

**Topic: NE 85th Street Station Area**

Community Open House Q&A Report				
	Question	Asker Name	Live Answer (Provided via live Q&A chat function, or answered live by panelists)	Post-Session Answer (Inserted into this report post-live session)
1	Allison's audio is echo-y and cutting out. Can that be improved?	Liz Hunt	Hi Liz - working on it! Thanks!	
2	Suggest: Stop having your san francisco consultant start with the empty virtue signaling about "honoring indiginous people" when you then roll into your Google Gift plan that is expressly about destroying the lives of people in this area and literally a plan for forcing us from our homes for the benefit of a multi trillion dollar coporation and Kurt Tripplet's freinds.	Curtis Brown		To clarify, the City's prime consultant, Mithun, is based out of Seattle. Nothing in the Station Area Plan would "force" residents to move to a different neighborhood; and the plan is intended to provide more affordable housing, economic opportunity, and transportation options than what currently exists today.
3	How are you planning on addressing the parking impacts on the neighboring areas such as Highlands, South and North Rose Hill?	Kurt Ahrensfeld	Thank you Kurt for this question. We are considering parking mangement strategies including time limitations or residential permits near the pick-up/drop off in the Highlands. We are also planing on several Travel Demand Management (TDM) to encourage more multimodal trips in the station area through strategies such as lowering parking requirements for developments, incentivizing walking and bicycling trips through the Kirkland Green Trip program, and transit pass programs.	

4	<p>the STA is a once in a generation plan. My concerns are impacts on the people of Kirkland. What specifically does the council plan do about the future of Parks, emergency services, schools, affordable housing and traffic.</p>	Bill Blanchard	live answered	
5	<p>Good afternoon. Residents in close proximity to I-405, my family included, are concerned about the increase in road and vehicle noise the station plan could introduce. What are the plans to mitigate this to neutrelize, or ideally lower, decibel levels, especially in areas closer to the station and where much low sound walls currently exist? Thank you.</p>	Brian	live answered	
5	<p>Good afternoon. Residents in close proximity to I-405, my family included, are concerned about the increase in road and vehicle noise the station plan could introduce. What are the plans to mitigate this to neutrelize, or ideally lower, decibel levels, especially in areas closer to the station and where much low sound walls currently exist? Thank you.</p>	Brian	<p>Hi Brian, the sound walls are part of the WSDOT project (the City does not control those). The only changes I am aware of are a slight move at the southwest quadrant of the intersection and adding a gap for folks to get to WSDOT-Sound Transit the pick up/drop off lot. The cloverleaf configuration is going away, so ramps will move farther away from adjoining residents. Here is more info on the design  <a href="https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf">https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf</a></p>	
6	<p>I'm curious about how TDM would relate to Costco. There was talk about charging for parking, would Costco be in a region where there would be TDM?</p>	Debbie Ohman	live answered	

6	I'm curious about how TDM would relate to Costco. There was talk about charging for parking, would Costco be in a region where there would be TDM?	Debbie Ohman	Hi Debbie, TDM does not really work for large retailers other than managing employee trips. Similarly, charging for parking is not part of Costco's model. TDM would be an important tool if Costco added office space in the future.	
7	Can you give more detail on how bikes on 85th street will cross the 405 interchange?	bhick	The I-405 interchange is being redesigned by WSDOT as three levels, I-405 will remain as is overhead, people walking, biking, transit vehicles and HOV lanes will have access to a middle level, and general purpose traffic east west on 85th will be at the lowest level. More detail on the reconfiguration of the interchange can be found on Sound Transit's website. <a href="https://www.soundtransit.org/get-to-know-us/documents-reports/i-405-bus-rapid-transit-ne-85th-st-interchange-presentation">https://www.soundtransit.org/get-to-know-us/documents-reports/i-405-bus-rapid-transit-ne-85th-st-interchange-presentation</a>	

