Transportation Commission Briefing

MITHŪN

BERK

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FEHR & PEERS

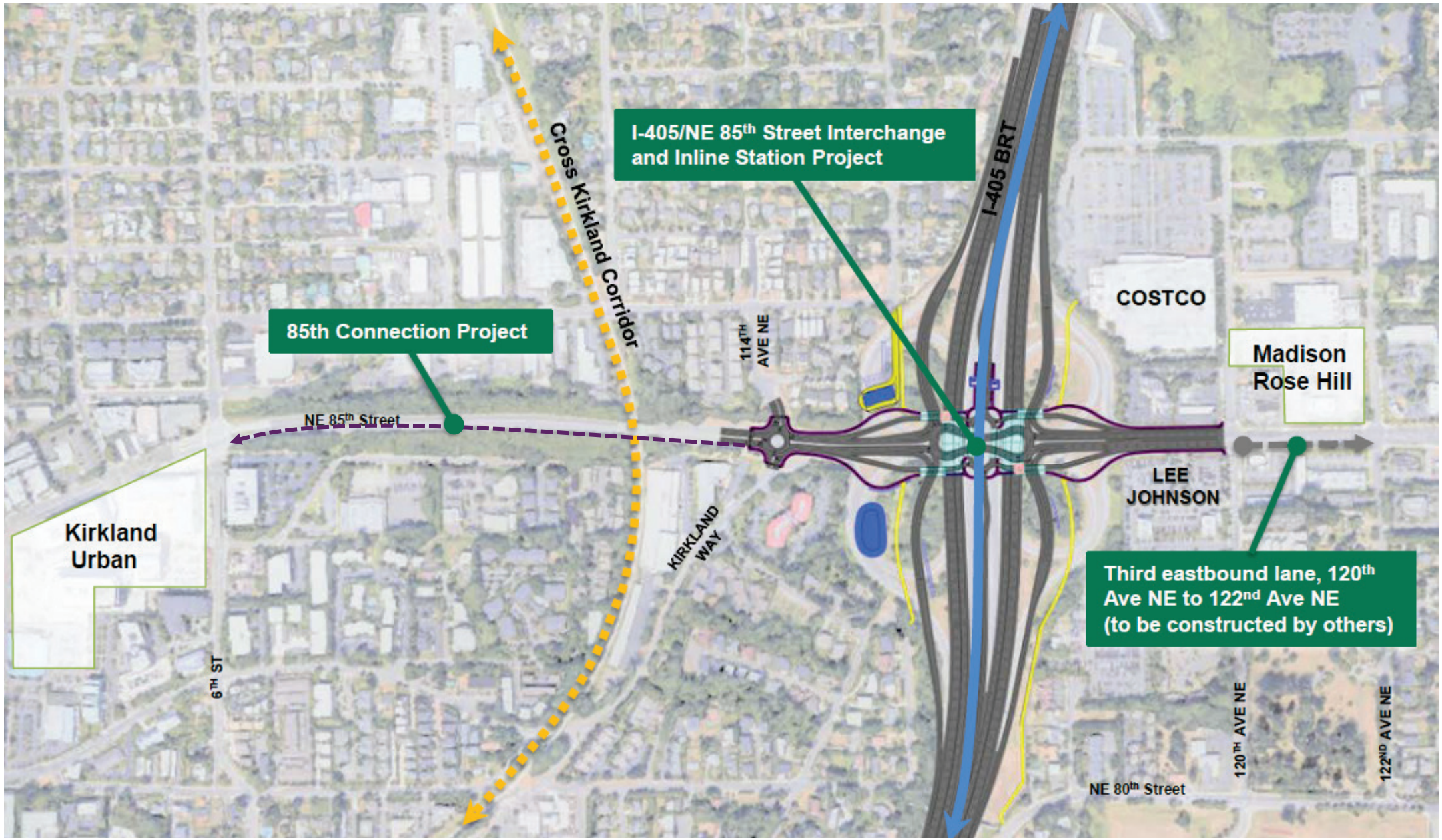
HERRERA

NE 85th Station Area Plan

City of Kirkland

27 April 2022

Project Coordination



Resolution R-5503: Adopted Station Area Preferred Plan Direction

Growth Expectations for Preferred Plan Direction

	Preferred Plan Direction
Households	8,152
Employment	22,751

Consistent with Transit-Connected Growth (June Alternative B), over the 23-year planning horizon, the Preferred Plan Direction would support a maximum of:

