



CITY OF KIRKLAND

Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425.587.3600- www.kirklandwa.gov

MEMORANDUM

To: Planning Commission

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

Date: January 8, 2021

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

Staff Recommendation

Review the [NE 85th St Station Area Plan Draft Supplemental Environmental Impact Statement \(DSEIS\)](#) and summary memo prepared by [Mithūn](#) (see Attachment 1), the City's lead consultant for the project, and provide direction for the formation of a preferred alternative for the Station Area Plan. The following discussion topics are recommended to assist the Commission in their deliberations:

- What are the top three elements you like within each alternative, and would like to see incorporated into the preferred alternative? Consider goals and policies, and land use concepts including changes to map designations and infrastructure investments.
- Which development typologies align with project goals (see Exhibits 2-8 and 2-9 Development Typology Descriptions, page 2-12 of DSEIS)? Are they applied appropriately to respond to and integrate the Stride BRT Station and provide for housing and job opportunities?
- Which options best promote the project's equity goals? Considerations include increasing the supply of affordable housing, providing opportunities for people of all walks of life to live, work and play in Kirkland, and ensuring that the benefits and burdens of proposed development are equitably distributed to all of Kirkland's residents and employees, regardless of race, age, income, or English language proficiency.
- What types of public and private investment in infrastructure and transportation solutions are necessary to support the preferred alternative?
- What open space and park investments are suited to a transit-oriented urban neighborhood?

- How can we accommodate school facilities in an urban environment?
- How can the preferred alternative create a mix of incentives and requirements to address equity and support large and small households and large and small businesses?
- Are there any development typologies you think should be eliminated from consideration anywhere within the Station Area (see Exhibits 2-8 and 2-9 Development Typology Descriptions, page 2-12 of DSEIS)?
- Are there additional key concepts for transitioning from higher intensity development to lower intensity developments that should be considered?

Background

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

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

In response to questions from the community and Planning Commission about the status of the WSDOT/Sound Transit I-405 BRT project, that project is proceeding toward retaining a design/build contractor and delivery of the station is still tentatively scheduled for 2025, with confirmation anticipated after Sound Transit realignment decisions scheduled for Summer, 2021.

Project Progress

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

Staff and the consultant team have conducted ongoing public outreach to inform the community about project status and opportunities to provide feedback to the project team, and appointed and elected officials. A virtual Community Workshop was held on January 7, 2021. We will summarize comments from the workshop at the Planning

Commission meeting. A summary of public outreach to-date is included in the memorandum prepared by Mithun (see Attachment 1).

DSEIS Alternatives Summary

The DSEIS for the project was published on January 5, 2021, which began the formal DSEIS public comment period. The public comment period runs through February 5, 2021. Below is a summary of the three Station Area Plan alternatives studied in the DSEIS:

Alternative 1 – No Action

- Maintains existing zoning and aligned with Comprehensive Plan, neighborhood plans, and other plans.
- Includes WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station project which integrates with local transit on NE 85th St and minor streetscape improvements associated with planned projects.
- Alternative 1 allows for the least housing and job growth of each alternative. It contributes to the adopted Comprehensive Plan capacity and would contain about 2,782 dwellings and 10,859 jobs, slightly higher than the 2019 estimates of 1,909 dwellings and 4,988 jobs.

Alternative 2– Guiding Mixed Use Growth

- Allows for moderate growth throughout the district, with mixed use residential and office focus up to 10 stories in existing commercial areas like Rose Hill and limited infill in established areas. Enhance existing transportation plans including additional bike lanes, sidewalks, and minor green street improvements.
- Alternative 2 would provide for 6,600 new dwellings, and 23,700 new jobs. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs.

Alternative 3– Transit Oriented Hub

- Allows for additional growth throughout the district, with mixed use residential and office focus up to 20 stories in select commercial areas like Rose Hill, and infill in established areas.
- More substantial multi-modal transportation improvements, coordinated district scale environmental strategies, and signature “blue street” streetscape improvements to treat stormwater.
- Alternative 3 would add capacity for 9,000 new housing units and 30,000 jobs, a substantial addition to the city’s capacity. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs.

Mithun’s memorandum also includes a description of each development typology proposed in the alternatives, and a summary of how each alternative is anticipated to guide future growth in a manner consistent with the project objectives of equity, livability, and sustainability.

Next Steps

City staff and the Mithun team will be briefing City Council on the DSEIS on January 19, 2021, where staff will relay the direction received from Planning Commission on this matter. With direction from the Planning Commission and City Council, the project team will begin forming a preferred alternative, and begin work on the Final SEIS and PAO, and the draft Form-based Codes. Staff will return to Planning Commission multiple times in Spring 2021 to present and refine the preferred alternative, as well as to discuss the Form-based Code draft. Final adoption of the Station Area Plan is anticipated in Late Spring or Early Summer 2021.

Attachments:

1. Draft Supplemental Environmental Impact Statement (DSEIS) Memorandum, prepared by Mithun, dated January 6, 2021

cc: File Number CAM20-00153



Seattle
Pier 56, 1201 Alaskan Way #200
Seattle, WA 98101

San Francisco
660 Market Street #300
San Francisco, CA 94104

Los Angeles
Mithun | Hodgetts + Fung
5837 Adonis Boulevard
Culver City, CA 90232

Memorandum

To:	Allison Zike, Senior Planner, City of Kirkland	Date:	Wednesday, January 6th 2021
From:	Erin Christensen Ishizaki, Mithun	Project #:	193000
Att:	Attachment 1: Key Decisions Schedule; Attachment 2: Kirkland NE 85th Street Station Area Plan Alternatives; Attachment 3: Kirkland NE 85th St Station Area Plan and Planned Action: Draft Supplemental Environmental Impact Statement Chapter 1: Summary		
cc:			
Re:	Draft Supplemental Environmental Impact Statement (DSEIS)		

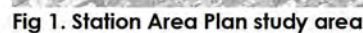
Recommendation

The attached documents and accompanying presentation provide information about the three alternatives analyzed in the NE 85th Street Station Area Plan Draft Supplemental Environmental Impact Statement (DSEIS), including the differences between alternatives that will guide growth around Sound Transit's new bus rapid transit (BRT) Stride station over the next fifteen to twenty years, the potential impacts and benefits of each, and potential mitigations. As a reminder, the focus of the project is the area in the City of Kirkland surrounding the new Sound Transit bus rapid transit station and WSDOT interchange improvements, which have their own separate planning process.

Planning Commission feedback is sought on which elements of these three Station Area alternatives you support. The project team will use this feedback along with public comments received during the DSEIS Comment period, the accompanying public meeting, and upcoming presentation to City Council, to help select which features will be incorporated into the 'preferred alternative'. Key questions for consideration include:

- What are the top three elements you like within each alternative, and would like to see incorporated into the preferred alternative? Consider goals and policies, land use concepts including changes to map designations and infrastructure investments as well as consistency edits to the Comprehensive Plan.

- Which development typologies align with project goals? Are they applied appropriately to respond to and integrate the Stride BRT Station and provide for housing and job opportunities?
- Which best promote the project's equity goals? Considerations include increasing the supply of affordable housing, providing opportunities for people of all walks of life to live, work and play in Kirkland, and ensuring that the benefits and burdens of proposed development are equitably distributed to all of Kirkland's residents and employees, regardless of race, age, income, or English language proficiency.
- What types of public and private investment in infrastructure and transportation solutions are necessary to support the preferred alternative?
- What open space and park investments are suited to a transit-oriented urban neighborhood?
- How can we accommodate school facilities in an urban environment?
- How can the preferred alternative create a mix of incentives and requirements to address equity and support large and small households and large and small businesses?
- Are there any development typologies you think should be eliminated from consideration anywhere within the Station Area? Are the areas that have been identified for specific typologies and maximum heights appropriate?
- Are there additional key concepts for transitioning from higher intensity development to lower intensity developments that should be considered?



Additional Information on schedule and key decision points is provided in Attachment 1: Key Decisions Schedule

Figure 2. Engagement Processes**Figure 3. Environmental Review Process**

We are here!

Summary of Outreach and Engagement to Date

As part of the engagement plan, the project team planned a review of engagement to date. The purpose is to evaluate our success in reaching the priority groups identified in the overall Public Participation Plan for this project, and re-adjust strategies as needed. This evaluation allowed the team to further the project's equity goals through seeking to recognize the diversity of perspectives held by Station Area residents and employees are represented in our engagement. The outreach strategies that have been used to inform specific groups about the Station Area Plan are described in the following table.