8	<p>What about traffic on 85th?  And how will people get to the station?  Why wasn't there a plan to just expand the station on NE 70th - like a parking garage?</p>	paulacopley	<p>The planning process has included extensive transportation analysis, including several intersections on and around NE 85th, and the plan includes recommended improvements to the transportation network for all modes. These include connections outside of the WSDOT right-of-way (where the BRT station is) that connect to the planned ped/bike paths to the station. Specific to the BRT Station, a recent presentation to a community group by WSDOT and Sound Transit included images that show those connections:  <a href="https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf">https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf</a></p>	
9	<p>When you talk about including affordable housing, is there mandatory inclusion for under 30% AMI housing, which is accessible for folk who get disability benefits or social security?</p>	Karina O'Malley	<p>The team is currently completing analysis to explore incentivizing new development to provide affordable housing at deeper levels of affordability. The November 2021 Station Area FAQs provided additional information about affordable housing in the Station Area:  <a href="https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/station-area-plan_november2021_faqs.pdf">https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/station-area-plan_november2021_faqs.pdf</a></p>	
10	<p>Super quick question: what section/document can we find the sustainability plans, especially relating to decarbonization?</p>	Sarah Richards - Kirkland	<p>Hi Sarah, you can look in the Station Area Plan document which has a Sustainability Framework chapter. Also the Form Based Code has a section on Green Innovation.</p>	
11	<p>Two questions:</p>	Ken MacKenzie		<p>Question text incomplete. No answer provided.</p>

12	In the draft document I saw a possible future bike/ped overpass at 90th. Why is this necessary when the 85th improvements should make 85th bike pedestrian friendly, at least near the BRT and up to the CKC?	Debbie Ohman	The potential bike/ped overpass at 90th is a long range concept from other City plans such as the Citywide Connections Map. It is not a recommended project to be completed with Station Area work.	
13	will you be showing us architectural drawings of what the transit station will look like? I live very near the station area.	Lynn Waplington	Hi Lynn, the transit station is being designed and built by Sound Transit, their project page for the Stride BRT project on I-405 is the best source of information.	
13	will you be showing us architectural drawings of what the transit station will look like? I live very near the station area.	Lynn Waplington	Hi Lynn - here is a recent presentation they provided to the community: <a href="https://www.kirklandwa.gov/files/sharedassets/public/plannin-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf">https://www.kirklandwa.gov/files/sharedassets/public/plannin-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf</a>	
14	I see in the pictures that sidewalks are shared by both pedestrians and bikes. This often doesn't work well as pedestrians include runners, walkers and those that use strollers or have children and dogs. Will there be a plan to separate the bike paths from the pedestrian paths?	Sue Amorosi	Hi Sue, where we anticipate shared facilities, they would be separated, wide enough, and be buffered. The example in the Form Base Code for 85th is 10' sidewalk and separated 6' bike lane on the north and south sides.	
15	Will you be showing architectural drawings of what the transit station will look like? I live near the station area.	Lynn Waplington	The Stride Bus Rapid Transit station is being designed by Sound Transit. More information specific to the Stride service and the design of their stations can be found on Sound Transit's website: <a href="https://www.soundtransit.org/system-expansion/i-405-brt">https://www.soundtransit.org/system-expansion/i-405-brt</a>	

16	I noticed a plan to put a round about at 87th and NE 116th where the kiss and drop off is. Will there also be roundabouts or other mechanisms to slow traffic on 116th? People drive fast on this street and they barely slow down on this turn - in fact int he 2 years we have lived here two cars missed the turn and hit the trees on 87th.	Barbara	Hi Barbara, street sections and improvements can be found in the Transportation and Mobility Chapter of the Station Area Plan document. Thank you for your comment.	
17	Also you mention about making 87th/7th a walkable street. Again a very busy street as the only entrance/exit to the Highlands. How do you plan to ensure safety for pedestrians as well as drivers.	Barbara	The Station Area Plan is recommending continous sidewalks with a landscape buffer and in-street buffered bike lanes on 7th/87th. You can see concept drawings in the Transportation and Mobility Chapter of the Draft Station Area Plan	
18	What are the building height zoning changes, predicted traffic and parking changes, and noise impact on the highlands neighborhood?	John Lyon	The Final Supplemental EIS contains information about traffic and noise impacts, and is available on the Station Area Plan webpage.	
18	What are the building height zoning changes, predicted traffic and parking changes, and noise impact on the highlands neighborhood?	John Lyon	Hi John - just to add that no height changes are proposed in the Highlands Neighborhood.	
19	how do i ask a question?	Martin	You can type a question here, or press the "raise hand" button to be added to the queue to ask your question aloud.	

