



CITY OF KIRKLAND

Planning and Building Department
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MEMORANDUM

To: Joel Pfundt, Transportation Manager

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

Date: September 14, 2020

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

Staff Recommendation

The Transportation Commission should review the project initial concepts and alternatives development memorandum (see Attachment 1) prepared by [Mithūn](#) for the July 21st City Council meeting, and discuss project progress and next steps.

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 has 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) Environmental Impact Statement (EIS) and Form-based Codes (FBCs) in the study area. The advantage of a Planned Action Ordinance is to streamline environmental review for future development project 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.

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. The attached memorandum also includes a summary of public input received to date.

Planning Commission and City Council Direction

Staff held a study session with Planning Commission on June 25, 2020 and City Council on July 21, 2020 to present the Station Area Plan initial concepts and request direction on alternatives development. The below key points and questions were raised by the Commission and Council in relation to the preliminary alternatives:

- Interest in emphasizing further study and creative alternatives in the light industrial area of Norkirk where the project team has identified a preliminary concept Flex Office/Small Business area
- Several Planning Commissioners raised questions about the perceived lack of difference between preliminary Alternative 1 (no action alternative) and preliminary Alternative 2, and gave direction that Alternative 2 should be explore taller building heights in the Rose Hill Business District
 - *Staff Response: the project team has revised preliminary Alternative 2 to study mid-rise office/residential mixed buildings up to 10 stories; the preliminary alternative discussed by Planning Commission proposed studying building heights up to only 6 stories.*
- Interest in continued consideration of the parking strategy for the Station Area, particularly in any future commercial areas and in neighborhoods that may be impacted by BRT Station parking
- Support for incorporating signature community space(s) (e.g. parks, schools, recreational facilities, meeting spaces, etc.) into the Station Area
- Support to continue project emphasis on equity and inclusivity
- Desire for the plan to acknowledge any possible delays in delivery of the Sound Transit BRT and interchange project and discuss how Station Area Plan can be flexible to address any associated issues

Next Steps

With direction from the Planning Commission and City Council, the project team has begun analyzing the draft alternatives and started work on the Draft SEIS. Public engagement phases planned for late Fall 2020 will seek community input to guide selection of a preferred alternative and solicit comments on the Draft SEIS. Staff will return to Transportation and Planning Commissions, and City Council in early 2021 to report out the input received from the aforementioned community input, and to discuss the Draft SEIS and selection of a preferred alternative. Final adoption of the Station Area Plan is anticipated in Spring 2021.

Attachments:

1. Initial Concepts and Preliminary Alternatives Memorandum, prepared by Mithūn, dated July 7, 2020

cc: File Number CAM20-00153



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Memorandum

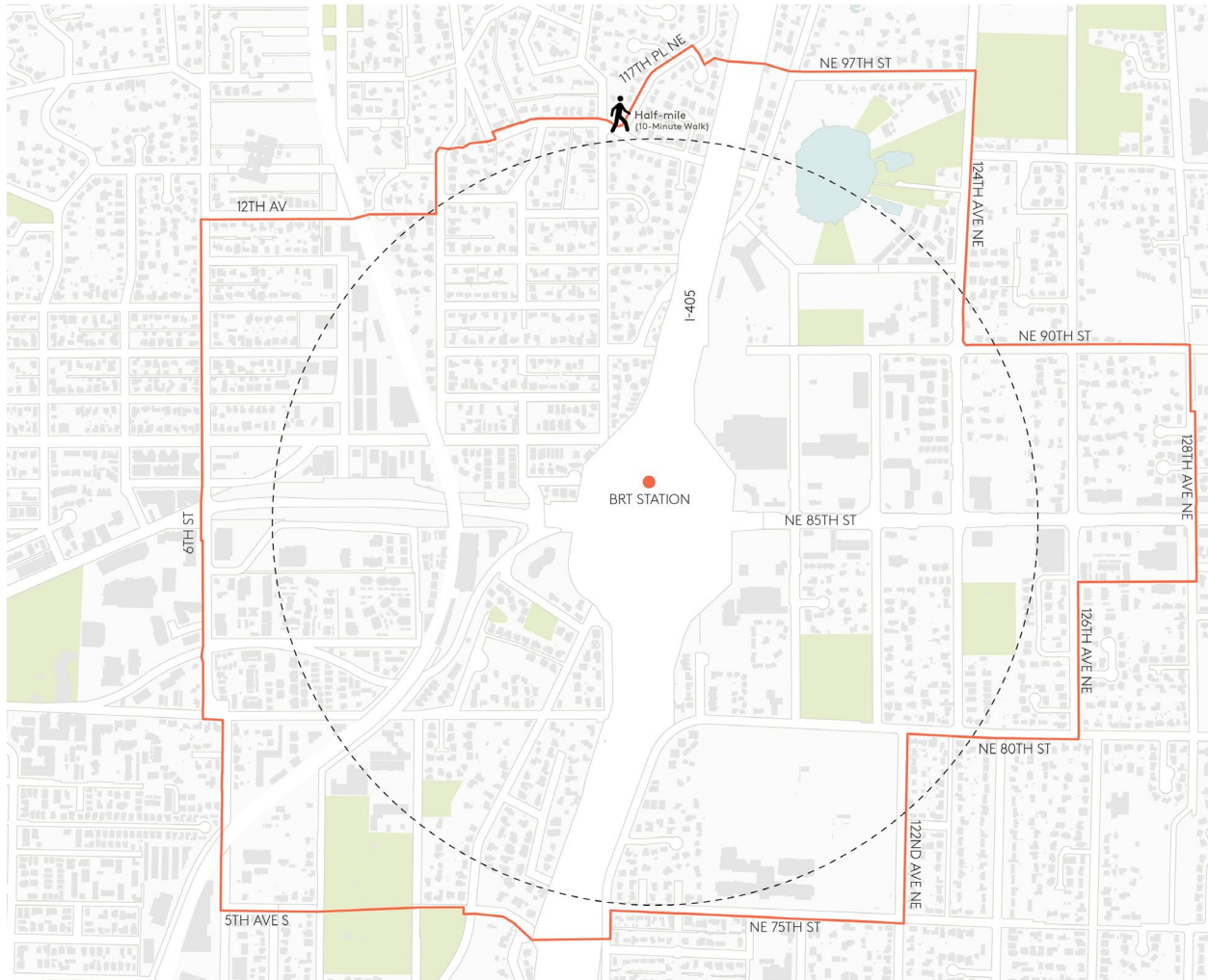
To:	Allison Zike, Senior Planner, City of Kirkland	Date:	Tuesday, July 7 th 2020
From:	Erin Christensen Ishizaki, Mithun	Project #:	193000
Att:	Attachment 1: Preliminary Alternatives Matrix; Attachment 2: Initial Concepts; Attachment 3: Summary of Scoping Inputs	Project:	NE 85 th Street BRT Station Area Plan
cc:			
Re:	Initial Concepts and Preliminary Alternatives for Further Analysis		

Recommendation

The attached documents and accompanying presentation provide updates on the Initial Concepts for the NE 85th Street BRT Station Area Plan, comments received from the public during the Supplemental Environmental Impact Statement (EIS) Scoping period since the prior meetings with the Joint Planning and Transportation Commission and City Council in March 2020, and a preliminary direction for alternatives development.

City Council feedback is sought on the initial concepts and alternatives development, including:

- Confirmation of the Project Objective (which informs the EIS analysis), Values, and Goals,
- Discuss the Initial Concepts and answer any questions on the project work thus far,
- Confirmation of the proposed method for grouping these Initial Concepts into alternatives for further analysis through the Draft Supplemental EIS process, and
- Discuss key issues that should be explored through alternatives development.

**Fig 1. Station Area Plan study area**

Project Status

This project includes a Station Area Plan for the study area, a supplement to the 2035 Comprehensive Plan EIS, as well as a Form Based Code. The station area planning project completed the Opportunities and Challenges phase with the publication of the Opportunities and Challenges Report and supplemental Market Study. Initial Concepts were developed based on these reports, the project objective, vision, values, and goals, and the foundation of the City's 2035 Vision in the Comprehensive Plan and were shared as part of the scoping period in a June 4th Online Community Workshop. Those Initial Concepts are currently being developed into preliminary alternatives to be further studied as part of the Draft EIS. Considerations that shape the alternatives development include grounding in the project objectives, public input, technical EIS requirements including distinct alternatives and rationale for studying impacts, and policy direction from the City including defensibility and transparency of the EIS.



Figure 2. Engagement Process

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 Initial Concepts

Initial Concepts for the station area plan study area have been developed based on the project objective, values, and goals, community feedback, discussions with the City's appointed and elected officials, the foundation of the City's 2035 Vision in the Comprehensive Plan and on the Opportunities and Challenges Analysis. The Initial Concepts were developed as an overarching framework for the district to support broad based community input as part of the scoping process and in the June 4th Online Initial Concepts Community Workshop. Additional detail is available in *Attachment 2: Preliminary Concepts* and in the public outreach materials linked on the project website: kirklandwa.gov/stationareaplan. This input is being used to expand on the Initial Concepts framework and to develop more specific alternatives for further study. These alternatives will be analyzed in the next phase of the project to determine how well they align with the city's goal for the project.

