City Council Study Session—
Initial Concepts and Preliminary Alternatives

NE 85th Station Area Plan
Supplemental Planned Action EIS to the 2035 Comprehensive Plan

City of Kirkland
Mithun
21 July 2020
July 21st City Council
Study Session

During this Study Session, we would like to:

- Confirm Project Objective, Values, and Goals
- Discuss Initial Concepts and answer questions
- Confirm the proposed method for grouping these Initial Concepts into alternatives for further analysis
- Discuss key issues that should be explored through alternatives development
NE 85th Station Area Plan Briefing—

5 min  Project Introduction

10 min  Initial Concepts Presentation

10 min  Summary of Public Input

15 min  Summary of Preliminary Alternatives
Acknowledgements
Indigenous Land Acknowledgement

1) A Duwamish village, 'STAH-lahl' was near the present town of Kirkland. Base map: "Puget Sound Region, WA", D Molenaar, 1987, via CoastSalishMap.org

2) Rendering of the region before non-indigenous settlement. Coast Salish named place, cəxəb (place of dripping water) near present day Kirkland. Waterlines Map, Courtesy Burke Museum

3) Muckleshoot fishing from a bridge. Courtesy Muckleshoot Tribe

4) Muckleshoot girl circa 1890. Courtesy Muckleshoot Tribe

5) Longhouses in Quamichan Village. Courtesy of BC Archives, D00692 via CoastSalishMap.org
COVID-19, Pride, Black Lives Matter

1) Ribbons and flowers adorn the trees around Life Care Center of Kirkland. Courtesy Amanda Snyder / The Seattle Times

2) Pride Month Courtesy City of Kirkland

3) Physical distancing in parks. Courtesy City of Kirkland

4) Memorial to Black Americans killed by Police. Courtesy KOMO News

5-7) Show of solidarity in Kirkland between protestors, armed group and police as they all take a knee for George Floyd. Courtesy @EricJensenTV / KOMO News
Project Introduction—
Sound Transit and WSDOT plan to redevelop the NE 85th Street Interchange and support a new bus rapid transit station.

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

We need your help to develop alternatives for study and identify topics to consider for environmental review under the State Environmental Policy Act.
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

Goals—
Development Near Transit,
Connected Kirkland,
Inclusive District
Planning & Engagement Process

We are here!

Opportunities and Challenges
Winter 2020
Completed

Concepts and Alternatives
Spring through Fall 2020

Draft Plan
Winter 2021

Final Plan
Spring 2021

Environmental Review Process (SEPA)

Scoping & Alternatives → Draft EIS → Final EIS → Planned Action Ordinance → Review Future Permits for Consistency

Engagement Opportunities:
- Business Survey
- Interviews
- Neighborhood Association Leader Meeting
- Public Meetings with Boards, Commissions, or Council
- Online Workshops
- Written Comment Periods
- Targeted Engagement
- Public Meetings with Boards, Commissions, or Council
- Comments on Draft Supplemental Environmental Impact Statement
- Open House
- Targeted Engagement
- Public Meetings with Boards, Commissions, or Council
- Public Meetings with Boards, Commissions, or Council
- Public Hearing

Winter 2020
- Business Survey
- Interviews
- Neighborhood Association Leader Meeting
- Public Meetings with Boards, Commissions, or Council

Spring through Fall 2020
- Online Workshops
- Written Comment Periods
- Targeted Engagement
- Public Meetings with Boards, Commissions, or Council
- Comments on Draft Supplemental Environmental Impact Statement

Winter 2021
- Open House
- Targeted Engagement
- Public Meetings with Boards, Commissions, or Council

Spring 2021
- Public Meetings with Boards, Commissions, or Council
- Public Hearing
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

