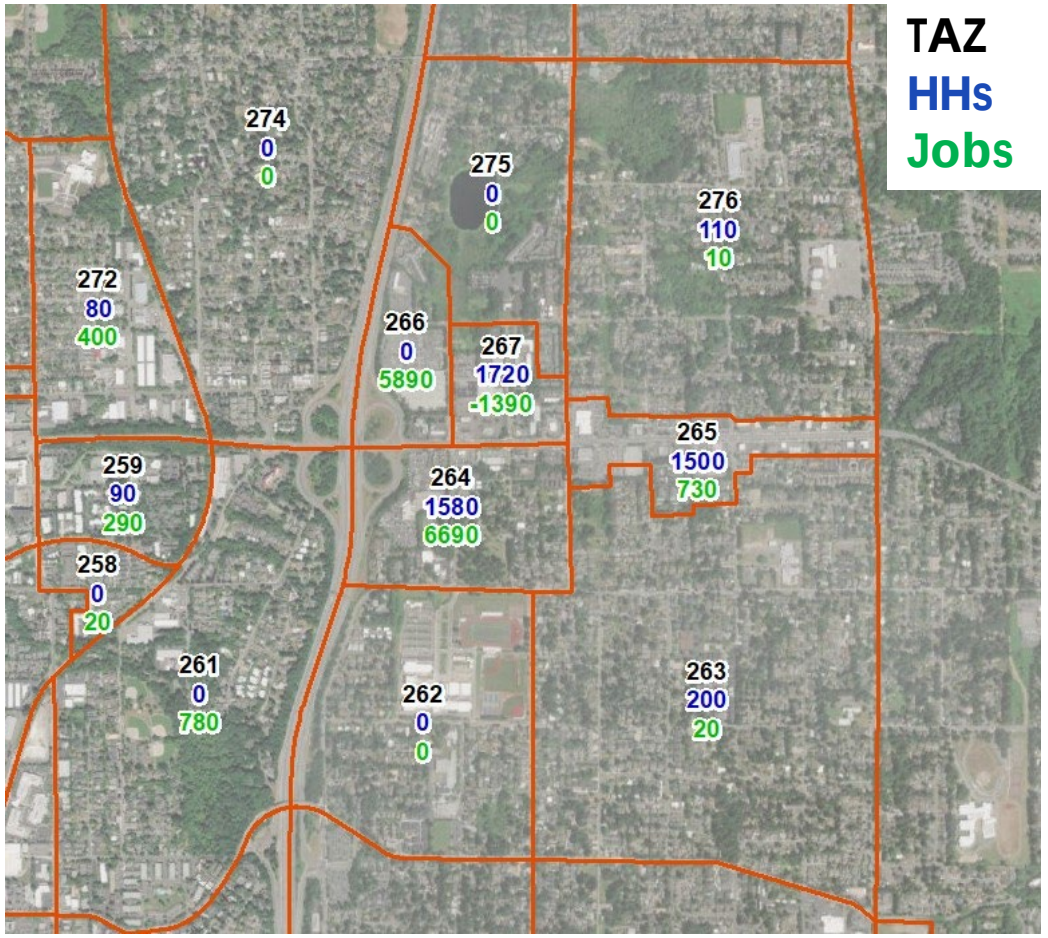
85th SAP Transportation Update

Land Use Changes
2035 No Action vs. 2044 Alternative B (Updated Model)

TAZ	Total Households	Office Jobs	Retail Jobs	Industrial Jobs	Total Jobs
258	-	-	20	-	20
259	90	290	-	-	290
261	-	750	30	-	780
262	-	-	-	-	-
263	200	-	20	-	20
264	1,580	6,980	-290	-	6,690
265	1,500	-	730	-	730
266	-	6,780	-890	-	5,890
267	1,720	-780	-350	-260	-1,390
272	80	210	220	-30	400
274	-	-	-	-	-
275	-	-	-	-	-
276	110	-	10	-	10
Total	**5,280**	**14,230**	**-500**	**-290**	**13,440**



PM Peak Hour Vehicle Trip Generation (MainStreet/ MXD+)
85th St Station Study Area

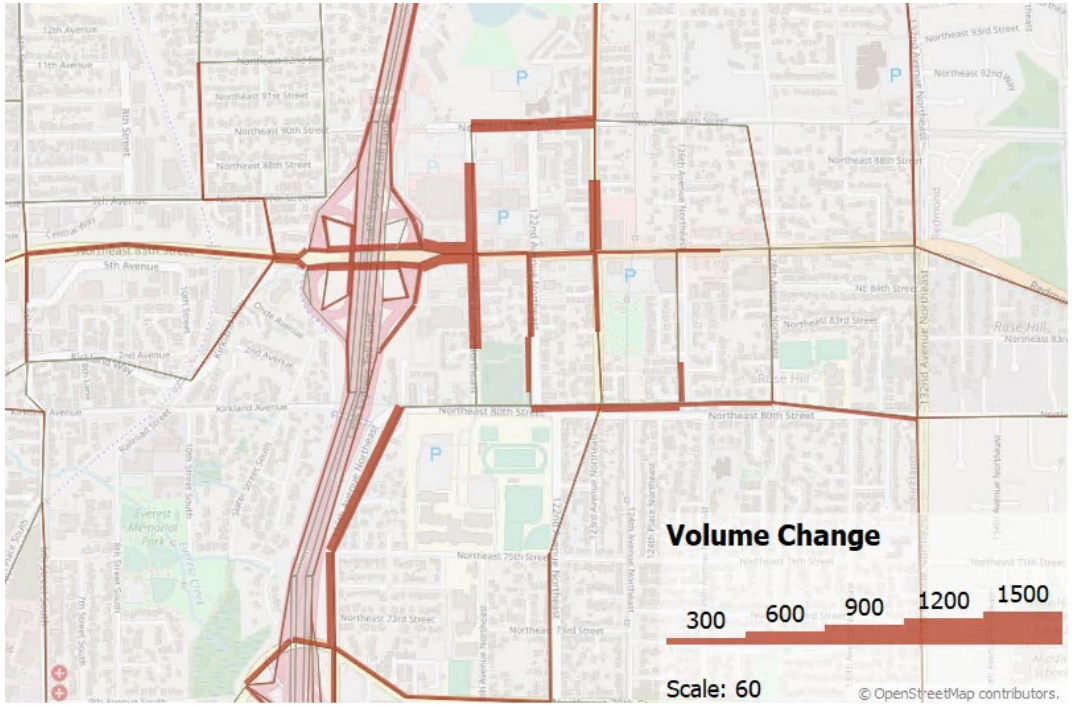
Quadrants	2035 No Action	2044 Alternative A	2044 Alternative B	2044 Alternative 2
NW	930	930	1,280	1,000
NE	3,850	4,480	4,920	10,110
SW	1,910	1,850	2,360	2,190
SE	3,630	3,880	7,580	4,300
Total	**10,320**	**11,140**	**16,140**	**17,600**

Key Takeaways

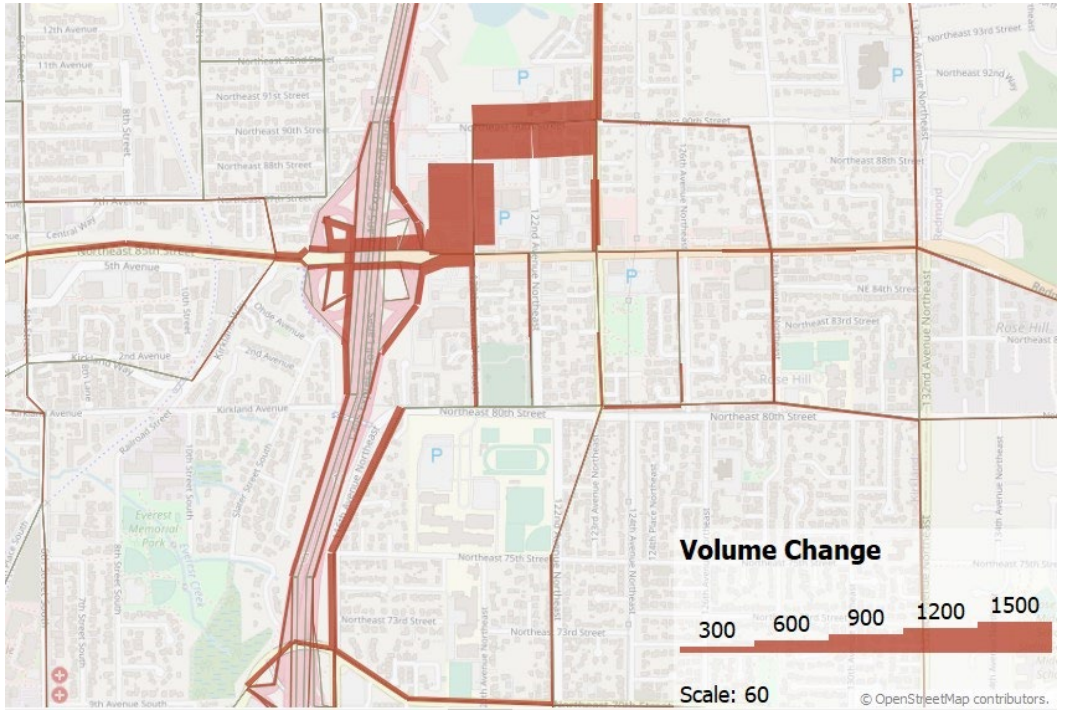
- Alternative A includes modest growth in the NE and SE quadrants
- The total vehicle trips generated by Alternative B and Alternative 2 are similar, however there is a substantial shift in which quadrants the land use growth is located (from NE to SE)

Where Traffic Volumes are Increasing Relative to 2035 No Action

2044 Alternative B



2044 Alternative 2



Potential Mitigation Strategies

- NE 85th St & 120th Ave NE
  - With expansion of the intersection, could consider duel northbound lefts and eastbound right turn lane
    - *These must be considered alongside the environment for walking & biking*
- NE 90th St & 124th Ave NE
  - Add northbound and southbound through lanes – 124th would be 5 lanes from NE 85th Street to 90th Street
- **Most important:** Implement TDM policies and strategies to reduce vehicle trips

TDM Strategy Effectiveness Reported in DEIS

TDM Strategy	Office	Residential	Retail
Parking			
Parking pricing	6 – 11%	6 – 11%	6 – 11%
Unbundled parking	---	Up to 8%	---
Reduced supply	Up to 9%	Up to 9%	Up to 9%
Transit			
Transit subsidies for employees and residents	Up to 5%	Up to 5%	---
Last mile private shuttles	1 – 7%	Up to 9%	Up to 1%
Commute			
Marketing campaigns	2 – 16%	3 – 21%	Up to 3%
Emergency Ride Home Program	Up to 1%	---	---
TNC partnerships	Up to 3%	---	Up to 1%
Bike/Walk	Up to 1%	Up to 1%	Up to 1%
Secure parking			
Showers & lockers			
Public repair stations			
Bikeshare system			
Rideshare	Up to 6%	Up to 6%	Up to 6%
Ridematch Program			
Total of all Measures	**14 - 21%***	**19 - 23%***	**11 - 17%***

- The team is doing a scan of Puget Sound peer cities to see what measures they are applying & their estimated effectiveness for these strategies.

