



**CITY OF KIRKLAND**  
**Planning and Building Department**  
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**MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** Allison Zike, AICP, Senior Planner  
Jeremy McMahan, Deputy Planning & Building Director  
Adam Weinstein, AICP, Planning & Building Director

**Date:** July 9, 2020

**Subject:** NE 85<sup>th</sup> St Station Area Plan  
File No. CAM20-00153

**Staff Recommendation**

Review initial project concepts and alternatives development memorandum (see Attachment 1) prepared by [Mithūn](#), the City's lead consultant for the project, and discuss the key points below to guide development of alternatives to be studied with the Supplemental Environmental Impact Statement (SEIS).

- Confirmation of project objective, values, and goals
- Initial concepts and project progress
- Proposed method for grouping initial concepts into alternatives for further analysis through the Draft SEIS process
- Key issues that should be explored through alternatives development

**Background**

With the 2019-2020 budget, City Council authorized \$450,000 for creation of a Station Area Plan (SAP) associated with the Sound Transit Bus Rapid Transit (BRT) station planned for the I-405/NE 85<sup>th</sup> St interchange. The funding was dedicated to retain a multi-disciplinary urban design team to lead the City's development of the SAP.

In addition to the City's budget, the Department of Commerce has awarded Kirkland \$150,000 through the [E2SHB 1923 Grant program](#). These additional funds allowed the project scope to be expanded to include a Planned Action Ordinance (PAO) Environmental Impact Statement (EIS) and Form-based Codes (FBCs) in the study area. The advantage of a Planned Action Ordinance is to streamline environmental review for future development project in the Station Area. The creation of form-based codes for the Station Area will provide the community with graphic examples of the type of development anticipated, help create effective transitions between high and low

intensity land uses, and establish standards for quality public spaces within the Station Area.

### **Project Progress**

The memorandum prepared by Mithun (see Attachment 1) includes a brief summary of the progress made in the initial phases of the Station Area Plan project, including development and publication of an [Opportunities and Challenges Report](#) and a [Market Analysis Report](#) for the study area.

In addition to continuing progress on the above-mentioned documents, staff and the consultant team have spent time since our March conversations with City Council and Planning and Transportation Commissioners to revise and refine the public engagement plan for this project, given the Governor's "Stay Home, Stay Healthy" order in response to the COVID-19 pandemic that took effect in March 2020. The team considered current public health guidelines, anticipated restrictions on public gatherings and meetings for upcoming outreach phases of the project, and also considered what may emerge as a "new normal" for social interactions moving forward. The refinement to the public engagement plan has resulted in identifying digital equivalents for some outreach activities that may "normally" take place in-person, but also planning contingencies for people that lack internet access to participate and remain informed of the project. The attached Public Participation Plan (see Attachment 2) details our considerations and our plan as we continue progress on this project.

In response to questions from the community and Planning Commission about the status of the WSDOT/Sound Transit I-405 BRT project, the project team is still proceeding under the assumption that that completion of the station is still scheduled for 2025. However, the Sound Transit Board will be working on a realignment plan for all ST3 projects, including the BRT project, which may result in changes to the NE 85<sup>th</sup>/I-405 station, along with its schedule for completion.

### **Public Input: Key Themes**

A full summary of public input to date is included in the memorandum prepared by Mithun (see Attachment 1). Below is an excerpt from the memorandum of public input received in response to the initial project concepts.

#### Environment

- Support for the green streets and blue streets concepts, with a preference for usable space for people over inaccessible stormwater features and connecting to and enhancing the trail network.
- Strong priority to support views of Lake Washington, especially public viewpoints in potential new public spaces, because current view corridors are limited to private residences and the downtown waterfront area.
- Support of tree canopy as a distinctive feature for this area.

#### Mobility

- Strong interest in enhancing walkability, designing streets for everyone, and creating a 'car optional' community.
- Support for managing traffic and parking within residential neighborhoods.

- Strong support for improving pedestrian connections to Lake Washington High School, through better sidewalks and lighting.

#### Community

- Support of existing local businesses as an important part of the community and as part of a strategy to expand diverse employment opportunities.
- Strong support for urban design as a tool to create a safe environment for people to walk and bike, including pedestrian level street lighting and form-based code regulations that reduce unsupervised spaces such as parking, service areas, or nooks.
- Strong support for additional community gathering spaces and expanding access and connections to existing assets, especially the Cross Kirkland Corridor.

#### Development

- Strong support for proactively planning for growth and welcoming new neighbors and employees.
- Strong preference for design that reflects Kirkland's 'small town' feeling and charm as redevelopment and new development occurs.
- Support for preserving the existing variety of building types and promoting that type of mix in development and redevelopment.
- Preference for taller and more dense development in Rose Hill and continuing incremental or moderate infill in residential areas west of I-405.
- Support of existing character in residential areas.

### **Preliminary Alternatives Summary**

The project team has developed three preliminary alternatives for study under the Supplemental Environmental Impact Statement. The preliminary alternatives are detailed in the memorandum prepared by Mithun (see Attachment 1) and summarized below. The project team is seeking direction from City Council on the grouping of initial concepts into the below preliminary alternatives and on any other key issues that should be explored during development of these alternatives.

#### No Action Alternative 1

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 the existing design guidelines.

#### Action Alternative 2

This alternative would allow for significant growth throughout the district, encouraged through increased zoning allowances and infrastructure investments. Growth would be 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 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.

### Action Alternative 3

This alternative would allow for the most growth throughout the district. This growth would generally take the form of mixed use residential and office buildings up to 20 stories 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-wide parking strategy. Environmental strategies would be coordinated at a district scale to maximize environmental performance through green infrastructure and a signature “blue street” for addressing stormwater.

### **Planning Commission Direction**

Staff held a study session with Planning Commission on June 25, 2020 to present the Station Area Plan initial concepts and request direction on alternatives development. Planning Commission discussed the key points listed in the Staff Recommendation section above. The below key points and questions were raised by the Commission in relation to the preliminary alternatives:

- Interest in emphasizing further study and creative alternatives in the light industrial area of Norkirk where the project team has identified a preliminary concept Flex Office/Small Business area
- Several Commissioners raised questions about the perceived lack of difference between preliminary Alternative 1 (no action alternative) and preliminary Alternative 2, and gave direction that Alternative 2 should explore taller building heights in the Rose Hill Business District
  - *Staff Response: the project team has revised preliminary Alternative 2 to study mid-rise office/residential mixed buildings up to 10 stories; the preliminary alternative discussed by Planning Commission proposed studying building heights up to only 6 stories.*
- Commission expressed interest in continued consideration of the parking strategy for the Station Area, particularly in any future commercial areas and in neighborhoods that may be impacted by BRT Station parking

### **Next Steps**

With direction from the Planning Commission and City Council, the project team will begin analyzing the draft alternatives and begin work on the Draft SEIS. Public engagement phases planned for Fall 2020 will seek community input to guide selection of a preferred alternative and solicit comments on the Draft SEIS. Staff will return to City Council in late Fall 2020 to report out the input received from the aforementioned community input, and to discuss the Draft SEIS and selection of a preferred alternative. Final adoption of the Station Area Plan is anticipated in Spring 2021.

### **Attachments:**

1. Initial Concepts and Preliminary Alternatives Memorandum, prepared by Mithūn, dated July 7, 2020
2. NE 85<sup>th</sup> St Station Area Plan Public Engagement Plan

cc: File Number CAM20-00153

**MITHUN**

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## Memorandum

<b>To:</b>	Allison Zike, Senior Planner, City of Kirkland	<b>Date:</b>	Tuesday, July 7 <sup>th</sup> 2020
<b>From:</b>	Erin Christensen Ishizaki, Mithun	<b>Project #:</b>	193000
<b>Att:</b>	Attachment 1: Preliminary Alternatives Matrix; Attachment 2: Initial Concepts; Attachment 3: Summary of Scoping Inputs	<b>Project:</b>	NE 85 <sup>th</sup> Street BRT Station Area Plan
<b>cc:</b>			
<b>Re:</b>	Initial Concepts and Preliminary Alternatives for Further Analysis		

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## Recommendation

The attached documents and accompanying presentation provide updates on the Initial Concepts for the NE 85<sup>th</sup> Street BRT Station Area Plan, comments received from the public during the Supplemental Environmental Impact Statement (EIS) Scoping period since the prior meetings with the Joint Planning and Transportation Commission and City Council in March 2020, and a preliminary direction for alternatives development.

City Council feedback is sought on the initial concepts and alternatives development, including:

- Confirmation of the Project Objective (which informs the EIS analysis), Values, and Goals,
- Discuss the Initial Concepts and answer any questions on the project work thus far,
- Confirmation of the proposed method for grouping these Initial Concepts into alternatives for further analysis through the Draft Supplemental EIS process, and
- Discuss key issues that should be explored through alternatives development.



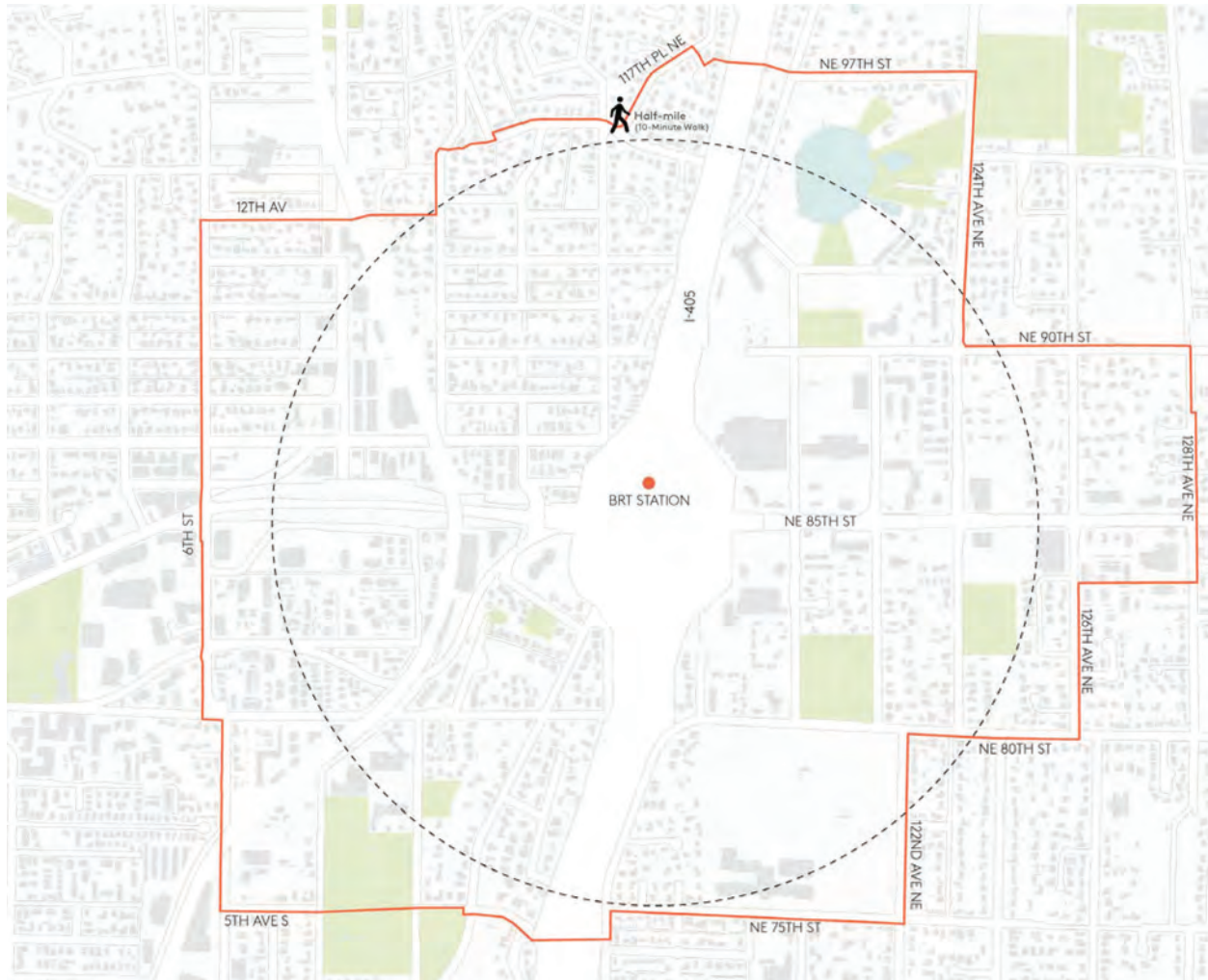


Fig 1. Station Area Plan study area

## Project Status

This project includes a Station Area Plan for the study area, a supplement to the 2035 Comprehensive Plan EIS, as well as a Form Based Code. The station area planning project completed the Opportunities and Challenges phase with the publication of the Opportunities and Challenges Report and supplemental Market Study. Initial Concepts were developed based on these reports, the project objective, vision, values, and goals, and the foundation of the City's 2035 Vision in the Comprehensive Plan and were shared as part of the scoping period in a June 4<sup>th</sup> Online Community Workshop. Those Initial Concepts are currently being developed into preliminary alternatives to be further studied as part of the Draft EIS. Considerations that shape the alternatives development include grounding in the project objectives, public input, technical EIS requirements including distinct alternatives and rationale for studying impacts, and policy direction from the City including defensibility and transparency of the EIS.



Figure 2. Engagement Process

## Project Objective

Leverage the WSDOT/Sound Transit I-405 and NE 85<sup>th</sup> 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.

Underpinning that objective are three distinct **values**:

- **Livability:** includes creating a built environment that promotes health, improves quality of life, integrates community design, creates a unique civic identity, and builds social cohesion.
- **Sustainability:** supporting built and natural systems that protect and enhance habitats, create a healthy environment, address resilience to climate change and other natural and human-made crises, and promote resource efficiency.
- **Equity:** ensuring Kirkland and the station area expand access to opportunity for all residents and visitors to Kirkland, supporting just distribution of benefits and burdens and encompassing inclusive opportunities for economic, physical, and social well-being.

## Project Goals

The City of Kirkland established three major project goals for the Station Area Plan.

- **Development Near Transit:** Encourage short- and long-term development that supports high capacity transit with a mix of jobs, housing, and civic destinations located within walking distance of BRT.
- **Connected Kirkland:** Create effective last-mile connections between the BRT station and the City's neighborhoods and destinations, prioritizing safety and comfort for transit riders, pedestrians and cyclists.

- **Inclusive District:** Through an equity-centered planning process and design recommendations, cultivate a district that unlocks opportunity for all users with diverse housing choices for a range of income levels, a wide range of employment and economic diversity, and places for celebrating Kirkland's civic identity.

## Summary of Initial Concepts

Initial Concepts for the station area plan study area have been developed based on the project objective, values, and goals, community feedback, discussions with the City's appointed and elected officials, the foundation of the City's 2035 Vision in the Comprehensive Plan and on the Opportunities and Challenges Analysis. The Initial Concepts were developed as an overarching framework for the district to support broad based community input as part of the scoping process and in the June 4<sup>th</sup> Online Initial Concepts Community Workshop. Additional detail is available in *Attachment 2: Preliminary Concepts* and in the public outreach materials linked on the project website: [kirklandwa.gov/stationareaplan](http://kirklandwa.gov/stationareaplan). This input is being used to expand on the Initial Concepts framework and to develop more specific alternatives for further study. These alternatives will be analyzed in the next phase of the project to determine how well they align with the city's goal for the project.