1. Scope
2. Assess Equity & Community Context
3. Analysis & Decision Process
4. Implement
5. Ongoing Learning

Guided by community priorities
Informed by current equity conditions

We are here!
### Equity and Community Context Summary

#### Identified marginalized & at-risk populations in the station area

<table>
<thead>
<tr>
<th>Population</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents of Color</td>
<td>18%</td>
</tr>
<tr>
<td>Limited English Proficiency</td>
<td>7%</td>
</tr>
<tr>
<td>Seniors</td>
<td>32%</td>
</tr>
<tr>
<td>Youth</td>
<td>26%</td>
</tr>
<tr>
<td>Renters</td>
<td>36%</td>
</tr>
<tr>
<td>Households in poverty</td>
<td>6%</td>
</tr>
<tr>
<td>Employees with &lt;$40k annual pay</td>
<td>~1440</td>
</tr>
<tr>
<td>Households without broadband</td>
<td>4-11% citywide</td>
</tr>
</tbody>
</table>

### Priority Equity Opportunities to promote Community Resilience within Initial Concepts

- **Community Gathering & Inclusion**
- **Jobs & Housing Equity**
- **Parks & Mobility**
- **Air Quality & Noise**

**Sources**

1. American Community Survey 2017 Estimates
2. Longitudinal Employer-Household Dynamics, US Census Bureau
Community Growth & Evolution

Indigenous Community and Early Settlement

- Indigenous village settlement by Duwamish and Coast Salish tribes (STAH-lohl, Duwamish, "drip of dripping water", Coast Salish).

- Peter Kirk’s Hill set in place the block structure that remains today.

- Lake Washington (IAAH-chesh) opens 1916.

- Lake Washington Ship Canal opens 1917.

- Historically west of Kirkland, Houghton and Juana 1871.

- Pandemic of H1N1 (2009) known by Duwamish tribe.

- Major settlement in Kirkland, Houghton and Juana 1871.

- Spanish flu epidemic 1918.

- New Deal federal funding and racially integrated subdivisions 1930s-50s.

Industrial Era and Regional Development

- Second floating bridge opens and the East Side suburban community grows 1940.

- Second floating bridge open 1940.

- Lake Washington floating bridge open 1940.

- Toltam Lake annexation 1974.

- Montlake and Rusk HIll annexation 1946.


- Google opens first small office here founded 2004.

Suburban Growth and Annexation

- New Deal federal funding and racially integrated subdivisions 1930s-50s.

- Houghton merges with Kirkland 1950.


- Cross Kirkland Corridor opens 2015.

- Astronics open in Kirkland 2013.

- Julia Lake, Kirkland, and Two Bridges annexation 1967.

Innovation Economy and Mobility Investment

- Snowblind Studios founded 1997 (now WB games).


- Google open first small office here founded 2004.

- I-405/85th BRT and interchange open 2023.


- Kirkland Population 1880, 700
  1900, 2,000
  1920, 8,000
  1940, 19,000
  1960, 39,000
  1980, 45,000
  2000, 71,000
  2020, 94,000
  2035, 111,000

- Total Primary Jobs 1880, 700
  1900, 2,000
  1920, 8,000
  1940, 19,000
  1960, 39,000
  1980, 45,000
  2000, 71,000
  2020, 94,000
  2035, 111,000

- Total city (Sq mi) 1880, 700
  1900, 2,000
  1920, 8,000
  1940, 19,000
  1960, 39,000
  1980, 45,000
  2000, 71,000
  2020, 94,000
  2035, 111,000

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  1940, 19,000
  1960, 39,000
  1980, 45,000
  2000, 71,000
  2020, 94,000
  2035, 111,000
Equity, Livability & Resilience Context

LEGEND
- Station Area Plan Boundary
- BRT Station
COMMUNITY RESILIENCE
- Grocery Stores
- Pharmacies
- Public Gathering Spaces
- Schools
PARKS AND MOBILITY
- Parks
- Cross Kirkland Corridor
- BRT Station
JOBS AND HOUSING EQUITY
Workers Earning <$3,333/mo.
Source: lehd.ces.census.gov
- 1 - 25
- 26 - 50
- 51 - 100
- 101 - 1631
- Affordable Housing
- Assisted Living Facilities
AIR QUALITY AND NOISE
- I-405
- Principal Arterials
## 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.

