

STATION AREA PLAN – COMMUNITY Q&A SESSION – FREQUENTLY ASKED QUESTIONS (FAQ’S) AND RESPONSES

Please note the FAQs and responses below were synthesized from the full text of the submitted questions and comments received during the live Community Q&A session on November 1, 2021. The FAQs have been edited to combine similar questions and themes. The full text of submitted questions and comments is available [here](#), and the recorded video of the session is available [here](#).

Planning Process/General

Question: Where can I find the presentation slides from the Community Q&A Session and past City Council meetings?

Answer: All past City Council, Planning Commission, Transportation Commission, and Community events are available on the project webpage at www.kirklandwa.gov/stationareaplan under the “Past Presentations” tab.

Question: Who owns the land in the Station Area? Who will profit or benefit from growth?

Answer: Much of the Station Area land is held in private ownership, across a variety of commercial and residential property types. While property owners may benefit from redevelopment, the recently published [Fiscal Impacts and Community Benefits Analysis](#) provides recommendations for several strategies the City can incorporate into the Final Station Area Plan that will help the community receive benefits from future redevelopment and growth in the area. The strategies are focused on how growth could help provide benefits such as affordable housing, open or green space, a better active transportation network, school capacity solutions, and sustainability measures.

Question: What is the value of the Sound Transit Bus Rapid Transit (BRT) station?

Answer: The new BRT station at NE 85th St. will provide a connection for Kirkland community members to Sound Transit’s Stride BRT line, and the larger regional transit system. Sound Transit’s Stride BRT will be a new fast, frequent and reliable bus service connecting to light rail and to communities north, east and south of Lake Washington. New bus lanes and transit priority improvements help riders avoid traffic and travel faster. I-405 Stride bus rapid transit will connect communities along I-405 and SR 518 from Lynnwood to Burien. With buses running seven days a week from early in the morning to late at night and as often as every 10 minutes, this new service will connect to Link light rail stations at Lynnwood, Bellevue and Tukwila as well as to other transit service provided by Sound Transit, Community Transit and King County Metro. More information about the I-405 BRT line is available at <https://www.soundtransit.org/system-expansion/i-405-brt>.

Question: Will zoning changes in the Station Area be approved before the Sound Transit BRT Station is complete?

Answer: Yes, the City anticipates adoption of the Final Station Area Plan and associated Zoning Code and Comprehensive Plan amendments in 2022. Sound Transit’s schedule currently projects completion of the NE 85th St. BRT station in 2026. As a practical matter, due to the time it takes to design, engineer, and permit new development, we would not anticipate larger development projects being completed before the BRT Station is complete (for comparison, the Madison redevelopment of the Petco site began permitting in 2017).

Question: When will construction begin and how long will it last? Also, will it run around the clock or only during the day/night?

Answer: The current Sound Transit schedule shows construction of the NE 85th St. station and interchange beginning in 2023, with completion by 2026. Redevelopment in the Station Area, outside of the WSDOT right-of-way and the new interchange, will occur according to the schedules of private property owners. Development within the City is generally limited to occurring between the hours of 7:00 a.m. to 8:00 p.m. Monday through Friday, 9:00 a.m. to 6:00 p.m. Saturday, and is generally not allowed on Sundays and certain holidays. Development projects can request permission from the Planning & Building Department to engage in development activity outside of the allowed hours if either: 1) the activity will not impact any residential uses; or, 2) the permission will facilitate the construction of publicly funded improvements that will serve the general population of the City of Kirkland and such permission is necessary to avoid undue delay of project completion and/or long-term inconvenience or disruption to the general public. These requests are reviewed on a case-by-case basis, and the City maintains the right to revoke any granted exceptions at any time.

Question: How will Kirkland prioritize competing policies between neighborhood plans and the 85th Street Station Area Plan?

Answer: The process to plan a Station Area is consistent with 2035 Comprehensive Plan and several Neighborhood Plan goals and policies (including Station Area Plan-supportive policies in the Rose Hill and Norkirk Plans, and the updated Moss Bay and Everest Plans, which are anticipated to be adopted in December 2021). The Final Station Area Plan will set a vision and regulatory framework to accommodate growth in a manner consistent with existing Comprehensive Plan and Neighborhood Plan policies. The Station Area Plan may require changes to select Comprehensive Plan Land Use policies to reflect the final plan.

Question: How have the potential long-term impacts to shopping, transit and work-location trends in the wake of COVID been taken into account in projected growth models?

