

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 85th St interchange. The funding was used to retain a multi-disciplinary urban design team to lead the City's development of the SAP. The intent of the plan is to fully leverage a significant regional investment in transit at this location with a land use plan that would result in a walkable, equitable, and complete transit-oriented neighborhood. Done correctly, the plan can also help the City demonstrate the capacity to meet the job targets required under the Growth Management Act.

In addition to the City's budget, the Department of Commerce awarded Kirkland \$150,000 through the [E2SHB 1923 Grant program](#), a grant program established to encourage cities to address housing affordability by increasing residential building capacity. These additional funds allowed the project scope to be expanded to include a Planned Action Ordinance (PAO) Supplemental Environmental Impact Statement (SEIS) and Form-based Codes (FBCs) in the study area. The advantage of a Planned Action Ordinance is to streamline environmental review for future development projects 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, promote a mixed-use community where services and housing are intermixed, and establish standards for quality public spaces within the Station Area.

The community and Planning Commission have asked about the status of the WSDOT/Sound Transit I-405 BRT project, which is proceeding toward retaining a design/build contractor. Delivery of the station is still tentatively scheduled for 2025, with confirmation anticipated after Sound Transit realignment decisions scheduled for Summer, 2021.

DSEIS Public Comment Summary

The DSEIS public comment period was open from January 5, 2021 to February 19, 2021, which incorporated a two-week extension. The decision to extend the comment deadline was made in response to requests from the community, and in recognition that an extended comment period would provide all stakeholders more time to engage with the DSEIS. The extended timeline also gave staff an opportunity to continue outreach efforts focused on reaching community members traditionally underrepresented in past planning processes. While the project's second phase of broad outreach associated with the DSEIS has now been completed, staff has continued to meet with neighborhood and other community organizations to inform people about the project, as opportunities arise.

A report of the outreach efforts related directly to the DSEIS phase of the project and a summary of the DSEIS comments received is included as Attachment 1 to this memorandum. Comments from all engagement mediums illustrated ranges of support or concern around the following broad themes:

- Need for affordable and diverse housing opportunities
- Integrating greenspace and public parks; adding/retaining trees

- Traffic congestion and cost of transportation improvements
- Enhancing pedestrian and bicycle connections and comfort
- Balancing jobs and housing
- Providing jobs for employees from a range of backgrounds and experience levels
- Density and transitions of heights and activity from commercial areas to residential areas; compatibility with existing development
- Impacts of taller buildings on views
- Considering growth impacts on schools, and solutions to school impacts
- Preferences for growth or heights at lower levels in particular locations or throughout the Station Area but with affordable housing and amenities, as well as preferences for greater growth near transit and to provide more housing and jobs as well as amenities.

DSEIS Outreach to Commercial Property Owners

Following the January 2021 Planning Commission and City Council briefings, City staff from Planning, the City Attorney's Office and the City Manager's Office have also convened several virtual discussions with various commercial property owners in the Station Area to receive feedback and understand interests. Conversations with representatives of Costco and the Lee Johnson site are of note as they include some of the largest commercial properties closest to the freeway and the bus rapid transit station. Costco expressed that they have no current plans to change their operations or uses on their property and do not want the City to make them a non-conforming use or zone the property in such a way that they are not viable at the current location. The Lee Johnson family and Google have publicly stated they are in discussions with Google about Google's potential purchase of their properties. Google has expressed to City staff that their development concepts do not need the maximum height described in Alternative 3 but would require more than the height in Alternative 2. Google is also seeking as much certainty as possible by December of 2021 in order to make final decisions.

Project Progress & Previous Commission and Council Direction

The project team last updated Planning Commission and City Council in January 2021, while the DSEIS comment period was still in-progress. At that meeting, the Commission received a briefing on the DSEIS alternatives studied and what had been learned from community input to-date. Commissioners provided several comments requesting that staff provide additional details to help understand the "tradeoffs" between impacts discussed in the DSEIS, and potential benefits that may be attained with the future Station Area Plan. At the subsequent City Council briefing, Councilmembers provided direction to complete the DSEIS public comment period prior to returning to either body to discuss the next steps for the project. Additionally, City Council requested that the project team complete work to analyze the fiscal components of infrastructure and

public service provision and community benefits for the project. The Council also provided further comments to consider for additional transportation network analysis.

In the first quarter of 2021, the team has spent considerable time considering how to best address input from the community, the Planning and Transportation Commissions, and the Council comments received in January. This has entailed working with the lead consultant, Mithun, and subconsultants to assess the project scope and consider what additional analysis may be necessary to provide the information requested prior to Planning Commission making recommendations, or Council making any decisions, about a “preferred alternative” for the final Station Area Plan. This period of planning was not in the original project scope and has resulted in an additional process “step” for project scope reassessment, roughly depicted in Figure 2, below.

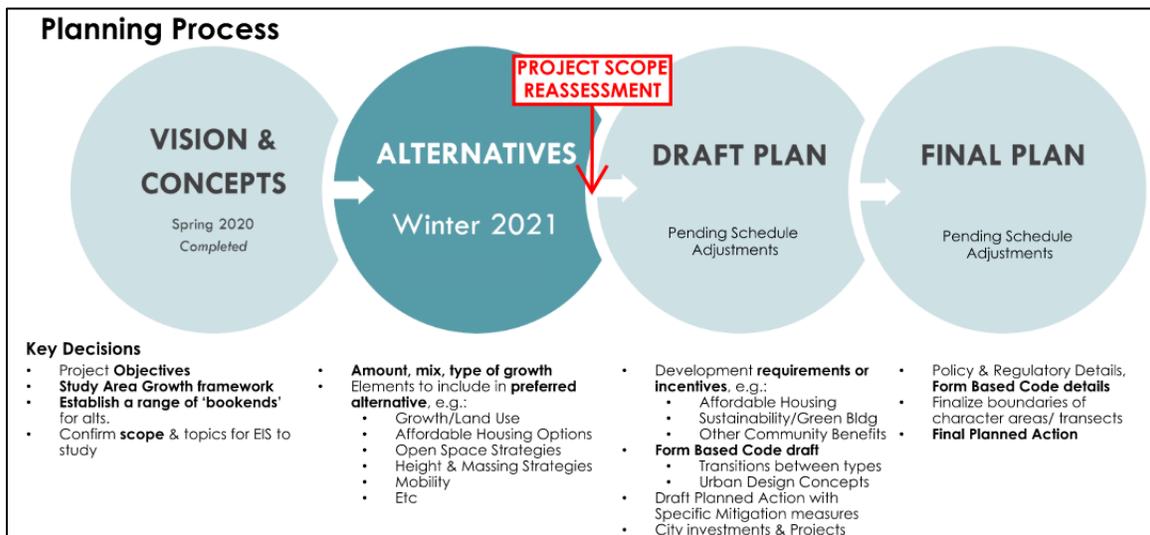


Figure 2: Original planning process overview. Current process step indicated by "Project Scope Reassessment" arrow.

This project scope reassessment has resulted in a draft scope of work for additional tasks beyond the original project scope, described in the following section.

Fiscal Impact and Benefit Analysis & Supportive Modeling - Draft Scope

Based on community input, Planning Commission feedback, and City Council direction, the project team has determined additional analysis is required to advance project decisions towards designating a preferred alternative and final Station Area Plan. This additional analysis falls into the following interrelated categories. Each component feeds the Fiscal Impact and Benefit Analysis, which, in turn, feeds the overall Station Area Plan. The proposed EIS scope for the additional analysis and a revised project schedule, prepared by the consultant team, is included as Attachment 2 to this memo.

Proposed Task 1: Station Area Plan Integration

Task 1 includes tasks necessary to develop inputs for the Fiscal Impacts and Benefits Analysis. Includes work to establish revised low and high project alternative “bookends” and evaluation measures for the fiscal analysis, conduct additional transportation analysis as requested by Council, and conduct additional project

management and community engagement tasks necessitated by the expanded scope and project schedule. Additionally, this task will supplement previous transportation modeling with a more refined approach to help understand impacts on specific intersections and how existing travel patterns may change with additional growth around the Station Area.

Proposed Task 2: Community Benefits and Tradeoffs

Task 2 was recommended by the project team, in response to City Council direction, to allow the fiscal impact and benefits analysis to evaluate the outcomes of various policy decisions such as bonus or incentive zoning, commercial linkages or other fees, on-site community amenities or fee in-lieu programs, and special district designations (e.g., Transportation Benefit District). Includes additional transportation analysis for non-vehicular modes of travel with supplemental transit capacity, bikeshed, and walkshed analyses.

The proposed scope in Attachment 2 includes optional transportation network-related additions to the core scope of work. These optional additions are included to provide the Commission and City Council with an idea of what types of analyses are possible, with the recognition that the items are beyond out-of-scope and may not be necessary for decision-makers to ultimately choose a preferred alternative. The optional additions include an interchange analysis for I-405/NE 85th St (responsive to DSEIS comments from WSDOT), analysis of additional intersections not currently included in the project model, and collision analysis.

Proposed Task 3: Fiscal Impacts and Benefits Analysis

Task 3 was specifically requested by City Council to assess the City's revenues and cost of service, including operations and capital investments required to serve the anticipated level of growth. Key questions to be answered in this analysis include:

- What revenues can the City expect associated with the proposed redevelopment of the area?
- What will it cost the City and its partners to most efficiently serve this area with infrastructure and municipal services?
- How would changes in the magnitude, location, and mix of residential and commercial uses affect net fiscal impacts and non-fiscal policy goals?
- What is the relationship between levels of growth among the alternatives and the types and amounts of public benefits provided?

The proposed task includes an interim deliverable to share initial findings with the community, Planning Commission, and City Council prior to the finalization of the report to inform decisions for the final Station Area Plan.

The tasks listed above add a number of complex elements to the previously established scope for the Station Area Plan and will extend the planning process timeline. They are presented at this point in recognition of the large scale of the project, in order to respond to community and Council feedback related to forthcoming decisions for the final plan, and to provide the best information possible to make decisions that promote

the project values of livability, sustainability, and equity. A proposed revised schedule, and a comparison to the previously established project schedule, is included in Attachment 2.

Phased Plan Action Ordinances

In general, primarily commercial areas usually generate revenue beyond that needed to provide City services such as police and fire to the businesses. Primarily residential areas usually do not generate enough revenue to cover the cost of City services needed. Accurate estimations of commercial revenue help determine how much residential development can be supported by the City. Therefore, in addition to scoping the financial/benefit analysis needed for Station Area Plan options, staff is also evaluating legislative frameworks that may assist Council decision making in the context of iterative and overlapping timelines for commercial and residential zoning decisions.

One such framework may be “phased” planned action ordinances that could provide the Council the flexibility to sequence commercial and residential decisions if necessary. As the DSEIS is completed, the Council could consider a “first phase” planned action ordinance for the commercial properties near I-405 bus rapid transit station that would help inform a “second phase” planned action ordinance for residential and mixed-use zones for the rest of the Station Area Plan. Allowing for initial catalyst commercial developments as a first phase of a planned action ordinance could also promote some of the planning principles reflected in the plan vision and that community members have supported, including: an infusion of frequent transit users (and associated reduction in per capita miles traveled); a customer base to support local-serving retail uses and services that would help promote a vibrant mixed-use district; and development of potentially iconic architecture near the BRT station. Although more staff analysis is necessary, phased planned action ordinances appear to be mechanisms that provide maximum flexibility as the Council would retain full discretion to adopt the phases in sequence or at the same time.

April 2021 City Council Direction

Based on public comment, information gathered to-date, and previous PC and CC direction, staff sought feedback from City Council on the proposed additional scope for the fiscal impact analysis, revised project schedule, any direction to draft “narrowed bookend” alternatives, and their openness on the future option to phase Planned Action Ordinances. At the April 6, 2021 Council study session the following direction was provided based on the below questions.

Discussion Questions and Council Direction:

1. Do the proposed revisions to the project scope and schedule appear to address questions identified by the Council in a manner that would assist future Station Area Plan decisions?

Council Direction: City Council opined that the supplemental scope and schedule were wholly appropriate for the Station Area planning process, and directed staff to proceed with finalizing the scope and budget with the consultant team. Council provided clarification that the threshold

analysis for decision-making should focus more on community benefits (i.e. minimum thresholds of growth needed to attain certain benefits such as affordable housing, open spaces, bike or pedestrian-infrastructure, etc.) than on development feasibility. Related to the proposed supplemental scope for outreach and engagement, Council emphasized that outreach to community-members should continue to be inclusive and seek out people that have not yet been heard from in the engagement activities.

2. Narrowing options will help provide more accurate and quicker analysis. Based on public comment and previous review, does the Council have any feedback that would help to guide direction of a revised high bookend alternative to something less than Alternative 3? For example, should the maximum height of the most intensive commercial areas be lowered; particularly since that area includes Costco, with no redevelopment plans, and a potential Google campus that does not anticipate 300' tall buildings? Are there other items studied under DSEIS Alternative 3 that Council would remove from consideration at this time? Note: Staff will use feedback on the above to help draft a complete project-wide revised high bookend, which Council will have an opportunity to review and endorse prior to the next study phase.
Council Direction: Council agreed that the exercise to "narrow" the low and high DSEIS bookends will also allow the project team to narrow the focus of the supplemental scope and result in a higher quality of analysis for future decision-making. Some Councilmembers noted that any plan-components (such as the maximum height studied in the DSEIS) beneficial to future opportunities for affordable housing should not be removed from consideration at this point in the project. To help staff form the draft "narrowed bookends", Council suggested that some initial analysis should inform the bookends to ensure resources are not spent to study options that are not feasible (e.g. on measures such as City infrastructure support, transportation impacts, etc.). Council was ultimately supportive of crafting a draft "high bookend" option that reflected known developer-desired heights and commercial job growth, while recognizing that the narrowed bookends consist of many elements beyond just height and building massing.
2. Is Council open to staff exploring the option of phasing adoption of the future Planned Action Ordinance(s) if that enables the City to pursue TOD opportunities where fiscal impacts are more clear-cut vs other opportunities that may require further analysis (i.e. – school impact fees)?
Note: Having an option to phase adoption of the Planned Action Ordinance(s) or other project aspects may become a preferred approach to continue progress of some elements and/or sub-areas of the Station Area if other components (e.g., affordable housing mitigation measures, coordination with school capacity, etc.) require more time to develop.

Council Direction: Council was supportive of staff further exploring the option to phase the adoption of the future Planned Action Ordinance(s), recognizing that the future project conditions will determine the ultimate approach.

Next Steps

The project team plans to return to a June Planning Commission meeting to share the draft “narrowed bookends” that will serve as the basis for analysis in the fiscal impact analysis, and to request a Planning Commission to City Council for those “narrowed bookends.”

Attachments:

1. DSEIS Public Comment Summary
2. Draft Fiscal Impact Analysis Scope & Draft Revised Project Schedule, prepared by Mithun

cc:File Number CAM20-00153

DSEIS Comment Summary

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Overview

This summary provides an overview of public comments received throughout the Draft Supplemental Environmental Impact Statement (DSEIS) outreach and engagement period. Outreach was conducted consistent with the overall engagement objectives set forth in the [Station Area Plan Public Engagement Plan](#), and as part of the City's commitment to an inclusive and robust community engagement process. The comment period was held January 5, 2021 through February 19, 2021.

This is a preliminary summary of comments. Comments will be considered in the preparation of the Final Supplemental Environmental Impact Statement (FSEIS), which may include analysis of the topics in the DSEIS 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 at www.kirklandwa.gov/stationareaplan.

Outreach

The project team conducted outreach through several channels to inform public and stakeholders of the project and opportunities to engage. Channels included:

- **Legal publication** in the Seattle Times.
 - **Notice of availability** sent to agencies according to the City's standard procedure.
 - **Press releases**.
 - **Posters** mailed to essential locations within and nearby the study area.
 - › 20 multifamily housing buildings within the study area.
 - › 5 senior housing facilities within the study area.
 - › 16 ethnic groceries and businesses within the study area and neighboring communities.
 - **Email and phone notification and coordination** with 51 community contacts, including:
 - › Businesses and employers, including large employers.
 - › Service- and faith-based organizations.
 - › Transit-, pedestrian-, and bike-based organizations.
 - › Unions.
 - › Community organizations.
 - › Lake Washington School District and Lake Washington High School
- Many of these organizations distributed messages about the engagement

period to their membership via emails, social media postings, and announcements at events.

- **Project Listserv emails** sent at three points leading up to, and during, the DSEIS comment period to 170 subscribers (subscribers as of February 2021).
- **Social media posts** on City of Kirkland Facebook and Twitter accounts at least once per week throughout the comment period.
- Weekly **articles** in This Week in Kirkland, the City's e-newsletter, throughout the comment period. The e-newsletter listserv reaches approximately 4,000 recipients (subscribers as of February 2021).
- A City-produced [DSEIS Introduction video](#) with information about what a DSEIS is, and how community members could participate in the project posted to the City's YouTube channel and linked in social media posts.
- Project **materials in Chinese**, distributed through the Chinese Information Service Center to over 500 recipients. The materials included instructions for how to request a Chinese-language community meeting with the City.
- City Staff presentations at 10 virtual community organization meetings.

Engagement

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

Real-time Online Open House

At 6 PM on January 7, 2021, the City hosted a live online open house. The meeting included a large presentation to share out information and small group activities to collect input. Approximately 140 people participated in the open house. After the open house was completed, a [video of the event](#) was made available for viewing on the City's website.

Online Survey

An online survey offered an opportunity for stakeholders and the public to learn about and provide input on the three alternatives in the DSEIS. The survey was made available to participants at the conclusion of the open house on January 7, 2021 and remained open throughout the comment period. The survey received 408 responses.

Written Comment

Stakeholders and members of the public submitted written comments. The City received 114 written comments from individuals, corporations, small businesses, and organizations, one regional transportation district, and one State agency.

Service Provider Work Group

Representatives from four human service providers with clients in the Station Area joined a virtual roundtable discussion to learn about the SAP and provide input about how the plan can support client needs. The first portion of the meeting included a brief presentation about the Plan and the planning process, including an overview of the three alternatives. Following this presentation, participants engaged in a roundtable discussion about how their clients use the Station Area and their top concerns and hopes about the outcomes of the SAP.

Meetings-in-a-Box

Staff from The Sophia Way, a service provider located in the Station Area, hosted two in-person meetings-in-a-box and a few one-on-one discussions to gather input from 26 clients on the DSEIS. The meetings occurred during the weeks of January 18, 2021 and February 5, 2021. All participants were women experiencing homelessness. About one-third were full-time employed and about two-thirds have received disability or have a disability claim filed. Participants' ages ranged from approximately 30-70 years, with a large proportion aged 55 and older.

Student engagement at Lake Washington High School

Students from two economics classes at Lake Washington High School engaged in a monthlong project to learn about the SAP and to provide input during the comment period. The project culminated with student presentations to City staff and members of the Kirkland City Council. Members of the project team joined eight class sessions (four per class) in December 2020 and January 2021 to teach and support students in the project.

City Staff Presentations at Virtual Community Organization Meetings

In the weeks leading up to, and during, the DSEIS public comment period City staff accepted several invitations to present information about the Station Area Plan to various community organizations. Community organization meetings were all held virtually. Staff presentations generally included a NE 85th St Station Area Plan project introduction, a summary of the three DSEIS alternatives,

information about how to provide DSEIS comments or otherwise engage with the project, and responses to questions from the respective membership.

Comment Themes

Comments from the various sources illustrated a range of support or concern about:

- Need for affordable and diverse housing opportunities.
- Integrating greenspace and public parks, adding/retaining trees.
- Traffic congestion and costs.
- Enhancing pedestrian and bicycle connections.
- Balancing jobs and housing.
- Providing jobs for employees from a range of backgrounds and experience levels.
- Density and transitions of heights and activity to protect residential character and views.
- Considering growth impacts on schools and solutions.
- Preferences for growth or heights at lower levels in particular locations or overall but with affordable housing and amenities, as well as preferences for greater growth near transit and to provide more housing and jobs as well as amenities.

Summaries of Engagement Activities

A Real-time Online Open House

Exhibit 2: Online Open House Participants



Source: Mithun, 2021.

Overview and Executive Summary

The City of Kirkland held a live, online public open house on January 7, 2021. Given the technical nature of the DSEIS document, the City held the meeting early in the comment period to introduce the concepts and alternatives studied to improve understanding of the choices being considered.