<table>
<thead>
<tr>
<th>Reached</th>
<th>Not Sure</th>
<th>Did Not Reach</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Residents in the station area</td>
<td>• Older Adults*</td>
<td>• Renters</td>
</tr>
<tr>
<td>• Kirkland Residents</td>
<td>• Low Income Households</td>
<td>• People with Limited English Proficiency</td>
</tr>
<tr>
<td>• Older Adults*</td>
<td>• Households with Poor Digital Access</td>
<td>• People of Color</td>
</tr>
<tr>
<td>• Large property owners in the station area</td>
<td>• Kirkland Businesses</td>
<td>• Youth</td>
</tr>
<tr>
<td>• Businesses in the station area</td>
<td>• Transit riders, Pedestrians, Bicyclists</td>
<td></td>
</tr>
<tr>
<td>• Development Community</td>
<td>• Private Sector Employees</td>
<td></td>
</tr>
<tr>
<td>• Public Agencies and Tribes</td>
<td>• Teachers and Public Employees</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
## Outreach Strategy Updates

The team identified supplemental outreach strategies to improve participation in DEIS.

<table>
<thead>
<tr>
<th>Group</th>
<th>Outreach Evaluation and Potential Strategy Updates</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Renters</strong></td>
<td>- Only 1 renter participated in the survey  &lt;br&gt;- Develop a list of building and property managers, incl. KCHA and ARCH, to assist in outreach at Draft SEIS stage  &lt;br&gt;- Consider interviews with KCHA and ARCH in the development of alternatives to capture some of the needs of renters and people living in affordable or subsidized housing</td>
</tr>
<tr>
<td>28% of the population rents their home</td>
<td></td>
</tr>
<tr>
<td><strong>People with Limited English Proficiency</strong></td>
<td>- All engagement has been conducted in English so far  &lt;br&gt;- Outreach to Advocacy organizations incl: Chinese Information &amp; Services Center, Sea Mar Community Health Center, India Association of Western WA now for ideas on effective engagement</td>
</tr>
<tr>
<td>7% of the population</td>
<td></td>
</tr>
<tr>
<td><strong>People of Color</strong></td>
<td>- Most participants who indicated a racial identity signaled they were white or Caucasian  &lt;br&gt;- Outreach to businesses or advocacy organizations that serve (or may be owned by) POC  &lt;br&gt;- Begin discovering connections now for engagement on the SEIS, coordinate with City-wide efforts</td>
</tr>
<tr>
<td>18% of the population identifies as people of color</td>
<td></td>
</tr>
<tr>
<td><strong>Youth</strong></td>
<td>- Not represented in engagement to date  &lt;br&gt;- Outreach through PeachJar flyers and School events  &lt;br&gt;- Workshop with Youth Council or High School-related club or group to review alternatives</td>
</tr>
<tr>
<td>26% of the population is under 18</td>
<td></td>
</tr>
<tr>
<td><strong>Low Income Households</strong></td>
<td>- Interviews with Advocacy organizations such as: The Sophia Way, Catholic Community Services, Salthouse Church, now to develop alternatives and discuss ideas on effective engagement</td>
</tr>
<tr>
<td>6% of the population is below the poverty level.</td>
<td></td>
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</table>
Next Step - Analysis and Decision Process—

Evaluate who may be disproportionately burdened or benefitted in each alternative—

Projecting and mapping potential equitable outcomes will help prioritize alternatives.