Answer: The growth modeled in the Draft Supplemental Environmental Impacts Analysis (Draft SEIS) and the Fiscal Impacts and Community Benefits Analysis was informed by the previously published [Station Area Plan Market Analysis Report](#), and by the project's consultant team which includes firms with an expertise in economics, finance, and planning. The Station Area Plan is a long-range planning effort, with a planning horizon of 2044, and the project team continues to track potential emerging trends that should be considered in the final Station Area Plan. However, in general, the need to leverage major transit investments to enhance mobility, the need to create more market-rate and affordable housing, and the desire for more walkable and bikeable neighborhoods – all components of the Station Area Plan – are trends that are expected to continue post-pandemic.

Question: Trees and skyline views help mental health- how is the mental & physical health of current residents be taken into account?

Answer: Fostering mental and physical health is a major theme of the Station Area Plan, but this concept is also multi-faceted, encompassing new spaces for social connection, affordable housing, and green spaces. The preliminary concept plan envisions copious green space (including green roofs, linear parks, and new access to Forbes Lake) throughout the Station Area, new ground-level "third places" for social gathering, and significant production

of affordable housing, which will allow lower-income households to live in a vibrant community with plentiful jobs.

Question: Will Costco remain in the Station Area?

Answer: Adoption of the Station Area Plan by City Council (anticipated Late Spring 2022) will not require redevelopment, closure, or displacement of any existing residential or commercial properties. However, the permitted use or intensity of future development within the zoning of some properties may change from what it is today based on decisions by owners of the private property. Costco has stated that they intend to continue and potentially expand operations at their location for the foreseeable future, and nothing in the Station Area Plan would prevent this from happening.

Question: Who will be charged with developing the detail for those zones or adding details to existing zones, such as parking requirements or shadow mitigation requirements?

Answer: Staff is scheduled to bring the draft Preferred Plan Direction to City Council for endorsement at their December 14, 2021 meeting, and to administratively issue the Final SEIS by the end of this year. The Preferred Plan direction is intended to serve as the basis for a draft and final Station Area Plan, form-based code (zoning for the station area), Comprehensive Plan amendments, and a planned action ordinance to be completed in 2022. This plan direction will include visualization and a framework for the character and intent of future development, mobility networks, and open space in the Station Area. Additionally, based on Council's feedback around the potential community benefits strategies recommended by the study, the project team will develop a workplan to further refine the strategies the Council wishes to pursue for possible inclusion in the final plan. The project team will use the Preferred Plan Direction to begin drafting a Final Station Area Plan, which will establish a 20-year roadmap to guide household and job growth, as well as supporting infrastructure in the Station Area. Once the Preferred Plan Direction is established by the City Council, staff and the consulting team will begin legislative work to draft a Final Plan, and associated Zoning Code and Comprehensive Plan amendments. During this legislative process, within the bounds of the Preferred Plan Direction established by the City Council, the Planning Commission will study and recommend policies and regulations to guide future transit-oriented redevelopment of the station area and ensure that redevelopment aligns with the vision for the Station Area. Prior to making their recommendation, the Planning Commission will conduct a public hearing on the amendments and consider all public comment on the proposal. The final adoption of the Station Area Plan will be by City Council, anticipated in Late Spring or Early Summer 2022.

Proposed Changes by Neighborhood

Question: What changes will occur in each neighborhood? What is the current planned height limit for the station area? On the June Alt maps, the areas that are not colored (such as in blue/orange/yellow, etc.) will NOT have any changes, correct?

Answer: The Project team is currently drafting a Preferred Plan Direction based on June Alternative B. The [June Alternative B Development Typology and Height Maps](#) show the areas of change that will continue to be considered in the Preferred Plan Direction. On the June Alternative B maps, areas being considered for change are shown in shading according to the included legends on the maps. The shading across the two included maps show the future development typology (general use category) and potential future height of each area. Areas that are not shaded are not being considered for potential height increases at

this time but may be included in the forthcoming Preferred Plan Direction framework within Station Area character sub-districts. Upcoming City Council meetings on November 16 and December 14, 2021 will present refinements of the areas of change considered in June Alternative B, and show further how those areas will fit into the Preferred Plan Direction, which will form the basis of future work towards the future zoning, Form-based Code, and Final Station Area Plan.

Overall Growth

Question: How many total residents are estimated to live within the housing of the study area?

Answer: The City is currently drafting a Preferred Plan Direction based on June Alternative B, per City Council's direction. June Alternative B projects a total of 8,152 households in the Station Area by 2044, an increase of 6,243 households from current conditions. It should be noted that this is a growth projection assuming that many of the properties that can redevelop under the increased intensity modeled in June Alternative B do, in fact, redevelop and add units. In contrast, June Alternative A projected future total households expected under current trends (without any changes to zoning) to be 2,929 by 2044.

