

NE 85th St Station Area Plan: Community Q&A Question Report

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Question Number	Question	Asker Name
1	Mayor Sweet here as well	Penny Sweet
2	I live in Kirkland Highlands and have read the documents but it's been hard to understand exactly what changes will occur in the highlands neighborhood	Katie Perez
3	How many people are joining tonight?	Bill Blanchard
4	The Council Packet from 10/26/2021 includes an image labeled 'Exhibit 2-3 Station Area Initial Concepts'. What does 'INCREMENTAL INFILL' in this image represent? It appears that multiple residential neighborhood blocks fall within this zone (including my own home).	Garrett McGowan
5	How will you keep the traffic on 85th from becoming a disaster?	Bob&Carolyn McConnell
6	The large deficit under Alt A makes me think the city isn't charging high enough fees so that development improvements (water, street, sewer, etc.) don't cause fiscal insecurity to current residents. 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? It's not the duty of the residents of Kirkland to make sure Google can meet it's green development goals, however admirable they might be. I don't see any emphasis from the city on how this might help us address climate change as a city so I'm guessing that's not a specific goal.	Debbie Ohman
7	Who are the land owners? Who makes the big bucks?	Bob&Carolyn McConnell
8	Has anyone questioned the value of the bus station? It concentrates traffic and causes traffic problems. Better to have multiple bus lines feeding the Bellevue light rail station. Anybody thinking about this?	Bob&Carolyn McConnell
9	Kindly don't mess up having Costco here. Isn't Costco the city's largest single source of sales tax revenue?	Debbie Ohman
10	When will construction begin and how long will it last? Also will it run around the clock or only during the day/night?	Robert Palmer
11	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?	Peter De Boldt

12	<p>Kirkland has an amazing opportunity for smart growth here. The last time we saw this type of opportunity, we got Village at Totem Lake, which vastly improved the north area of Kirkland. This is potentially even better if it is done well, given the BRT and the parcels available so close to those increased transit options. One thing we hear often is that most people who live in Kirkland commute out for work and those who work in Kirkland commute in from other places. I truly hope that we maximize this area for both a diversity of housing and job options to help people live and work in the same community. Attracting a large employer to the Lee Johnson location, and do the project well, brings a great variety of new employment options to Kirkland. The growth management act says that we have to take our share of growth, so let's do it in places that are smart, like this area. What better opportunity could we possibly see in Kirkland for something like this?</p>	SamanthaStJohn
13	<p>We have had such a great experience with Google's impact on the Houghton neighborhood. They are thoughtful and add such a value to Kirkland. thank you !!! Christina Roberts</p>	Christina Roberts
14	<p>An early state was that new development does not contribute very much to infrastructure. With all of the required impact/mitigation fees for streets, parks, schools, street frontage improvements, utility improvements...not sure the basis of this statement. The new development contributes millions of dollars to annual city tax revenues.</p>	Ross Woods, Dev. Planning & Strategies
15	<p>How can we get a copy of this presentation?</p>	Steve Bentler
16	<p>what is envisioned for 85th Avenue NE - More lanes, dedicated bus lanes?</p>	Scott Douglas
17	<p>The Costco property is shown as low-rise office propety. With Costco in place and gets a high amount of use, it doesn't make since they will be leaving this location by 2044. How was this assumption made?</p>	Ross Woods, Dev. Planning & Strategies
18	<p>What is the current planned height limit for the station area?</p>	Bob&Carolyn McConnell
19	<p>Will there be a new pedestrian walkway over 405 on 90th St that connects to the new bus stop?</p>	Mari Bercaw
20	<p>Are you going to leverage the Houghton Park and Ride for access to the transit station and further use of the transit station? A sidewalk or drive between the Park and Ride and 85th would allow more commerce and connection on 85th Street. A sidewalk or a street would help.</p>	Sandra Eisert
21	<p>Kirkland doesn't run transit service - 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? These were not covered in the fiscal analysis.</p>	Larry Toedtli