Shifting Gears – Pedestrian & Bicycle Conditions

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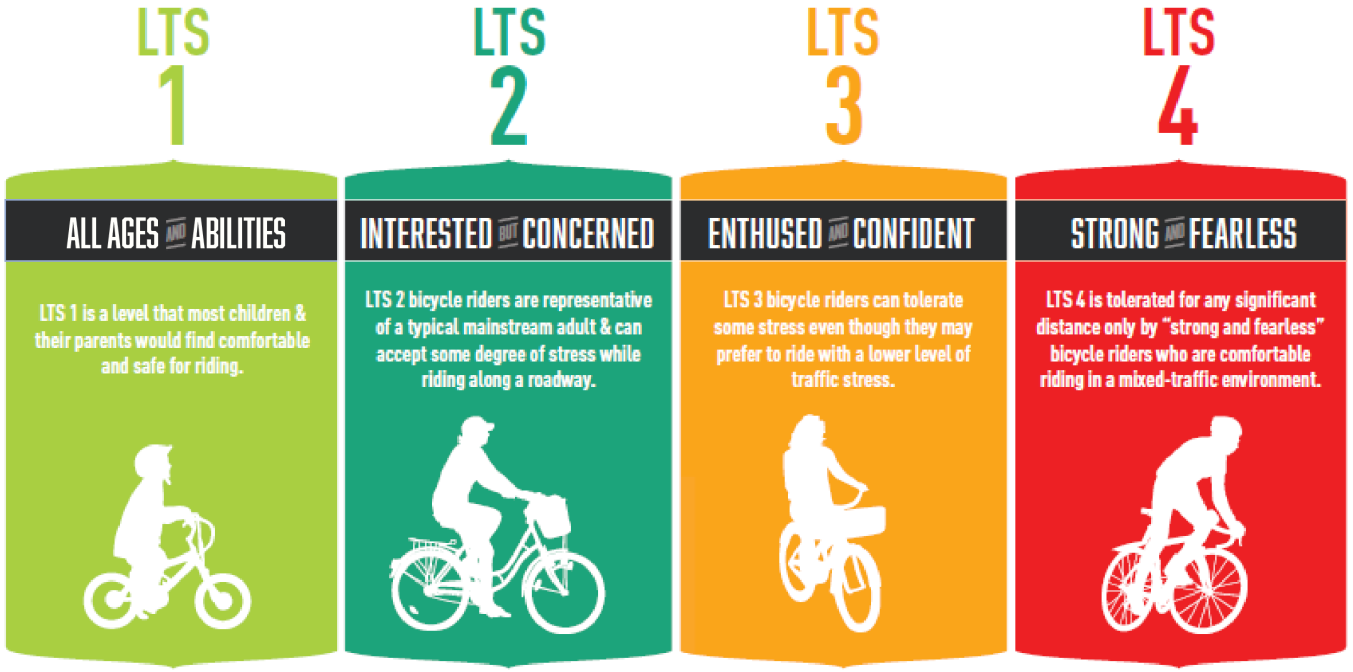
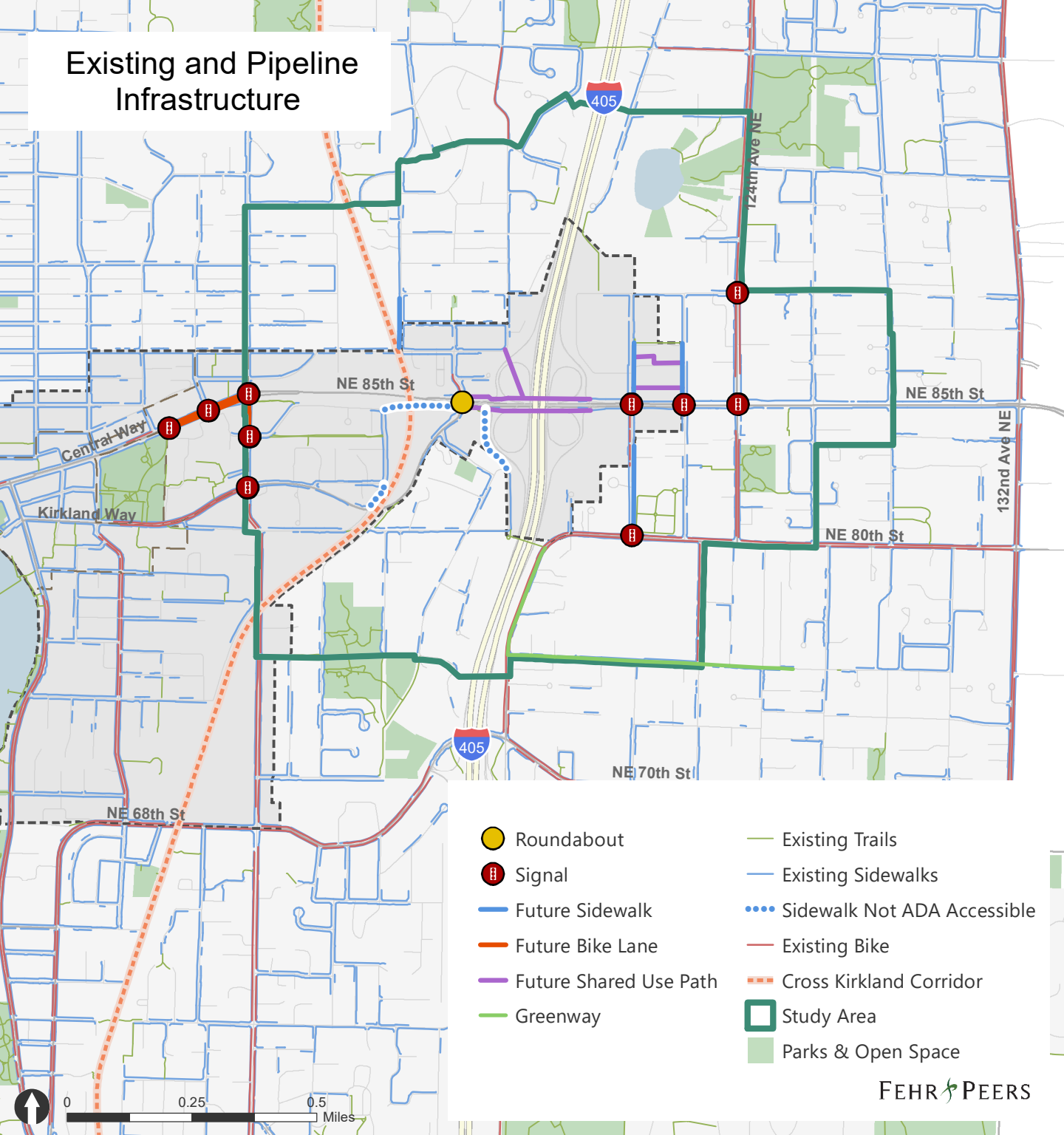
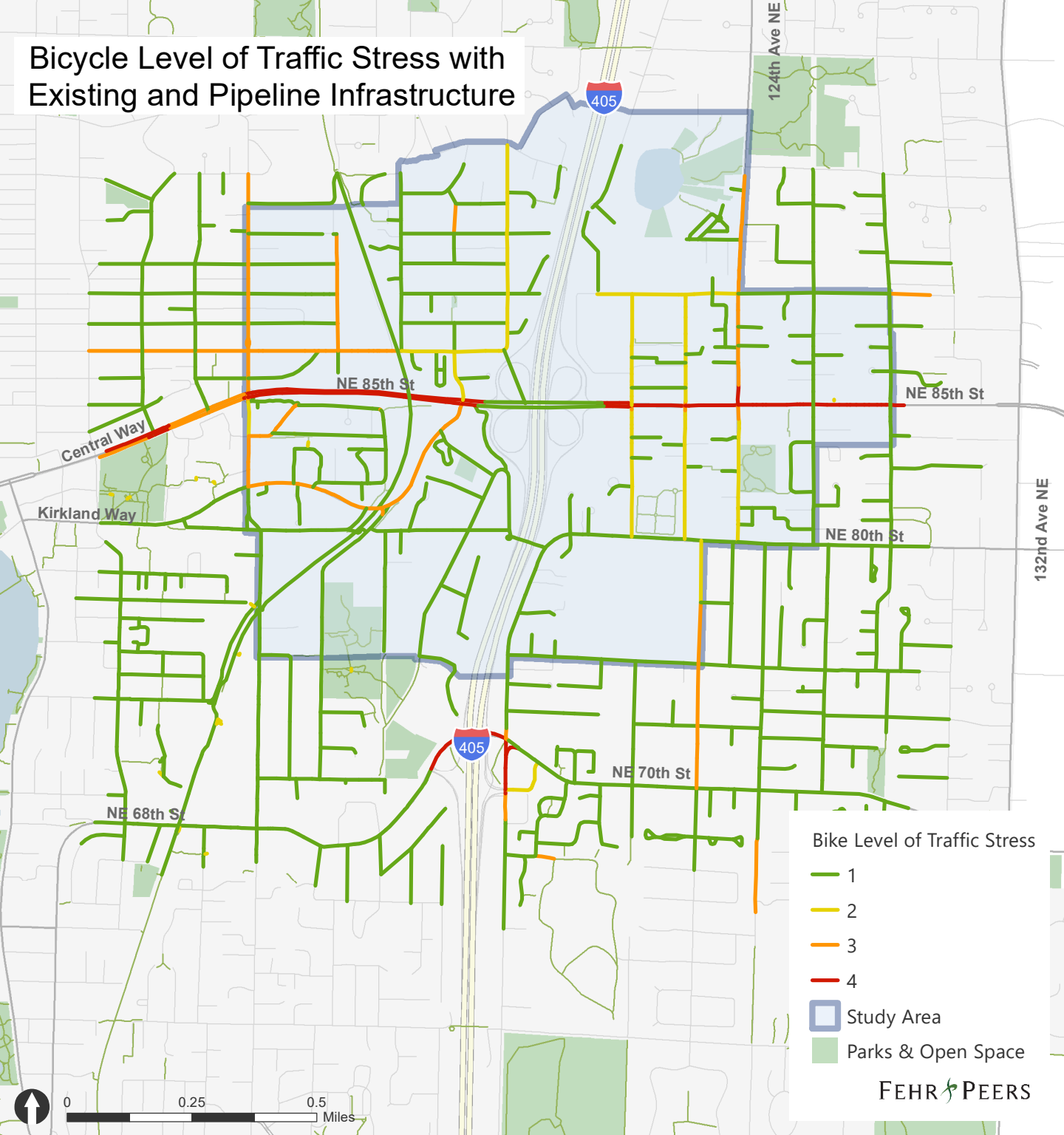
Comfort & Access as Key Metrics