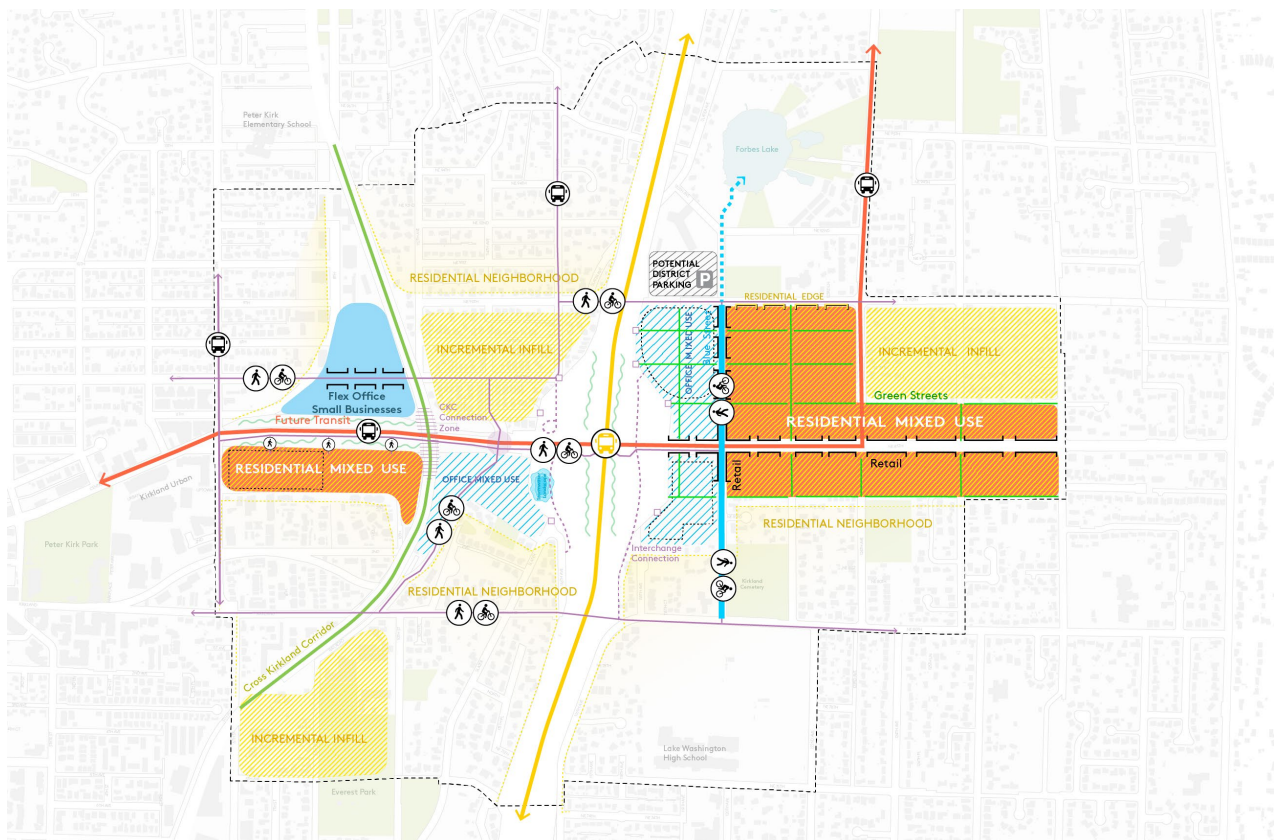


Fig 3. Initial Concepts Diagram, enlarged graphic available in Attachment 2. Initial Concepts

Environment

Kirkland's identity is strongly tied to its natural environment. Development and redevelopment projects in the Station Area, especially near Moss Bay and Forbes Creek, should manage stormwater to protect stream channels and salmon habitat. Dense areas of vegetation intersperse through existing neighborhoods, including: a woodland corridor, a riparian corridor that includes Everest Park, and wetlands surrounding Forbes Lake.

- **Stormwater Quality:** “Blue Street” streetscape and stormwater improvements along 120th Ave NE would focus on cleaning stormwater and could connect open spaces and activity hubs including the High School and Forbes Lake.
- **Enhanced landscaping and placemaking opportunities:** “Green Streets” would be enhanced with trees and plantings to provide shade, support walkability, and clean the air in the Rose Hill commercial area. Together with the proposed Blue Streets, these would protect and support a healthy environment as new development occurs.
- **Urban Tree Canopy:** West of the interchange, there are opportunities to preserve important areas of urban forests along NE 85th St, as well as ponds that could both help clean runoff, provide for habitat for birds and frogs, and build new public spaces for the community.

Mobility

The station area plan will explore different ways to establish multimodal connections around this area and to other parts of Kirkland and beyond. This vision builds on projects already underway, including the BRT station planned by WSDOT and Sound Transit and Metro's future RapidRide or other high frequency routes. It also proposes routes for walking and biking. It may be possible to reduce traffic congestion and shorten commutes by creating a mix of jobs and homes in this area.

- **Shuttle:** To improve mobility, a shuttle vehicle system could have a service area including the NE 85th St BRT station, downtown Kirkland or other major employment areas. A pilot program may help test how many people would be interested in using a shuttle like this and the best service areas.
- **Bike and Pedestrian Routes:** A system of paths could create strong connections for people to travel to and from the BRT station. These paths may go through the station to support safer travel and would link the station area with existing routes like the NE 87th St greenway and the Cross Kirkland Corridor. It would also connect with new routes to downtown Kirkland. New routes would be coordinated with the “Blue Streets” and “Green Streets”, which would add trees and landscaping that improve safety and comfort for people walking and riding.
- **Creating Green Street mid-block connections** in larger parcels in Rose Hill could provide more convenient access for all modes of travel.
- **Parking:** Parking in this area is a community concern and should be addressed as a part of mobility. Community concern centered on the potential for substantial increased parking demand associated with the new BRT station overwhelming nearby neighborhood streets, but also included questions about how best to address parking for future development resulting from this plan. New ideas for

parking should consider the needs of residents, businesses, and visitors. Addressing the visual influence of large parking lots could help create a pleasant area for walking and biking. It could also support more efficient land use and leave more space for other goals such as affordable housing or open space.

- Managing on-street parking could address the potential demand resulting from the BRT station and station area developments.
- A district parking facility, like the one downtown, could help the different stores and businesses in the Rose Hill commercial area share parking.
- Shared and reduced parking may be allowed in areas of compact, mixed-use development that may need less parking or could share parking.

Community

- **History and Identity:** The public has indicated a strong interest in incorporating meaningful references to the area's history in order to support its unique identity through the station area plan.
 - **First people:** The study area is on the land originally inhabited by the Duwamish and other Coast Salish people. They lived around the lake until the 1855 Treaty of Point Elliott, which created reservations and ceded 54,000 acres of prime land across the region to the United States government. The entire study area is also within the Muckleshoot Indian Tribe's Usual and Accustomed Fishing Area. The Muckleshoot Indian Tribe is composed of descendants of the Duwamish and Upper Puyallup people, and has been recognized as the tribal successor to these historic bands since the Muckleshoot Reservation establishment in 1857.
 - **Location of Peter Kirk's Mill:** The founder of Kirkland built a steel mill on Rose Hill near the present-day interchange in the early 20th century. Although the mill is no longer there, its outline is reflected in the street pattern and large blocks of the study area today.
 - **A Crossroads and a Hub:** Throughout history, the upland area of Rose Hill has been a crossroads for people traveling through the Eastside as well as an important gateway into Kirkland, 'The Hub of the Eastside'. Transportation infrastructure continues to play a large role in shaping growth, and there is an opportunity to celebrate what makes this area special for those who live, work, and visit here.
- **Equity:** A baseline equity assessment identified several priority marginalized populations affected by the station area plan, and equity opportunities for consideration in the Station Area Plan, including Community Resilience, Gathering, and Open Spaces; Jobs and Housing Equity; and greenhouse gas emissions.
 - **Priority marginalized populations:** Based on the equity assessment, priority marginalized populations include residents of color and limited English proficiency, seniors, youth, renters, residents experiencing poverty, and low-wage employees. Information about outreach to these populations is noted below in the Summary of Public Input.

- **Community Resilience, Gathering, and Open Spaces:** The area lacks community gathering spaces and public realm spaces including streets and sidewalks that are comfortable for people to spend time. Opportunities to create indoor and outdoor spaces for recreation and community gathering build community cohesion, promote health, and increase economic opportunity. Trails and sidewalks can provide critical non-motorized connections to essential services including health care, grocery and pharmacy, and parks and recreation.
- **Jobs and Housing Equity:** local employees face high housing costs in the Station Area - 50% higher than the King County average. Families and people who work in Kirkland but can't afford to live here face longer commute times and have little or no access to Kirkland's amenities. Because of a jobs/housing imbalance with nearly 90% of employees commuting into Kirkland and nearly 90% of residents commuting out for work, there is a substantial burden of time and cost to both residents and employees that also results in a high rate of vehicle miles travelled.
- **Vehicle Impacts:** The Station Area's proximity to I-405 and arterials exposes people to fine particulate air pollution and increased noise. Land use patterns should consider these stressors, strategies to reduce air pollution and noise, and consider locating sensitive uses, including residential and schools away from the freeway.

Development

The ideas for future development are grounded in today's context and the City's 2035 Vision. In this vision, a mix of new homes and jobs for all supports a stronger local economy and better quality of life. Development is proposed focused along the NE 85th St corridor that connects the waterfront and downtown east to Redmond.

- **Rose Hill commercial areas** could become an exciting, walkable, mixed use district, with new housing and stores along tree lined streets. Office Mixed Use near I-405 keeps homes farther away from the highway. Mixed Use along the NE 85th St corridor could provide upper floor office and residential for people from all walks of life. Lower floors would include community gathering spaces or stores. Good design would keep the area walkable and human-scaled with smooth transitions to the surrounding residential areas.
- **Norkirk industrial area** is important to the economy and the local character of this area. This may begin to grow into a flexible neighborhood with office, light industrial, and other uses that could work well together. Doing so would bring activity to the public realm, provide new job opportunities, and support small businesses.
- **Moss Bay, Everest, and Highlands residential areas** could continue to evolve based on the current mix of housing types and patterns of incremental infill, including redevelopment and expanded missing middle housing options. This kind of variety can provide options for welcoming families of many sizes, types, and income ranges and can support broader access to opportunity.

Summary of public input

Summary of engagement to date

Since the project team presented the Opportunities and Challenges Analysis findings to City Council on March 17th and members of the Planning and Transportation Commission on March 26th, Initial Concepts were developed and presented to an interdepartmental City Staff working group in a digital workshop, further refined, and shared for public input to inform the project and fulfil SEPA scoping requirements through a variety of methods including:

- Online Community Meeting: about 90 people participated in this June 4th meeting including about 13 project team members. City of Kirkland Planning Staff, Mithun, and BERK presented the work to date to the public and accepted public comment in a 45-minute small group breakout conversation.
- Stakeholder Briefing: A briefing of the Initial Concepts was offered to stakeholder agencies including Sound Transit and WSDOT (completed), as well as Lake Washington School District (pending).
- Storymap and Online survey: This digital tool provides information about the project to date and an opportunity for interested parties to submit their thoughts on their own time. The survey received 26 responses and closed on 6/16 at the end of the scoping period. The Story map received around 800 views in the last two weeks and will remain accessible to share project information with the public.
- Written Comments: The City received 32 comments from stakeholders and residents during the three-week scoping period, from 5/26 – 6/16.

Equity and Priority Marginalized Populations

Project notices were targeted to priority populations -- including residents of color and limited English proficiency, seniors, youth, renters, residents experiencing poverty, and low-wage employees -- via the Kirkland Youth Council, ARCH, King County Housing Authority, large employers and businesses.

Demographic questions from the initial round of engagement suggest that participants to date were primarily Caucasian homeowners between the age of 25-64. Future outreach will encourage additional participation from youth, seniors, people of color, renters, low income residents, and low wage employees. Strategies include:

- Continued outreach to Kirkland Youth Council and Lake Washington School District,
- Sharing outreach materials to ethnic grocery stores and cultural community groups and liaisons,
- Continued outreach to ARCH and KCHA, with requests that they share the materials with their tenants,
- Potential outreach to senior living facilities and major apartment management companies, and
- Potential workshop or townhall at The Sophia Way/ New Bethlehem Day Center

Key Themes

A full summary of public input will be provided in the *Attachment 3: Summary of Scoping Inputs*. The key themes summarized below are based primarily on the small group discussion during the June 4th Online Community Workshop.