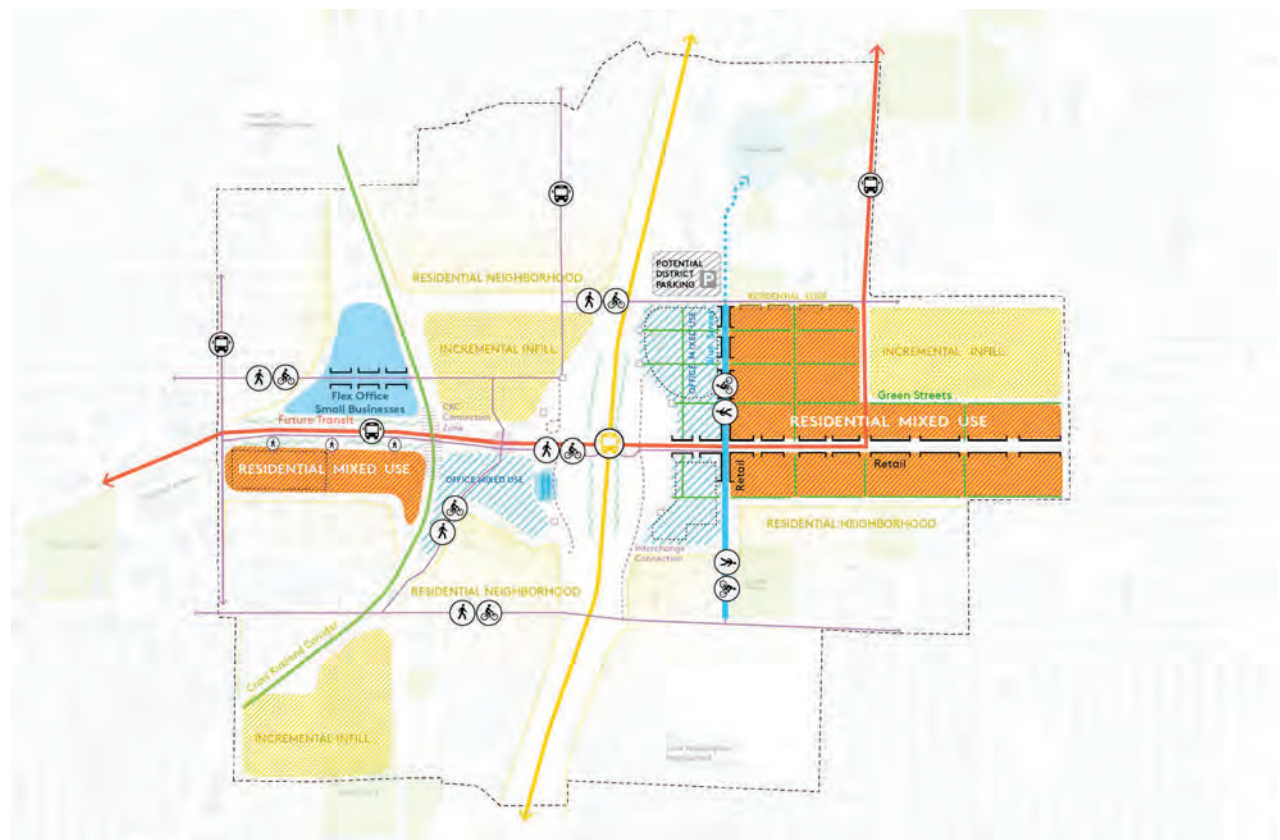


Fig 3. Initial Concepts Diagram, enlarged graphic available in Attachment 2. Initial Concepts



## Environment

Kirkland's identity is strongly tied to its natural environment. Development and redevelopment projects in the Station Area, especially near Moss Bay and Forbes Creek, should manage stormwater to protect stream channels and salmon habitat. Dense areas of vegetation intersperse through existing neighborhoods, including: a woodland corridor, a riparian corridor that includes Everest Park, and wetlands surrounding Forbes Lake.

- **Stormwater Quality:** “Blue Street” streetscape and stormwater improvements along 120th Ave NE would focus on cleaning stormwater and could connect open spaces and activity hubs including the High School and Forbes Lake.
- **Enhanced landscaping and placemaking opportunities:** “Green Streets” would be enhanced with trees and plantings to provide shade, support walkability, and clean the air in the Rose Hill commercial area. Together with the proposed Blue Streets, these would protect and support a healthy environment as new development occurs.
- **Urban Tree Canopy:** West of the interchange, there are opportunities to preserve important areas of urban forests along NE 85th St, as well as ponds that could both help clean runoff, provide for habitat for birds and frogs, and build new public spaces for the community.

## Mobility

The station area plan will explore different ways to establish multimodal connections around this area and to other parts of Kirkland and beyond. This vision builds on projects already underway, including the BRT station planned by WSDOT and Sound Transit and Metro's future RapidRide or other high frequency routes. It also proposes routes for walking and biking. It may be possible to reduce traffic congestion and shorten commutes by creating a mix of jobs and homes in this area.

- **Shuttle:** To improve mobility, a shuttle vehicle system could have a service area including the NE 85th St BRT station, downtown Kirkland or other major employment areas. A pilot program may help test how many people would be interested in using a shuttle like this and the best service areas.
- **Bike and Pedestrian Routes:** A system of paths could create strong connections for people to travel to and from the BRT station. These paths may go through the station to support safer travel and would link the station area with existing routes like the NE 87th St greenway and the Cross Kirkland Corridor. It would also connect with new routes to downtown Kirkland. New routes would be coordinated with the “Blue Streets” and “Green Streets”, which would add trees and landscaping that improve safety and comfort for people walking and riding.
- **Creating Green Street mid-block connections** in larger parcels in Rose Hill could provide more convenient access for all modes of travel.
- **Parking:** Parking in this area is a community concern and should be addressed as a part of mobility. Community concern centered on the potential for substantial increased parking demand associated with the new BRT station overwhelming nearby neighborhood streets, but also included questions about how best to address parking for future development resulting from this plan. New ideas for

parking should consider the needs of residents, businesses, and visitors. Addressing the visual influence of large parking lots could help create a pleasant area for walking and biking. It could also support more efficient land use and leave more space for other goals such as affordable housing or open space.

- Managing on-street parking could address the potential demand resulting from the BRT station and station area developments.
- A district parking facility, like the one downtown, could help the different stores and businesses in the Rose Hill commercial area share parking.
- Shared and reduced parking may be allowed in areas of compact, mixed-use development that may need less parking or could share parking.

## Community

- **History and Identity:** The public has indicated a strong interest in incorporating meaningful references to the area's history in order to support its unique identity through the station area plan.
  - **First people:** The study area is on the land originally inhabited by the Duwamish and other Coast Salish people. They lived around the lake until the 1855 Treaty of Point Elliott, which created reservations and ceded 54,000 acres of prime land across the region to the United States government. The entire study area is also within the Muckleshoot Indian Tribe's Usual and Accustomed Fishing Area. The Muckleshoot Indian Tribe is composed of descendants of the Duwamish and Upper Puyallup people, and has been recognized as the tribal successor to these historic bands since the Muckleshoot Reservation establishment in 1857.
  - **Location of Peter Kirk's Mill:** The founder of Kirkland built a steel mill on Rose Hill near the present-day interchange in the early 20th century. Although the mill is no longer there, its outline is reflected in the street pattern and large blocks of the study area today.
  - **A Crossroads and a Hub:** Throughout history, the upland area of Rose Hill has been a crossroads for people traveling through the Eastside as well as an important gateway into Kirkland, 'The Hub of the Eastside'. Transportation infrastructure continues to play a large role in shaping growth, and there is an opportunity to celebrate what makes this area special for those who live, work, and visit here.
- **Equity:** A baseline equity assessment identified several priority marginalized populations affected by the station area plan, and equity opportunities for consideration in the Station Area Plan, including Community Resilience, Gathering, and Open Spaces; Jobs and Housing Equity; and greenhouse gas emissions.
  - **Priority marginalized populations:** Based on the equity assessment, priority marginalized populations include residents of color and limited English proficiency, seniors, youth, renters, residents experiencing poverty, and low-wage employees. Information about outreach to these populations is noted below in the Summary of Public Input.

- **Community Resilience, Gathering, and Open Spaces:** The area lacks community gathering spaces and public realm spaces including streets and sidewalks that are comfortable for people to spend time. Opportunities to create indoor and outdoor spaces for recreation and community gathering build community cohesion, promote health, and increase economic opportunity. Trails and sidewalks can provide critical non-motorized connections to essential services including health care, grocery and pharmacy, and parks and recreation.
- **Jobs and Housing Equity:** local employees face high housing costs in the Station Area - 50% higher than the King County average. Families and people who work in Kirkland but can't afford to live here face longer commute times and have little or no access to Kirkland's amenities. Because of a jobs/housing imbalance with nearly 90% of employees commuting into Kirkland and nearly 90% of residents commuting out for work, there is a substantial burden of time and cost to both residents and employees that also results in a high rate of vehicle miles travelled.
- **Vehicle Impacts:** The Station Area's proximity to I-405 and arterials exposes people to fine particulate air pollution and increased noise. Land use patterns should consider these stressors, strategies to reduce air pollution and noise, and consider locating sensitive uses, including residential and schools away from the freeway.

## Development

The ideas for future development are grounded in today's context and the City's 2035 Vision. In this vision, a mix of new homes and jobs for all supports a stronger local economy and better quality of life. Development is proposed focused along the NE 85th St corridor that connects the waterfront and downtown east to Redmond.

- **Rose Hill commercial areas** could become an exciting, walkable, mixed use district, with new housing and stores along tree lined streets. Office Mixed Use near I-405 keeps homes farther away from the highway. Mixed Use along the NE 85th St corridor could provide upper floor office and residential for people from all walks of life. Lower floors would include community gathering spaces or stores. Good design would keep the area walkable and human-scaled with smooth transitions to the surrounding residential areas.
- **Norkirk industrial area** is important to the economy and the local character of this area. This may begin to grow into a flexible neighborhood with office, light industrial, and other uses that could work well together. Doing so would bring activity to the public realm, provide new job opportunities, and support small businesses.
- **Moss Bay, Everest, and Highlands residential areas** could continue to evolve based on the current mix of housing types and patterns of incremental infill, including redevelopment and expanded missing middle housing options. This kind of variety can provide options for welcoming families of many sizes, types, and income ranges and can support broader access to opportunity.



## Summary of public input

### Summary of engagement to date

Since the project team presented the Opportunities and Challenges Analysis findings to City Council on March 17<sup>th</sup> and members of the Planning and Transportation Commission on March 26<sup>th</sup>, Initial Concepts were developed and presented to an interdepartmental City Staff working group in a digital workshop, further refined, and shared for public input to inform the project and fulfil SEPA scoping requirements through a variety of methods including:

- Online Community Meeting: about 90 people participated in this June 4<sup>th</sup> meeting including about 13 project team members. City of Kirkland Planning Staff, Mithun, and BERK presented the work to date to the public and accepted public comment in a 45-minute small group breakout conversation.
- Stakeholder Briefing: A briefing of the Initial Concepts was offered to stakeholder agencies including Sound Transit and WSDOT (completed), as well as Lake Washington School District (pending).
- Storymap and Online survey: This digital tool provides information about the project to date and an opportunity for interested parties to submit their thoughts on their own time. The survey received 26 responses and closed on 6/16 at the end of the scoping period. The Story map received around 800 views in the last two weeks and will remain accessible to share project information with the public.
- Written Comments: The City received 32 comments from stakeholders and residents during the three-week scoping period, from 5/26 – 6/16.

### Equity and Priority Marginalized Populations

Project notices were targeted to priority populations -- including residents of color and limited English proficiency, seniors, youth, renters, residents experiencing poverty, and low-wage employees -- via the Kirkland Youth Council, ARCH, King County Housing Authority, large employers and businesses.

Demographic questions from the initial round of engagement suggest that participants to date were primarily Caucasian homeowners between the age of 25-64. Future outreach will encourage additional participation from youth, seniors, people of color, renters, low income residents, and low wage employees. Strategies include:

- Continued outreach to Kirkland Youth Council and Lake Washington School District,
- Sharing outreach materials to ethnic grocery stores and cultural community groups and liaisons,
- Continued outreach to ARCH and KCHA, with requests that they share the materials with their tenants,
- Potential outreach to senior living facilities and major apartment management companies, and
- Potential workshop or townhall at The Sophia Way/ New Bethlehem Day Center



## Key Themes

A full summary of public input will be provided in the *Attachment 3: Summary of Scoping Inputs*. The key themes summarized below are based primarily on the small group discussion during the June 4<sup>th</sup> Online Community Workshop.

## Environment

- Support for the green streets and blue streets concepts, with a preference for usable space for people over inaccessible stormwater features and connecting to and enhancing the trail network.
- Strong priority to support views of Lake Washington, especially public viewpoints in potential new public spaces, because current view corridors are limited to private residences and the downtown waterfront area.
- Support of tree canopy as a distinctive feature for this area.

## Mobility

- Strong interest in enhancing walkability, designing streets for everyone, and creating a 'car optional' community.
- Support for managing traffic and parking within residential neighborhoods.
- Strong support for improving pedestrian connections to LWHS, through better sidewalks and lighting.

## Community

- Support of existing local businesses as an important part of the community and as part of a strategy to expand diverse employment opportunities.
- Strong support for urban design as a tool to create a safe environment for people to walk and bike, including pedestrian level street lighting and form-based code regulations that reduce unsupervised spaces such as parking, service areas, or nooks.
- Strong support for additional community gathering spaces and expanding access and connections to existing assets, especially the Cross Kirkland Corridor.

## Development

- Strong support for proactively planning for growth and welcoming new neighbors and employees.
- Strong preference for design that reflects Kirkland's 'small town' feeling and charm as redevelopment and new development occurs.
- Support for preserving the existing variety of building types and promoting that type of mix in development and redevelopment.
- Preference for taller and more dense development in Rose Hill and continuing incremental or moderate infill in residential areas west of I-405.
- Support of the existing character in residential areas.



## Summary of preliminary alternatives

Alternatives analysis is an important part of EIS preparation for the station area plan. The following set of preliminary alternatives include a no action alternative (Alt 1) and two action alternatives (Alt 2 & Alt 3). The no action alternative assumes the continuation of current trends and plans, including the 2035 Comprehensive Plan and current zoning. Alternatives 2 and 3 also reflect the vision and principles of the Comprehensive Plan but test different levels of growth within the spatial framework established in the Initial Concepts.

All three alternatives assume a planning horizon year of 2035 as a way to benchmark alternatives against the current 2035 Comprehensive Plan. However, buildout scenarios would likely extend beyond 2035 as the BRT station comes online in 2025 and market conditions adjust to new conditions.

