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MEMORANDUM

To: Planning Commission

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

Date: June 18, 2020

Subject: NE 85th St Station Area Plan
             File No. CAM20-00153

Staff Recommendation

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

- Confirmation of project objective, values, and goals

- Initial concepts and project progress

- Proposed method for grouping initial concepts into alternatives for further analysis through the Draft Supplemental EIS process

- Key issues that should be explored through alternatives development

Background

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

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

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

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

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

In response to questions from the community and Planning Commission about the status of the WSDOT/Sound Transit I-405 BRT project, the project is proceeding toward retaining a design/build contractor and delivery of the station is still scheduled for 2025.

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

Attachments:
1. Initial Concepts and Preliminary Alternatives Memorandum, prepared by Mithūn, dated June 18, 2020
2. NE 85th St Station Area Plan Public Engagement Plan

   cc: File Number CAM20-00153

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Memorandum

To: Allison Zike, Senior Planner, City of Kirkland

From: Erin Christensen Ishizaki, Mithun

Att: Attachment 1: Preliminary Alternatives Matrix; Attachment 2: Initial Concepts; PENDING Supplement: Summary of Scoping Inputs

cc:

Re: Initial Concepts and Preliminary Alternatives for Further Analysis

Date: Thursday, June 18th 2020

Project #: 193000

Project: NE 85th Street BRT Station Area Plan

Recommendation

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

Planning Commission feedback is sought on the initial concepts and alternatives development, including:

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

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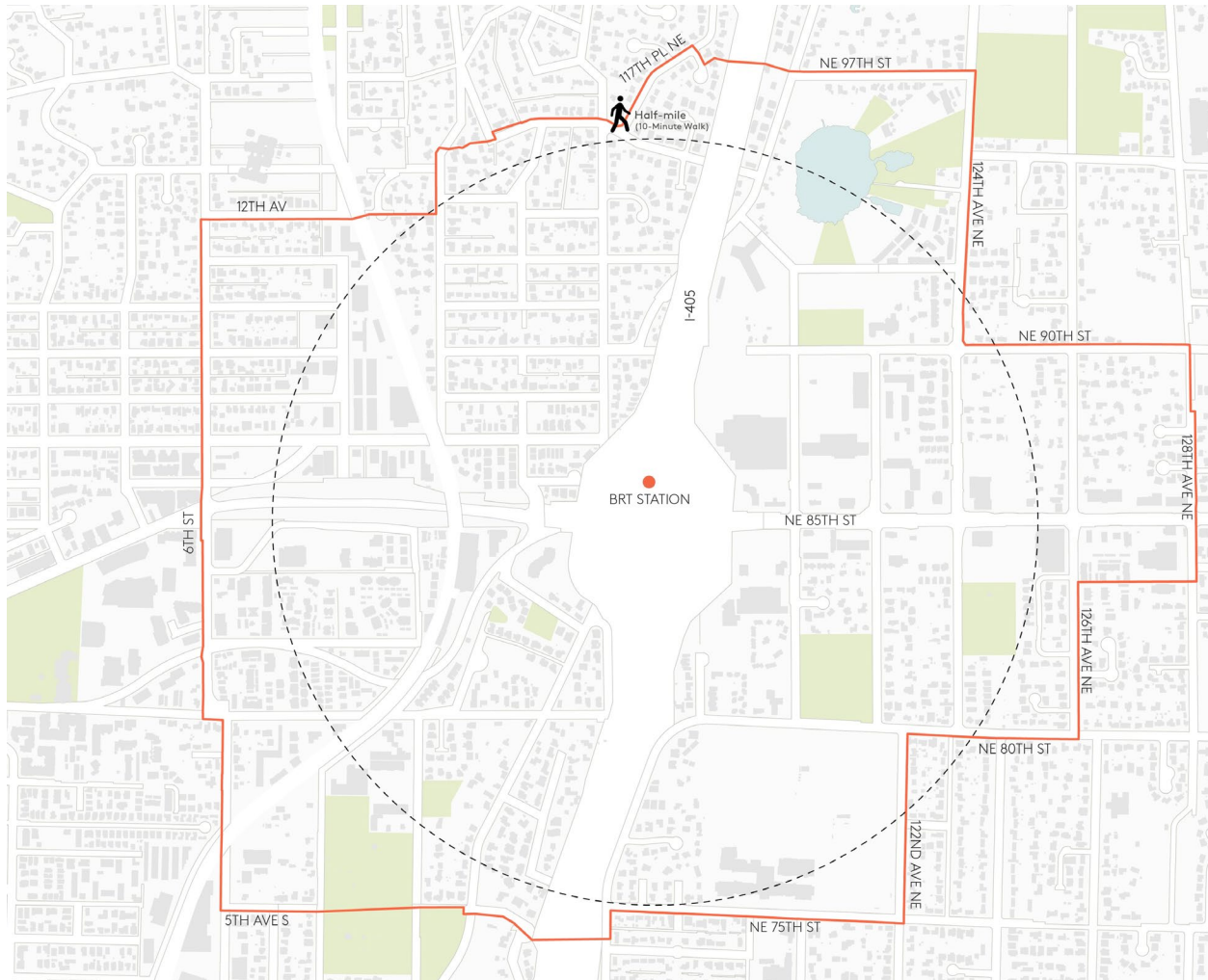
Fig 1. Station Area Plan study area

Project Status

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

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Figure 2. Engagement Process

Project Objective

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline BRT station regional transit investment to maximize transit-oriented development and create the most value for the City of Kirkland, community benefits including affordable housing, and quality of life for people who live, work, and visit Kirkland.