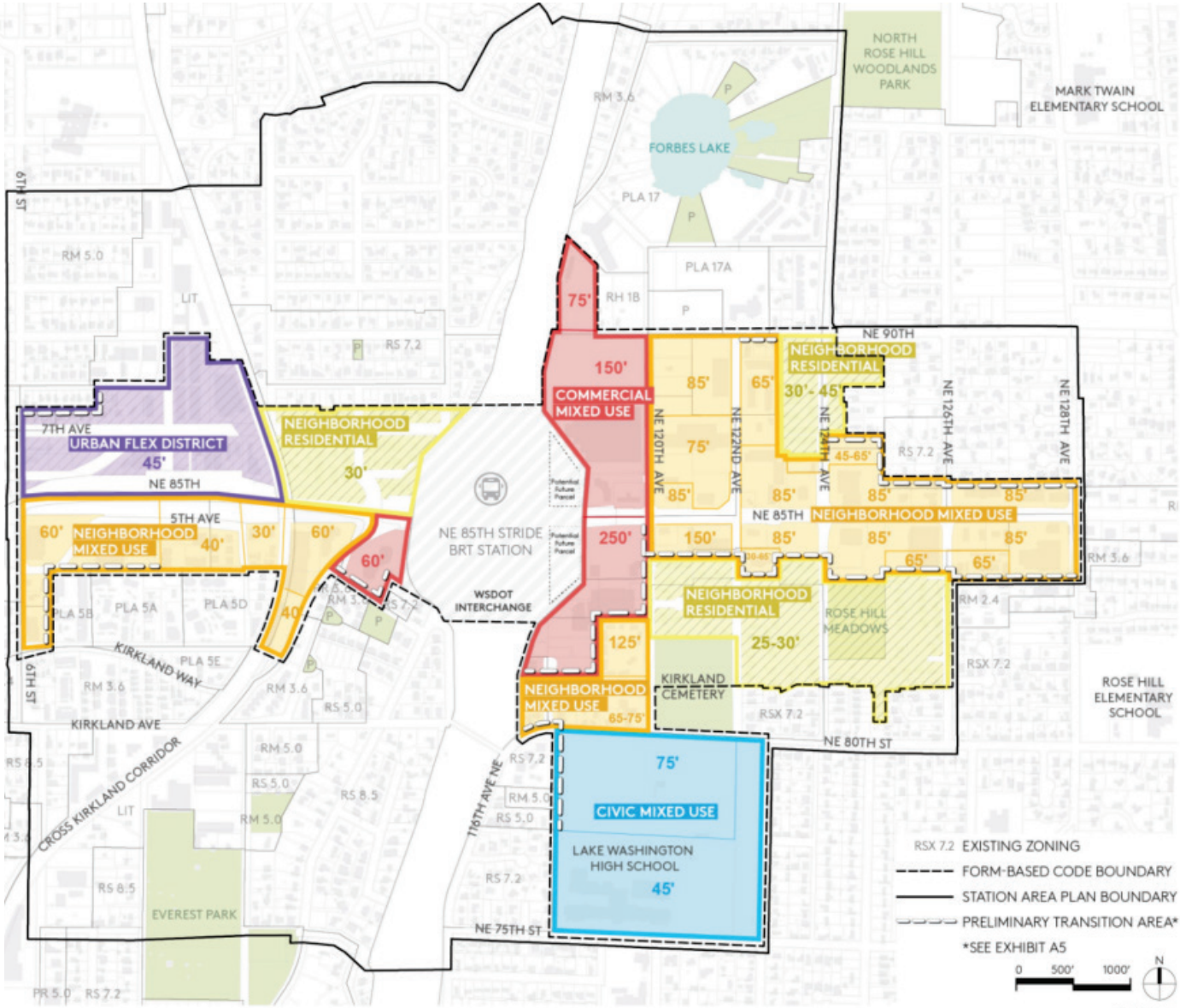
- *8,152 total households (6,243 above existing)*
- *22,751 total jobs (17,763 above existing)*

Based on the City's existing Inclusionary Zoning requirement for affordable housing, that maximum development potential would result in:

