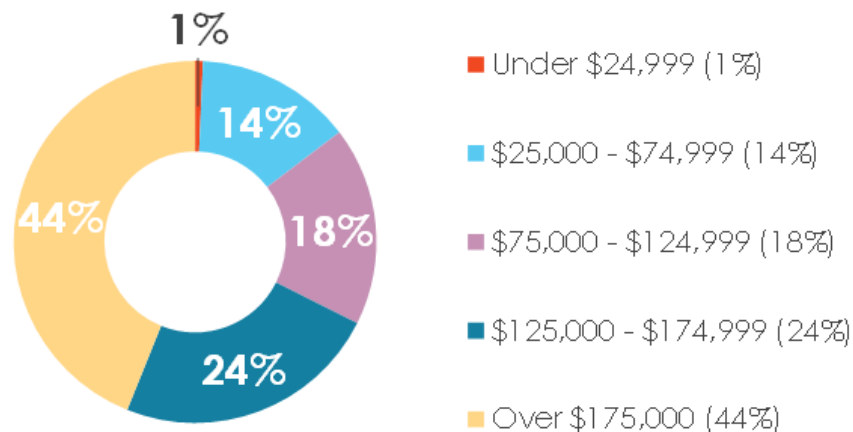
## Race and Ethnicity by Age (301 responses)

- 234 Responses from Participants Ages 40 and above
- 67 Responses from Participants Ages 39 and under



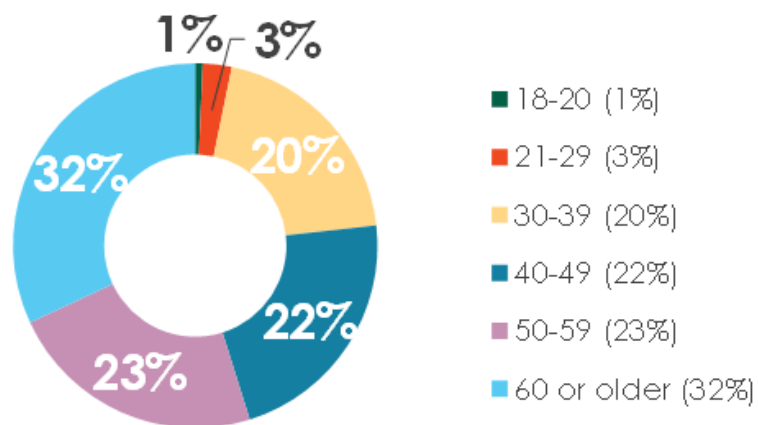
# Survey Demographics: Age and Income

## Income (287 responses)



— 31% of Kirkland households have household incomes below \$75,000.

## Age (310 responses)

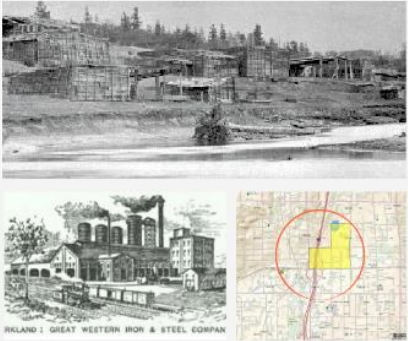


— Station Area residents are

- 26% under 18
- 10% between 18-24
- 20% between 35-44
- 32% 45-64
- 12% 65 or older.

## Community Growth & Evolution

## Indigenous Community and Early Settlement



## Industrial Era and Regional Development



## Suburban Growth and Annexation



## Innovation Economy and Mobility Investment