There was robust participation in the meeting, estimated at about 140 participants. Outreach to notify the community about the engagement period and the public meeting began in December 2020. The meeting was conducted over zoom, and there were 122 zoom accounts that participated in the meeting.¹ However the number of participants was higher, as several accounts included multiple participants. Participation was greater than a summer 2020 workshop, which had about 80 participants, and typical pre-COVID in-person open house of about 30-45 participants.

Presentations included an overview of the DSEIS process and commenting, a summary of the three Alternatives studied, their alignment with project objectives and evaluation, and next steps toward a Preferred Alternative which will likely be

¹ City of Kirkland representatives and members of the consulting team were not included in this number.

a combination of features from multiple alternatives. Small group discussions followed the presentation.

Common themes and priorities from these discussions included desire for open space, bike, and pedestrian connections; strong support for better transit and mobility connections with the new bus rapid transit (BRT) and potential Houghton P&R connections; importance of more affordable housing opportunities; desire to focus density around transit and concerns about transitions between higher density areas and adjacent neighborhoods; questions around the balance of jobs/housing as well as balance of new development and required infrastructure and services; and concerns and questions about traffic impacts.

After group discussion, Q&A lasted for about 15 minutes, which primarily revolved around questions related to process and participation. The meeting ended with a summary on how and where to comment, ask questions, how to participate in the survey, and a reminder to submit comments by February 5th at 5 p.m. by postal or electronic mail.²

A recording of the open house and the presentation slide deck was made available on the City's website for people who were unable to attend. This allows anyone interested in the plan access to this information and benefit from the summary and explanatory information.

Detailed Agenda

The meeting began with a presentation by City staff and the project team. Adam Weinstein, Director of Planning, gave an overview of the project and its purpose. Becca Book of Mithun introduced participants to meeting protocols, including tips on effectively using the zoom platform and meeting ground rules and the overall planning process. Lisa Grueter of BERK Consulting explained the overall process for the DSEIS and how to submit comments. Brad Barnett of Mithun summarized the three alternatives that were studied, highlighting areas of similarity and contrast. Erin Ishizaki of Mithun presented an evaluation of the alternatives and their consistency with overall project and community goals.

At the conclusion of the presentation, participants joined small group discussions for about 30-40 minutes in virtual breakout rooms. Facilitators, which included City staff and consultant team members, supported these discussions, and took live notes using the Miro platform. The Miro platform was set up to provide visuals and other support materials, as would be available to participants in a traditional open-house setting. Facilitators took notes on participant comments using virtual

² The comment period deadline was later extended to February 19, 2021.

“sticky-notes.” A sample tableau of the materials available in each virtual breakout room is shown in Exhibit 1

Exhibit 1. Sample Tableau of Materials Available in Each Virtual Breakout Room.

Discussion Group Questions

1. Introduce yourself, what makes your community special? What would you like to preserve for future generations?
2. How do you envision this neighborhood in 20 years? Which elements of the alternatives shared today align with this vision?
3. Which elements from the alternatives measures best achieve the project goal of creating an equitable, livable, and sustainable Kirkland? Which do not?
4. Out of these Future Community Characteristics, which are your top 3?
5. Which, if any, of the mitigation measures described would you like to see incorporated in the preferred alternative?

Alternatives Summary

- Alternative 1: No Action**
Reflects existing zoning and current plans. It makes no planning changes to accommodate projected growth.
- Alternative 2: Guiding Transit Oriented Growth**
Allows moderate growth around transit, primarily focused on existing commercial areas such as Rose Hill.
- Alternative 3: Transit Oriented Hub**
Allows most growth to support transit-oriented development, primarily focused on existing commercial areas such as Rose Hill.

Development Typologies

Development Typology Map

Maximum Allowable Building Heights

Mobility

Community Characteristics:

1. Creating and preserving public open space
2. Ease and safety of travel by walking, biking, and transit
3. Ease of travel in private vehicles
4. Limited building heights and densities
5. More affordable homes
6. More jobs in Kirkland
7. More green buildings and features
8. Preservation of neighborhood character
9. Support for local businesses, existing and new
10. The ability for people from all walks of life to live in Kirkland

Example Mitigation Measures

Element	Proposed Measure Highlights
Housing/ Land Use / Aesthetics	<ol style="list-style-type: none"> 1. Require more affordable housing units beyond 10% existing inclusionary housing regulations 2. Provide new incentives to developers to develop more affordable housing 3. Allow developers to pay an in-lieu fee if fewer affordable units are constructed than planned 4. Promote in-regional efforts to leverage funding 5. Design standards for compatible development and transitions acrossing neighborhood 6. Focus the highest buildings near the interchange, with lower height buildings to transition into the surrounding neighborhoods
Environment	<ol style="list-style-type: none"> 1. Create vegetated buffers between heavily trafficked areas and residential development to help improve air quality, preserve or replace mature tree cover 2. Offer incentives, or requirements for green building to improve air quality and neighborhood
Transportation	<ol style="list-style-type: none"> 1. Add capital improvements to roads to accommodate cars (e.g. add travel lanes, turn lanes, signals) 2. Improve bicycle and pedestrian networks 3. Increase transit and ride sharing 4. Alter parking standards such as altered parking ratios, managed on-street parking 5. Change the land use mix to better use existing and planned infrastructure 6. Alter policies to balance available infrastructure capacity, funding, and availability of other modes of travel.

Source: Mithun, 2021.

After participants introduced themselves in their small groups, facilitators led discussion of five questions:

- What makes your community special? What would you like to preserve for future generations?
- How do you envision this neighborhood in 20 years? Which elements of the alternatives shared today align with this vision?
- Which elements from the alternatives measures best achieve the project goal of creating an equitable, livable, and sustainable Kirkland? Which do not?
- Out of the Future Community Characteristics, which are your top 3?
- Which, if any, of the mitigation measures described would you like to see incorporated in the preferred alternative?

At the conclusion of the discussion groups, participants were asked to submit their three top ideas for the NE 85th Street Station Area plan. This generated the word

welcoming and suggested modifying this question to Unique Qualities to see for Future Generations.

Overall growth

- Desire to keep growth and density focused near new BRT station, growth will help maximize transit.
- High growth in Kirkland is not in line with the community's history.
- The project is biased toward big growth.
- Kirkland does not need another urban center.
- People who moved to Kirkland for a suburban experience do not want urban style growth.
- Growth should go to other parts of the region.
- Concerns that growth in this area will add noise and traffic similar to recent trends.
- Socio-economic diversity is important – people who work here should be able to live here.
- Lower growth seems appropriate for the west side of the interchange and higher growth seems appropriate for the east side of the interchange.
- Desire to balance growth with mobility, infrastructure, and service needs. Moderate growth is a compromise.
- Form of growth and density should provide quality of life with open spaces and views.
- Strong desire to keep housing away from I-405 due to noise and air quality.

Land Use and Zoning

- It's worthwhile to plan for better utilization of this area.
- New development and improvements are not spread equally across the full station area.
- Center density around the transportation hub. Good TOD [transit-oriented development] will reduce traffic impacts.
- What makes this area a destination? Ensure it is a destination for the region.
- Support single-family neighborhoods.
- Create child-friendly neighborhoods where housing has play areas and parks that are easy to walk to.
- Ensure views are preserved.

- High rises support more population vertically and prevent sprawl.
- Integrate density with transit opportunities to get rid of auto-dependence.
- Add mixed use to existing commercial areas.
- Use townhouses to achieve medium densities.
- Could the light industrial areas near the Cross-Kirkland-Corridor be changed to residential?
- Ensure that there are amenities and parks to make densities and smaller living spaces livable – integrate green spaces with new development.
- Form based zoning is a good approach.
- Require sustainable development, LEED.
- This area needs to be optimized for people.
- Do not place housing near the highway.
- Zone to leverage investment in transit.
- Ensure the integration of public art.
- Create a unified design theme and public gateways.
- Focus on infill housing instead of large complexes.

Housing

- Importance of preserving affordability in the community- both market rate and subsidized.
- Increase the diversity of housing in this area: missing middle, mixed use, etc.
- What are the effects of bringing low income housing into this area on existing homes?
- Will new housing displace existing residents by raising taxes?
- 10% provision does not create enough affordable housing. Hold developers to more.
- Housing needs daycares and other amenities like play areas, open spaces, and access to parks.

Transportation and Parking

- Traffic is already a concern in the 85th street corridor and adding new growth will make it worse.
- Consider diverting traffic to 87th and put the crossing with 114th there.
- Making biking feasible. Is there adequate ROW space to support safe biking? Particularly in neighborhoods?

- Making walking feasible. Add greenspaces for safety and widen sidewalks. More midblock pedestrian connections.
- Connect to the Cross Kirkland Corridor.
- Google expansion will affect residential streets.
- Green street should be at: 120th, near the high school, near the women and children's center.
- More people and less parking will not work in this area.
- How will construction impacts to 85th be mitigated during development?
- Address the dead-end streets near Costco.
- Connect Houghton P&R to this area via bus connections and walking / biking trails.
- Is 80th street wide enough?
- Need to move people up/down hill on 85th to connect downtown to the station.
- Buses get stuck in traffic too – need dedicated transit lanes.
- BRT is not as impactful on transportation habits as light rail.
- Address pass through and cut through traffic.

Environment and Open Space

- Preserving wetlands and the ecosystem is a priority.
- More open spaces are needed in these alternatives – and more access to nature.
- Restore native plants to this area.
- Address the increase in noise.
- Preserve and add tree canopy.
- Address climate change.
- Desire for open space, bike, and pedestrian connections
- Ensure that there are amenities and parks to make densities and smaller living spaces livable – integrate green spaces with new development.
- Create child-friendly neighborhoods where housing has play areas and parks that are easy to walk to.

Economic Development and Employment

- A full range of employment is needed. Are the jobs anticipated to be service jobs? Office jobs?

- Does this area need 30,000 jobs?
- It's important to plan for new jobs from Google and other major employers in this area.
- Is the jobs-housing balance right? Are there enough jobs to support the proposed housing?
- Reduce commercial development in this area in favor of greening the area.
- Costco doesn't fit with the plans for this area.

Neighborhoods

- Highland neighborhood should not be connected to 405 in the future.
- Neighborhoods should not be pressured to change.

Services and Infrastructure

- Question about City's anticipated revenues versus expenses for providing services for new developments.
- What are impacts on schools?
- What will be the impact on crime?

Overall process concerns and questions

- The process should include significant outreach efforts and follow the established outreach plan.
- Questions regarding what outreach was conducted especially postcards and mailers.
- Project team should update public on progress toward outreach plan.
- Questions about when public can comment and how that relates to decision making.
- New City website format is not user friendly and previous plans and EIS documents need to be added back.
- Better coordination with Sound Transit.

B Online Survey

Below is a summary of the 408 responses to the online survey. The first several subsections summarize responses to multiple choice and ranking questions. Free-response comment themes are summarized in the last subsection.

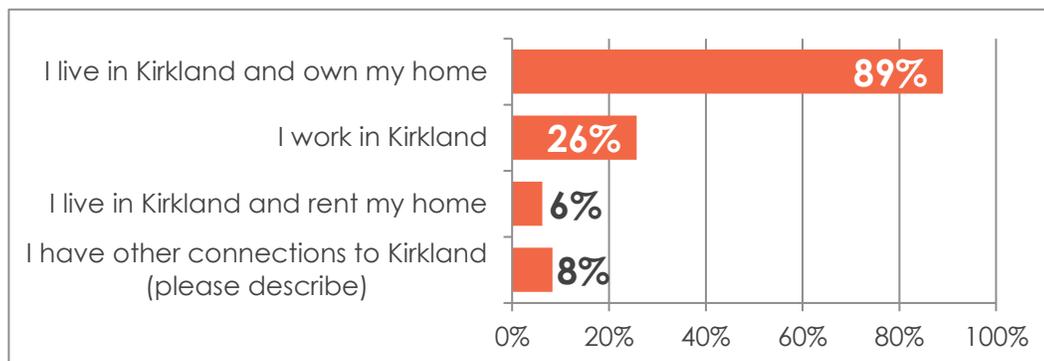
Survey responses are disaggregated by age when trends differ meaningfully by age. Responses do not differ meaningfully by other demographics. Unless otherwise noted, demographic information of participants is compared to demographics of Station Area and Kirkland residents based on the [Opportunities and Challenges Report](#), 2020 or citywide statistics consistent with Census or other noted data.

Respondent Characteristics and Demographics

Exhibit 3 shows some of the key characteristics of respondents. Response to demographic questions was an optional section of the survey.

- 89% of survey respondents live in Kirkland and own their home, and just 6% live in Kirkland and rent their homes. This is a significantly higher rate of homeownership than residents of the Station Area, of whom 36% are renters.
- 26% of survey respondents work in Kirkland. This is a higher rate of Kirkland employment than Kirkland residents, of whom 11% work in Kirkland.

Exhibit 3. Respondent Characteristics (338 responses)

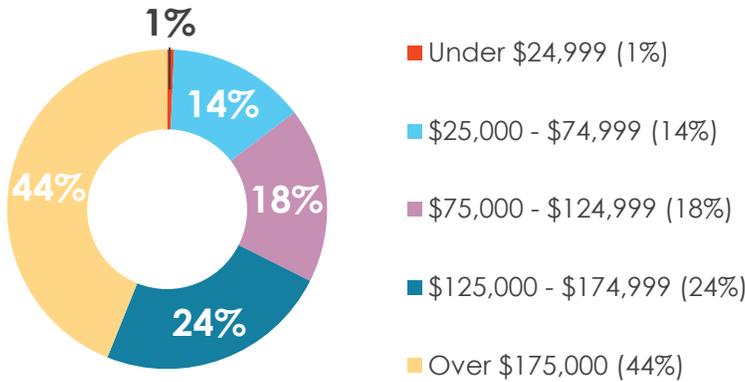


Note: Percentages do not sum to 100% because respondents could select multiple options.
Source: BERK, 2021.

Exhibit 4 shows the household incomes of survey respondents.

- Survey respondents have relatively high incomes, as over two-thirds of respondents have annual household incomes of \$125,000 or more. The median household income for the city as a whole per the American Community Survey 2015-2019 was \$117,190.
- 15% of survey respondents have household incomes below \$75,000 per year, compared to 31% of Kirkland households with household incomes below \$75,000. ⁴ 6% of Station Area residents have household incomes below \$40,000 per year, and 48% of Station Area Employees make under \$40,000 per year.

Exhibit 4. Respondent Household Incomes (287 responses)



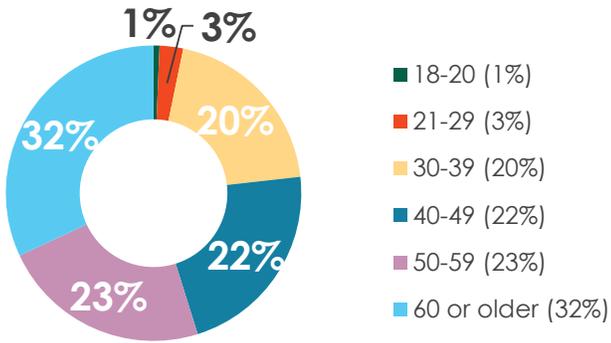
Source: BERK, 2021.

Exhibit 5 shows the ages of survey respondents.

- Survey respondents are more likely to be older adults than Station Area residents. One-third of survey respondents are aged 60 or older, compared to 12% of Station Area residents who are aged 65 or older.
- Station Area residents are 26% under the age of 18, 10% between 18-24, 20% between 35-44, 32% 45-64, and 12% 65 or older.

⁴ American Community Survey 5-year estimates 2015-2019 S1901.

Exhibit 5. Respondent Ages (310 responses)

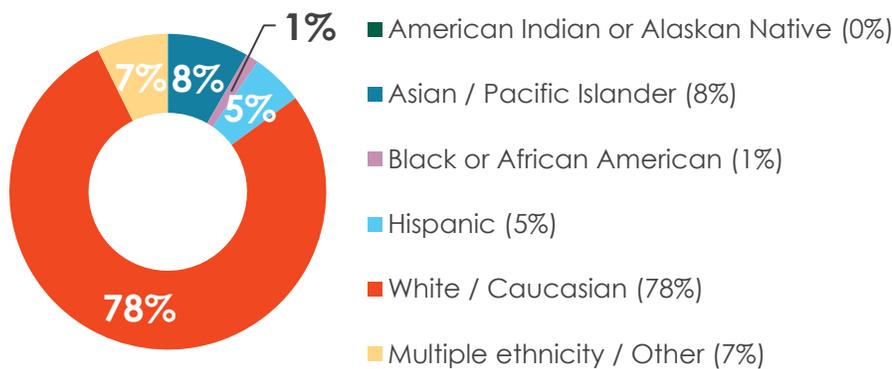


Source: BERK, 2021.

Exhibit 6 shows the race and ethnicity of survey respondents, and Exhibit 7 disaggregates race and ethnicity by the age of survey respondents.

- The race and ethnicity of survey respondents closely matches the demographics of Station Area Residents. 82% of Station Area residents are White, 10% are Asian, and 7% identify with two or more races.
- Younger survey respondents are less likely to be White than older survey respondents.

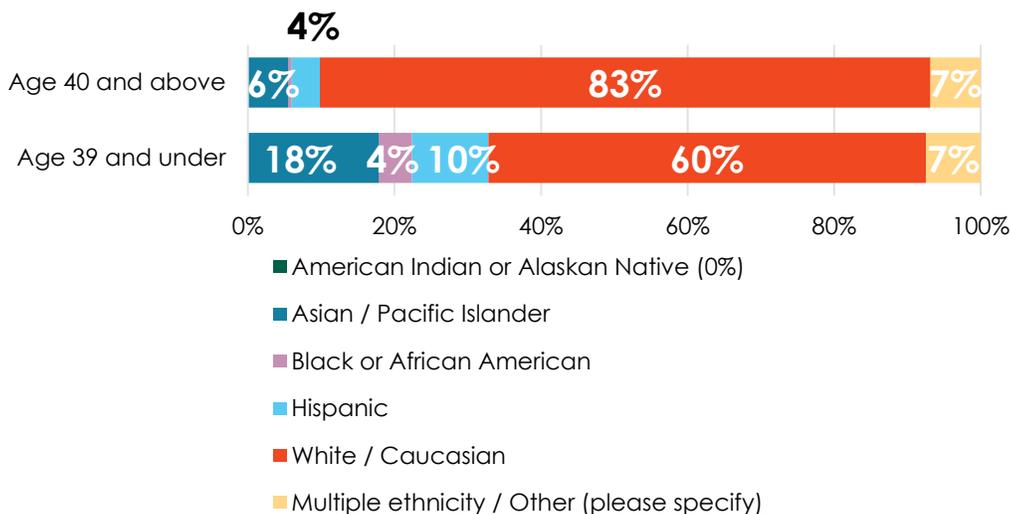
Exhibit 6. Respondent Race or Ethnicity (302 responses)



Note: Respondents were asked to select a single option that best described them.
Source: BERK, 2021.

Exhibit 7. Respondent Race or Ethnicity, Disaggregated by Age (301 respondents)

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



Note: Respondents were asked to select a single option that best described them.
Source: BERK, 2021.

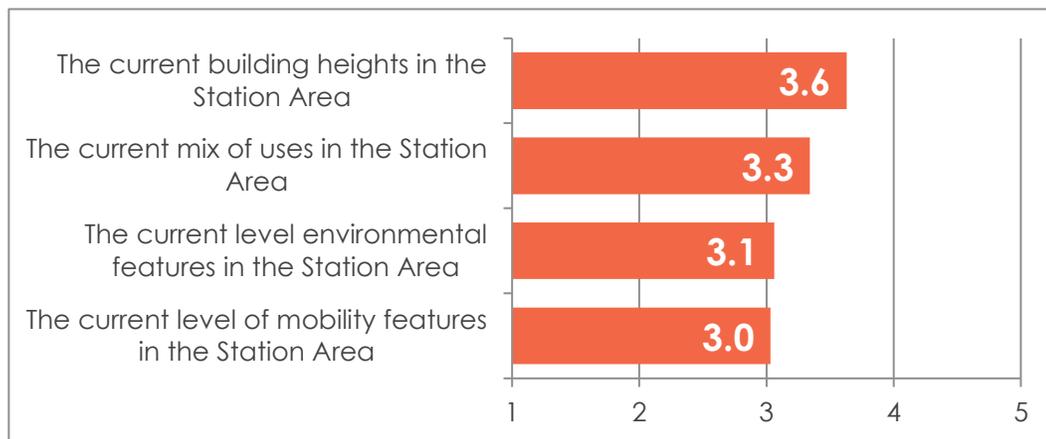
Respondent Opinions on Existing Conditions

Exhibit 8 shows survey respondents' level of support for existing station area features.

