



**CITY OF KIRKLAND**  
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## MEMORANDUM

**To:** Kurt Triplett, City Manager

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

**Date:** November 12, 2021

**Subject:** NE 85<sup>TH</sup> ST STATION AREA PLAN – JOINT CITY COUNCIL AND PLANNING COMMISSION STUDY SESSION, FILE NO. CAM20-00153

## STAFF RECOMMENDATION

Review the direction provided to staff at the October 26, 2021 Council study session, which focused on results from the Station Area Plan Fiscal Impacts and Community Benefits Analysis. Receive an update on the in-progress draft of the Station Area Plan Preferred Plan Direction in a joint study session of the City Council and Planning Commission, in advance of a December Council meeting to adopt a resolution confirming the Preferred Plan Direction.

## BACKGROUND

With the passage of the 2019-2020 budget, City Council authorized creation of a Station Area Plan associated with the Sound Transit Bus Rapid Transit (BRT) station planned for the I-405/NE 85<sup>th</sup> St interchange.

This budget direction was affirmed on February 19, 2019 when the City Council adopted Resolution R-5356 approving the 2019-2020 Priority Goals and City Work Program. One of the twelve City Work Plan initiatives related to developing the Station Area Plan as shown in the following excerpt from R-5356:

*Continue partnerships with Sound Transit, the State Department of Transportation and King County Metro Transit to ensure that I-405 investments serve Kirkland's mobility needs and maximize the benefit of Sound Transit's NE 85<sup>th</sup> Street/I-405 Bus Rapid Transit interchange project by completing land use, zoning, and economic development plans for areas adjacent to the interchange project to further the goals of Balanced Transportation and Economic Development.*

The BRT station, anticipated to be operational in 2026, will provide the Station Area with frequent high capacity transit service to regional destinations and transit connections. The intent of the Station Area Plan is to fully leverage this significant, voter-approved, regional investment in transit with a land use plan that would result in a walkable, equitable, sustainable, and complete transit-oriented neighborhood that will provide affordable housing, school capacity, park amenities, family wage jobs, and commercial and retail services.

City Council last discussed the Station Area Plan at their [October 26 Special Study Session](#), where staff reported out the results of the Fiscal Impacts and Community Benefits Analysis. The analysis evaluated two June Alternatives described below that the Council endorsed as narrowed bookends from the Draft Supplemental Environmental Impact Statement (DSEIS) alternatives.

**June Alternative A: Current Trends** was based on the starting point of DSEIS Alternative 1: No Action. A 'No Action' Alternative showing growth in line with existing zoning and the current Kirkland Comprehensive Plan is a requirement of the DSEIS process.

**June Alternative B: Transit Connected Growth** was aligned with the overall Station Area Plan growth framework in the Initial Concepts and used DSEIS Alternative 2 as a base while incorporating select elements shown in the commercial corridors of DSEIS Alternative 3.

The analysis of these two June Alternatives was designed in response to questions and comments from the community and City Council, and to provide information to answer the following:

*If the City were to select June Alternative B to implement its vision of the Station Area as a thriving, new walkable urban center with plentiful affordable housing, jobs, sustainable development, and shops and restaurants linked by transit...*

*Can the City afford the investments necessary to address increased demand on public services, especially schools, parks/open spaces, transportation, and utilities, and avoid a reduction in service for existing community members and businesses?*

The Fiscal Impacts and Community Benefits Analysis answers in the affirmative:

**Yes, if the City adopts a series of policy changes, impact fees, commercial linkage fees and benefit capture strategies such as Tax Increment Financing, Density Bonuses and partnership opportunities described below.**

The households and employment growth projected under June Alternative B can actually help support the type of transit oriented development envisioned by the Council for the Station Area by providing more new housing units, jobs and supportive infrastructure improvements than those in June Alternative A. Accordingly, the work done in the Fiscal Impacts and Community Benefits Analysis "tested" the feasibility of June Alternative B as the high-end growth alternative for the Station Area. In short, the study results show that the City can affordably provide services and infrastructure to support the levels of growth equivalent to those in June Alternative B, if certain policy decisions and financing strategies are employed. The [Fiscal Impacts and Community Benefits Analysis Technical Memo](#) (prepared by the Station Area prime consultant Mithun and sub-consultant BERK, Inc.) further describe the results and recommended strategies.