The team will consider how variations in development, mobility, transit integration and access, and other urban design considerations will affect community and employee priorities, concerns, and identified equity opportunities.
Opportunities & Challenges Summary—
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**Recent Development**

**Strong Location Advantage for Office**

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

<table>
<thead>
<tr>
<th>Construction Class</th>
<th>Study Area</th>
<th>Greater Downtown Kirkland</th>
<th>Totem Lake</th>
<th>Downtown Bellevue</th>
<th>Downtown</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-2 Star</td>
<td>$38</td>
<td>$39</td>
<td>$38</td>
<td>$36</td>
<td>$39</td>
<td>$38</td>
</tr>
<tr>
<td>3 Star</td>
<td>$31</td>
<td>$32</td>
<td>$31</td>
<td>$30</td>
<td>$32</td>
<td>$31</td>
</tr>
<tr>
<td>4-5 Star</td>
<td>$33</td>
<td>$34</td>
<td>$33</td>
<td>$32</td>
<td>$36</td>
<td>$33</td>
</tr>
</tbody>
</table>


**Opportunity to Improve Office Market**

Exhibit 10: Base Rent per Square Foot, Office Commercial, Study Area and Peer Geographies 2000-2019.

<table>
<thead>
<tr>
<th>Year</th>
<th>Study Area</th>
<th>Greater Downtown Kirkland</th>
<th>Totem Lake</th>
<th>Downtown Bellevue</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>$25</td>
<td>$25</td>
<td>$25</td>
<td>$20</td>
<td>$24</td>
</tr>
<tr>
<td>2001</td>
<td>$26</td>
<td>$26</td>
<td>$26</td>
<td>$21</td>
<td>$25</td>
</tr>
<tr>
<td>2002</td>
<td>$27</td>
<td>$27</td>
<td>$27</td>
<td>$22</td>
<td>$26</td>
</tr>
<tr>
<td>2003</td>
<td>$28</td>
<td>$28</td>
<td>$28</td>
<td>$23</td>
<td>$27</td>
</tr>
<tr>
<td>2004</td>
<td>$29</td>
<td>$29</td>
<td>$29</td>
<td>$24</td>
<td>$28</td>
</tr>
<tr>
<td>2019</td>
<td>$31</td>
<td>$31</td>
<td>$31</td>
<td>$25</td>
<td>$30</td>
</tr>
</tbody>
</table>


**Good Multifamily Context**


<table>
<thead>
<tr>
<th>Year</th>
<th>Greater Downtown Kirkland</th>
<th>Totem Lake</th>
<th>Downtown Bellevue</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>$2.25</td>
<td>$2.30</td>
<td>$2.25</td>
<td>$2.28</td>
</tr>
<tr>
<td>2001</td>
<td>$2.30</td>
<td>$2.35</td>
<td>$2.30</td>
<td>$2.33</td>
</tr>
<tr>
<td>2002</td>
<td>$2.35</td>
<td>$2.40</td>
<td>$2.35</td>
<td>$2.38</td>
</tr>
<tr>
<td>2003</td>
<td>$2.40</td>
<td>$2.45</td>
<td>$2.40</td>
<td>$2.43</td>
</tr>
<tr>
<td>2019</td>
<td>$2.50</td>
<td>$2.55</td>
<td>$2.50</td>
<td>$2.53</td>
</tr>
</tbody>
</table>

Underutilized Land

45% Parking

Parking
Open Space & Park Access Analysis
Inclusive Economy

- **85th SAP Employees**
  - < $1,250 (federal poverty guideline): 16%
  - $1,251-$3,333 (below living wage): 32%
  - > $3,333 (living wage): 52%

- **Kirkland Residents**
  - < $1,250 (federal poverty guideline): 11%
  - $1,251-$3,333 (below living wage): 19%
  - > $3,333 (living wage): 70%

- **King County Residents**
  - < $1,250 (federal poverty guideline): 11%
  - $1,251-$3,333 (below living wage): 24%
  - > $3,333 (living wage): 65%

**SOURCE**
Longitudinal Employer-Household Dynamics, 2017
https://lehd.ces.census.gov/
Station Area Initial Concepts—

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

Mixing Heights with Density

Urban Block Frontages

Varied Ground Floor Experiences

Residential Edges
Incremental Infill

Blending with Single Family Edges

Small Apartment Buildings

Rowhouses
Flex Office/Industry

Activating the Street Edge

Creative Industry

Maker Spaces & Light Industrial

Multi-story Small Business/Flex Office

Creative Industry
Community Places & Signature Uses

- Parks & Open Space
- Mixed Use Libraries
- Cinemas
- Community Gardens
- Special Event Streets
- Schools
- Community Center
Blue Street/120th