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

Project Goals

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

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

Summary of Initial Concepts

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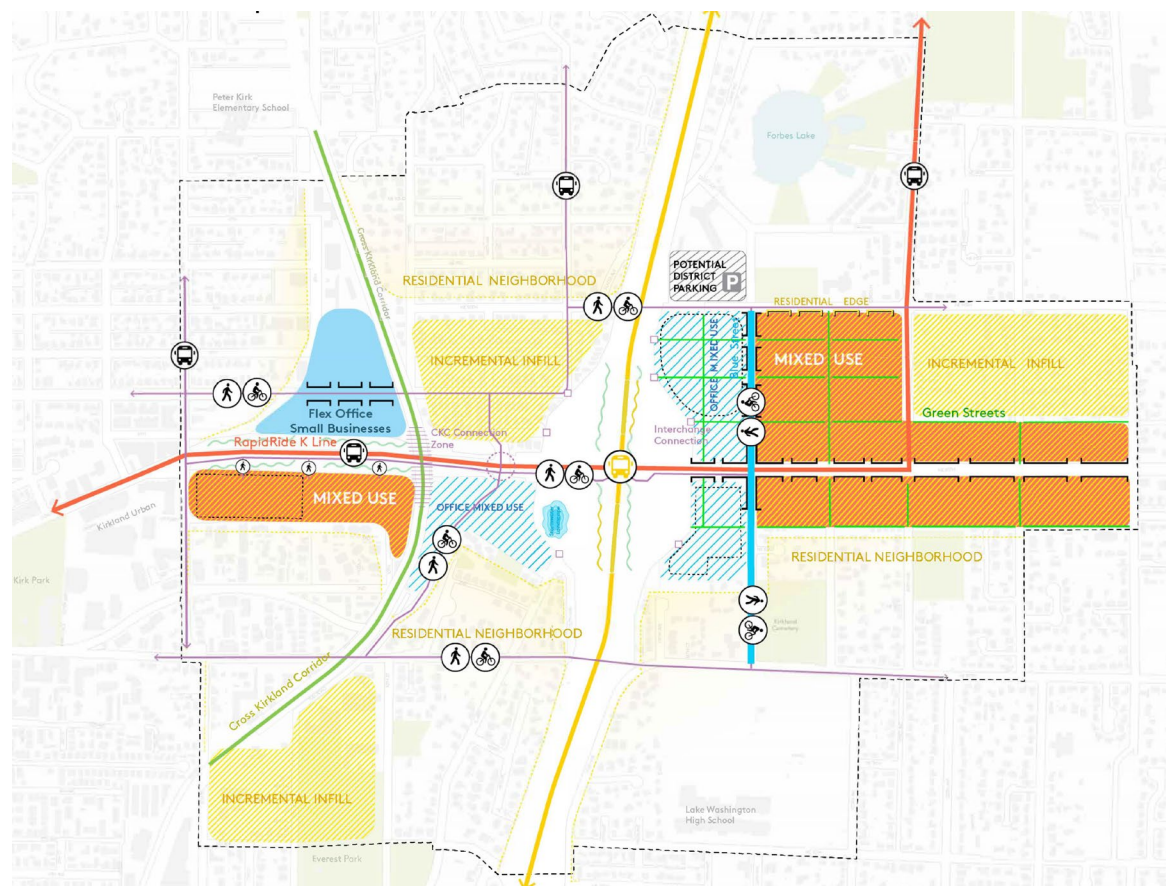

Fig 3. Initial Concepts Diagram, *enlarged graphic available in Attachment 2. Initial Concepts*

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Environment

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

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

Mobility

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

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

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

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

Community

- **History and Identity:** The public has indicated a strong interest in incorporating meaningful references to the area's history in order to support its unique identity through the station area plan.
    - o **First people**: The study area is on the land originally inhabited by the Duwamish and other Coast Salish people. They lived around the lake until the 1855 Treaty of Point Elliott, which created reservations and ceded 54,000 acres of prime land across the region to the United States government. The entire study area is also within the Muckleshoot Indian Tribe's Usual and Accustomed Fishing Area. The Muckleshoot Indian Tribe is composed of descendants of the Duwamish and Upper Puyallup people, and has been recognized as the tribal successor to these historic bands since the Muckleshoot Reservation establishment in 1857.
    - o **Location of Peter Kirk's Mill**: The founder of Kirkland built a steel mill on Rose Hill near the present-day interchange in the early 20th century. Although the mill is no longer there, its outline is reflected in the street pattern and large blocks of the study area today.
    - o **A Crossroads and a Hub**: Throughout history, the upland area of Rose Hill has been a crossroads for people traveling through the Eastside as well as an important gateway into Kirkland, 'The Hub of the Eastside'. Transportation infrastructure continues to play a large role in shaping growth, and there is an opportunity to celebrate what makes this area special for those who live, work, and visit here.