- On average, survey respondents are neutral about or support all listed features.
- Survey respondents are most supportive of the current building heights in the Station Area.
- Survey respondents feel neutral or slightly supportive of the current level of environmental features and mobility features in the Station Area.

Exhibit 8. Respondents' Level of Support* for Existing Station Area Features (401 responses)

Survey Question: "The no action alternative assumes no planning adjustments to accommodate the growth which the Eastside is experiencing. Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for:"

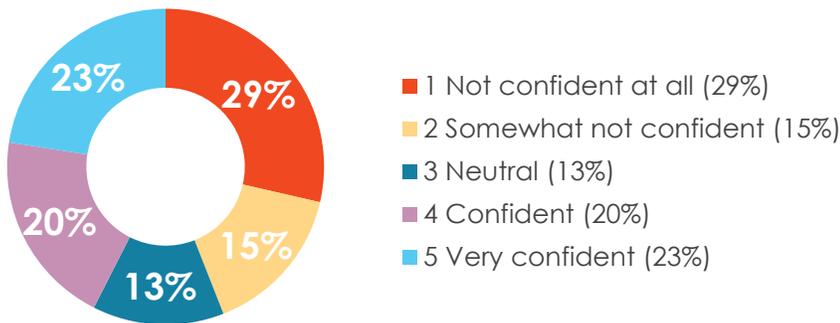


*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support). Source: BERK, 2021.

Exhibit 9 shows survey respondents' levels of confidence that the existing zoning and mix of uses will accommodate Kirkland's continued growth in an equitable, livable, and sustainable fashion.

- Survey respondents are split equally between confidence and lack of confidence in the current zoning and mix of uses, with 43% confident or very confident, and 44% somewhat not confident or not confident at all.

Exhibit 9. Survey Respondents' Confidence that the Existing Zoning and Mix of Uses will Accommodate Kirkland's Continued Growth in an Equitable, Livable and Sustainable Fashion (395 responses)



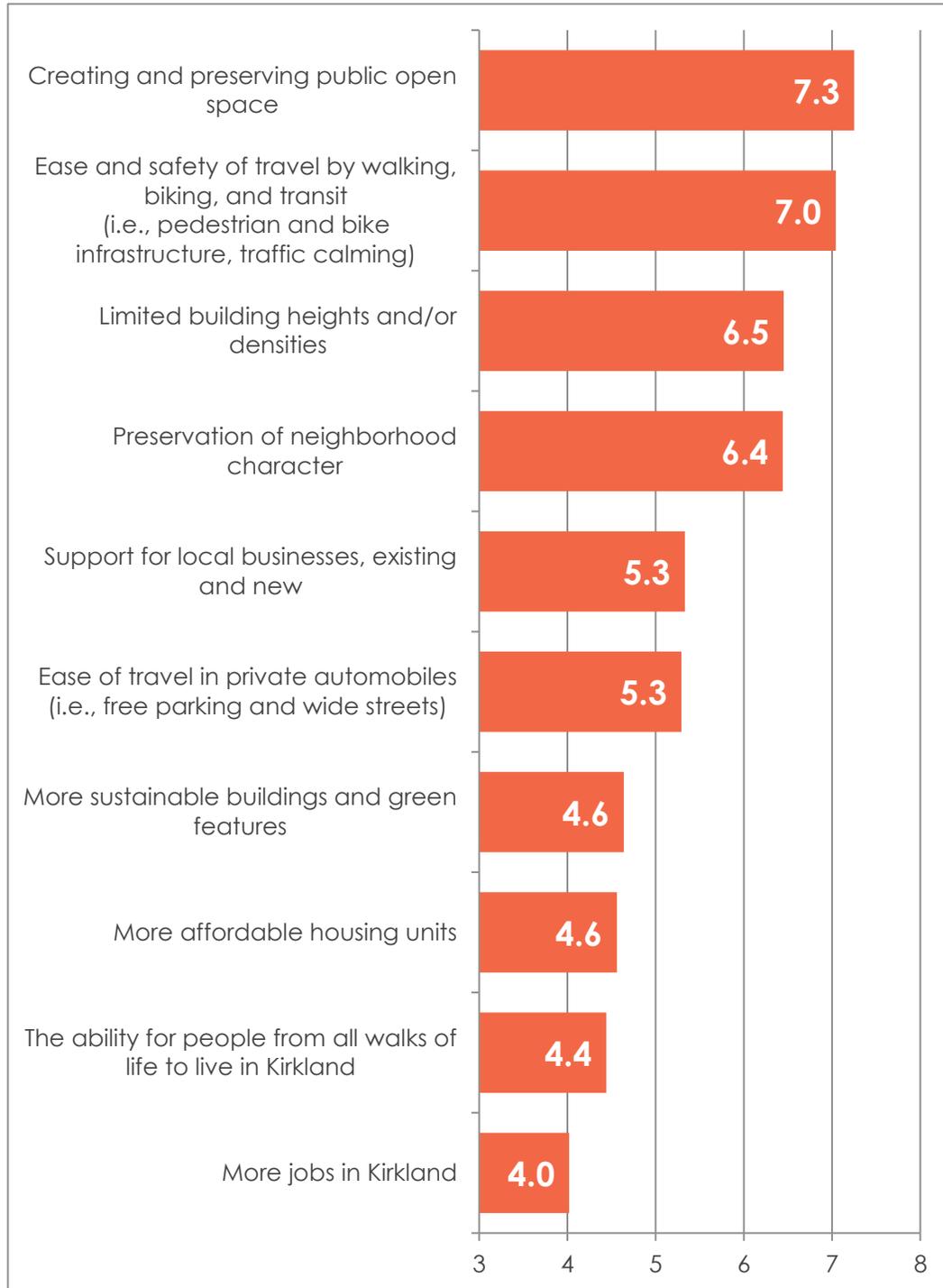
Source: BERK, 2021.

On the next page, Exhibit 10 shows survey respondents' ranking of community characteristics.

- **Top priorities:** Respondents most highly prioritize creating and preserving public open space and ease of transportation by bike, walking, and public transit. Respondents also value limited building heights and densities and preservation of neighborhood character.
- **Lowest priorities:** Respondents least prioritize the addition of jobs in Kirkland. Respondents also are less likely to prioritize sustainable buildings, affordable housing, and the ability for people from all walks of life to live in Kirkland.

Exhibit 10. Survey Respondents' Ranking* of Community Characteristics (362 responses)

Survey Question: "Please rank the following community characteristics from most important to least important to help us understand where the City should invest."



*Average ranking. Respondents ranked all characteristics from least important (1) to most important (10). Source: BERK, 2021.

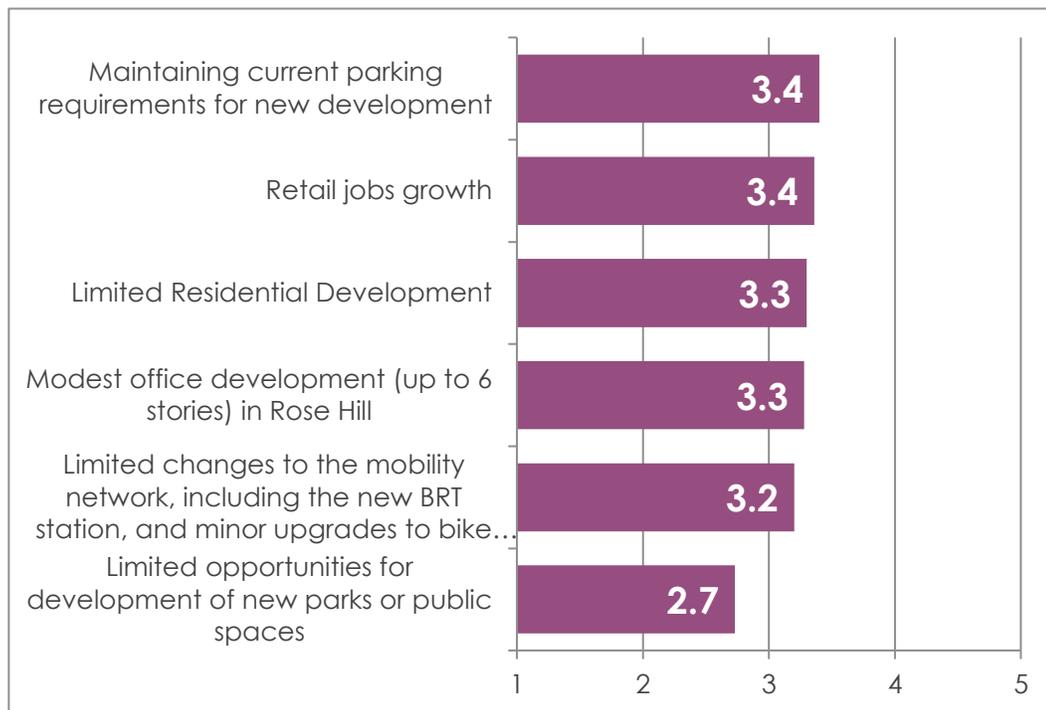
Respondent Opinions on the Alternatives

Exhibit 11 shows survey respondents' level of support for aspects of Alternative 1.

- On average, survey respondents equally value and feel some support for all features of the alternative, with one exception: respondents slightly dislike the alternative's limited opportunities for development of new parks or public space.

Exhibit 11. Survey Respondents' Level of Support* for Aspects of Alternative 1 – No Action (397 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following aspects of the Alt 1 - No Action plan. Note - these are likely outcomes based on what existing policies and regulations already allow in the Station Area."



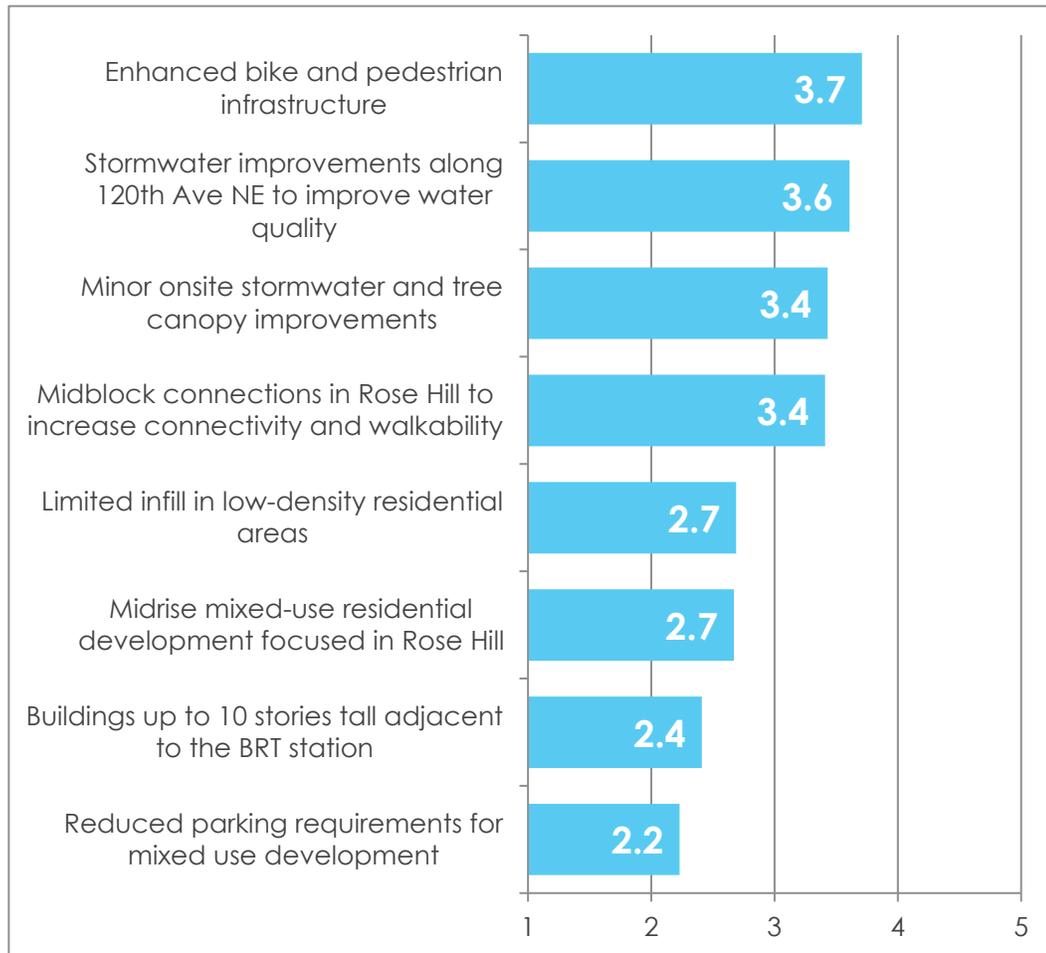
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support). Source: BERK, 2021.

Exhibit 12 shows survey respondents' level of support for aspects of Alternative 2.

- On average, survey respondents support the aspects of this alternative surrounding increased bike and pedestrian connectivity and improved stormwater management.
- Survey respondents dislike the reduced parking aspects of Alternative 2 most strongly. Respondents are also less supportive of the alternative's building heights, mixed use development, and limited residential infill.

Exhibit 12. Survey Respondents' Level of Support* for Aspects of Alternative 2 (378 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following aspects of the Alt 2- Guiding Transit-Oriented Growth plan:"



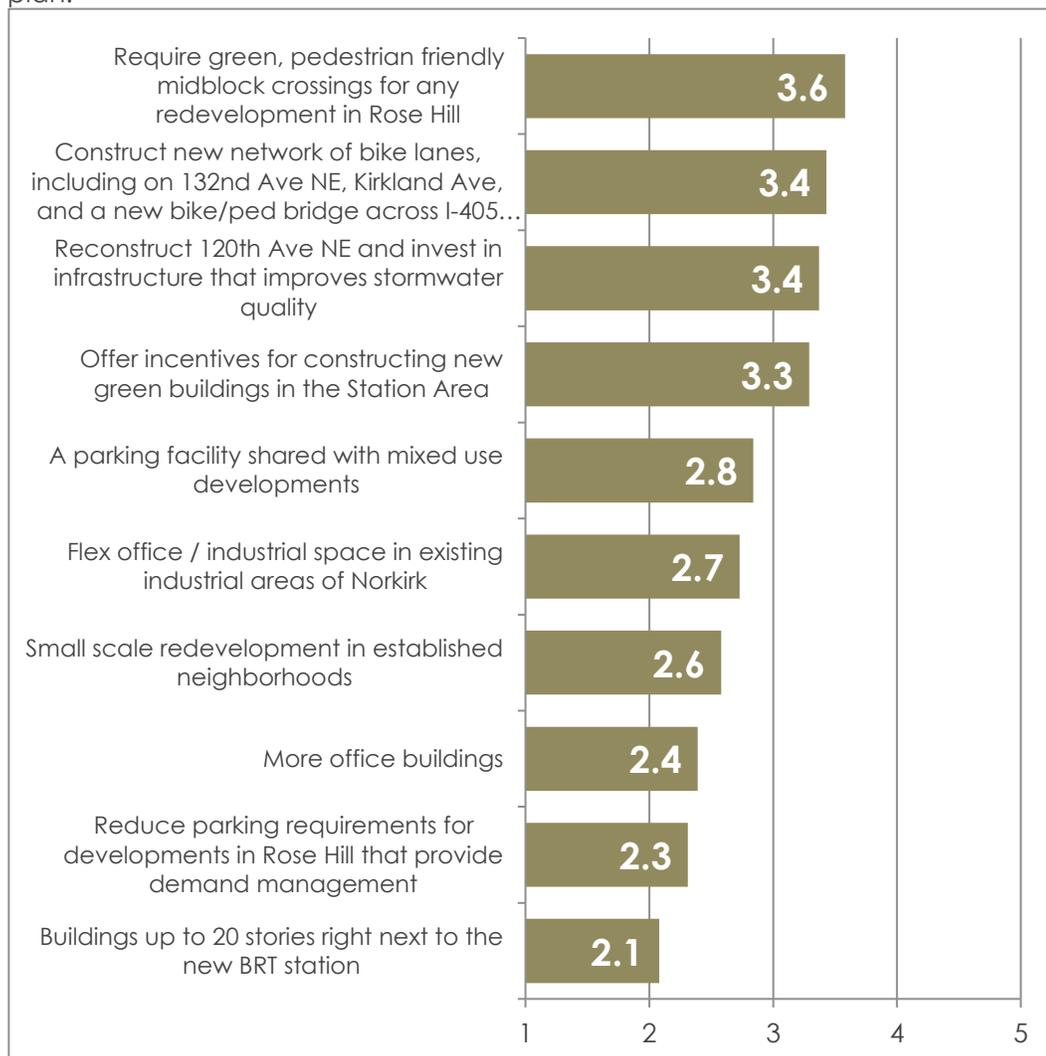
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support). Source: BERK, 2021.

Exhibit 13 shows survey respondents' level of support for aspects of Alternative 3.

- On average, survey respondents support the aspects of this alternative surrounding increased bike and pedestrian connectivity, green buildings, and improved stormwater management.
- Survey respondents dislike reduced parking and increased office development aspects of Alternative 3. Of all features of this alternative, respondents most dislike the possibility of buildings up to 20 stories in height right next to the BRT station.

Exhibit 13. Survey Respondents' Level of Support* for Aspects of Alternative 3 (373 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following aspects of the Alt 3 Transit-Oriented Hub plan:"



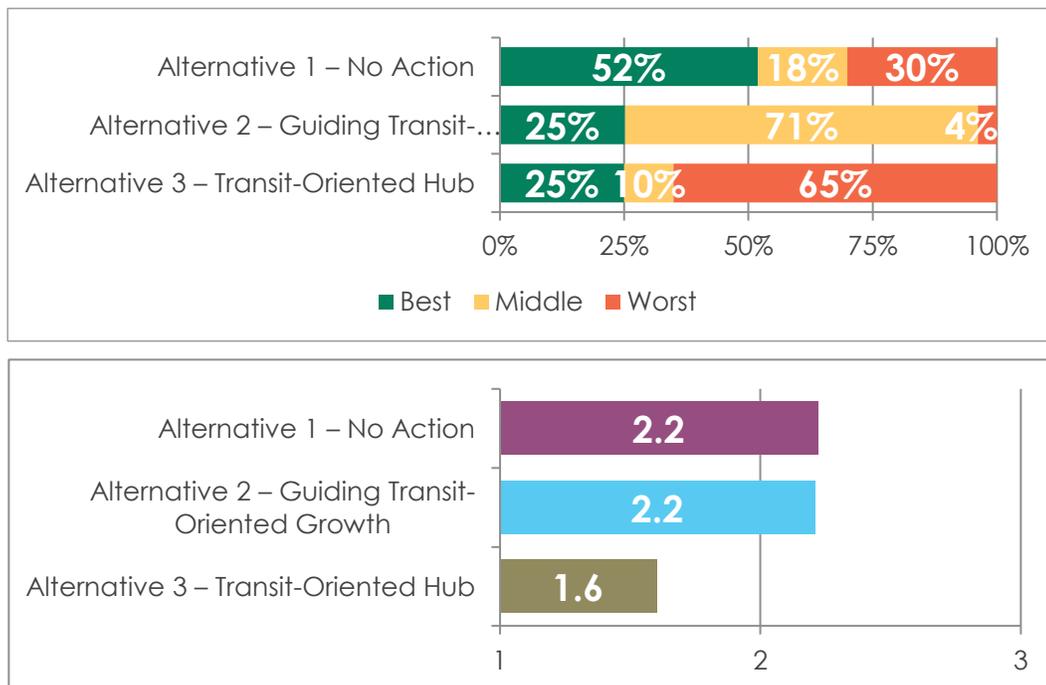
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support). Source: BERK, 2021.

Exhibit 14 shows how survey respondents rank the three alternatives by how well each will promote the project vision of livability, sustainability, and equity.