Level of Traffic Stress and 15-Minute Walkshed/Bikeshed

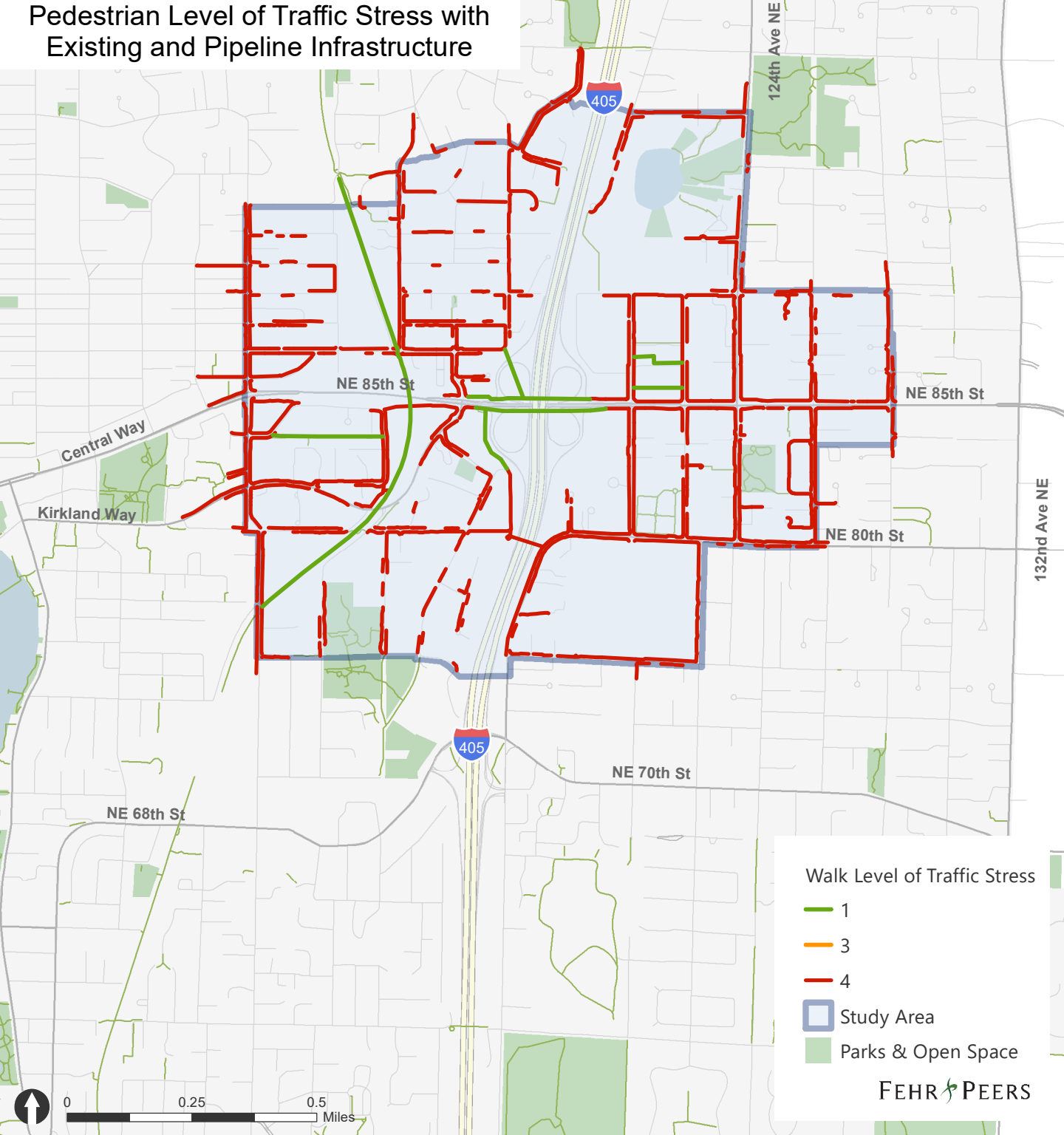


Existing and Pipeline Infrastructure

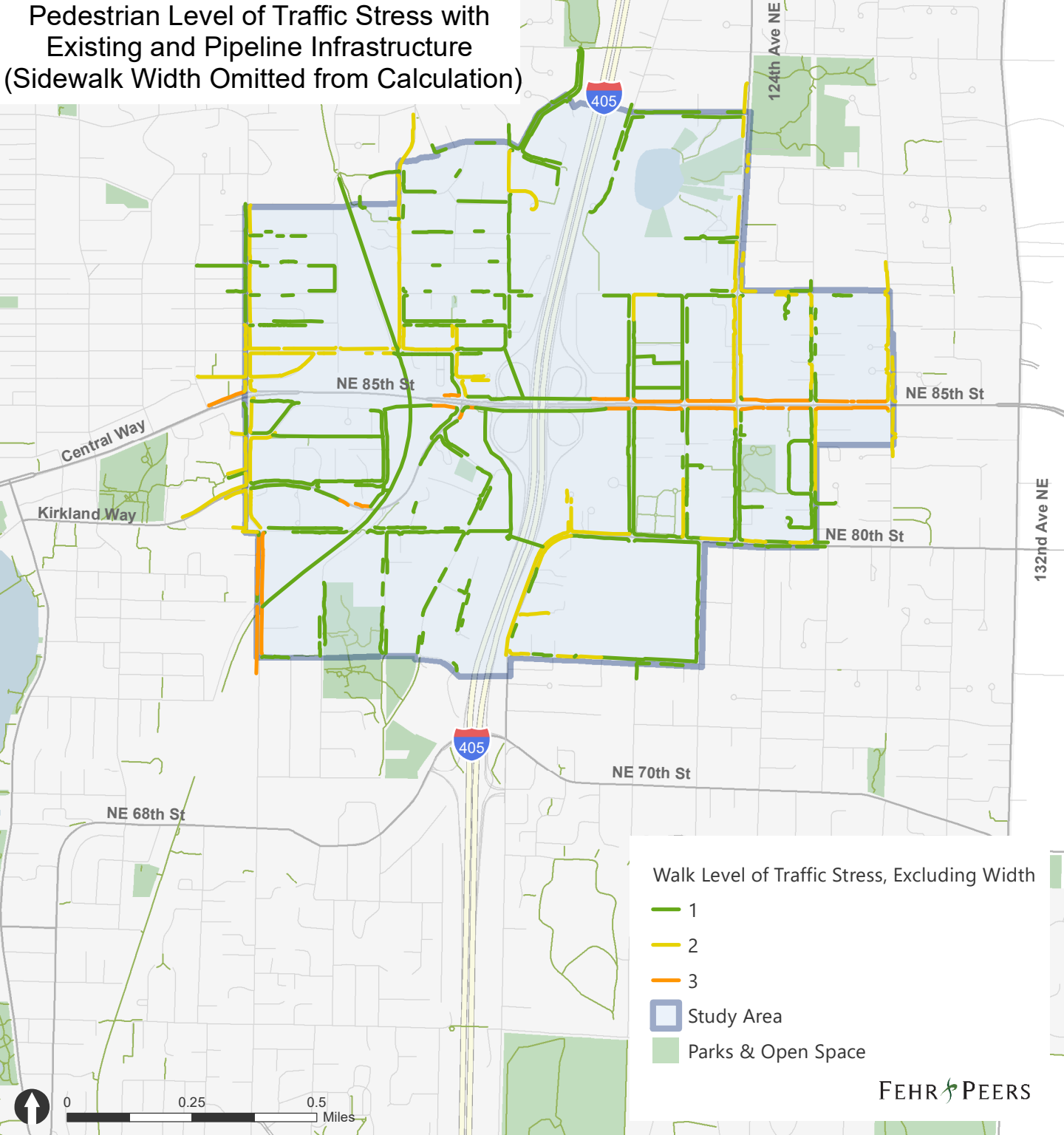



Bicycle Level of Traffic Stress with Existing and Pipeline Infrastructure
405
124th Ave NE
NE 85th St
NE 85th St
Central Way
Kirkland Way
NE 80th St
132nd Ave NE
405
NE 70th St
NE 68th St
Bike Level of Traffic Stress
1
2
3
4
Study Area
Parks & Open Space
FEHR PEERS
0
0.25
0.5
Miles

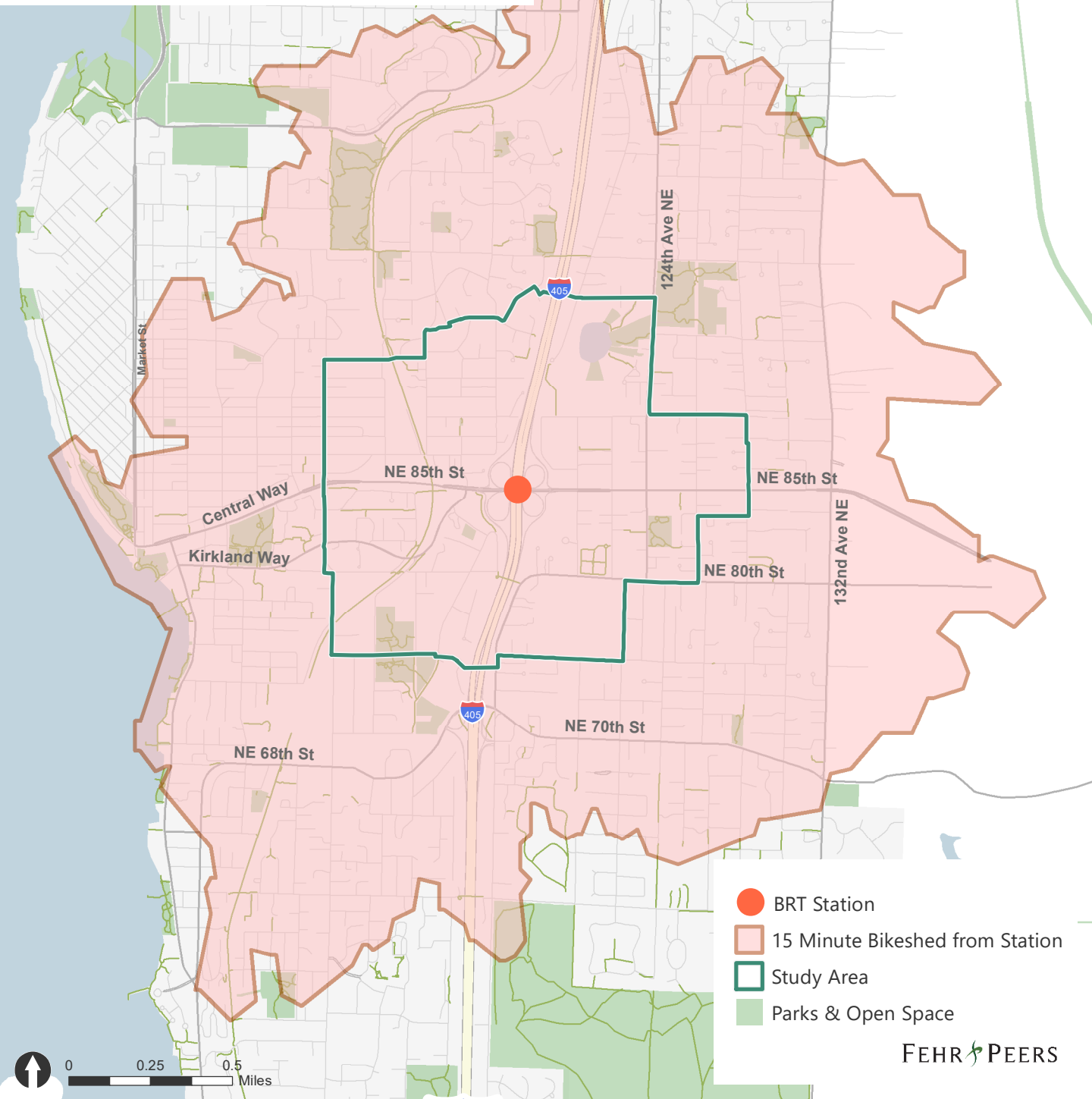
Pedestrian Level of Traffic Stress with Existing and Pipeline Infrastructure



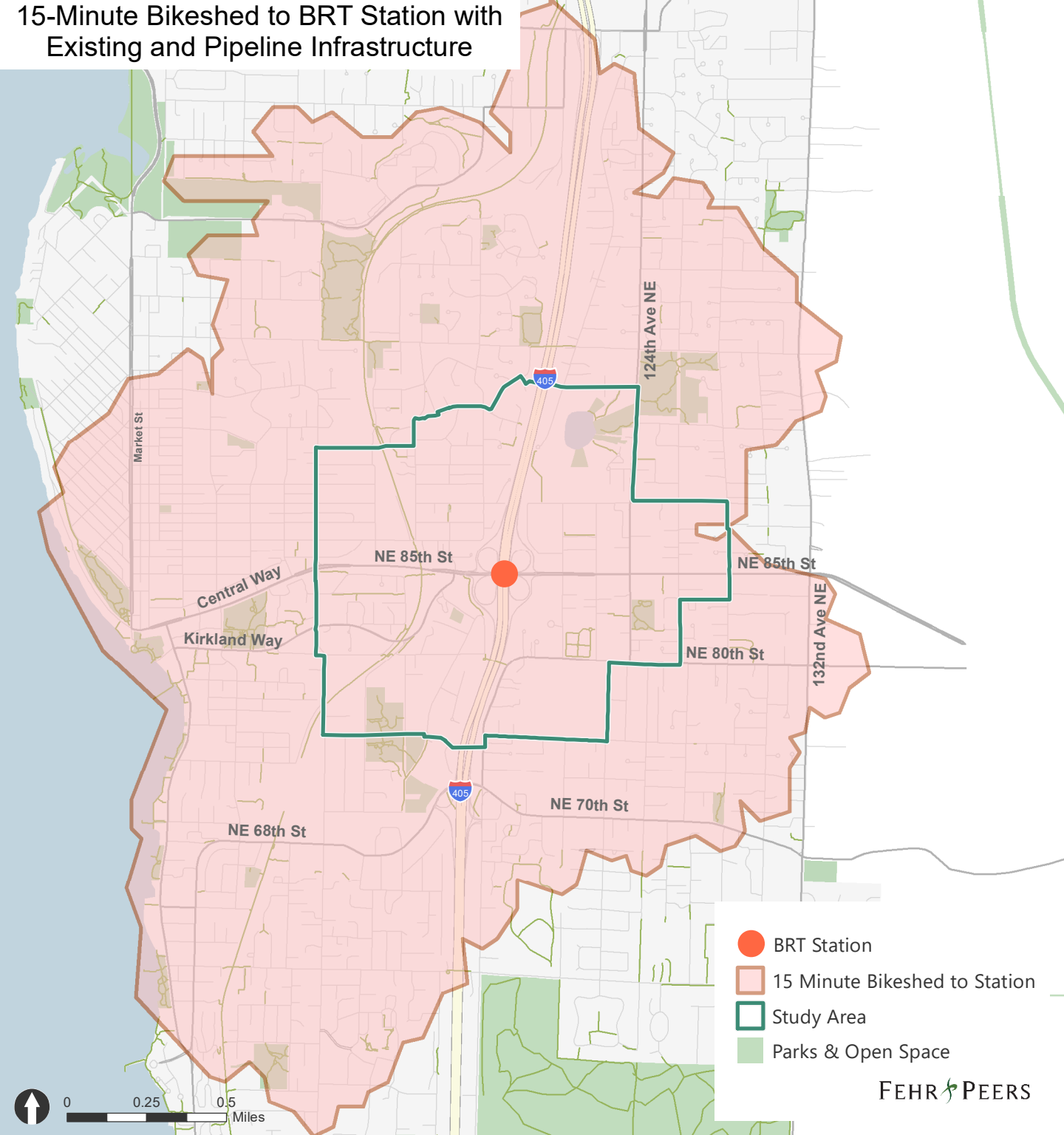
Pedestrian Level of Traffic Stress with Existing and Pipeline Infrastructure (Sidewalk Width Omitted from Calculation)