Active frontages

Stormwater streetscape

Pedestrian focused

Integrated infrastructure
Green Streets
Additional Environmental Strategies
Tree Canopy & Green Buffers

Shaping Experience

Air Quality Buffer & Visual Screen

Berms & Green Embankments
Mobility Framework
Transit system
Parking
Initial Concepts
Summary of Public Input—
Phase I - Opportunities and Challenges

- Interviews with **major property owners and businesses** - 6 participants.
- **Neighborhood leaders focus group** - 5 neighborhoods represented.
- **Board and Commission member discussions.**
- **Business survey** - 35 businesses participated.

Much of this engagement took place in March and COVID affected the ability of some stakeholders to participate.
Phase 2A - Concepts and Scoping

- Three-week written comment period – 29 comments received.

- **Online Workshop** (June 4) – around 90 people including 13 project team members attended this live event.

- **Story map and Survey** – over 800 visits to this online open house resulted in 26 completed surveys.

- **Walkshop** – a self-guided exploration of the study area, available all summer.

Extensive outreach included: postcards, posters, email, legal notices, social media, and other City communications.
**Thematic Summary of Inputs**

**Environment**
- Support green streets / blue streets concepts, usable space for people, connecting to trail network
- Support public views of Lake Washington, downtown, views of the sky
- Support distinctive tree canopy, create open space
- Protect salmon, study stormwater, creeks, streams

**Mobility**
- Enhance walkability, bikability, safety, design streets for everyone, create a ‘car optional’ community, connect with CKC
- Manage traffic and parking within neighborhoods, noise, congestion, truck/delivery access
- Improve safe pedestrian connections to LWHS across I-405

**Community**
- Anti-racist urban planning, prioritize needs of BIPOC, prioritize accessibility for seniors and people with disabilities
- Existing local businesses an important part of community
- Expand diverse employment opportunities
- Urban design an important tool to create a safe places to walk and bike, and reduce unsupervised spaces
- Support new community gathering spaces

**Development**
- Proactively plan for growth and welcome new neighbors and employees
- Reflect Kirkland’s ‘small town’ feeling and charm
- Promote mix of uses and heights in development and redevelopment, support for TOD.
- Preference for taller development in Rose Hill
- Support existing character in residential areas, concern about infill west of I-405
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

<table>
<thead>
<tr>
<th>Alternative #1</th>
<th>Alternative #2</th>
<th>Alternative #3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>This alternative would reflect existing zoning and current plans.</strong></td>
<td><strong>This alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill.</strong></td>
<td><strong>This alternative would allow for the most growth throughout the district, primarily focused on existing commercial areas such as Rose Hill.</strong></td>
</tr>
<tr>
<td><strong>Housing/Jobs:</strong> low housing production, primarily retail employment</td>
<td><strong>Housing/Jobs:</strong> moderate housing production, mix of commercial and retail employment</td>
<td><strong>Housing/Jobs:</strong> significant housing production, major commercial and supportive retail employment</td>
</tr>
<tr>
<td><strong>Development:</strong> Up to 6 stories in Rose Hill, generally up to 2-3 stories elsewhere</td>
<td><strong>Development:</strong> Up to 10 stories* in existing comm. areas like Rose Hill; generally up to 2-3 stories elsewhere</td>
<td><strong>Development:</strong> Up to 20 stories in existing comm. areas like Rose Hill; generally up to 2-3 stories elsewhere</td>
</tr>
<tr>
<td><strong>Mobility:</strong> minor improvements associated with new development &amp; similar bike lanes/sidewalks to today, current parking policies</td>
<td><strong>Mobility:</strong> enhanced bike lanes and sidewalk improvements, 1-2 mid-block green streets, on-site shared parking</td>
<td><strong>Mobility:</strong> district-wide network of bike facilities and sidewalk improvements, mandatory mid-block green streets, district parking facility and reduced parking requirements</td>
</tr>
<tr>
<td><strong>Environmental:</strong> compliance with existing stormwater/environ. policies</td>
<td><strong>Environmental:</strong> incentive program for improved on-site stormwater treatment &amp; green building standards</td>
<td><strong>Environmental:</strong> new standards for stormwater treatment &amp; green building; 120th Blue Street for district-level stormwater and tree canopy improvements</td>
</tr>
</tbody>
</table>