Group	Outreach Strategy
Station Area Residents	<ul style="list-style-type: none"> Attendance at neighborhood association/KAN meetings Postcard mailed to all residents and property owners within study area One-time emails to Rose Hill, Market, Norkirk, Highlands neighborhood plan update listservs Distribution of project introduction and poster with project information to multi-family/assisted living communities

Station Area Employees	<ul style="list-style-type: none"> • Outreach to business owners within study area (early 2020 business/employee survey) • Request for major employers (e.g. Google, Costco, etc.) to distribute prepared information to employees
Renters 28% of pop.	<ul style="list-style-type: none"> • Created list of building and property managers. • KCHA and ARCH were asked detailed questions about the best engagement tactics to reach their communities via email.
People with Limited English Proficiency 7% of pop.	<ul style="list-style-type: none"> • Outreach to Chinese Information & Services Center, Sea Mar Community Health Center, and India Association of Western WA. • Gained traction with CISC and they have helped spread the word and helped us strategize about the best way to move forward with Chinese language engagement. As a result of their input, we are offering the community the opportunity to request Chinese meetings.
People of Color 18% of pop.	<ul style="list-style-type: none"> • Distributed outreach information to ethnic groceries/businesses
Youth 26% of pop.	<ul style="list-style-type: none"> • Project assignment at Lake Washington High School (2 Economics classes)
Low income Population 6% of pop.	<ul style="list-style-type: none"> • Advocacy organizations were asked questions about engagement tactics via email. • Ongoing coordination with Sophia's Way, who is interested in distributing materials through their outreach coordinators.
General Public	<ul style="list-style-type: none"> • Several posts in "This Week in Kirkland", and City Facebook, Twitter, Youtube accounts • Community Open House #1 (June 2020- Held on zoom) • Community Open House #2 (January 7, 2020- held on zoom) • Request for transit/bike/pedestrian organizations, unions, service- and faith-based organizations, and community groups to distribute prepared information to members and networks.

Project Objective

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

Underpinning that objective are three distinct **values**:

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

burdens and encompassing inclusive opportunities for economic, physical, and social well-being.

Project Goals

The City of Kirkland established three major project goals for the Station Area Plan.

- **Development Near Transit:** Encourage short- and long-term development that supports high capacity transit with a mix of jobs, housing, and civic destinations located within walking distance of BRT.
- **Connected Kirkland:** Create effective last-mile connections between the BRT station and the City's neighborhoods and destinations, prioritizing safety and comfort for transit riders, pedestrians and cyclists.
- **Inclusive District:** Through an equity-centered planning process and design recommendations, cultivate a district that unlocks opportunity for all users with diverse housing choices for a range of income levels, a wide range of employment and economic diversity, and places for celebrating Kirkland's civic identity.

Summary of Alternatives

In Summer 2020, the project team collaborated with Community Members, Planning Commission, City Council and City Staff to develop a consistent Growth Concept for both of the Action Alternatives (Figure 4). Based on these discussions, it was determined that the Alternatives should be distinguished primarily by how much growth would be allowed in each alternative, as well as the physical form of this growth. The locations where major growth is allowed is the same in Alternative 2 and 3. The DSEIS analyzes the potential impacts of these alternatives and of a 'No Action' Alternative, which assumes growth is in line with the 2035 Comprehensive Plan.

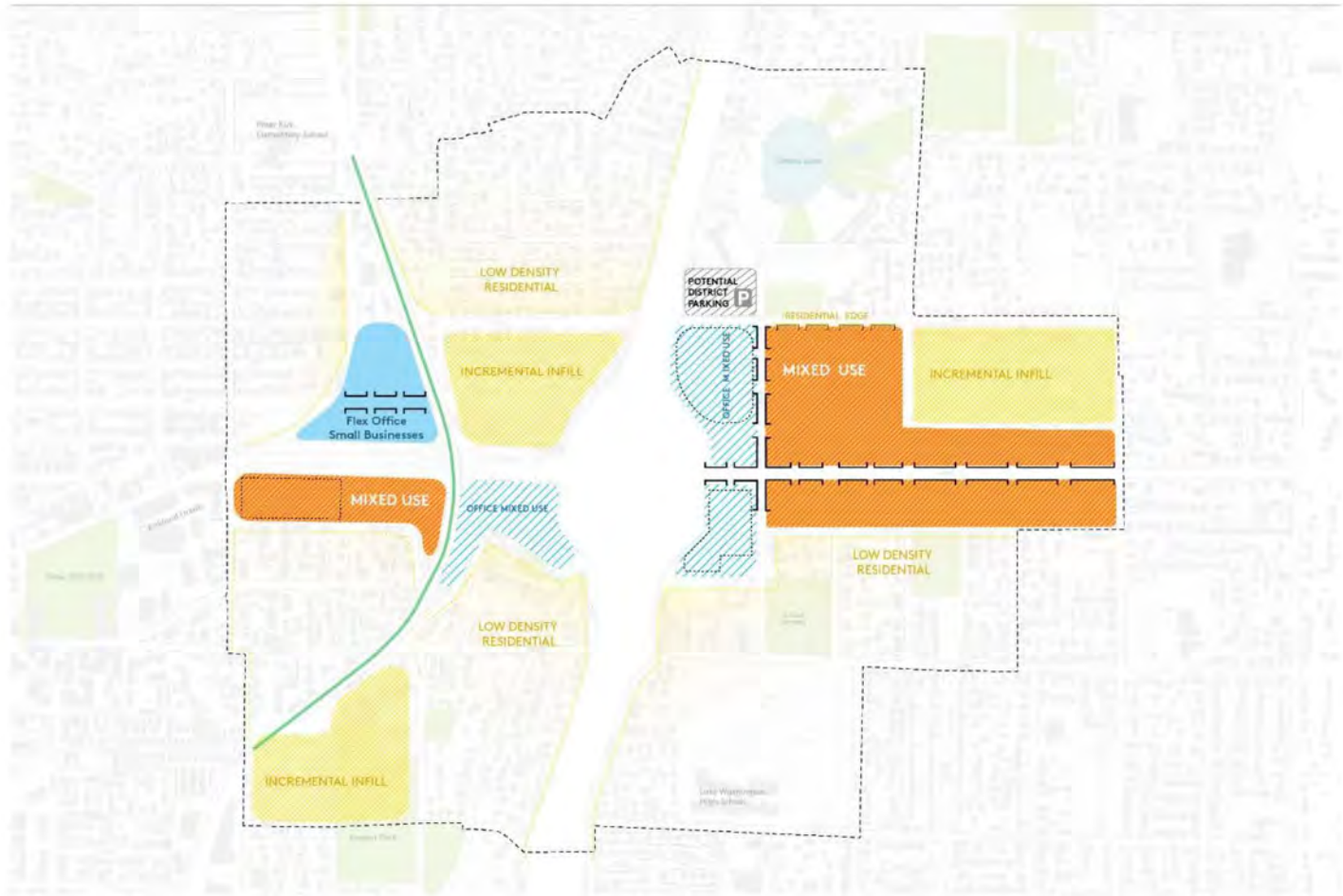
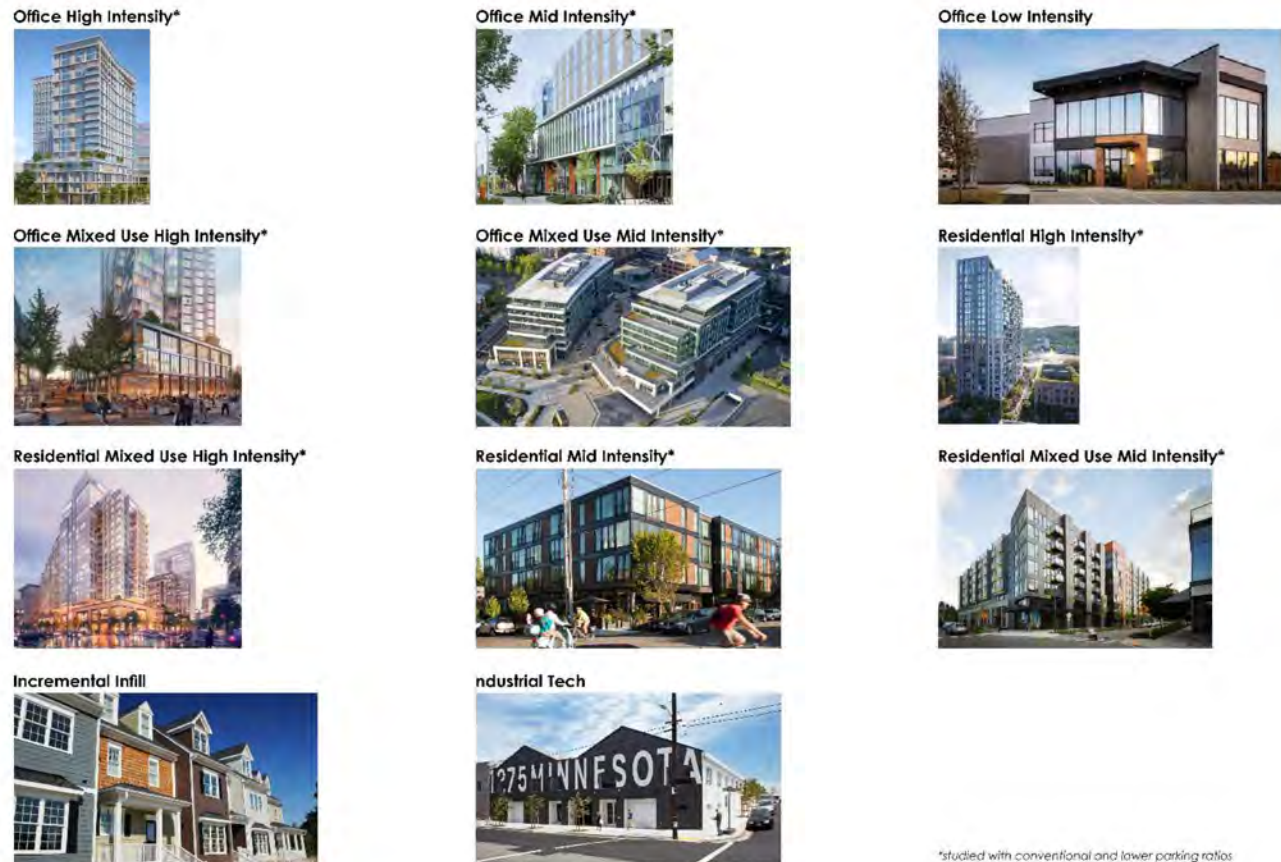