- **Equity:** A baseline equity assessment identified several priority marginalized populations affected by the station area plan, and equity opportunities for consideration in the Station Area Plan, including Community Resilience, Gathering, and Open Spaces; Jobs and Housing Equity; and greenhouse gas emissions.
    - o **Priority marginalized populations**: Based on the equity assessment, priority marginalized populations include residents of color and limited English proficiency, seniors, youth, renters, residents experiencing poverty, and low-wage employees. Information about outreach to these populations is noted below in the Summary of Public Input.

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

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

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

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Summary of public input

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

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

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

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

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

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Key Themes

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

Environment

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

Mobility

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

Community

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

Development

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

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Summary of preliminary alternatives

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

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

Alternatives analysis will reference the EIS project objective: *"Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline BRT station regional transit investment to maximize transit-oriented development and create the most value for the City of Kirkland, community benefits including affordable housing, and quality of life for people who live, work, and visit Kirkland."*

The preliminary alternatives to be studied include:
- **No Action Alternative 1:** This alternative would reflect existing zoning and current city plans. It would include limited residential development throughout the district, and in Rose Hill it would include substantial retail employment and modest office development. Mobility changes would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.
- **Action Alternative 2:** This alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. This growth would generally take the form of 2-6 story mixed use residential and office buildings with limited infill in established neighborhoods. Mobility and environmental strategies would focus on enhancing existing plans.
- **Action Alternative 3:** This alternative would allow for the most growth throughout the district. This growth would generally take the form of 6-15 story mixed use residential and office buildings in select commercial areas, substantial smaller scale infill in established neighborhoods, and limited changes to residential areas such as Highlands and South Rose Hill. Mobility and environmental strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking.

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

Attachment 1: Preliminary Alternatives Matrix

Alternatives	Summary	Development	Mobility	Environmental Strategies	Relationship to Equity & Inclusive District
	EIS Topics Studied	*Land Use, Aesthetics, Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity*	*Transportation, Greenhouse Gases*	*Surface & Stormwater, Utilities, Greenhouse Gases, Open Space*	*Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity, Transportation*
No Action Alternative One *Reflects principles of comprehensive plan, recent trends and current zoning*	This alternative would reflect existing zoning and current plans. It would include limited new residential development throughout the district, and in Rose Hill it would include substantial new retail employment and modest new office development. Mobility changes would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.	**Rose Hill:** Primarily retail development with limited office/residential above **Moss Bay/Norkirk/Everest/ Highlands:** No change **Other:** Limited incremental infill	**Transit:** WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project **Bike/Ped:** Minor streetscape improvements associated with development frontages and planned projects **Parking:** Current requirements for new development	Minimize development near **Forbes Lake** **Stormwater improvements** included as part of the WSDOT I-405 Interchange project	Unlikely to produce substantial **affordable housing** Likely to maintain current **transit, walking, and biking** Unlikely to improve **health equity** factors such as access to open space, healthy food, and air quality Likely preserves existing retail **jobs** Unlikely to support additional **education** opportunities Unlikely to create new opportunities for **community benefits** through development linkages Unlikely to reduce the district's **carbon footprint**
Action Alternative Two *Reflects principles of comprehensive plan, with some rezoning and additional growth*	This alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. This growth would generally take the form of 2-6 story mixed use residential and office buildings with limited infill in established neighborhoods. Mobility and environmental strategies would focus on enhancing existing plans.	**Rose Hill:** Mid-rise office/residential mixed use (up to 6 stories) **Moss Bay/Norkirk/Everest/ Highlands:** Smaller scale residential/ office/industrial infill **Other:** Modest incremental infill, including Accessory Dwelling Units (ADU's) and missing middle housing, Neighborhood scale pocket parks or other smaller scale open space	**Transit:** WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project **Bike/Ped:** Incremental green streets midblock connections policy in Rose Hill, Enhanced bike/ped improvements (bike lane/new sidewalks) on 120th Ave NE and other key streets **Parking:** Reduced parking requirements for mixed use development, Managed on-street parking **Other:** Shuttle providing first-mile/last-mile access for surrounding neighborhoods and Downtown	Minimize development near **Forbes Lake** **Stormwater improvements** included as part of the WSDOT I-405 Interchange project Minor on-site stormwater and **tree canopy improvements** Streetscape-based stormwater improvements along **120th Ave NE** Moderate/incremental **green building** standards	Possibly would produce some **affordable housing** and increase housing diversity Likely to encourage **transit, walking, and biking** Possible to improve **health equity** factors such as access to open space, healthy food, and air quality Likely to create new **employment opportunities** across office, retail, and other sectors. Possibly would support additional **education** opportunities Possibly would create new opportunities for **community benefits** through development linkages Likely to somewhat lower the district's **carbon footprint**
Action Alternative Three *Reflects principles of comprehensive plan, with substantial rezoning and additional growth*	This alternative would allow for the most growth throughout the district. This growth would generally take the form of 6-20 story mixed use residential and office buildings in select commercial areas, substantial smaller scale infill in established neighborhoods, and limited changes to residential neighborhoods such as Highlands and South Rose Hill. Mobility and environmental strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking.	**Rose Hill:** Towers (up to 20 stories) with mid-rise office/residential mixed use (up to 6 stories) **Moss Bay/Norkirk/Everest/ Highlands:** Mid-rise office residential mixed use (up to 6 stories), Flex office/industrial in Norkirk **Other:** Moderate incremental infill, including redevelopment, Accessory Dwelling Units (ADU's), and missing middle housing, Significant investment in open space and community gathering spaces	**Transit:** WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project **Bike/Ped:** Required green streets midblock connections policy in Rose Hill, Substantial bike/ped improvements (cycle track network, retail supportive streetscape) on 120th Ave NE and other key streets **Parking:** District parking facility, Substantially reduce parking requirements in Rose Hill, Managed on-street parking **Other:** Shuttle providing first-mile/last-mile access for surrounding neighborhoods and Downtown, auto congestion reduction measures on key streets	Minimize development near **Forbes Lake** **Stormwater improvements** included as part of the WSDOT I-405 Interchange project Major on-site tree canopy improvements through **green street midblock connections** in Rose Hill Street reconstruction for **120th Ave NE** to reduce on-site demands for stormwater improvements **DIstrict sustainability** strategies such as districtwide green building standards and district energy	Likely to produce significant **affordable housing** and increase housing diversity Likely to encourage **transit, walking, and biking** Likely to improve **health equity** factors such as access to open space, food, and air quality Likely to create new **employment opportunities** across office, retail, and other sectors. Likely to support additional **education** opportunities Likely to create new opportunities for **community benefits** through development linkages Likely to significantly lower the district's **carbon footprint**