Environment

- Support for the green streets and blue streets concepts, with a preference for usable space for people over inaccessible stormwater features and connecting to and enhancing the trail network.
- Strong priority to support views of Lake Washington, especially public viewpoints in potential new public spaces, because current view corridors are limited to private residences and the downtown waterfront area.
- Support of tree canopy as a distinctive feature for this area.

Mobility

- Strong interest in enhancing walkability, designing streets for everyone, and creating a 'car optional' community.
- Support for managing traffic and parking within residential neighborhoods.
- Strong support for improving pedestrian connections to LWHS, through better sidewalks and lighting.

Community

- Support of existing local businesses as an important part of the community and as part of a strategy to expand diverse employment opportunities.
- Strong support for urban design as a tool to create a safe environment for people to walk and bike, including pedestrian level street lighting and form-based code regulations that reduce unsupervised spaces such as parking, service areas, or nooks.
- Strong support for additional community gathering spaces and expanding access and connections to existing assets, especially the Cross Kirkland Corridor.

Development

- Strong support for proactively planning for growth and welcoming new neighbors and employees.
- Strong preference for design that reflects Kirkland's 'small town' feeling and charm as redevelopment and new development occurs.
- Support for preserving the existing variety of building types and promoting that type of mix in development and redevelopment.
- Preference for taller and more dense development in Rose Hill and continuing incremental or moderate infill in residential areas west of I-405.
- Support of the existing character in residential areas.

Summary of preliminary alternatives

Alternatives analysis is an important part of EIS preparation for the station area plan. The following set of preliminary alternatives include a no action alternative (Alt 1) and two action alternatives (Alt 2 & Alt 3). The no action alternative assumes the continuation of current trends and plans, including the 2035 Comprehensive Plan and current zoning. Alternatives 2 and 3 also reflect the vision and principles of the Comprehensive Plan but test different levels of growth within the spatial framework established in the Initial Concepts.

All three alternatives assume a planning horizon year of 2035 as a way to benchmark alternatives against the current 2035 Comprehensive Plan. However, buildout scenarios would likely extend beyond 2035 as the BRT station comes online in 2025 and market conditions adjust to new conditions.

Alternatives analysis will reference the EIS 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.”*

The preliminary alternatives to be studied include:

- **No Action Alternative 1:** This alternative would reflect existing zoning and current city plans. It would include limited residential development throughout the district, and in Rose Hill it would include substantial retail employment and modest office development up to 6 stories. Mobility changes would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.
- **Action Alternative 2:** This alternative would allow for significant growth throughout the district, encouraged through increased zoning allowances and infrastructure investments. Growth would be primarily focused on existing commercial areas such as Rose Hill. This growth would allow for a range of mid-rise mixed use residential and office buildings up to 10 stories with limited infill in established neighborhoods. Mobility and environmental strategies would focus on enhancing existing plans, including additional bike lanes, sidewalks, and minor green infrastructure investments.
- **Action Alternative 3:** This alternative would allow for the most growth throughout the district. This growth would generally take the form of mixed use residential and office buildings up to 20 stories in select commercial areas, substantial smaller scale infill in established neighborhoods, and limited changes to residential areas such as Highlands and South Rose Hill. Mobility strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking, as well as a district-wide parking strategy. Environmental strategies would be coordinated at the district scale to maximize



NE 85th St BRT Station Area Plan – Memorandum
Project No. 193000

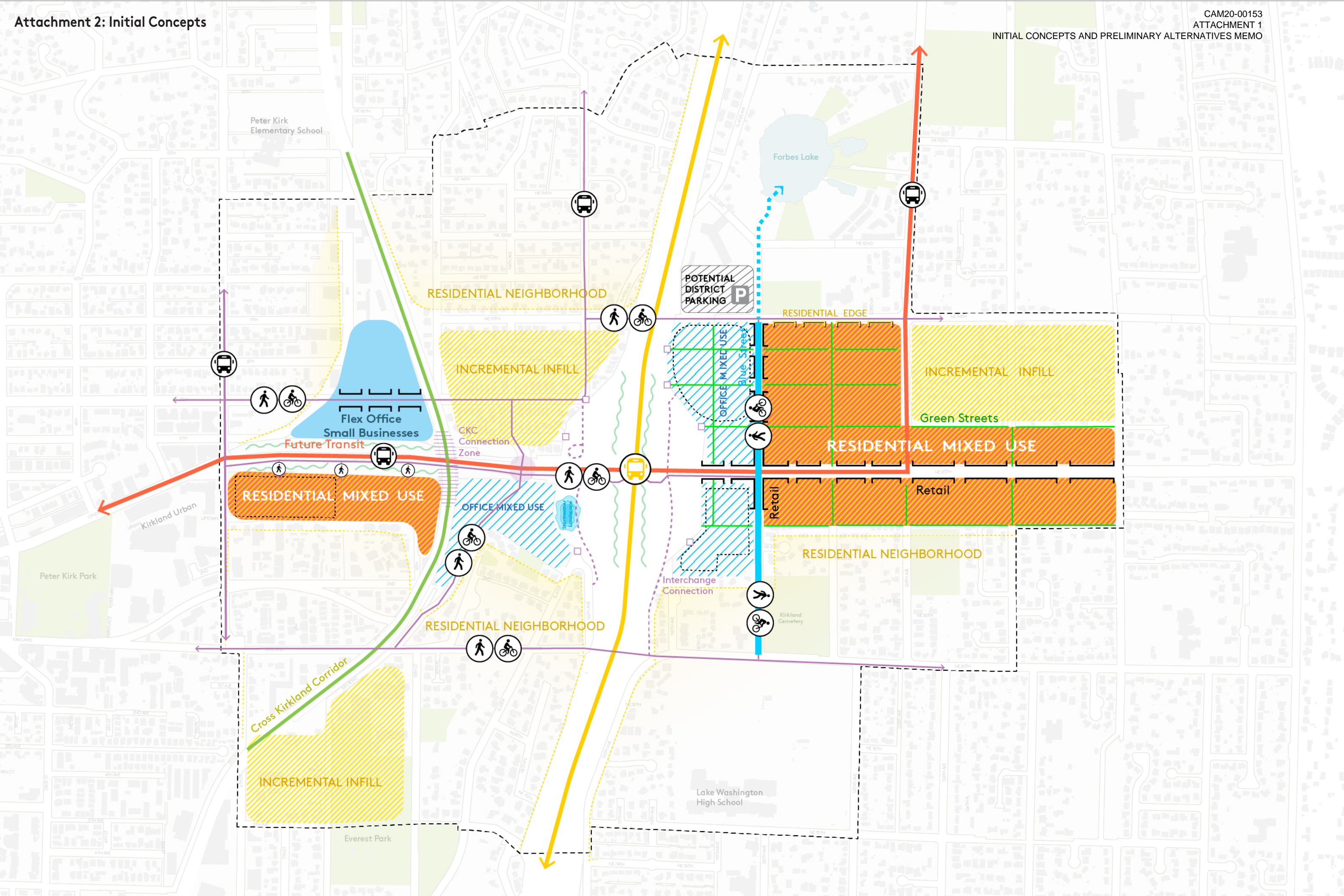
Page 11 of 11
7 July 2020

environmental performance through green infrastructure and a signature “blue street” for addressing stormwater.

A more detailed description of each preliminary alternative is included in *Attachment 1: Preliminary Alternatives Matrix*.

Attachment 1: Preliminary Alternatives Matrix

CAM20-00153 ATTACHMENT 1 INITIAL CONCEPTS AND PRELIMINARY ALTERNATIVES MEMO Relationship to Equity & Inclusive District					
Alternatives	Summary	Development	Mobility	Environmental Strategies	
	<i>EIS Topics Studied</i>	<i>Land Use, Aesthetics, Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity</i>	<i>Transportation, Greenhouse Gases</i>	<i>Surface & Stormwater, Utilities, Greenhouse Gases, Open Space</i>	<i>Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity, Transportation</i>
No Action Alternative One <i>Reflects principles of comprehensive plan, recent trends and current zoning</i>	This alternative would reflect existing zoning and current city plans. It would include limited residential development throughout the district, and in Rose Hill it would include substantial retail employment and modest office development up to 6 stories. Mobility changes would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.	Rose Hill: Primarily retail development with limited office/ residential above Moss Bay/Norkirk/Everest/ Highlands: No change Other: Limited incremental infill	Transit: WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project Bike/Ped: Minor streetscape improvements associated with development frontages and planned projects Parking: Current requirements for new development	Minimize development near Forbes Lake Stormwater improvements included as part of the WSDOT I-405 Interchange project	Unlikely to produce substantial affordable housing Likely to maintain current transit, walking, and biking Unlikely to improve health equity factors such as access to open space, healthy food, and air quality Likely preserves existing retail jobs Unlikely to support additional education opportunities Unlikely to create new opportunities for community benefits through development linkages Unlikely to reduce the district's carbon footprint
Action Alternative Two <i>Reflects principles of comprehensive plan, with some rezoning and additional growth</i>	This alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. This growth would allow for a range of mid-rise mixed use residential and office buildings up to 10 stories with limited infill in established neighborhoods. Mobility and environmental strategies would focus on enhancing existing plans, including additional bike lanes, sidewalks, and minor green infrastructure investments.	Rose Hill: Mid-rise office/residential mixed use (up to 10 stories) Moss Bay/Norkirk/Everest/ Highlands: Smaller scale residential/ office/industrial infill Other: Modest incremental infill, including Accessory Dwelling Units (ADU's) and missing middle housing, Neighborhood scale pocket parks or other smaller scale open space	Transit: WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project Bike/Ped: Incremental green streets midblock connections policy in Rose Hill, Enhanced bike/ped improvements (bike lane/new sidewalks) on 120th Ave NE and other key streets Parking: Reduced parking requirements for mixed use development, Managed on-street parking Other: Shuttle providing first-mile/last-mile access for surrounding neighborhoods and Downtown	Minimize development near Forbes Lake Stormwater improvements included as part of the WSDOT I-405 Interchange project Minor on-site stormwater and tree canopy improvements Streetscape-based stormwater improvements along 120th Ave NE Moderate/incremental green building standards	Possibly would produce some affordable housing and increase housing diversity Likely to encourage transit, walking, and biking Possible to improve health equity factors such as access to open space, healthy food, and air quality Likely to create new employment opportunities across office, retail, and other sectors. Possibly would support additional education opportunities Possibly would create new opportunities for community benefits through development linkages Likely to somewhat lower the district's carbon footprint
Action Alternative Three <i>Reflects principles of comprehensive plan, with substantial rezoning and additional growth</i>	This alternative would allow for the most growth throughout the district. This growth would include mixed use residential and office buildings up to 20 stories in select commercial areas, substantial smaller scale infill in established neighborhoods, and limited changes to residential areas such as Highlands and South Rose Hill. Mobility strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking, as well as a district-wide parking strategy. Environmental strategies would be coordinated at the district scale to maximize environmental performance through green infrastructure and a signature “blue street” for addressing stormwater.	Rose Hill: Towers (up to 20 stories) with mid-rise office/residential mixed use (up to 10 stories) Moss Bay/Norkirk/Everest/ Highlands: Mid-rise office residential mixed use (up to 6 stories), Flex office/industrial in Norkirk Other: Moderate incremental infill, including redevelopment, Accessory Dwelling Units (ADU’s), and missing middle housing, Significant investment in open space and community gathering spaces	Transit: WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project Bike/Ped: Required green streets midblock connections policy in Rose Hill, Substantial bike/ped improvements (cycle track network, retail supportive streetscape) on 120th Ave NE and other key streets Parking: District parking facility, Substantially reduce parking requirements in Rose Hill, Managed on-street parking Other: Shuttle providing first-mile/last-mile access for surrounding neighborhoods and Downtown, auto congestion reduction measures on key streets	Minimize development near Forbes Lake Stormwater improvements included as part of the WSDOT I-405 Interchange project Major on-site tree canopy improvements through green street midblock connections in Rose Hill Street reconstruction for 120th Ave NE to reduce on-site demands for stormwater improvements District sustainability strategies such as districtwide green building standards and district energy	Likely to produce significant affordable housing and increase housing diversity Likely to encourage transit, walking, and biking Likely to improve health equity factors such as access to open space, food, and air quality Likely to create new employment opportunities across office, retail, and other sectors. Likely to support additional education opportunities Likely to create new opportunities for community benefits through development linkages Likely to significantly lower the district's carbon footprint