- Over half of respondents rank Alternative 1 as the best alternative. The remaining respondents are equally likely to select either alternatives 2 or 3 as the best alternative.
- Two-thirds of respondents rank Alternative 3 as the worst alternative. Nearly one-third of respondents rank Alternative 1 as the worst alternative. Few respondents – 4% -- rank Alternative 2 as the worst.
- Respondents feel most neutral about alternative 2, with 71% of respondents ranking this as the middle alternative in terms of promoting the project vision.
- As shown in the lower chart in Exhibit 14, on average, respondents are equally supportive of alternatives 1 and 2. Even though more respondents select Alternative 1 as the best alternative (52% rank Alternative 1 as best compared to 25% for Alternative 2), more respondents also rank Alternative 1 as the worst alternative (30% rank Alternative 1 as the worst compared to 4% for Alternative 2).

Exhibit 14. Survey Respondents’ Ranking* of How Well Each Alternative Will Promote the Project Vision of Livability, Sustainability, and Equity (326 responses)

Survey Question: “Rank the alternatives based on how well they promote the project vision of Livability, Sustainability and Equity from best to worst.”



*Top chart shows distribution of rankings. Bottom chart shows weighted averages, with 3 points given for “Best,” 2 points given for “Middle,” and 1 point given for “Worst.”

Source: BERK, 2021.

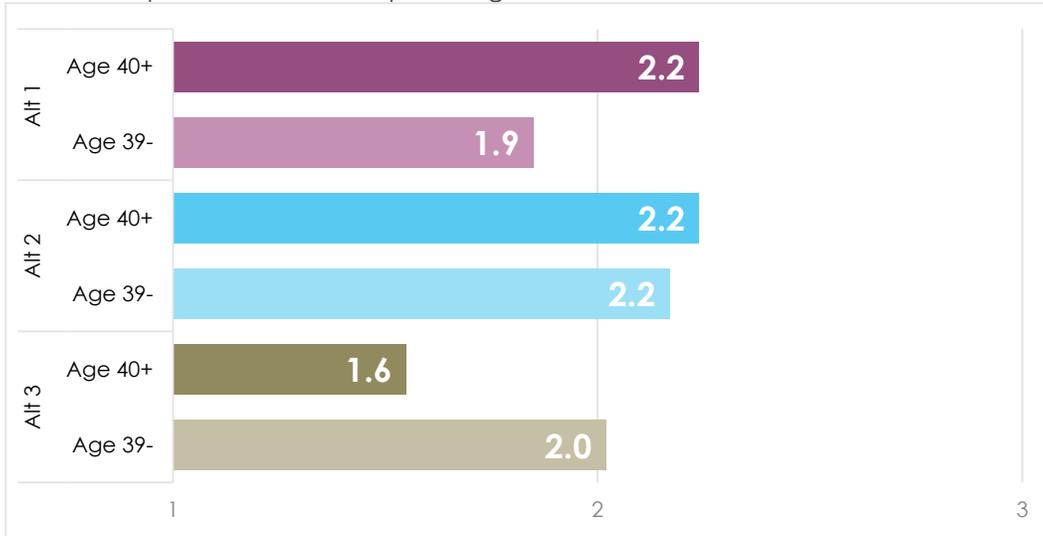
On the next page, Exhibit 15 disaggregates respondents' rankings of the alternatives by age.

- Across all ages, survey respondents give Alternative 2 an average ranking of 2.2 points, on a scale from 1 (worst) to 3 (best).
- Respondents **below the age of 40** prefer Alternative 3 to Alternative 1.
 - › Sample comment in **support of Alternative 3**: “Alternative 3 maximizes the development opportunities around the future BRT station. As a bonus, the tall building heights would be the most useful in blocking out freeway noises from surrounding neighborhoods. Most importantly it allows for the most affordable housing, best green spaces, and best walking/biking infrastructure. As a long time resident (born and raised) I still feel like we could do more to densify. However, Alt 3 does a great job and would be a welcome change/addition to Kirkland”
 - › Sample comment in **opposition to Alternative 1**: “No action isn't sustainable. People keep moving to Kirkland and to WA, and growth is unavoidable. Pretending that everything can stay the same will be a huge source of long-term problems and drive people out of the area.”
- Respondents **above the age of 40** prefer Alternative 1 to Alternative 3.
 - › Sample comment in **support of Alternative 1**: “Please stop trying to make Kirkland another Bellevue. Families who moved here 15 years ago because it was a nice community are being forced out because it is too expensive.”
 - › Sample comment (lightly edited for typos) in **opposition to Alternative 3**: “Way out of scale for existing neighborhoods, will ruin quality of life for current residents. This kind of development is appropriate for the existing light industrial area near Totem Lake and north. Traffic already a nightmare on 85th, this will result in non-stop traffic jams. Also doubt this will result in any significant increase in affordable housing. Developers will not stop building market rate housing.”

Exhibit 15. Survey Respondents' Ranking* of How Well Each Alternative Will Promote the Project Vision of Livability, Sustainability, and Equity, Disaggregated by Age (274 responses)

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

- 66 Responses from Participants Ages 39 and below
- 208 Responses from Participants Ages 40 and above



*Weighted averages, with 3 points given for "Best," 2 points given for "Middle," and 1 point given for "Worst."
Source: BERK, 2021.

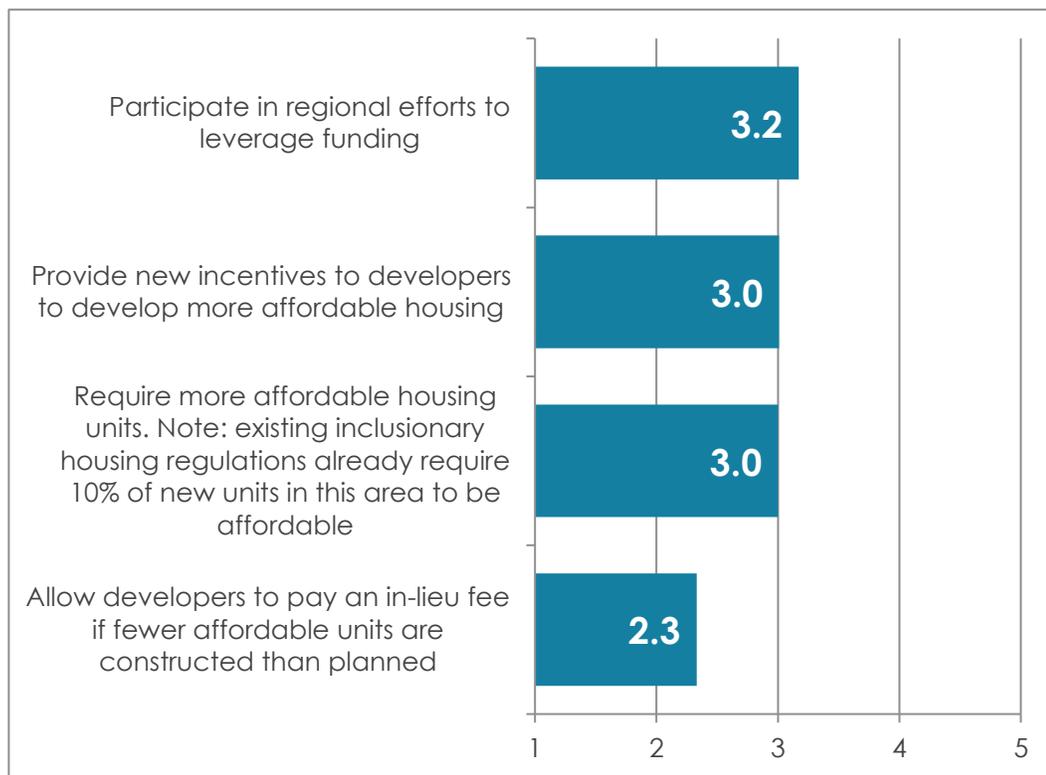
Respondent Opinions on Mitigation Measures

Exhibit 16 shows survey respondents' opinion on proposed housing and land use mitigation measures.

- Survey respondents feel neutral or slightly supportive about all mitigation measures except one: respondents dislike the option to allow developers to pay an in-lieu fee if fewer affordable units are constructed than planned.

Exhibit 16. Survey Respondents' Support* for Proposed Housing and Land Use Mitigation Measures (346 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures:"



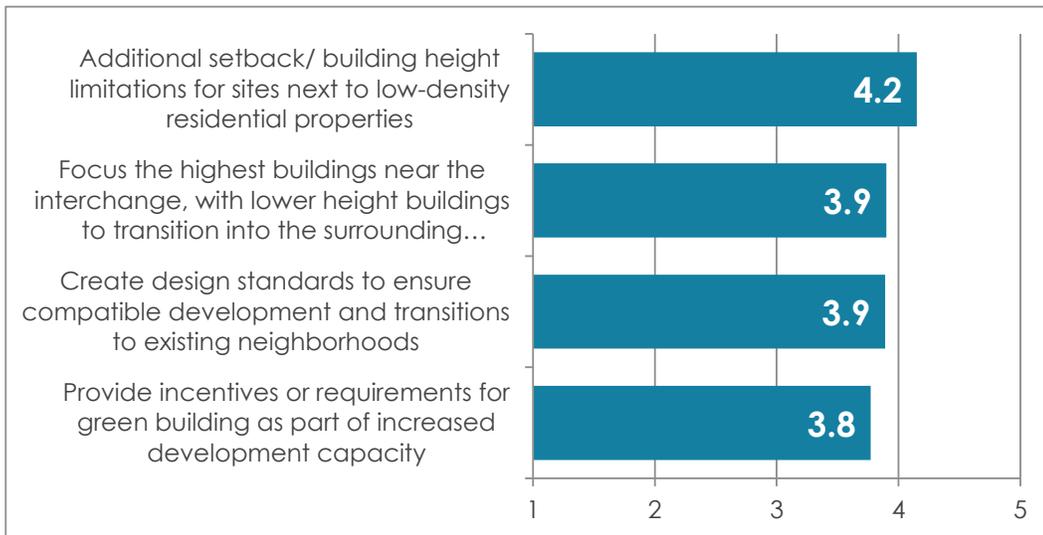
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support). Source: BERK, 2021.

Exhibit 17 shows survey respondents' opinion on proposed aesthetics mitigation measures.

- Survey respondents support all proposed measures about equally. Of the Aesthetics Mitigation Measures listed, respondents like setback and height limitations to transition to low-density residential properties the most .

Exhibit 17. Survey Respondents' Support* for Proposed Aesthetics Mitigation Measures (346 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures:"



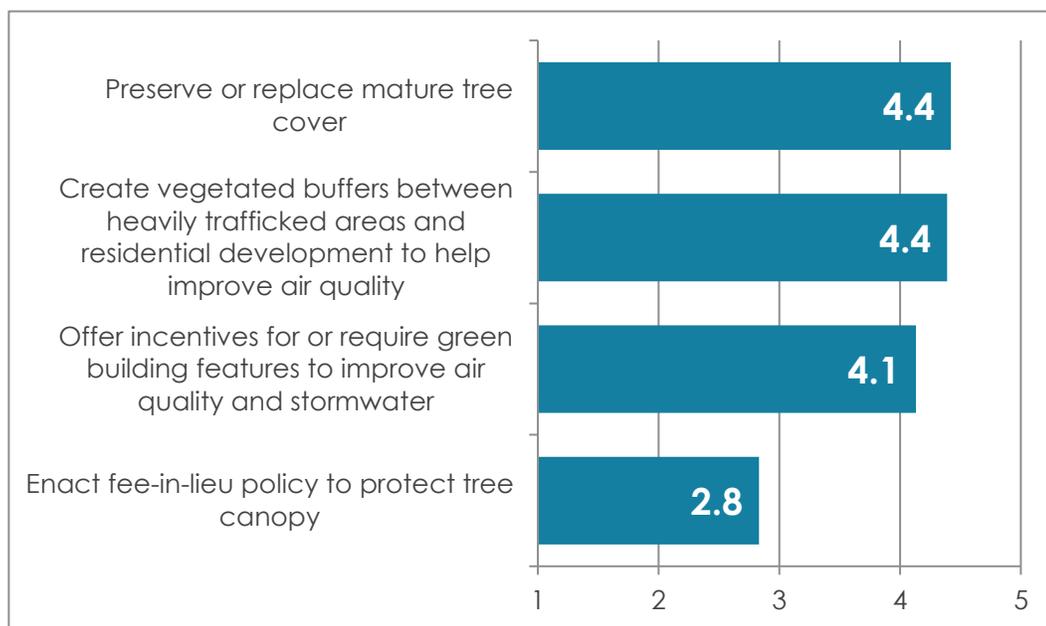
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support). Source: BERK, 2021.

Exhibit 18 shows survey respondents' opinion on proposed environmental mitigation measures.

- Respondents support or strongly support the presented Environmental Mitigation Measures, except the option of allowing developers to pay an in-lieu fee to remove tree canopy. The most highly supported mitigation measures were preserving or replacing mature trees and adding vegetated buffers, as well as incentives for green building features.

Exhibit 18. Survey Respondents' Support* for Proposed Environmental Mitigation Measures (342 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures:"



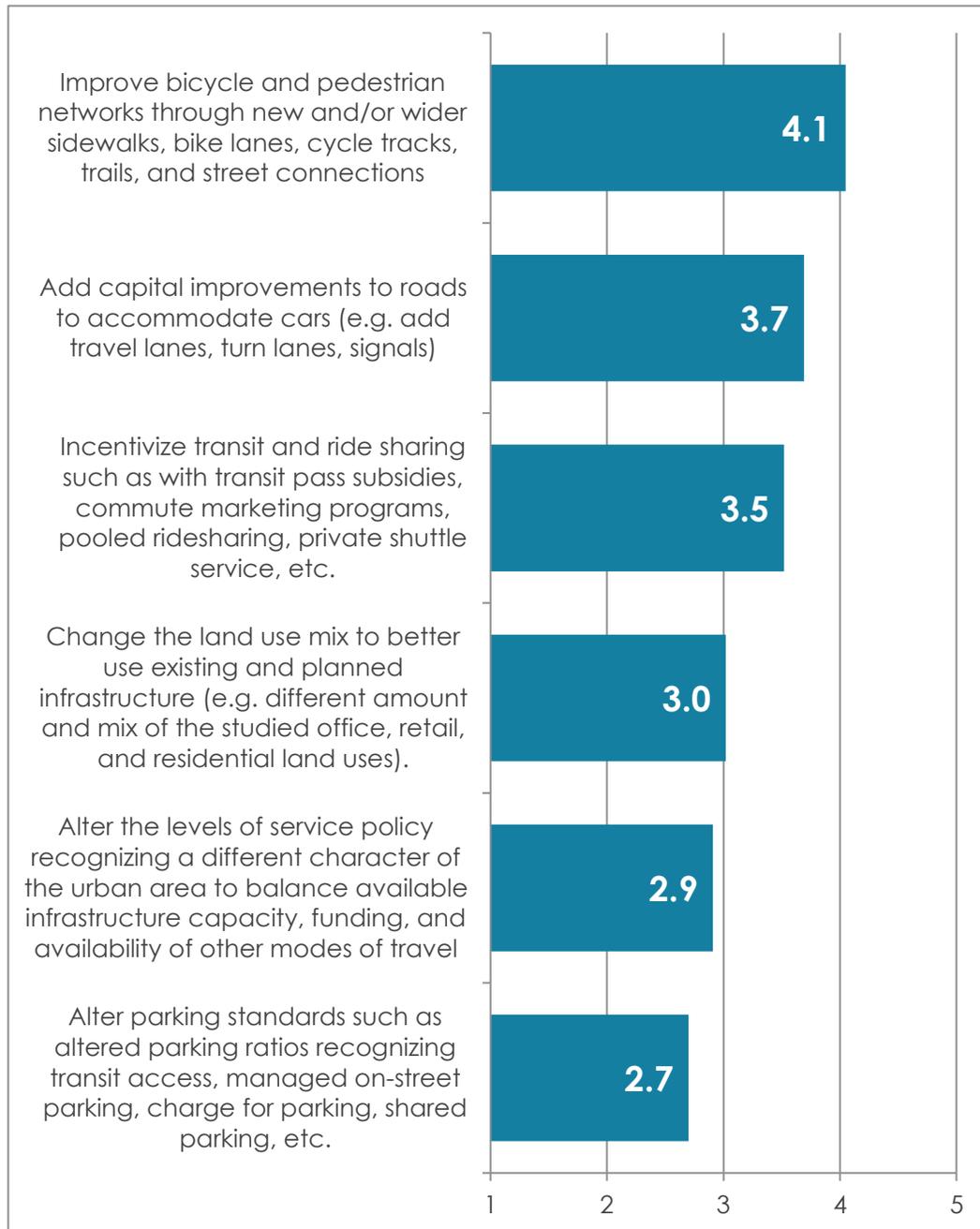
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support). Source: BERK, 2021.

On the next page, Exhibit 19 shows survey respondents' opinion on proposed transportation mitigation measures.

- Survey respondents most support the proposed mitigation measure to improve bicycle and pedestrian networks.
- Respondents also support capital improvements to better accommodate cars and incentives for transit and ride sharing.
- Respondents feel neutral or nearly neutral about changes to the land use mix and level of service policies.
- Respondents slightly dislike altered parking standards.

Exhibit 19. Survey Respondents' Support* for Proposed Transportation Mitigation Measures (345 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures:"



*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support). Source: BERK, 2021.

Summary of Themes from Free Response Comments

The following qualitative summary presents the range of topics raised throughout the free-response comment sections of the online survey. The summary does not reflect the frequency with which commenters raised topics and themes.

What Makes Kirkland Special? Unique Qualities to Preserve

- A small-town perspective and sense of community. People-friendly character and neighborhoods with a feeling of "togetherness". Quiet and quiet surroundings with charm and character.
- Amenities for growing families and seniors.
- Urban forests, vibrant parks, outstanding air- and water quality.
- Walkable streets for transportation and leisure. A sense of safety at all hours of the day and night.
- Lack of high-rise buildings allows for views of mountains and sunsets.
- Small, unique, locally-owned, and minority-owned businesses.
- Concern about Kirkland becoming too similar to Bellevue, Redmond, or Seattle. Kirkland is less congested and less densely populated than surrounding communities, but nonetheless has amenities, infrastructure, and moderate-sized office and retail.

Overall growth

- Concerns about impacts of growth on the community.
 - › Some opposition to accommodating growth beyond that in the Comprehensive Plan, doubt that growth will occur, or concern that Kirkland already has unused office and residential developments.
 - › Some interest in developing proactive solutions to accommodate growth, ensure adequate infrastructure, and minimize sprawl.
- Questions about projected growth following COVID-19 pandemic.
- West side of the station area can better accommodate growth as the East side has a steep incline that makes it less pedestrian- and bike-friendly.
- Interest in aligning growth with Redmond's and Bellevue's plans.

Land Use and Zoning

- Varied perspectives on land use and zoning. Some support for height restrictions and building setbacks to minimize shadow. Some interest in maintaining existing zoning, and some interest in increasing housing or jobs in the area. Some interest in infilling and densifying the project area.
- Desire for homes to have yards and green space to support stormwater management.

- Question about geological stability has been considered/studied regarding the large building plans uphill. Concern about increased load on the hillside.

Housing

– Affordable housing

- › Desire for higher proportion of affordable housing. Concern that the plan will not create enough affordable housing. Permit priority to projects that include affordable and Section 8 housing.
- › Questions around the definition of affordability.
- › Market has too many luxury apartments.
- › Concern that the 50% AMI level is too low for smaller sites or high-cost land, and that the City should leverage larger sites with over 200 units.
- › Concern that more affordable housing will be located in less desirable areas like near arterial roads and highways.
- › Balance affordable housing requirements with need to promote development of new units by keeping costs low for developers.
- › Tie affordability requirements to the height of buildings
- › If in-lieu fee is used, locate alternate housing units near transit and commercial hubs elsewhere in the city.

– Housing supply

- › Support for mixed-income housing.
- › Need for missing middle duplexes, triplexes, and groups of cottages.
- › Streamline permit process for accessory dwelling units (ADUs) and cottage houses.
- › Varied perspectives about developer incentives and perks. Support for city incentives for missing middle or workforce housing. Concern that City favors developers over residents.
- › Support for the City to facilitate improvements to existing housing stock, including easing remodel permits.
- › A few comments wanting less housing in favor of more jobs or parking.

– Housing costs and workforce housing

- › Concern over rising property taxes and displacement of existing residents.
- › Coordinate additional retail job growth with additional housing that is affordable for these employees.