Attachment 2: Initial Concepts
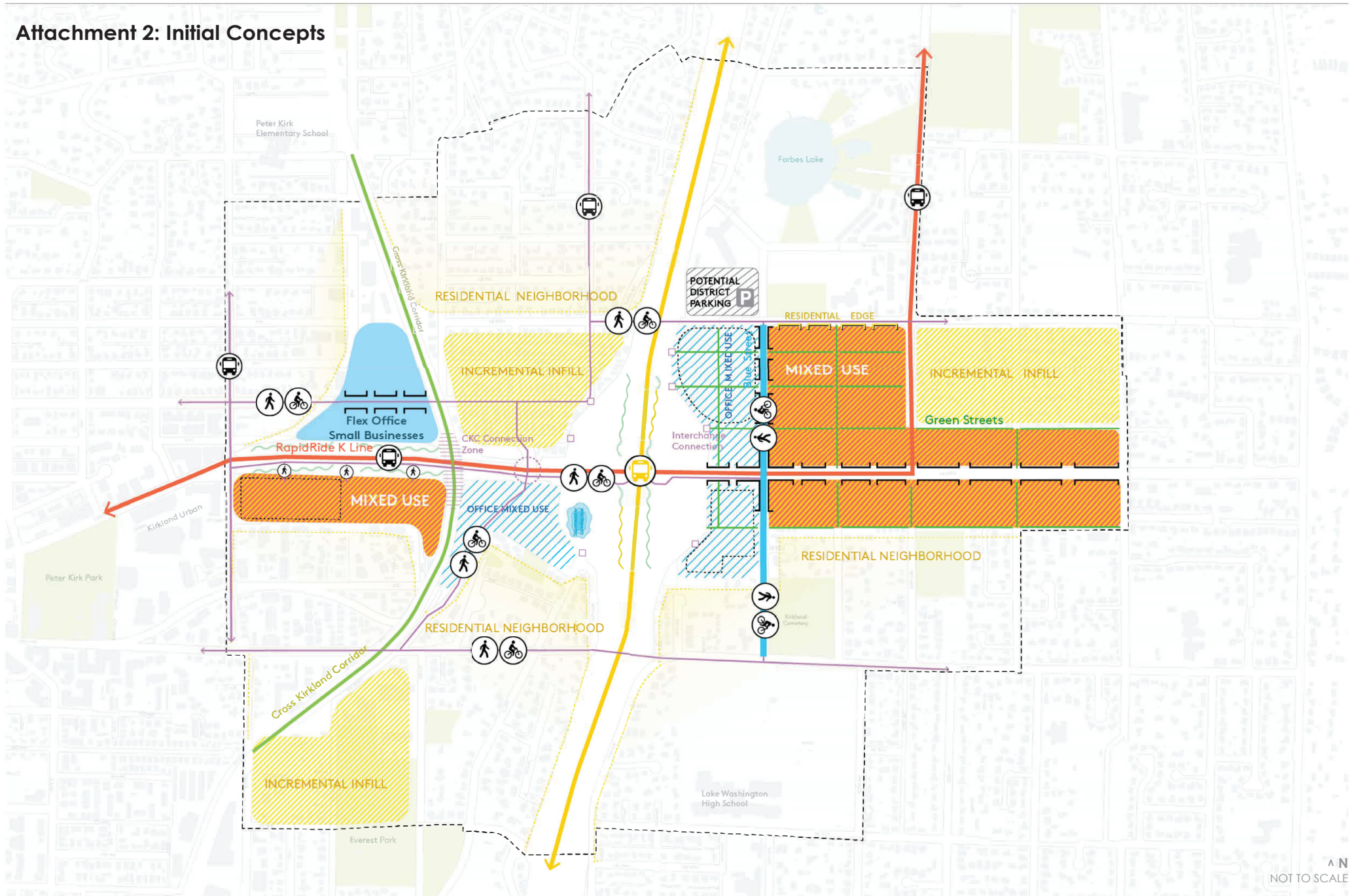
Kirkland NE 85ᵗʰ Station Area Plan