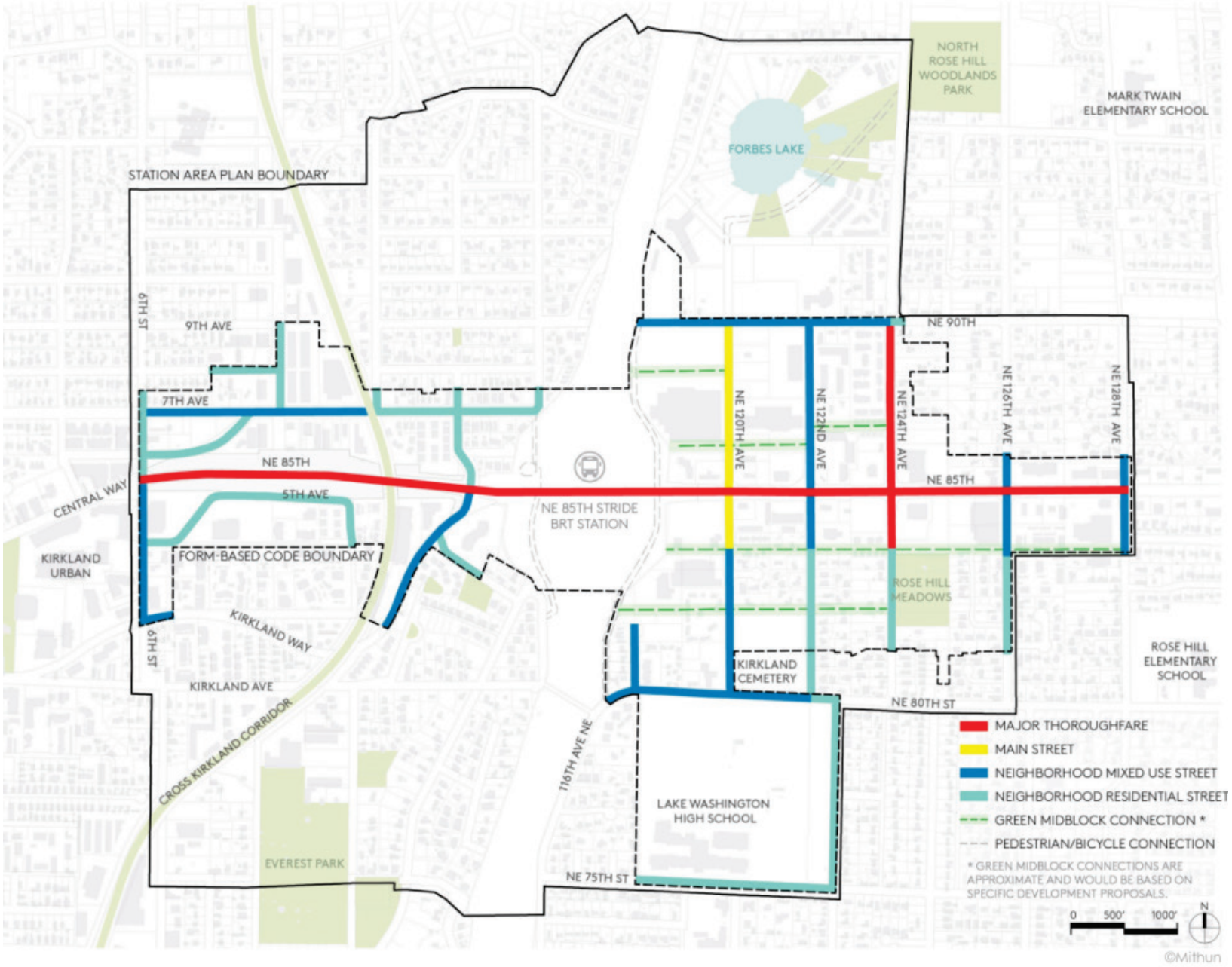
- *624 total affordable homes, or 10% of new potential households*
- *Other affordable housing measures will be implemented to increase the production of affordable housing beyond 624 units*

Disclaimer: The growth expectations describe the assumed amount of potential growth during the 23-year plan time horizon but is not meant to pre-suppose the decisions of individual property owners or actions of the market, which will likely differ.

The Station Area Plan policies will not preclude current land uses from staying in place.



Preferred Plan Direction: Draft Street Types Map



Preferred Plan Direction: Draft Street Types Table

Note: Street Types will be part of the future Form Based Code. They will establish allowed frontage types along each street segment, and also recommend the future design characteristics of the public right of way. Elements such as frontages, transitions, and development requirements will be addressed through other elements of the future Form Based Code.

Major Thoroughfare	Main Street	Neighborhood Mixed Use Street	Neighborhood Residential Street	Green Midblock Connection
				
Streets that connect regional centers or run through central commercial corridors. Many of these streets have significant traffic volumes at peak hours are key places for high-capacity transit routes and auto separated bike facilities.	Primary corridors for ground-floor retail, often with generous public realm design. They are high pedestrian volume streets that balance that pedestrian activity with auto, bike, and transit needs.	Neighborhood streets with low to mid-intensity commercial and midrise residential and occasional ground floor retail. Generally lower vehicular traffic volume than major thoroughfares, and some may contain auto-separated bike facilities.	Residential-focused streets with low vehicular traffic volumes, which can accommodate shared bike facilities.	Generously landscaped mid-block connections within larger commercial or residential developments or between parcels. May include required on-site green stormwater infrastructure. Does not include public ROW improvements to "green" an existing street.
Typical ROW Width				
80-120'	65-85'	45- 75'	45- 70'	30-50'
Functional Classes				
Principal Arterial	Minor Arterial, Collector	Collector, Local	Collector, Local	Local
Adjacent Land Uses				
High intensity commercial, residential, and active ground-level uses.	Mid-intensity commercial, residential, and ground-level retail uses.	Low to mid-intensity commercial, residential, and occasional active ground-level uses.	Predominantly low to medium intensity residential uses.	Low to high intensity commercial or residential uses, typically within larger developments. May have active ground-level uses, depending on site design.
Allowed Frontage Types				
Urban Street Edge, Retail & Active Uses, Plaza/Public Space	Retail & Active Uses, Plaza/Public Space	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch, Private Yard	Urban Street Edge, Retail & Active Uses, Plaza/Public Space,
Travel Priorities				
Ped*, Bike*, Transit, Freight, Auto	Ped, Bike, Transit, Auto	Ped, Bike, Auto	Ped, Bike, Auto	Ped, Bike, Auto**

*Separated facilities

**Local access, loading only

Preferred Plan Direction: Draft Frontage Types

Note: Frontage Types will be part of the future form-based code. They will regulate the relationship between private development and the public realm, including ground floor facade design, front setbacks, landscape characteristics, pedestrian access, and other characteristics. Allowed frontage types will be determined based on the street type designation for each parcel's frontage. Elements such as transitions, streetscape design, and general development requirements will be addressed through other elements of the future form-based code.