Figure 4. Growth Concept – Action Alternatives

The amount of growth in each alternative was defined using a three-part process. First, the project team built on the findings of the market study to determine what development prototypes would be “Market Feasible”. Second, these development prototypes (Figures 5, 6) were applied to areas of change within the study area, to reflect the initial concepts developed with the community in Summer 2020. This gave an upper limit to the number of jobs and residential units it would be possible to realize within the Station Area based on the proposed zoning updates. Finally, the top-down growth rates developed in step two were compared against the growth rates of peer geographies to determine what a reasonable growth rate would be to assume for the Kirkland Station Area.

Figure 5. Development Typologies – Action Alternatives



Source: Mithun, 2020.

Figure 6. Development Typology Descriptions

Development Type	Description
Office High Intensity	Primarily office/commercial uses consisting of towers and mid-rise buildings.
Office Mid Intensity	Primarily office/commercial uses consisting of mid-rise buildings.
Office Low Intensity	Primarily office/commercial uses consisting of low-rise buildings.
Office Mixed Use High Intensity	Mix of office/commercial and retail uses consisting of towers and mid-rise buildings.
Office Mixed Use Mid Intensity	Mix of office/commercial and retail uses consisting of mid-rise buildings.
Residential High Intensity	Primarily residential uses consisting of towers and mid-rise buildings.
Residential Mid Intensity	Primarily residential uses consisting of mid-rise buildings.

Residential Mixed High Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Residential Mixed Mid Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Incremental Infill (Residential Infill in Alternative 3)	Primarily residential uses consisting of low-rise buildings, including duplexes, triplexes, townhouses, and small apartment buildings
Other Infill per existing zoning	<p>Where applied in conjunction with low density residential zoning infill would be consistent zoning allowances include KZC Chapter 113, Cottage, Carriage and Two/Three-Unit Homes.</p> <p>Where applied with medium density residential could include a variety of detached and attached residential units depending on underlying zone.</p> <p>Where overlying employment zones, there could be office and retail development or light industrial development consistent with underlying zoning.</p>
Industrial/Tech	Non-residential uses compatible with a light industrial/manufacturing district in a walkable, urban setting. Example uses would include light manufacturing, office, and storefront retail.

Note: For the purposes of these development types, low-rise includes structures up to 3 stories, mid-rise includes structures 4-12 stories and high-rise/towers includes structures above 12 stories.

Alternative 1 – No Action

- Maintains existing zoning and aligned with Comprehensive Plan, neighborhood plans, and other plans.
- Includes WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station project which integrates with local transit on NE 85th St and minor streetscape improvements associated with planned projects.
- Alternative 1 allows for the least housing and job growth of each alternative. It contributes to the adopted Comprehensive Plan capacity and would contain about 2,782 dwellings and 10,859 jobs, slightly higher than the 2019 estimates of 1,909 dwellings and 4,988 jobs.

Alternative 2– Guiding Mixed Use Growth

- Allows for moderate growth throughout the district, with mixed use residential and office focus up to 10 stories in existing commercial areas like Rose Hill and limited infill in established areas. Enhance existing transportation plans including additional bike lanes, sidewalks, and minor green street improvements.
- Alternative 2 would provide for 6,600 new dwellings, and 23,700 new jobs. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs.

Alternative 3– Transit Oriented Hub

- Allows for additional growth throughout the district, with mixed use residential and office focus up to 20 stories in select commercial areas like Rose Hill, and infill in established areas.
- More substantial multi-modal transportation improvements, coordinated district scale environmental strategies, and signature “blue street” streetscape improvements to treat stormwater.
- Alternative 3 would add capacity for 9,000 new housing units and 30,000 jobs, a substantial addition to the city’s capacity. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs.

Additional information and exhibits describing the Alternatives is provided in Chapter 1 of the DSEIS pg 1-5 to 1-14: Summary of Objectives and Alternatives (see Attachment 3). More detailed description is provided on pg 2-7 to 2-29: Proposal and Alternatives (see [full DSEIS, available on the project webpage](#))

Summary of Impacts and Progress towards Project Objectives

Alternative 1 – No Action

Project Objective	Degree of Consistency
Equity	<ul style="list-style-type: none"> ▪ Unlikely to produce substantial affordable housing. Projected growth of 873 total housing units, implying a maximum of 87 affordable units. (DSEIS pg. 3-42) ▪ Unlikely to improve health equity factors such as access to open space, healthy food, and air quality. ▪ Unlikely to support additional education opportunities (DSEIS pg 3-185) ▪ Unlikely to create new opportunities for community benefits through development
Livability	<ul style="list-style-type: none"> ▪ Likely to maintain current transit, walking, and biking network. ▪ Unlikely to produce Transit Supportive Land-uses: Projected growth does not achieve the PSRC-desired activity units in proximity to the transit investments to meet the Regional Growth Center criterion of 45 activity units per acre. (DSEIS pg. 3-43) ▪ Likely preserves existing retail jobs. Contributes to the adopted Comprehensive Plan capacity and would contain about 10,859 jobs, slightly higher than the 2019 estimates of 4,988 jobs.
Sustainability	<ul style="list-style-type: none"> ▪ Unlikely to reduce the district’s carbon footprint. Analysis predicts per capita greenhouse gas emissions of 725.5 Metric tons of carbon dioxide equivalent (MTCO₂e) over the lifetime of the project, compared to 726 MTCO₂e in existing Conditions. (DSEIS Exhibit 1-16)

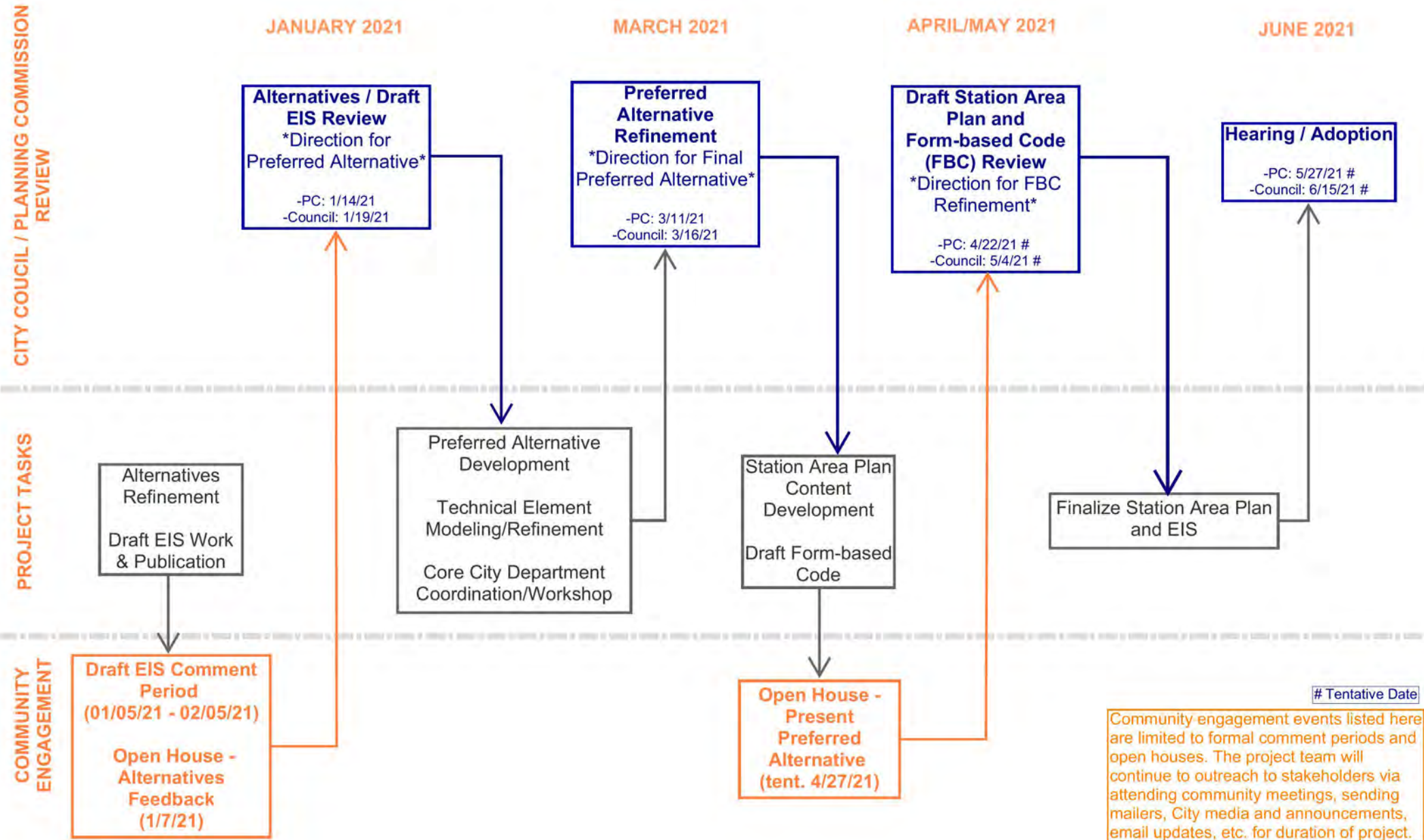
Alternative 2 – Guiding Mixed Use Growth