Public Engagement Plan – APRIL 2020

Contents

Introduction

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

Overall Engagement Objectives

- Communicate clearly about purpose and process so the community is well informed about the project.

- Actively solicit information from businesses, residents, and property owners about their questions, priorities, and concerns.

- Apply an equity lens to identify and seek the perspectives of affected parties who may be unlikely or unable to participate in the process.

- Engage stakeholders and the larger community in a defensible planning process that achieves broad consensus and public support.

- Integrate plan development with environmental review to ensure a seamless participant experience that aligns with EIS requirements.

- Focus engagement around issues that can be molded and influenced by public input.

- Build project support through outreach and engagement efforts that allow for transparency of feedback loops and decision-making.

Stakeholders

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

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

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

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

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

Group	Group Details	Potential Outreach and Communication Contacts
Residents within the Station Area	Neighborhood groups and associations include: Kirkland Alliance of Neighborhoods, North Rose Hill Neighborhood Association (NA), South Rose Hill NA, Highlands NA, Everest NA, Moss Bay NA, Norkirk NA, Lakeview Height Condos, Overlook Village Condos	▪ Association and neighborhood newsletters, meetings, events ▪ NextDoor or Be Neighborly 2.0 ▪ Pop-ups ▪ Postcards
Kirkland Residents		▪ Social Media, NextDoor ▪ City newsletters or bills ▪ Community events ▪ Posters in essential service locations
Older Adults	▪ 12% of the population is 65 and older	▪ Peter Kirk Community Center ▪ Assisted Living or Senior Communities (seniorhousing.net) ▪ Senior Council
Renters	▪ 28% of the population rents their home	▪ Social media ▪ Multi-family building managers ▪ Property managers ▪ King County Housing Authority ▪ ARCH
People with Limited English Proficiency	▪ 7% of the population	▪ Advocacy organizations such as: Chinese Information & Services Center, Sea Mar Community Health Center, India Association of Western Washington

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Group	Group Details	Potential Outreach and Communication Contacts
People of Color	▪ 18% of the population identifies as people of color	▪ Advocacy organizations (listed above) ▪ Ethnic grocery stores
Youth	▪ 26% of the population is under 18 ▪ Youth are affected by the outcomes of this long-range planning project ▪ There are 1,599 students at Lake Washington High School ▪ There are 487 students at Rose Hill Elementary School	▪ Youth Council ▪ School events ▪ Service clubs ▪ PeachJar flyers (goes to parents)
Low Income Households	▪ 6% of the population is below the poverty level. ▪ There is an adult women and family shelter in the station planning area	▪ Advocacy organizations such as: The Sophia Way, ARCH, King County Housing Authority, Catholic Community Services, Salthouse Church
Households with poor digital access[1]	▪ 4-11% of City residents lack home internet access ▪ Households making under $50,000 are 5.5X more likely to lack access ▪ Access by mobile phone is more widespread, so ensure digital engagement is viewable with a smart phone	▪ Mailers with postage paid response envelopes ▪ Publicly posted information in essential services ▪ Trusted liaisons and advocacy organizations
Large Property Owners in the Station Area	▪ Large property owners include: Lake Washington School District, Costco, Lee Johnson Chevrolet, ML Investment (Avio Building), Reef Kirkland Way LLC (Sierra Building)…	▪ Phone calls and emails
Businesses in the Station Area	▪ Local records show there are over 200 businesses within the station planning area	▪ Postcards ▪ Social Media ▪ Canvas

