

# Community Open House— Draft SEIS

Supplementary Environmental Impact Statement

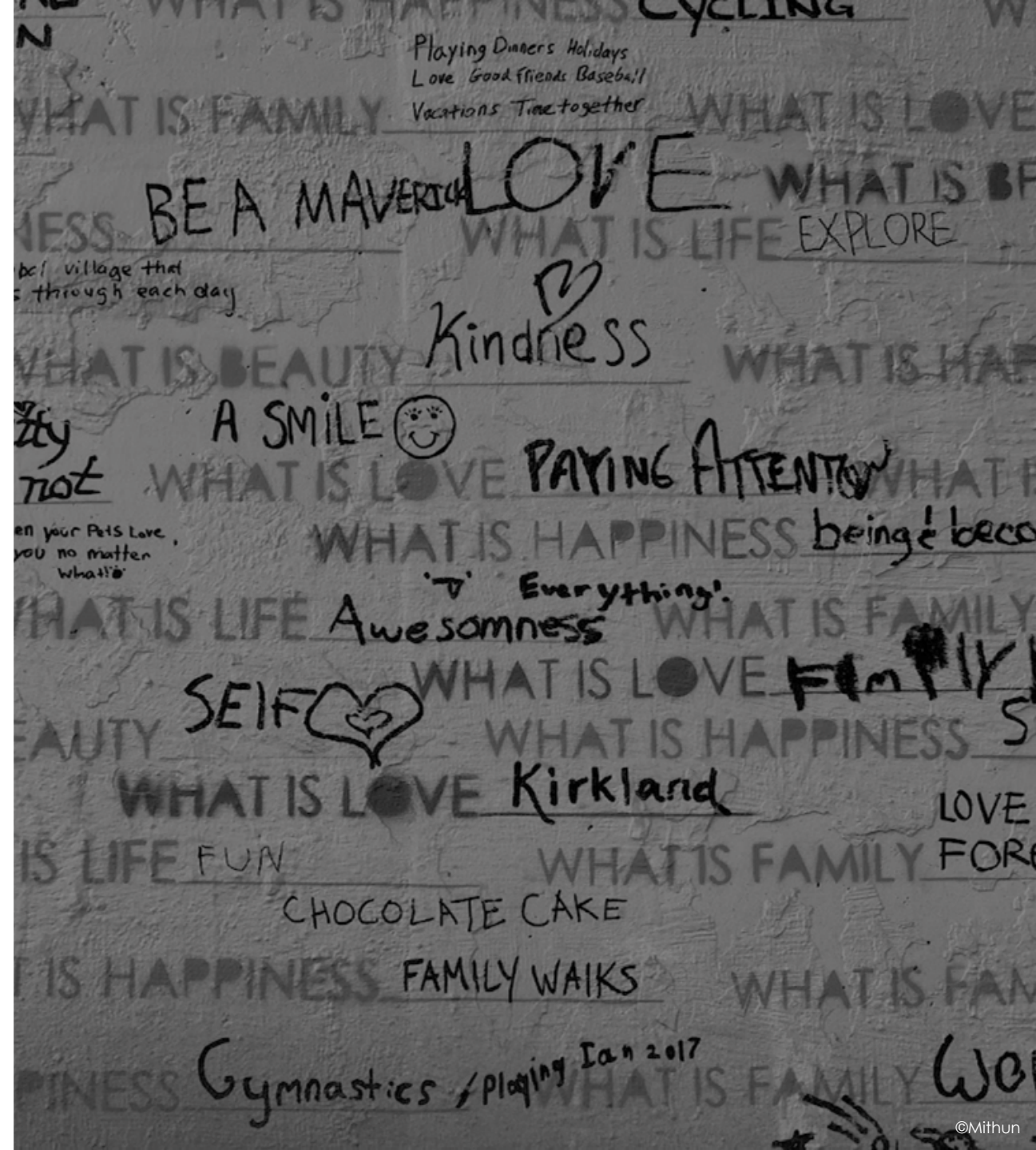
## NE 85<sup>th</sup> Station Area Plan

Supplemental Planned Action EIS  
to the 2035 Comprehensive Plan

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City of Kirkland  
Mithun

7 January 2021



# January 7<sup>th</sup> Community Open House

# Welcome!

**6:00 – 6:10 Welcome!** Adam Weinstein, Director of Planning

**6:10 – 6:15 Introduction** Becca Book, Mithun

**6:15 – 6:25 Reading & commenting on a DSEIS** Lisa Grueter, BERK

**6:25 – 6:45 Alternatives & Analysis** Erin Ishizaki & Brad Barnett, Mithun

**6:45 – 7:30 Group Discussions**

**7:30 – 7:45 Report Back/ Poll**

**7:45 – 8:00 Next Steps**

# Land Acknowledgement —

The study area of this project is on the traditional land of the first people of Kirkland.

The Station Area Plan honors with gratitude the land itself and the Tribes which have cared for it since time immemorial.





# Project Overview —



Sound Transit and WSDOT are redeveloping the NE 85<sup>th</sup> Street Interchange to support a new bus rapid transit station.

**The City of Kirkland is developing a Station Area Plan** that will guide future growth or development around the station.

We need your help to select features to be incorporated into the **Preferred Alternative**, which can be a mixture of ideas.

# Project Objective—

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional transit investment to maximize transit-oriented development and create the most:

- Opportunity for an inclusive, diverse, and welcoming community
- value for the City of Kirkland,
- community benefits including affordable housing,
- and quality of life for people who live, work, and visit Kirkland.