Attachment 3: Summary of Scoping Inputs

This summary provides an overview of public comments received throughout the outreach and engagement period. The scoping comment period was held May 26, 2020 through June 16, 2020.

This is a preliminary summary of scoping comments. Scoping comments will be considered in the preparation of the Supplemental Environmental Impact Statement (SEIS), which may include analysis of the topic in the SEIS or referencing other planning or environmental documents or current development regulations that address the concerns. For a description of SEIS topics and a checklist, please see the project website:

https://www.kirklandwa.gov/depart/planning/Development_Info/projects/Bus_Rapid_Transit_Station_Area_Plan.htm.

Overview of Outreach and Engagement

The project team conducted outreach and engagement through several channels to provide the public and stakeholders with a range of methods of providing input.

Outreach

The City of Kirkland used a variety of channels to inform the public about the scoping period. These included:

- Legal publication in the Seattle Times.
- SEPA notification sent to agencies according to the City's standard procedure.
- Postcards sent to residents and businesses within the study area.
- Posters hung in essential locations within the study area.
- Email messages sent to neighborhood associations within the study area, people on the interested parties list, a list of Kirkland area developers, and large employers in or near the study area.
- Social media messaging.
- A short description in a variety of city communications materials.

Real-time Virtual Workshop

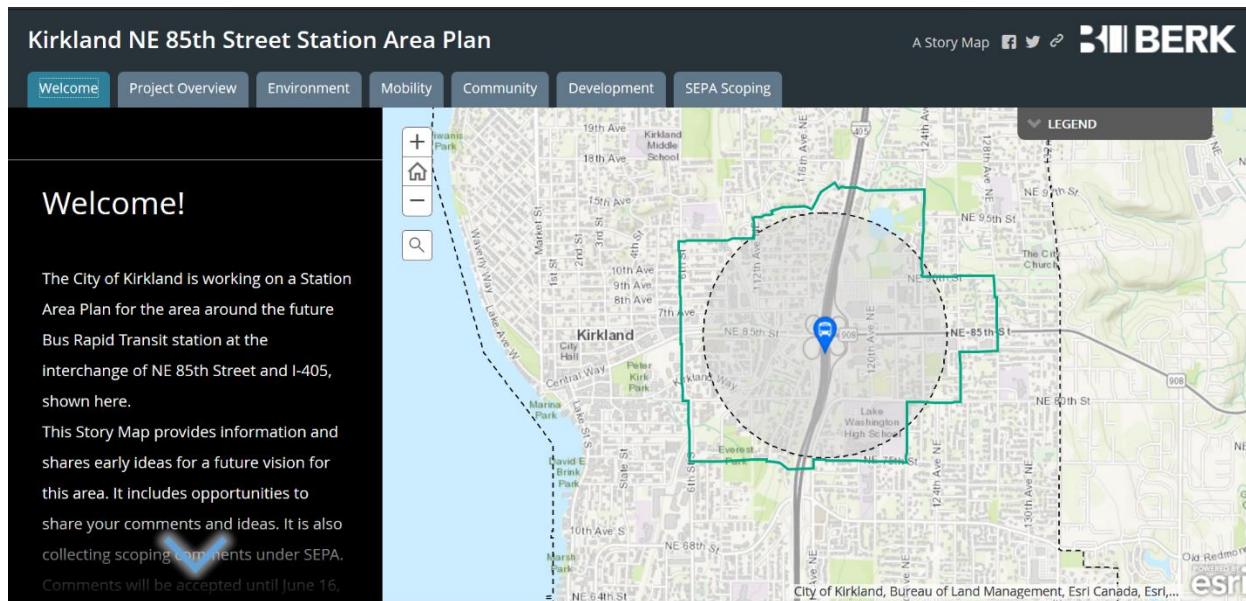
At 6 pm on June 4, 2020, the City hosted a live online workshop. The workshop

Exhibit 1. Sample Small Group Activity from Virtual Workshop



An online story map served as an interactive online open house for stakeholders and the public to learn about the SAP on their own time. The survey and story map were available to participants at the conclusion of the virtual workshop on June 4 through June 16. An online survey associated with the story map provided a guided opportunity to provide feedback. The story map webpage received over 800 visits, though that number does not represent unique visitors, and 26 people completed the survey.

Exhibit 2. Online Story Map



Source: BERK, 2020.

Walkshop

The “walkshop” was designed to be a fun, active, and socially-distant activity in which members of the public could take a walk or bike ride through the Station Area, record ideas on a worksheet, then submit the worksheet to the City. The City did not receive any completed walkshop worksheets by the end of the comment period. However, the walkshop will be used to collect information on the study area through the end of summer 2020.

Written Comment

Stakeholders and members of the public submitted written comments. The City received a total of 32 written comments from individuals, corporations, small businesses, one tribe, and one State agency. Exhibit 3 shows a full list of commenters.

Exhibit 3. Individuals and entities that submitted written comments

Commenter Affiliation	Commenter	Date Received
Costco	Therese Garcia	June 15, 2020
Google	Jim Isaf	June 16, 2020
Lee Johnson Automotive Group	Jack McCullough	June 16, 2020
Muckleshoot Tribe	Karen Walter	June 16, 2020

Commenter Affiliation	Commenter	Date Received
WSDOT	Barrett Hanson	June 16, 2020
Individual	Adam Skagen	June 11, 2020
Individual	Andy Liu	June 1, 2020
Individual	Betty Graham	May 27, 2020
Individual	Bob Keller	June 3, 2020
Individual	Christine Hassett	June 5, 2020
Individual	Daniel Gabel	May 22, 2020
Individual	Daphna Robon	June 2, 2020
Individual	Debbie Ohman	June 4, 2020
Individual	Don and Jane Volta	June 16, 2020
Individual	Duane Burrow	May 29, 2020
Individual	Edward Wang	June 10, 2020
Individual	Jackson Weaver	June 8, 2020
Individual	[Requested anonymity]	June 13, 2020
Individual	Jeff Roberts	June 1, 2020
Individual	Joah Lindell Olsen	May 23, 2020
Individual	Karen Story	May 26, 2020
Individual	Laila Saliba	May 24, 2020
Individual	Mark Heggenes	June 15, 2020
Individual	Mark Plesko	June 16, 2020
Individual	Matthew Gregory	June 16, 2020
Individual	Matthew Sachs	May 25, 2020
Individual	Maureen Hughes	May 29, 2020
Individual	Ryan McKinney	June 12, 2020
Individual	Sarah L Richards	June 16, 2020

Source: BERK, 2020.

Thematic Summary of Comments

Quality of Life and Sustainability

- **Mitigate noise pollution**, including construction noise and road noise. Conduct construction during daytime only or provide funding to help residents construct fences. Mitigate road noise in the Highlands by constructing a taller sound wall.
 - › Survey respondents often indicated that their top environmental objective for the SAP is reducing noise pollution for near I-405, with nearly three in four respondents including this objective in their top three priorities.
 - › About two-thirds of survey respondents expressed excitement for landscaping and noise walls to isolate neighborhoods from noise and pollution of I-405.
- Identify and encourage use of **clean energy** such as solar power in development and transportation.
- Address **traffic congestion** at the interchange to reduce emissions.
- When asked to select their top three objectives for the SAP to accomplish, nearly half of survey respondents prioritized **improving the sustainability and health of the neighborhood**.

COVID-19 Pandemic

- Consider the **impact of the pandemic on local revenues** in determining project budget.
- Consider how the pandemic and future work-from-home patterns may impact the future need for **public transit**.
- Focus on **outdoor dining or food truck areas**.

Survey respondents were most likely to select the creation of more open space as the top opportunity for the SAP to support community wellness and resilience in the face of a public health crisis. See Equity

- Kirkland should become a leader in **anti-racist urban planning**. Every choice should be actively anti-racist and address systemic racism.
- The plan should **prioritize the needs of BIPOC** (Black, Indigenous, and People of Color) and low-income residents and workers to build an anti-racist community where BIPOC will want to live and work because they are seen, heard, honored, and safe.
- The SAP should support **people who do not own cars**. Designing for cars is at odds with making the area for everyone.
- Incorporate low-income housing. For more discussion of this topic, see Land

Use Patterns and Policies: Housing Affordability.

- Prioritize **accessibility** for seniors and people with disabilities.
- Land Use Patterns and Policies: Public spaces for further discussion of open space.
- Over half of respondents see the SAP as an opportunity to support community resilience by increasing flexible use of sidewalks, streets, and commercial space to support local or small businesses; improving air quality to reduce potential of respiratory health concerns; and creating wider sidewalks.

Equity

- Kirkland should become a leader in **anti-racist urban planning**. Every choice should be actively anti-racist and address systemic racism.
- The plan should **prioritize the needs of BIPOC** (Black, Indigenous, and People of Color) and low-income residents and workers to build an anti-racist community where BIPOC will want to live and work because they are seen, heard, honored, and safe.
- The SAP should support **people who do not own cars**. Designing for cars is at odds with making the area for everyone.
- Incorporate low-income housing. For more discussion of this topic, see Land Use Patterns and Policies: Housing Affordability.
- Prioritize **accessibility** for seniors and people with disabilities.