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

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Group	Group Details	Potential Outreach and Communication Contacts
Kirkland Businesses	▪ Employers with Commute Trip Reduction Programs may have a particular interest in the station area plan, such as: Google, Wave Broadband, Tableau…	▪ Distribute information through business associations such as: Kirkland Tourism, the Business Roundtable, Innovation Triangle, Kirkland Downtown Association, Chamber of Commerce ▪ Social Media ▪ Community events ▪ Phone calls and emails
Transit Riders, Bicyclists, Pedestrians	▪ Current transit riders ▪ Transit dependent households ▪ Bicycle commuters	▪ Pop-ups and flyers at stations or popular routes such as Cross Kirkland Corridor ▪ Advocacy organizations such as: Cascade Bicycle Club, Feet First, Kirkland Greenways ▪ Social media
Private Sector Employees	• Retail and hourly employees • Low wage employees • Tech employees	▪ Distribute materials through employers ▪ Posters in essential service locations ▪ Pop-ups
Teachers and Public Employees		▪ Lake Washington Education Association ▪ AFSCME Local 1837
Development Community	▪ Madison Rose Hill Mixed Use ▪ Main Street Partners (mixed use developer)	▪ Phone call or email
Public Agencies and Tribes	▪ Lake Washington School District ▪ WSDOT ▪ Sound Transit ▪ King County Metro ▪ Muckleshoot Tribe	▪ Phone call or email ▪ Standing meetings ▪ Parallel projects coordination

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Group	Group Details	Potential Outreach and Communication Contacts
Kirkland Boards and Commissions	▪ Transportation Commission ▪ Planning Commission ▪ Park Board ▪ Design Review Board ▪ Youth Council	▪ Standing meetings ▪ Email
City of Kirkland Departments	▪ Core Team comprised of staff representing Planning, Transportation, Public Works Departments	▪ Email

Methods and Tools

OUTREACH AND COMMUNICATION TOOLS

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

▪ **Project webpage.** This will be a repository for plan information including status updates, draft documents, schedules, official notices, links to partner agencies, and other project information. It may host features that allow for electronic input such as comment boxes, surveys, or an online open house. Online features will be designed to be accessible by mobile devices to the greatest extent possible, recognizing that mobile devices are both popular and necessary communication tools.

▪ **Print and social media.** Information about the plan will be advertised through the City's social media and other online accounts as well as in print mailings and newsletters. Videos may be used as a communication tool. Press releases may be released for some public meetings and at key project milestones.

▪ **Official notices.** The State Environmental Policy Act (SEPA) and the Kirkland Municipal Code require notification in association with official comment periods and public hearings. Kirkland staff will comply with the legal notice requirements of the Kirkland Municipal Code.

▪ **Interested parties list.** Staff will maintain a list of interested parties that will be used for electronic notification of public meetings and project milestones. Participants who provide contact information to the City will be added to the list.

▪ **Neighborhood, advocacy, and business organizations.** Staff will ask local neighborhood, advocacy, and business organizations to

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distribute information to their memberships to increase reach.

- **Postcard mailings.** The City of Kirkland will mail postcards to businesses and homes within approximately ½ mile of the study area prior to the release of the draft plan.

- **Visualizations and Renderings.** The project team will produce visualizations and renderings for use in public materials and to support outreach and engagement efforts.

- **Place Based Outreach.** This is sometimes combined with engagement and can include techniques such as posting notices, popups, canvassing, participation in community events, or other efforts that provide brief interactions out in the community. All place based outreach will follow current public health guidelines.

- **Translation and Interpretation.** Translation of print materials and interpretation at meetings will be available as needed on this project.

ENGAGEMENT TYPES

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

- Is this the right time in the process to engage these stakeholders? How will this input to make a difference in the process?

- Have all stakeholders been given a meaningful opportunity to participate in the process? Does this approach engage with those who are underrepresented in the process?

- Are the materials relevant to the participants? Do materials or approaches need to be customized to meet the needs of this group?

- What are potential barriers to participation? How can these be solved through outreach, engagement design, provision of supports, working with trusted advisors, or other methods?

- Are there additional barriers created by current public health orders? Will online or remote options work for those without access to a computer? Without access to a smart phone? For participants with limited data plans?

- Is there a meaningful opportunity for participants to address issues that are off-script or not anticipated? How will off-topic concerns be handled during and after the engagement?

- How will the project team follow up on the input received? How will input be reported to decision-makers? How will results be reported back to stakeholders?

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

Engagement Types	Remote Application	Tradeoffs and Considerations
Public Meeting This is a meeting held specifically for a project or topic. It can be held at a variety of locations such as city hall, local schools, community buildings, etc. Public meetings can also be held online. Public meetings have a strong informing component, but format of the meeting often determines the potential for gathering or exchange. Common formats include: **open houses**, **workshops**, **town halls**, or **charettes**, which can be conducted in both in-person and online formats.	Online open houses are formats that allow the City to post information about a topic and participants to supply comments. They may also include other components such as interactive mapping or surveys. Some platforms allow the exchange of comments between participants. Typically these do not provide real-time engagement between participants or participants and the project team. Webinars can be used to share information with the opportunity for participants to comment, interact, and ask questions during the meeting in real time. Some technologies allow for real-time sessions with small group discussions.	▪ In person meetings or webinar-style remote meetings are time consuming to attend but allows about an hour of access. ▪ Online applications typically are available at the participants convenience and require shorter times to participate. ▪ Tends to attract people who are most passionate about the issue which may skew results. ▪ Meeting design should anticipate and try to mitigate potential issues specific to the project such as maintaining interest, managing conflict or conversation dominance, or providing interactive experiences. ▪ Requires trust in government and/or trust in online activity. ▪ Familiar format, for some. ▪ Consider providing supports such as childcare, transportation assistance, or a meal to help people attend in person meetings. ▪ Can boost engagement with thoughtful outreach, but unlikely to attract hard to reach populations. ▪ Consider the ability to participate in online options based on access to internet, device type, and access to wifi or a data plan.
Interviews Interviews are one-on-one discussions with project stakeholders around a set of established questions. Typically, interviewees are chosen and appointments for interviews are set up in advance.	Most commonly conducted by phone.	▪ Provides the opportunity to learn about a subject in depth. ▪ Fewer people make comments. ▪ May be able to reach communities unlikely to engage through trusted advocates or community liaisons. ▪ Requires time to set up.