**“Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive.”**

**-City of Kirkland Vision 2035**

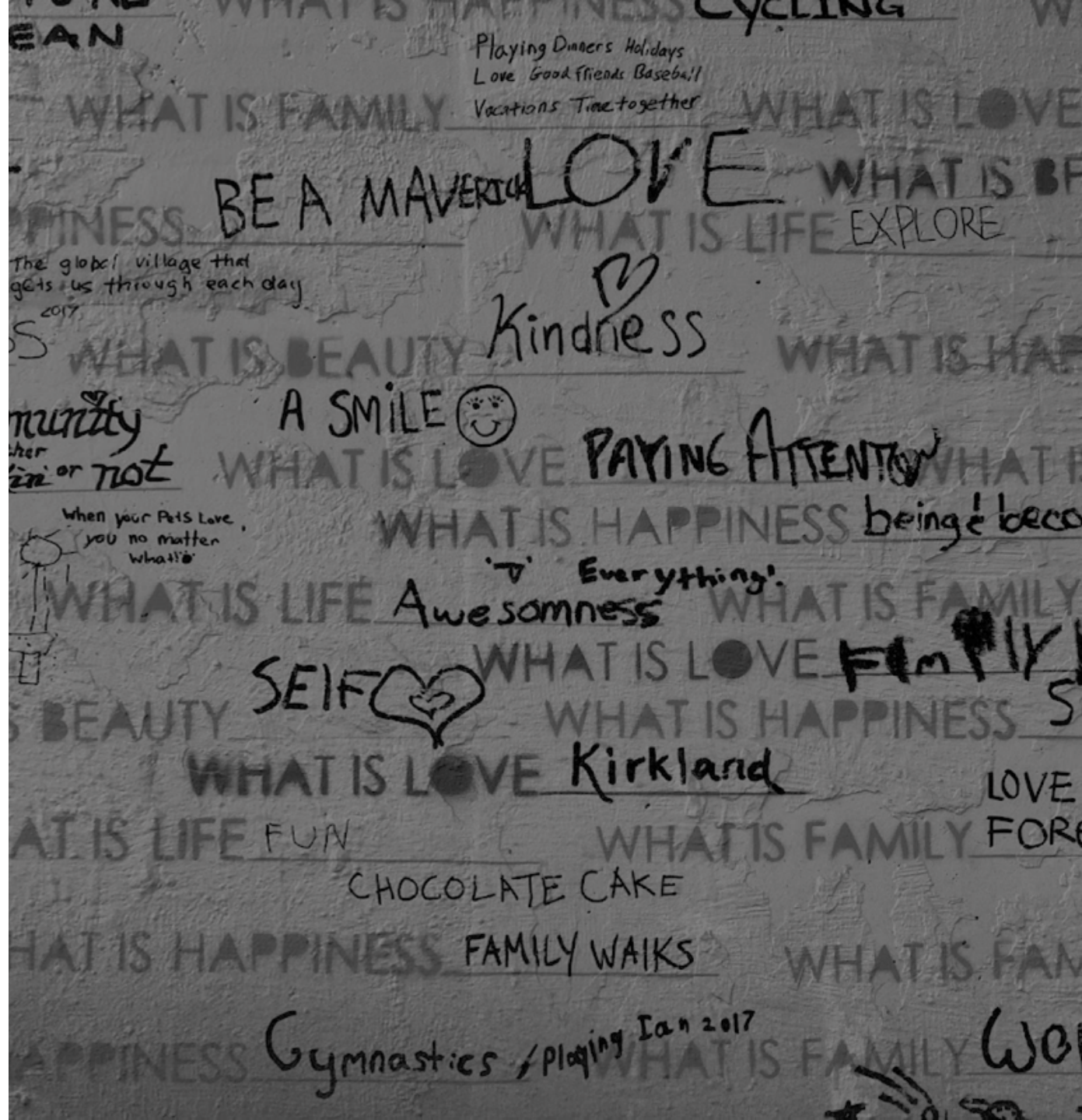


**Everyone is welcome, all viewpoints need to be shared and heard**

## Respect the views of others

Be ready to expand on your viewpoint so that it can best be understood