Alternatives analysis will reference the EIS 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.”*

The preliminary alternatives to be studied include:

- **No Action Alternative 1:** 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.
- **Action Alternative 2:** This alternative would allow for significant growth throughout the district, encouraged through increased zoning allowances and infrastructure investments. Growth would be 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 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.
- **Action Alternative 3:** This alternative would allow for the most growth throughout the district. This growth would generally take the form of mixed use residential and office buildings up to 20 stories 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-wide parking strategy. Environmental strategies would be coordinated at the district scale to maximize

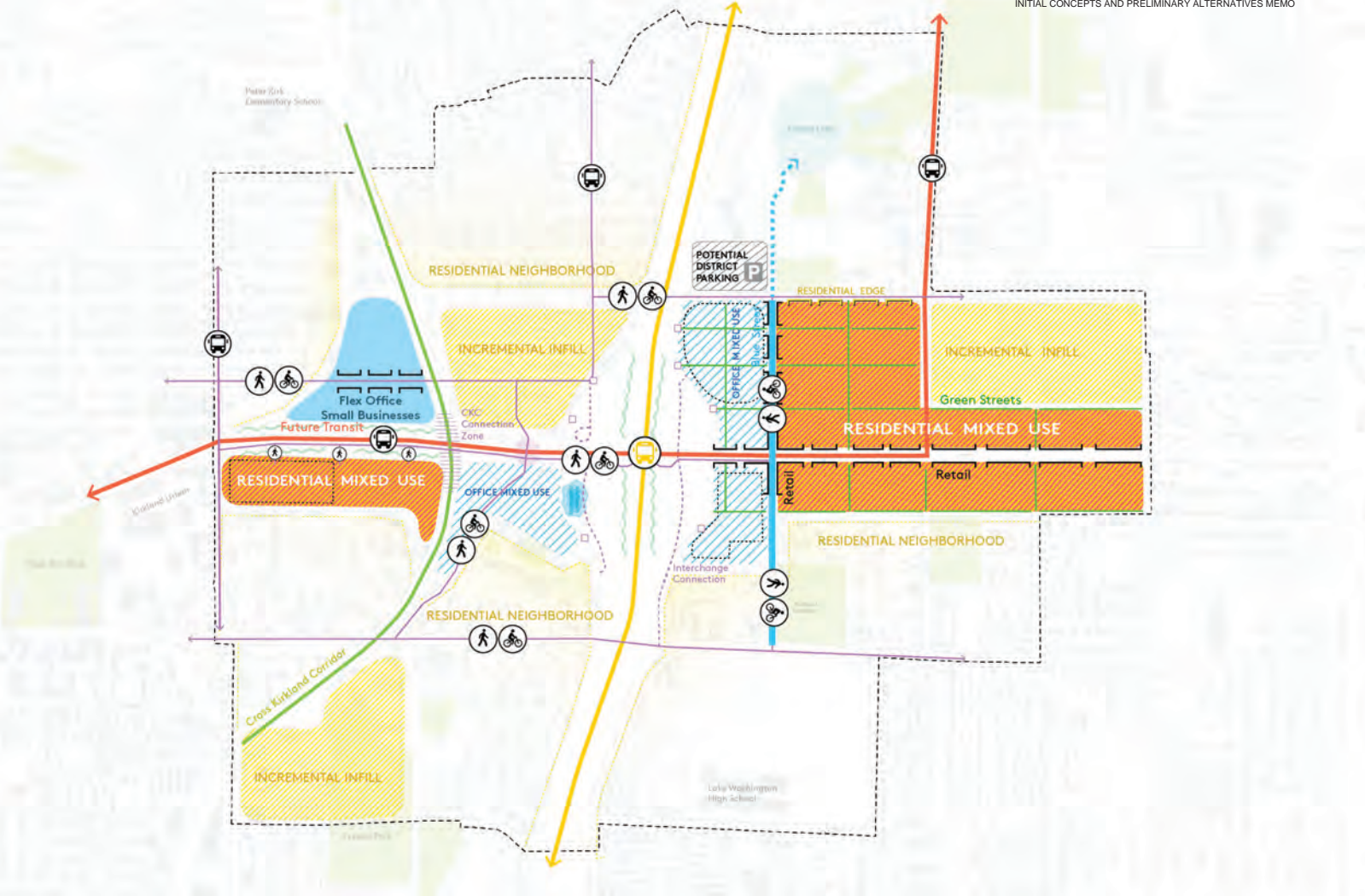


environmental performance through green infrastructure and a signature “blue street” for addressing stormwater.

A more detailed description of each preliminary alternative is included in *Attachment 1: Preliminary Alternatives Matrix*.

## Attachment 1: Preliminary Alternatives Matrix

Alternatives	Summary	Development	Mobility	Environmental Strategies	INITIAL CONCEPTS AND PRELIMINARY ALTERNATIVES MEMO Relationship to Equity & Inclusive District
	<i>EIS 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 One</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> Limited incremental infill	<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 Two</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 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> Modest incremental infill, including Accessory Dwelling Units (ADU's) and missing middle housing, Neighborhood scale pocket parks or other smaller scale open space	<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 for mixed use development, Managed on-street parking  <b>Other:</b> Shuttle providing first-mile/last-mile access for surrounding neighborhoods and Downtown	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 improvements</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 Three</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 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-wide parking strategy. 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 (up to 10 stories)  <b>Moss Bay/Norkirk/Everest/ Highlands:</b> Mid-rise office residential mixed use (up to 6 stories), Flex office/industrial in Norkirk  <b>Other:</b> Moderate incremental infill, including redevelopment, Accessory Dwelling Units (ADU's), and missing middle housing. Significant investment in open space and community gathering spaces	<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, Substantially reduce parking requirements in Rose Hill, Managed on-street parking  <b>Other:</b> Shuttle providing first-mile/last-mile access for surrounding neighborhoods and Downtown, auto congestion reduction measures on key streets	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 improvements 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 and district energy	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>



## Attachment 3: Summary of Scoping Inputs

This summary provides an overview of public comments received throughout the outreach and engagement period. The scoping comment period was held May 26, 2020 through June 16, 2020.

This is a preliminary summary of scoping comments. Scoping comments will be considered in the preparation of the Supplemental Environmental Impact Statement (SEIS), which may include analysis of the topic in the SEIS or referencing other planning or environmental documents or current development regulations that address the concerns. For a description of SEIS topics and a checklist, please see the project website:

[https://www.kirklandwa.gov/depart/planning/Development\\_Info/projects/Bus\\_Rapid\\_Transit\\_Station\\_Area\\_Plan.htm](https://www.kirklandwa.gov/depart/planning/Development_Info/projects/Bus_Rapid_Transit_Station_Area_Plan.htm).

## Overview of Outreach and Engagement

The project team conducted outreach and engagement through several channels to provide the public and stakeholders with a range of methods of providing input.

### Outreach

The City of Kirkland used a variety of channels to inform the public about the scoping period. These included:

- Legal publication in the Seattle Times.
- SEPA notification sent to agencies according to the City's standard procedure.
- Postcards sent to residents and businesses within the study area.
- Posters hung in essential locations within the study area.
- Email messages sent to neighborhood associations within the study area, people on the interested parties list, a list of Kirkland area developers, and large employers in or near the study area.
- Social media messaging.
- A short description in a variety of city communications materials.

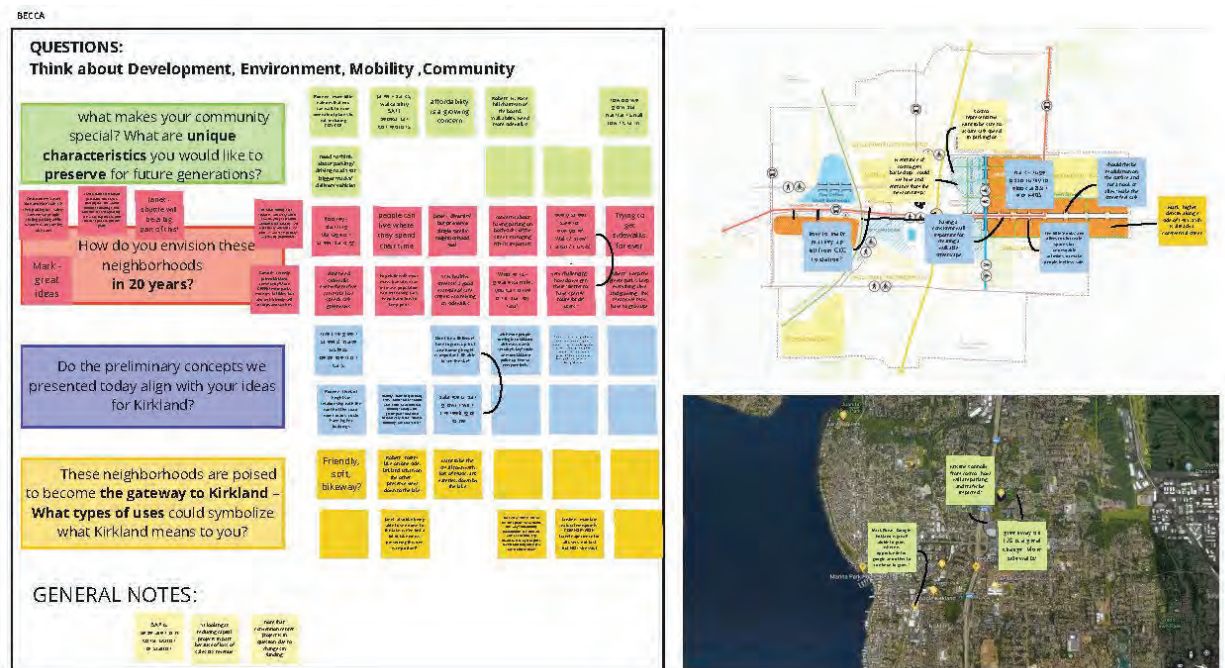
### Real-time Virtual Workshop

At 6 pm on June 4, 2020, the City hosted a live online workshop. The workshop



included a large presentation to share out information and small group activities to collect input, as shown in Exhibit 1. About 90 people including 13 project team members participated in the workshop. After the workshop was completed, a video of the event was made available for viewing on the City's website.

### Exhibit 1. Sample Small Group Activity from Virtual Workshop

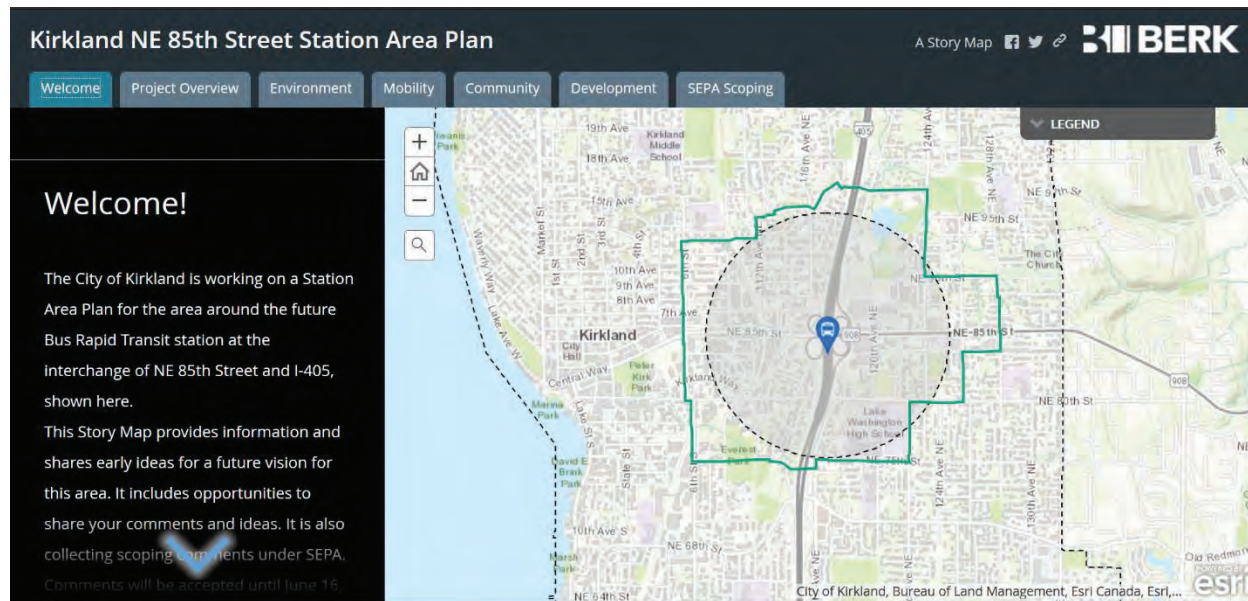


Source: BERK, 2020.

## Survey and Story Map

An online story map served as an interactive online open house for stakeholders and the public to learn about the SAP on their own time. The survey and story map were available to participants at the conclusion of the virtual workshop on June 4 through June 16. An online survey associated with the story map provided a guided opportunity to provide feedback. The story map webpage received over 800 visits, though that number does not represent unique visitors, and 26 people completed the survey.

## Exhibit 2. Online Story Map



Source: BERK, 2020.

## Walkshop

The “walkshop” was designed to be a fun, active, and socially-distant activity in which members of the public could take a walk or bike ride through the Station Area, record ideas on a worksheet, then submit the worksheet to the City. The City did not receive any completed walkshop worksheets by the end of the comment period. However, the walkshop will be used to collect information on the study area through the end of summer 2020.

## Written Comment

Stakeholders and members of the public submitted written comments. The City received a total of 32 written comments from individuals, corporations, small businesses, one tribe, and one State agency. Exhibit 3 shows a full list of commenters.

### Exhibit 3. Individuals and entities that submitted written comments

Commenter Affiliation	Commenter	Date Received
Costco	Therese Garcia	June 15, 2020
Google	Jim Isaf	June 16, 2020
Lee Johnson Automotive Group	Jack McCullough	June 16, 2020
Muckleshoot Tribe	Karen Walter	June 16, 2020

Commenter Affiliation	Commenter	Date Received
WSDOT	Barrett Hanson	June 16, 2020
Individual	Adam Skagen	June 11, 2020
Individual	Andy Liu	June 1, 2020
Individual	Betty Graham	May 27, 2020
Individual	Bob Keller	June 3, 2020
Individual	Christine Hassett	June 5, 2020
Individual	Daniel Gabel	May 22, 2020
Individual	Daphna Robon	June 2, 2020
Individual	Debbie Ohman	June 4, 2020
Individual	Don and Jane Volta	June 16, 2020
Individual	Duane Burrow	May 29, 2020
Individual	Edward Wang	June 10, 2020
Individual	Jackson Weaver	June 8, 2020
Individual	[Requested anonymity]	June 13, 2020
Individual	Jeff Roberts	June 1, 2020
Individual	Joah Lindell Olsen	May 23, 2020
Individual	Karen Story	May 26, 2020
Individual	Laila Saliba	May 24, 2020
Individual	Mark Heggenes	June 15, 2020
Individual	Mark Plesko	June 16, 2020
Individual	Matthew Gregory	June 16, 2020
Individual	Matthew Sachs	May 25, 2020
Individual	Maureen Hughes	May 29, 2020
Individual	Ryan McKinney	June 12, 2020
Individual	Sarah L Richards	June 16, 2020

Source: BERK, 2020.