Urban Street Edge

- Shallow to no setbacks
- Pedestrian-oriented facades with transparency and building entries
- Additional travel zone if constrained sidewalk

Retail & Active Uses

- Generous pedestrian zone with seating, overhead protection, and other furnishings and building entries
- Articulated bays, active facades, higher ground floor heights

Residential Stoop/Porch

- Shallow setbacks, first floor at different level than sidewalk
- Direct entries from individual units
- Stoops and porches address grade change
- Articulated facades to reflect units

Plaza/Public Space

- Deep setback to establish public space
- Active frontages and entries facing onto open space
- Smooth transition to public ROW with occupiable open space

Private Yard

- Landscaped front yard
- Visual connection to primary building from sidewalk
- Street wall edge maintained with elements like low walls and vegetation

Overview of Station Area Transportation Analysis

2020 Transportation Work

- Existing Conditions and Baseline Findings
- Draft SEIS Analysis for 3 alternatives

2021 Transportation Work

- Additional Transportation Modeling to inform June Alternatives design
- Supplemental Transit Analysis
- Walkshed and Bikeshed Analysis, Level of Traffic Stress
- Interchange Analysis
- Fiscal Impacts and Community Benefits Analysis Supplemental Transportation Study (project concept development)

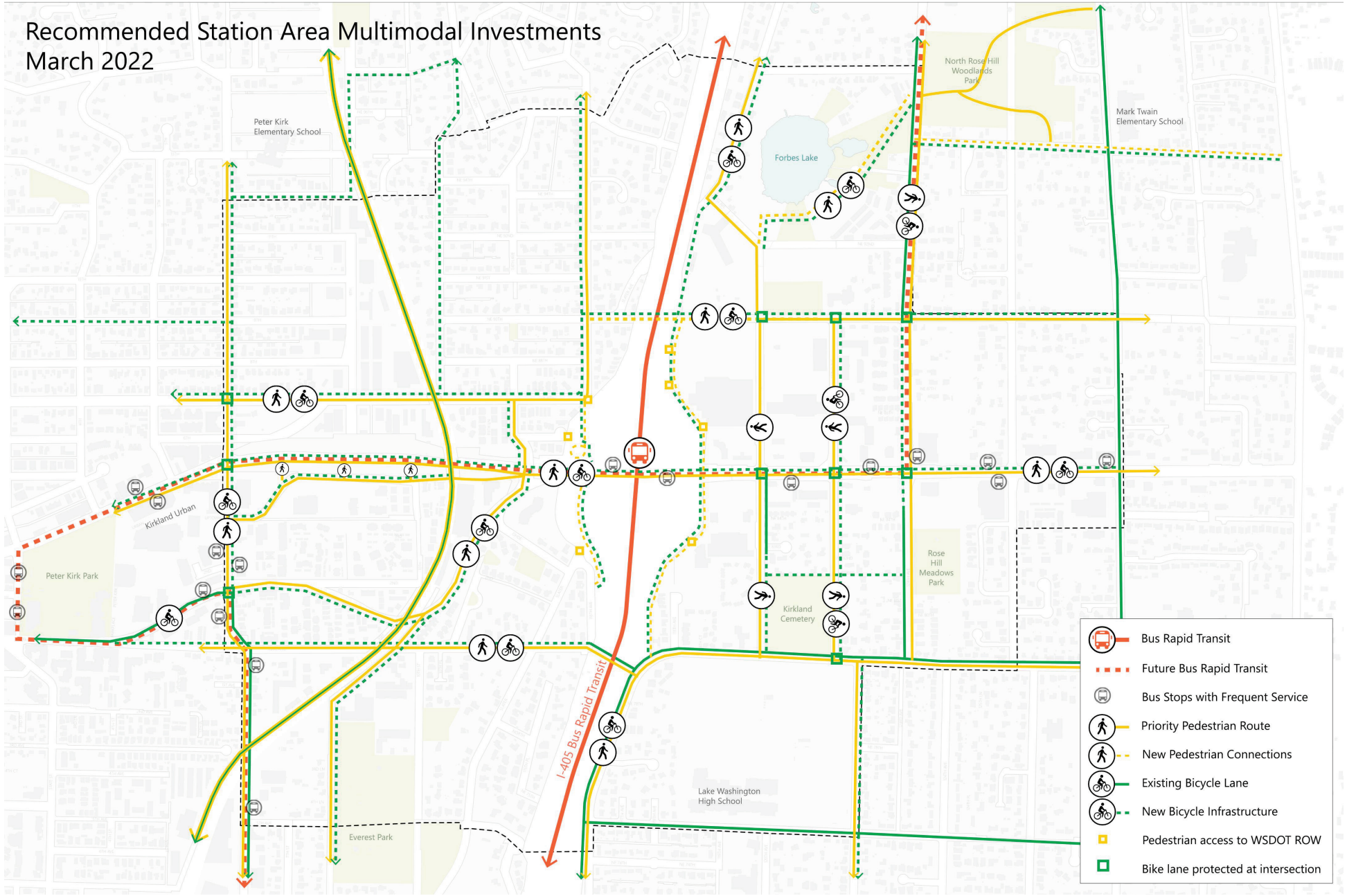
2022 Transportation Work

- Project Concept Refinement (**3/23**)
- Mobility and Active Transportation Analysis (mode split forecast) (**4/27**)
- Corridor Transit Analysis (**4/27**)