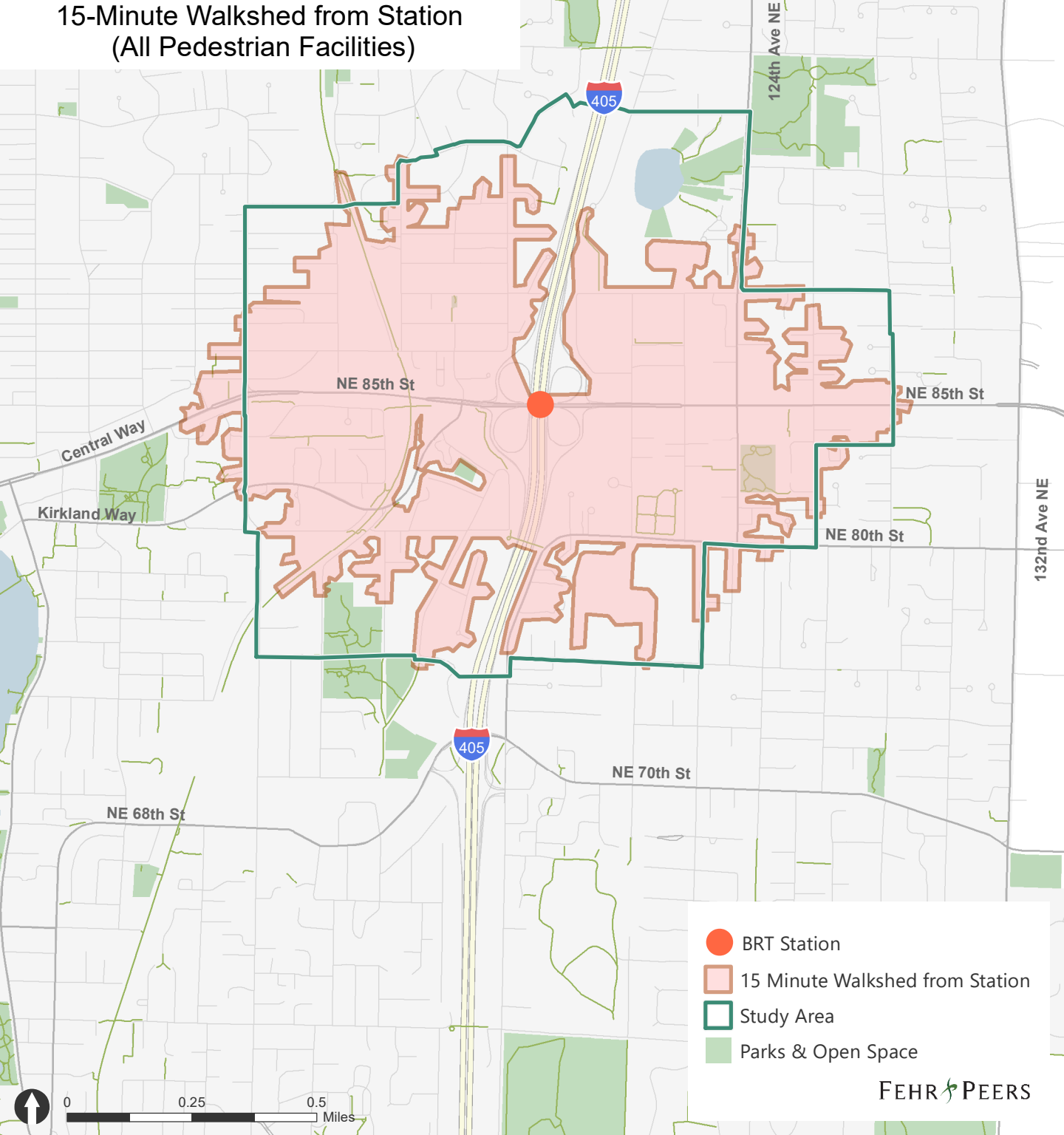


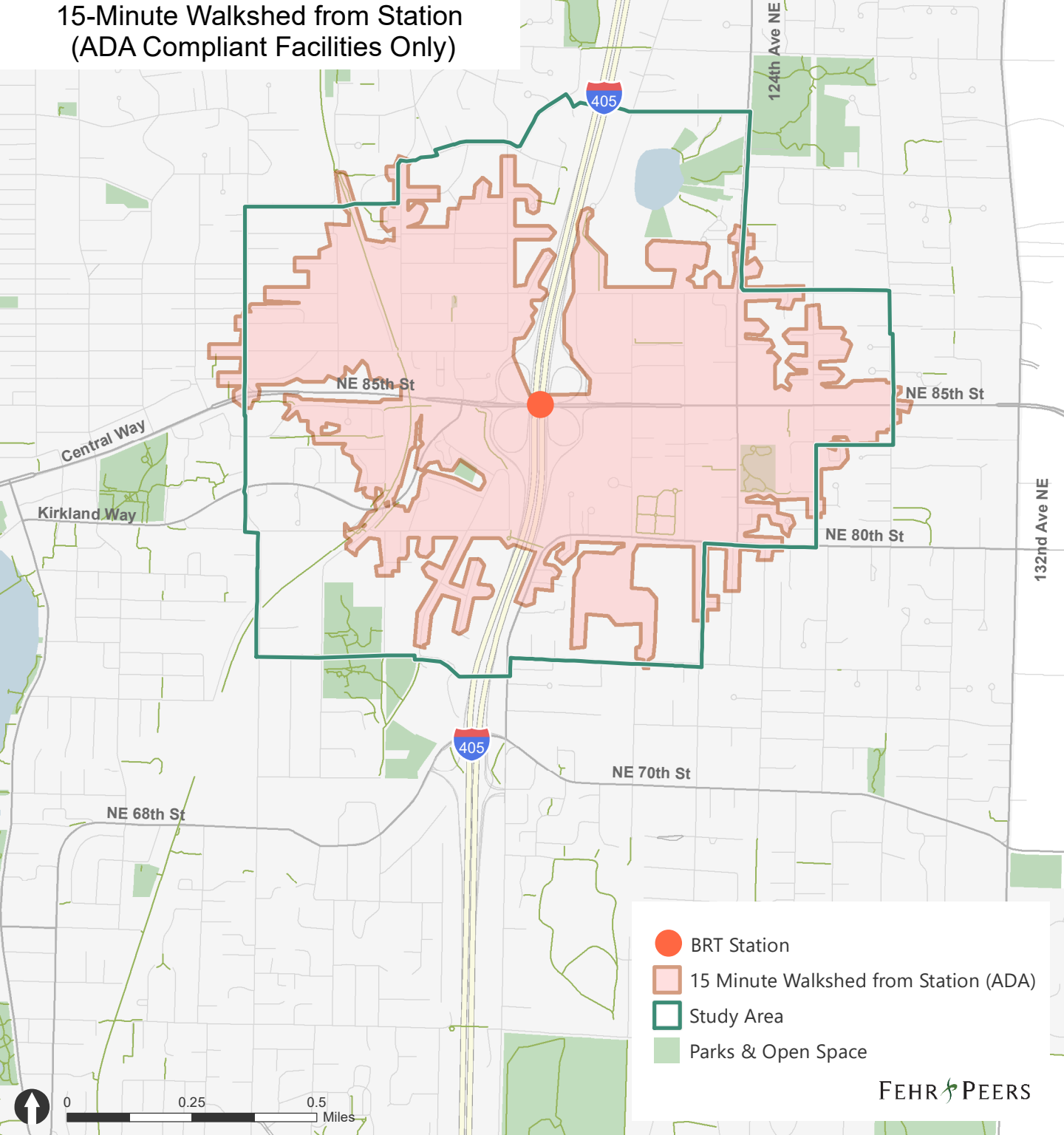
15-Minute Bikeshed from BRT Station with Existing and Pipeline Infrastructure



15-Minute Bikeshed to BRT Station with Existing and Pipeline Infrastructure




15-Minute Walkshed from Station
(All Pedestrian Facilities)
405
124th Ave NE
NE 85th St
NE 85th St
Central Way
Kirkland Way
NE 80th St
132nd Ave NE
405
NE 70th St
NE 68th St
BRT Station
15 Minute Walkshed from Station
Study Area
Parks & Open Space
FEHR PEERS
0
0.25
0.5
Miles


15-Minute Walkshed from Station
(ADA Compliant Facilities Only)
405
124th Ave NE
NE 85th St
NE 85th St
Central Way
Kirkland Way
NE 80th St
132nd Ave NE
405
NE 70th St
NE 68th St
BRT Station
15 Minute Walkshed from Station (ADA)
Study Area
Parks & Open Space
FEHR PEERS
0
0.25
0.5
Miles

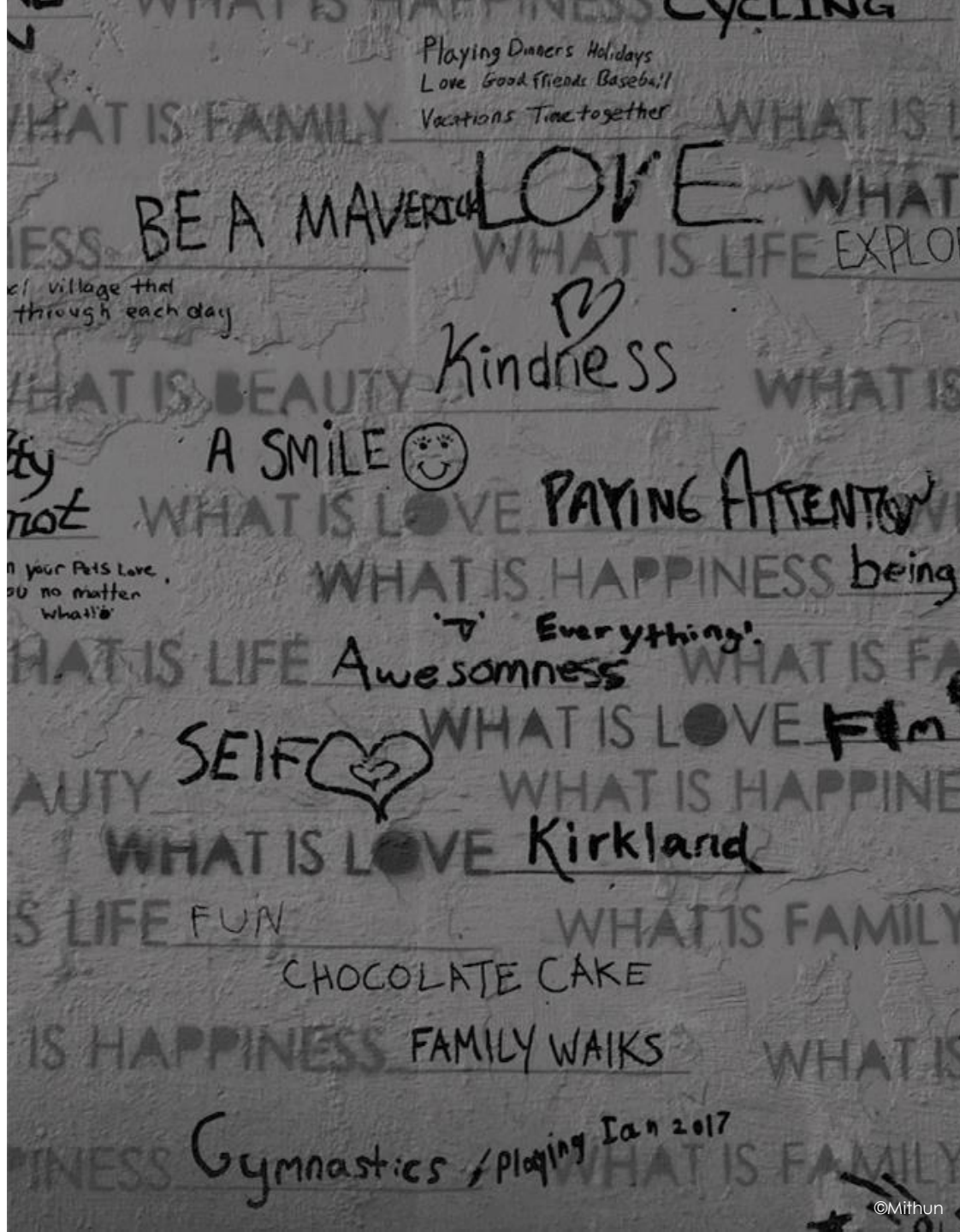
Supplemental Transportation Analysis

Fiscal Impact & Community Benefit Study

NE 85th Station Area Plan
Transportation Commission Briefing

City of Kirkland
Fehr & Peers

28 July 2021



Plan Overview & Comments

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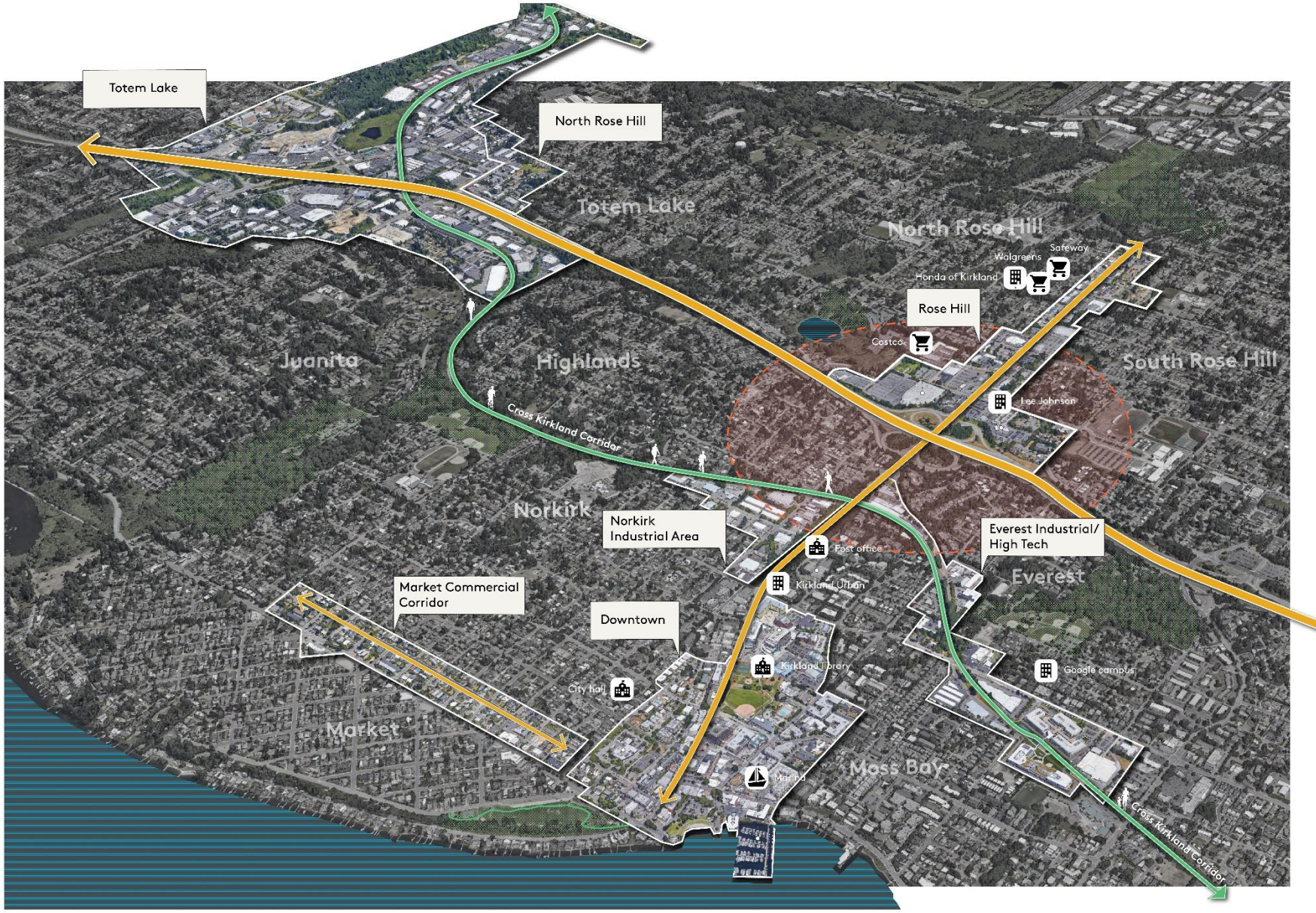
Project Objective