### **COUNCIL DIRECTION FOR DRAFT PREFERRED PLAN DIRECTION**

At the October 26 study session, staff had three primary questions for Council based on the results of the Fiscal Impacts and Community Benefits Analysis. Those questions, and the direction received, are below:

Question: Should staff and the consulting team focus on drafting a Preferred Plan Direction around June Alternative B, or a modified alternative?

*Council Direction: Staff should proceed with drafting a Preferred Plan Direction based on June Alternative B.*

Question: Should the proposed solutions to capital funding for future infrastructure projects continue to be developed?

*Council Direction: Staff should continue to develop the proposed solutions to capital funding for future infrastructure projects that were included in the Fiscal Impacts and Community Benefits Analysis Technical Memorandum.*

Question: Should staff continue to refine the proposed community benefits strategies for consideration in the final plan?

*Council Direction: Staff should continue to develop the proposed community benefits strategies (Tax Increment Financing district(s), Commercial Linkage fees, and a Density Bonus program) that were included in the Fiscal Impacts and Community Benefits Analysis Technical Memorandum.*

#### Additional Council Direction

Council also provided feedback on additional areas of focus that should be included in the Preferred Plan Direction for consideration in the final plan. Staff noted Council consensus on the following items:

- Develop a bold vision for open space, parks and green infrastructure; creative solutions for open space and parks presented in the study (e.g., linear parks, pocket parks, public plazas) should not be the only solutions explored, the project team should continue to consider opportunities for community park spaces, and current park level-of-service standards should be reevaluated City-wide to adapt to new patterns of growth and demographic needs.
- Develop a bolder vision for active transportation (e.g., walking, rolling, biking) than exhibited by the representative infrastructure projects designed to inform the Fiscal Impacts and Community Benefits analysis. The transportation vision should be as bold as the land use vision and ensure that transit is fast and convenient throughout the Station Area. The project team should focus on active park-like transportation connections between the Station Area and Downtown, and develop robust bike facilities on streets like 122<sup>nd</sup> Ave NE and 124<sup>th</sup> Ave NE.
- Incorporate sustainability measures as a baseline requirement for future development – either within, or separate from, a density bonus program.
- Continue working on resolving transitions between areas of different height with future planning efforts.
- Continue to coordinate with Lake Washington School District on expanding future school capacity to accommodate growth in the area.
- Provide additional transportation study that includes: 1) bike and pedestrian person trips analysis, and 2) corridor analysis for transit capacity and travel time.

It should be noted that the Community Benefits strategies mentioned above, and additional transportation analysis items, will require study beyond the current scope for the project in order to develop precise recommendations. City Finance staff included a rough cost estimate for these studies in the Mid-Biennial Budget Review packet. At the December 14 Council meeting, staff anticipates bringing mid-biennial budget adjustments and a “roadmap” for the scope and timing of the requested nexus studies (commercial linkage fees) for community benefits strategies, Tax Increment Financing (TIF) feasibility and implementation studies, and requested supplemental transportation analysis. A preliminary “roadmap” is included as Attachment 1 to this memo.

## **PREFERRED PLAN DIRECTION DEVELOPMENT**

Staff has begun to utilize Council direction from the October 26 study session (and earlier meetings) to draft a Preferred Plan Direction adopted by resolution for inclusion in the Final SEIS, using June Alternative B and the endorsed community benefits strategies as a base. The Preferred Plan Direction will include two major components:

- Long Range Vision for the Station Area
  - Description of growth expectations
  - Framework for community benefits and recommended strategies
  - District Long Range Conceptual Vision Graphic
- Implementation Framework for the Station Area (basis for form-based code)
  - Future character zones map and tables (including toolkit for height and land use intensity transitions)
  - Regulating Districts map (i.e., draft form-based zoning districts)
  - Future street and frontage types map and tables

Given the publication deadline for the November 16 Council packet, the information presented in this memo is intended to serve as an outline for the more detailed draft components anticipated to be presented at the November 16 study session.