## Thematic Summary of Comments

### Quality of Life and Sustainability

- **Mitigate noise pollution**, including construction noise and road noise. Conduct construction during daytime only or provide funding to help residents construct fences. Mitigate road noise in the Highlands by constructing a taller sound wall.
  - › Survey respondents often indicated that their top environmental objective for the SAP is reducing noise pollution for near I-405, with nearly three in four respondents including this objective in their top three priorities.
  - › About two-thirds of survey respondents expressed excitement for landscaping and noise walls to isolate neighborhoods from noise and pollution of I-405.
- Identify and encourage use of **clean energy** such as solar power in development and transportation.
- Address **traffic congestion** at the interchange to reduce emissions.
- When asked to select their top three objectives for the SAP to accomplish, nearly half of survey respondents prioritized **improving the sustainability and health of the neighborhood**.

### COVID-19 Pandemic

- Consider the **impact of the pandemic on local revenues** in determining project budget.
- Consider how the pandemic and future work-from-home patterns may impact the future need for **public transit**.
- Focus on **outdoor dining or food truck areas**.

### Survey respondents were most likely to select the creation of more open space as the top opportunity for the SAP to support community wellness and resilience in the face of a public health crisis. See Equity

- Kirkland should become a leader in **anti-racist urban planning**. Every choice should be actively anti-racist and address systemic racism.
- The plan should **prioritize the needs of BIPOC** (Black, Indigenous, and People of Color) and low-income residents and workers to build an anti-racist community where BIPOC will want to live and work because they are seen, heard, honored, and safe.
- The SAP should support **people who do not own cars**. Designing for cars is at odds with making the area for everyone.
- Incorporate low-income housing. For more discussion of this topic, see Land

Use Patterns and Policies: Housing Affordability.

- Prioritize **accessibility** for seniors and people with disabilities.
- Land Use Patterns and Policies: Public spaces for further discussion of open space.
- Over half of respondents see the SAP as an opportunity to support community resilience by increasing flexible use of sidewalks, streets, and commercial space to support local or small businesses; improving air quality to reduce potential of respiratory health concerns; and creating wider sidewalks.

### Equity

- Kirkland should become a leader in **anti-racist urban planning**. Every choice should be actively anti-racist and address systemic racism.
- The plan should **prioritize the needs of BIPOC** (Black, Indigenous, and People of Color) and low-income residents and workers to build an anti-racist community where BIPOC will want to live and work because they are seen, heard, honored, and safe.
- The SAP should support **people who do not own cars**. Designing for cars is at odds with making the area for everyone.
- Incorporate low-income housing. For more discussion of this topic, see Land Use Patterns and Policies: Housing Affordability.
- Prioritize **accessibility** for seniors and people with disabilities.

### Land Use Patterns and Policies

#### City Character

- **Balance change and increased density with maintaining character.** Maintain Kirkland's small-town charm and single-family neighborhood feel.
  - › Comment in support of **maintaining character**: "I am deeply concerned about our quiet, family oriented neighborhood being labeled "infill" and seemingly being targeted as being developed into a more city-like landscape. Our area is still very much a safe, quiet, wooded beautiful area full of residents able to go on a quiet walk away from the noise and dangers of a heavily trafficked city-like area. I do not want to see our beautiful corner of Kirkland be destroyed to make way for a bus station."
  - › Comment in support of **development**: "Think bigger. 85th is a huge area that is ripe for redevelopment. It should be huge – think on the order of a downtown. The vision should be a continuous interesting area connecting downtown Kirkland to downtown Redmond, not isolated pockets."
- Ensure compatibility with other planning efforts such as the Highlands



Neighborhood Plan revisions and the 100-year growth target for development.

- Create **visual continuity with downtown Kirkland**.
- When asked to select their top three objectives for the SAP to accomplish, over half of survey respondents prioritized **minimizing impacts on existing neighborhoods**, making this option respondents' second-top priority after 'Make the area more safe, walkable and pleasant'.

### Housing Affordability

- Study **expansion of the Multi-Family Tax Exemption program** as an incentive to encourage construction of affordable housing in the Station Area.
- Modify **zoning** to improve housing affordability.
- Develop the east and west sides of I-405 **equitably** and ensure that the development provides services, spaces, and housing for all populations.
- Nearly two in three survey respondents identified affordable housing as an opportunity for how the SAP can support a more inclusive community.

### Public spaces

- Incorporate **more greenery and more parks**. Include native plants in landscaping. Increase access to existing parks like Forbes Lake.
  - › About two-thirds of survey respondents expressed excitement for "green streets" enhanced with trees and plantings.
- Create **shade** options, preferably by trees.
- Consider incorporating **plaza spaces** instead of parks.
- **Incentivize open space and greenery** for developers.
- Open space provisions should not compromise **Transit-Oriented Development densities**.
- Incorporate murals and public art to create community identity.
- When asked to select their top three objectives for the SAP to accomplish, survey respondents overwhelmingly prioritized making the area more **walkable, safe and pleasant**, with 81% of respondents prioritizing this objective.

### Uses

- Study densities and building forms that **encourage additional office development** in the core of the Station Area, including taller heights, large floorplate buildings, and single-use office buildings on large sites. This will support the City's goals for job creation in the future Downtown Kirkland urban center.

- Be permissive rather than restrictive and **allow the broadest range of compatible uses** within the Station Area.
- On the ground floor of pedestrian-supporting streets, encourage retail uses or other activating uses such as customer-service office uses, meeting rooms, events spaces and bicycle and health facilities.
- **Do not require a minimum amount of retail space** in development sites. Retail should be allowed to develop incrementally over time in response to market forces. Over-proliferation of retail could hurt existing legacy businesses.
- **Identify and estimate growth thresholds for Costco** to evaluate how the property could develop over time.
- Protect the **Norkirk Light Industrial Technology Zone**.
- Ensure robust engagement and consideration of neighbors in the Rose Hill area.
- Overhaul the land uses to **incorporate more housing** and business.
- Survey respondents' top area of concern with the SAP is incremental residential infill west of I-405, with slightly under half of respondents expressing concern with this concept.

### Zones and building heights

- Maintain **visibility of the sky** by reserving taller buildings for wider streets. Maintain Kirkland's views of nearby lakes, natural spaces, and mountains.
- Allow taller buildings in the Station Area to achieve **Transit-Oriented Development goals** and the City's vision for a Kirkland Downtown Urban Center that will encompass Rose Hill. Study at least one alternative that allows heights up to 270' in the office /mixed-use core of the Station Area and heights up to 180' for the residential / mixed-use areas along NE 85<sup>th</sup> St. Moving outward from the core, study lower height limits that provide an adequate transition to lower intensity land uses.
- **Up-zone the station area** and require developers to build at the zoning density.
- On large sites, rather than prescribing set height limits, **allow a range of heights** within an overall average height limit to account for topography and provide transitions to adjacent sites and uses. Heights should match heights allowed for buildings with different construction types in the building code, including mass timber buildings allowed in the 2019 Washington State Building Code update.
- Increase housing density near the transit center. Increased density and height instead of sprawl helps **reverse climate change**. New development should provide environmental mitigation. The City could incentivize net-zero buildings.

- Ensure potential up-zoning does not disproportionately impact local property owners by **grandfathering property tax rates** unless the property were redeveloped.

### Natural environment

- Maintain and enhance the existing **tree canopy, wetlands, and sensitive environments**. Support native plants.
- Consider and mitigate **impacts to wildlife** in the infill area. If existing trees in the greenbelt are removed, how will local bird habitat be transitioned?
- Clarify the meaning of the **Ecological Improvement Opportunity** within the middle of the NE 85th Street interchange and coordinate with WSDOT.

### Public Services

- Increased development and additional people could pose safety issues. **Incorporate safety measures** such as adequate lighting, safe crossing infrastructure, and adequate police and fire services. Design streetscape to ensure line-of-sight for pedestrian sense of safety and avoid nooks.
  - › Protect cyclists and pedestrians from **dense vegetation** that creates a sense of insecurity.
- Bring **schools** into the station area to accommodate population growth. Provide support for schools.
- Incorporate **libraries**.

### Surface Water and Stormwater

- Entire study area is within the Muckleshoot Indian Tribe's Usual and Accustomed Fishing Areas. **Consult with the Muckleshoot Tribe** to address alternative approaches to stormwater management. Address fish access and habitat. Review piping of stream network in Moss Bay and Forbes Creek Basins. See comment letter for further detail.
- **Protect adult and juvenile salmon**. Increase instream habitat and complexity to offset velocity increases. Use enhanced stormwater treatment methods to remove metals and oils and reduce salmon exposures. Assess modifications to culverts and pipes based on their ability to pass adult and juvenile salmon. Work with private landowners to improve fish passage.
- **Reconsider the location of the "Blue Street" concept** on 120th Avenue NE, the principal transportation connector for the most intensive development sector under the Plan. The Blue Street may reduce the function and adequacy of the street to serve adjoining properties. Complete a cost / benefit analysis of the Blue Street concept for stormwater detention and overall ecological function versus other low impact development techniques. Other strategies

may be more effective at a lesser cost.

- Incentivize incorporation of **green building strategies** like LEED, Salmon Safe, and others.
- **Daylight stream courses** in the study area to enhance the natural features of the area.

## Transportation

### **Cars, Trucks, and Congestion**

- Evaluate the impact on traffic volumes and congestion in the area from the planned action and any associated proposed **mitigation measures**.
- Ensure **buses do not impede traffic flow** on NE 85<sup>th</sup> St.
- There are concerns about the impacts of a “Kiss and Ride” area on **neighborhood traffic**, including speeding and noise.
- **Trucks and delivery vehicles** need to be able to easily access businesses and residences in the station area.
- **Deemphasize single-occupancy vehicles** on neighborhood streets.
- The lack of public transit to the station may result in an increased concentration of **rideshare drivers** as “last-mile” options that will increase congestion.

### **Parking**

- Study “**right size**” **parking requirements** in the Station Area and reduce parking ratios to account for transit availability.
- Discourage spillover parking in Station Area residential neighborhoods by creating **zoned or time-limited parking**. Ensure neighborhoods have input to parking zoning boundary lines.
- Consider a **Park and Ride** to support current transportation needs and uses.
  - › Representative comment in **support**: “I think it will be crucially important for there to be a sizeable park & ride (e.g. similar in capacity to the one at NE 70th) near the new BRT station. As much as we hope that new connections will reduce the need for cars, I think a lot of people will still need to rely on a car to get to the BRT station. The current plan does not appear to have enough parking to support the station and expected new businesses. (As a side note, parking is currently inadequate in downtown Kirkland which I think is limiting the potential of downtown businesses.)”
  - › Representative comment in **opposition**: “It's important to me that this facility NOT have a giant parking lot. That just means a giant flush of single-occupancy vehicles in/out at commute times. We need good

- Survey respondents' second top area of concern with the SAP is parking, with about one-third of respondents indicating concern with shared and reduced parking in areas of compact mixed-use development, and a similar proportion expressing concern with zoned or permit-based parking in residential areas.

- At the virtual workshop, transportation was the top thematic focus for attendees. As Exhibit 4 shows, attendees most commonly identified pedestrians and pedestrian-focused ideas for the SAP. Parking and connectivity were also common ideas.

[illegible]

- **Deprioritize cars** in favor of walking, biking, and transit to create access without a car. Evaluate how to encourage **“last-mile” connections** by pedestrians and bicycles to the BRT station from Downtown Kirkland and beyond. Study options and incentives for construction of **new infrastructure for pedestrians and bicycles** from the BRT station to Downtown Kirkland, the Cross Kirkland Corridor, and Kirkland Urban, with pedestrian-scale businesses and amenities.



- › Consider **safety improvements** like lighting, marked crossings, and barriers and incorporate **bike lockers** at the BRT.
- › Identify one or more connections to safely move pedestrians **east-west across I-405**. Add signage to notify pedestrians of crossings. Consider alternates to overhead bridges which have a challenging grade and are loud.
- › Just over half of survey respondents expressed excitement for new or improved biking routes in the area.
- When asked about opportunities for the SAP to ease travel to and through the station area, survey respondents most frequently selected pedestrian and cyclist opportunities: about three-quarters of respondents want easier and safer crossings for walking and biking; the same proportion want improved streetscapes such as street trees, shade, and wider sidewalks, and nearly two-thirds want more continuous sidewalks.
- Support a **walkable grade** by incorporating an elevator, gondola, or funicular.
- The area should be walkable with **local amenities** on a **pedestrian scale**. Increase **sanitation** to remove litter and graffiti.
- Development of larger sites adjoining I-405 should not be burdened with a street grid that lacks connections but should instead be allowed to develop pursuant to a **master plan** that better achieves the goals of accessibility and pedestrianism for those unique sites.
- The following specific locations could benefit from pedestrian and bicycle infrastructure improvements:
  - › Identify workarounds for the **challenging grade of NE 87<sup>th</sup> St**.
  - › Add **protected bike lanes** and enforce speed limits on NE 85<sup>th</sup> St to make it safer and more welcoming to pedestrians and cyclists.
  - › Connect the station with the **bridge over I-405 to Rose Hill** to promote public transportation use to a larger community and connect to **Lake Washington High School**.
  - › Retain and improve the **bike trail from the Kirkland Way Park and Ride** to the NE 80<sup>th</sup> Street overpass to support road cyclists who do not use the Cross Kirkland Corridor.
  - › Maintain and enhance **Kirkland Way as a cycling route** with a gradual grade between Downtown Kirkland and the future station.
  - › **Coordinate with WSDOT** if the proposed bicycle/pedestrian crossing of I-405 at NE 90<sup>th</sup> St is included in the alternatives.
  - › Include the three **unfunded non-motorized connections** within the NE, SE, and SW quadrants analyzed as part of the I-405/NE 85<sup>th</sup> Street Project.

- › Redevelop the area near intersection of NE 87<sup>th</sup> St and the Cross Kirkland Corridor into a **pedestrian/bike destination**.
- › Create a **direct route from the station to the Highlands neighborhood** without a detour to 114<sup>th</sup> Ave NE. Create a pedestrian shortcut from the south end of 116<sup>th</sup> Ave NE to Highlands.
- › Install a **bike runnel** on the short flight of stairs west of the Cross Kirkland Corridor on the south side of NE 85<sup>th</sup> St at the entrance to Kirkwood to connect the trail with downtown and the station.
- › **Infill sidewalk** on the east side of Kirkland Way, just north of Railroad Ave.

### Transit Connections

- **Shuttles** or free ride-share services could help connect pedestrians to the station and prevent the need to construct additional parking. Some commenters suggested that the City should permit large employers to provide private shuttles.
  - › Consider individual **autonomous vehicles** or autonomous vehicle shuttles within the next decade.
  - › Just over half of survey respondents expressed excitement for a shuttle bus to connect the station to downtown Kirkland and major employment areas.
- The **Highlands** neighborhood needs additional transit.
- One commenter requested clarification about the **Discounted Fare Zone** within the interchange area and whether it would impact traffic in this area.
- The Station Area Plan should support **connectivity** to other cities or employment centers.
- Over four in five survey respondents identified transportation options as an opportunity for how the SAP can support a more inclusive community.
- Over half of survey respondents identified improved transit connections as an opportunity for the SAP to ease travel to and through the station area.