Hate speech is not tolerated



# Open House Tools—

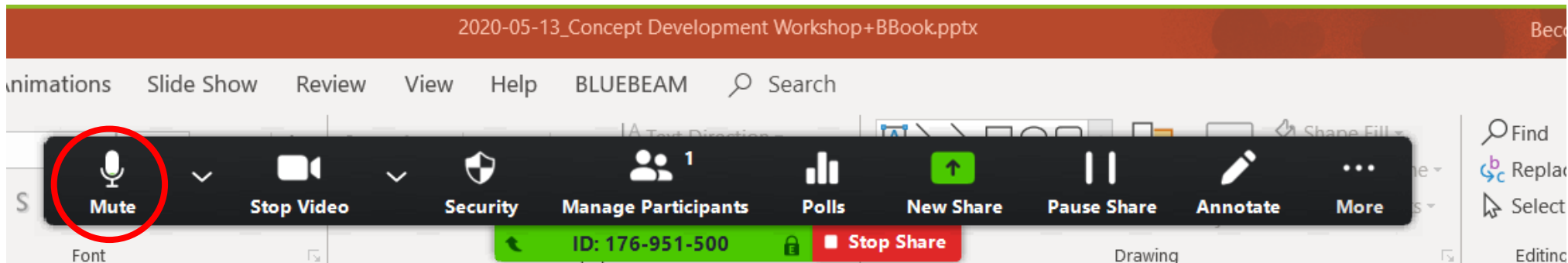
## Zoom information

Meeting ID: 979 0360 1696

Phone users: US: +1 253 215 8782

To mute/unmute by phone: \*6

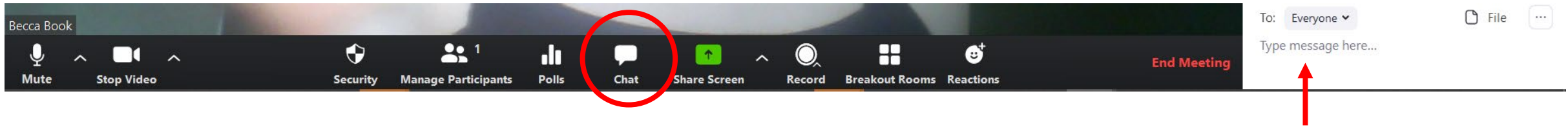
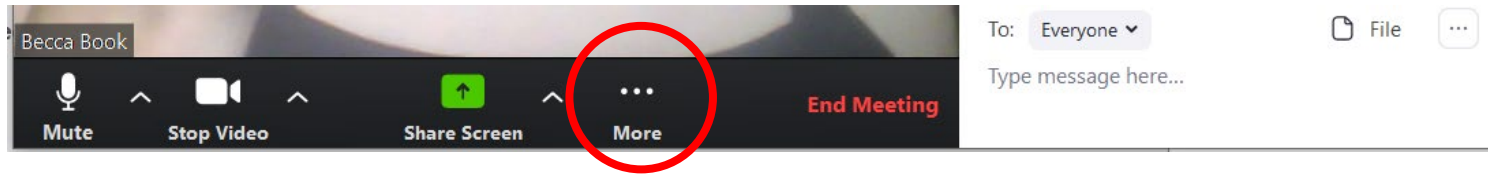
## Mute / Unmute yourself in Zoom