– Housing quality and amenities

- › Ensure building management can maintain and renovate buildings over time to maintain quality of living spaces as families grow and move out.
- › Livability for families and seniors beyond large-scale multifamily housing.

Consider townhouses.

- › Child-friendly housing, including play areas and green space.
- › Houses with yards and gardens.

Transportation and Parking

– Public transit

- › Concern about low ridership projections.
- › Maximize ADA accessibility beyond minimum compliance.
- › Incorporate additional east-west transit. Not everyone can afford or wants a car.
- › Amenities for commuters, such as covered bus stops and shelter to protect from wind and rain and charging stations for phones/laptops.
- › Clear wayfinding signage.

– Traffic

- › Concerns about traffic congestion and impact to commuters. Should consider traffic impact and relieve existing traffic.
- › Impact of traffic on emergency response times.
- › Impacts of potential sprawl on traffic.

– Car infrastructure and parking

- › Concern that the plan will not change people's preferred method of transportation from cars to public transit, especially for seniors.
- › Support for maintaining parking via a park & ride, parking lots, or parking garages. Concern that lack of available parking will drive away prospective patrons of local businesses and decrease tax revenues.
- › Some support for wider roads. Some concern that wider streets outside the Station Area would into high-traffic thoroughfares for pass-through residents of surrounding communities.
- › Incorporate electric vehicle charging stations.

– Pedestrian and bike infrastructure

- › Safe bike and pedestrian infrastructure, separated from traffic, including safe crossings, extra-wide sidewalks, and secure bike parking. Some concern that putting more bicycles on busy streets is dangerous for both cars and bicycles.
- › Improve existing bike trails and minimize bike use on sidewalks.
- › Design for a walking/bike scale to support seniors and alternative transportation.
- › Develop consistent and continuous curb, gutter, sidewalk in right-of-way throughout the station area.

– **Neighborhood connections**

- › More connections from downtown Kirkland to the BRT station and to neighboring communities. Suggestions include:
 - Shuttle service, possibly electric buses.
 - Rail or streetcar access.
 - Links to the Cross Kirkland Corridor.
 - Gondola or funicular.
 - Pedestrian and bike bridges over I-405.
- › Improve dedicated alternative transport (bike/walk/e-scooter) through dedicated bridge/overpasses.

Environment and Open Space

- Green development
 - › Development should be electric-only to phase out fossil fuels and minimize GHG emissions.
 - › Support or require net zero development or provide credit for onsite power generation (solar).
 - › Incentivize rainwater capture, onsite greywater reuse to reduce grid stress and minimize runoff, impervious surface, stormwater issues associated with increased density.
- Parks and open space
 - › Create shared public park space around the new developments to encourage community interaction. Include green community areas such as walkways, parks, pea patches, pocket parks, wetland interaction.
 - › Provide lighting, benches, and covered outdoor areas. Consider amenities like natural gas fireplaces.
 - › Incorporate recreation such as a play area for children or a dog park.
 - › Incorporate more tree cover. Maintain old-growth trees and established urban forests.
 - › Pave the Cross Kirkland Corridor.
 - › Add a lid over I-405
 - › Roof-top public spaces on buildings over 150 ft
 - › Urban design elements that provide identification and wayfinding.
- Noise pollution due to traffic.

Economic Development and Employment

- Importance of jobs in the station area, including for workers with middle incomes. Wages should allow Kirkland workers to live in Kirkland.

- Mixed-use space should be accessible to service businesses, not just retail that only high-cost vendors can afford. Concern about displacement of small local businesses. Provide support for downtown parking during construction to support local businesses.
- Support for maintaining Costco in its current location.
- Impacts of long-term work from home as economy changes post COVID-19. Will office buildings still be needed?
- Provide incentives like deferred taxes or permits for black owned businesses and other minority owned businesses to come into the area.
- Support unique shops, experiences, gathering spaces, and restaurants near the BRT that would draw customers from outside Kirkland. Make parking free to support retail business customers.
- Sidewalk storefronts create interest on a walkable scale. Business may not want storefront at 85th Hillside.

Support for large employers' corporate responsibility in the community.

Aesthetics

- Strong interest in public art that represents Kirkland and creates an inclusive and welcoming space, including art by black, Indigenous and people of color (BIPOC) artists.
- Design standards. Contemporary look that is distinctive.
- Create a stronger Kirkland identity by adding a welcome at the entrance to Kirkland. Add wayfinding signage.
- Plantings for year-round visual interest
- Support for maintaining public north-south sweeping views of nature and the Olympic Mountains. Concern that development would create permanent loss of views.

Neighborhoods

- Neighborhood preservation. Some comments expressed disinterest in preserving the existing neighborhood.
- Concerns about how parking will impact neighborhoods.

Services and Infrastructure

- **Amenities:** Restrooms, garbage cans, and compost bins for pedestrians and transit riders. Variety of cuisines and cultural offerings.
- **City staffing:** Hire more BIPOC City personnel and police.
- **Emergency services:** Concern that emergency services like the fire department will need to accommodate growth.

- **Facilities:** Interest in a subsidized space for child and elderly care services within new developments. Community center with athletic and flexible spaces to support health, wellness, gathering, education. Communal meeting rooms open to public use. A community bulletin board.
- **Funding:** Concerns about taxes and bonds. Desire for developers to pay for increased services needed to accommodate growth.
- **Homelessness:** Dedicated spaces for addressing homelessness
- **Schools:** Need for additional schools and school funding to support increased density. Include daycares in office buildings to support workers' use of public transit.

Overall process concerns and questions

- Concern about project budget.
- Questions about how the plan will address long-term COVID-19 impacts. Need for a flexible plan to adapt to unanticipated future needs.
- Questions around how the SAP would integrate with Redmond's or Bellevue's plans.
- Questions about the definitions of the project objectives, affordability, and inclusivity.
- Concern about perceived biased survey wording. Confusion around survey design and questions, especially with language in the transportation mitigation section (e.g., "midblock connections"). Desire for additional outreach to share survey with more people.
- Requests for charts to be reformatted for accessibility by people with vision impairments or color blindness.

C Written Comment

Stakeholders and members of the public submitted written comments during the Draft Supplemental Environmental Impact Statement (DSEIS) comment period. The City received 114 written comments from individuals, corporations, small businesses, and organizations, one regional transportation district, and one State agency. Exhibit 20 shows a full list of commenters.

Full copies of these comments are posted on the City’s project webpage. Detailed responses to comments will be provided in the Final SEIS.

Exhibit 20. Individuals and entities that submitted written comments

Commenter	Commenter Affiliation
Jason Bendickson	Salt House Church
Marc Boettcher	MainStreet Property Group LLC
Brian Buck	Lake Washington School District
Colleen Clement	People for Climate Change - Kirkland
Paul Cornish	Sound Transit
Lisa Hodgson and Dylan Counts	Washington State Department of Transportation
John McCullough	Lee Johnson
Mark Rowe	Google
Mike Anderson	Individual
Anne Anderson	Individual
Yasminah Andrienas	Individual
David Aubry	Individual
Anna Aubry	Individual
JoAnne Baldwin	Individual
Preetesh & Heena Banthia	Individual
Christy Bear	Individual
Brad Beckmann	Individual
Brandon Bemis	Individual
Mari Bercaw	Individual
Christy Bibler	Individual
Seth Bibler	Individual
Jennifer Bosworth	Individual

Commenter	Commenter Affiliation
Margaret Bouniol Kaifer	Individual
Peder Brakke	Individual
Curtis Brown	Individual
Margaret Bull	Individual
Carl Burch	Individual
Susan Busch	Individual
Peggy Bush	Individual
Sylvia Chen	Individual
Lisa Chiappinelli	Individual
Sharon Cox	Individual
Susan Davis	Individual
Christine Deleon	Individual
Robbi Denman	Individual
Ken & Jill DeRoche	Individual
Jivko Dobrev	Individual
Bari Dorward	Individual
Keith Dunbar	Individual
Paul Elrif	Individual
Lana Fava	Individual
Alice Fleck	Individual
Syd & Margaret France	Individual
Kathy Frank	Individual
Jill Gough	Individual
Betty Graham	Individual
Brian Granowitz	Individual
Gayle Gray	Individual
Matt Gregory	Individual
Boaz Gurdin	Individual
Kathryn Hammer	Individual
Kirsten Hansen	Individual
Brian Harper	Individual
Jess Harris	Individual

Commenter	Commenter Affiliation
Christine Hassett	Individual
Brad Haverstein	Individual
Mark Heggenes	Individual
Matt Holle	Individual
Jeffrey Hoyt	Individual
Stephanie Hurst	Individual
Kathy Iverson	Individual
John Janssen	Individual
Jill Keeney	Individual
Erika Klimecky	Individual
Teri Lane	Individual
Leah Lang	Individual
Paula Lavin	Individual
Jim & Sandy Lazenby	Individual
Patty Leverett	Individual
Andy Liu	Individual
Peter & Janice Lyon	Individual
David Macias	Individual
Ken MacKenzie	Individual
Angela Maeda	Individual
David Malcolm	Individual
Beverly Marcus	Individual
Cheryl Marshall	Individual
Ingrid Martin	Individual
Carolyn McConnell	Individual
Bob McConnell	Individual
Dave Messner	Individual
Doug Murray	Individual
Erik Oruoja	Individual
Louise Pathe	Individual
Kara Peitila	Individual
Bruce & Heidi Pelton	Individual

Commenter	Commenter Affiliation
Robert Pope	Individual
Scott Powell	Individual
Cindy Randazzo	Individual
Matthew Sachs	Individual
Kim Saunders	Individual
Rachel Seelig	Individual
Susan Shelton	Individual
Taylor Spangler	Individual
Katie Stern	Individual
Karen Story	Individual
Kent Sullivan	Individual
Jeanne Tate	Individual
Paula Templin	Individual
Susan Tonkin de Vries	Individual
Elizabeth Tupper	Individual
Al Vaskas	Individual
Don & Jane Volta	Individual
Susan Vossler	Individual
Dan & Cass Walker	Individual
Vivian & Robert Weber	Individual
Brad Weed	Individual
Steve Wilhelm	Individual
Bob Willar	Individual
Oksana Willeke	Individual
Scott Willeke	Individual
Macy Zwanzig	Individual
Syd [No last name given]	Individual
Tony [No last name given]	Individual

Source: BERK, 2021.

D Service Provider Work Group

Representatives from four service providers with clients in the Station Area joined a virtual roundtable discussion on February 2, 2021 to learn about the Station Area Plan and provide input about how the plan can support client needs. Attendees are noted below. Allison Zike from the City of Kirkland delivered a brief presentation about the Station Area Plan and the planning process, including an overview of the three alternatives presented in the DSEIS. Following this presentation, participants engaged in a roundtable discussion about how their clients use the Station Area and their top concerns and hopes about the outcomes of the Station Area Plan. For details, see the full agenda at the end of this document.

The two meeting objectives were to:

1. Gather input on three draft alternatives from service providers who represent clients who use the Station Area and are experiencing housing insecurity, food insecurity, or low incomes.
2. Build project awareness among service providers.

Attendees included the following service providers and Project Team members:

– Service Providers

- › **Hopelink Kirkland:** *Cindy Donohue, Center Manager.* Clients mostly use the SA through interchanging on buses to Kirkland or Redmond centers.
- › **New Bethlehem Day Center and Catholic Community Services:** *Amber North, Program Manager.* Amber will be project manager for new shelter for families and women. Clients use the service area near the shelter to do most of their shopping, errands, and connect to other places for services.
- › **Sophia Way:** *Eric Ballentine, Vehicle Outreach & Lead Housing Case Manager.* Clients use the SA to connect to Helen's Place shelter in Bellevue. Transportation and transit is a main focus.
- › **Salt House Church:** *Pastor Ryan March and David Trice, Church councilmember.* Church neighbors LWHS and Kirkland Place. COVID-19 pandemic and resulting remote worship has created a much wider community, but focus is on service and advocacy.

– Project Team

- › Allison Zike, City of Kirkland
- › Erin Ishizaki, Mithun
- › Julia Tesch, BERK Consulting

Summary of Input

Each service provider identified their most important theme(s) about the Station Area Plan:

- *Sophia Way*: **Affordability.**
- *Hopelink*: **Affordability and access to services.**
- *Amber*: **Affordability, access, and “small town” feel that includes open spaces.**
- *Salt House*: **Equity and affordability.**

Transit is also a main priority for clients:

- “Right now, about 20% of the women [who Helen’s Place serves] have cars. Increasing transit will be a great thing.”
- “The Day Center use can sometimes be more car-dominant – often people who are unsheltered and in Kirkland stay in their cars in safe parking place.... Even if people have cars, they’re not always working cars. They need to be able to park that car and also access the transit.”
- “Many clients who use public transportation have to walk up to 2 miles to get to City Center, and up to half of that has no sidewalk. They’re walking past big trucks, it’s pretty scary, and they may have groceries. Used to have a bus system that came to the center, but that’s been eliminated. Since then, it’s been a nightmare.”

Amber North recommended three projects that could provide additional insight:

- [Lake Washington United Methodist Church Safe Parking program](#). Has a long-term connection to Kirkland and familiarity with the program’s long-term overflow problem, requiring people to park on the street.
- An [affordable housing project](#) being developed in conjunction with commercial development and the Redmond Together Center.
- Homeless Youth Services at [Friends of Youth](#) could provide information about the development of the youth shelter.

Questions from Attendees

- What are the drivers of the city planning piece in terms of what the City envisions?
 - › **Answer:** Main driver is that we expect the Puget Sound region will continue to grow and a lot of that growth is coming to Kirkland. The biggest driver of the SAP process is that we have a great opportunity to

locate anticipated growth with access to transit with the introduction of the BRT station. If growth will happen, how can we guide it to make sure it fits the community's vision?

- Can you explain where affordable housing fits within the scope of these plans?
 - › **Answer:** We've issued an EIS, which looks at a lot of different elements like housing, land use, transportation, several environmental factors. Then it tests the impacts of each of these elements at different levels of growth. E.g., if we introduce X new housing units, how much affordable housing can we expect? Kirkland currently has inclusionary affordable housing in most zones, which requires a certain number of affordable housing units in new development. In this EIS, we could be more aggressive with that. We have some proposals for different options that could be integrated into the final plan, like including commercial linkage fees or requiring inclusion of more than 10% affordable housing. Want to know: what level of interest do we have in the options we've put out there to get more affordable housing in the community? Do we have support? Do we have other ideas? Where do other people want to see affordable housing?
- 120th Ave NE, where Salt House is located, gets super congested, especially when school lets out. You mentioned a blue and green road. What does that mean?
 - › **Answer:** A blue and green street looks at how to handle stormwater. One concept might be a bioswale integrated into the street that can carry stormwater, create more separation between vehicles and pedestrians, and create more visual interest for pedestrians. We need to look for more creative ways to handle additional stormwater runoff.
 - › **Answer 2:** A regular street except there's more space in the planting/landscape area to handle more stormwater. A nicer experience for walking, biking. A street with a nicer streetscape.
- Can you speak to the addition of larger buildings, parking, and congestion?
 - › **Answer:** This is one of the impacts we're looking for in the EIS. If we have buildings up to 20 stories, there will be more people and potentially more cars. First and foremost: How can we make this the best transit-oriented district by setting up a framework to make it easy for people to get around that doesn't rely on cars? Any new development will need to include mitigation.
- **Follow-up question:** Will street parking go away? Street parking is important for Salt House because it has a small parking lot. Parking needs to be developed. Already tight. If the school didn't allow for parking in their lot,

would be tough.

- › **Answer 1:** In the planning stages of the new shelter, the parking capacity of the people using it includes the street. That was a part of the parking permit plan for the shelter.
- › **Answer 1:** Alternative 3 includes the analysis of a new parking facility as a potential mitigation measure.
- What are mid-block pathways?
 - › **Answer:** Especially north of 85th – where Petco site is, blocks are large. As those areas develop, would look at creating more pedestrian connections to make it easier for people to get around on a more micro level.
- What is happening with Google?
 - › **Answer:** Lee Johnson site is under contract (but nothing yet bought or sold). We would imagine potential for some office. Planning process is looking at total number of office and residents as calculations. Looking at total numbers of people, cars, and traffic that can relate to how many employees might be in an area. The plan for the City doesn't hinge on one company owning it over another.
- What's going into atmosphere, beauty, public art, aesthetic – the feel of the place?
 - › **Answer:** Some Zoning will get to better design of buildings and how they relate to the street and pedestrians. There's been interest in how to incorporate art and inclusive art into the place. Not yet sure how it'll play out – open to ideas.

E Meetings-in-a-Box

Eric Ballentine, Vehicle Outreach and Lead Housing Case Manager at The Sophia Way, hosted two in-person group sessions and a few one-on-one discussions to gather input from his clients on the NE 85th St Station Area Plan (SAP) Draft Supplemental Environmental Impact Statement. These meetings-in-a-box took place during the weeks of January 18, 2021 and February 5, 2021.

In total, 26 participants joined either session or a one-on-one discussion. All participants were women experiencing homelessness. About one-third were full-time employed and about two-thirds have received disability or have a disability claim filed. Participants' ages ranged from approximately 30-70 years, with a large proportion ages 55 and older.

Summary of Input

How could the Station Area be safer?

- **Lighting:** both at the station and along pathways/roads to access the station.
- **Accessibility:** Kirkland has a lot of hills. Not as accessible – especially for older women – for people to use public transportation. Often a deterrent. Some people have disabilities but aren't qualified for [King County Metro] Access. People with walkers could use more ramps and support to access sidewalks (e.g., mid-block crosswalks). Transit station curbs are typically especially difficult because they are raised to accommodate the bus.
- **Blue emergency call box:** at the station, as a lot of Sophia Way clients don't have cell phones.
- **Spaces to spend time outside the station:** If there will be high-traffic pedestrian zones nearby, include an area for people to wait that's near the station, if they don't feel safe at the station itself. Ideally, a high area of walkability to hang out while waiting for the bus.

What are the key transportation features that should be included in this area?

- **Pedestrian connections** with lighting.
- **Ramps** for people with walkers.
- **Benches with lighting** – take a break while walking.
- **Restrooms** – many neighboring businesses won't let people use the restroom without buying something. For older women, this can be a major issue.

What are the key housing features that should be included?

- **Senior community living that's affordable.** A strong sense of community is especially important. Many of Sophia Way's older women clients get along with one another and would like to have affordable living together for seniors.
- **Parking.** Some people work in Seattle. Want a potential park & ride option. With the bus station, will there be more bus routes therefore making housing in Kirkland more accessible? Sophia way gives bus tickets.

What employment supports should be included in this area?

- **More jobs in the area.** Entry-level positions, but not necessarily low-paying service jobs.
 - › New Bethlehem is right below Sophia Way. A broad range of people experiencing homelessness – not just older women. There is a need for professional development/growth opportunities.
 - › Walkability to work, access to healthcare needs.
- **Affordable living with a decent wage** to live in the area that you work. Especially important.
- **Jobs to supplement incomes of people with fixed incomes/disability.** Most people on fixed income/disability receive around \$850, more broadly between \$700-\$1100. Need a decent job to supplement income, whether part-time or full-time, combined with affordable housing.

What are the most important needs for youth in this area?

- No specific conversation around this, though it can be challenging for youth experiencing homelessness.

Anything else?

- **Primary takeaway: Public space.** It's hard to experience homelessness and to be stuck in a shelter all day. People really enjoy having really nice public space areas, whether it's a park, water fountain, or a dog park. Loitering can be an issue sometimes, but don't think this is as big of an issue in Kirkland.

F Lake Washington High School Student Presentations

Students from two economics classes taught by Ms. Bethany Shoda at Lake Washington High School engaged in a monthlong project to learn about the SAP and to provide input during the comment period. Members of the project team joined eight class sessions (four per class) in December 2020 and January 2021 to teach and support students in the project. During the project, students reviewed project materials, participated in public meetings, interviewed community members, hosted meetings-in-a-box, analyzed the three DSEIS alternatives, and developed their own preferred alternatives.

The project culminated with student presentations of their preferred alternatives to members of the Kirkland City Council and of the Project Team. Councilmembers and Project Team members in attendance at each final presentation are noted in Exhibit 22.