Project Objective	Degree of Consistency
Equity	<ul style="list-style-type: none"> Possibly would produce some affordable housing and increase housing diversity. There is more opportunity for inclusionary housing and MFTE affordable units under Alternative 2 compared to the No Action Alternative. Together these could total over 900 under the City's existing regulations and potentially more if additional programs or incentives are implemented as described under Mitigation Measures. (DSEIS pg 3-44) Possible to improve health equity factors including: <ul style="list-style-type: none"> Access to open space: Onsite open spaces and community gathering spaces are proposed with each Action Alternative, and would be included in the Form-Based Code. (DSEIS pg 3-190) Healthy food: The Action Alternatives would promote policies and regulations that could add parks and open space, including public or private pea patches in new developments (DSEIS pg. 2-14) Air quality: Reduces per capita greenhouse gas emissions and proposes office uses adjacent to the I-405 interchange to buffer residential and mixed uses from the freeway, reducing the potential for localized air quality effects on vulnerable populations Possibly would support additional education opportunities. Alternative 2 includes a height increase at the Lake Washington High School, allowing a 45-foot building(s) above the 30-foot height allowed under the No Action Alternative. This could allow additions of on-site space for classrooms. As well, new schools at all grade levels could be allowed in the Office Mid Intensity and Office Mixed Use Mid Intensity designations, with opportunity to add schools in an urban multistory format. (DSEIS pg 186) Possibly would create new opportunities for community benefits through development linkages
Livability	<ul style="list-style-type: none"> Likely to encourage walking and biking: This Alternative includes incremental green streets midblock connections policy in Rose Hill, Enhanced bike/pedestrian lane/new sidewalks) on 120th Ave NE and other key streets. (DSEIS Exhibit 1-14) Likely to produce Transit Supportive Land-uses: Exceeds the level of activity units in proximity to the transit investments and would support the Regional Growth Center criterion. (DSEIS pg 3-44) Likely to create new employment opportunities across office, retail, and other sectors. Alternative 2 would provide for 23,700 new jobs. For the year 2044, the anticipated total growth levels would be up to 28,688 jobs. (DSEIS pg 1-15)
Sustainability	<ul style="list-style-type: none"> Likely to somewhat lower the district's carbon footprint. Analysis predicts per capita greenhouse gas emissions of 460 Metric tons of carbon dioxide equivalent (MTCO₂e) over the lifetime of the project, compared to 726 MTCO₂e in existing Conditions. (DSEIS Exhibit 1-16)

Alternative 3– Transit Oriented Hub

Project Objective	Degree of Consistency
Equity	<ul style="list-style-type: none"> ▪ Likely to produce significant affordable housing and increase housing diversity. This alternative could achieve more than 1,200 affordable units and potentially more if additional programs or incentives are implemented as described under Mitigation Measures. (DSEIS pg 3-44) ▪ Likely to improve health equity factors including: <ul style="list-style-type: none"> ▫ Access to open space: Onsite open spaces and community gathering spaces are proposed with each Action Alternative in the Form-Based Code. The higher level of development proposed in Alternative 3 would also result in the collection of more park impact fees (DSEIS pg 3-190, 3-191) ▫ Healthy food: The Action Alternatives would promote policies and regulations that could add parks and open space, including public or private pea patches in new developments (DSEIS pg. 2-14) ▫ Air quality: Reduces per capita greenhouse gas emissions and proposes office uses adjacent to the I-405 interchange to buffer residential and mixed uses from the freeway, reducing the potential for localized air quality effects on vulnerable populations ▪ Likely to support additional education opportunities through the collection of school impact fees, raising heights at the Lake Washington High School to allow additional school capacity in the future, and exploring opportunities to incorporate space for schools into new development (DSEIS pg 3-190, 3-192) ▪ Likely to create new opportunities for community benefits through development linkages
Livability	<ul style="list-style-type: none"> ▪ Likely to encourage walking and biking. Required green streets midblock connections policy in in Rose Hill, substantial bike/ped improvements (cycle track network, retail supportive streetscape) on 120th Ave NE and other key streets. Green streets include both non-vehicular and vehicular streets that provide public access through large sites. (DSEIS Exhibit 1-15) ▪ Extremely likely to produce Transit Supportive Land-uses: Action Alternative 3 exceeds the level of activity units in proximity to the transit investments to meet the Regional Growth Center criterion for the Study Area when only a portion of the proposed Center is considered. (DSEIS pg 3-44) ▪ Likely to create new employment opportunities across office, retail, and other sectors. Adds 30,000 jobs, a substantial addition to the city's capacity. For the year 2044, the anticipated total growth levels would be up to 34,988 jobs. (DSEIS pg 1-15)
Sustainability	<ul style="list-style-type: none"> ▪ Likely to significantly lower the district's carbon footprint. Analysis predicts per capita greenhouse gas emissions of 410 Metric tons of carbon dioxide equivalent (MTCO₂e) over the lifetime of the project, compared to 726 MTCO₂e in existing Conditions. (DSEIS Exhibit 1-16) ▪ District scale environmental strategies maximize environmental performance through green infrastructure and districtwide green building standards/ incentives.

ATTACHMENT 1: STATION AREA PLAN - REMAINING SCHEDULE SUMMARY [Updated Jan. 6, 2021]



Attachment 2:
Kirkland NE 85th Street Station Area Plan

ALTERNATIVES



The City of Kirkland is developing a Station Area Plan that will guide development in the next 15-20 years around the new bus rapid transit station at the NE 85th Street interchange.

Station Area Plan Vision

The NE 85th Street Station Area is a regional gateway that supports transit, creates opportunity for all, and reflects Kirkland's unique identity.

Project Timeline



Three Alternatives

The City developed three alternatives for the station area based on community input and analysis. Each has been studied in a Draft Supplemental Environmental Impact Statement (Draft SEIS) that can be viewed on the project website (below). See reverse for an overview of the alternatives.

Thoughts or comments?

Public input is invited until February 5, 2021.

Email

Azike@kirklandwa.gov

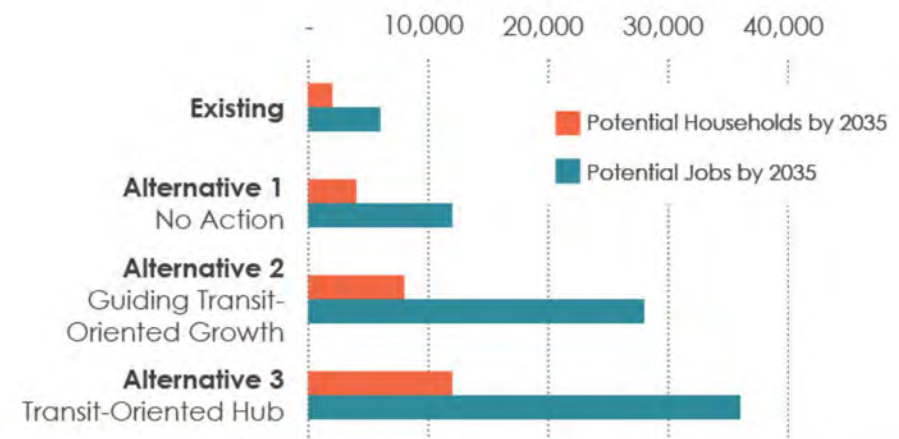
Mail

Attn: Allison Zike
City of Kirkland Planning
123 5th Avenue
Kirkland, WA 98033

Website

<https://KirklandWA.gov/StationAreaPlan>

Potential growth by Alternative





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.