22	Similar to Curt Fleck from Overlake Village - we are Lakeview Heights. We are worried about large development on 118th NE, traffic and tall buildings. We will lose our views if tall buildings go up	Barry Van De Carr
23	Revised Alternative B will have higher densities, resulting in greater overall trip generation from the new development: 1. What percentage of these trips are forecast to be on transit, what percentage will be in other motor vehicles, bikes and pedestrians? 2. Also, what are the infrastructure cost assumptions per mode of travel (e.g. transit, pedestrian, motor vehicle/general purpose)?	Todd R. Woosley
24	Can't you answer the question? What is the proposed height restriction.	gbustinduy
25	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?	kevin
26	How is the city going to address the transit parking?	gbustinduy
27	The Council's preferred Alternative requires significant new commercial development to make the Cost/Benefit work. Yet, some overlapping plans (e.g. Norkirk) could discourage new development. How will Kirkland prioritize competing policies between neighborhood plans and the 85th Street Station Area Plan?	Todd R. Woosley
28	Thanks for answering my question. I actually wasn't aware the pick up spot would be in the highlands. Will there also be a dedicated foot bridge? And if so what streets? Will commuted fund be dedicated for the schools in the area? Feels unfair to make the infrastructure commitment separate from the school commitment	Katie Perez
29	People living in the future high-rises will have cars. What will the impact be to the already extremely loaded 85th St? Those hundreds of cars will also need parking. Experience from Bellevue show that people will prefer parking on the streets to avoid high parking costs. It's obvious that the small residential streets around the "Zone" will become future parking lots, increasing pollution, risk for pedestrians and kids, congestions, traffic accidents, etc. How do you plan to prevent this? In addition, residents will not be able to park their cars outside their houses or get visitors - a lot like downtown Kirkland. Have you even thought about this?	dobrev
30	Roshan Parikh has good questions.	Sandra Eisert

31	How is the mental & physical health of current residents be taken into account. Trees and skyline views help mental health. This is well studied. Adding in all these homes will dramatically impact views, air quality and mental stress.	Katie Perez
32	I wholeheartedly agree with this speaker!	tanya
33	Ruth here from Lakeview Heights. Agree with the points brought up by Roshan. We are right smack in the middle of all of this proposed development. Traffic is already bad. Adding thousands of more people in the area will be a real challenge.	Barry Van De Carr
34	Finn Hill annexation is low density. Doesn't higer density generate more calls?	Roshan Parikh
35	Can you please publish a neighborhood by neighborhood impact plan? The high level plan makes it hard to see a level of detail needed.	Katie Perez
36	Will the up zone be allowed before the transit goes in?	Roshan Parikh
37	Can you place your slide deck among the project documents? Can you place last week's slide deck for the City Council study session among the project documents as well?	Phil Allen
38	I'm not an expert on the government glossary. What is value capture?	Phil Allen
39	How many total residents are estimated to live within the housing of the study area?	Phil Allen
40	Where will parking occur for the new station?	Katie Perez
41	Comment only for City Council Members As the previous caller pointed out this should be slow rolled and not be pushed through. Also that Google has too much influence and should not be given any special treatment. This entire process feels contrived to meet an expectation by eliminating the ability to not grow the city. It is not necessary to grow as Bellevue and Redmond will take up the slack. Why not leave one nice city on the Eastside? I certainly don't see Medina under pressure to grow!	Automotive Velocity
42	How many total jobs are estimated to exist exist in the commercial side after the construction is complete? (A preceding statement said 7000, but want the official estimate)	Phil Allen
43	Is there any thought or study in building a parking garage at the 70th park & ride with shuttle/connection to the 85th transit center?	gbustinduy
44	What will be the predicted effect of this project to the properties in the area?	Yuh
45	Clearly a major re-write will be required for the zoning code for all these parcels along 85th. 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? I'm hoping it's not a lobbyist approach such as our government is experiencing.	Margaret Nicoll

46	<p>The feasibility of new development is being challenged by cost increases brought on by COVID related economic changes.</p> <p>Now, the City is considering increasing the public-sector imposed costs on development (e.g. linkage fees).</p> <p>Has the City performed a sensitivity analysis to determine the amount of development that might occur, based on different cost scenarios?</p>	Todd R. Woosley
47	<p>Send me that height info too</p> <p>Bill@automotiveVelocity.com</p>	Automotive Velocity
48	<p>Ruth Van De Carr here, Similar to Brian's question, can you say specifically what would happen on 118th NE under both plans A and B? I am from Lakeview Heights and we are very worried about how B will affect traffic, our view, and quality of life in our condos</p>	Barry Van De Carr
49	<p>What is the mix for general market housing, middle housing (60-120% AMI), and affordable housing (<60%AMI) among those units that would be built in the study area? (A predecessor said that 5370 units are estimated to be built)</p>	Phil Allen
50	<p>Comment</p> <p>Affordable housing in a desirable area is a fallacy. This area will continue to outpace the average cost of housing. Put the bus station out further and build affordable housing there. That's the only hope.</p>	Automotive Velocity
51	<p>How many units of affordable housing and what is the definition of affordable?</p>	Roshan Parikh
52	<p>Will the mix of ongoing jobs in the study area match the mix of housing created in the study area?</p>	Phil Allen
53	<p>With all these high-paying jobs coming in, how are you going to keep that 10% of housing as being affordable over time (20 years plus) and what does "affordable" truly mean. There appear to be more jobs created here than housing which will put a greater demand to "purchase out" that "affordable" housing, making it no longer affordable.</p>	Sandra Eisert
54	<p>how can the city even think 250 ft buildings with limited access on the busiest street, in Kirkland near the busiest retail store and sales tax collector Costco and the largest school in the district?</p>	Susan
55	<p>From the map that showed earlier by Erin, the areas that are not colored (such as in blue/orange/yellow, etc.) will NOT have any changes, correct? I live in Highlands at 112th/94th area, the only difference seems to be the area that is the west of the Corridor will be converted into urban-flex industrial, currently these sections are auto repair stores, etc.</p>	Shirley
56	<p>West of 405 is also impacted but height. Highlands will have development below it with additional height and it will impact views for highlands, traffic and quality of life there as well</p>	Laurie Hanson
57	<p>Displacement of current residents in the impact zone and in the adjacent areas is severe. What are the mitigations for those people?</p>	Roshan Parikh