Question: How many total jobs are estimated to exist in the commercial side after the construction is complete?

Answer: Much of the redevelopment and construction in the Station Area will occur via the private market and will depend on market conditions over the next 20 years. June Alternative A assumes a total 12,317 jobs, an increase of 7,329 jobs from current conditions. June Alternative B does project future jobs in the Station Area, assuming redevelopment in areas of potential change being considered, as a total of 22,751 jobs by the year 2044, an increase of 17,763.

Question: What will be the predicted effect of this project to the properties in the area? What are the mitigations for current residents in the Station Area, and adjacent, that might be displaced?

Answer: Specific effects to properties in and around the Station Area vary depending on the location and the type of land use change being contemplated for the area. Most areas where change is anticipated are in areas where properties are commercially developed and much of that land is currently dedicated to surface parking lots. In general, as growth occurs in urban areas like this, existing uses that are displaced are replaced with more intensive development that allows more households or employees to live or work in the community. The plan does not require that any property redevelop. Rather, future market conditions may create opportunities where current owners choose to sell their property if price and other factors favor that decision.

Question: How many units of affordable housing are projected in the Station Area, and what is the definition of affordable?

Answer: The City is pursuing a multi-pronged approach to foster the creation of new affordable housing in the Station Area Plan, ranging from mandating affordable housing set-asides in market-rate development, to collecting fees from commercial development to fund the development of new affordable housing. Future redevelopment in the Station Area will be subject to the City's existing inclusionary zoning requirement that at least 10% of new multi-family units are affordable – an estimated 600-800 new affordable units. At the direction of the City Council, the project team is continuing to develop community benefits

strategies that could contribute to affordable housing production in the area, including commercial linkage fees and a density or development bonus program. Those strategies could result in commercial development being required to pay into funds for affordable housing development, and/or additional density being granted if additional affordable units (beyond the required 10%) are provided within a development. Thus, the expectation is that well over 800 new affordable housing units would be developed as a result of Station Area development. See the below Definitions section of the FAQ for a definition of an affordable housing unit.

Question: Will the mix of ongoing jobs in the study area match the mix of housing created in the study area? To what degree can the jobs-housing balance be improved by different transit-oriented alternatives?

Answer: The mix of jobs in the study area as it relates to the mix of housing created in the study area is the subject of one of the follow up studies the City Council has requested – the nexus study to establish commercial linkage fees. This analysis will evaluate the mix of jobs by income level and the level of affordable housing necessary to serve those jobs. A commercial linkage fee is a mechanism by which the developer of commercial space pays a fee to offset the development impact on housing affordability. In Kirkland, those fees could be utilized with local non-profit housing developers to build more affordable housing. This study will take place during the first half of 2022 to help inform potential implementation of linkage fees to support that affordable housing.

Question: Why is the City considering 250 ft buildings with limited access on a street that is already very busy, near a large retail district that produces sales tax, and a large school in Lake Washington School District? Why can't new development be limited to 60 feet, or 5-story, buildings?

Answer: The Preferred Plan Direction will concentrate dense office uses nearest to the future BRT station where employees will have the best access to regional rapid-transit, which also allows the City to provide infrastructure and services more efficiently. Allowing for tall buildings will also yield the most community benefits – new affordable housing, green space, school space, and pedestrian enhancements. In addition, because large projects are required to have comprehensive Transportation Demand Management programs, they often result in less traffic on a per capita basis than smaller projects. Concentrating the densest redevelopment near the BRT station also results in less change where commercial uses are adjacent to existing single-family residential zones. Much of the zoning around the interchange already allows 5-story buildings and the purpose of the Station Area Plan is to study how to take better advantage of the regional BRT investment with development that also contributes to the necessary infrastructure and amenities envisioned for the area.

Question: Could the Lee Johnson site be redeveloped with housing under existing zoning regulations? Could the City acquire the property, and sell it after the Station Area Plan is complete?

Answer: The existing zoning for the Lee Johnson site (zones RH 2A, 2B, and 2C) does allow residential uses. That said, employment-generating uses on this large property would more effectively leverage the major transit investment of the BRT station, as people are more likely to take transit when their employer is located in close proximity to transit. The City is not considering acquisition of the Lee Johnson site.

Question: Wouldn't it be better to provide, via land use measures, for a series of several clustered office commercial buildings vs. a single large high-rise structure that would clearly be out of character for the rest of the City?