ALLOWED DEVELOPMENT

- Allows for limited residential development throughout
- Modest office development up to 6 stories in Rose Hill

- Allows for moderate development throughout
- Mid-rise mixed use residential and office buildings up to 10 stories (150 feet) along 85th and I-405 interchange
- Limited infill

- Allows for development throughout
- Mixed use buildings up to 20 stories in some commercial areas near the station
- Substantial infill in established areas
- Limited changes in residential areas

MOBILITY IMPROVEMENTS

- Limited
- Assumes Sound Transit bus rapid transit station and WSDOT interchange project in all alternatives

- Additional bike infrastructure and sidewalks on key streets.
- Encourage some pathways mid-block in Rose Hill
- Reduced parking requirements for mixed-use

- New network of bike lanes—including 132nd Ave NE and Kirkland Ave—and additional sidewalks
- Require pathways mid-block in Rose Hill
- Reduced parking requirements for mixed-use
- Shared parking structure for residents, businesses, and customers

ENVIRONMENTAL IMPROVEMENTS

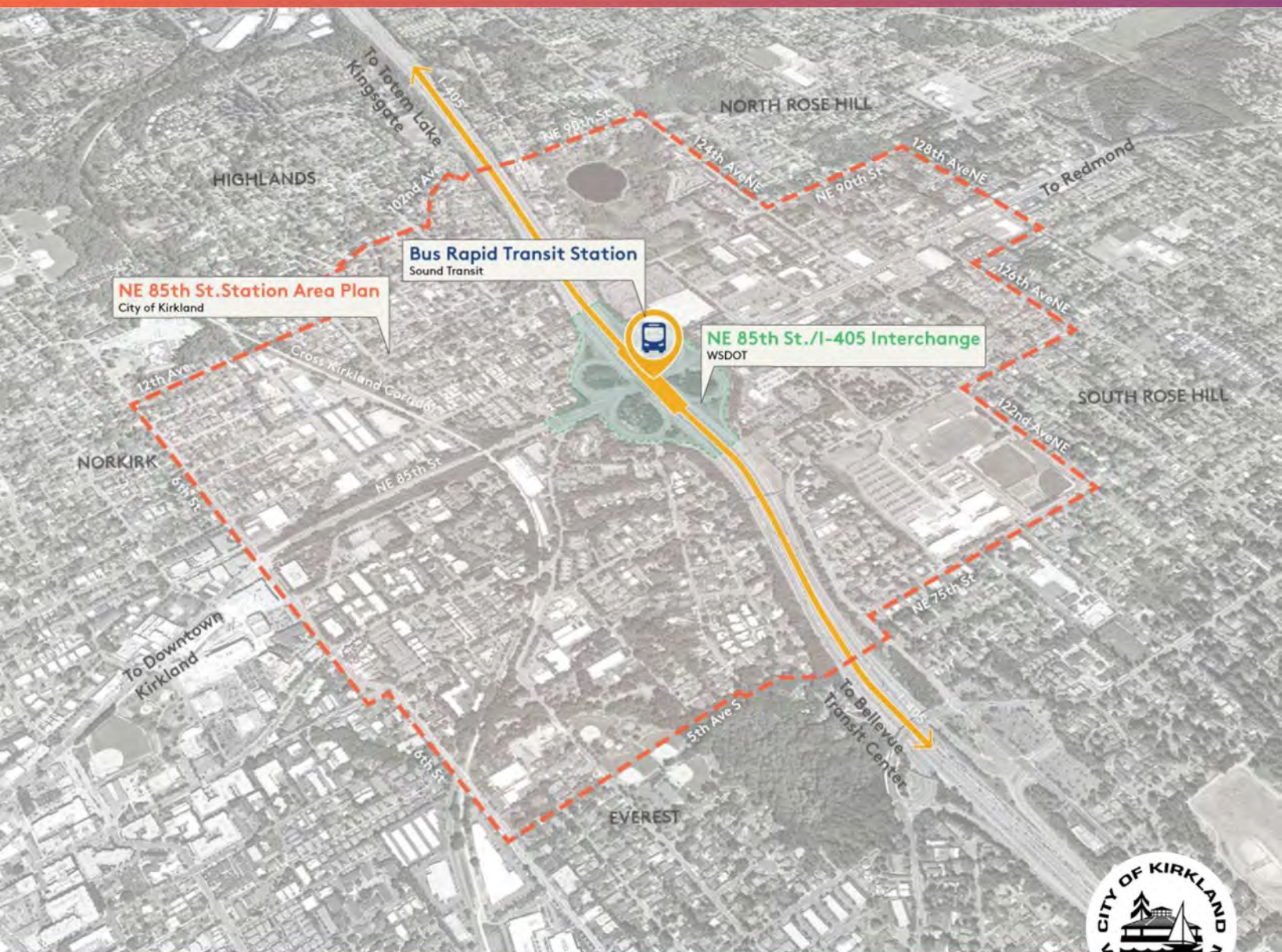
- Limited to minor streetscape improvements

- Stormwater improvements
- Trees and other "green infrastructure" for water quality

- Reconstruction of 120th Ave NE to improve stormwater quality
- "Green infrastructure" for water quality
- Incentives for new green buildings

Kirkland NE 85th St Station Area Plan and Planned Action

Draft Supplemental Environmental Impact Statement
January 2021





CITY OF KIRKLAND

Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
www.kirklandwa.gov | 425.587.3600

January 5, 2021

Subject: Draft Supplemental Environmental Impact Statement (SEIS) for the
Kirkland NE 85th St Station Area Plan, Form-Based Code, and Planned Action

Dear Reader:

The City of Kirkland is proposing to develop a Station Area Plan (SAP) in the area surrounding the future WSDOT/Sound Transit I-405/NE 85th Street Interchange and Inline Stride Bus Rapid Transit (BRT) Station. The BRT station, developed by Sound Transit, has been designed to connect Kirkland to the Link Light Rail at Bellevue and the Lynnwood Transit Center. The SAP will look at land use, urban design, open space, transportation, stormwater and utilities, and sustainability in the area approximately one-half mile from the BRT station. The SAP would be implemented with a form-based code (which focuses on physical form rather than separation of uses) to ensure quality design. In addition, the City intends to designate a Planned Action consistent with RCW 43.21C.440 and SEPA rules in WAC 197-11 to facilitate future growth by streamlining the environmental review process for development consistent with the SAP. See details at

www.kirklandwa.gov/stationareaplan.

The Draft SEIS includes the following topics:

- Air Quality/Greenhouse Gas
- Surface Water and Stormwater
- Land Use Patterns and Socioeconomics
- Plans and Policies
- Aesthetics
- Transportation
- Public Services
- Utilities

The Draft SEIS evaluates the proposal and alternatives for each topic area. Alternatives include the SEPA-required No Action Alternative 1, a moderate intensity mixed use transit village in Action Alternative 2, and a high intensity mixed use transit hub in Action Alternative 3.

Key issues facing decision makers include the type of land use and level of growth supporting transit oriented development and the urban center; investments needed in transportation, parks, schools and other facilities; stormwater and environmental quality; affordable housing demand; socioeconomics and displacement; and demand for public services and utilities.

The NE 85th St Station Area Planned Action SEIS supplements the City of Kirkland 2015 Comprehensive Plan Update and Totem Lake Planned Action Final Environmental Impact Statement (November 2015), which is adopted per WAC 197-11-630. The City has identified and adopted this document as being appropriate for this proposal after independent review, and it will accompany the proposal to the decision makers. The SEIS builds on this document and meets the City's environmental review needs for the current proposal.

Agencies, affected tribes, and members of the public are invited to comment on the Draft SEIS. A **30-day comment period** is established for the Draft SEIS, concluding at **5:00 pm on February 5, 2021**. Written comments may be submitted to:

Allison Zike, Senior Planner
City of Kirkland Planning Department
123 5th Ave, Kirkland, WA 98033
azike@kirklandwa.gov | (425) 587-3259

Submittal of comments by email is preferred. Please include in the subject line "NE 85th St Station Area Plan Draft SEIS Comments."

Written comments submitted by email must be received by 5:00 pm on the deadline date. Comments submitted by postal mail must be postmarked before the end of the comment period.

An online public open house and workshop to review alternatives, the Station Area Plan, and Draft SEIS is scheduled for **6:00-8:00 pm on January 7, 2021**. **Registration is required in advance**. See the project website: <https://www.kirklandwa.gov/stationareaplan>.

The Draft SEIS is available at the City's website at: <https://www.kirklandwa.gov/stationareaplan>. This Draft Supplemental EIS is available for review, by appointment, at Kirkland City Hall: 123 5th Avenue, Kirkland, WA 98033. Contact Allison Zike, Senior Planner, for more information.

Please contact Allison Zike, Senior Planner, for questions at azike@kirklandwa.gov. Thank you for your interest in the NE 85th Street Station Area Plan.

Sincerely,



Adam Weinstein, AICP, Planning & Building Director, SEPA Responsible Official

Fact Sheet

Project Title

Kirkland NE 85th St Station Area Plan, Form-Based Code, and Planned Action

Proposed Action and Alternatives

The City of Kirkland is proposing a Station Area Plan (SAP) in the area surrounding the future WSDOT/Sound Transit I-405/NE 85th Street Interchange and Inline Stride Bus Rapid Transit (BRT) Station. The Stride BRT station, developed by Sound Transit and Interchange developed by WSDOT, is designed to connect Kirkland to the Link Light Rail at the Bellevue and Lynnwood Transit Centers.