Engagement Types	Remote Application	Tradeoffs and Considerations
Focus Groups Focus groups are facilitated, small group discussions around a set of established questions. Participants are chosen ahead of time. Focus groups can be set up to either get a sample of a general community, or to hear from specific communities or stakeholder groups.	Focus groups are commonly held in person, but remote meeting technology provides the opportunities to hold them remotely.	▪ Provides the opportunity to learn about a subject in depth. ▪ Fewer people make comments. ▪ May be able to reach communities unlikely to engage through trusted advocates or community liaisons. ▪ Requires time to set up.
Community Conversations Community conversations are group discussions on a topic. Questions or prompts for the community conversation are more open ended to encourage discussion. The entity that convenes the conversation may be a government, project proponent, local group, etc. Participants are typically self-organized or belong to a group that wishes to engage on the topic (for example a church group or neighborhood group). Some formats that might support community conversations include: community meetings, meeting in a box kits, online forums, social media campaigns.	There are a number of online options for community conversations including blog posts with commenting turned on, community engagement platforms, social media accounts, etc. The degree to which the client needs to guide or administrate the conversation should be assessed. Meeting in a box kits provide materials and instructions for leading a conversation and collecting comments that are submitted back to the City are an option for motivated groups like neighborhood organizations. To meet public health requirements, the meeting in a box approach could be modified to collect information from individuals or household units. This could take the form of lesson plans for youth or household "walkshops."	▪ Requires time to set up. ▪ The ability to guide the conversation may be limited, especially in some formats. ▪ Collecting and documenting responses may be difficult, especially in some formats. ▪ Work with targeted groups to host community conversations. These can be facilitated or attended by agency staff, but for some groups its best to have a community leader, trusted advocate, or community liaison facilitate. Meeting in a box kits can help groups facilitate their own session. ▪ Meeting in a box approaches tailored to individuals or households require active and interested participants. Consider providing an incentive for participation.

Phase Engagement Framework

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

Phase	Goals	Key Stakeholders	Engagement Questions	Engagement Options
Opportunities and Challenges *Winter 2020* Collect information about existing conditions, community development opportunities, and concerns to better understand project boundaries. Comments in this phase are integrated into the next phase by the project team. *Task 3 – Opportunities and Challenges Analysis*	▪ Ensure that those most affected by the plan are aware and engaged. ▪ Identify areas of opportunity and concern.	▪ Residents in the Station Area: neighborhood groups - North Rose Hill, South Rose Hill, Highlands, Everest, Moss Bay, Norkirk ▪ Large Property Owners in the Station Area ▪ Businesses in the Station Area ▪ Public Agencies and Tribes: WSDOT, Sound Transit ▪ Kirkland Boards and Commissions	▪ How does the station area plan fit in with Kirkland's future? ▪ How can we make the most of the state/regional investment in this station? ▪ What are the impacts on the surrounding community? ▪ What are the advantages and disadvantages of the BRT station? ▪ Who else needs to be involved in this project? ▪ How do we best get the word out about this project?	▪ Public meetings ▪ Attend/arrange neighborhood meetings/events ▪ Walkshops ▪ Business canvas ▪ Focus groups ▪ Interviews

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Phase	Goals	Key Stakeholders	Engagement Questions	Engagement Options
Preliminary Concepts and Alternatives Review *Spring 2020 – Fall 2020* City staff and boards and commissions will develop preliminary concepts and alternatives. Broader community participation will assess and refine draft alternatives. This phase will include scoping for environmental review under SEPA and publication of the Draft SEIS. Comments received during this phase will shape the preferred alternative. Comments in this phase are considered by the project team and integrated into the development of the alternatives and the draft materials. SEPA scoping comments are reviewed by the Planning and Building Director and included in the environmental determination and scope of the SEIS. Draft SEIS comments are reviewed by the project team and SEPA official. They will respond to comments through publication of an FSEIS. *Task 4 – Station Area Elements* *Task 5 – Environmental Review*	▪ Incorporate input from the Opportunities and Challenges phase. ▪ Ensure that those affected by the plan are aware and have opportunities to engage and understand decision making roles and responsibilities. ▪ Citywide awareness of the project. ▪ Seek input on preliminary concepts to inform draft alternative development ▪ Scope the SEIS topics and develop a range of alternatives. ▪ Build project support.	Concepts and preliminary alternatives: ▪ Kirkland Boards and Commissions ▪ City of Kirkland Departments Alternatives review and refinement: ▪ All stakeholders ▪ Public agencies from the City's standard SEPA distribution list	Concepts and preliminary alternatives: ▪ Do the Alternatives proposed align with the City's Goals for this project? ▪ Which alternatives should be considered? Alternatives review and refinement: ▪ What are the strengths and weaknesses of the alternatives? ▪ What are the potential impacts of the alternatives? ▪ Have we looked at all the potential impacts? ▪ Who benefits from this plan and who does not? ▪ Which alternative produces the best results for Kirkland? What is the preferred alternative? ▪ How would you like to be engaged and involved with this project as it continues to develop?	▪ Public meetings ▪ Attend neighborhood meetings/events ▪ Pop-up events ▪ Charette ▪ Workshops ▪ Online open house ▪ Official SEPA notices ▪ Social Media Postings