Exhibit 22. Councilmember and Project Team Attendance at Student Final Presentations

Class Session 1: Thursday, January 21	Class Session 2: Friday, January 22
City of Kirkland Deputy Mayor Jay Arnold	City of Kirkland Councilmember Toby Nixon
City of Kirkland Councilmember Jon Pascal	City of Kirkland Councilmember Neal Black
City of Kirkland Councilmember Kelli Curtis	City of Kirkland Councilmember Amy Falcone
Adam Weinstein, Planning and Building Director, City of Kirkland	Jeremy McMahan, Deputy Planning Director, City of Kirkland
Julia Tesch, Associate, BERK Consulting	Allison Zike, Senior Planner, City of Kirkland
	Julia Tesch, Associate, BERK Consulting

Source: BERK, 2021.

Summary of Input

Students' presentations demonstrated that they had engaged deeply with project materials. Councilmembers asked students challenging and thoughtful questions, which offered students the opportunity to clarify their ideas and provide additional detail. Students' opinions varied, reflecting the diversity of opinion community members shared at the open house.

Overall, many students supported moderate change, with Alternative 2 receiving the most support. However, all three alternatives received support from different student groups, and yet other groups created custom preferred alternatives that drew from existing alternatives or incorporated original elements.

Student Presentations

Student Group 1

- Key takeaways:
 - › Preferred alternative includes mobility and environmental elements from Alternatives 2 and 3, and infrastructure and development elements from Alternative 1.
 - › Emphasis on more bike and walking infrastructure, including for youth and ADA accessibility.
 - › Addition of parks, including dog parks.
 - › Infrastructure should focus on green development and smaller buildings.
- Questions:
 - › Can you describe your concerns about the growth in Alternatives 2 and 3?
 - Answer: Concerns about increase in height of buildings.
 - › When you graduate college, what is your future in the City of Kirkland?
 - Answer: Youth see Kirkland as a stepping-off place to launch their adult lives, potentially outside Kirkland.
 - › Where in the Station Area would be a good location to add parks?
 - Answer: Should be close to houses and communities. People typically visit parks within walking distance of their homes.

Student Group 2

- Key Takeaways:
 - › Interest in increasing housing diversity.
 - › Need to balance growth with maintaining a small-town feel.
 - › Want to avoid City of Kirkland being a “pass-through” town for other larger destinations like Bellevue and Seattle.
 - › Preferred alternative is Alternative 2.
- Questions:
 - › What (if anything) is good about tall buildings?
 - Answer: More retail space and residential units. Group’s opinion is based in personal preference and experience.
 - › Are you interested in auto infrastructure, or do you prefer alternative

modes of transportation?

- Answer: Don't value driving as much as earlier generations. Priority is to simply reach the destination, rather than caring about the mode of transportation. If there's enough time to reach a destination by foot or bike, would choose that mode.
- › Have you had discussions about the importance of having jobs in Kirkland?
 - Answer: Especially now during the COVID-19 pandemic, many people are out of work. It will take time to establish a new sense of normal. More jobs in Kirkland will lead to more residents and more diversity. It will bring a desirable amount of change.
- › What amenities are missing in Kirkland that you'd like to see here?
 - Answer: A "go-to" place that's the clear space to spend time.
 - Follow-up question: How do we build that kind of place?
 - Answer: Takes some growth and experimenting. Getting more ideas from residents – what do they value in the city? What do people from out-of-town want to see? Could be a tourist attraction where people go to take pictures. Instagram is popular, so consider a park with statues and art for people to spend time and listen to music. An outdoor activity that combines music and photography could gain people's interest.

Student Group 3

- Key takeaways:
 - › Interviewed a business employee who lives in the Station Area.
 - › Environmental protections and mitigation are important.
 - › Equity is one of the primary goals of the plan.
 - › Alternative 1 does not meet project objectives. Alternatives 2 and 3 do.
 - › A con of Alternative 1 is that it creates housing scarcity [Note – this is an amendment from a misspoken remark during the presentation.]
 - › Preferred alternative: Alternative 2 with addition of environmental protections of Alternative 3
 - › Want to allow for growth near transit without disturbing surrounding areas, increase transit connections, environmental sustainability, and diversity of housing and communities.
- Questions:

- › How did you draw connections between new housing and gentrification?
 - Answer: Personal experience. Have lived in Kirkland for 10 years and seen people leave their homes because new apartment buildings with higher rent have increased housing costs.
- › What are you thinking along the lines of additional environmental regulations?
 - Answer: Liked the ideas of Alternative 2, but also liked the environmental points from Alternative 3. Preferred alternative uses the points from Alternative 2 but incorporates environmental points from Alternative 3 that benefit the area. Specifically, liked the stormwater infrastructure, green building design, intensive green streets.
- › People will need to take the bus to make this work. What can we add to the plan to draw people to the bus station, especially from a student perspective?
 - Teacher answer: Live up north of Kirkland because can't afford to live in Kirkland. Would live in Kirkland if could afford and would take transit if it were available. When commuted into the building before COVID-19, would drive 1 hour into school and 1.5 hour home. Transit stations up north have amenities like coffee shops and waiting places – this is a great amenity as a commuter.
- › Did your group discuss the potential impacts to schools and education as new residents arrive? Currently seeing that in LWSD – have crowding in schools, lack of space.
 - Answer: LWHS has built a new wing, new gym, Rose Hill Elementary has a new wing. Schools are growing capacity, but this will only address growth to date. Lakeview Elementary will probably have more students, which are currently supported by portables.

Student Group 4

- Key takeaways:
 - › Alt 1: pros include residential housing and office development, but cons include limited street improvement and no low-income/affordable housing.
 - › Alt 2: pros include affordable housing, bike infrastructure and sidewalks, stormwater improvements, and green infrastructure. Cons include a failure to reduce all parking requirements for mixed-use zoning and no residential housing construction.

- › Most people interviewed favored alternative 2.
- › Alternative 3: No one favored.
- › Preferred alternative: Limited version of Alternative 2. Mixed-use structures up to 8 stories that include affordable housing. Infrastructure improvements to sidewalks and bike lanes, trees, green infrastructure.
 - Pros: Accommodates predicted growth, creates affordable housing, implements green infrastructure, and improves sidewalks and bike paths.
 - Cons: Could lead to scarcity in housing or waste money if changes don't adequately address growth.
- › Don't want high rises but do want to accommodate growth.
- Questions:
 - › We often hear “we don't want Kirkland to be another Bellevue.” What is it about Bellevue that is bad?
 - Answer: It's a matter of urbanization. Bellevue isn't bad in and of itself, but Kirkland and Bellevue are different places in terms of their size as a city. Kirkland is more of a suburban area and Bellevue is more of a city, at least in the downtown area. People want Kirkland to remain like a suburban area.
 - › Did you come across the internal conflict of wanting to encourage types of growth – like more affordable housing, that allows workers to live near where they work – and not wanting to see growth? Is there a conflict between avoiding growth but achieving the economic incentive for more affordable housing?
 - Answer: Yes. There's a challenge between balancing keeping an area suburban and accommodating for growth. There will likely be an influx of people into the city, and we need to accommodate them at least to some extent.

Student Group 5

- Key takeaways:
 - › Alt 1: Pros are limited construction work and keeping things like they are. Cons are that it doesn't account for future development, limited bike lanes and walkways, and no stormwater improvement. This alternative does not meet project objectives.
 - › Alt 2: Pros are that it enhances existing bike lanes and walking, improves stormwater, and predicts some growth. Cons include no major

improvement and not enough bike lanes. This alternative meets project objectives.

- A comfortable transformation, with a livable atmosphere. But not too extreme.
- › Alt 3: Pros include addressing predicted growth, inclusion of green buildings, new retail near the transit center, major stormwater improvements. Cons include obscured skyline and lots of construction. This alternative meets project objectives but makes other goals harder to maintain. Kirkland would become more connected but would require high maintenance to keep the City clean.
- › Preferred alternative: Alternative 2. Offers enough development to support Kirkland's future population. Community engagement with others indicates strong support for Alternative 2.
- Questions:
 - › What does an inclusive district mean to you?
 - Answer: An area where everything comes together and everything is all together as one. Different types of people are all included. A mix of everything. Mixed-use buildings, stores, apartments, different types of buildings that meet everyone's needs.
 - › What would be a worthwhile public benefit that developers could provide in exchange for higher buildings?
 - Answer: Affordable housing, allowing people to be closer to their jobs (creates less pollution from commuting, less traffic), mixed-use buildings to create retail, restaurant, market space. That way, a person can live in an area and be completely sustainable without having to drive 30 minutes away to a grocery store.
 - › Does Kirkland have enough places for people your age to spend time?
 - Answer: Kirkland has a good amount of areas. Lots of parks on Lake Washington Avenue, parks in the Juanita area, new complex downtown (don't recall area). Station Area could provide a new desirable area along the lines of the downtown Redmond shopping area.

Student Group 6

- Key takeaways:
 - › Alternative 2 is the best option for Kirkland.
 - › Pros:

- Supports affordable housing and quality of life for current and upcoming residents. Job and population growth while still preserving the suburban feel.
- Moderate development with office buildings up to 10 stories.
- Additional bike routes and sidewalks on key streets to create additional transportation. Provides easier transit to areas near Seattle. Increased transit opportunities can also be fairer for young individuals or people with low incomes. Can make it easier for people to afford housing if they don't need a car – can build additional affordable housing. Incentives for green infrastructure.
- Reduced parking requirements for certain areas.
- Stormwater improvements. More trees, stormwater infrastructure for better water quality.
- › Cons: Increased property values, causing a lot of people to have to move out of the area because they won't be able to afford their apartment. A long transition period – a lot of work to be done. In moderate growth, it will take multiple years. People won't want to deal with construction and the traffic issues that go along with constructing bike paths and sidewalks over multiple years.
- › Better than other alternatives because it encourages better transit for all to encourage more people to move there. Provides youth and people with lower incomes with access.
- › Alternative 3 would make Kirkland residents very unhappy. Many people moved here because they want to raise families and enjoy a suburban feel. They choose Kirkland over Seattle and Bellevue for this reason. It's important to allow for growth, but maintain this feel.
- Questions:
 - › What does the distinction between urban and suburban mean to you?
 - Answer: Types of shops – e.g., big retail chain stores versus local small businesses. Important to stick to local businesses.
 - › Where should growth occur, given that growth is happening?
 - Answer: All around Kirkland – e.g., Redmond, Seattle, Bellevue – there's options for significant growth. Kirkland is already so congested. Don't have a lot of roads, and they're often under construction. Is any growth attainable for Kirkland without making it so overpopulated that it becomes unenjoyable to live there?

Student Group 7

- Key takeaways:
 - › Alt 1: Pros is that it's inexpensive. Cons include little to no development and that it won't fulfill the project requirements.
 - › Alt 2: Pros include that it maximizes some goals of the project. Gives Kirkland the unique identity it wants. Area can have an increased amount of productivity. Cons: Doesn't meet all the goals of the project and might cause more traffic in the area.
 - › Alt 3: Meets all project goals, as it expands job and housing opportunities. Gives opportunity to not use cars to reduce pollution and increase quality of life. Increased use of transit will provide additional revenues for the city. Sustainable option that uses land effectively. Most desirable option for people to move into the area. Cons include the cost, potential traffic, and limited parking space.
 - › Interview: POC who is a transit rider. Preferred alternative is no action. Does not see buses as a good option for traffic and feels the area is already adequately developed. Buses get stuck in traffic and take time. Need transit that is faster and better for the environment – like rail or subway. Especially true because transit station is not expected to be ready for 10-15 years.⁵
 - › Community engagement discussion with 6 residents: unanimous consensus for alternative 3. Biggest concerns around traffic, parking, and potential tax increases. A growing population in the area needs more space for students to be in schools. Overall, enthusiastic about the changes and growth with alternative 3.
 - › Preferred alternative: Alternative 3. Meets all the project requirements and has greatest development in the City. Need to focus on reducing traffic and not to impact the streets.
- Questions:
 - › What would you think about schools in urban settings, such as a high-rise, as opposed to portables?
 - Answer: I don't think an urban schooling system would be ideal. This would be farthest from what people want and a lot of change. Better to create more schools in the district or to expand existing schools.

⁵ The BRT will be complete in 2025.

- › Did your group discuss the addition of more families and students in the area?
 - Answer: All the schools in LWSD are always needing to expand. Students are having to go to school on campuses that are under construction. Disruptive to the school environment. Might be easier to add another school outside the Station Area.

Student Group 8

- Key takeaways:
 - › Preferred Alternative: Alternative 1. Don't want to see Kirkland turn into another Bellevue.
 - Pros include: Modest office development, minor traffic/parking impacts, minor street work, and includes housing/job growth.
 - Cons include: limited landscaping, not enough construction to assist growing population, no stormwater improvements, no additional affordable housing, a limited amount of eco-friendly buildings, and no additional bike/pedestrian routes.
 - › Group discussion: Talked with three youth.
 - Cons from Alternative 2 and 3: Didn't like the ideas of big buildings being constructed. Would change the characteristics of Kirkland – transition from the small community into a big city. But also didn't love that there wouldn't be any development.
 - Liked that Alternative 1 would allow some development, but not too much.
 - Pros of Alternative 2 and 3 include environmental awareness – green buildings, conservation of resources. Loved the ideas of new biking/walking paths because many don't have cars or driver's licenses and some can't afford to take buses.
 - › Interviews: Interviewed two stakeholders.
 - A business owner who preferred Alternative 3 as it creates more jobs and opportunities for people in Kirkland.
 - A renter who preferred Alternative 1 as it creates minimal disruption, minimizes commercialization, and limits construction.
 - Both interviewees agreed that the project is meeting project goals. Both were concerned about the length of the project.
- Questions:

- › Are there specific reasons that people are concerned about big buildings? Is there a certain type of building that people called out?
 - Answer: No mention of a specific building, but many people felt that communities like Bellevue have their own aesthetic and character, and Kirkland has its own too. Concern was about taking in the characteristics of big buildings because it changes how the city works, how we get around, and what kind of shops and businesses come into the area.
- › One difference between Bellevue and Kirkland is that Bellevue can explore an aquatic center (something Kirkland wants too) in part because it has more resources due to taxation. New jobs and new housing and commercial development in the Station Area could contribute to the resources that Kirkland has, bringing it more in line with Bellevue. What does this group think about these kinds of public benefits?
 - Answer: Those public benefits would be nice, but people choose to live in Kirkland because of what Kirkland has. People like that it's smaller, it has more of a homey feel. Would live in Bellevue if wanted those resources. Losing the soul of Kirkland isn't a fair price to pay.

Student Group 9

- Key takeaways:
 - › Five major community concerns include:
 1. Where will funding come from? What is the necessity of major spending?
 2. Tall buildings blocking views of Lake Washington.
 3. Negative environmental impacts.
 4. Traffic.
 5. Overcrowding in parking in neighborhoods.
 - › Alternative 1:
 - Pros: environmentally friendly, cheap, low building heights.
 - Cons: Rapidly run out of housing, housing prices will increase, traffic will only get worse, lack of improvement to bike lanes and sidewalks.
 - › Alternative 2:
 - Pros: Moderate residential and office development, less parking requirements, additional path and walkways, sidewalks, bike lanes.

- Cons: less parking, less environmentally friendly, and expensive. Concerns around uncertainty about eventual cost.
- › Alternative 3:
 - Pros: Allows the most growth to support TOD, including significant housing production, bike facilities, sidewalks, parking facility, and new environmental standards.
 - Cons: Most expensive, doesn't address traffic, height of buildings, and significant housing production without affordability will attract more outside buyers. This isn't what the current residents of Kirkland wants or needs.
- › Preferred alternative: A mix of Alts and 2. Additions not in either include:
 - Build underground parking garages.
 - Add electric scooters to be more environmentally friendly.
 - Pros: environmentally friendly, little change to development policies, some housing development, some bike lane/sidewalk development. Cons are expensive and more traffic, but costs are inevitable.
 - Helps meet initial goals of development and equity access. Doesn't infringe on traffic and parking access.
- Questions:
 - › What do you think will be the role of cars in Kirkland 20 years from now?
 - Answer: Cars will still be the main option for transportation. It's unrealistic to expect a lot of people to take transit. Cars are so much easier and so much more effective. There are a lot of areas to get to in Kirkland that transit can't access. Most people who use BRT will be the same people who use affordable housing and are limited to the transportation that's available. People who currently have opportunities to use cars will continue to use cars.
 - › What have been your conversation around active transportation? E.g., people who choose to bike or walk instead of using cars.
 - Answer: A lot of the conversations were structured around a theoretical approach around the importance of additional sidewalks and bike lanes. But when you break it down in a practical sense, most people will still choose to travel by car. They might prefer sidewalks when considering other members of the community, but they have more questions around traffic and parking for their own lives.

G City Staff Presentations at Virtual Community Organization Meetings

In the weeks leading up to, and during, the DSEIS public comment period City staff accepted several invitations to present information about the Station Area Plan to various community organizations. Community organization meetings were all held virtually and attended by Senior Planner Allison Zike and/or Planning & Building Deputy Director Jeremy McMahan. Staff presentations generally included a NE 85th St Station Area Plan project introduction, a summary of the three DSEIS alternatives, information about how to provide DSEIS comments or otherwise engage with the project, and responses to questions from the respective membership. Below is a list of community organization meeting presentations and dates that were associated with the DSEIS phase of the project.

- September 21, 2020: North Rose Hill Neighborhood Association
- October 14, 2020: Kirkland Alliance of Neighborhoods
- November 9, 2020: Moss Bay Neighborhood Association
- November 18, 2020: Highlands Neighborhood Association
- December 1, 2020: Everest Neighborhood Association
- December 16, 2020: Highlands Neighborhood Association (with Washington State Dept. of Transportation and Sound Transit staff)
- January 13, 2021: Kirkland Alliance of Neighborhoods
- January 18, 2021: North Rose Hill Neighborhood Association
- January 25, 2021: Kirkland Chamber of Commerce
- February 3, 2021: Norkirk Neighborhood Association



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Pier 56, 1201 Alaskan Way #200
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Mithun | Hodgetts + Fung
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Culver City, CA 90232

Memorandum

To: Allison Zike, Senior Planner
From: Erin Ishizaki, Mithun
cc:
Re: Station Area Plan – Draft Supplemental Fiscal Impacts and Benefits Analysis Scope

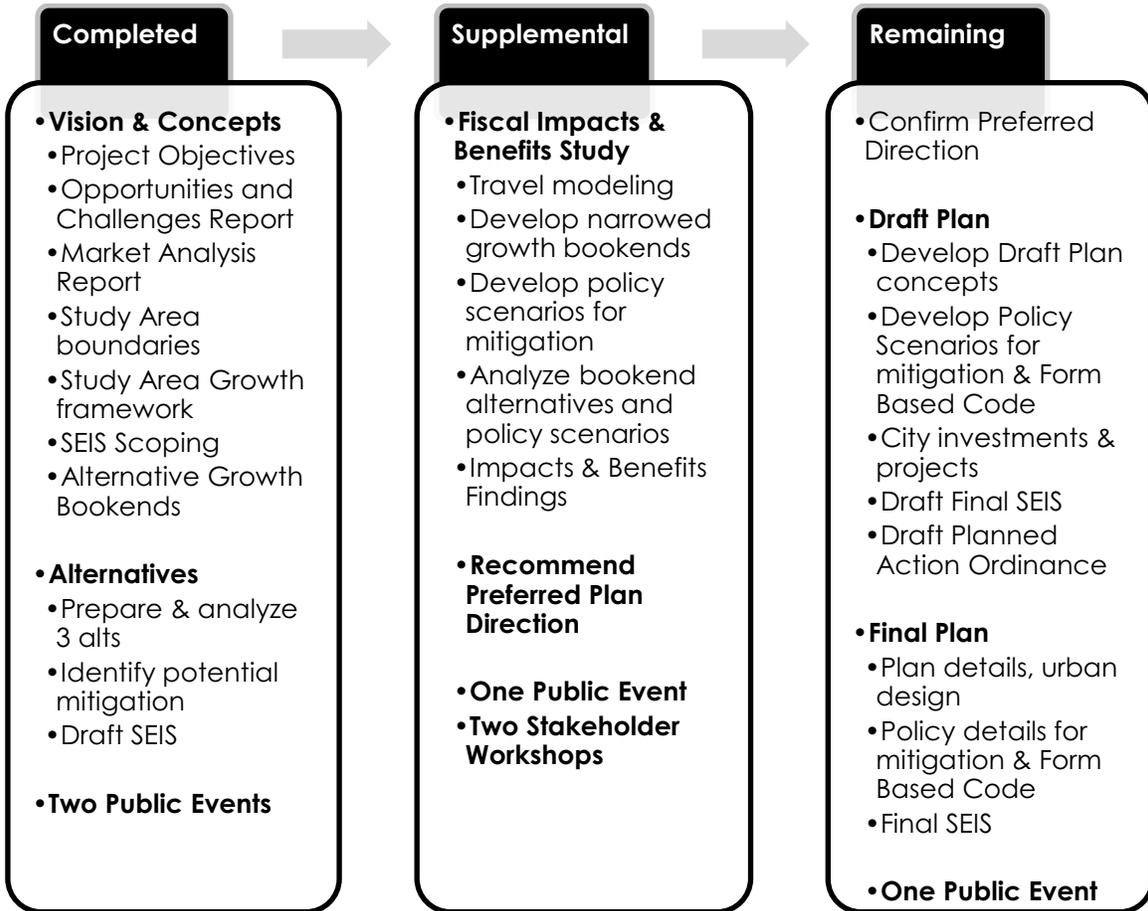
Date: March 26th, 2021
Project #: 1930000
Project: NE 85th ST BRT Station Area Planning

Executive Summary

The Northeast 85th St Station Area Plan (SAP) is developing a vision and plan to guide development and investment in the study area surrounding a future BRT Station at NE 85th St and I-405. The project objective is to leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional transit investment to maximize transit-oriented development and create the most opportunity for an inclusive, diverse, and welcoming community; value for the City of Kirkland; community benefits including affordable housing; and quality of life for people who live, work, and visit Kirkland.