Land Use Patterns and Policies

City Character

- **Balance change and increased density with maintaining character.** Maintain Kirkland's small-town charm and single-family neighborhood feel.
 - › Comment in support of **maintaining character**: "I am deeply concerned about our quiet, family oriented neighborhood being labeled "infill" and seemingly being targeted as being developed into a more city-like landscape. Our area is still very much a safe, quiet, wooded beautiful area full of residents able to go on a quiet walk away from the noise and dangers of a heavily trafficked city-like area. I do not want to see our beautiful corner of Kirkland be destroyed to make way for a bus station."
 - › Comment in support of **development**: "Think bigger. 85th is a huge area that is ripe for redevelopment. It should be huge – think on the order of a downtown. The vision should be a continuous interesting area connecting downtown Kirkland to downtown Redmond, not isolated pockets."
- Ensure compatibility with other planning efforts such as the Highlands

Neighborhood Plan revisions and the 100-year growth target for development.

- Create **visual continuity with downtown Kirkland**.
- When asked to select their top three objectives for the SAP to accomplish, over half of survey respondents prioritized **minimizing impacts on existing neighborhoods**, making this option respondents' second-top priority after 'Make the area more safe, walkable and pleasant'.

Housing Affordability

- Study **expansion of the Multi-Family Tax Exemption program** as an incentive to encourage construction of affordable housing in the Station Area.
- Modify **zoning** to improve housing affordability.
- Develop the east and west sides of I-405 **equitably** and ensure that the development provides services, spaces, and housing for all populations.
- Nearly two in three survey respondents identified affordable housing as an opportunity for how the SAP can support a more inclusive community.

Public spaces

- Incorporate **more greenery and more parks**. Include native plants in landscaping. Increase access to existing parks like Forbes Lake.
 - › About two-thirds of survey respondents expressed excitement for "green streets" enhanced with trees and plantings.
- Create **shade** options, preferably by trees.
- Consider incorporating **plaza spaces** instead of parks.
- **Incentivize open space and greenery** for developers.
- Open space provisions should not compromise **Transit-Oriented Development densities**.
- Incorporate murals and public art to create community identity.
- When asked to select their top three objectives for the SAP to accomplish, survey respondents overwhelmingly prioritized making the area more **walkable, safe and pleasant**, with 81% of respondents prioritizing this objective.

Uses

- Study densities and building forms that **encourage additional office development** in the core of the Station Area, including taller heights, large floorplate buildings, and single-use office buildings on large sites. This will support the City's goals for job creation in the future Downtown Kirkland urban center.

- Be permissive rather than restrictive and **allow the broadest range of compatible uses** within the Station Area.
- On the ground floor of pedestrian-supporting streets, encourage retail uses or other activating uses such as customer-service office uses, meeting rooms, events spaces and bicycle and health facilities.
- **Do not require a minimum amount of retail space** in development sites. Retail should be allowed to develop incrementally over time in response to market forces. Over-proliferation of retail could hurt existing legacy businesses.
- **Identify and estimate growth thresholds for Costco** to evaluate how the property could develop over time.
- Protect the **Norkirk Light Industrial Technology Zone**.
- Ensure robust engagement and consideration of neighbors in the Rose Hill area.
- Overhaul the land uses to **incorporate more housing** and business.
- Survey respondents' top area of concern with the SAP is incremental residential infill west of I-405, with slightly under half of respondents expressing concern with this concept.

Zones and building heights

- Maintain **visibility of the sky** by reserving taller buildings for wider streets. Maintain Kirkland's views of nearby lakes, natural spaces, and mountains.
- Allow taller buildings in the Station Area to achieve **Transit-Oriented Development goals** and the City's vision for a Kirkland Downtown Urban Center that will encompass Rose Hill. Study at least one alternative that allows heights up to 270' in the office /mixed-use core of the Station Area and heights up to 180' for the residential / mixed-use areas along NE 85th St. Moving outward from the core, study lower height limits that provide an adequate transition to lower intensity land uses.
- **Up-zone the station area** and require developers to build at the zoning density.
- On large sites, rather than prescribing set height limits, **allow a range of heights** within an overall average height limit to account for topography and provide transitions to adjacent sites and uses. Heights should match heights allowed for buildings with different construction types in the building code, including mass timber buildings allowed in the 2019 Washington State Building Code update.
- Increase housing density near the transit center. Increased density and height instead of sprawl helps **reverse climate change**. New development should provide environmental mitigation. The City could incentivize net-zero buildings.

- Ensure potential up-zoning does not disproportionately impact local property owners by **grandfathering property tax rates** unless the property were redeveloped.

Natural environment

- Maintain and enhance the existing **tree canopy, wetlands, and sensitive environments**. Support native plants.
- Consider and mitigate **impacts to wildlife** in the infill area. If existing trees in the greenbelt are removed, how will local bird habitat be transitioned?
- Clarify the meaning of the **Ecological Improvement Opportunity** within the middle of the NE 85th Street interchange and coordinate with WSDOT.

Public Services

- Increased development and additional people could pose safety issues. **Incorporate safety measures** such as adequate lighting, safe crossing infrastructure, and adequate police and fire services. Design streetscape to ensure line-of-sight for pedestrian sense of safety and avoid nooks.
 - › Protect cyclists and pedestrians from **dense vegetation** that creates a sense of insecurity.
- Bring **schools** into the station area to accommodate population growth. Provide support for schools.
- Incorporate **libraries**.

Surface Water and Stormwater

- Entire study area is within the Muckleshoot Indian Tribe's Usual and Accustomed Fishing Areas. **Consult with the Muckleshoot Tribe** to address alternative approaches to stormwater management. Address fish access and habitat. Review piping of stream network in Moss Bay and Forbes Creek Basins. See comment letter for further detail.
- **Protect adult and juvenile salmon.** Increase instream habitat and complexity to offset velocity increases. Use enhanced stormwater treatment methods to remove metals and oils and reduce salmon exposures. Assess modifications to culverts and pipes based on their ability to pass adult and juvenile salmon. Work with private landowners to improve fish passage.
- **Reconsider the location of the "Blue Street" concept** on 120th Avenue NE, the principal transportation connector for the most intensive development sector under the Plan. The Blue Street may reduce the function and adequacy of the street to serve adjoining properties. Complete a cost / benefit analysis of the Blue Street concept for stormwater detention and overall ecological function versus other low impact development techniques. Other strategies

may be more effective at a lesser cost.

- Incentivize incorporation of **green building strategies** like LEED, Salmon Safe, and others.
- **Daylight stream courses** in the study area to enhance the natural features of the area.

Transportation

Cars, Trucks, and Congestion

- Evaluate the impact on traffic volumes and congestion in the area from the planned action and any associated proposed **mitigation measures**.
- Ensure **buses do not impede traffic flow** on NE 85th St.
- There are concerns about the impacts of a “Kiss and Ride” area on **neighborhood traffic**, including speeding and noise.
- **Trucks and delivery vehicles** need to be able to easily access businesses and residences in the station area.
- **Deemphasize single-occupancy vehicles** on neighborhood streets.
- The lack of public transit to the station may result in an increased concentration of **rideshare drivers** as “last-mile” options that will increase congestion.

Parking

- Study **“right size” parking requirements** in the Station Area and reduce parking ratios to account for transit availability.
- Discourage spillover parking in Station Area residential neighborhoods by creating **zoned or time-limited parking**. Ensure neighborhoods have input to parking zoning boundary lines.
- Consider a **Park and Ride** to support current transportation needs and uses.
 - › Representative comment in **support**: “I think it will be crucially important for there to be a sizeable park & ride (e.g. similar in capacity to the one at NE 70th) near the new BRT station. As much as we hope that new connections will reduce the need for cars, I think a lot of people will still need to rely on a car to get to the BRT station. The current plan does not appear to have enough parking to support the station and expected new businesses. (As a side note, parking is currently inadequate in downtown Kirkland which I think is limiting the potential of downtown businesses.)”
 - › Representative comment in **opposition**: “It’s important to me that this facility NOT have a giant parking lot. That just means a giant flush of single-occupancy vehicles in/out at commute times. We need good

- Survey respondents' second top area of concern with the SAP is parking, with about one-third of respondents indicating concern with shared and reduced parking in areas of compact mixed-use development, and a similar proportion expressing concern with zoned or permit-based parking in residential areas.

- At the virtual workshop, transportation was the top thematic focus for attendees. As Exhibit 4 shows, attendees most commonly identified pedestrians and pedestrian-focused ideas for the SAP. Parking and connectivity were also common ideas.

Top Ideas for NE 85th Street Station Area Plan



- **Deprioritize cars** in favor of walking, biking, and transit to create access without a car. Evaluate how to encourage **“last-mile” connections** by pedestrians and bicycles to the BRT station from Downtown Kirkland and beyond. Study options and incentives for construction of **new infrastructure for pedestrians and bicycles** from the BRT station to Downtown Kirkland, the Cross Kirkland Corridor, and Kirkland Urban, with pedestrian-scale businesses and amenities.

- › Consider **safety improvements** like lighting, marked crossings, and barriers and incorporate **bike lockers** at the BRT.
- › Identify one or more connections to safely move pedestrians **east-west across I-405**. Add signage to notify pedestrians of crossings. Consider alternates to overhead bridges which have a challenging grade and are loud.
- › Just over half of survey respondents expressed excitement for new or improved biking routes in the area.
- When asked about opportunities for the SAP to ease travel to and through the station area, survey respondents most frequently selected pedestrian and cyclist opportunities: about three-quarters of respondents want easier and safer crossings for walking and biking; the same proportion want improved streetscapes such as street trees, shade, and wider sidewalks, and nearly two-thirds want more continuous sidewalks.
- Support a **walkable grade** by incorporating an elevator, gondola, or funicular.
- The area should be walkable with **local amenities** on a **pedestrian scale**. Increase **sanitation** to remove litter and graffiti.
- Development of larger sites adjoining I-405 should not be burdened with a street grid that lacks connections but should instead be allowed to develop pursuant to a **master plan** that better achieves the goals of accessibility and pedestrianism for those unique sites.
- The following specific locations could benefit from pedestrian and bicycle infrastructure improvements:
 - › Identify workarounds for the **challenging grade of NE 87th St**.
 - › Add **protected bike lanes** and enforce speed limits on NE 85th St to make it safer and more welcoming to pedestrians and cyclists.
 - › Connect the station with the **bridge over I-405 to Rose Hill** to promote public transportation use to a larger community and connect to **Lake Washington High School**.
 - › Retain and improve the **bike trail from the Kirkland Way Park and Ride** to the NE 80th Street overpass to support road cyclists who do not use the Cross Kirkland Corridor.
 - › Maintain and enhance **Kirkland Way as a cycling route** with a gradual grade between Downtown Kirkland and the future station.
 - › **Coordinate with WSDOT** if the proposed bicycle/pedestrian crossing of I-405 at NE 90th St is included in the alternatives.
 - › Include the three **unfunded non-motorized connections** within the NE, SE, and SW quadrants analyzed as part of the I-405/NE 85th Street Project.