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional transit investment

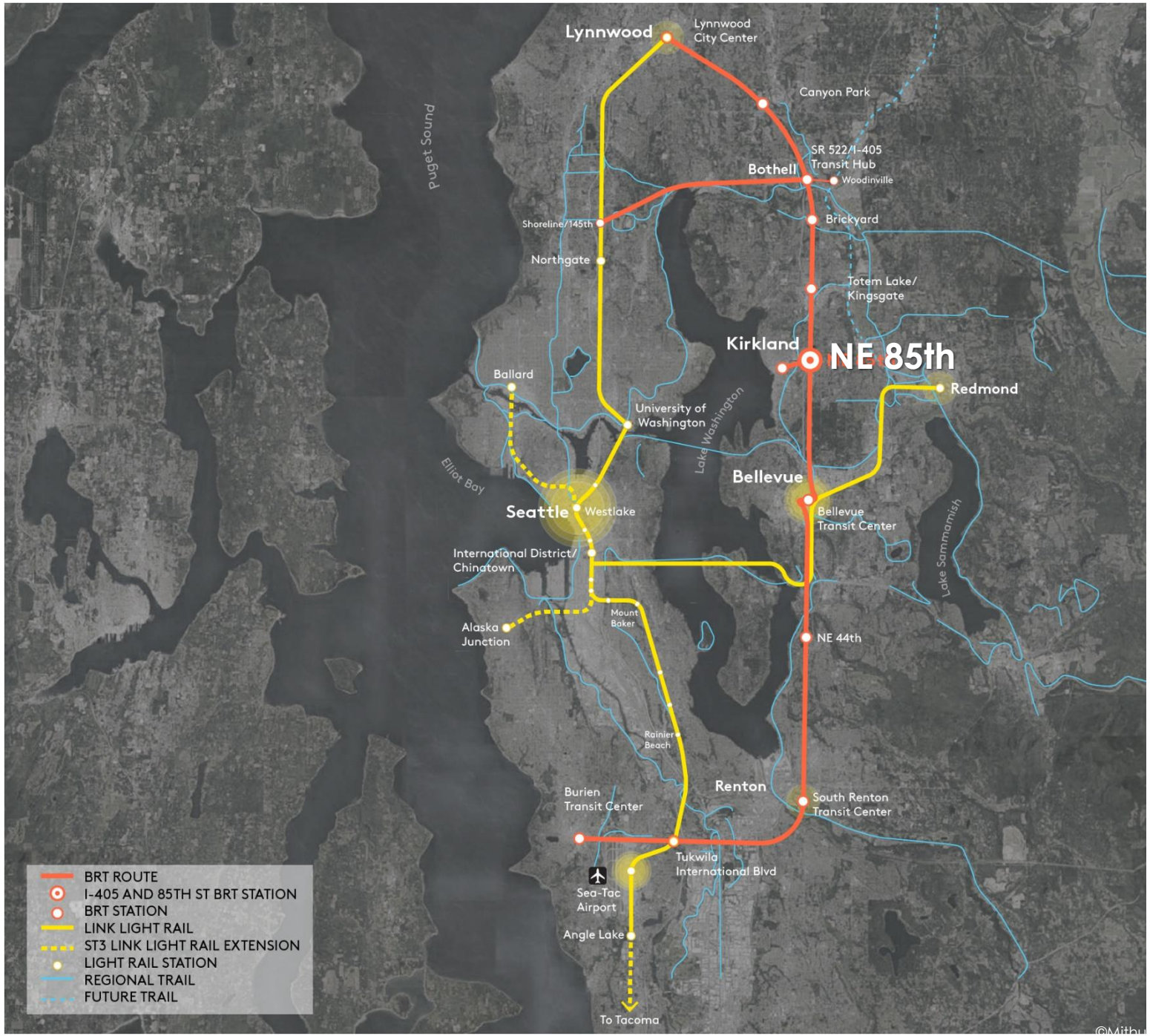
Maximize transit-oriented development and create the most:

- **Opportunity for an inclusive, diverse, and welcoming community**
- **Value for the City of Kirkland**
- **Community benefits including affordable housing**
- **Quality of life for people who live, work, and visit Kirkland**



Opportunities & Challenges

A Regional Transit Investment



Opportunities & Challenges

Inclusive District

Identified marginalized & at-risk populations in the Station Area

Residents of Color 18%[1]	Limited English Proficiency 7% [1]	Seniors 32%[1]	Youth 26% [1]
Renters 36%[1]	Households in poverty 6% [1]	Employees with <$40k annual pay ~1440[2]	Households without broadband 4-11% citywide [3]

"Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive."

-City of Kirkland Vision 2035

Priority Opportunities to promote Equity & Community Resilience

- COMMUNITY GATHERING & INCLUSION
- JOBS & HOUSING EQUITY
- PARKS & MOBILITY
- AIR QUALITY & NOISE

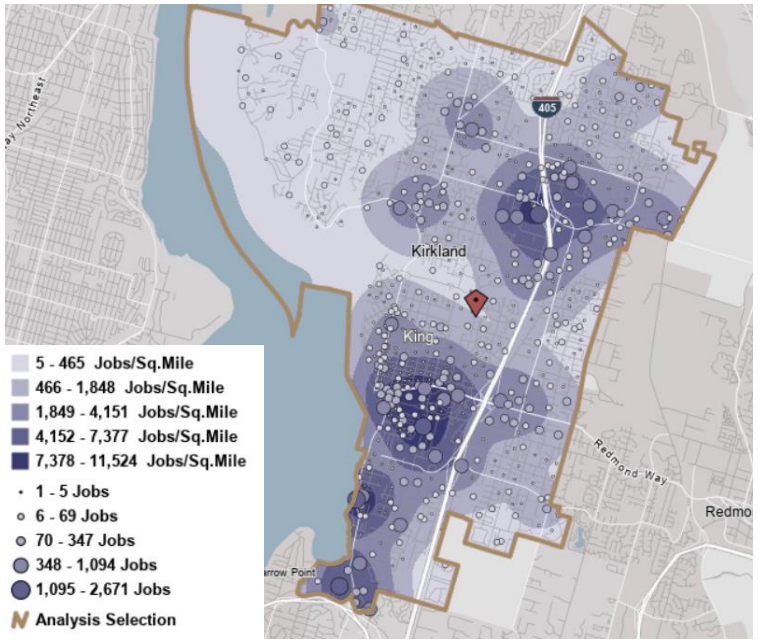
SOURCES—
(1) American Community Survey 2017 Estimates (2) Longitudinal Employer-Household Dynamics, US Census Bureau (3) Technology Access and Adoption in Seattle: Progress towards digital opportunity and equity, 2014 Report

Opportunities & Challenges

Jobs & Housing

The current number is balanced, but…

Location	Population*	Jobs **
Station Area	**3,100**	**3,097**
Downtown Kirkland	**3,555**	**8,068**
Totem Lake	**1,931**	**9,963**
Downtown Bellevue	7,397	49,806
South Lake Union	11,606	39,942



SOURCES—

*American Community Survey 2018 Estimates

**Total Primary Jobs, LEHD, 2017 https://lehd.ces.census.gov/

Opportunities & Challenges

Jobs & Housing

The current number is balanced, but…

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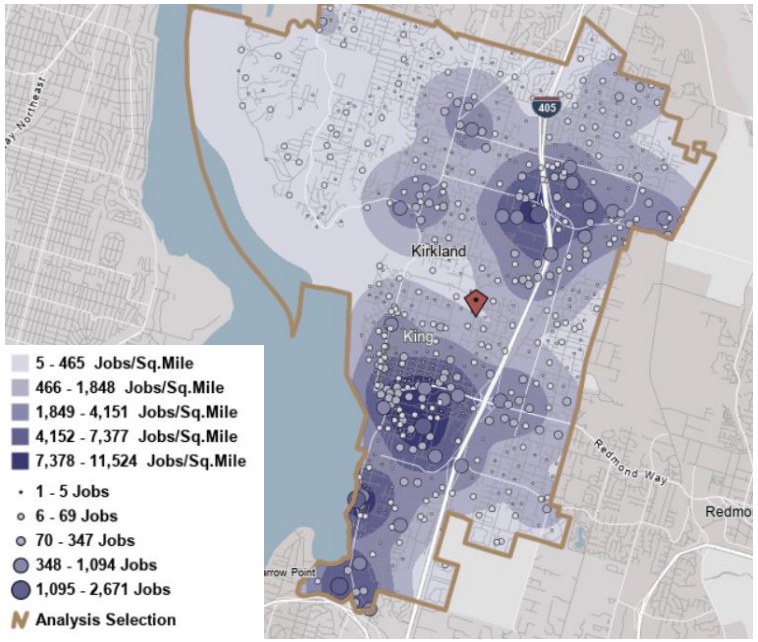


SOURCES—
*American Community Survey 2018 Estimates
**Total Primary Jobs, LEHD, 2017 https://lehd.ces.census.gov/

…the opportunities are very unbalanced

— **89% jobs held by individuals** living outside Kirkland, concentrated around Totem Lake and Moss Hill

— **89% of Kirkland residents work outside** the city

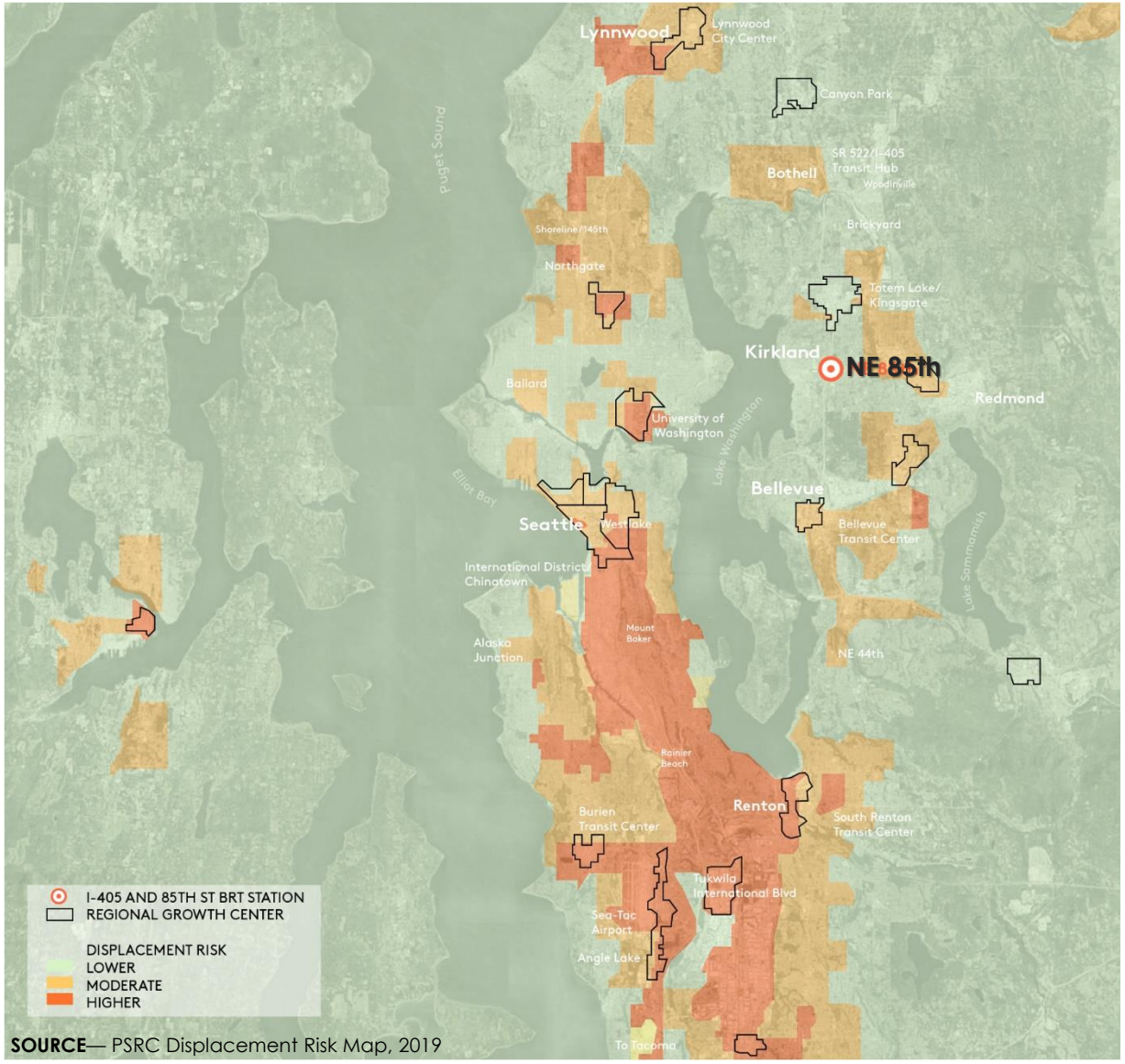
18,500 – 26,000 average annual vehicle miles traveled (VMT) per household [1]

5 metric tons CO_2 Equivalent Greenhouse gases
Per capita emissions of residents and employees [2]

SOURCES—
(1) Housing and Transportation Index, based on 2015 ACS data
https://htaindex.cnt.org/map/
(2) City of Kirkland 2018 Greenhouse Gas Emissions Report

Opportunities & Challenges

Jobs & Housing



SOURCE— PSRC Displacement Risk Map, 2019

…the opportunities are very unbalanced

— Centers in Kirkland have **Lower Displacement Risk** compared to the region

— **70% Kirkland residents** earn a living wage compared to **52% of Station Area employees** [1]

— **Housing Costs** in the Station Area are **50% higher** than the average in King County [2]