### Questions

- Will existing homes be demolished to make way for new traffic lanes?
- Have you considered the negative impact on noise and traffic on people who live in the immediate area, and what – if any – steps do you plan to take to reduce increased noise and traffic?
- What is the meaning and implications of "Excess WSDOT ROW"? What are the implications of the development opportunities for the SW corner of the Highlands ?

- What are the implications of "Infill" and the expected extent of "Infill" in the Highlands area?
- How does the Kingsgate TOD model relate to the Station Area Plan?

## 1.1 Survey Summary

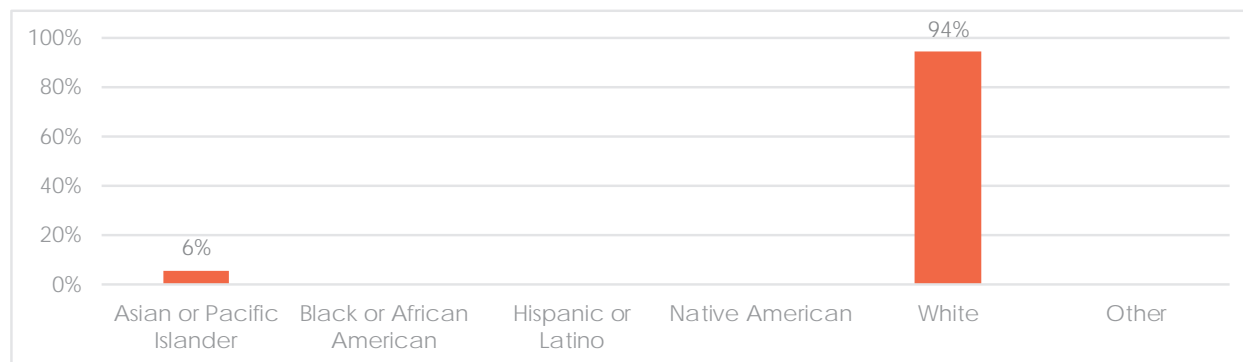
Below is a summary of responses to the survey associated with the storymap and online open house. Free-response comments and survey findings have been integrated into the overall comments summary above where possible, though we also include select open-ended responses below.

### 1.1.1 Demographics of survey respondents

The following exhibits show basic demographic information about the survey respondents.

As shown in Exhibit 5, nearly all the survey respondents identified as White.

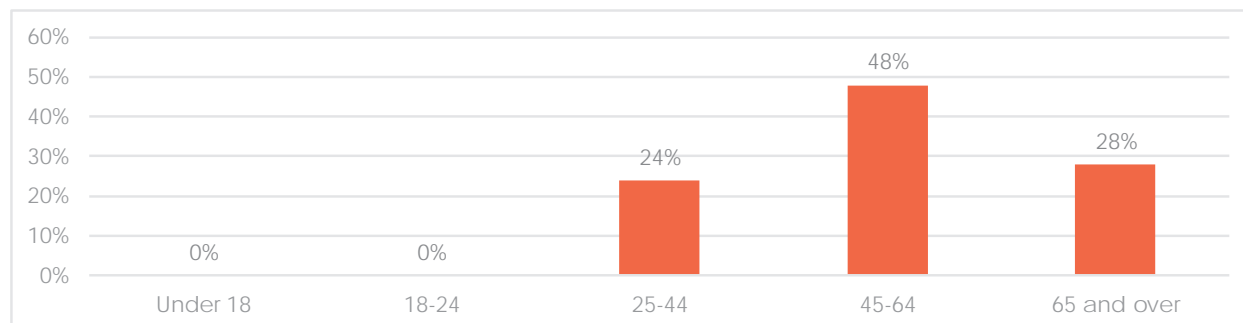
**Exhibit 5. Survey Responses to the Question “What is your racial or ethnic identity?”**



Source: BERK, 2020.

Exhibit 6 shows that survey respondents were most likely to be between the ages of 45 and 64, with an equal proportion older or younger than this range. No young adults (ages 18-24) or youth responded.

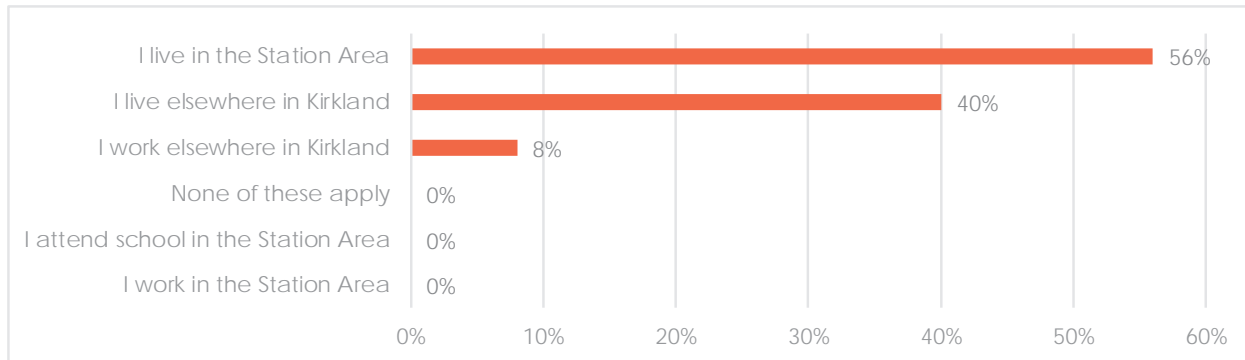
**Exhibit 6. Survey Responses to the Question “What is your age?”**



Source: BERK, 2020.

Exhibit 7 shows that almost all respondents are Kirkland residents and over half live in the Station Area. **Error! Not a valid bookmark self-reference.**

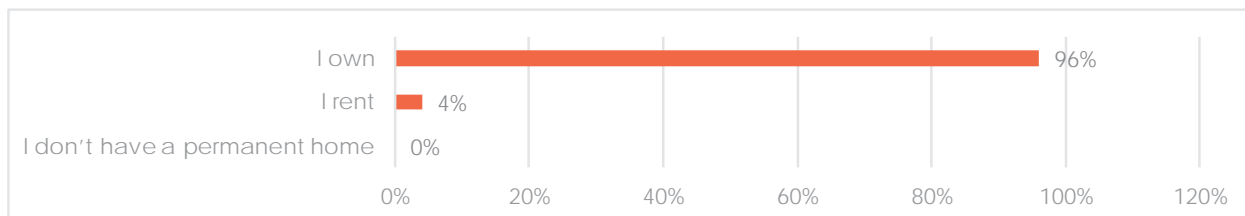
**Exhibit 7. Survey Responses to the Question “What is your relationship to the Station Area Plan? Please choose all that apply.”**



Source: BERK, 2020.

Most survey respondents are homeowners, not renters, as Exhibit 8 illustrates.

**Exhibit 8. Survey Responses to the Question “Do you own or rent your home?”**



Source: BERK, 2020.



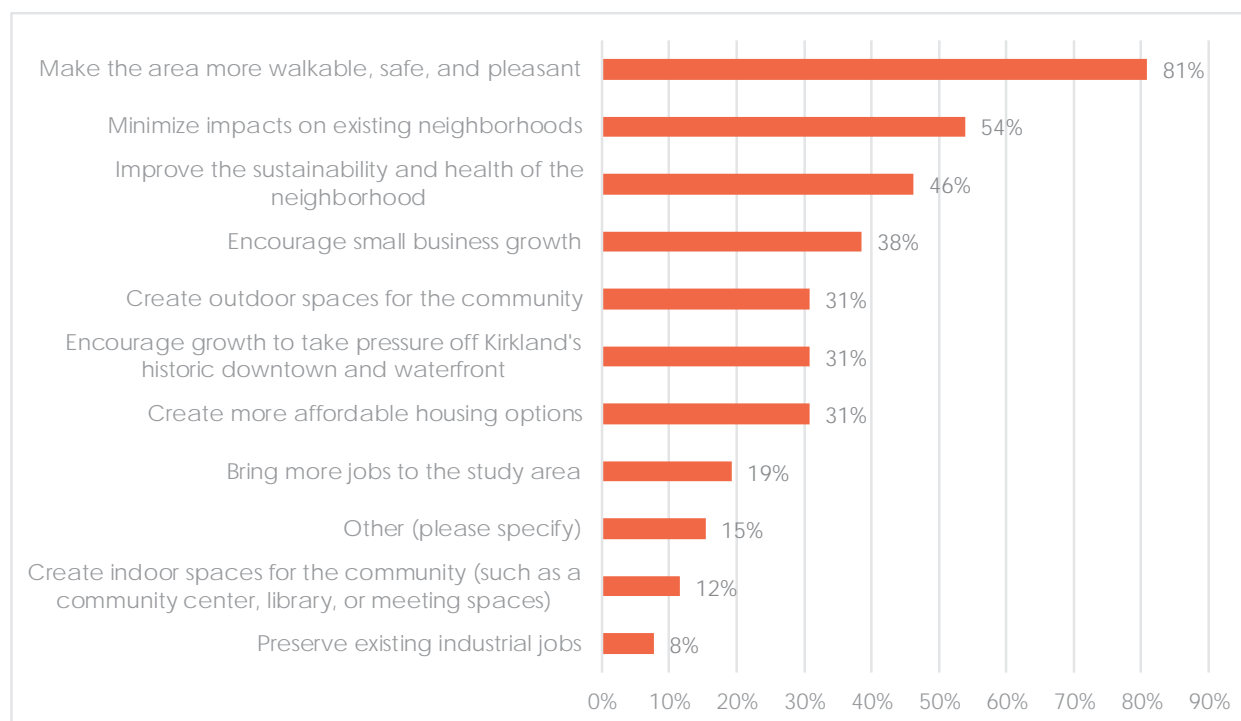
## 1.1.2 Objectives and Priorities

The following section and exhibits discuss survey respondents' top priorities for the SAP. Beyond the exhibits shown below, the survey also asked respondents the following entirely open-ended questions, for which there are no exhibits but for which the responses have been integrated into the overall comment summary:

- “What type of social and environmental impacts should the City look at as it develops this plan?”
- “Are there any ideas that should be included in this plan's alternatives? Consider options for housing, land use, mobility, environment, or community.”

Exhibit 9 shows respondents' top priorities for the SAP to accomplish. Respondents indicate that their top priority is for the SAP to be a walkable, safe, and pleasant area, with over four in five respondents including this objective in their top three priorities.

**Exhibit 9. Survey Responses to the Question “Which objectives are most important for the plan to accomplish? Please select your top 3 choices.”**



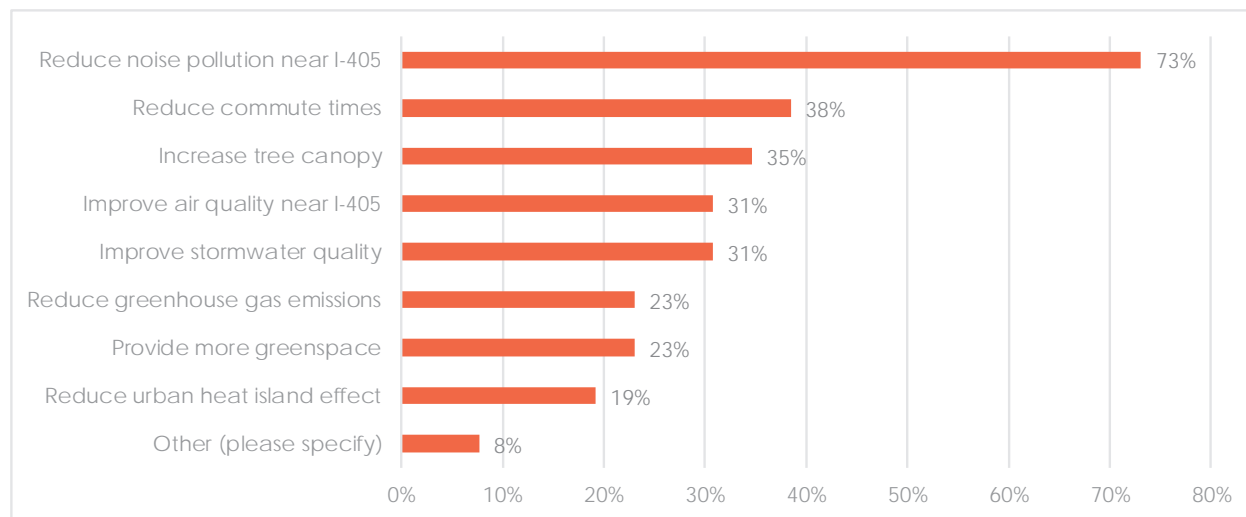
Source: BERK, 2020.

### Selected Other Responses:

- This area can achieve the 100-year growth target for development.

Survey respondents overwhelmingly indicated that their top environmental objective for the SAP is reducing noise pollution for near I-405, as Exhibit 10 reveals. Nearly 73% of respondents included this objective in their top three priorities, almost twice the number of respondents who selected the next top priority.

**Exhibit 10. Survey Responses to the Question “What sustainability or environmental goals should this plan tackle? Please select your top 3 choices.”**



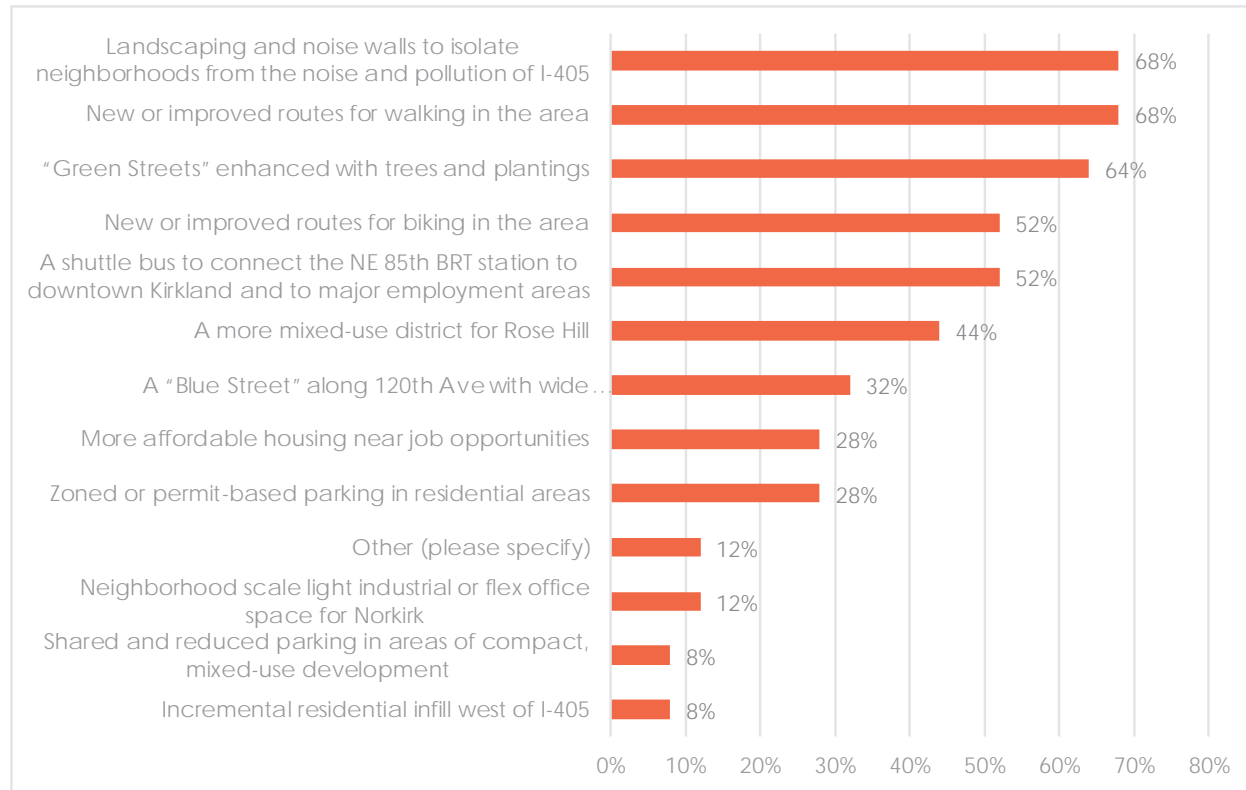
Source: BERK, 2020.