- › Redevelop the area near intersection of NE 87th St and the Cross Kirkland Corridor into a **pedestrian/bike destination**.
- › Create a **direct route from the station to the Highlands neighborhood** without a detour to 114th Ave NE. Create a pedestrian shortcut from the south end of 116th Ave NE to Highlands.
- › Install a **bike runnel** on the short flight of stairs west of the Cross Kirkland Corridor on the south side of NE 85th St at the entrance to Kirkwood to connect the trail with downtown and the station.
- › **Infill sidewalk** on the east side of Kirkland Way, just north of Railroad Ave.

Transit Connections

- **Shuttles** or free ride-share services could help connect pedestrians to the station and prevent the need to construct additional parking. Some commenters suggested that the City should permit large employers to provide private shuttles.
 - › Consider individual **autonomous vehicles** or autonomous vehicle shuttles within the next decade.
 - › Just over half of survey respondents expressed excitement for a shuttle bus to connect the station to downtown Kirkland and major employment areas.
- The **Highlands** neighborhood needs additional transit.
- One commenter requested clarification about the **Discounted Fare Zone** within the interchange area and whether it would impact traffic in this area.
- The Station Area Plan should support **connectivity** to other cities or employment centers.
- Over four in five survey respondents identified transportation options as an opportunity for how the SAP can support a more inclusive community.
- Over half of survey respondents identified improved transit connections as an opportunity for the SAP to ease travel to and through the station area.

Questions

- Will existing homes be demolished to make way for new traffic lanes?
- Have you considered the negative impact on noise and traffic on people who live in the immediate area, and what – if any – steps do you plan to take to reduce increased noise and traffic?
- What is the meaning and implications of "Excess WSDOT ROW"? What are the implications of the development opportunities for the SW corner of the Highlands ?

- What are the implications of "Infill" and the expected extent of "Infill" in the Highlands area?
- How does the Kingsgate TOD model relate to the Station Area Plan?

1.1 Survey Summary

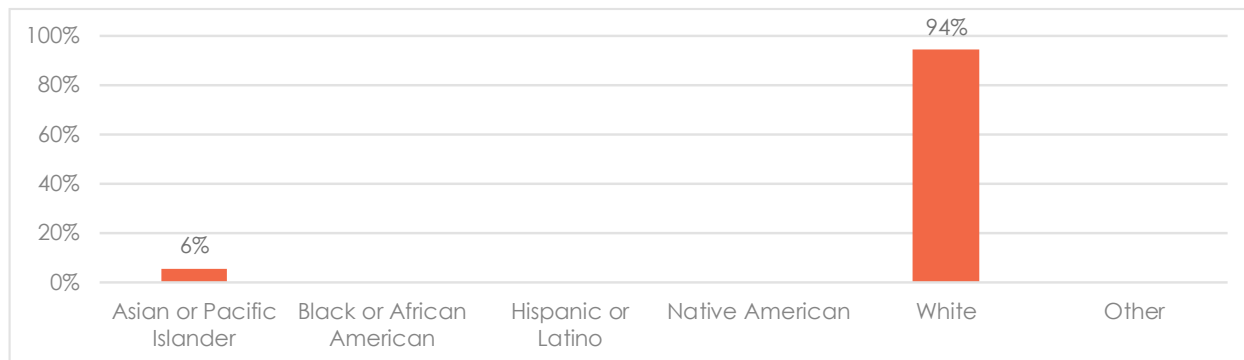
Below is a summary of responses to the survey associated with the storymap and online open house. Free-response comments and survey findings have been integrated into the overall comments summary above where possible, though we also include select open-ended responses below.

1.1.1 Demographics of survey respondents

The following exhibits show basic demographic information about the survey respondents.

As shown in Exhibit 5, nearly all the survey respondents identified as White.

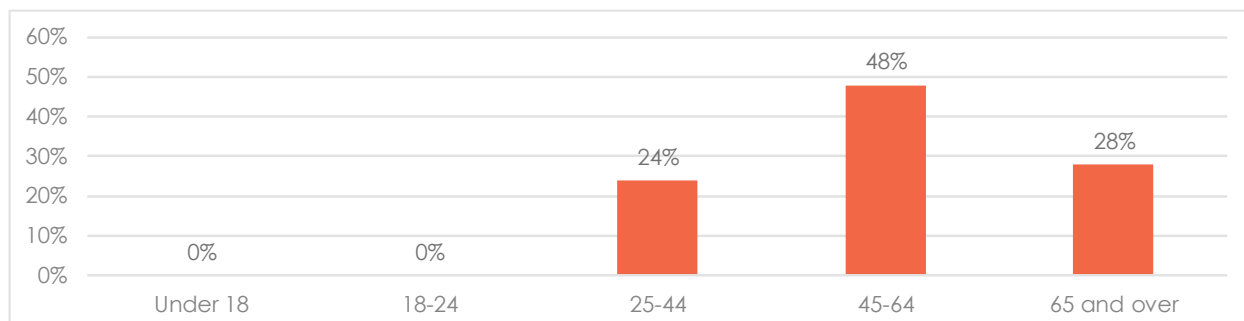
Exhibit 5. Survey Responses to the Question “What is your racial or ethnic identity?”



Source: BERK, 2020.

Exhibit 6 shows that survey respondents were most likely to be between the ages of 45 and 64, with an equal proportion older or younger than this range. No young adults (ages 18-24) or youth responded.

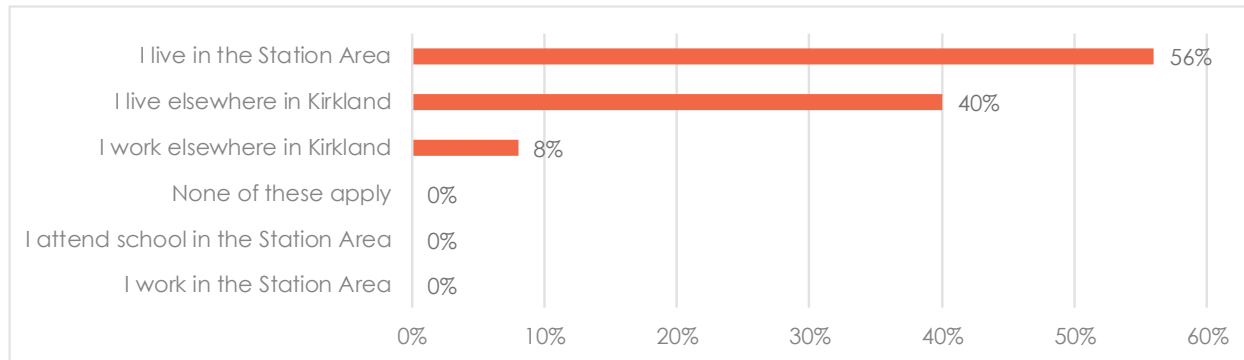
Exhibit 6. Survey Responses to the Question “What is your age?”



Source: BERK, 2020.

Exhibit 7 shows that almost all respondents are Kirkland residents and over half live in the Station Area. **Error! Not a valid bookmark self-reference.**

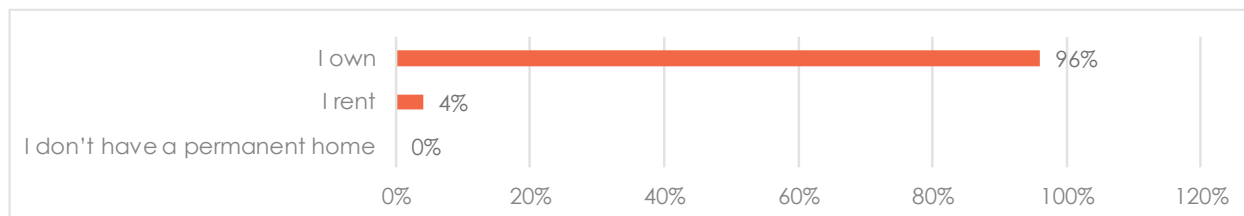
Exhibit 7. Survey Responses to the Question “What is your relationship to the Station Area Plan? Please choose all that apply.”



Source: BERK, 2020.

Most survey respondents are homeowners, not renters, as Exhibit 8 illustrates.

Exhibit 8. Survey Responses to the Question “Do you own or rent your home?”



Source: BERK, 2020.

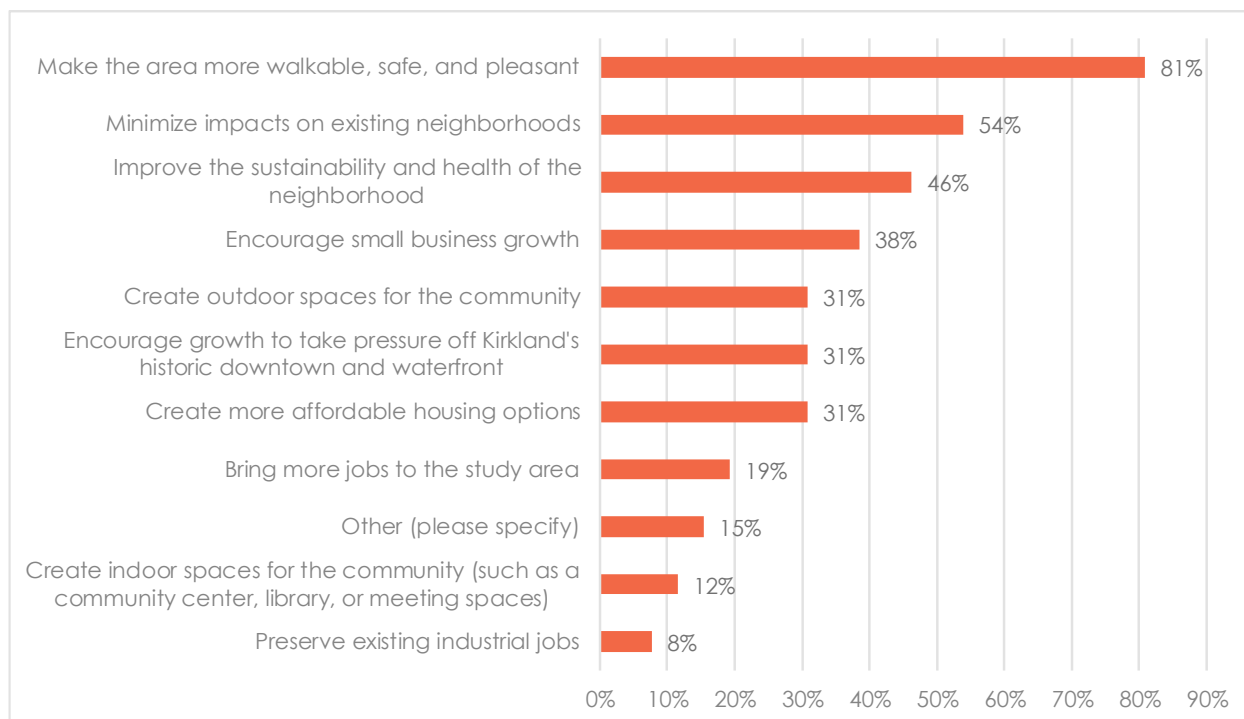
1.1.2 Objectives and Priorities

The following section and exhibits discuss survey respondents' top priorities for the SAP. Beyond the exhibits shown below, the survey also asked respondents the following entirely open-ended questions, for which there are no exhibits but for which the responses have been integrated into the overall comment summary:

- “What type of social and environmental impacts should the City look at as it develops this plan?”
- “Are there any ideas that should be included in this plan's alternatives? Consider options for housing, land use, mobility, environment, or community.”