SOURCES—

(1) Longitudinal Employer-Household Dynamics, 2017
https://lehd.ces.census.gov/

(2) NE 85th SAP Opportunities & Challenges Report, 2020

Concepts & Growth Framework

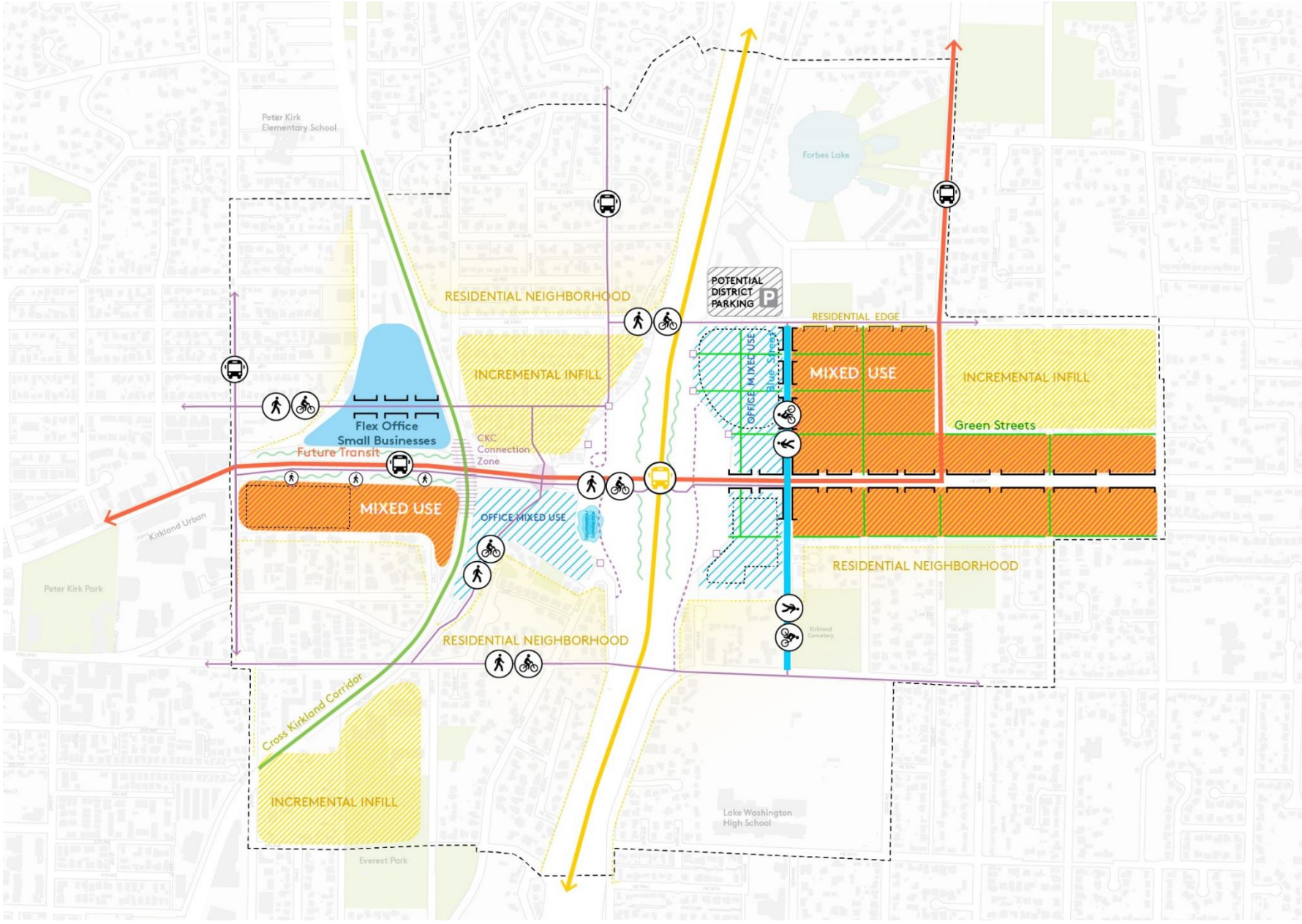
Sets Areas of Change: NE 85th, Norkirk, CKC corridor
(builds off Comprehensive Plan)

Assumes future BRT Station & Interchange improvements

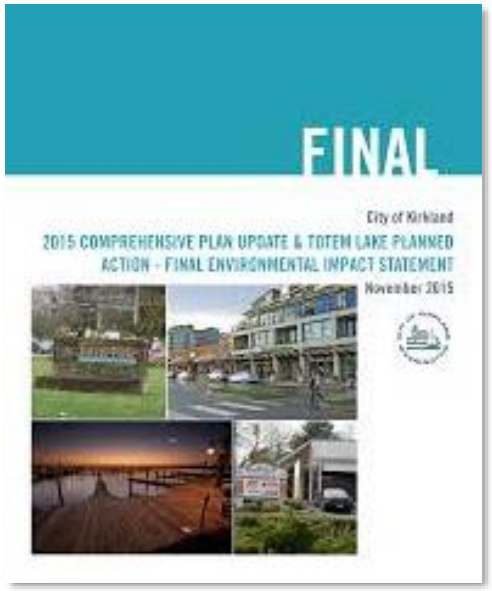
Includes initial Bike/Ped Improvements
(builds off Active Transportation Plan)

Environmental goals
(builds off Sustainability Plan)

Assumes public services required to support new development

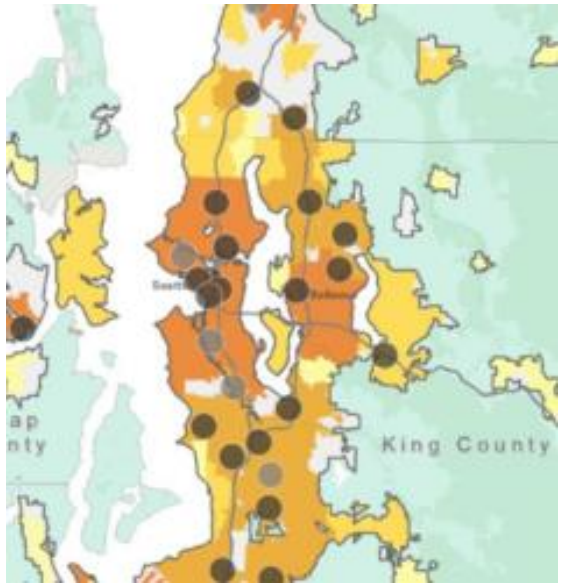


Alternatives Development



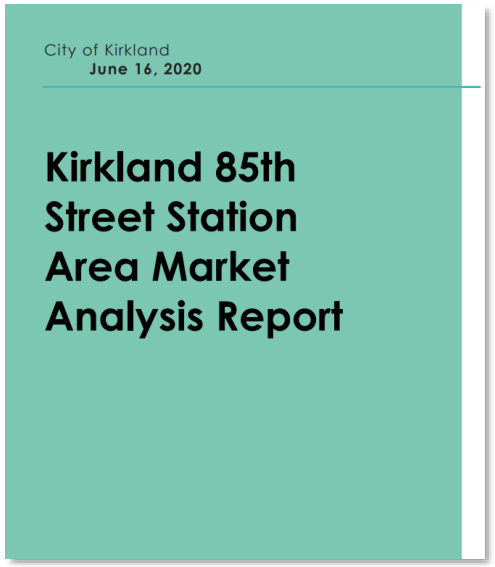
Built on Comprehensive Plan & Neighborhood Plan Goals

- Balance of Jobs/Housing Growth
- Citywide Growth Targets



Evaluated Growth Projections & Lessons Learned from Peer Communities

- Observed Growth Trends Near Transit
- Average Growth Projected in Similar Communities



Analyzed Market Conditions & Development Capacity over 10-15 year horizon

- Market Trends
- Market-tested Development Capacity

NE 85th St Station Area Plan & Existing Plan Goals / Policies

The 2035 Comprehensive Plans includes goals to:

Manage growth and redevelopment to ensure a balanced and complete community; maintain and improve the City's character; and protect the environment.

Promote a compact, efficient, and sustainable land use pattern that **supports a multimodal transportation system** and provides sufficient land areas and **development intensity to accommodate Kirkland share of regional housing and jobs growth**.

Ensure Kirkland has sufficient **quantity and variety of housing** to meet community growth and needs

Promote affordable and special needs housing throughout the City for people of all income levels.

Plan and complete **safe networks for walking and biking**.

Support and promote a **transit system that is a high-value option** for trips.

Plan for a hierarchy of commercial and mixed-use areas serving neighborhood and regional needs.

EXISTING NEIGHBORHOOD PLAN POLICIES [partial]

Policy RH-3: **Retain existing residential character** while accommodating new and **innovative compact housing opportunities**

Policy RH-8: **Focus commercial and mixed-use development** close to existing or planned high-capacity transit

Policy RH-23: Promote **vibrant walkable employment destinations** and **affordable housing near the future BRT station**

Policy RH-24: Utilize incentives or other techniques to **encourage commercial redevelopment** in the Rose Hill Business District

Policy H-13: Encourage medium-density **multi-family development as a transition** between low-density uses and more intensive uses around the BRT Station.

Policy H-14: Promote land uses, mobility improvements, and new infrastructure that **support transit-oriented development** around the BRT Station and Station Area.

Policy H-21: Enhance and maintain **pedestrian and bicycle infrastructure** on routes to the NE 85th BRT Station.

Policy H-22: Promote greater **pedestrian and bicycle connection** between the Highlands and North Rose Hill.

**Policies shown here are paraphrased and represent a sampling of relevant policies/goals. The DSEIS provides analysis of consistency with existing plans and regulations (see DSEIS Ch. 3.4).*

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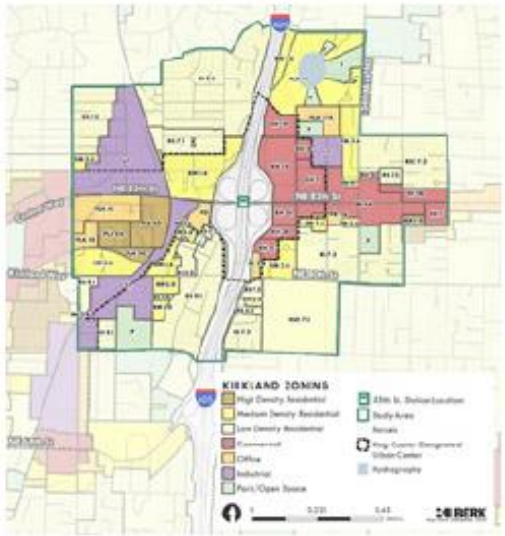
3 DSEIS Alternatives **were studied**

based on public, Planning Commission, and City Council input…
to guide growth around the new bus rapid transit station over the next 15-20 years

ALTERNATIVE 1
No Action

Makes no planning changes to accommodate projected growth.



ALTERNATIVE 2
Guiding Transit-Oriented Growth

Allows moderate growth around transit to support benefits like affordable housing and quality of life.

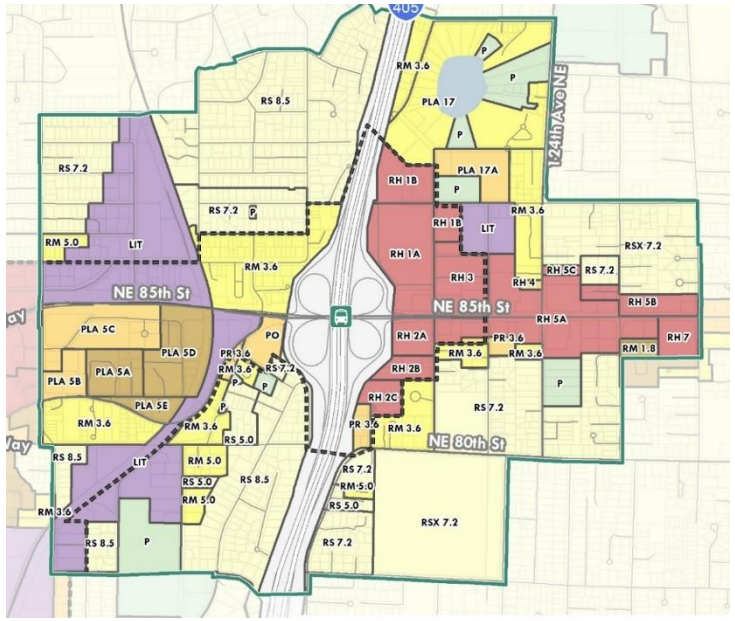
ALTERNATIVE 3
Transit-Oriented Hub

Allows the most growth to maximize transit-oriented development and affordable housing.

3 DSEIS Alternatives Summary

ALTERNATIVE 1
No Action

Reflects **existing zoning and current plans.** It makes no planning changes to accommodate projected growth.

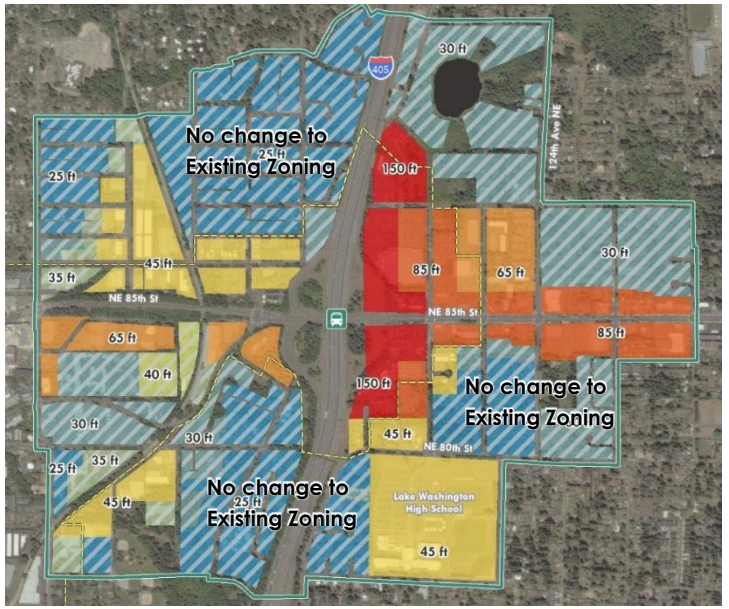


Max Allowable Heights: **67'**
Typical Allowable Heights: **30-35'**

Total Households: **2,782**
Total Jobs: **10,859**

ALTERNATIVE 2
Guiding Transit-Oriented Growth

Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill**.