Ongoing

- Coordination with project team for final Station Area Plan Vision, Goals, and Policies

Transportation Supplemental Analysis



Travel Time Analysis

Table 2. 2044 Alternative B (Preferred) Travel Time Estimates

Transit Route	Direction	Distance	Travel Time	Average Speed
250	Westbound	1.4	7 to 12 minutes	7 to 12 mph
250	Eastbound	1.4	6 to 9 minutes	9 to 14 mph
239 / K Line	Westbound	1.3	7 to 11 minutes	7 to 11 mph
239 / K Line	Eastbound	1.3	6 to 10 minutes	8 to 13 mph

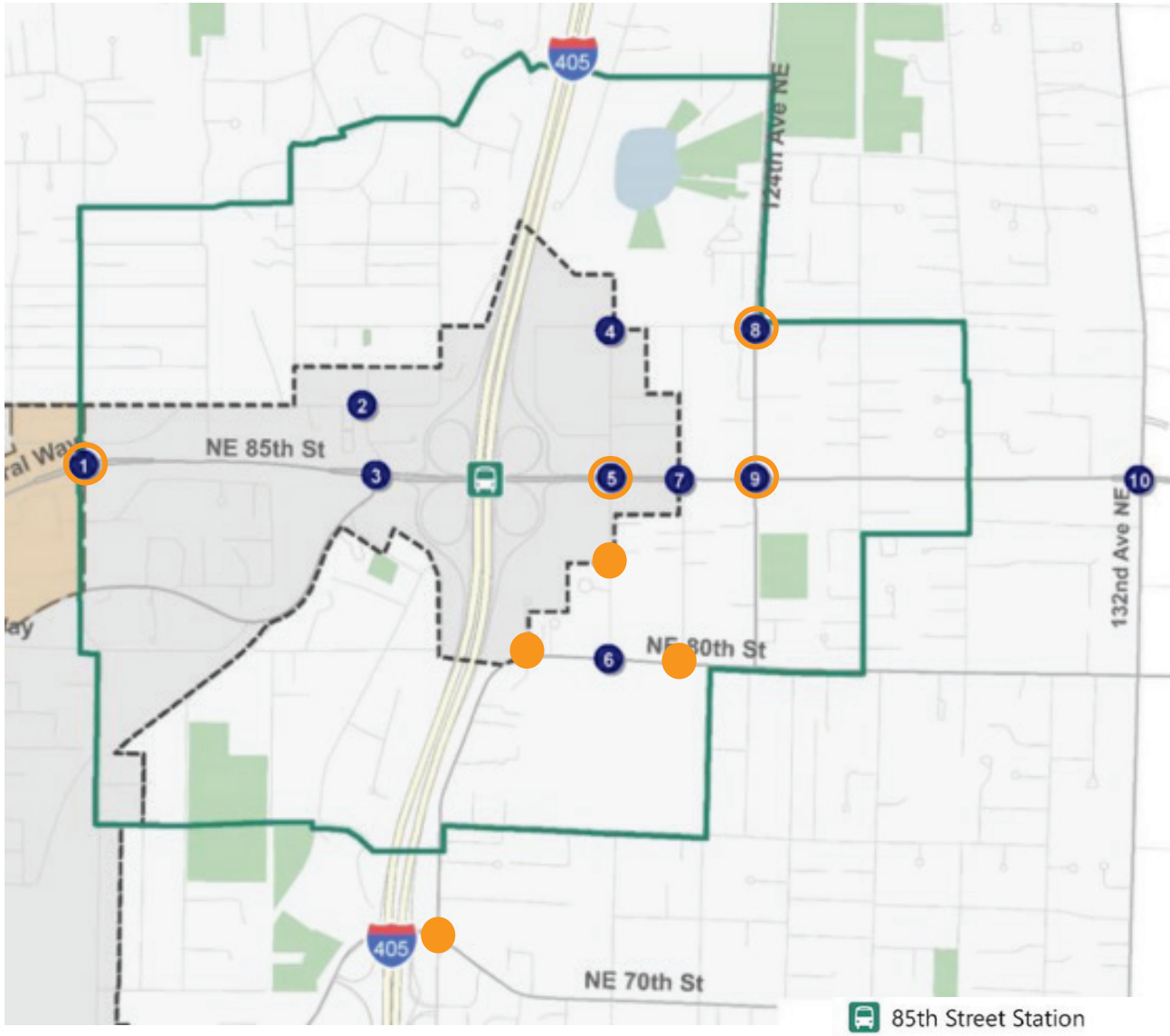
Source: Fehr & Peers.