Answer: The Preferred Plan Direction being drafted, per Council direction and based on June Alternative B, does include mixed-use commercial uses (including office) at increased heights ranging from 85' to 150' along the NE 85th St corridor. However, the Preferred Plan Direction will concentrate the densest office uses nearest to the future BRT station where employees will have the best access to regional rapid-transit, that also allows the City to leverage efficiencies for infrastructure, service provision, and mitigation measures. Concentrating the densest redevelopment near the BRT station also results in less change where commercial uses are adjacent to existing single-family residential zones. And as noted above, because large projects are required to have comprehensive Transportation Demand Management programs, they often result in less traffic on a per capita basis than smaller projects.

Fiscal Impacts and Community Benefits Analysis

Question: Why, when we're already meeting our GMA requirements, would the city be forced to permit a dramatic change in zoning to not face a budget mess?

Answer: The cost implications of growth at the Station Area are not related to Kirkland's Growth Management Act (GMA) targets. The Station Area Plan project and fiscal analysis are an attempt to solve for growth in infrastructure and operating costs that, in many cases, will happen anyway. More importantly, the Station Area Plan is being undertaken to help shape growth in a positive way that helps realize the City's goals surrounding sustainability, equity, inclusion, and economic vitality. The fiscal analysis looked at two alternatives. The first, June Alternative A, considered growth projections with current zoning, while June Alternative B considered an upzoned area. In every area except for Parks the gap between revenues and expenditures would be larger under current zoning than the proposed alternative. This is partly because new construction generates revenue that would not otherwise be available, for example Impact Fees, which are only assessed on new development. Additionally, increases in businesses and residents in the area generates additional ongoing revenue, which is not realized in alternative A.

Question: What were the assumptions made for future redevelopment of the Costco site? Why was it assumed to redevelop by 2044? Isn't Costco the City's largest source of sales tax revenue?

Answer: The Fiscal Impacts and Community Benefits Analysis made an assumption, for the purposes of the model, of the Costco site redeveloping to higher density uses in the late years of the 23-year planning period given the new development potential in the area. The dynamic revenue model developed by ECONorthwest calculates the net revenue from growth in the area so, as the site is redeveloped, its share of revenue ceases for several years before construction and occupation of new housing and businesses begin to bring new revenue in the final years of the model. In this way the model seeks to show both the potential net revenues (new revenues less potential losses of revenue) in the Station Area for all sites modeled as redeveloping.

Question: How does new development contribute to needed infrastructure and city tax revenues?

Answer: Section 4.2.1 of the [Fiscal Impacts and Community Benefits Analysis](#) discusses the methodology of how development creates revenue for the City. New development in the Station Area helps to cover the cost of municipal services to residents and businesses in the area in several ways: directly paying for and/or constructing critical infrastructure (e.g., sidewalks, roads, water mains) that serve growth, paying impact fees to the City that help cover the incremental impact of new residents and businesses on the area's infrastructure, and creating new tax bases (e.g., property tax and purchases, utility purchases, business income, retail sales) that generate tax revenue for the City. These direct investments in infrastructure and new taxes are not meant to correct existing City deficits, but instead to cover the growth in operating and capital expenses that new growth brings. Some of these revenues will only occur once, like the sales tax paid by construction companies to rebuild in the area, but others, like sales tax paid by new businesses based on retail sales, will become ongoing revenue for the City to plan around.

Question: What was the assumption of how the \$117.7M for infrastructure improvements would be constructed? Would they be constructed in large "blocks" to take advantage of scale and reduce period of neighborhood impact, or would they be constructed in smaller pieces over a long time period?

Answer: The assumptions for when infrastructure improvements would be built took several factors into account. These included: efficiencies of constructing multiple utility improvements in the same location at the same time to reduce neighborhood impacts and avoid disrupting the same right-of-way (or road surface) multiple times; when certain infrastructure upgrades would be required to serve specific areas of redevelopment; when redevelopment was anticipated in certain areas and could build out infrastructure; and, specific infrastructure improvements across/under the I-405 right-of-way that need to be constructed concurrently with the redevelopment of the interchange.

Question: The density in June Alternative B will result in greater overall trip generation from new development- what are the infrastructure cost assumptions per mode of travel (e.g., transit, pedestrian, motor vehicle/general purpose)?