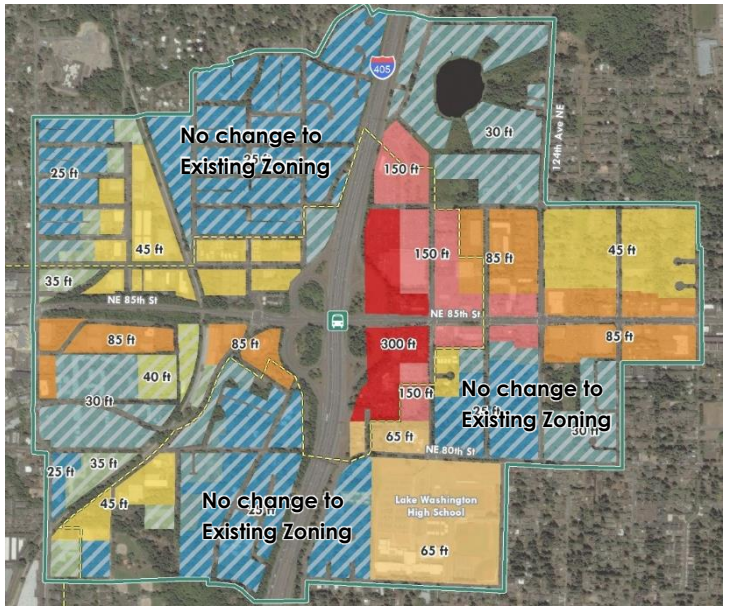


Max Allowable Heights: **150'**
Typical Allowable Heights: **55-85'**

Total Households: **8,509**
Total Jobs: **28,688**

ALTERNATIVE 3
Transit-Oriented Hub

Allows **most growth** to support transit-oriented development, primarily **focused on existing commercial areas such as Rose Hill**.



Max Allowable Heights: **300'**
Typical Allowable Heights: **85-150'**

Total Households: **10,909**
Total Jobs: **34,988**

Comment Summary

DSEIS Comment Period: January 5 – February 19,2021

We heard from over 600 stakeholders of all ages who live and work here!

Engagement Opportunity	# of Participants	Audience
Real-time online open house	140	Public*
Online survey	408	Public*
Written comment	114	Public*
Service provider work group	4 service providers	People with low incomes or experiencing homelessness
Meetings-in-a-Box	26	People with low incomes or experiencing homelessness
Student project at LWHS	41	Youth
Presentations at Virtual Community Org Meetings	10 meetings	Neighborhood & Business Associations

*included outreach via multifamily housing buildings, ethnic groceries, Chinese-language materials and messaging via the Chinese Information Service Center, senior housing facilities, unions, community groups and organizations, service providers, and Lake Washington High School

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DSEIS Engagement Summary

Group of Focus	Outreach Via
Residents within the Station Area and Kirkland Residents	Neighborhood associations
Older Adults	Senior housing facilities
Renters	Multifamily housing buildings
People with Limited English Proficiency	Chinese Information Services Center
People of Color	Ethnic businesses and groceries
Youth	LWHS
Low Income Households	Service providers
Households with poor digital access	Posters at essential businesses/residences
Large Property Owners in the Station Area	Direct engagement
Businesses in the Station Area and in Kirkland	Chambers of commerce
Transit Riders, Bicyclists, Pedestrians	Transit-, pedestrian-, and bike-based organizations
Private Sector Employees	Major employers
Teachers and Public Employees	Unions
Development Community	Email – During Market Study
Public Agencies and Tribes	DSEIS Request for Comment

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Themes of all input received

Community

- importance of **more affordable and diverse housing opportunities**
- pride in Kirkland's **communities, residents, and character**
- interest in **equity and support for all Kirkland residents**
- impacts of growth on **schools**

Development

- Concerns regarding **funding** for additional infrastructure, services, schools
- desire to **focus density around transit**
- strong support for designing **compatible transitions** to adjacent neighborhoods
- questions around the appropriate **balance of housing with a range of jobs**
- preferences for **heights at lower levels**

Environment

- concern about **climate change**
- strong support for **open space, parks, and trees**
- desire to **balance new development and required infrastructure** and services

Mobility

- strong support for **bike, and pedestrian** facilities with safety considerations
- strong support for **better transit and mobility connections** with the new BRT, to downtown Kirkland, and to Houghton P&R
- concerns about **traffic impacts**

Sample Comments

*Is this **burden to build this infrastructure** going to be placed on the current tax payers of Kirkland?*

*…**further identify and quantify additional mitigation projects and/or Transportation Demand Management strategies** that could be implemented to address these adverse impacts under Alternatives 2 and 3.*

*"**You need to make sure there are enough schools** that these children living in this proposed development can go to and that there will be public bus routes to before and after school."*

May 26th City Council Listening Session

- Additional City Council Listening Session held on May 26
- Recording available at: https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan

Fiscal Impact & Community Benefits Study Approach

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Setting Priorities Together

The Community Benefits and Fiscal Impacts Study will help us set priorities together – and take a practical approach to maximizing community benefits and the regional transit investment in the Bus Rapid Transit station for years to come. The Study will narrow the range of alternatives presented in the DSEIS and will help set a preferred direction for the Station Area Plan.

Study Approach

The Study is designed to help understand real-world implications of the alternatives being considered by analyzing potential value capture from likely development that could be applied to community benefits and potential fiscal impacts and costs.

It has two parallel tracks:

- **Community Benefits & Tradeoffs Strategies**
  - **Schools**
  - **Affordable Housing**
  - **Parks, Open Space**
- **Fiscal Impacts Analysis**
  - **Costs/Revenues for Public Services**
  - **Costs/Revenues for Infrastructure**

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Basis of the Study

A narrowed range of alternatives to help set a preferred direction for the Station Area Plan.

— Community Benefits & Tradeoffs Strategies

- — Studies the tradeoffs between transit-oriented development, growth, and community benefit
- — Analyzes “residual land value” based on growth assumptions and development typologies
- — Recommends policy and plan strategies to maximize that value for community benefit per project priorities & objectives

— Fiscal Impacts Analysis

- — Studies possible costs & revenues on the range of alternatives
- — Analyzes costs needed to provide public services and infrastructure based on growth assumptions and development typologies
- — Analyzes potential revenues from both existing policies (ex. Impact Fees) and possible policies being considered (ex. Commercial Linkage Fees)

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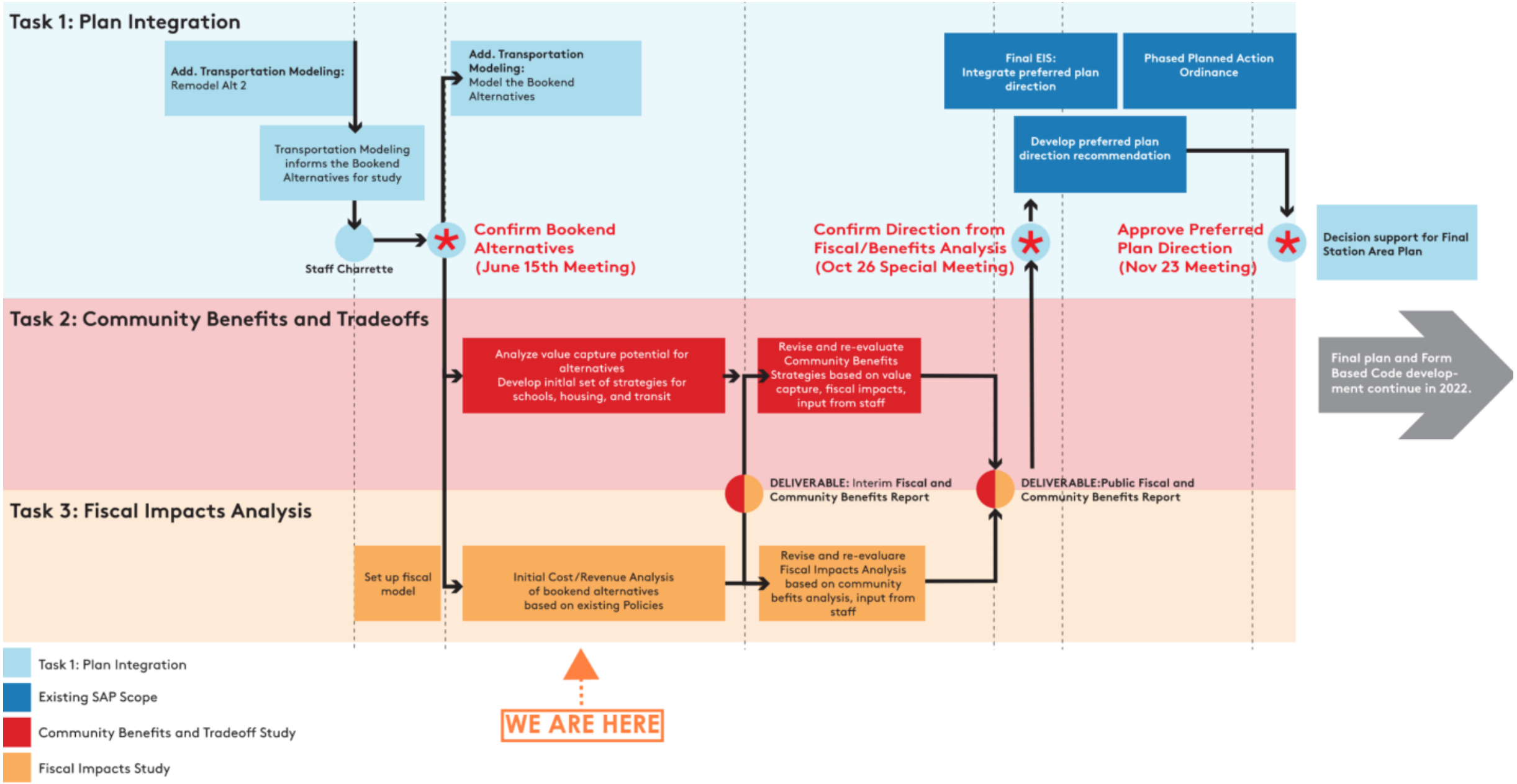
Fiscal Impacts & Community Benefits Study Process



June Alternatives for Study Briefing—

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Goals for the Fiscal Impacts & Benefits Study

Criteria for the June Alternatives

1. **Prioritize changes that create real value to the community**
   - Focus on a transit-connected district that maximizes the regional Sound Transit investment in BRT
   - Maximize affordable housing and economic development potential

2. **Promote enhanced connections and multiple ways to get around**
   - Improve the function of NE 85th as an urban, multi-modal corridor
   - Create a low-stress priority bike & pedestrian network that serves the full area
   - Transit should operate effectively along NE 85th and other streets

3. **Support community character**
   - Include height transitions to existing residential areas
   - Minimize significant changes to character outside of the proposed growth corridors (ex. with transportation improvements)
   - Remove environmentally critical areas from growth framework
   - Consider phasing and growth over time

June Alternatives & Major Changes from DSEIS

- **Remove DSEIS Alternative 3** levels of growth from further consideration
- Use a **revised version of DSEIS Alternative 1** as the lower limit of growth to be studied (June Alternative B: Current Trends)
- Use a **reduced version of DSEIS Alternative 2** as the upper limit of growth to be studied (June Alternative B: Transit Connected Growth)

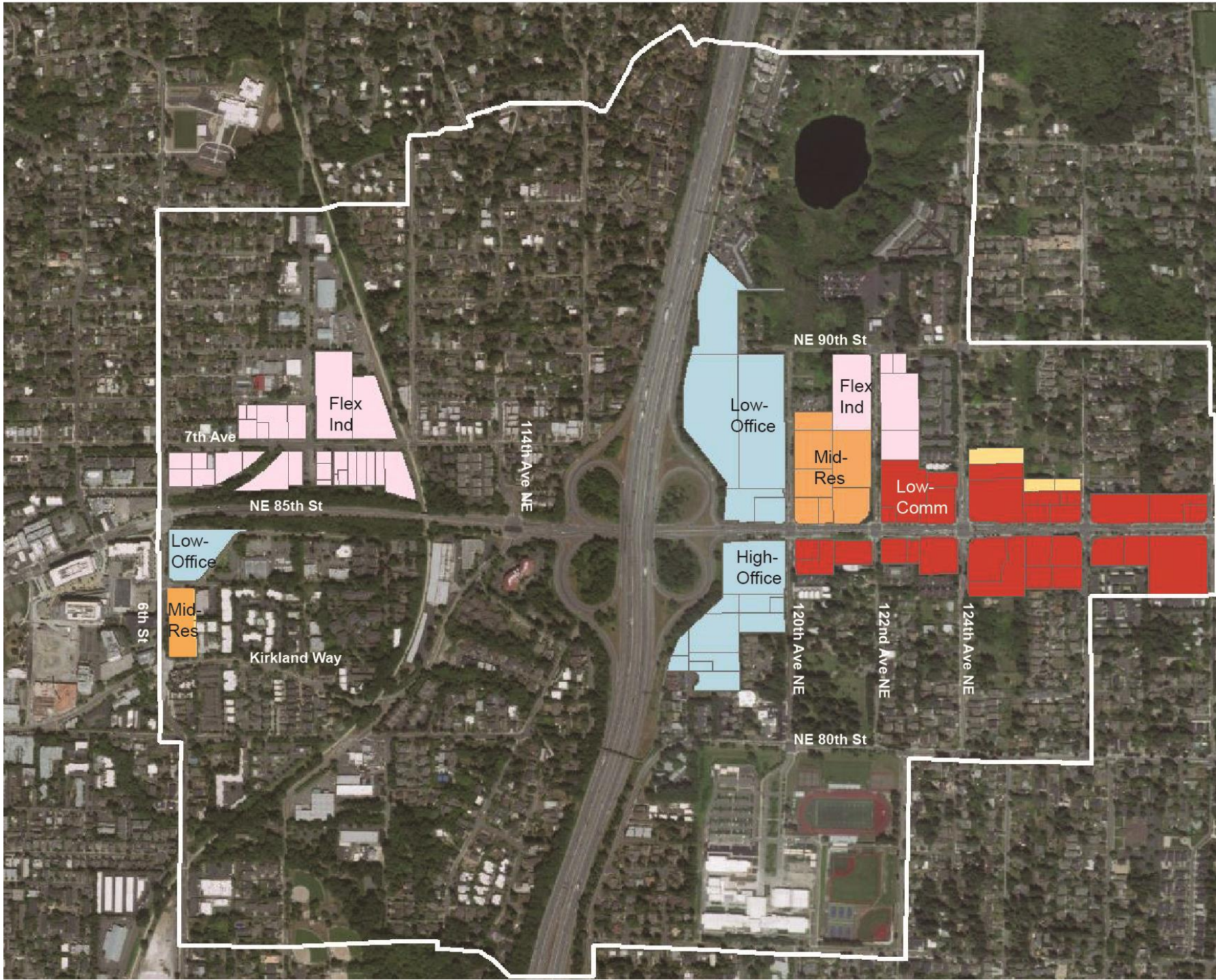
Alternative	Total Future Households	Total Future Employment
DSEIS No-Action Alternative	2,782	10,859
June Alternative A: Current Trends	**3,669**	**11,821**
June Alternative B: Transit Connected Growth	**8,003**	**20,151**
DSEIS Alternative 2	8,509	28,688
DSEIS Alternative 3	10,909	34,988