Travel Time Analysis

1-2 minutes added travel time from existing conditions

- Point to point analysis, not full route
- Forecasted vehicle volumes from 2035 regional land use growth outside of the station area and the 2044 Preferred Alternative projected growth within the station area
- Travel time estimated from intersection delay analysis
  - NE 85th St/6th St
  - NE 85th St/Kirkland Way
  - NE 85th St/120th Ave NE
    - Mitigated with NB added L turn lane, EB added through lane
  - NE 85th St/122nd Ave NE
  - NE 85th St/124th Ave NE
  - NE 85th St/128th Ave NE*
  - NE 90th St/124th Ave NE
    - Mitigated with NB and SB added through lanes and revised east-west signal phasing
- TDM policies assumed in analysis

**not studied in FSEIS, delay estimated as 25% increase from existing volumes, consistent with other nearby intersections*

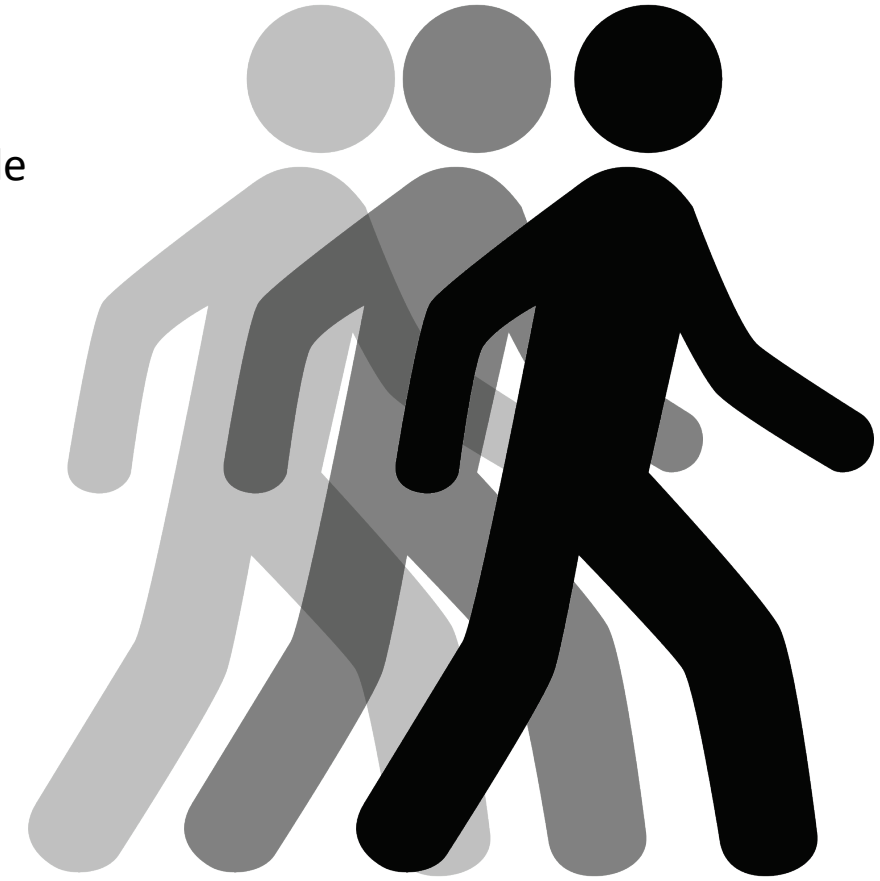


Person Trip Analysis

Person Trips are different than Vehicle Trips

- SOV Person Trip = one individual traveling in a single occupancy vehicle
- HOV Person Trip = one individual traveling in a shared occupancy vehicle
- Transit Person Trip = one person traveling on a bus
- Walk/Bike Person Trip = one person walking or biking

One Person Trip = One Person



Person Trip Analysis

Table 3. 2044 Alternative A (No Action) PM Peak Hour Person Trips

Quadrant	SOV	HOV	Transit	Walk/Bike	*Total*
Northwest	830	230	140	240	*1,440*
Northeast	3,920	1,280	700	1,350	*7,250*
Southwest	1,650	460	390	440	*2,940*
Southeast	3,380	1,120	610	1,080	*6,190*
Total	*9,780*	*3,090*	*1,840*	*3,110*	*17,820*
Quadrant	**SOV**	**HOV**	**Transit**	**Walk/Bike**	***Total***
Northwest	57%	16%	10%	17%	*100%*
Northeast	54%	18%	10%	19%	*100%*
Southwest	56%	16%	13%	15%	*100%*
Southeast	55%	18%	10%	17%	*100%*
Total	*55%*	*17%*	*10%*	*17%*	*100%*

Source: Fehr & Peers.