Answer: While June Alternative B would result in more trips than development under existing regulations, it is worth noting that Alternative B will provide a much higher utilization of transit (and more transit riders), along with higher shares of bike and pedestrian trips, helping mitigate stress on the regional roadway system. The project team developed a set of representative infrastructure projects for transportation, including both roadway improvements for the vehicular network and active transportation improvements (i.e., facilities for walking, biking, and rolling). The purpose of the infrastructure studies, including the Transportation study in [Appendix 1](#) to the [Fiscal Impacts and Community Benefits Technical Memo](#), was to inform an understanding of area-wide representative infrastructure and service needs and costs and for incorporation as assumptions in the fiscal analysis. Note that as "representative infrastructure," these identified investments are ones that are likely to be similar in scale and type to those needed to support future Station Area development, but are likely to differ somewhat from the specific infrastructure investments that will ultimately be adopted for the Station Area.

Question: What committed funds will be dedicated for the schools in the area?

Answer: Committed funds for schools include School Impact Fees, which the City collects on behalf of the Lake Washington School District (LWSD), and which are set by LWSD. In addition, the City and LWSD are in ongoing discussion to ensure that the final preferred plan direction incorporates the school district's interests and mitigates potential impacts. Options being evaluated include a requirement that developments achieving their maximum height allocation under the Station Area Plan include dedicated school space that could be used by LWSD. Section 6.0 of the [Fiscal Impacts and Community Benefits Analysis](#) identifies several community benefit strategies to support the LWSD and meet new demand, and includes several estimates of potential revenue streams to LWSD driven by growth in the Station Area Plan. It is estimated that there will be \$24.6 million in school impact fee revenue available for school capital needs in Alternative B. Additionally, ECONorthwest estimated that if the LWSD Capital Levy currently scheduled to expire in 2022 were to be extended throughout the life of the study period (through 2044), it could raise as much as \$53.9 million in the Station Area.

Question: Doesn't higher density generate more calls for Fire and Police response?

Answer: Section 4.3.1 of the [Fiscal Impacts and Community Benefits Analysis](#) discusses in detail the anticipated need for additional Fire and Police staff to serve the density projected under June Alternative B. The drivers for this analysis factored in both the increase in households and employment, the subsequent anticipated call or incident volume, and the assumption that zoning under June Alternative B would allow for taller buildings than currently exist in the study area. In general, additional residents and businesses will generate additional calls for service, however, this increase is not linear. Due to the smaller geographical area, a denser neighborhood will require fewer additional fire and police resources than a less dense neighborhood. As stated in section 4.3.1 the City also has capacity at Fire Station 26 that will be able to respond to some of the increased calls.

Question: Has the City performed a sensitivity analysis to determine the amount of development that might occur, based on different cost scenarios?

Answer: The fiscal impacts analysis was based on a land-use model and market analysis conducted by consultants which evaluated the financial feasibility of new development given recent market conditions and trends. While the model itself is based on one set of assumptions which are likely to change over the 23-year planning period, Section 4.7 of the [Fiscal Impacts and Community Benefits Technical Memo](#) details a sensitivity analysis on the impact of different development scenarios on the base fiscal impacts to the City in Alternatives A and B.

Question: What is the risk mitigation for increased cost to infrastructure if development fees are insufficient?

Answer: Much of the costs of infrastructure identified in the model exists in both Alternatives A and B, which means that without Council action to amend zoning in the Station Area, the City will incur additional expenses to build and maintain infrastructure there. In every type of capital expense except Parks, Alternative B improves the projected financial position of the City by generating more revenues and more developer-funded infrastructure projects. In this way, Council action to proceed with Alternative B is expected to leave more room for flexibility if infrastructure costs come in

higher or revenues come in lower than expected. Section 4.5 of the [Fiscal Impacts and Community Benefits Technical Memo](#) identifies specific financing strategies for each type of capital investment to mitigate risk of deficit. Finally, the inflation rates used to model capital revenues dedicated to infrastructure (detailed in Section 4.2.3) over the 23-year planning horizon are only assumptions; if these costs rise faster than expected, the City can increase some of these fees (i.e., impact fees, capital facility charges) to match the higher cost of delivering infrastructure.

Question: At Council's Oct 26th Study Session, council members identified a collection of changes that are needed in the Plan. Do those changes modify the fiscal impact analysis? Does that analysis still pencil out if Council changes are addressed?

Answer: At their October 26th Study Session, in addition to answering three specific questions, Council also provided staff with several points of direction to inform the drafting of a Preferred Plan Direction based on June Alternative B. This direction is summarized in the [November 16 Joint City Council/Planning Commission meeting packet](#). The direction from Council did not adjust the overall growth pattern (e.g., land use and heights) in June Alternative B which informed the projections for future total households and employees in the Station Area that much of the analysis in the Fiscal Impacts study was based on (e.g., drivers for operational costs). One area in which costs may eventually be different than those developed is associated with the set of representative infrastructure projects for the model utilized in the Fiscal Impacts and Community Benefits Analysis. Those identified investments are ones that are likely to be similar in scale and type to those needed to support future Station Area development but are likely to differ somewhat from the specific infrastructure investments that will ultimately be adopted for the Station Area. Per Council direction, the project team will continue to develop more specific concepts for Active Transportation improvements and future Parks and Open Space. Future planning phases will consider specific concepts and how they may fit into the plan and will be appropriately informed by what we learned in the Fiscal Impacts Analysis.