This work is not intended to represent a complete plan, policies, or form-based code. Rather, the intent is that the resolution and Preferred Plan Direction will:

- Establish clear direction for the work of the Planning Commission, staff, and consultant team in 2022;
- Reflect the legislative intent of the City Council for inclusion in the Final SEIS; and
- Help provide direction for future Planned Action Ordinance(s) that will facilitate future private development and public infrastructure.

## **COMMUNITY INPUT ON THE STATION AREA PLAN**

The community has provided input during all phases of the project, including two community workshops, scoping for the environmental review, the formal comment period for the Draft Supplemental Environmental Impact Statement, specific outreach using a variety of methods to priority populations (as defined in the Equity Impact Analysis) that are most likely to be affected by the Station Area Plan, a City Council listening session in May 2021, and feedback to staff, Planning Commission and Council sent by numerous community members.

As a complement to Council's discussion of the Fiscal Impacts and Community Benefits Analysis, the City held a Station Area Plan Community Question and Answer (Q&A) session on November 1. The Q&A session gave the community a chance to hear the results of the Fiscal Impacts and Community Benefits Analysis firsthand, and to directly ask the project team questions about the analysis or the Station Area planning process. In addition to questions and comments received in the live session, Attachment 2 to this memo includes the complete record of written questions and comments received during the session. A recording of the Q&A session is expected to be available on the project webpage soon.

Staff notes that there are some areas of concern from the community and Council that will begin to be conceptually addressed in the Preferred Plan Direction with the more comprehensive work to be completed in developing the final Station Area Plan and Form-based Code. Those areas of concern include, but are not limited to, height transitions, adequacy of

the active transportation network and transit capacity, traffic congestion, parking, ample provision of affordable housing, and sustainability. The preliminary decision “road map” in Attachment 1 identifies when specific decisions towards the final plan, and for issues of concern, will be made in the planning process. Not all issues or decisions are yet included in the road map and the road map will likely be updated and expanded over time.

The project team continues to encourage members of the public to provide ongoing comments to the City’s elected and appointed officials and the project team. Public comment may be made at all Council meetings under *Items from the Audience*, and via email directly to the Council or Planning staff at any time. Additional scheduled opportunities to participate in the planning process will be offered in 2022 through another community workshop, and as the project team begins work with the Planning Commission at public meetings and a public hearing to draft the final Station Area Plan and future Comprehensive Plan and Zoning Code amendments.

### **NEXT STEPS**

The November 16 study session, held jointly with the Planning Commission, will serve as a “check-in” for staff to confirm that previous Council direction is being appropriately incorporated into the draft Preferred Plan Direction. Staff is scheduled to bring the draft Preferred Plan Direction to City Council for endorsement via resolution 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. 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.