The SAP project has completed Vision & Concepts as well as Alternatives up to the Draft Supplemental Environmental Impact Statement (DSEIS) stage. Prior to confirming a Preferred Direction in late 2020, the City Council and Planning Commission requested supplemental information to understand the community benefits, tradeoffs, and fiscal impacts of different alternatives. In response, this Scope document describes a proposed approach and workplan for a Supplemental Fiscal Impacts and Benefits Analysis. This supplemental scope is intended to inform the Preferred Direction decision. After that point, the remaining SAP scope, including the Draft and Final Plan, would resume. See the Planning Process Summary below for reference.

Planning Scope Summary



This supplemental scope of work is a response to that request, and is organized into the following elements:

- **Station Area Plan Integration** activities which support overall progress of this supplemental scope of work and integration with other SAP tasks such as the Final SEIS (FSEIS)
- **Community Benefits & Tradeoffs Analysis** that can assess the feasibility and potential community benefits associated with mitigation strategies and policy scenarios including code and regulatory concepts for the FSEIS, SAP and Form Based Code (FBC)
- **Fiscal Impacts Analysis** that can assess the City's revenues and cost of service, including operations and capital investments required to serve the anticipated level of growth

Supplemental Fiscal Impacts and Benefits Analysis Scope Summary

This supplemental scope of work is designed to support ongoing SAP tasks, including the development of a **Final SEIS** and **preferred plan direction** by the end of 2021. Key activities are summarized for each major phase of work below.

April-May 2021: Create Upper and Lower Bookend Alternatives for Analysis

During this initial phase of work, the consultant team will conduct additional travel modeling for DSEIS Alternative 2. This step will expand the scope of analysis to include regional travel decisions (eg: drivers finding new routes that go outside the current study area). Based on this more precise understanding of future transportation conditions and summary of public comment to date including potential mitigation strategies, the consultant team and City staff will create two alternatives that reflect upper and lower growth “bookends”. These bookend alternatives will build on the DEIS alternatives, and will be used in the fiscal impacts and community benefits analysis. The project team will present recommended bookend alternatives to City Council and Planning Commission prior to studying them as part of the fiscal impacts and community benefits.

June-October 2021: Fiscal Impacts & Community Benefits Analysis

This phase of work will analyze the upper and lower bookend alternatives in two parallel tracks. The Community Benefits & Tradeoffs analysis will respond to City Council’s request to better understand how development can contribute to the goals of the Plan. It will also be a critical point to confirm mitigation strategies for the final EIS and identify opportunities for reduced fiscal impacts. A set of policy scenarios will test how incentives, regulatory strategies, and other policies can address themes such as schools, housing affordability, and sustainability while maintaining development feasibility for each bookend alternative. In parallel, the fiscal impacts analysis will assess the City’s revenues and cost of service, including operations and capital investments required to serve the anticipated level of growth. The two efforts will be coordinated so that opportunities for community benefits that reduce fiscal impacts are identified. For instance, policies for development to provide open space or more efficient water management may reduce the need for park acquisitions costs or infrastructure upgrades. These studies will culminate with a presentation to City Council and Planning Commission summarizing the findings.

October-December 2021: Final EIS & Preferred Plan Direction

Based on the findings of the Community Benefits & Tradeoffs analysis and Fiscal Impacts analysis, the consultant team will begin developing the final SEIS (FSEIS). This FSEIS will incorporate public comment as well as the findings of recent analysis. Based on FSEIS results and external engagement, the project team will present a staff recommendation for a preferred plan direction to City Council and Planning Commission for review. The preferred plan direction will further refine the bookend alternatives and establish a narrowed range of heights, land use mix, major infrastructure investments, and other urban design concepts that have been studied to date. This will provide the foundation for the development of a final plan, code, and implementation strategies.

END OF EXECUTIVE SUMMARY

Supplemental Fiscal Impacts and Benefits Analysis Scope and Workplan Proposal

Proposed Approach & Summary of Need

The Station Area Plan For I-405/NE 85th Street BRT Station Area (SAP) is developing a vision and plan to guide development and investment in the study area surrounding a future BRT Station at NE 85th St and I-405. As part of that process, DEIS alternatives were presented to City Council in late 2020. City Council as well as Planning Commission requested additional information to understand the community benefits, tradeoffs, and fiscal impacts of alternatives. This scope of work is a response to that request, and is organized into the following elements:

- **Station Area Plan Integration** activities which support overall progress of this supplemental scope of work and integration with other SAP tasks such as the EIS, including development of two “bookend alternatives” for further study (see Task 1.3 below)
- **Community Benefits & Tradeoffs Analysis** that can assess the feasibility and potential community benefits associated with mitigation strategies and policy scenarios including regulatory concepts for the FSEIS, SAP and Form Based Code (FBC)
- **Fiscal Impacts Analysis** that can assess the City's revenues and cost of service, including operations and capital investments required to serve the anticipated level of growth

This scope of work is designed as a supplement to the Station Area Plan For I-405/NE 85th Street BRT Station Area (City of Kirkland Job Number# 45-19-PB). Additional detail on ongoing SAP tasks, including the development of a Final EIS, can be found in the original contract #32000058. This supplemental scope of work supports and modifies the original contract, including extending the schedule to develop the Final EIS and preferred plan direction by the end of 2021.

Task 1: Station Area Plan Integration

This task will integrate this supplemental scope of work with ongoing work on the SAP, including the development of upper and lower growth “bookend alternatives” that can inform the Fiscal Impacts Analysis as well as the Community Benefits & Tradeoffs Analysis. Task 1.2 will conduct additional transportation modeling to develop a more precise project list for fiscal impact analysis, and Task 1.3 will establish updated upper and lower bookend alternatives using the results of Task 1.2 as well as feedback from the DEIS public comment period.

Task 1.1 Project Management & SAP Coordination

Mithun will lead project management and coordination between the supplemental scope the overall SAP. It is anticipated that this will include regular meetings as described in the attached Proposed Revised Schedule/Workplan:

- **Core Team** one meeting per month focused on overall plan integration.
Attendees: Representatives from Mithun, BERK, the Kirkland Planning Department, and Finance Department.

- **Working Groups** one meeting a month to discuss the SAP, Fiscal Impacts, and Community Benefits & Tradeoffs. Attendees: Representatives from BERK, Mithun, Kirkland Planning Department, Kirkland Finance Department, and City Manager’s Office. Representatives from Public Works, Transportation, and subconsultant will join as necessary (anticipated to be no more than 3-4 meetings).

Task 1.2 Additional Transportation Modeling

Fehr & Peers will participate in a meeting with City Staff to kick-off this task. Afterwards, Fehr & Peers will first modify the 2035 BKR travel demand model to evaluate DSEIS Alternative 2. This re-model will enable the project team and City staff to refine our understanding of the alternative’s transportation impacts and how much traffic is expected on NE 85th Street in the larger regional transportation context. The previous DEIS analysis, by primarily studying the local effects within the study area, provided a conservative estimate that didn’t account for potential rerouting or other regional travel behavior that might occur in response to changing land use and travel demand. The application of the model will also allow the project team to reallocate land use estimates to maintain citywide control totals (if desired), to document changes in traffic volumes beyond the intersections evaluated in the DEIS, and to understand how existing travel patterns change with the additional growth around the station area.

Before running the model, the land use quantities will be adjusted within the station area as well as in the rest of the City to maintain totals of households and jobs consistent with Puget Sound Regional Council (PSRC) targets, if necessary. Fehr & Peers will coordinate with the City and the project team on the most efficient methodology to implement these changes. As part of the land use update, the Transportation Analysis Zones (TAZ) boundaries and centroid connectors around the station area may be adjusted to better reflect how trips would load onto the roadway network and where the growth is occurring.

After rerunning the model, Fehr & Peers will develop updated intersection forecasts at up to five study intersections along NE 85th to re-evaluate Level of Service in Synchro. Fehr & Peers preliminarily recommends the following intersections, which had impacts in the DEIS analysis and are well-represented in the BKR model:

- NE 85th St & 6th St
- NE 85th St & Kirkland Way/114th Ave NE
- NE 85th St & 120th Ave NE
- NE 85th St & 124th Ave NE
- NE 90th St & 124th Ave NE

The intersection-specific mitigations identified in the DEIS will be applied to these locations as necessary in order to determine if the strategies fully mitigate the impacts, using the criteria established in the DEIS. Evaluating additional intersections that were not studied in the DEIS is included as an optional task. The model results could also be used to evaluate changes in roadway volumes and travel speeds outside of the study area, if

requested by the City. The results from the BKR model and Fehr & Peers' MainStreet trip generation tool, will also be used to estimate the growth in person trips and any changes in mode of access for project trips. Note that neither tool directly forecasts person trips, but each can be used to estimate changes in mode splits within the project area.

The Project Team would then lead a 2-hour workshop with City staff to discuss the analysis results and develop an approach to define additional alternatives to evaluate. The Project Team will also discuss with City staff which transportation demand management (TDM) policies and strategies that should be incorporated into the final plan to reduce the number of trips generated. A potential menu of strategies and their effectiveness was previously identified in the DEIS, and Fehr & Peers would come to the meeting with a recommended package of TDM strategies and what is needed to implement those strategies.

Following the meeting, Fehr & Peers will coordinate with the consultant team to update the City's model and run the bookend alternatives in the model when ready. The intersection forecasts and Level of Service (LOS) calculations will be updated for the five intersections identified above, and any necessary mitigations will be suggested to meet the performance thresholds. The analysis will be summarized in a short technical memo.

Task 1.3 Prepare Bookend Alternatives and Establish Evaluation Measures

With DSEIS public comment summary and Task 1.2 results as inputs, Mithun will organize and facilitate a City staff charrette to explore adjustments to the DSEIS alternatives to establish upper and lower bookend alternatives to study in Task 2 and Task 3. The goal of this charrette will be to define broad direction for a reduced range of growth that will be studied in the fiscal impacts analysis and community benefits & tradeoffs analysis. Following the charrette, Mithun will further refine the upper and lower bookend alternatives to account for neighborhood transitions, allowable construction types, transportation, and other factors. This refinement will limit itself to the level of detail necessary for Tasks 2 and 3 to begin. These bookend alternatives will set the assumptions for land use mix and development locations that will be held constant for the fiscal impacts study. Mithun will create materials necessary to convey this refinement and the growth intent of the bookend alternatives.

The consultant team will work with City staff to determine the growth assumptions to be modeled in two bookend alternatives:

- **Lower Bookend Alternative**, with continued development of the planning area under current zoning, which will its own requirements for capital and operating investments.
- **Upper Bookend Alternative**, which assumes:
 - EIS Alternative 2 as a starting point for development, mobility strategies, and environmental concepts.
 - A jobs/housing mix optimized to work within the estimated future capacity of the transportation network.
 - Growth that can support the City's regional growth target and absorb known development applications and market interest.

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The consultant team will also work with the City staff to establish fiscal and non-fiscal measures by which the bookend alternatives will be evaluated, including net fiscal impact, housing affordability, greenhouse gas emissions, and other considerations. This subtask will conclude with a brief memo summarizing the proposed bookend alternatives recommended for study in Task 2 and Task 3. A presentation based on this memo will be developed for Planning Commission and City Council review.

Task 1.4 Additional External Outreach & Engagement

As part of Task 2 and Task 3, the consultant team will organize a series of additional engagement activities. In addition to these activities, City staff will complete additional engagement. Current activities anticipated as part of this task will include:

- **Key Stakeholder Workshops 1 and 2**
BERK and Mithun will collaborate with City staff to design two stakeholder workshops (each 1.5-2 hours in length). The first workshop will focus on gathering feedback to inform the Community Benefits & Tradeoffs analysis. BERK will leverage existing project engagement to identify and invite representatives of key interests to participate in each workshop, facilitate the workshop, and consolidate input into a concise meeting summary.
- **Public Open House 1 and 2**
BERK will reach out to existing project contacts to invite the public to attend two public open houses, including designing outreach materials. Mithun will design and lead facilitation of the public open house events. The first open house will focus on the preferred plan direction, and the second open house will focus on the draft plan. BERK will consolidate public meeting input into a concise meeting summary for each open house.
- **Supplement to Public Open Houses**
BERK will collaborate with City staff to design supplementary engagements around the public open houses. This will be geared toward gathering deeper, more focused input on the preferred plan direction from key stakeholders, including the representatives of key interests that have been engaged throughout the project. Depending on how project timing progresses, there may be an opportunity to collaborate once again with students from Ms. Bethany Shoda's economics classes at Lake Washington High School. BERK will invite and recruit participants, facilitate the engagements, and consolidate input into a concise summary.

Task 1 Deliverables: *Transportation Analysis Technical Memo*, Proposed Bookend Alternatives memo and associated graphics*, one set of Presentation materials for preferred plan direction discussion with Planning Commission and City Council**

Task 2. Community Benefits & Tradeoffs

This task responds to the City Council's request for additional information identifying the potential and methods to realize community benefits in each alternative through policies and codes, and the tradeoffs involved in securing these community benefits. This effort will inform preferred mitigation strategies in Task 3 and the development of conceptual code/plan framework. Key activities in this task will involve the development of 2-3 Policy Scenarios that test different packages of community benefits and the physical characteristics of these Policy Scenarios. Each of these policy scenarios will be tested for the bookend alternatives to understand which set of policies performs best for each bookend alternative.

Note: Additional transportation-related services are included at the end of this Task. If approved, these items would happen in parallel to the existing schedule. They are shown separately in the budget.

Task 2.1 Define Policy Scenarios

The consultant team will work with City staff to refine the scope of community benefits to study as part of this task. These will draw from project objectives and potential mitigation strategies identified in the DSEIS. Topics anticipated to be included are:

- Schools and Civic Amenities
- Housing Choices and Affordability
- Parks, Trails, and Public Realm [incl. tree canopy, habitat]
- Sustainability [incl. building and site performance], Visual Character, and Transitions

Mithun and ECONorthwest will define two initial Policy Scenarios that can test the interlinked tradeoffs and feasibility of community benefit strategies relative to current policy. These Policy Scenarios will consist of a “package” of bundled policy options, including incentives, regulatory tools, and partnership/delivery models such as:

- Bonus/Incentive zoning
- Commercial linkages or other fees
- On-site provision of community amenities
- Special districts like Transportation Benefits Districts or District Parking

Given the wide range of topics, the focus of this analysis will be to identify which strategies have the most benefit and any “thresholds” that may impact overall feasibility of development under different Policy Scenarios. As part of this task, 1 workshop will be conducted with key stakeholders to shape Policy Scenarios to be studied, including City staff and potentially developers and large landowners.

Following the analysis in Task 2.2, Mithun and ECONorthwest will work with staff to define an additional, refined policy package for testing.

Task 2.2 Community Benefits & Tradeoffs Analysis

Once the two initial Policy Scenarios are defined, Mithun and ECONorthwest will evaluate each Policy Scenario for physical and financial feasibility including a development viability perspective. A key feature of this analysis will be linking the urban design/physical implications of different Policy Scenarios through diagrams and other graphics that make the outcomes of each Policy Scenario tangible. Examples of questions that will be addressed through this analysis will include:

- How can development support the need for civic facilities such as schools?
- How could affordable housing be supported through modifications to incentives and/or inclusionary requirements while maintaining development feasibility?
- To what extent could commercial linkage fees support community benefits while maintaining development feasibility?
- How much could sustainability policies such as green building incentives or requirements reduce resource usage that impacts municipal fiscal impacts (water consumption, wastewater handling)?
- What are the opportunities for new delivery models that provide community needs such as public realm improvements, community gathering space, recreation, or parks/open space?

Outcomes of this task will offer supplemental strategies for meeting community needs that can be used to feed into revenue generation assumptions for the Fiscal Impacts analysis. Initial analysis will include physical and financial feasibility findings for each defined Policy Scenario.

Task 2.2b Share Initial Findings, Revise & Re-evaluate Results

A review of initial findings will include a summary (in slide deck form) of implications and viability of each Policy Scenario. This will be shared with City staff as well as Planning Commission and City Council and coordinated with the fiscal impacts schedule. As part of this task, 2 workshops will be conducted with key stakeholders to evaluate feasibility, including developers, large landowners, and City staff. These workshops will help inform refinement the policies associated with the upper bookend alternative that will be re-evaluated for physical and financial feasibility, and will also be modeled as part of the revision and refinement of Fiscal Impacts analysis (**Task 3.4**). Final results will be packaged into a Community Benefits & Tradeoffs Study memo which will also incorporate highlighted results from Walkshed and Bikeshed Analysis (**Task 2.4**).

Task 2.3 Transit Analysis

Fehr & Peers will lead a workshop with City Staff during which we:

- Recap the bicycle, pedestrian, and transit projects recommended for the study area as part of this project.
- Identify multimodal performance measures/measures of effectiveness for each mode. Fehr & Peers will come with some options for how the City could approach this to serve as a starting point for discussion (e.g. Bike and Pedestrian Level of Traffic Stress 3 or 4 is not acceptable).
- Determine if any additional bicycle, pedestrian, or transit projects are needed to meet the City's desired targets and achieve its multimodal vision.

In preparation for the workshop, Fehr & Peers will review guidance in Kirkland's TMP, ATP, Transit Implementation Plan, and other best practice guides (such as NACTO) for what types of accommodations would be needed to realize the City's multimodal vision for this subarea. Fehr & Peers will also recommend how this workshop interfaces with **Task 1.2**.

After running the modified version of the 2035 BKR model, Fehr & Peers will develop a short memo that summarizes current transit run times and average operating speeds in the study area, how those change under one alternative (either Alternative 2 or a modified Alternative), and what impacts that would have on speed and reliability for transit. The memo will build upon the text already included in the DSEIS to better tell the story about how transit is impacted by increased transportation trips in the study area as a result of the proposed development.

The consultant team will participate in a meeting with City staff and key transit agencies, such as King County Metro and Sound Transit, to discuss concerns, brainstorm additional mitigations, and identify next steps.

Task 2.4 Walkshed and Bikeshed Analysis

Fehr & Peers will conduct additional analysis and craft additional narrative that builds on the DSEIS in order to better tell the story of how the proposed development benefits people walking and biking in Kirkland.

Fehr & Peers will develop one low-stress bicycle map and one low-stress pedestrian map to show cyclist and pedestrian comfort on every street in the study area under existing conditions. The low-stress bicycle map will be based on OpenStreetMap data, and the low-stress pedestrian map will be based on available City data to be determined in collaboration with City Staff but could include presence of sidewalks and buffers, the number of travel lanes and posted speed limit of the adjacent street, and the presence of commercial driveways. Fehr & Peers will develop one low-stress bicycle map and one low-stress pedestrian map under the upper bookend alternative to show how gaps in connectivity are filled by this project.