Housing

Question: How many units of affordable housing are projected in the Station Area, and what is the definition of affordable? What is the mix for general market housing, middle housing (60-120% AMI), and affordable housing (<60% AMI) among those units that could be built? How will the City ensure that affordable housing stays affordable over time?

Answer: The City is pursuing a multi-pronged approach to foster the creation of new affordable housing in the Station Area Plan, ranging from mandating affordable housing set-asides in market-rate development, to collecting fees from commercial development to fund the development of new affordable housing. Future redevelopment in the Station Area will be subject to the City's existing inclusionary zoning requirement that at least 10% of new multi-family units are affordable – an estimated 600-800 new affordable units. At the direction of the City Council, the project team is continuing to develop community benefits strategies that could contribute to affordable housing production in the area, including commercial linkage fees and a density or development bonus program. Those strategies could result in commercial development being required to pay into funds for affordable housing development, and/or additional density being granted if additional affordable units (beyond the required 10%) are provided within a development. See the below Definitions section of the FAQ for a definition of an affordable housing unit.

Under the City's existing inclusionary zoning requirements, owner-occupied affordable units must be reserved for households whose annual household income does not exceed 80%-100% of the King County median household income (based on the underlying zone). The City requires that a covenant be recorded on the property that limits the sales price for the unit and requires any transfer of ownership be to households meeting the affordable eligibility criteria for a period of 50 years. The first sale of the property after 50 years requires that the surplus of proceeds beyond the restricted sale price is recovered by the City and invested into affordable housing funds.

Renter-occupied affordable units must be reserved for households whose annual household income does not exceed 50% of the King County median household income. These units require a covenant to be recorded on the property that requires the affordable rental units to be maintained in perpetuity.

Question: Don't the 10% required affordable units apply even if the market pressure is for market rate apartment and condo development?

Answer: Yes. Most areas of the City, including the study area for the Station Area Plan, already require multi-family housing developments to provide a minimum of 10% of their units as affordable (for developments of 4 units or more).

Transportation

Question: How will impacts to traffic on NE 85th St. be mitigated? What is envisioned for NE 85th St- more lanes? Dedicated bus lanes?

Answer: The new NE 85th St Interchange and In-line BRT Station will not only provide brand new access to regional high capacity transit and the express toll lanes for people in Kirkland, it will also provide additional capacity for traffic between 122nd Ave NE and 114th Ave NE. The new interchange will also provide dedicated bus/HOV lanes through the interchange area. The Station Area Plan also includes widening 124th Ave NE north of NE 85th St to NE 90th St to provide more vehicle capacity in the station area. The plan also includes adding transit queue jumps at NE 85th St/Central Way and 6th St to speed the flow of transit. This network of streets has been analyzed using the City's traffic model, which forecasts future traffic patterns, and it shows that although there will be some congestion, the NE 85th St corridor will continue to function for all modes. Beyond that, the City is focused on providing a better environment along NE 85th St for people walking and biking because additional vehicle capacity would likely just be utilized by people driving through the NE 85th St Corridor to points to the east such as Redmond and beyond. The City did analyze dedicated bus lanes for NE 85th St, but beyond the area in the immediate vicinity of the interchange found them to be infeasible because

- Bus routes on NE 85th St don't all use the same lane, some use 124th Ave NE and some stay on NE 85th St
- Accessing the interchange is from the outside lanes, so buses would not be able to weave across two lanes of traffic to access center-running bus lanes
- Dedicating existing vehicle travel lanes to buses would lead to very long traffic backups on the freeway and side streets, not only causing safety problems but also preventing buses to access bus lanes
- Widening NE 85th St with additional lanes for dedicated bus lanes would require creating more crosswalks at signals that would need to cross seven to nine lanes,

which would require very long crossing times for pedestrians that would likely need to be done in two stages.

- The new development on the old Petco property does not provide enough room to add an additional lane along the NE 85th St frontage.
- Adding shorter transit queue jumps in particular areas was also looked at but, other than the intersection of NE 85th St/Central Way and 6th St, no good locations were identified because traffic blocked access to the shorter transit queue jump lanes negating any benefit for transit.