The purpose of the SAP is to advance the 2035 Comprehensive Plan vision and support a vibrant, equitable, and sustainable Transit-Oriented Community adjacent to this major regional transit investment and as part of the continued growth expected in Downtown Kirkland and the 85th Corridor. The SAP will:

- Address land use, urban design, open space, transportation, stormwater and utilities, and sustainability in the area approximately one-half mile from the BRT station.
- Study mobility and transportation connections within the station area as well as effective last-mile connections, making it easier to walk and bike to the station from the city's neighborhoods and destinations.
- Study various types of potential future development supportive of high capacity transit including a mix of jobs, housing, and community uses.
- Examine opportunities to maximize public benefit from potential future development, including affordable housing, open space, and desired job types.

The SAP is anticipated to include area-specific policies and will consider changes to zoning and other regulations in support of a Transit-Oriented Community, and it

will study policies and development incentives to support diverse housing choices for a range of income levels. The SAP will address a horizon year of 2044, a new planning period consistent with the City's next periodic update beyond the current Comprehensive Plan horizon year of 2035.

In addition, the City intends to designate a Planned Action consistent with RCW 43.21C.440 and SEPA rules in WAC 197-11 to facilitate future growth by streamlining the environmental review process for development consistent with the SAP and mitigation identified in the Supplemental Environmental Impact Statement (SEIS).

This Draft SEIS considers a range of alternatives that illustrate different options for how to implement the community's vision for a vibrant, equitable, and sustainable Transit-Oriented Community:

- **Alternative 1 No Action:** This alternative would reflect existing zoning and current plans. It would continue current anticipated growth to the year 2035 up to 2,782 households and 10,859 jobs.
- **Alternative 2:** This alternative would create a Station Area Plan and Form-Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs. Non-motorized improvements would be implemented, and incentives would include moderate implementation of green streets, and enhanced stormwater treatment, and development of green buildings. A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures.
- **Alternative 3:** This alternative would also create a Station Area Plan and Form-Based Code, and would allow for further intensified development close to the station offering jobs and housing in buildings up to 150-300 feet in height, transitioning to mid-rise and low rise development of 25 to 85 feet further from the station. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs. Alternative 3 includes investment in additional bike / pedestrian routes, more intensive green streets, and a green-blue street including stormwater infrastructure within rights of way, as well as green building design. Similar to Alternative 2, a Planned Action Ordinance would be implemented under Alternative 3 to incentivize development that meets environmental performance standards as well as the plan vision and other local regulations.

Proponent and Lead Agency

City of Kirkland

Location

The Study Area includes the area within approximately a half mile area centered on the future NE 85th Street/I-405 BRT "Stride" station location. At the maximum extents, the Study Area is bounded approximately by 12th Avenue and NE 100th Street to the north, 128th Avenue NE to the east, NE 75th and 5th Avenue S to the south, and 6th Street to the west. The Study Area includes portions of the North Rose Hill, South Rose Hill, Everest, Moss Bay, Norkirk, and Highlands neighborhoods.

Tentative Date of Implementation

Spring 2021 for SAP, Form Based Code, and Planned Action Ordinance implementation

Responsible Official

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Licenses or Permits Required

The Station Area Plan and Planned Action SEIS require a 60-day review by the

State of Washington Department of Commerce and other state agencies. Locally, the SAP, Form-Based Code, and Planned Action Ordinance will be considered by the Planning Commission and their recommendations forwarded to the City Council who will deliberate and determine approval.

Authors and Principal Contributors to the SEIS

Under the direction of the Kirkland Planning and Building Department, the consultant team prepared the SEIS as follows:

- [Mithun](#): Station Area Plan Lead, Alternatives Development Lead
- [BERK Consulting](#): SEPA and Planned Action Lead, Alternatives Development, Land Use Patterns and Policies, Aesthetics, Public Services
- [ECONorthwest](#): Economic Analysis and Development Strategy in support of Alternatives
- [Fehr & Peers](#): Air Quality/Greenhouse Gas Emissions, Transportation
- [Hererra](#): Surface Water and Stormwater, Utilities

Date of Draft SEIS Issuance

January 5, 2021

Draft SEIS Comments

Comment Period

The City of Kirkland is requesting comments from members of the public, agencies, tribes, and all interested parties on the Draft SEIS from January 5, 2021 to February 5, 2021. Comments are due by **5:00 PM**, February 5, 2021.

All written comments should be directed to:

Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033
(425) 587-3259 | azike@kirklandwa.gov

Submittal of comments by email is preferred. Please include in the subject line "NE 85th St Station Area Plan Draft SEIS Comments."

Public Meeting

An online public open house and workshop to review alternatives, the Station Area Plan, and Draft SEIS is scheduled for **6:00-8:00 pm on January 7, 2021**.

Registration is required in advance. See the project website:

<https://www.kirklandwa.gov/stationareaplan>.

Date of Final Action

Spring 2021

Documents Supplemented and Adopted

The NE 85th St Station Area Planned Action SEIS supplements the City of Kirkland 2015 Comprehensive Plan Update and Totem Lake Planned Action Final Environmental Impact Statement (November 2015), which is adopted per WAC 197-11-630. The City has identified and adopted this document as being appropriate for this proposal after independent review, and it will accompany the proposal to the decision maker. The SEIS builds on this document and meets the City's environmental review needs for the current proposal.

Location of Background Data

You may review the City of Kirkland's website for more information at <https://www.kirklandwa.gov/stationareaplan>. If you desire clarification or have questions please contact Allison Zike at (425) 587-3259 or by azike@kirklandwa.gov.

Purchase/Availability of Draft SEIS

The Draft Supplemental EIS is posted on the City of Kirkland's website at <https://www.kirklandwa.gov/stationareaplan>. Compact disks or thumb drives are available for purchase at cost; see the Contact Person. This Draft Supplemental EIS is available for review, by appointment, at Kirkland City Hall: 123 5th Avenue, Kirkland, WA 98033; see the Contact Person.

Distribution List

Federal and Tribal Agencies

Muckleshoot Tribal Council - Environmental Division, Tribal Archeologist
Muckleshoot Tribal Council - Environmental Division, Fisheries Division Habitat
U.S. Army Corps of Engineers - Seattle District

State and Regional Agencies

Washington State Department of Commerce – Growth Management Division
Washington State Department of Ecology - Environmental Review
Washington State Department of Archaeology & Historic Preservation
Department of Fish and Wildlife
Washington State Department of Natural Resources – SEPA Center *(For sites with a large number of significant trees (Forest Practices Permit) or when structures extend beyond inner harbor line in Lake Washington)*
Washington State Department of Transportation – Local and Development Services Manager
Puget Sound Clean Air Agency
Puget Sound Partnership
Puget Sound Regional Council - SEPA Review
WRIA8 Lake Washington - Cedar- Sammamish Watershed
A Regional Coalition for Housing (ARCH)

Adjacent Jurisdictions

City of Bellevue
City of Redmond

Services, Utilities, and Transit

Cascade Water Alliance – Director of Planning
Evergreen Health - Director of Construction and Administrative Director,
Government & Community Affairs Department
King County Dept. of Transportation - Employer Transportation Representative
King County Wastewater Treatment Division – SEPA Lead and Property Agent
Lake Washington School District No. 414: Budget Manager and Director of
Support Services
Puget Sound Energy
Seattle & King County Public Health - SEPA Coordinator
Seattle City Light - Department of Finance and Administration

Community Organizations and Individuals

Eastside Audubon Society
Houghton Community Council
Interested Citizens
Parties of Record
South Rose Hill/North Rose Hill/Highlands/Everest/Moss Bay/Norkirk Neighborhood
Association

Media

Kirkland Patch
Kirkland Reporter
Seattle Times

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1 Summary

1.1 Purpose

Sound Transit's ST3 Regional Transit System Plan is bringing a once-in-a-generation transit investment to Kirkland with a new Stride Bus Rapid Transit (BRT) station at 85th and I-405, currently scheduled to open by 2025.¹ The City of Kirkland is developing a Station Area Plan (SAP) to guide how development, open space, and mobility connections in neighborhoods near the station can leverage this regional investment to create the most value and quality of life for Kirkland, and provide the community with an opportunity to envision the future for this area. The City is proposing a Station Area Plan, Form-Based Code, and Planned Action Ordinance to guide the area within a half-mile of the station. This Draft Supplemental Environmental Impact Statement (SEIS) addresses Kirkland NE 85th St Station Area Plan, Form-Based Code, and Planned Action. The SEIS supplements the City of Kirkland 2015 Comprehensive Plan Update and Totem Lake Planned Action Final Environmental Impact Statement (November 2015).

The Draft SEIS is organized as follows:

- Chapter 1 Summary
- Chapter 2 Proposal and Alternatives
- Chapter 3 Environment, Impacts, and Mitigation
- Chapter 4 Acronyms and References
- Appendices

¹ Sound Transit and WSDOT are conducting their own SEPA review of the station, and the station itself is not addressed in this SEIS.

1.2 Study Area

The Study Area includes the area within approximately a half mile area centered on the future NE 85th Street/I-405 BRT "Stride" station location. At the maximum extents, the Study Area is bounded approximately by 12th Avenue and NE 100th Street to the north, 128th Avenue NE to the east, NE 75th and 5th Avenue S to the south, and 6th Street to the west. See Exhibit 1-1.