Table 5. 2044 Alternative B (Preferred) with TDM PM Peak Hour Person Trips

Quadrant	SOV	HOV	Transit	Walk/Bike	*Total*
Northwest	990	290	270	510	*2,060*
Northeast	3,780	1,130	1,070	1,840	*7,820*
Southwest	1,830	510	660	760	*3,760*
Southeast	5,800	1,790	1,940	3,100	*12,630*
Total	*12,400*	*3,720*	*3,940*	*6,210*	*26,270*
Quadrant	**SOV**	**HOV**	**Transit**	**Walk/Bike**	***Total***
Northwest	48%	14%	13%	25%	*100%*
Northeast	48%	14%	14%	24%	*100%*
Southwest	49%	14%	18%	20%	*100%*
Southeast	46%	14%	15%	25%	*100%*
Total	*47%*	*14%*	*15%*	*24%*	*100%*

Source: Fehr & Peers.

20-year forecast growth, full build-out of station area

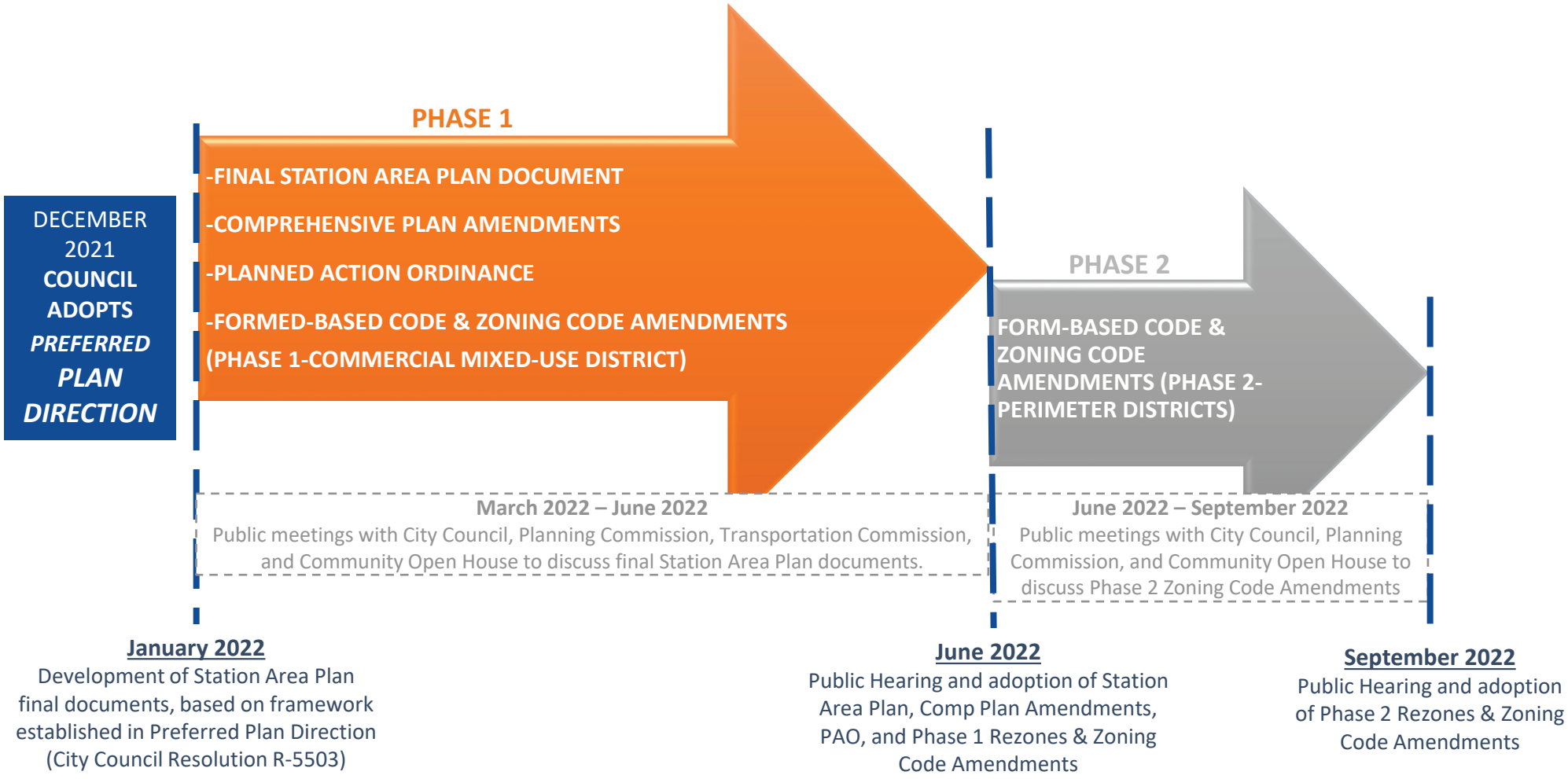
- Includes all four quadrants
- Includes all modes
- PM peak hour
- Total count (existing+forecasted)
- Based on projected land use and density

No Action vs Preferred Alternative Forecast Comparison:

- +2620 SOV person trips, -7% mode split
- +630 HOV person trips, -2% mode split
- +2100 Transit person trips, +4% mode split
- +3100 Walk/Bike person trips, +6% mode split