*this was updated based on feedback from Planning Commission*
<table>
<thead>
<tr>
<th></th>
<th>Alternative #1</th>
<th>Alternative #2</th>
<th>Alternative #3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create Affordable Housing</td>
<td>●</td>
<td>●●●</td>
<td>●●●●●</td>
</tr>
<tr>
<td>Support Transit, Biking, Walking</td>
<td>●●●</td>
<td>●●●●●</td>
<td>●●●●●●●</td>
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<tr>
<td>Promote Health Equity</td>
<td>●●●</td>
<td>●●●</td>
<td>●●●●●</td>
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<tr>
<td>(open space, healthy food, air quality)</td>
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<tr>
<td>Encourage diverse jobs</td>
<td>●●●</td>
<td>●●●●●</td>
<td>●●●●●●</td>
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<tr>
<td>Create education opportunities</td>
<td>●</td>
<td>●●●</td>
<td>●●●●●</td>
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<tr>
<td>Establish Community Benefits</td>
<td>●</td>
<td>●●●●●</td>
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<tr>
<td>Minimize Carbon Footprint</td>
<td>●●●</td>
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<td>●●●●●●</td>
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<tr>
<td>Alternatives</td>
<td>Summary</td>
<td>Development</td>
<td>Mobility</td>
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</tr>
<tr>
<td><strong>No Action</strong></td>
<td>Alternative One</td>
<td>Reflects principles of comprehensive plan, recent trends and current zonings</td>
<td>Rose Hill: Primarily retail development with limited office/residential above</td>
</tr>
<tr>
<td></td>
<td></td>
<td>This alternative would reflect existing zoning and current plans. It would include limited new residential development throughout the district, and in Rose Hill it would include substantial new retail employment and modest new office development. Mobility changes would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.</td>
<td></td>
</tr>
<tr>
<td><strong>Action</strong></td>
<td>Alternative Two</td>
<td>Reflects principles of comprehensive plan, with some rezoning and additional growth</td>
<td>Rose Hill: Mid-rise office/residential mixed use (up to 6 stories)</td>
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<td>This alternative would allow for moderate growth throughout the district, focused on existing commercial areas such as Rose Hill. This growth would generally take the form of 2-6 story mixed use residential and office buildings with limited infill in established neighborhoods. Mobility and environmental strategies would focus on enhancing existing plans.</td>
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<td>Alternative Three</td>
<td>Reflects principles of comprehensive plan, with substantial rezoning and additional growth</td>
<td>Rose Hill: Towers (up to 20 stories) with mid-rise office/residential mixed use (up to 6 stories)</td>
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<td>This alternative would allow for the most growth throughout the district. This growth would generally take the form of 6-20 story mixed use residential and office buildings in select commercial areas, substantial new smaller scale infill in established neighborhoods, and limited changes to residential neighborhoods such as Highlands and South Rose Hill. Mobility and environmental strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking.</td>
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<td>Mobility changes would include limited office/residential development with limited additional growth in Rose Hill. Mobility and environmental strategies would include limited new retail employment and modest new office development.</td>
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<td>Environmental strategies would reflect existing and new strategies.</td>
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<td>Other: Limited incremental infill</td>
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<td>Mobility changes would be limited, and</td>
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<td>Possible to support additional education opportunities.</td>
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Discussion
Group Discussion

- Confirm Project Objective, Values, and Goals
- Discuss Initial Concepts and answer questions
- Confirm the proposed method for grouping these Initial Concepts into alternatives for further analysis
- Discuss key issues that should be explored through alternatives development