### **ATTACHMENTS**

1. Station Area Plan Process Roadmap
2. November 1 Q&A Session-Written Question/Comment Record

NE 85TH STREET / I-405 STATION AREA PLAN PROCESS ROADMAP					
	Q2 2020	Q3 2020 - Q1 2021	NOV - DEC 2021	Q1 2022	Q2 2022
	VISION & CONCEPTS	ALTERNATIVES	PREFERRED PLAN DIRECTION	DRAFT PLAN	FINAL PLAN
Decisions and Deliverables: Core and FICB Supplemental Scope of Work	<p><b>Project Objectives</b></p> <p>Study Area Growth framework</p> <p>Establish a range of 'bookends' for alts.</p> <p>Confirm scope &amp; topics for EIS to study</p>	<p><b>Amount, mix, type of growth</b></p> <p><b>What elements to include in preferred alternative, e.g.:</b></p> <ul style="list-style-type: none"> <li>-Growth/Land Use</li> <li>-Affordable Housing Options</li> <li>-Open Space Strategies</li> <li>-Height &amp; Massing Strategies</li> <li>-Mobility</li> <li>-Etc</li> </ul> <p><b>Draft SEIS analysis &amp; publication</b></p>	<p><b>Long Range Vision:</b></p> <ul style="list-style-type: none"> <li>-Description of growth expectations</li> <li>-Framework for community benefits and recommended strategies</li> <li>-District Long Range Conceptual Vision Graphic</li> <li>-Character Subareas</li> <li>-Vision Opportunities: Park/Open Space, Active Transportation</li> </ul> <p><b>Implementation Framework:</b></p> <ul style="list-style-type: none"> <li>-Future Regulating Districts Map and Table (Approx Heights, Uses, Types, Bldg Setbacks) Transition approach + what the table will include in the future</li> <li>-Street Frontage Type Framework Map and Tables</li> </ul> <p><b>Final SEIS:</b></p> <ul style="list-style-type: none"> <li>-DSEIS Comment responses</li> <li>-updated analysis and mitigation</li> <li>-Update Section 3 Alternatives with Preferred Plan Direction content</li> </ul>	<p><b>Draft Station Area Plan</b></p> <p><b>Development requirements or incentives, e.g.:</b></p> <ul style="list-style-type: none"> <li>-Affordable Housing</li> <li>-Sustainability/Green Bldg</li> <li>-Other Community Benefits</li> </ul> <p><b>Form Based Code draft</b></p> <ul style="list-style-type: none"> <li>-Transitions between types</li> <li>-Urban Design Concepts</li> <li>-Draft Regulating Plan including character zones and street/frontage types and tables, adding max. devel area, site design reqmts/access and loading, specific transition tools including step-backs</li> </ul> <p><b>Draft Planned Action with Specific Mitigation measures</b></p> <p><b>City investments &amp; Projects</b></p> <ul style="list-style-type: none"> <li>-Draft plan projects</li> </ul> <p><b>Partnership Opportunities Inventory</b></p>	<p><b>Final Station Area Plan</b></p> <p><b>Policy &amp; Regulatory Details, Form Based Code details</b></p> <ul style="list-style-type: none"> <li>-Final Regulating Plan including character zones and street/frontage types and tables</li> </ul> <p><b>Finalize boundaries of character areas/ transects</b></p> <p><b>Final Planned Action Ordinance</b></p> <p><b>City investments &amp; Projects</b></p> <ul style="list-style-type: none"> <li>-Final plan projects</li> </ul> <p><b>Partnership Opportunities Inventory</b></p> <p><b>Comprehensive Plan Amendments</b></p>

<b>NE 85TH STREET / I-405 STATION AREA PLAN KEY ISSUES</b>			
	<b>INPUTS</b> (Background information informing approach to key issue)	<b>DECISIONS</b> (What decision must be made; what project step will consider key issue)	<b>DELIVERABLES</b> (What component of Final Plan can address key issue)
<b>Affordable Housing</b>	Nexus Study for Commercial Linkage Fees*	Plan development in 2022 will consider balance of Affordable Housing standards in Baseline Requirements and/or in Community Benefits Strategies. Finalize in Final Plan.	Baseline Requirements Development Incentives Program* Planned Action Ordinance Commercial Linkage Program
<b>Jobs &amp; Workforce Development</b>	Nexus Study for Commercial Linkage Fees*	Plan development in 2022 will consider Jobs & Workforce Development in Baseline Requirements and/or in Community Benefits Strategies as well as planned City programs. Finalize in Final Plan.	Planned City Programs Baseline Requirements Development Incentives Program* Planned Action Ordinance Commercial Linkage Program
<b>Traffic / Parking</b>	Existing transportation analysis and Transportation Demand Management recommendations (from previous project phases)	Plan development in 2022 will consider transportation and parking in Baseline Requirements and/or in Community Benefits Strategies as well as planned City projects and programs. Finalize in Final Plan.	Planned City Projects and Programs Baseline Requirements Development Incentives Program* Planned Action Ordinance Tax Increment Financing (TIF) District
<b>Mobility: Walking &amp; Rolling</b>	Existing transportation analysis; Additional Transportation Analysis* (person trips; additional transit capacity analysis); TIF Project Concept Studies*; TIF Strategy and Implementation Study*	Plan development in 2022 will consider Mobility in Baseline Requirements and/or in Community Benefits Strategies as well as planned City projects and programs. Finalize in Final Plan.	Planned City Projects and Programs Baseline Requirements and Form Based Code Development Incentives Program* Planned Action Ordinance Tax Increment Financing (TIF) District