#### Selected Other Responses

- Reduce the impact of urban development.
- Address traffic congestions at the 405/85th St interchange.

As Exhibit 11 shows, approximately two-thirds of respondents expressed excitement for each of the following three potential concepts for the Station Area: landscaping and noise walls to isolate neighborhoods from noise and pollution of I-405; new or improved walking routes in the area; and “green streets” enhanced with trees and plantings. Just over half of survey respondents expressed excitement for new or improved biking routes in the area and for a shuttle bus to connect the station to downtown Kirkland and major employment areas.

**Exhibit 11. Survey Responses to the Question “Which of the concepts presented for this area are you most excited about? Please choose all that apply.”**



Source: BERK, 2020.

**Selected Other Responses:**

- Fewer cars.

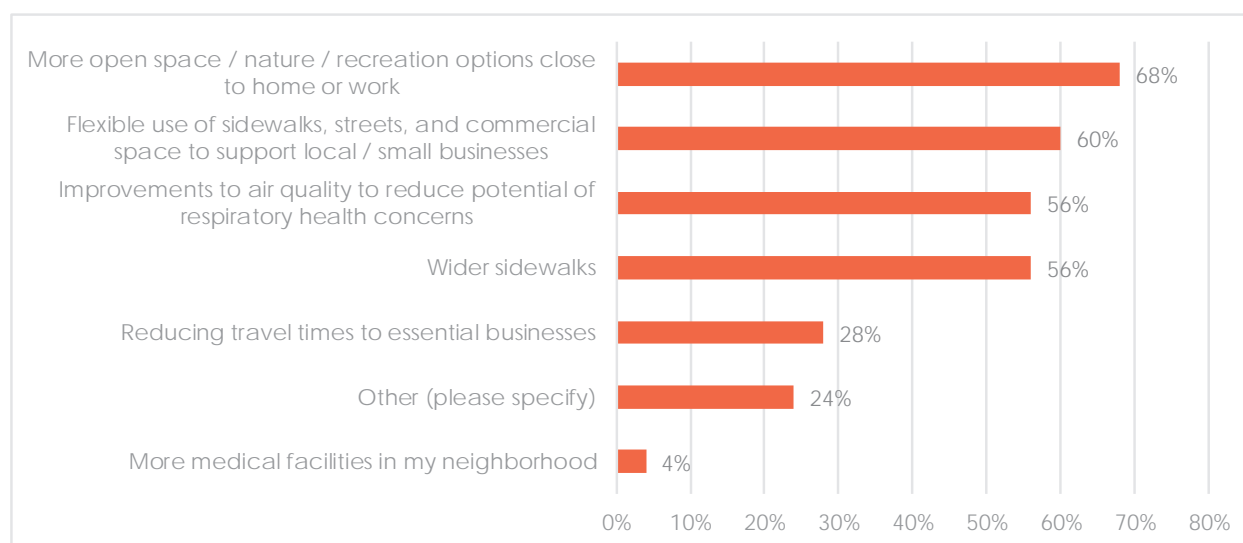
### 1.1.3 Opportunities for Improvement

The following section and exhibits discuss the top opportunities that survey respondents named for the SAP. Beyond the exhibits shown below, the survey also asked respondents the following entirely open-ended question, for which there is no exhibit but for which the responses have been integrated into the overall comment summary:

- “Share what makes the station area community or location unique. How can the plan build on this for the future?”

The current COVID-19 pandemic raises the prominence of community health considerations. Exhibit 12 shows survey respondents’ ideas about how the SAP can support community wellness and resilience in the face of a public health crisis. Survey respondents were most likely to identify the creation of more open space as an opportunity, and over half of respondents also see the SAP as an opportunity to increase flexible use of sidewalks, streets, and commercial space to support local or small businesses; improve air quality to reduce potential of respiratory health concerns; and create wider sidewalks.

**Exhibit 12. Survey Responses to the Question “COVID has impacted how we spend time in our neighborhoods and how we use public space. What changes could be made in the Station Area to strengthen community and improve resiliency in response to a future public health crisis? Please choose all that apply.”**



Source: BERK, 2020.

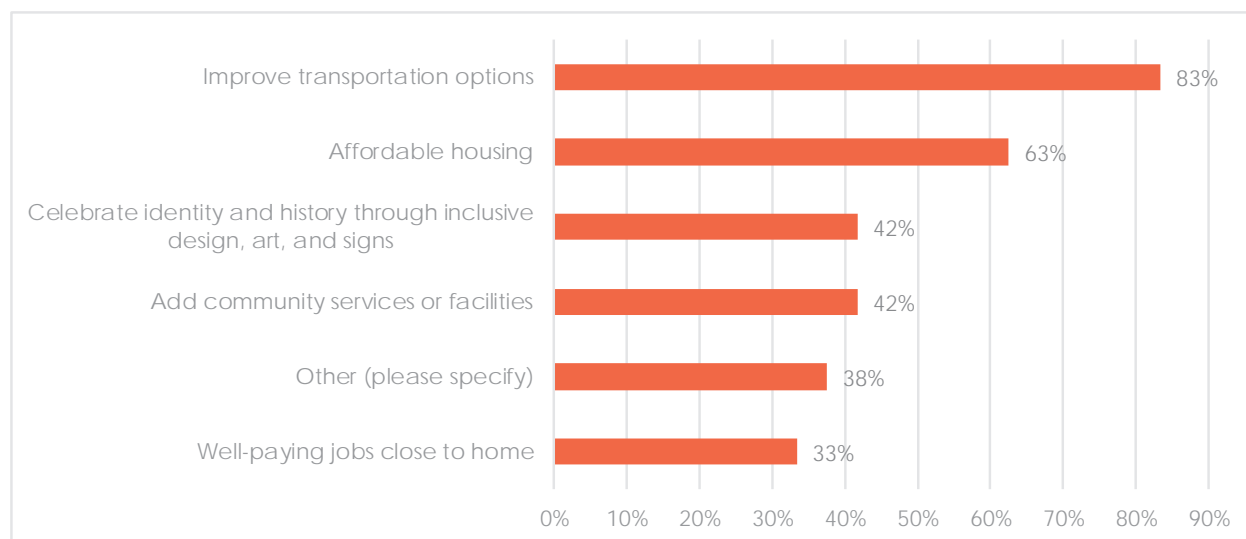
#### Selected Other Responses:

- Protected travel lanes for bikes and pedestrians.

- Outside dining or food truck areas.
- More trees.

Exhibit 13 shows respondents' opinions on how the SAP can support a more inclusive community. 83% of respondents identified improved transportation options as an opportunity increase inclusivity. Nearly 63% respondents identified affordable housing as an opportunity to increase inclusivity.

**Exhibit 13. Survey Responses to the Question "How can this plan help make the station area a community for all? Please choose all that apply."**



Source: BERK, 2020.

**Selected Other Responses:**

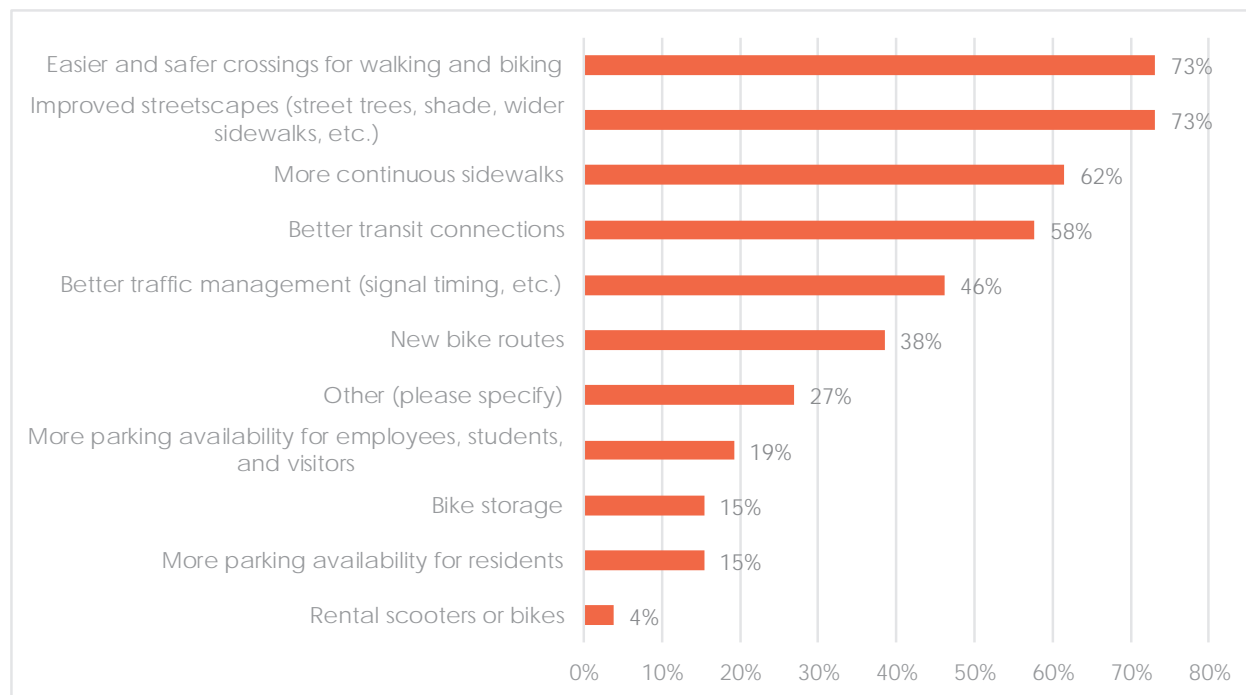
- Do not destroy the community that already exists in order to push forward a plan/vision that is not shared by the residents who actually live there.
- Build an anti-racist community where BIPOC (Black, Indigenous, and People of Color) will want to live and work because they are seen, heard, honored and safe.
- Make accessibility for seniors and the disabled a priority.
- More deliberate addressing of systemic racism than celebrating identity.

Exhibit 14 shows that respondents identify several opportunities for the SAP to ease travel to and through the station area. The top three most-selected opportunities are all oriented toward pedestrians and cyclists: about three-quarters of respondents want easier and safer crossings for walking and biking; the same proportion want improved streetscapes such as street trees, shade, and wider sidewalks, and nearly two-thirds want more continuous sidewalks.



Over half of survey respondents identified improved transit connections as an opportunity for the SAP to ease travel to and through the station area.

**Exhibit 14. Survey Responses to the Question “What would make it easier for you to travel to and through the station area? Please select all that apply.”**



Source: BERK, 2020.

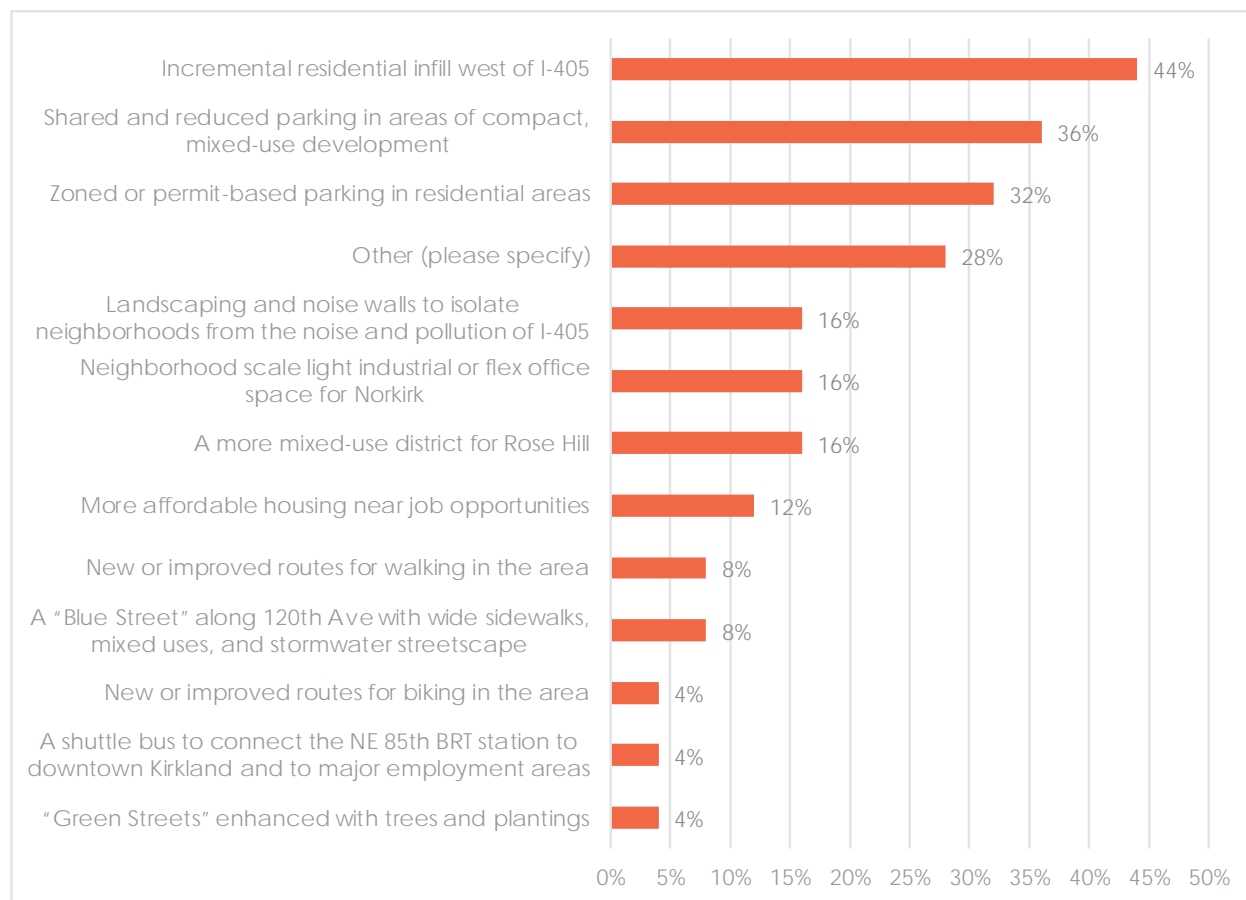
**Selected Other Responses:**

- Within the station zone, add or expand a drop-off/pick-up area for ride transfer.