2022 Plan Adoption and Phasing

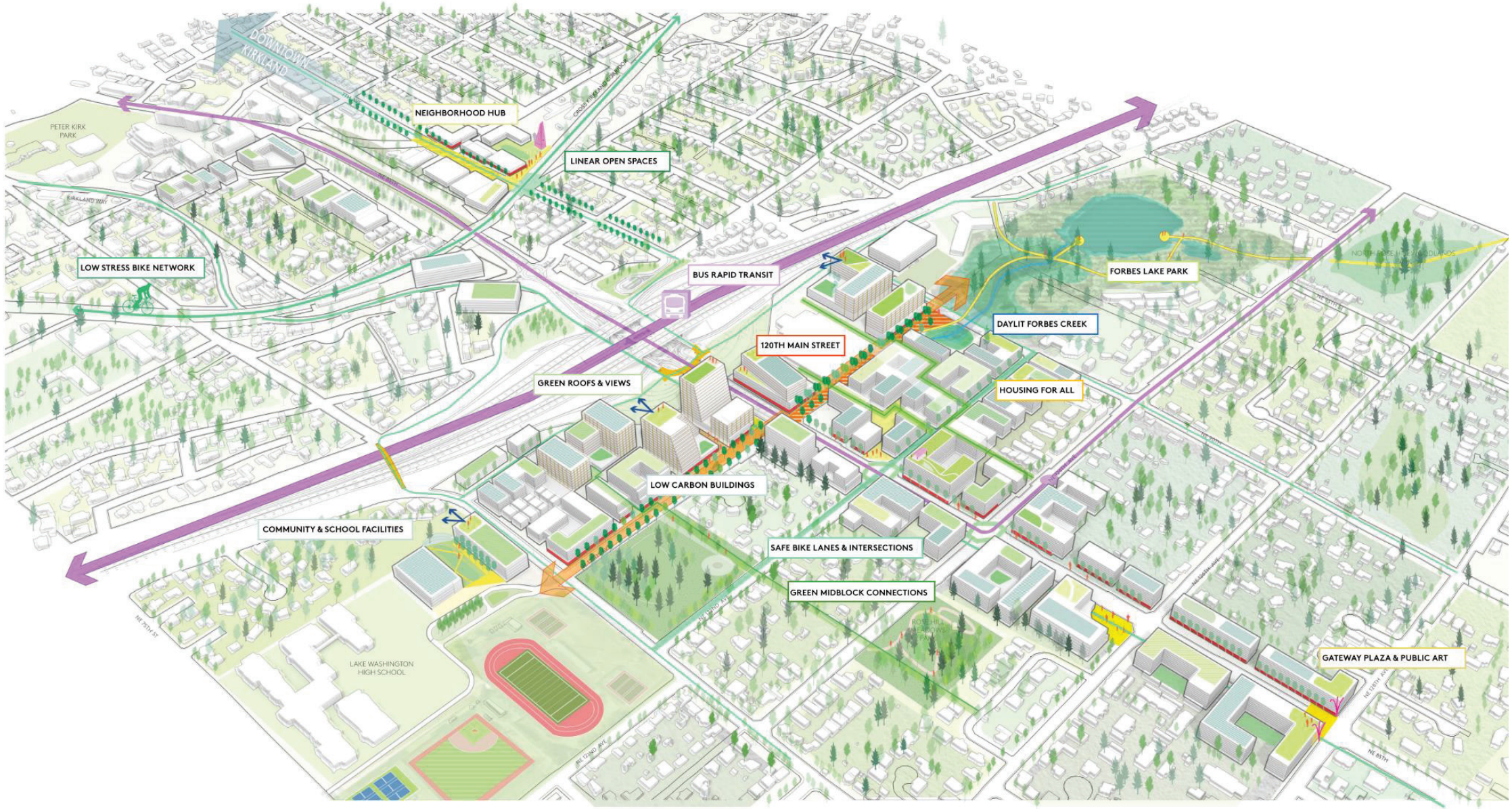
The planned adoption has been extended by over a year to allow for additional due diligence, including supplemental transportation analysis, Fiscal Impacts and Community Benefits Analysis, and more community feedback. Work in 2022 is divided into two phases to ensure adequate time for the community and appointed/elected officials to consider important community benefits and urban design components for each phase.



Next Steps

- May 12, 2022: **Joint Planning Commission / City Council Work Session**
- May 18 2022: **Community Open House**
- June 2022: **Planning Commission Public Hearing and Deliberations – Recommendation to City Council**
- June 2022: **City Council Adoption – Phase 1**
- Summer 2022: **Planning Commission and City Council Study - Phase 2**

Questions?


DOWNTOWN KIRKLAND
NEIGHBORHOOD HUB
LINEAR OPEN SPACES
LOW STRESS BIKE NETWORK
BUS RAPID TRANSIT
FORBES LAKE PARK
DAYLIT FORBES CREEK
120TH MAIN STREET
GREEN ROOFS & VIEWS
HOUSING FOR ALL
LOW CARBON BUILDINGS
COMMUNITY & SCHOOL FACILITIES
SAFE BIKE LANES & INTERSECTIONS
GREEN MIDBLOCK CONNECTIONS
GATEWAY PLAZA & PUBLIC ART
PETER KIRK PARK
LAKE WASHINGTON HIGH SCHOOL