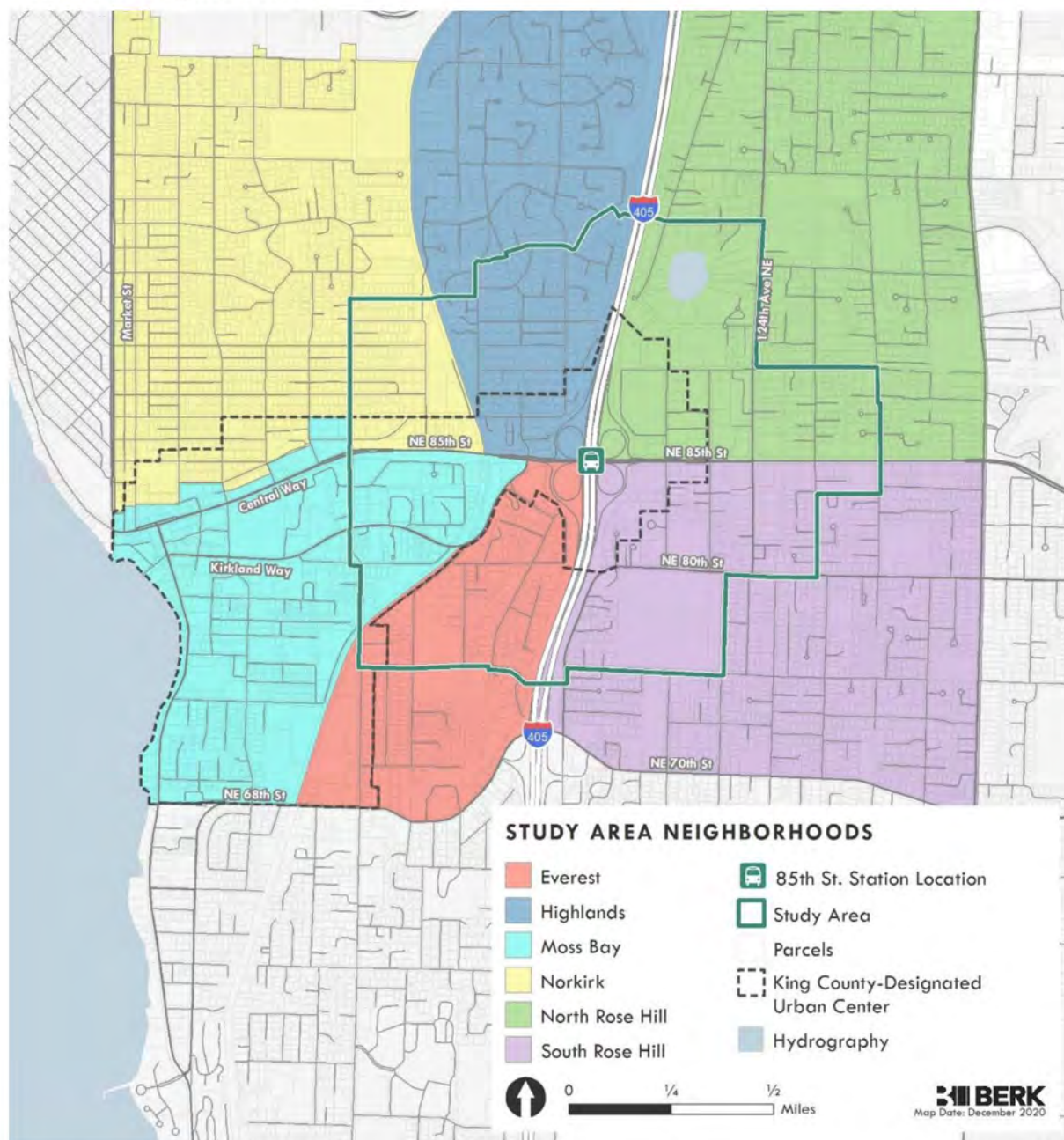
Exhibit 1-1. NE 85th Street Station Area Plan Study Area



Source: Mithun, 2020.

The Study Area includes portions of the North Rose Hill, South Rose Hill, Everest, Moss Bay, Norkirk, and Highlands neighborhoods. See Exhibit 1-2.

Exhibit 1-2. Neighborhoods



Source: City of Kirkland, BERK, 2020.

1.3 Planning Process and Public Comment Opportunities

Kirkland is engaging the community and developing plan proposals through four phases:

- **Phase 1: Opportunities and Challenges** - collect information about existing conditions, land use opportunities, and challenges to better understand project possibilities and inform Phase 2.
- **Phase 2: Concepts and Alternatives** - gather ideas to form alternatives; consider environmental, community, and equity impacts; and review draft alternatives. This phase integrates requirements under the State Environmental Policy Act (SEPA) including scoping and issuance of a Draft SEIS.
 - › **Scoping:** The City established a 21-day comment period to solicit comments on the scope of the SEIS and alternatives. In addition to a standard written comment period, the City posted a story map and survey and held a community workshop. See Appendix A.
 - › **Draft SEIS Comment Period:** This includes a multi-week comment period as described in the Fact Sheet.
- **Phase 3: Draft Plan** - respond to input in Phase 2 by developing a preferred alternative and preparing a draft Station Area Plan. The draft Station Area Plan will be supported by proposed amendments to the Comprehensive Plan, Kirkland Zoning Code, and a Final SEIS that responds to public comments and a proposed planned action. A planned action is an ordinance that simplifies future environmental review requirements for major projects with development consistent with the adopted Station Area Plan.
- **Phase 4: Final Plan** - Planning Commission to confirm and City Council to adopt the final plan through formal public hearings and legislative meetings.

Each phase has included public and stakeholder engagement through interviews, surveys, or public meetings. Phases are illustrated in the flow chart in Exhibit 1-3.

Exhibit 1-3. NE 85th Street Station Area Planning Phases



Source: BERK, 2020.

1.4 Objectives and Alternatives

Objectives

SEPA requires the statement of objectives describing the purpose and need for the proposals. The following objectives have been established for the Kirkland NE 85th St Station Area Plan:

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional transit investment to 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,
- and quality of life for people who live, work, and visit Kirkland.

The objectives also serve as criteria by which the alternatives can be evaluated.

Alternatives

This Draft SEIS considers a range of alternatives that illustrate different options for how to implement the community's vision for a vibrant, equitable, and sustainable transit-oriented community:

- **Alternative 1 No Action:** This alternative would reflect existing zoning and current plans. It would continue current anticipated growth to the year 2035 up to 2,782 households and 10,859 jobs.
- **Alternative 2:** This alternative would create a Station Area Plan and Form-Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs. Non-motorized improvements would be implemented, and incentives would include moderate implementation of green streets, and enhanced stormwater treatment, and development of green buildings. A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures.
- **Alternative 3:** This alternative would also create a Station Area Plan and Form-Based Code, and would allow for further intensified development close to the station offering jobs and housing in buildings up to 150-300 feet in height,

transitioning to mid-rise and low rise development of 25 to 85 feet further from the station. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs. Alternative 3 includes investment in additional bike / pedestrian routes, more intensive green streets, and a green-blue street including stormwater infrastructure within rights of way, as well as green building design. Similar to Alternative 2, a Planned Action Ordinance would be implemented under Alternative 3 to incentivize development that meets environmental performance standards as well as the plan vision and other local regulations.