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Phase	Goals	Key Stakeholders	Engagement Questions	Engagement Options
Draft Plan Review *Fall 2020 - Winter 2021* Collect comments on the draft plan, draft Planned Action, form based code. Comments summaries will be provided to boards and commissions for review. *Task 5 – Environmental Review* *Task 6 – Form Based Code and Design Visualizations* *Task 7 – Final Station Plan Preparation*	▪ Incorporate input from the Alternatives Review Phase. ▪ Ensure that those most affected by the plan are aware and engaged. ▪ Citywide awareness of the project. ▪ Defensible vetting of Draft SEIS and Planned Action to develop a preferred alternative for the FSEIS. ▪ Input on the proposed Planned Action. ▪ Input on the proposed form based code. ▪ Solidify broad project support.	▪ All stakeholders ▪ Additional outreach efforts for stakeholders that have not participated in the process so far ▪ Public agencies from the City's standard SEPA distribution list	▪ Is the form based code consistent with the vision for this area? ▪ Are there ways we can avoid or minimize impacts through the Planned Action? ▪ What do you support in this plan? What are your concerns?	▪ Public meetings ▪ Online open house

Phase	Goals	Key Stakeholders	Engagement Questions	Engagement Options
Final Adoption *Spring 2021* Confirm and adopt the final plan. The SEPA Official will publish the FSEIS based on public input from the draft phase. It will include a preferred alternative. The Planning Commission will review draft final materials and accept a final round of public comments before forwarding recommendations to City Council for final review and approval. City Council will adopt the final Station Area Plan, Planned Action, and form based code. *Task 6 – Form Based Code and Design Visualizations* *Task 7 – Final Station Plan Preparation*	▪ Incorporate input from the Draft Plan and Environmental Review Phase into the Final SEIS and preferred alternative. ▪ Citywide awareness of the project.	▪ All stakeholders, with emphasis on interested parties that have already participated ▪ Public agencies from the City's standard SEPA distribution list	▪ What questions need to be answered about the recommendations in this plan? ▪ What are the next steps for implementation?	▪ Public meetings ▪ Public hearings

Decision Making and Public Engagement

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

- **Environmental Review.** Conducted under the State Environmental Policy Act (SEPA)[2], environmental review is formally led by the City's SEPA Official, the Planning and Building Department Director. While there are public engagement requirements for SEPA review set by state law, it will be integrated into the planning effort to provide a clear, easy to follow process for stakeholders.

  - *Concept and Alternative Development.* During this phase the SEPA Official will publish notices and open a formal scoping period where stakeholders may comment on the issues and alternatives that should be considered in a draft Supplemental Environmental Impact Statement (SEIS).[3]

  - *Draft Review.* The SEPA Official will also issue a formal comment period for all stakeholders on the draft SEIS and accept comments on the proposed alternatives for the station area plan, the Planned Action, and the code amendments. As part of the planned action, the SEPA official will conduct a community meeting to accept comments, which may be an informal meeting held in person or through remote methods.

  - *Final Adoption.* All comments will receive responses in final SEIS, which the SEPA Official issues prior to Council deliberations to help with final decision making. The final SEIS also will indicate a preferred alternative based on comments received during the draft SEIS comment period. Council will review a summary of draft SEIS comments and provide direction to the SEPA official on the selection of the preferred alternative.

- **Planning Commission Recommendation.** The Planning Commission makes a formal recommendation to Council in the *Final Adoption* phase based upon comments it receives from a public hearing. Prior to the public hearing the Planning Commission will also have access to the draft SEIS and public comment summaries from earlier stages of public engagement. Early in the process, during the *Opportunities and Challenges* and *Concepts and Alternative Development* phases, the Planning Commission, along with the City's other boards and commissions, act as stakeholder and provide input into the process that is used by the project team.

- **Staff Recommendation.** The project team will summarize public engagement each time it touches base with Council throughout the project.

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[2] SEPA is subject to state statutes is RCW 43.21 and WAC 197-11
[3] The environmental review documents for this document will supplement the work already done for Kirkland's Comprehensive Plan, thus the EIS is formally a supplemental EIS or SEIS.

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