20	How far will the protected bicycle lanes extend east and west of the 85th interchange?	bhick	The WSDOT interchange project will construct shared use paths on both sides of 85th from 114th Ave/Kirkland Way to 120th Ave NE. From 120th Ave NE the Station Area envisions sidewalk level protected bike lanes and wider sidewalks to 128th Ave NE to be able to connect to the Rose Hill Greenway. West of 114th/Kirkland Way, Sound Transit is funding a new shared use path structure south of 85th to connect to 6th St.	
21	Good afternoon. Residents in close proximity to I-405, my family included, are concerned about the increase in road and vehicle noise the station plan could introduce. What are the plans to mitigate this to neutrelize, or ideally lower, decibel levels, especially in areas closer to the station and where much lower sound walls currently exist? Thank you.	Brian	I believe this question refers to noise from I-405. Sound from the highway and interchange redevelopment was studied by WSDOT as part of their project, and they provided some information about this to the Highlands neighborhood association in December 2020, presentation here: <a href="https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/85th-st-station_wsdot-st-presentation12-16-2020.pdf">https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/85th-st-station_wsdot-st-presentation12-16-2020.pdf</a> . Additionally, WSDOT's information page about Road Noise and Walls: <a href="https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers">https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers</a>	
22	Is there a list of emails of people that are attending this meeting or is that private information?	Aimee	Hi Aimee, Emails of those attending will not be listed or shown. User names of those who have asked questions and spoken live will be shown and recorded as public record.	

23	Can you make Brad smaller and slide bigger??	Liz Hunt	Hi Liz, you can use the view button on the upper right of the screen to change visibility, or the slider between the presentation and speaker to change the size	
24	1, Building Heighths:	CarterBagg		Question text incomplete. No answer provided.
25	Can you pleasea make the slide larger and the speaker smaller?	Sarah Richards - Kirkland	Apologies, fixed. Thank you!	
26	Wrong screen view. slides are little Brad is big.	Penny Sweet	Apologies, fixed. Thank you!	
27	WHy 25 degrees? 30 degrees would be easier for anyone to figure = for foot out, two feet up.	CarterBagg	live answered	
28	Can you swap the view? Enlarge the presentation and shrink the speaker please.	Tammy Cohen (she/her)	Apologies, fixed. Thank you!	
29	Could you make the plans larger please?	Bernard Pak		View error corrected live in session.
30	The presenter on the 4/26 meeting talked about incentives for plazas & public spaces along 85th showed examples of inentives of addition floors: would these be in excess of "the max allowable building heighths?	CarterBagg	Hi Carter, as Brad just noted, the incentive would allow a developer to propose a building above base, up to but not exceeding maximum building height.	



31	<p>We are speaking about zone 1 that is coded for 250'. why are the pictures shown at 6 stories? That is not accurate to show what zone 1 will look like. It does not help the public visualize this zone where Google is.</p>	Laurie Hanson		<p>We appreciate the point here to focus more on heights included in Phase 1 of the Zoning Code amendments. There are a variety of maximum heights proposed throughout the Station Area, included up to 250' in the SE quadrant nearest to the future BRT station. The bird's eye renderings for the Station Area do show prototypes for developments within this height envelope. As phase 1 of Station Area Plan adoption does include the final plan document and Comprehensive Plan amendments for the full area, there has been discussion and precedent imagery relevant to the variety of development scales throughout the whole area.</p>
32	<p>Angle calculation re: adjacent building - what height is used for the adjacent building: the current height of adj building - OR - the height that's allowed by the zone of that building (which could be significantly higher), or the height of the zone when the building was built?</p>	Liz Hunt	<p>Hi Liz, the draft Form Based Code would use the allowed height on adjoining parcels.</p>	
33	<p>Will you be making these slides available to us after this presentation because they are quite small on zoom.</p>	Bernard Pak	<p>Yes, they will be available on the Station Area project website, along with the recording of this session.</p>	
34	<p>re: Brad's slides being small, I didn't change anything but it got fixed. thx.</p>	Liz Hunt		<p>View error corrected live in session.</p>