Question: Will there be a new pedestrian walkway over 405 on 90th St that connects to the new bus stop?

Answer: Outside of the Station Area planning process, the City already has a conceptual (unfunded) project for a future bike and pedestrian bridge over I-405 at NE 90th Street. The Station Area Plan is considering this connection as part of a bolder Active Transportation network vision because under existing conditions there are few east-west connections across the I-405 highway. The Station Area Plan is unlikely to solely fund such a project as it would address needs outside the Station Area, but it could be included in the City's long-term capital improvement program.

Question: Is the City going to leverage the Houghton Park and Ride for access to the transit station and further use of the transit station? Is there any thought or study in building a parking garage at the 70th park & ride with shuttle/connection to the 85th transit center?

Answer: At this point there are no plans to expand the Houghton Park and Ride and provide shuttles. Shuttles would not be effective because the relatively small size of the Houghton Park and Ride combined with the need to provide very frequent shuttle trips to make it a viable option for users would mean a lot of shuttles trips using multiple shuttle that would have a small number of riders. The station area plan does include better walking and biking connections between parking and transit service at NE 70th St/Houghton Park and Ride and NE 85th St Station. If the Washington State Department of Transportation decides to surplus the park and ride property, the City would consider purchase because the property could be utilized to serve a variety of public interests.

Question: How can the City be certain that Metro will provide the needed east-west transit service on NE 85th Street? Who will pay for the increased transit service on NE 85th Street?

Answer: King County Metro has a responsibility to provide transit service throughout their service area. Allocating service is done based on Metro's planning documents, which include the Metro Connects long-range plan, their Service Guidelines, and many more (<https://kingcounty.gov/depts/transportation/metro/about/planning.aspx>). Continuing to serve and increase service in the NE 85th St corridor is consistent with all of these documents and will only be enhanced as the BRT station comes online and as more dense mixed used development occurs along the corridor. This includes Metro's commitment to move forward in the future with implementing the RapidRide K-Line, which will connect the station area to Totem Lake, downtown Kirkland, South Kirkland Park and Ride, downtown Bellevue, Bellevue College and Eastgate Park and Ride.

Question: The density in June Alternative B will result in greater overall trip generation from new development- what percentage of these trips are forecast to be on transit? What percentage will be in other motor vehicles, bikes, and pedestrians?

Answer: The Supplemental Transportation Analysis, completed by the City's sub-consultant Fehr & Peers, in response to City Council and community comments on the Draft SEIS, incorporated land use assumptions for future alternatives in the Bellevue-Kirkland-Redmond (BKR) travel demand model to fully capture the resulting impact on traffic operations in the Station Area. That [Supplemental Transportation Analysis](#) shows the net new vehicle trips projected for each alternative by quadrant of the Station Area, as well as the single occupancy vehicle (SOV), carpool, and transit mode share estimates in the existing BKR travel model for each scenario. Those mode share estimates for the total vehicle trips projected for June Alternative B were: 71% SOV, 21% carpool, and 8% transit. This mode-split estimate does not include a mode share for bikes or pedestrians, and additional work has been requested by the City Council to better show the number of person-trips anticipated in the Preferred Plan Direction for those important active modes of travel, and to gain a better understand of how those factor into mode-splits.

The project team continues to consider a land use framework and future active transportation network that will make it easier for people to walk, bike, and roll in the Station Area. Consistent with current goals and policies in the Comprehensive Plan, the combination of investment in projects and programs for the Station Area is intended to support and encourage a future that would see mode shift moving away from a focus on single occupancy vehicles and towards people using transit, walking and biking.

Question: How is the city going to address parking for the BRT station and other transit? How will the City prevent parking for the BRT Station and commercial areas from overflowing onto residential streets?

Answer: The City will take a data driven approach to this issue in coordination with our transit agency and commercial area business partners. We will work with them to monitor on-street parking and, if utilization grows to the point where parking availability is a problem for people living on residential streets, the City will implement tools to manage the parking to make sure residents have a reasonable level of on-street parking access. This could be through the use of tools such as time limited parking, residential parking permits or providing more parking supply within the commercial area.

Question: Will there be a dedicated foot bridge to the BRT Station or the pick-up/drop-off lot in the Highlands neighborhood? And if so what streets?

Answer: As part of the interchange redevelopment, Sound Transit and WSDOT will be constructing a pedestrian and bike connection that will link the BRT station to the pick-up/drop-off lot and to the Highlands neighborhood. The bike and pedestrian path will be accessible where it connects to the neighborhood at the corner of NE 87th St/116th Ave NE.