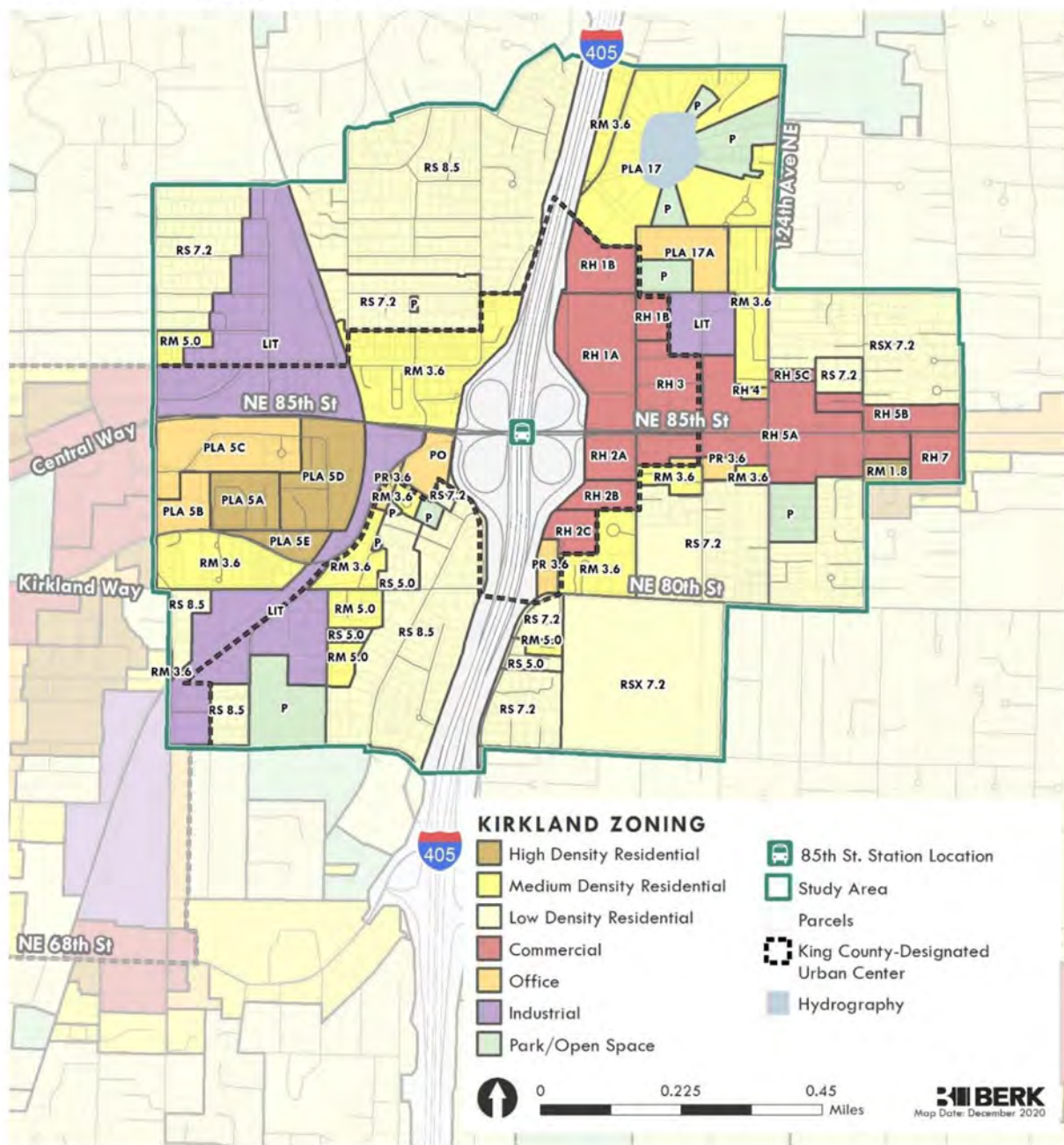
Land Use Patterns and Building Height

Alternative 1 No Action

Alternative 1 No Action is SEPA-required, and would retain the existing Comprehensive Plan policies, future land use designations and zoning districts, while aligning with goals of transit-oriented development, community benefits, and quality of life.

There is a predominance of Commercial/Mixed Use zoning east of the freeway (Rose Hill Commercial) and Medium and Low Density Residential to the west. There are additional areas of Central Business District and Industrial zoning too. See Exhibit 1-4.

Exhibit 1-4. Zoning Map, Study Area



Source: City of Kirkland, 2020; BERK, 2020.

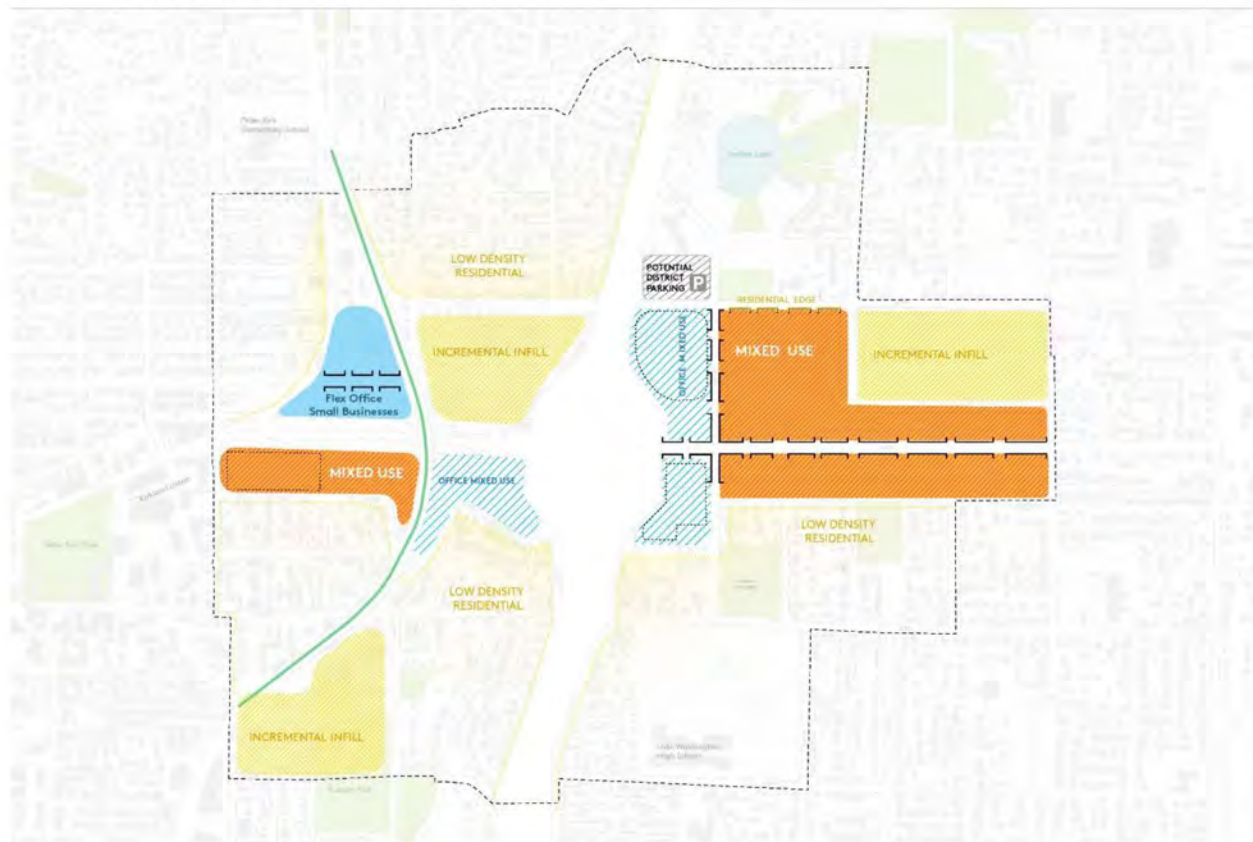
Action Alternatives 2 and 3

The Action Alternatives are both based on a concept intended to align with the SAP objectives and goals of maximizing transit-oriented development, community benefits including affordable housing, and quality of life. The concept establishes a land use pattern that would focus Office Mixed Use zoning abutting the

interchange to the northeast and southeast, and to a lesser extent to the southwest quadrant.

Flex Office and Small Business uses, including light industrial, would be located in Norkirk west of the Cross Kirkland Corridor. Mixed Use Residential uses would be located to the east of the higher intensity office uses along NE 85th Street, and to the west abutting Kirkland Urban. See Exhibit 1-5.

Exhibit 1-5. Growth Concept for Action Alternatives



Source: Mithun, 2020.

Land use concept typologies are defined in Exhibit 1-6 and apply to both Action Alternatives unless otherwise stated.

Exhibit 1-6. Development Typology Descriptions

Development Type	Description
Office High Intensity	Primarily office/commercial uses consisting of towers and mid-rise buildings.
Office Mid Intensity	Primarily office/commercial uses consisting of mid-rise buildings.
Office Low Intensity	Primarily office/commercial uses consisting of low-rise buildings.
Office Mixed Use High Intensity	Mix of office/commercial and retail uses consisting of towers and mid-rise buildings.
Office Mixed Use Mid Intensity	Mix of office/commercial and retail uses consisting of mid-rise buildings.
Residential High Intensity	Primarily residential uses consisting of towers and mid-rise buildings.
Residential Mid Intensity	Primarily residential uses consisting of mid-rise buildings.
Residential Mixed High Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Residential Mixed Mid Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Incremental Infill (Residential Infill in Alternative 3)	Primarily residential uses consisting of low-rise buildings, including duplexes, triplexes, townhouses, and small apartment buildings
Other Infill per existing zoning	<p>Where applied in conjunction with low density residential zoning infill would be consistent zoning allowances include KZC Chapter 113, Cottage, Carriage and Two/Three-Unit Homes.</p> <p>Where applied with medium density residential could include a variety of detached and attached residential units depending on underlying zone.</p> <p>Where overlying employment zones, there could be office and retail development or light industrial development consistent with underlying zoning.</p>
Industrial/Tech	Non-residential uses compatible with a light industrial/manufacturing district in a walkable, urban setting. Example uses would include light manufacturing, office, and storefront retail.

Note: For the purposes of these development types, low-rise includes structures up to 3 stories, mid-rise includes structures 4-12 stories and high-rise/towers includes structures above 12 stories.

Action Alternative 2

The proposed Alternative 2 land use plan illustrated in Exhibit 1-7 includes:

- Rose Hill NE 85th Corridor and Station Area: Mid-rise office/residential mixed use (up to 10 stories and 150 feet)
- Rose Hill/Moss Bay/Norkirk/Everest/ Highlands: Infill development in other areas in accordance with zoning (see Exhibit 1-4)