June Alternative A Current Trends Development Typologies

Based on the starting point of DSEIS Alternative 1: No Action and current zoning

Adjusts growth to reflect recent development trends (which exceed 2015 Comp Plan projections)

Quadrant	Households	Employment
NW	515	1,164
NE	1,844	3,468
SW	710	3,787
SE	600	3,403
Totals	**3,669**	**11,821**



- Low-Intensity Residential
- Mid-Intensity Residential
- Low-Intensity Office
- Low-Intensity Commercial
- Urban Flex Industrial

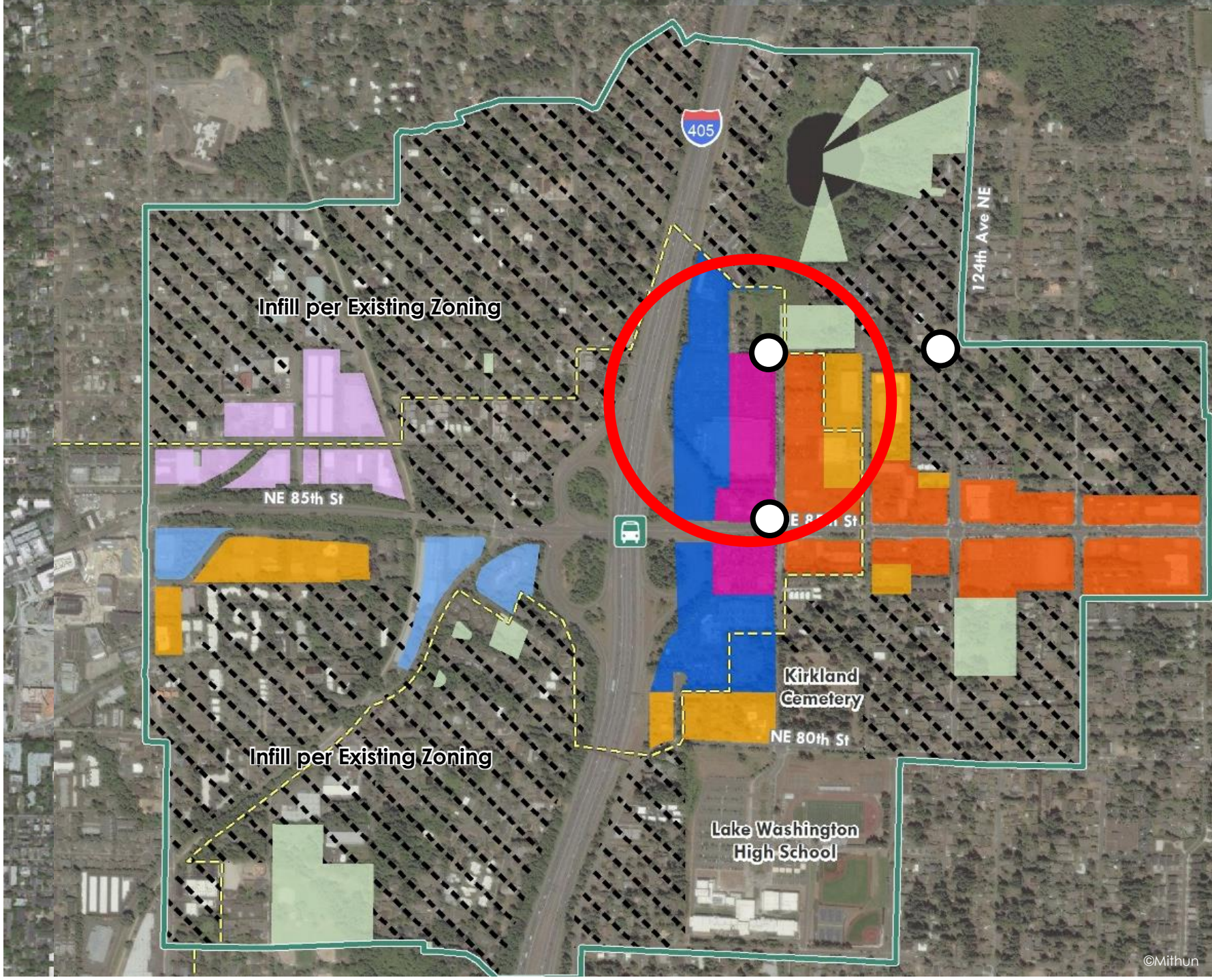
Note: Areas not highlighted not studied as redeveloped.

Developing June Alt B: Considerations for DSEIS Alt 2

Area contributing to major traffic congestion

Intersections affected by major traffic congestion

- Industrial/Tech
- Office Mid Intensity
- Office Mixed Use Mid Intensity
- Office Low Intensity
- Residential Mid Intensity
- Residential Mixed Use Mid Intensity
- Park/Open Space
- Infill per Zoning
- 85th St. Station Location
- Study Area
- King County-Designated Urban Center



June Alternative B: Transit Connected Growth Development Typologies

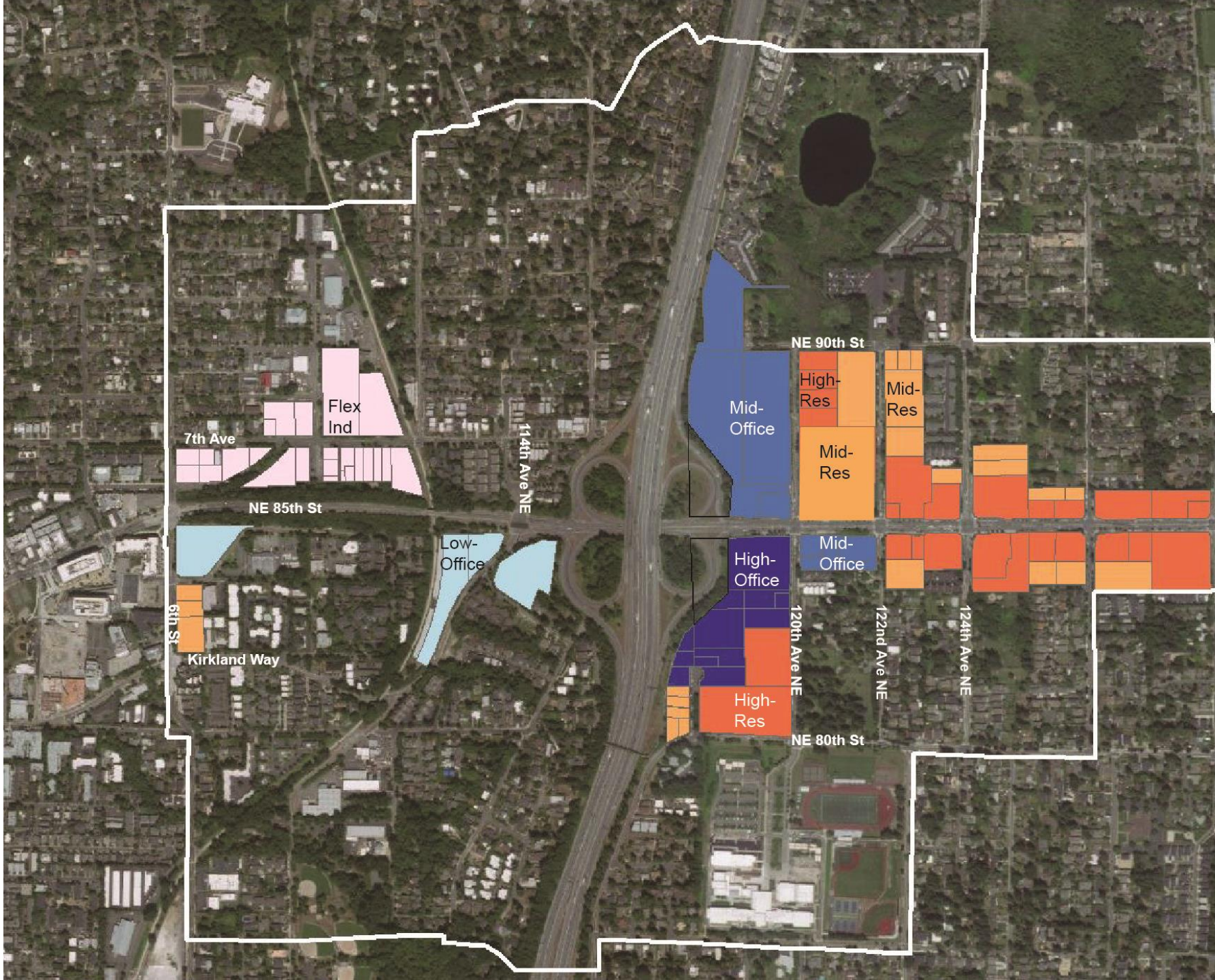
Based on the starting point of DSEIS Alternative 2: Guiding Transit-Oriented Growth

Lowers overall growth and redistributes growth and transitions to reflect public comment and infrastructure needs

Quadrant	Households	Employment
NW	538	1,241
NE	2,915	7,571
SW	710	3,338
SE	3,839	8,001
Totals	**8,003**	**20,151**

- Mid-Intensity Residential
- High-Intensity Residential
- Low-Intensity Office
- Mid-Intensity Office
- High-Intensity Office
- Urban Flex Industrial

Note: Areas not highlighted not studied as redeveloped.



June Alternatives Staff Recommendation Summary

CRITERIA SUMMARY

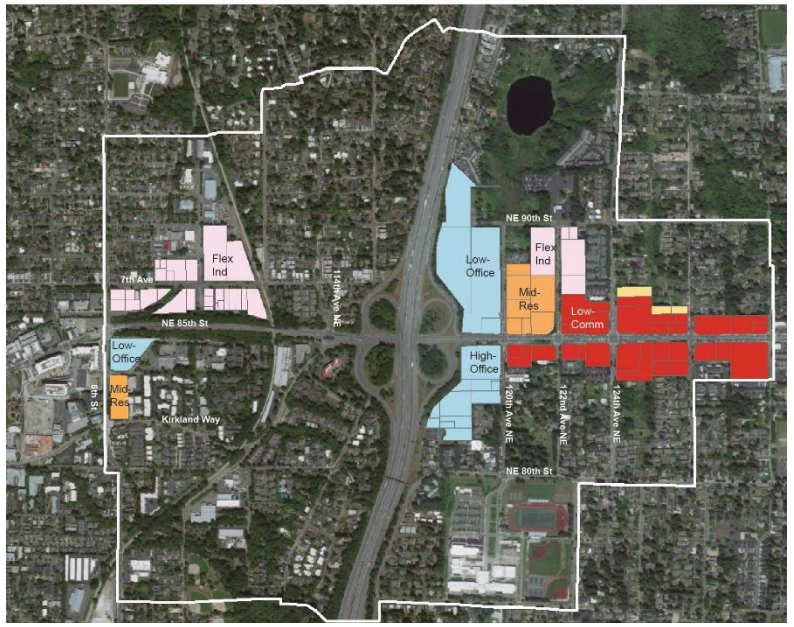
1. **Prioritize changes that create real value to the community**

2. **Promote enhanced connections and multiple ways to get around**

3. **Support community character**

ALT A: **Current Trends**

Reflects minor changes to existing plans **in line with recent market trends**, primarily **focused on existing commercial areas such as Rose Hill**.

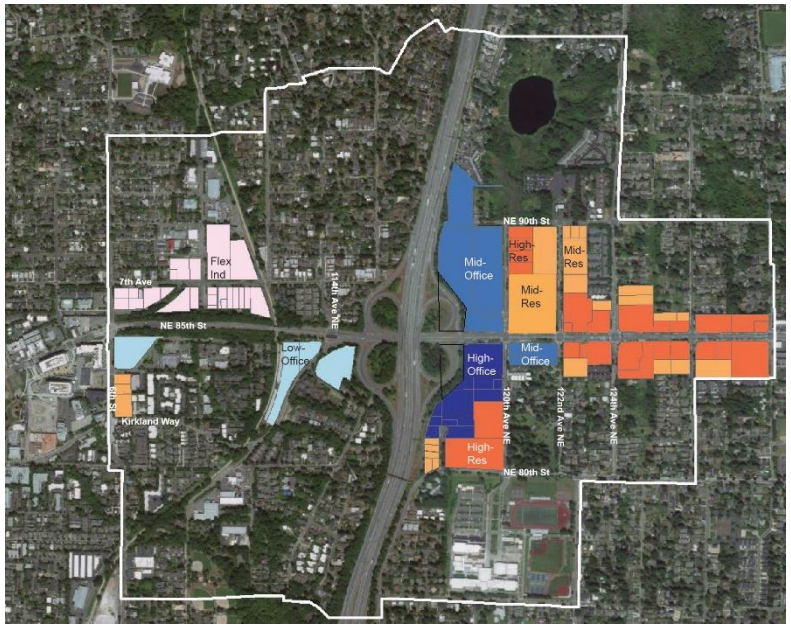


Max Allowable Heights: **67-75'**
Typical Allowable Heights: **35'**

2044 Households: **3,669**
2044 Jobs: **11,821**

ALT B: **Transit-Connected Growth**

Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill**.



Max Allowable Heights: **up to 250'**
Typical Allowable Heights: **up to 75-100'**

2044 Households: **8,003**
2044 Jobs: **20,151**