58	Thank you, Tracey.	Robert Iracheta
59	What is the risk mitigation for increased cost to infrastructure is development fees are insufficient?	Roshan Parikh
60	Ruth Van De Carr again, Lakeview Heights. I agree with Robert. Rose Hill is taking the brunt of these changes and quality of life challenges	Barry Van De Carr
61	Bicycles and buses are a critical component of reducing our dependency on cars and their increased usage is one of the central features of the NE 85th St planning area. 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?	Bill
62	What is the allowed height maximum in the high intensity office area in Alternative B of the Station Area Plan that includes the current Lee Johnson Chevrolet dealership? Does the City have any concerns that potentially allowing what would be the tallest structures in the City of Kirland will contribute to this intersection eventually looking more like downtown Bellevue, and change the character of the Kirkland community.	keithd
63	Why give Google 85 ft height. Why can't them be limited to 60 ft, i.e. 5 story building?	gbustinduy
64	Don't the 10% required affordable units apply even if the market pressure is for market rate apartment and condo development?	Matthew Goelzer
65	Why does the latest plan not include new mid-block pedestrian pathways in the SE side of the development area? Prior proposals included such pathways, but as I understand it, the latest proposal shown this evening did not. This is particularly important for elementary-aged children who would want to walk from the new high density areas to Rose Hill Elementary. The high auto traffic on 85th street itself is not very conducive to walking up for younger aged children. There are a couple existing pathways between 122nd St and 124th St, as well as 124th and 126th, via Rose Hill Meadows Park, but pathways between 120th and 122nd as well as 126th to 128th are lacking.	Brad Beckmann
66	As a follow up to my previous 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?	keithd
67	If Lee Johnson wants to put housing there, would that have to be within existing zoning? If yes, the value under the up zone will be much more. LJ has a profitable business, they can continue to wait until Google is prepared after the all the transportation, park, schools and fiscal issues are settled. Or could the city acquire the property, make a profit once the critical issues are settled? The worst precedent would be to give Lee Johnson and Google the 250 ft, no set back, 100% lot coverage that would be used by other developers to demand the same.	Roshan Parikh

68	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? For example, Council members stated that robust park spaces are needed, other funding options are needed for parks (cannot use the full operating surplus for parks), the plan needs more robust local transit options & active transportation, etc.	Liz Hunt
69	Switched mikes. Mine apparently died. I'm back. Thanks for your patience.	Ken MacKenzie
70	<p>My name is Brady Nordstrom and I'm representing the Eastside Housing Roundtable. We're a broad coalition comprised of non-profit organizations, businesses, and private and non-profit housing developers and providers. We unite to support the creation of more affordable housing at all income levels on the Eastside as a shared response to rapid growth that is coming to our entire region.</p> <p>We believe that the NE 85th Street and I-405 interchange redevelopment is a once in a generation opportunity for Kirkland. We support maximizing this rare TOD opportunity for needed affordable housing, jobs, open space, and mobility improvements.</p> <p>Kirkland will benefit greatly from creating more opportunities for people to live near where they work. According to the city's Nearly 90 percent of Kirkland residents work outside the city and nearly the same proportion of jobs in Kirkland are held by individuals outside the City .</p> <p>To what degree can the jobs-housing balance be improved by different transit-oriented alternatives?</p>	Brady Nordstrom
71	I was hoping to speak but it's now 8:20 pm and I think comments will be cut off soon. Thank you for the chance to share this question.	Brady Nordstrom
72	Please share the answer for the last question.	Ana Han
73	I support the idea of not go on with this project. I don't see the benefit for the local residents.	Yuh
74	How many hands up have not been called	Martin
75	Thank you Alison and staff!	Roshan Parikh