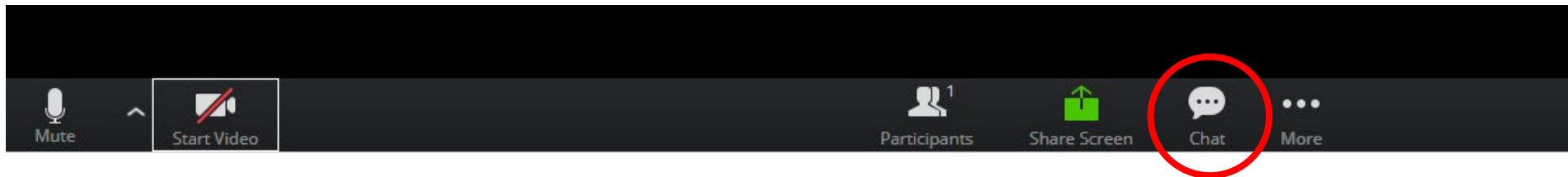


# Open House Tools—

## Zoom App

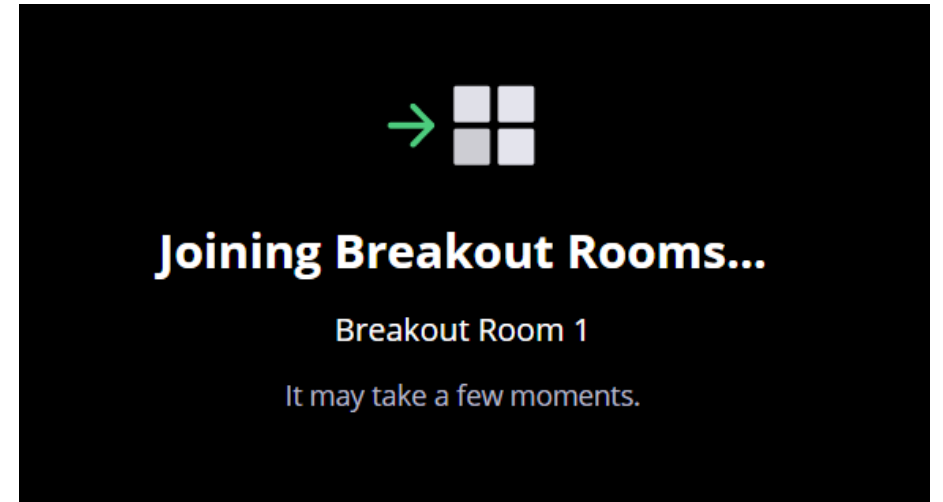
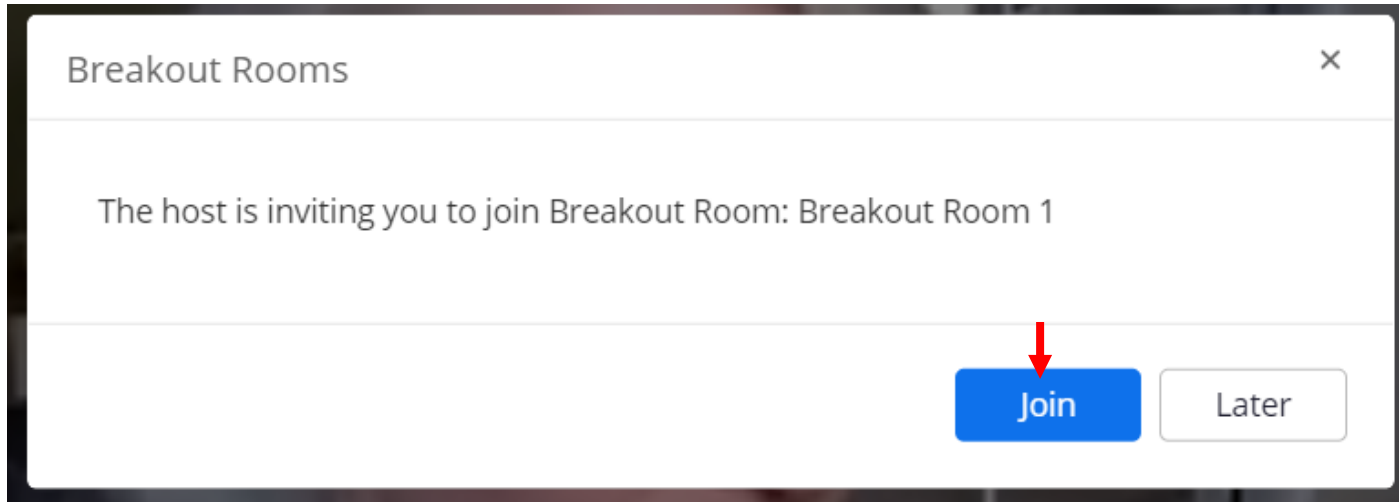