<b>NE 85TH STREET / I-405 STATION AREA PLAN KEY ISSUES</b>			
	<b>INPUTS</b> (Background information informing approach to key issue)	<b>DECISIONS</b> (What decision must be made; what project step will consider key issue)	<b>DELIVERABLES</b> (What component of Final Plan can address key issue)
<b>Parks / Green Infrastructure / Open Space</b>	Existing analysis; Inventory existing publicly owned land; TIF project Concept Studies*; TIF Strategy and Implementation Study*; Ongoing stakeholder coordination	Plan development in 2022 will consider Parks/Green Infrastructure/Open Space in Baseline Requirements and/or in Community Benefits Strategies as well as planned City projects and programs. Consider adjustments to existing LOS policies (coordinate w/ PROS Plan Update). Finalize in Final Plan.	Planned City Projects and Programs Baseline Requirements and Form Based Code Development Incentives Program* Planned Action Ordinance Partnerships Opportunities Inventory Tax Increment Financing (TIF) District
<b>Sustainability / Climate Action / Resilience</b>	Existing analysis; Partnerships Opportunities Inventory*; Ongoing stakeholder coordination	Plan development in 2022 will consider Sustainability/Climate Action/Resilience in Baseline Requirements and/or in Community Benefits Strategies and may consider planned City projects. Finalize in Final Plan.	Baseline Requirements and Form Based Code Development Incentives Program* Planned Action Ordinance Partnerships Opportunities Inventory
<b>Schools</b>	Existing analysis; Ongoing stakeholder coordination	Plan development in 2022 will consider Schools in Baseline Requirements and/or in Community Benefits Strategies and potential to increase allowed development capacity on public land. Finalize in Final Plan.	Baseline Requirements and Form Based Code Development Incentives Program* Planned Action Ordinance Partnerships Opportunities Inventory
<b>Amount &amp; Type of growth</b>	June Alternative B: Transit Connected Growth	Approve in Preferred Plan Direction. Finalize in Final SEIS and Final Plan.	Final SEIS Form Based Code Final Station Area Plan



<b>NE 85TH STREET / I-405 STATION AREA PLAN KEY ISSUES</b>			
	<b>INPUTS</b> (Background information informing approach to key issue)	<b>DECISIONS</b> (What decision must be made; what project step will consider key issue)	<b>DELIVERABLES</b> (What component of Final Plan can address key issue)
<b>Experience &amp; Look and Feel</b>	Existing analysis; June Alternative B: Transit Connected Growth	Plan development in 2022 will consider Experience, look and feel, and transitions in Baseline Requirements and/or in Community Benefits Strategies. Finalize in Final Plan.	Baseline Requirements Development Incentives Program* Planned Action Ordinance Form Based Code Final Station Area Plan
<b>Transitions</b>	Existing analysis; June Alternative B: Transit Connected Growth	Plan development in 2022 will consider transitions in Baseline Requirements and/or in Community Benefits Strategies. Finalize in Final Plan.	Baseline Requirements Development Incentives Program* Planned Action Ordinance Form Based Code Final Station Area Plan
	<i>*Supplemental analysis pending</i>		

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

Report Generated: 11/2/2021 10:33

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 (&lt;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	<p>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 &amp; active transportation, etc.</p>	Liz Hunt
69	<p>Switched mikes. Mine apparently died. I'm back. Thanks for your patience.</p>	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	<p>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.</p>	Brady Nordstrom
72	<p>Please share the answer for the last question.</p>	Ana Han
73	<p>I support the idea of not go on with this project. I don't see the benefit for the local residents.</p>	Yuh
74	<p>How many hands up have not been called</p>	Martin
75	<p>Thank you Alison and staff!</p>	Roshan Parikh