Fehr & Peers will also develop one existing walkshed and one existing bikeshed to show how far people can get from the NE 85th Street Station within 10 minutes under existing conditions using low-stress facilities. We will then develop one future walkshed and bikeshed to show how much further people can travel as a result of the bicycle/pedestrian improvements proposed in the upper alternative bookend. The sheds would account for topography, as this is an important consideration in the study area. Fehr & Peers will incorporate this narrative, the Level of Travel Stress (LTS) maps, and the walkshed/bikeshed maps in a short memo. We would qualitatively analyze the sheds and call out destinations that would now be able to be reached as a result of this project.

Task 2 Deliverables: *Graphics and materials for 1-3 workshops*, one memo and set of presentation graphics for both Planning Commission and City Council on potential Policy Scenarios (to be presented alongside Fiscal Analysis presentation materials)*, Existing/ Upper Bookend Alternative walkshed and bikeshed diagrams*, Walkshed and Bikeshed memo*, one packaged Community Benefits Study memo and presentation graphics for Planning Commission and City Council**

Requested Additional Transportation Services

The following services were requested and are provided here as optional additions to the core scope of work provided.

Interchange Analysis

As part of this optional task, Fehr & Peers would evaluate traffic operations at the interchange with I-405 for the Upper Bookend Alternative. This analysis would use the microsimulation model that WSDOT has already developed at this location, and the project team would update the demand inputs to reflect the growth associated with the project. The model would be used to calculate changes in delay and queuing along 85th Street as well as on the ramps to and from I-405.

Analyze Additional Intersections

If requested by the City, in order to respond to comments on the DEIS, we will evaluate up to 10 additional intersections under existing conditions, future no build conditions, and the upper bookend alternative. The analysis would consider delay and LOS, queuing, safety, and non-motorized performance. The additional analysis could include entirely new intersections or evaluating AM peak hour operations at some intersections that we already studied during the PM peak hour. Studying a new intersection during the AM and PM peak hours would be considered two additional intersections.

Collision Analysis

Fehr & Peers will conduct additional analysis to better understand collisions in the study area and potential improvements to enhance safety. We can take one of two approaches:

Option 1: Collision Trend Based Project List (recommended)*

Fehr & Peers will expand on the safety analysis already completed (collision rates and where Killed or Severely Injured (KSI) collisions occurred) by reviewing collision data to identify collision trends in the study area, such as severity, causes, and types (e.g. rear end, angle, pedestrian, freight, etc.).

Fehr & Peers will identify a list of potential countermeasures that might be applied in the study area, which have data-backed Crash Modification Factors (CMFs) from the Crash Modification Factors Clearinghouse. We will apply the CMFs to up to 10 collision hot spots in the study area based on the collision trends identified. The CMFs will be used to evaluate an assumed reduction in collisions if no other changes occur. The reduction will be estimated based on a percent reduction of collision types or severities (i.e. a percent reduction in pedestrian related collisions). This analysis will aide decision makers in understanding the magnitude of benefit that identified countermeasures would be likely to have at project locations for the planning of future projects, but is not intended to project a number of reduced collisions.

Fehr & Peers will then develop a list of recommended safety projects for the study area that balances effectiveness at reducing collisions and cost feasibility. We could develop cost estimates for these projects, as described under Task 2.5 Cost Estimates.

**This option is recommended because it was estimated to provide a good compromise between level of effort/cost and the issues identified in discussion with City staff.*

Option 2: Highway Safety Manual Predictive Safety Analysis

Fehr & Peers will provide a predictive safety analysis for up to 10 identified frequent collision locations (intersections or segments). The analysis will follow WSDOT's Safety Analysis Guide. Existing collision data and applicable Highway Safety Manual (HSM) Safety Performance Functions (SPF) and worksheets will be used to evaluate the baseline condition. Future traffic growth and estimated collisions will be forecasted for a no-action alternative. Up to 2 mitigation alternatives for each location will be evaluated

using the HSM worksheets to estimate a reduction in future collisions and calculate a societal cost safety benefit. This benefit can be evaluated against the cost of the proposed project to determine alternatives with the highest cost-benefit ratio, to aid the City in prioritizing safety improvements. These costs can also be used in funding requests and grant applications for project funding.

Task 3: Fiscal Impacts Analysis

This task will focus on assessing the City's revenues and cost of service, including operations and capital investments required to serve the anticipated level of growth in each bookend alternative. Key questions to be answered in this analysis include:

- What revenues can the City expect associated with the proposed redevelopment of the area?
- What will it cost the City and its partners to most efficiently serve this area with infrastructure and municipal services?
- How would changes in the magnitude, location, and mix of residential and commercial uses affect net fiscal impacts and non-fiscal policy goals?

The following assumptions guide our proposed approach:

- Modeling must be Kirkland- and planning area-specific.
 - Revenues in the first round of fiscal analysis will be based on Kirkland's tax and fee structure, using the best available information for comparable development. As noted below, the second iteration will allow for targeted changes in tax and fee policy.
 - Costs should not be based only on simple FTE or per capita formulas but reflect Kirkland's actual anticipated costs to serve the area as well as be relevant to adopted levels of service (LOS). This should be derived from the City's costs to serve comparable geographies and by identifying creative opportunities to serve the area as efficiently as possible by leveraging existing capacity.
- The model will allow iterative modification of key levers including pace of development/rate of growth, rate of service demand, tax and fee policies, and consideration of the impact of timing of significant individual developments.
- As noted above, the fiscal analysis will be informed by growth assumptions established in **Task 1.3**, above, including a Lower Bookend Alternative, with continuation of current growth trends, and an Upper Bookend Alternative, which will be a modified version of Alternative 2.
- The analysis will be a multi-team effort requiring coordination among consultants and the City.

Stepwise Approach

Task 3.1 will lead with revenue analysis, followed by cost analysis. Costing and strategies for providing City and partner services in **Task 3.2** will be informed by anticipated revenue levels. Costs for infrastructure investments in **Task 3.3** will be informed by

modeling of growth impacts on transportation, water/wastewater, and stormwater/surface water systems. Results of these the first round of modelling will be shared at the third meeting of the Working Group at the end of August in **Task 3.4**. Based on review of projected revenues, costs, and the net fiscal impact of growth, a second iteration of the fiscal analysis will consider adjustments to the key levers noted above (pace/timing of development and/or adjustments to tax and fee policy). This second round of analysis will be completed in September, with **Task 3.5** report development and presentation of draft fiscal findings to Council in October.

Task 3.1 Revenue Analysis

The consultant team will estimate City and partner tax and fee revenues affected by development in the area using the following proposed approach. Each revenue source will be examined to determine magnitude and timeline of revenue, as well as receiving party and applicable uses. The list of revenues in the table below focuses on the primary revenue sources anticipated in the station area that are likely to be affected by the bookend alternatives. Should the City request analysis of other revenues (e.g., lodging tax, building permit revenue, EMS levy, gas tax, planning fees and plan check fees, emergency transport fee, franchise fees, and/or engineering development fees), these will be considered on a case-by-case basis for whether they can be accommodated within the existing budget. The final list of revenues to evaluate and proposed approach will be confirmed with the project Working Group and coordinated with the Policy Scenarios developed as part of the Community Benefits & Tradeoffs Study. ECONorthwest will conduct the revenue analysis and provide results to BERK to integrate into the overall fiscal impacts analysis.

Source	Approach
Sales Tax on New Construction	<ul style="list-style-type: none"> ECONorthwest will estimate based on development assumptions.
Property Tax	<ul style="list-style-type: none"> ECONorthwest will estimate net impact based on development assumptions and current assessed value by categories of uses in study area.
Sales Tax	<ul style="list-style-type: none"> ECONorthwest will estimate net impact based on development assumptions and current businesses generating retail sales tax revenue in study area.
Revenue Generating Regulatory License Fee (“Head Tax”)	<ul style="list-style-type: none"> ECONorthwest will estimate net impact based on development assumptions and current businesses in study area.
Utility Tax	<ul style="list-style-type: none"> ECONorthwest will estimate gross operating revenues generated in the station area for electric, natural gas, water, sewer, surface water, solid waste, telephone, and cable TV utilities and apply Kirkland specific tax rates.
Real Estate Excise Tax	<ul style="list-style-type: none"> ECONorthwest will estimate based on development assumptions, market rate sales prices and mortgage rates.
Transportation Impact Fee	<ul style="list-style-type: none"> ECONorthwest to estimate based on fee schedule and development assumptions.
Parks Impact Fee	<ul style="list-style-type: none"> ECONorthwest to calculate based on fee schedule and development assumptions.
Lake Washington School District Impact Fee	<ul style="list-style-type: none"> ECONorthwest to calculate based on fee schedule and development assumptions.
Cascade Water Alliance Regional Capital Facilities Charge	<ul style="list-style-type: none"> ECONorthwest to calculate based on development assumptions.

Task 3.2 Cost Analysis: City and Partner Services

BERK will coordinate with City departments and partners to determine the most cost-effective ways to provide services under the bookend alternatives. This will include consideration of ongoing operating costs and upfront capital investments. Consideration of each functional area is shown on the following pages.

In general, the consulting team will meet twice with staff of departments responsible for each service:

Meeting 1

- Review growth assumptions and anticipated revenues (based on projected revenue generation for dedicated funds and historical share of City General Fund)
- Discuss how to serve and approach to cost modeling.

Meeting 2

- Review cost model results and solicit feedback for refinement.

General Government	
Key Questions	<ul style="list-style-type: none"> ▪ How will redevelopment affect staffing and costs for the City’s general government functions, including staff at City Hall, Public Works staff responsible for operations and maintenance of the area, and others?
Inputs and Analysis	<ul style="list-style-type: none"> ▪ Consultants will facilitate discussions with leadership from affected departments, as well as budget staff who focus on these areas. These discussions will consider: <ul style="list-style-type: none"> ▪ The actual cost to serve portions of the Kirkland community with comparable land uses. ▪ Whether City Hall and other existing City facilities can absorb the additional increment of staffing required to serve the area. ▪ The actual cost to establish programmatic mitigation measures, e.g. expanded transportation demand management program using comparable examples. ▪ BERK will model anticipated operations and capital costs and share the analysis with the above team for review.
Outputs	<ul style="list-style-type: none"> ▪ Phased estimates of anticipated operating and capital costs required to serve the area.
City Staff Obligations	<ul style="list-style-type: none"> ▪ Consultation and review of draft analysis by department leadership and appropriate budget staff.

Police & Fire

Key Questions

- What level of additional public safety staffing will be required to serve the area, e.g. to address increased calls for service?
- Will new or expanded facilities or equipment be required e.g. to meet response time objectives?

Inputs and Analysis

- Consultants will facilitate discussions with police and fire leadership and support planning staff, as well as budget staff who focus on public safety issues. These discussions will consider:
 - The actual cost to serve portions of the Kirkland community with comparable land uses.
 - Opportunities to serve the area as efficiently as possible, including shifting capacity from elsewhere in the community.
 - Facility and equipment needs.
- BERK will model anticipated operations and capital costs and share the analysis with the above team for review.

Outputs

- Phased estimates of anticipated operating and capital costs required to serve the area.
- Identification of opportunities to reduce costs by adjusting the timeline, magnitude, location, and land use mix planned for.

City Staff Obligations

- Consultation and review of draft analysis by public safety leadership, planning staff, and budget staff.

Parks

Key Questions

- What acquisition of additional parks space and facilities will be required to maintain adopted LOS in the Parks, Recreation, and Open Space (PROS) Plan and pending LOS of the PROS Update? How can this space be created efficiently given current and planned redevelopment in the area?
- How would capital costs compare to anticipated parks impact fees and other potential revenue sources, including potential developer investment through incentive programs as identified in scenarios developed in the Community Benefits study?
- How will this increase affect parks department maintenance and operations staffing and costs?

Inputs and Analysis

- Consultants will facilitate discussions with Parks and Community Services staff, as well as appropriate budget staff. These discussions will consider the above key questions.
- BERK will model anticipated operations and capital costs and share the analysis with the above team for review.
- Coordination with Mithun and Community Benefits & Tradeoffs Study to identify strategies that will lead to multi-benefits solutions.

Outputs

- Phased estimates of anticipated capital and ongoing operating and maintenance costs required to serve the area.
- Potential mix of revenue with impact fee and potential fee in lieu foregoing a portion of onsite open space.
- Identification of opportunities to reduce costs by adjusting the timeline, magnitude, location, and land use mix planned for.

City Staff Obligations

- Consultation and review of draft analysis by Parks and Community Services staff, as well as appropriate budget staff.

Schools

Key Questions

- How many new students will be generated by planned housing units? What are trends in student generation in existing dwellings not captured by the LWSD capital facility plan student generation estimates?
- Can this additional population be served by existing school facilities or will new capital investments be required? What regulatory changes in the alternative would help facilitate needed investments (per SEIS, height changes at LWHS are proposed) as coordinated with the Community Benefits study? What urban models of schools in new development should be considered (e.g. schools in new office or residential developments)?
- How would such costs compare to anticipated capital facility plan investments, school impact fees, and other potential revenue sources?

Inputs and Analysis

- BERK will facilitate discussions with LWSD staff, as well as appropriate budget staff. These discussions will consider the above key questions. Case studies (up to three) of similar urban schools can be evaluated.
- BERK will model anticipated capital costs based on direction from LWSD and share the analysis with the above team for review.

Outputs

- Phased estimates of anticipated capital investment costs required to serve the area.
- Identification of opportunities to reduce costs by adjusting the timeline, magnitude, location, and land use mix planned for.

City Staff Obligations

- Consultation and review of draft analysis by appropriate budget staff.

Franchise Utilities: Waste and Power

Key Questions	<ul style="list-style-type: none"> ▪ How will growth of the area impact franchise providers of waste management and power?
Inputs and Analysis	<ul style="list-style-type: none"> ▪ We anticipate going to less depth on this topic than on others. ▪ BERK will meet with providers and appropriate budget staff to review the area and discuss bookend alternatives and their implications for service delivery and capital facilities.
Outputs	<ul style="list-style-type: none"> ▪ Considerations for proposed growth timeline, location, and mix if power infrastructure is a constraint.
City Staff Obligations	<ul style="list-style-type: none"> ▪ Consultation and review of draft analysis by appropriate budget staff.

Task 3.3 Cost Analysis: Infrastructure Topics

BERK will coordinate with City departments, infrastructure consultants, and partners to determine the most cost-effective ways to provide infrastructure and related services under the bookend alternatives. This will include consideration of ongoing operating costs and upfront capital investments, engaging the City's infrastructure consultants as necessary to model infrastructure requirements needed to meet the City's established levels of service. Consideration of each functional area is shown on the following pages. As with City and Partner services, we anticipate two meetings with staff for each functional area.

Transportation and transit infrastructure are addressed under **Task 1**, above.

Water & Wastewater

Key Questions

- What infrastructure investment will be required to serve the anticipated level of growth? How does it differ from adopted capital plans? How would necessary investments affect growth phasing?
- What is the best way to capture the added costs from new development?

Inputs and Analysis

- Consultants selected by the City will model the anticipated impacts of planned redevelopment to identify necessary investment in water and wastewater infrastructure.
- Mithun to provide sustainability Policy Scenarios from Community Benefits Study for modeling potential reduced impacts
- The results of preliminary analysis will be workshopped with City staff to identify potential strategies to optimize investments and maintain LOS.

Outputs

- Investment requirements for water and wastewater infrastructure to achieve desired level of service.

City Staff Obligations

- Consultation and review of draft analysis.

Stormwater & Surface Water

Key Questions

- What is the cost/benefit of the proposed blue and green streets in the bookend alternatives?
- Would new areawide surface water infrastructure investment be required to serve the anticipated level of growth beyond what is anticipated in applicable basin plans onsite implementation of surface water management per adopted manuals?

Inputs and Analysis

- Consultants selected by the City will model the anticipated impacts of planned redevelopment to identify necessary investment in stormwater and surface water infrastructure.
- Coordination with Mithun to identify cross-cutting strategies that will lead to benefits across topics, included developing blue street design.
- Mithun to provide sustainability Policy Scenarios from Community Benefits Study for modeling potential reduced impacts
- The results of preliminary analysis will be workshopped with City staff to identify potential strategies to optimize investments and maintain LOS.

Outputs

- Investment requirements for stormwater and surface water infrastructure to achieve desired level of service.

City Staff Obligations

- Consultation and review of draft analysis.

Task 3.4 Share Initial Findings, Revise Assumptions, & Reevaluate Results

The consulting team will summarize findings from the first round of analysis in slide deck format and share them with the Working Group. Discussion will focus on:

- Key drivers of revenues and costs for each topical area.
- Net fiscal impacts by topic area and for the City and its partners overall.
- Strategies to refine planning and cost assumptions.

The consulting team will work with City staff to revise key levers noted above. The results of this work will be shared in the fourth meeting of the Working Group, which will also serve to prepare presentation of the work to Council.

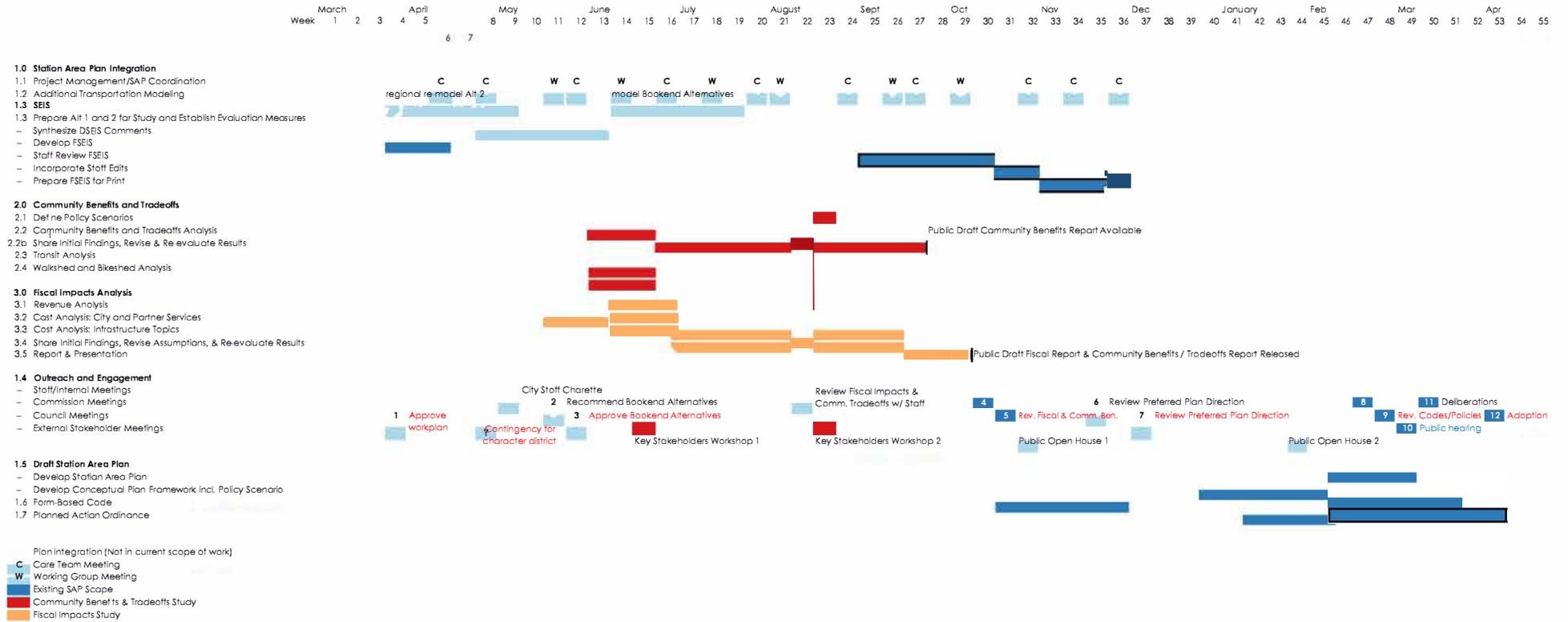
Task 3.5 Report & Presentation

The consulting team will develop a summary report, including integration with the Community Benefits & Tradeoffs analysis. Key members of the team will collaborate with City staff to present the results of the work to Council.

Task 3 Deliverables: *One memo and set of presentation graphics for City Council on Fiscal Analysis (to be presented alongside community benefits & tradeoffs presentation materials)*.*

END OF PROPOSAL

NE 85th Station Area Plan - Proposed Schedule



Proposed Schedule Comparison

NE 85th Station Area Plan - Proposed Schedule Comparison