## 1.1.4 Concerns

Exhibit 15 illustrates survey respondents' concerns about the SAP. Respondents' top area of concern is incremental residential infill west of I-405, with slightly under half of respondents expressing concern with this concept. Respondents' second top area of concern is parking, with about one-third of respondents indicating concern with shared and reduced parking in areas of compact mixed-use development, and a similar proportion expressing concern with zoned or permit-based parking in residential areas.

**Exhibit 15. Survey Responses to the Question "Which of the concepts do you have concerns about? Please choose all that apply."**



Source: BERK, 2020.

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

Public Engagement Plan – APRIL 2020

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## Introduction

The Public Engagement Plan provides a framework for understanding how engagement will be coordinated into the station area planning effort. It is a tool for the City and project team to use to organize and direct their efforts. The Engagement Plan provides information about the purpose and objectives of engagement, it identifies key stakeholders, and it outlines options for engagement. As planning progresses through each phase, the team will use this plan to select and design a specific set of outreach techniques and remote or in person engagement events with a schedule, list of responsibilities, and other details. This allows the flexibility for the engagement to evolve to ensure the development of the best plan for Kirkland.

## Overall Engagement Objectives

- Communicate clearly about purpose and process so the community is well informed about the project.
- Actively solicit information from businesses, residents, and property owners about their questions, priorities, and concerns.
- Apply an equity lens to identify and seek the perspectives of affected parties who may be unlikely or unable to participate in the process.
- Engage stakeholders and the larger community in a defensible planning process that achieves broad consensus and public support.
- Integrate plan development with environmental review to ensure a seamless participant experience that aligns with EIS requirements.
- Focus engagement around issues that can be molded and influenced by public input.
- Build project support through outreach and engagement efforts that allow for transparency of feedback loops and decision-making.

## Stakeholders

The NE 85<sup>th</sup> street station will be one of Kirkland's front doors. The purpose of the Station Area Plan is to leverage the region's multi-million dollar investment in the NE 85<sup>th</sup> Street station and interchange to help further the community's vision and goals. This involves an examination of land use, community character, economic development, and transportation in the area around the station. While the effects of the station area development will be felt most directly by those who live and work closest to the station, the plan will affect people and businesses throughout the City.

In the development of the station area plan, Kirkland will use an inclusive and equitable approach, striving to reach all communities affected by the project. Kirkland is applying King County's Equity Impact Review (EIR) process to this project. Equity in the engagement processes is essential to capturing ideas from the many stakeholders that may affect and/or be affected by station area development. As a first step in the EIR process, the work group identified demographic groups and stakeholders to engage in the plan development process, shown in the table below.

**Groups.** Some of the groups may overlap. For example, renters are a subgroup of residents within the station area, which in turn is a subgroup of Kirkland residents. Subgroups are included in recognition that groups are not homogenous and to ensure that outreach and engagement includes perspectives from many different kinds of people.

**Group Detail.** This includes demographics or other notes about the groups, sometimes noting specific contacts for the group. Unless otherwise noted, the demographic information for groups in the subarea comes from the 2017 American Community Survey and is reported in more detail in the Equity Impact Report.



**Potential Outreach and Communication Contacts.** This lists organization contacts, virtual places, and outreach techniques that may be used to communicate with each group. These communication channels may be used to alert members of the group to opportunities to participate. In-person methods at physical locations would only be used if compliant with current public health guidance. More information about outreach techniques can be found in the next section.

Group	Group Details	Potential Outreach and Communication Contacts
Residents within the Station Area	Neighborhood groups and associations include: Kirkland Alliance of Neighborhoods, North Rose Hill Neighborhood Association (NA), South Rose Hill NA, Highlands NA, Everest NA, Moss Bay NA, Norkirk NA, Lakeview Height Condos, Overlook Village Condos	<ul style="list-style-type: none"> <li>Association and neighborhood newsletters, meetings, events</li> <li>NextDoor or Be Neighborly 2.0</li> <li>Pop-ups</li> <li>Postcards</li> </ul>
Kirkland Residents		<ul style="list-style-type: none"> <li>Social Media, NextDoor</li> <li>City newsletters or bills</li> <li>Community events</li> <li>Posters in essential service locations</li> </ul>
Older Adults	<ul style="list-style-type: none"> <li>12% of the population is 65 and older</li> </ul>	<ul style="list-style-type: none"> <li>Peter Kirk Community Center</li> <li>Assisted Living or Senior Communities (seniorhousing.net)</li> <li>Senior Council</li> </ul>
Renters	<ul style="list-style-type: none"> <li>28% of the population rents their home</li> </ul>	<ul style="list-style-type: none"> <li>Social media</li> <li>Multi-family building managers</li> <li>Property managers</li> <li>King County Housing Authority</li> <li>ARCH</li> </ul>
People with Limited English Proficiency	<ul style="list-style-type: none"> <li>7% of the population</li> </ul>	<ul style="list-style-type: none"> <li>Advocacy organizations such as: Chinese Information &amp; Services Center, Sea Mar Community Health Center, India Association of Western Washington</li> </ul>



Group	Group Details	Potential Outreach and Communication Contacts
People of Color	<ul style="list-style-type: none"> <li>18% of the population identifies as people of color</li> </ul>	<ul style="list-style-type: none"> <li>Advocacy organizations (listed above)</li> <li>Ethnic grocery stores</li> </ul>
Youth	<ul style="list-style-type: none"> <li>26% of the population is under 18</li> <li>Youth are affected by the outcomes of this long-range planning project</li> <li>There are 1,599 students at Lake Washington High School</li> <li>There are 487 students at Rose Hill Elementary School</li> </ul>	<ul style="list-style-type: none"> <li>Youth Council</li> <li>School events</li> <li>Service clubs</li> <li>PeachJar flyers (goes to parents)</li> </ul>
Low Income Households	<ul style="list-style-type: none"> <li>6% of the population is below the poverty level.</li> <li>There is an adult women and family shelter in the station planning area</li> </ul>	<ul style="list-style-type: none"> <li>Advocacy organizations such as: The Sophia Way, ARCH, King County Housing Authority, Catholic Community Services, Salthouse Church</li> </ul>
Households with poor digital access <sup>1</sup>	<ul style="list-style-type: none"> <li>4-11% of City residents lack home internet access</li> <li>Households making under \$50,000 are 5.5X more likely to lack access</li> <li>Access by mobile phone is more widespread, so ensure digital engagement is viewable with a smart phone</li> </ul>	<ul style="list-style-type: none"> <li>Mailers with postage paid response envelopes</li> <li>Publicly posted information in essential services</li> <li>Trusted liaisons and advocacy organizations</li> </ul>
Large Property Owners in the Station Area	<ul style="list-style-type: none"> <li>Large property owners include: Lake Washington School District, Costco, Lee Johnson Chevrolet, ML Investment (Avio Building), Reef Kirkland Way LLC (Sierra Building)...</li> </ul>	<ul style="list-style-type: none"> <li>Phone calls and emails</li> </ul>
Businesses in the Station Area	<ul style="list-style-type: none"> <li>Local records show there are over 200 businesses within the station planning area</li> </ul>	<ul style="list-style-type: none"> <li>Postcards</li> <li>Social Media</li> <li>Canvas</li> </ul>

<sup>1</sup> Digital access data comes from: <https://www.kingcounty.gov/depts/it/initiatives/digital-equity.aspx>

Group	Group Details	Potential Outreach and Communication Contacts
Kirkland Businesses	<ul style="list-style-type: none"> <li>Employers with Commute Trip Reduction Programs may have a particular interest in the station area plan, such as: Google, Wave Broadband, Tableau...</li> </ul>	<ul style="list-style-type: none"> <li>Distribute information through business associations such as: Kirkland Tourism, the Business Roundtable, Innovation Triangle, Kirkland Downtown Association, Chamber of Commerce</li> <li>Social Media</li> <li>Community events</li> <li>Phone calls and emails</li> </ul>
Transit Riders, Bicyclists, Pedestrians	<ul style="list-style-type: none"> <li>Current transit riders</li> <li>Transit dependent households</li> <li>Bicycle commuters</li> </ul>	<ul style="list-style-type: none"> <li>Pop-ups and flyers at stations or popular routes such as Cross Kirkland Corridor</li> <li>Advocacy organizations such as: Cascade Bicycle Club, Feet First, Kirkland Greenways</li> <li>Social media</li> </ul>
Private Sector Employees	<ul style="list-style-type: none"> <li>Retail and hourly employees</li> <li>Low wage employees</li> <li>Tech employees</li> </ul>	<ul style="list-style-type: none"> <li>Distribute materials through employers</li> <li>Posters in essential service locations</li> <li>Pop-ups</li> </ul>
Teachers and Public Employees		<ul style="list-style-type: none"> <li>Lake Washington Education Association</li> <li>AFSCME Local 1837</li> </ul>
Development Community	<ul style="list-style-type: none"> <li>Madison Rose Hill Mixed Use</li> <li>Main Street Partners (mixed use developer)</li> </ul>	<ul style="list-style-type: none"> <li>Phone call or email</li> </ul>
Public Agencies and Tribes	<ul style="list-style-type: none"> <li>Lake Washington School District</li> <li>WSDOT</li> <li>Sound Transit</li> <li>King County Metro</li> <li>Muckleshoot Tribe</li> </ul>	<ul style="list-style-type: none"> <li>Phone call or email</li> <li>Standing meetings</li> <li>Parallel projects coordination</li> </ul>

Group	Group Details	Potential Outreach and Communication Contacts
Kirkland Boards and Commissions	<ul style="list-style-type: none"> <li>Transportation Commission</li> <li>Planning Commission</li> <li>Park Board</li> <li>Design Review Board</li> <li>Youth Council</li> </ul>	<ul style="list-style-type: none"> <li>Standing meetings</li> <li>Email</li> </ul>
City of Kirkland Departments	<ul style="list-style-type: none"> <li>Core Team comprised of staff representing Planning, Transportation, Public Works Departments</li> </ul>	<ul style="list-style-type: none"> <li>Email</li> </ul>

## Methods and Tools

### OUTREACH AND COMMUNICATION TOOLS

Awareness is the first step in an engagement plan since people must be aware of the station project and the station area plan in order to participate. The following tools will be used to support awareness and encourage participation in the plan:

- **Project webpage.** This will be a repository for plan information including status updates, draft documents, schedules, official notices, links to partner agencies, and other project information. It may host features that allow for electronic input such as comment boxes, surveys, or an online open house. Online features will be designed to be accessible by mobile devices to the greatest extent possible, recognizing that mobile devices are both popular and necessary communication tools.
- **Print and social media.** Information about the plan will be advertised through the City's social media and other online accounts as well as in print mailings and newsletters. Videos may be used as a communication tool. Press releases may be released for some public meetings and at key project milestones.
- **Official notices.** The State Environmental Policy Act (SEPA) and the Kirkland Municipal Code require notification in association with official comment periods and public hearings. Kirkland staff will comply with the legal notice requirements of the Kirkland Municipal Code.
- **Interested parties list.** Staff will maintain a list of interested parties that will be used for electronic notification of public meetings and project milestones. Participants who provide contact information to the City will be added to the list.
- **Neighborhood, advocacy, and business organizations.** Staff will ask local neighborhood, advocacy, and business organizations to

distribute information to their memberships to increase reach.

- **Postcard mailings.** The City of Kirkland will mail postcards to businesses and homes within approximately ½ mile of the study area prior to the release of the draft plan.
- **Visualizations and Renderings.** The project team will produce visualizations and renderings for use in public materials and to support outreach and engagement efforts.
- **Place Based Outreach.** This is sometimes combined with engagement and can include techniques such as posting notices, popups, canvassing, participation in community events, or other efforts that provide brief interactions out in the community. All place based outreach will follow current public health guidelines.
- **Translation and Interpretation.** Translation of print materials and interpretation at meetings will be available as needed on this project.

## ENGAGEMENT TYPES

The table below shows engagement techniques that may be used in this process, including options for in-person and remote applications with a short discussion of trade-offs. Remote applications may be used to expand arenas for engagement or to comply with public health orders. Trade-offs include considerations related to barriers to participation and equity for each type. There are also general equity and accessibility considerations spanning most engagement types that the team should consider when choosing engagement methods at each phase. Some questions to consider in assessing engagement methods include:

- Is this the right time in the process to engage these stakeholders? How will this input to make a difference in the process?
- Have all stakeholders been given a meaningful opportunity to participate in the process? Does this approach engage with those who are underrepresented in the process?
- Are the materials relevant to the participants? Do materials or approaches need to be customized to meet the needs of this group?
- What are potential barriers to participation? How can these be solved through outreach, engagement design, provision of supports, working with trusted advisors, or other methods?
- Are there additional barriers created by current public health orders? Will online or remote options work for those without access to a computer? Without access to a smart phone? For participants with limited data plans?
- Is there a meaningful opportunity for participants to address issues that are off-script or not anticipated? How will off-topic concerns be handled during and after the engagement?
- How will the project team follow up on the input received? How will input be reported to decision-makers? How will results be reported back to stakeholders?