Question: Can you say specifically what would happen on 118th NE under both plans A and B?

Answer: The [Supplemental Transportation Analysis](#) completed in response to City Council and community comments on the Draft SEIS, analyzed traffic operations with the intensive development shown in the SE quadrant of the Station Area, both with and without a future dense office use utilizing 118th Ave NE for access. Based on studies to date and the opportunity to spread trips across the street grid for a more resilient street network, staff is likely to recommend that development in the southeast quadrant of the

station area utilize 118th for some percentage of access. If 118th is used for additional access, the street would need to be improved with bicycle and pedestrian amenities, in addition to intersection improvements at NE 120th St.

Ultimately, there will be a future policy decision by City Council about what type and amount of commercial or office access should be allowed on that specific street.

Question: What steps are we taking to make these bike and bus connections more convenient and appealing than driving a single occupancy to maximize their adoption?

Answer: Most of the projects contemplated as part of the station area plan are intended to improve the safety and comfort of people walking and biking. Based on direction from City Council at their October 26, 2021 Special Meeting on the Station Area Plan, City staff is reevaluating how we can refine the plan to create a bolder vision for a safe, convenient and comfortable transportation system for people walking, biking and taking transit. In addition, the plan includes a number of transportation demand management strategies to encourage people to use bicycling and transit to get around.

Question: Why does the latest plan not include new mid-block pedestrian pathways in the SE side of the development area?

Answer: The presentation to City Council on October 26 focused on the Fiscal Impacts and Community Benefits Analysis, for which representative transportation infrastructure projects were developed. Those representative projects are ones that are likely to be similar in scale and type to those needed to support future Station Area development but are likely to differ somewhat from the specific infrastructure investments that will ultimately be adopted for the Station Area. Per Council direction, the project team will continue to develop more specific, bolder, concepts for Active Transportation improvements and future Parks and Open Space in the next phase of the process. These specific options will encompass future connections that could implement the vision and goals of a robust and bold Active Transportation network. Future planning phases will consider specific concepts and how they may fit into the plan and will be appropriately informed by what we learned in the Fiscal Impacts Analysis. In other words, the opportunity to provide a framework for the City to achieve more mid-block pedestrian pathways has not passed, and the community will have chances to engage with the project team around specific ideas like this during plan development in 2022.

Definitions and Terms

Question: What did "Incremental Infill" areas on the initial concepts map indicate for future growth?

Answer: In July 2020, the project team presented "Initial Concepts" to the City Council that showed some areas of the study area as "Incremental Infill," which were discussed in the [July 21 City Council meeting packet](#). These initial concepts were developed to help inform the formation of three Draft Supplemental Environmental Impact Statement (DSEIS) alternatives for analysis. In the initial concepts phase of the project, the areas shown as incremental infill were where the team anticipated infill redevelopment to occur within existing lower-density neighborhoods, where incremental residential housing density would occur through utilization of the City's existing allowances for short plats, Accessory Dwelling Units (ADUs), Cottage Housing developments, and duplexes and triplexes. In this previous phase of the project, these were identified as areas that could accommodate more compact housing suitable for the area's workforce that would

also be compatible with nearby lower-density residential areas. With the formation of June Alternative B, per City Council direction in June 2021, most of the areas shown as “Incremental Infill” in the initial concepts were removed from consideration for potential height increases, but the project will continue to explore opportunities in these area to encourage the creation of housing.

Question: What does “value capture” mean?

Answer: Value capture is a concept to help determine how much a developer would be willing to pay for land or a property intended for (re)development after considering the estimated value of the completed new development. Certain public investments and regulatory changes can increase development potential and/or the value of existing development in the affected area. State and local governments have a number of mechanisms to “capture” the incremental real estate value created by public investments or regulatory changes to provide community benefits. A more detailed explanation is contained in section 5.2 of the [Fiscal Impacts and Community Benefits Technical Memo](#).

Question: What does “affordable” housing mean?

Answer: The City of Kirkland Zoning Code defines an Affordable Housing Unit as follows:

1. An owner-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed the following percent of the King County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners’ dues):
 - a. Eighty percent in the CBD 5A, RH, TL, HENC 2, and PLA 5C zoning districts and for Transit Oriented Development in the PR 1.8 zone; or
 - b. One hundred percent in density limited zoning districts.
2. A renter-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed 50 percent of the King County median household income, adjusted for household size, as determined by HUD, and no more than 30 percent of the monthly household income is paid for monthly housing expenses (rent and an appropriate utility allowance).

For more information, please visit the project webpage at www.kirklandwa.gov/stationareaplan.