Exhibit 9 shows respondents' top priorities for the SAP to accomplish. Respondents indicate that their top priority is for the SAP to be a walkable, safe, and pleasant area, with over four in five respondents including this objective in their top three priorities.

Exhibit 9. Survey Responses to the Question “Which objectives are most important for the plan to accomplish? Please select your top 3 choices.”



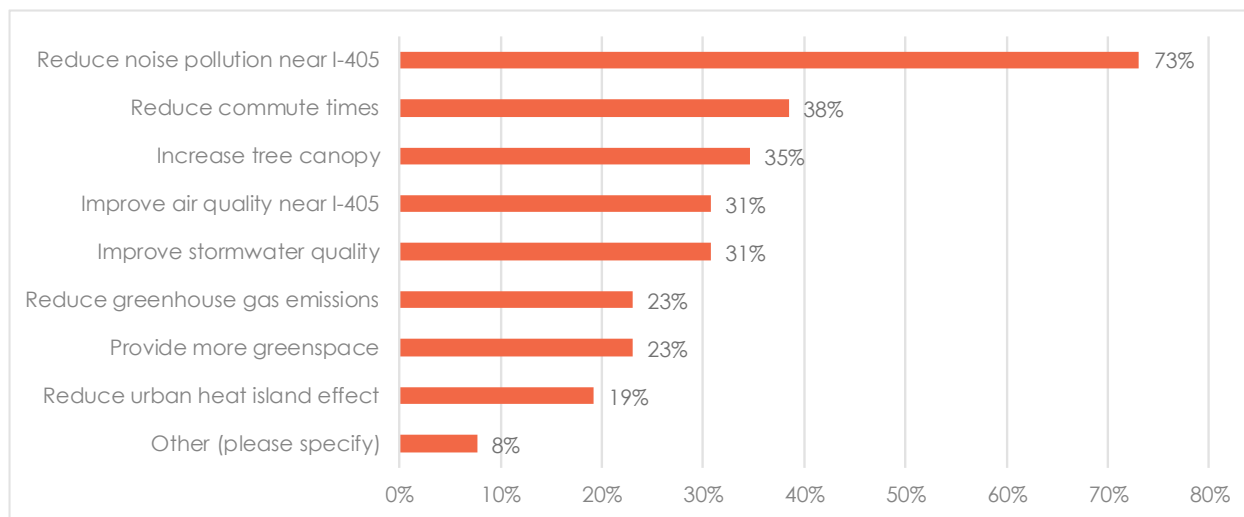
Source: BERK, 2020.

Selected Other Responses:

- This area can achieve the 100-year growth target for development.

Survey respondents overwhelmingly indicated that their top environmental objective for the SAP is reducing noise pollution for near I-405, as Exhibit 10 reveals. Nearly 73% of respondents included this objective in their top three priorities, almost twice the number of respondents who selected the next top priority.

Exhibit 10. Survey Responses to the Question “What sustainability or environmental goals should this plan tackle? Please select your top 3 choices.”



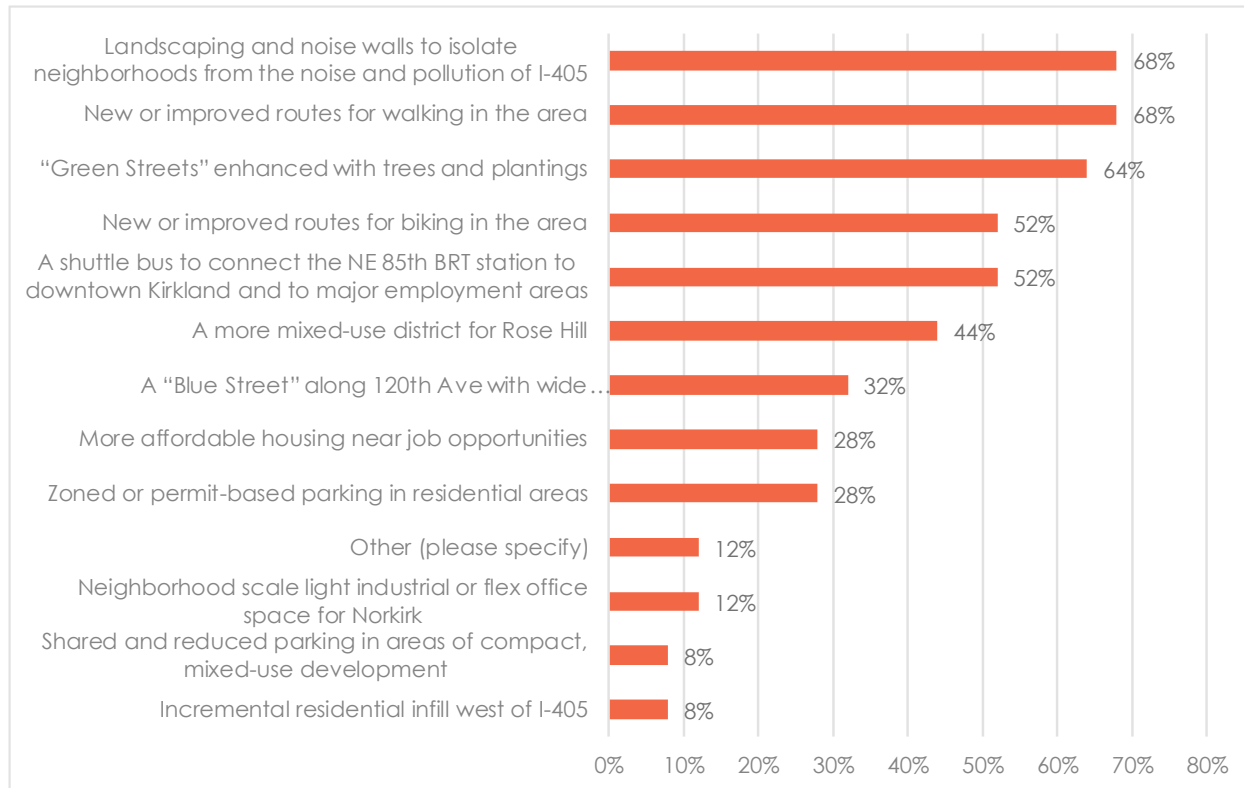
Source: BERK, 2020.

Selected Other Responses

- Reduce the impact of urban development.
- Address traffic congestions at the 405/85th St interchange.

As Exhibit 11 shows, approximately two-thirds of respondents expressed excitement for each of the following three potential concepts for the Station Area: landscaping and noise walls to isolate neighborhoods from noise and pollution of I-405; new or improved walking routes in the area; and “green streets” enhanced with trees and plantings. Just over half of survey respondents expressed excitement for new or improved biking routes in the area and for a shuttle bus to connect the station to downtown Kirkland and major employment areas.

Exhibit 11. Survey Responses to the Question “Which of the concepts presented for this area are you most excited about? Please choose all that apply.”



Source: BERK, 2020.

Selected Other Responses:

- Fewer cars.

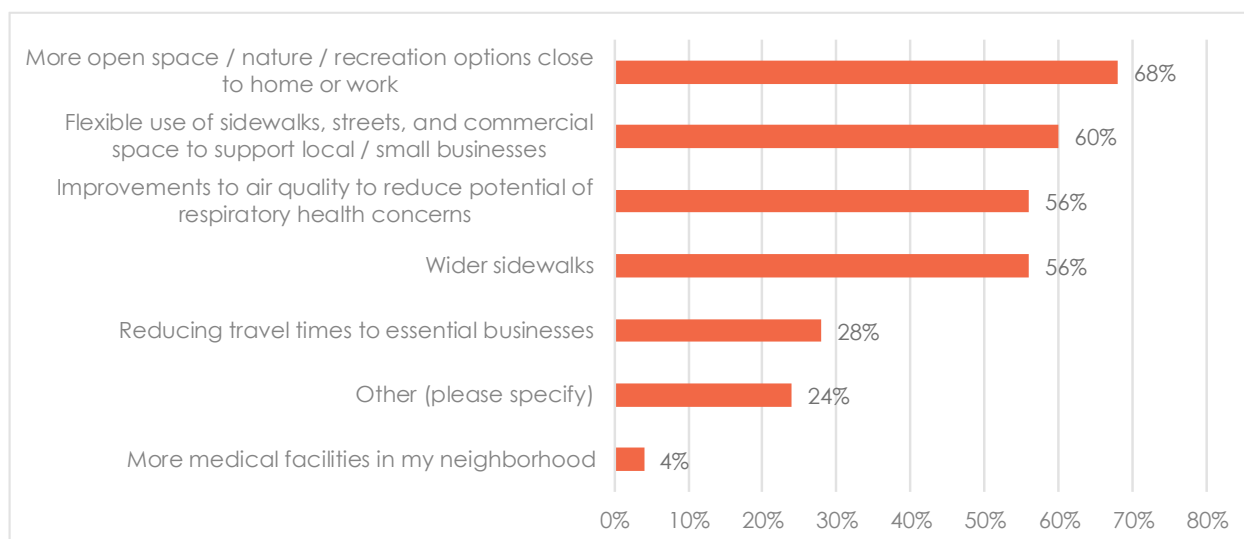
1.1.3 Opportunities for Improvement

The following section and exhibits discuss the top opportunities that survey respondents named for the SAP. Beyond the exhibits shown below, the survey also asked respondents the following entirely open-ended question, for which there is no exhibit but for which the responses have been integrated into the overall comment summary:

- “Share what makes the station area community or location unique. How can the plan build on this for the future?”

The current COVID-19 pandemic raises the prominence of community health considerations. Exhibit 12 shows survey respondents' ideas about how the SAP can support community wellness and resilience in the face of a public health crisis. Survey respondents were most likely to identify the creation of more open space as an opportunity, and over half of respondents also see the SAP as an opportunity to increase flexible use of sidewalks, streets, and commercial space to support local or small businesses; improve air quality to reduce potential of respiratory health concerns; and create wider sidewalks.