35	Parking - Google is going to have 7000 people+ and have stated they will only be bulding slightly more than 1000 parking places. Where exactly do you plan to have the rest of those people parking?	Curtis Brown		The parking ratio stated in the question has not been approved by the City. We understand parking in the area is of concern to many community members, and we will address this through future development review, and consideration of parking zones near the potential Google development on the Lee Johnson site. Google is contemplating a relatively low parking ratio for employees due to the company's robust ttransportation demand program (encompassing employee shuttles, transit subsidies, bike and pedestrian amenities/benefits, and the close proximity of the campus to a major Bus Rapid Transit station).
36	Thank you Victoria. We will see how it plays out. I know that the Everest neighborhood has struggled with overflow parking.	Kurt Ahrensfeld	Thanks Kurt, that is helpful to know.	
37	I think Sharon Cox had an excellent suggestion. Google could be incentivized to, or as a good community citizen should, preserve those large trees on the Lee Johnson property. Large trees are better carbon sinks, are they not? Large trees do provide many wildlife services as well. Google has an opportunity here to walk the walk, if they want to demonstrate their "green" bonafides.	Debbie Ohman	live answered	
38	The towing companies may see an up tick in business :-)	Kurt Ahrensfeld		Comment noted.
39	I would strongly encourage zoning limitations on parking in Highlands.	Kurt Ahrensfeld		Comment noted.

40	What is the document and page number for the traffic analysis for the kiss & ride?	Dan Norman	This was shared in a recent WSOT/Sound Transit community presentation: <a href="https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf">https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf</a>	
41	Suggest that the next waiting person in the question queue be changed into a panelist while the current question is being asked/answered so that there won't be so much dead time and we can have more discussion.	Ken MacKenzie	Thank you for this solution! Will use for the rest of the meeting.	
42	Everything seems to focus on aesthetics and amenities facing the big streets like 85th. There should be equal or MORE focus on the aesthetics and shadowing of existing adjacent neighborhoods. I live to the south and will be seeing these tall buildings where I currently only see evergreens and sky. The plan seems to allow anything goes at the tops of the buildings and on the backsides.	Lisa Singer		Transition strategies to address how areas of taller heights meet adjacent neighborhoods were discussed in the session, including landscape buffers, upper story stepbacks, and reduced floorplate allowances above existing heights. The draft Form-based Code shows these strategies for the Commercial Mixed-Use District, and the strategies will continue to be discussed and refined with Phase 2 of Station Area adoption for the remainder of the regulating districts (including the peripheral residential areas).
43	Can't see slides.	Vance		View error corrected live in session.
44	What will be done to lessen traffic volume and noise along 87th and 114th with the BRT? The noise level is already extremely loud.	Tom E	WSDOT has done environmental analysis including noise and vibration for the NE 85th St Station and interchange. More information on the BRT project can be found on Sound Transit's website: <a href="https://www.soundtransit.org/system-expansion/i-405-brt">https://www.soundtransit.org/system-expansion/i-405-brt</a>	

45	This plan should require payment into adjacent neighborhoods that will be seeing these buildings to enhance and build parks. References to connections to "Taylor Fields" is disrespectful to those of us who live near there. We have no park near our neighborhood - we have to use this closed landfill ("Taylor Fields") as our park which will be getting a larger transfer station!	Lisa Singer	Hi Lisa, residential development will pay park impact fees (on a per unit basis) to the City that are used to build and enhance parks. Additional incentives we discussed could enable provision of additional publicly accessible open space.	
46	Clarification: is base the 85"	CarterBagg	The base will vary depending on the economic analysis about difference between existing allowed height and proposed maximum height. The new allowed base height will consider cost of providing minimum desired community benefits (like high performing building requirements and transportation improvements).	
47	\	CarterBagg		Question text incomplete. No answer provided.
48	Trying to get this in 1 message: is the base 85' or is 85' the max allowable heighth?	CarterBagg		Answer to this question was provided live in session. The question was referencing the heights shown on the regulating districts map.
49	For anyone who has questions and would like follow up or more information you can email info@sapkirkland.com	Laurie Hanson		Comment noted. Project information from the City is available on the project webpage at <a href="http://www.kirklandwa.gov/stationareaplan">www.kirklandwa.gov/stationareaplan</a> , or by emailing project planner Allison Zike at <a href="mailto:azike@kirklandwa.gov">azike@kirklandwa.gov</a> .
50	The city has expressed interest in acquiring the Hought P&R site from WSDOT - hopefully for a school and/or park site for SAP residents	CarterBagg		Comment noted.
51	Really like the "Rose Hill Gateway District" name!	CarterBagg		Comment noted.