Engagement Types	Remote Application	Tradeoffs and Considerations
<b>Committee/Commission/Council Meetings</b> <p>Regularly scheduled meetings that publish agendas in advance. Typically these are in-person meetings where interested members of the public may attend and listen to discussion and make brief comments. Minutes and agendas typically posted online. This includes <b>public hearings</b> where the elected or appointed body holds a meeting on the record to gather public input on a topic. Often participants may submit written comment after the conclusion of the hearing up to a certain deadline.</p>	<p>Post minutes, agendas, materials, videos, etc. online for information. Online versions typically only provide an opportunity for after-the-fact written comment.</p> <p>In response to public health orders, City government is still operating through remote applications. Policies, procedures, and best practices should be in place to support this type of meeting.</p>	<ul style="list-style-type: none"> <li>Meetings are formal, which can discourage some from participating.</li> <li>Key topic is only a portion of the agenda.</li> <li>Provides direct access to decision makers.</li> <li>Requires trust in government.</li> <li>These meetings are subject to the Open Public Meetings Act, which has specific requirements under Washington State Law. Typically these requirements are integrated into existing City processes and procedures. However, compliance for remote meetings during public health orders restricting public gathering may limit the types of business that the City can conduct while operating remotely.</li> </ul>
<b>Community Events</b> <p>Staffing a table or booth at an existing community event such as a fair, neighborhood picnic, farmer's market, etc. Interactions tend to be brief – a few minutes or less. This is often a combined outreach and engagement type.</p>	<p>None for engagement, but outreach may be accomplished through poster, social media, or other methods.</p>	<ul style="list-style-type: none"> <li>Exposure and participation from a larger number of people.</li> <li>Interactions tend to be short.</li> <li>Possibility of reaching communities that may not typically participate. Consider partnering with a trusted advisor or community liaison.</li> </ul>
<b>Intercept Strategies</b> <p>Intercept strategies go to people where they are to talk with them about a subject or ask a few survey questions. Interactions tend to be brief. This could include staffing a table or booth at a busy community location or third place such as a park, mall, transit center, etc. It also includes <b>canvassing</b> a particular area, neighborhood, or district by going door to door.</p>	<p>Surveys, conducted online or in hardcopy can be a way to conduct intercepts remotely. Requires good outreach to get people to participate.</p>	<ul style="list-style-type: none"> <li>Exposure and participation from a larger number of people.</li> <li>Interactions tend to be short.</li> <li>Possibility of reaching communities that may not typically participate. Consider partnering with a trusted advisor or community liaison.</li> </ul>



Engagement Types	Remote Application	Tradeoffs and Considerations
<p><b>Public Meeting</b></p> <p>This is a meeting held specifically for a project or topic. It can be held at a variety of locations such as city hall, local schools, community buildings, etc. Public meetings can also be held online. Public meetings have a strong informing component, but format of the meeting often determines the potential for gathering or exchange. Common formats include: <b>open houses, workshops, town halls, or charettes</b>, which can be conducted in both in-person and online formats.</p>	<p>Online open houses are formats that allow the City to post information about a topic and participants to supply comments. They may also include other components such as interactive mapping or surveys. Some platforms allow the exchange of comments between participants. Typically these do not provide real-time engagement between participants or participants and the project team.</p> <p>Webinars can be used to share information with the opportunity for participants to comment, interact, and ask questions during the meeting in real time. Some technologies allow for real-time sessions with small group discussions.</p>	<ul style="list-style-type: none"> <li>■ In person meetings or webinar-style remote meetings are time consuming to attend but allows about an hour of access.</li> <li>■ Online applications typically are available at the participants convenience and require shorter times to participate.</li> <li>■ Tends to attract people who are most passionate about the issue which may skew results.</li> <li>■ Meeting design should anticipate and try to mitigate potential issues specific to the project such as maintaining interest, managing conflict or conversation dominance, or providing interactive experiences.</li> <li>■ Requires trust in government and/or trust in online activity.</li> <li>■ Familiar format, for some.</li> <li>■ Consider providing supports such as childcare, transportation assistance, or a meal to help people attend in person meetings.</li> <li>■ Can boost engagement with thoughtful outreach, but unlikely to attract hard to reach populations.</li> <li>■ Consider the ability to participate in online options based on access to internet, device type, and access to wifi or a data plan.</li> </ul>
<p><b>Interviews</b></p> <p>Interviews are one-on-one discussions with project stakeholders around a set of established questions. Typically, interviewees are chosen and appointments for interviews are set up in advance.</p>	<p>Most commonly conducted by phone.</p>	<ul style="list-style-type: none"> <li>■ Provides the opportunity to learn about a subject in depth.</li> <li>■ Fewer people make comments.</li> <li>■ May be able to reach communities unlikely to engage through trusted advocates or community liaisons.</li> <li>■ Requires time to set up.</li> </ul>

Engagement Types	Remote Application	Tradeoffs and Considerations
<p><b>Focus Groups</b></p> <p>Focus groups are facilitated, small group discussions around a set of established questions. Participants are chosen ahead of time. Focus groups can be set up to either get a sample of a general community, or to hear from specific communities or stakeholder groups.</p>	<p>Focus groups are commonly held in person, but remote meeting technology provides the opportunities to hold them remotely.</p>	<ul style="list-style-type: none"> <li>Provides the opportunity to learn about a subject in depth.</li> <li>Fewer people make comments.</li> <li>May be able to reach communities unlikely to engage through trusted advocates or community liaisons.</li> <li>Requires time to set up.</li> </ul>
<p><b>Community Conversations</b></p> <p>Community conversations are group discussions on a topic. Questions or prompts for the community conversation are more open ended to encourage discussion. The entity that convenes the conversation may be a government, project proponent, local group, etc. Participants are typically self-organized or belong to a group that wishes to engage on the topic (for example a church group or neighborhood group). Some formats that might support community conversations include: community meetings, meeting in a box kits, online forums, social media campaigns.</p>	<p>There are a number of online options for community conversations including blog posts with commenting turned on, community engagement platforms, social media accounts, etc. The degree to which the client needs to guide or administrate the conversation should be assessed.</p> <p>Meeting in a box kits provide materials and instructions for leading a conversation and collecting comments that are submitted back to the City are an option for motivated groups like neighborhood organizations. To meet public health requirements, the meeting in a box approach could be modified to collect information from individuals or household units. This could take the form of lesson plans for youth or household “walkshops.”</p>	<ul style="list-style-type: none"> <li>Requires time to set up.</li> <li>The ability to guide the conversation may be limited, especially in some formats.</li> <li>Collecting and documenting responses may be difficult, especially in some formats.</li> <li>Work with targeted groups to host community conversations. These can be facilitated or attended by agency staff, but for some groups its best to have a community leader, trusted advocate, or community liaison facilitate. Meeting in a box kits can help groups facilitate their own session.</li> <li>Meeting in a box approaches tailored to individuals or households require active and interested participants. Consider providing an incentive for participation.</li> </ul>

## Phase Engagement Framework

Development of the NE 85<sup>th</sup> Station Area Plan will take place through a series of phases lasting approximately 18 months from winter 2020 to summer 2021. Engagement opportunities are designed to gather input from stakeholders when it is most useful and has the greatest impact on the outcome of the project. Prior to the start of each phase, staff will use the information in this table, the equity impact review, and information on outreach methods and engagement types to develop a phase specific and tactical plan for engagement. The idea is to apply the framework to create a public engagement plan that is adaptable to project needs, responsive to public health orders, and meets the public engagement objectives established for this project.

Phase	Goals	Key Stakeholders	Engagement Questions	Engagement Options
<b>Opportunities and Challenges</b> <i>Winter 2020</i>  Collect information about existing conditions, community development opportunities, and concerns to better understand project boundaries. Comments in this phase are integrated into the next phase by the project team.  <i>Task 3 – Opportunities and Challenges Analysis</i>	<ul style="list-style-type: none"> <li>Ensure that those most affected by the plan are aware and engaged.</li> <li>Identify areas of opportunity and concern.</li> </ul>	<ul style="list-style-type: none"> <li>Residents in the Station Area: neighborhood groups - North Rose Hill, South Rose Hill, Highlands, Everest, Moss Bay, Norkirk</li> <li>Large Property Owners in the Station Area</li> <li>Businesses in the Station Area</li> <li>Public Agencies and Tribes: WSDOT, Sound Transit</li> <li>Kirkland Boards and Commissions</li> </ul>	<ul style="list-style-type: none"> <li>How does the station area plan fit in with Kirkland's future?</li> <li>How can we make the most of the state/regional investment in this station?</li> <li>What are the impacts on the surrounding community?</li> <li>What are the advantages and disadvantages of the BRT station?</li> <li>Who else needs to be involved in this project?</li> <li>How do we best get the word out about this project?</li> </ul>	<ul style="list-style-type: none"> <li>Public meetings</li> <li>Attend/arrange neighborhood meetings/events</li> <li>Walkshops</li> <li>Business canvas</li> <li>Focus groups</li> <li>Interviews</li> </ul>

Phase	Goals	Key Stakeholders	Engagement Questions	Engagement Options
<b>Preliminary Concepts and Alternatives Review</b> <i>Spring 2020 – Fall 2020</i>  City staff and boards and commissions will develop preliminary concepts and alternatives. Broader community participation will assess and refine draft alternatives. This phase will include scoping for environmental review under SEPA and publication of the Draft SEIS. Comments received during this phase will shape the preferred alternative.  Comments in this phase are considered by the project team and integrated into the development of the alternatives and the draft materials. SEPA scoping comments are reviewed by the Planning and Building Director and included in the environmental determination and scope of the SEIS. Draft SEIS comments are reviewed by the project team and SEPA official. They will respond to comments through publication of an FSEIS.  <i>Task 4 – Station Area Elements</i> <i>Task 5 – Environmental Review</i>	<ul style="list-style-type: none"> <li>■ Incorporate input from the Opportunities and Challenges phase.</li> <li>■ Ensure that those affected by the plan are aware and have opportunities to engage and understand decision making roles and responsibilities.</li> <li>■ Citywide awareness of the project.</li> <li>■ Seek input on preliminary concepts to inform draft alternative development</li> <li>■ Scope the SEIS topics and develop a range of alternatives.</li> <li>■ Build project support.</li> </ul>	<p>Concepts and preliminary alternatives:</p> <ul style="list-style-type: none"> <li>■ Kirkland Boards and Commissions</li> <li>■ City of Kirkland Departments</li> </ul> <p>Alternatives review and refinement:</p> <ul style="list-style-type: none"> <li>■ All stakeholders</li> <li>■ Public agencies from the City's standard SEPA distribution list</li> </ul>	<p>Concepts and preliminary alternatives:</p> <ul style="list-style-type: none"> <li>■ Do the Alternatives proposed align with the City's Goals for this project?</li> <li>■ Which alternatives should be considered?</li> </ul> <p>Alternatives review and refinement:</p> <ul style="list-style-type: none"> <li>■ What are the strengths and weaknesses of the alternatives?</li> <li>■ What are the potential impacts of the alternatives?</li> <li>■ Have we looked at all the potential impacts?</li> <li>■ Who benefits from this plan and who does not?</li> <li>■ Which alternative produces the best results for Kirkland? What is the preferred alternative?</li> <li>■ How would you like to be engaged and involved with this project as it continues to develop?</li> </ul>	<ul style="list-style-type: none"> <li>■ Public meetings</li> <li>■ Attend neighborhood meetings/events</li> <li>■ Pop-up events</li> <li>■ Charette</li> <li>■ Workshops</li> <li>■ Online open house</li> <li>■ Official SEPA notices</li> <li>■ Social Media Postings</li> </ul>

Phase	Goals	Key Stakeholders	Engagement Questions	Engagement Options
<b>Draft Plan Review</b> <i>Fall 2020 - Winter 2021</i>  Collect comments on the draft plan, draft Planned Action, form based code.  Comments summaries will be provided to boards and commissions for review.  <i>Task 5 – Environmental Review</i> <i>Task 6 – Form Based Code and Design Visualizations</i> <i>Task 7 – Final Station Plan Preparation</i>	<ul style="list-style-type: none"> <li>■ Incorporate input from the Alternatives Review Phase.</li> <li>■ Ensure that those most affected by the plan are aware and engaged.</li> <li>■ Citywide awareness of the project.</li> <li>■ Defensible vetting of Draft SEIS and Planned Action to develop a preferred alternative for the FSEIS.</li> <li>■ Input on the proposed Planned Action.</li> <li>■ Input on the proposed form based code.</li> <li>■ Solidify broad project support.</li> </ul>	<ul style="list-style-type: none"> <li>■ All stakeholders</li> <li>■ Additional outreach efforts for stakeholders that have not participated in the process so far</li> <li>■ Public agencies from the City's standard SEPA distribution list</li> </ul>	<ul style="list-style-type: none"> <li>■ Is the form based code consistent with the vision for this area?</li> <li>■ Are there ways we can avoid or minimize impacts through the Planned Action?</li> <li>■ What do you support in this plan? What are your concerns?</li> </ul>	<ul style="list-style-type: none"> <li>■ Public meetings</li> <li>■ Online open house</li> </ul>

Phase	Goals	Key Stakeholders	Engagement Questions	Engagement Options
<b>Final Adoption</b> <i>Spring 2021</i> <p>Confirm and adopt the final plan.</p> <p>The SEPA Official will publish the FSEIS based on public input from the draft phase. It will include a preferred alternative. The Planning Commission will review draft final materials and accept a final round of public comments before forwarding recommendations to City Council for final review and approval. City Council will adopt the final Station Area Plan, Planned Action, and form based code.</p> <p><i>Task 6 – Form Based Code and Design Visualizations</i>  <i>Task 7 – Final Station Plan Preparation</i></p>	<ul style="list-style-type: none"> <li>■ Incorporate input from the Draft Plan and Environmental Review Phase into the Final SEIS and preferred alternative.</li> <li>■ Citywide awareness of the project.</li> </ul>	<ul style="list-style-type: none"> <li>■ All stakeholders, with emphasis on interested parties that have already participated</li> <li>■ Public agencies from the City's standard SEPA distribution list</li> </ul>	<ul style="list-style-type: none"> <li>■ What questions need to be answered about the recommendations in this plan?</li> <li>■ What are the next steps for implementation?</li> </ul>	<ul style="list-style-type: none"> <li>■ Public meetings</li> <li>■ Public hearings</li> </ul>

## Decision Making and Public Engagement

Final decision making authority for this plan rests with the Kirkland City Council, which will consider adoption of the Station Area Plan, a Planned Action, and amendments to the Kirkland Municipal Code to support a form based code in this area. The City Council makes its final recommendation using information from three sources, each of which are informed by several phases of public input. The following bullets illustrate how public input is used to shape, direct, and advance the project.

- **Environmental Review.** Conducted under the State Environmental Policy Act (SEPA)<sup>2</sup>, environmental review is formally led by the City's SEPA Official, the Planning and Building Department Director. While there are public engagement requirements for SEPA review set by state law, it will be integrated into the planning effort to provide a clear, easy to follow process for stakeholders.
  - *Concept and Alternative Development.* During this phase the SEPA Official will publish notices and open a formal scoping period where stakeholders may comment on the issues and alternatives that should be considered in a draft Supplemental Environmental Impact Statement (SEIS).<sup>3</sup>
  - *Draft Review.* The SEPA Official will also issue a formal comment period for all stakeholders on the draft SEIS and accept comments on the proposed alternatives for the station area plan, the Planned Action, and the code amendments. As part of the planned action, the SEPA official will conduct a community meeting to accept comments, which may be an informal meeting held in person or through remote methods.
  - *Final Adoption.* All comments will receive responses in final SEIS, which the SEPA Official issues prior to Council deliberations to help with final decision making. The final SEIS also will indicate a preferred alternative based on comments received during the draft SEIS comment period. Council will review a summary of draft SEIS comments and provide direction to the SEPA official on the selection of the preferred alternative.
- **Planning Commission Recommendation.** The Planning Commission makes a formal recommendation to Council in the *Final Adoption* phase based upon comments it receives from a public hearing. Prior to the public hearing the Planning Commission will also have access to the draft SEIS and public comment summaries from earlier stages of public engagement. Early in the process, during the *Opportunities and Challenges* and *Concepts and Alternative Development* phases, the Planning Commission, along with the City's other boards and commissions, act as stakeholder and provide input into the process that is used by the project team.
- **Staff Recommendation.** The project team will summarize public engagement each time it touches base with Council throughout the project.

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<sup>2</sup> SEPA is subject to state statutes is RCW 43.21 and WAC 197.11

<sup>3</sup> The environmental review documents for this document will supplement the work already done for Kirkland's Comprehensive Plan, thus the EIS is formally a supplemental EIS or SEIS.



However, in the *Final Adoption* phase they will issue a more formal staff report that provides a guide for the Planning Commission's recommendation and then for the City Council's deliberations. During the *Opportunities and Challenges and Concepts and Alternatives Development* phases, the project team collects public comment to advance the project and inform the development of concepts, alternatives, and the draft plan.