Exhibit 12. Survey Responses to the Question “COVID has impacted how we spend time in our neighborhoods and how we use public space. What changes could be made in the Station Area to strengthen community and improve resiliency in response to a future public health crisis? Please choose all that apply.”



Source: BERK, 2020.

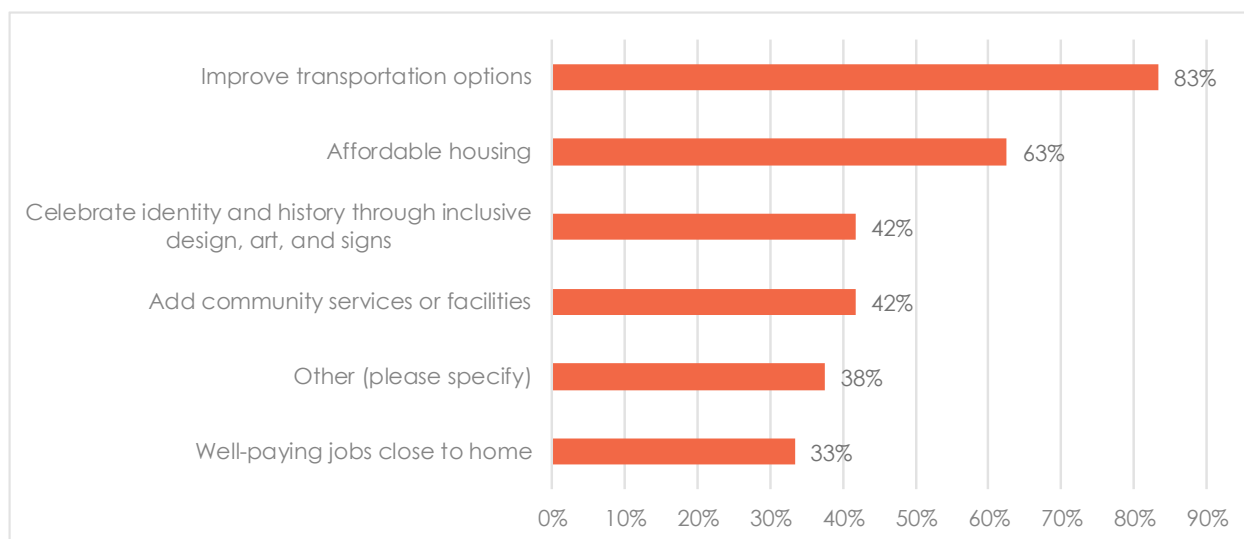
Selected Other Responses:

- Protected travel lanes for bikes and pedestrians.

- Outside dining or food truck areas.
- More trees.

Exhibit 13 shows respondents' opinions on how the SAP can support a more inclusive community. 83% of respondents identified improved transportation options as an opportunity increase inclusivity. Nearly 63% respondents identified affordable housing as an opportunity to increase inclusivity.

Exhibit 13. Survey Responses to the Question “How can this plan help make the station area a community for all? Please choose all that apply.”



Source: BERK, 2020.

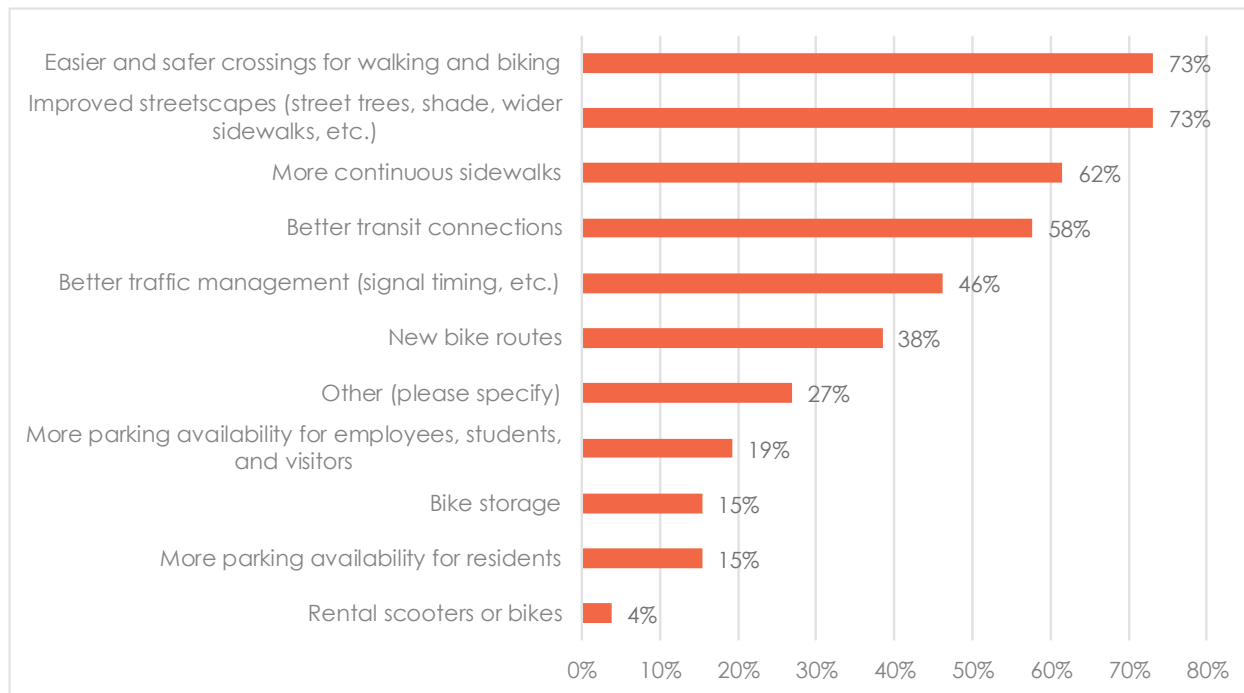
Selected Other Responses:

- Do not destroy the community that already exists in order to push forward a plan/vision that is not shared by the residents who actually live there.
- Build an anti-racist community where BIPOC (Black, Indigenous, and People of Color) will want to live and work because they are seen, heard, honored and safe.
- Make accessibility for seniors and the disabled a priority.
- More deliberate addressing of systemic racism than celebrating identity.

Exhibit 14 shows that respondents identify several opportunities for the SAP to ease travel to and through the station area. The top three most-selected opportunities are all oriented toward pedestrians and cyclists: about three-quarters of respondents want easier and safer crossings for walking and biking; the same proportion want improved streetscapes such as street trees, shade, and wider sidewalks, and nearly two-thirds want more continuous sidewalks.

Over half of survey respondents identified improved transit connections as an opportunity for the SAP to ease travel to and through the station area.

Exhibit 14. Survey Responses to the Question “What would make it easier for you to travel to and through the station area? Please select all that apply.”



Source: BERK, 2020.

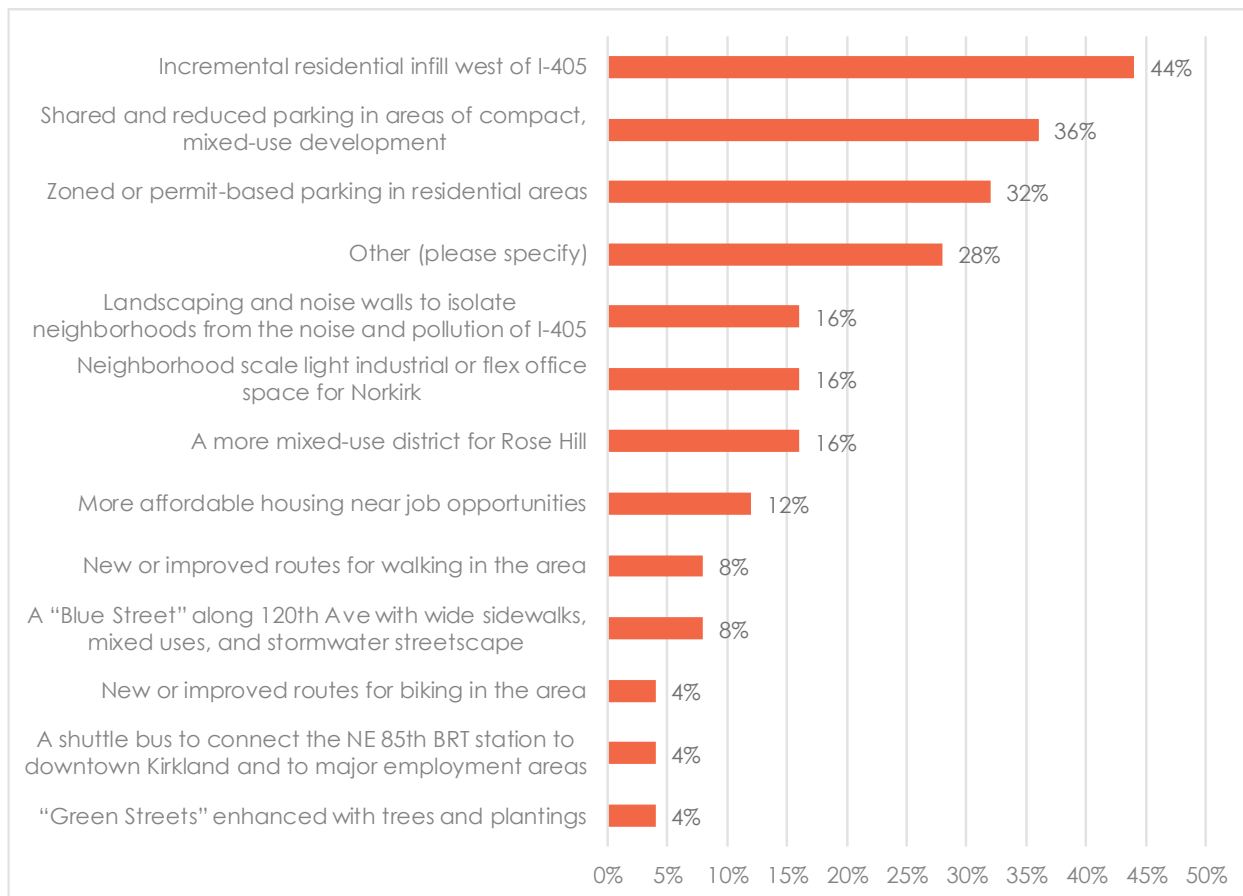
Selected Other Responses:

- Within the station zone, add or expand a drop-off/pick-up area for ride transfer.

1.1.4 Concerns

Exhibit 15 illustrates survey respondents' concerns about the SAP. Respondents' top area of concern is incremental residential infill west of I-405, with slightly under half of respondents expressing concern with this concept. Respondents' second top area of concern is parking, with about one-third of respondents indicating concern with shared and reduced parking in areas of compact mixed-use development, and a similar proportion expressing concern with zoned or permit-based parking in residential areas.

Exhibit 15. Survey Responses to the Question “Which of the concepts do you have concerns about? Please choose all that apply.”



Source: BERK, 2020.