<p>52</p>	<p>**which intersections will have traffic circles along 85th street besides Kirkland Way and 85th?  --will all the streets entering the traffic circle have yield signs to allow everyone equal opportunity for access  --if the traffic circle cause traffic jams will you go back to traffic signals?  --do you plan to widen 85th to accommodate additional 75,000 employees and residents?</p>	<p>Sharon Cox</p>	<p>The interchange project will include roundabout at Kirkland Way and at the lowest level of the three tier interchange. More details on the interchange project was recently shared by WSDOT/Sound Transit at a community meeting:  <a href="https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf">https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/wsdot-st-presentation_kan_may9-2022.pdf</a></p> <p>No other roundabouts are planned for NE 85th St.</p> <p>Roundabouts are more efficient for vehicle capacity so they would be unlikely to revert back to traffic signals.</p> <p>Sound Transit is funding a third eastbound lane on NE 85th St from the interchange to 122nd Ave NE to accommodate vehicle capacity</p> <p>The station area plan anticipates just over 8,000 new households and just under 23,000 new jobs by 2044.</p>	
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53	<p>So could you provide specifics as to what kinds of solutions you are exploring to ensure that there are in fact actual affordable housing options in the 85th Street Station Area given that the vast majority of the jobs being projected will be high paying tech jobs, meaning the workers will be able to afford more expensive housing?</p>	Ken MacKenzie		<p>Existing City policy requires 10% of all new multi-family units to be provided as affordable. The economic analysis being completed for the forthcoming incentive zoning program is considering how the City can incentivize new development to provide more than 10% of new units as affordable, provide affordable units at deeper levels of affordability, provide family-size units, and/or how commercial development may contribute to affordable housing. The City is collaborating with A Regional Coalition for Housing (ARCH) to explore and identify more opportunities for affordable housing in the Station Area, including directing in-lieu fees received directly into the district.</p>
54	<p>Question regarding the elephant in the room; has Google purchased the property? It is still listed as owned by LJM Enterprises (as this evening in the KC property records). Do we have a chicken and the egg scenario, as in Google waiting on the city to approve certain conditions prior to moving ahead, and the city waiting on Google? If Google drops out, any contingency plans? As it often sounds like this entire project very much is driven by and for Google.</p> <p>I'm on mobile...</p>	Per-Ola Selander	<p>Hi Per-Ola, the City initiated the Station Area Plan before we became aware of Google's interest. The planning effort continues to focus on writing policies and regulations that will ensure that the eventual development achieves the vision regardless of what developer or tenant chooses to develop here.</p>	

55	This is more of a comment than a question. I would love if the various renderings shown in the slides were updated to accurately reflect the max building height in each area. (Right now, the office buildings in the Lee Johnson area are rendered at a similar height as other buildings in the area.)	James		Comment noted.
56	Isn't the real answer to why the focus is more on high rise office space and high rise/high cost residential because Google has been lobbying the City very heavily to allow them to build multiple 250' towers on Lee Johnson property with plans for other nearby properties?	Ken MacKenzie		Comment noted.
57	Per-Ola,	Ken MacKenzie		Question text incomplete. No answer provided.
58	Per-Ola, yes Google has made a number of requests to the City because they want certain allowances to do what they want to do on the property and they have been pressing the City to finalize the Plan ASAP so that Google can get started with their building plans. That is why the City is pressing forward so quickly with this without allowing much actual public input or clearly and directly answering the public's questions.	Ken MacKenzie		Comment noted. Reference May 12 Joint City Council and Planning Commission Study Session recording for overview of how the project and process have incorporated community input, and the extensive community input touchpoints throughout the process. Additionally see FAQ section on project webpage for one example of response to public questions.
59	Could all the questions and answers be posted on the Station Area Plan web page along with the Zoom recording?	Ken MacKenzie		Zoom recording of meeting was posted on project webpage at <a href="http://www.kirklandwa.gov/stationareaplan">www.kirklandwa.gov/stationareaplan</a> on 5/19/2022. Question and answers report to be posted within one week of the live session.