## Browser



# Open House Tools—

## Joining a Breakout Room On your computer

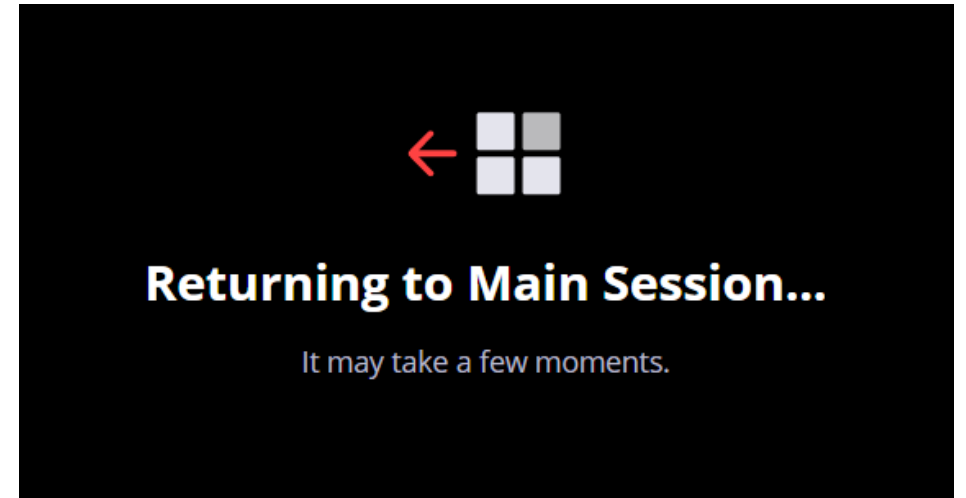
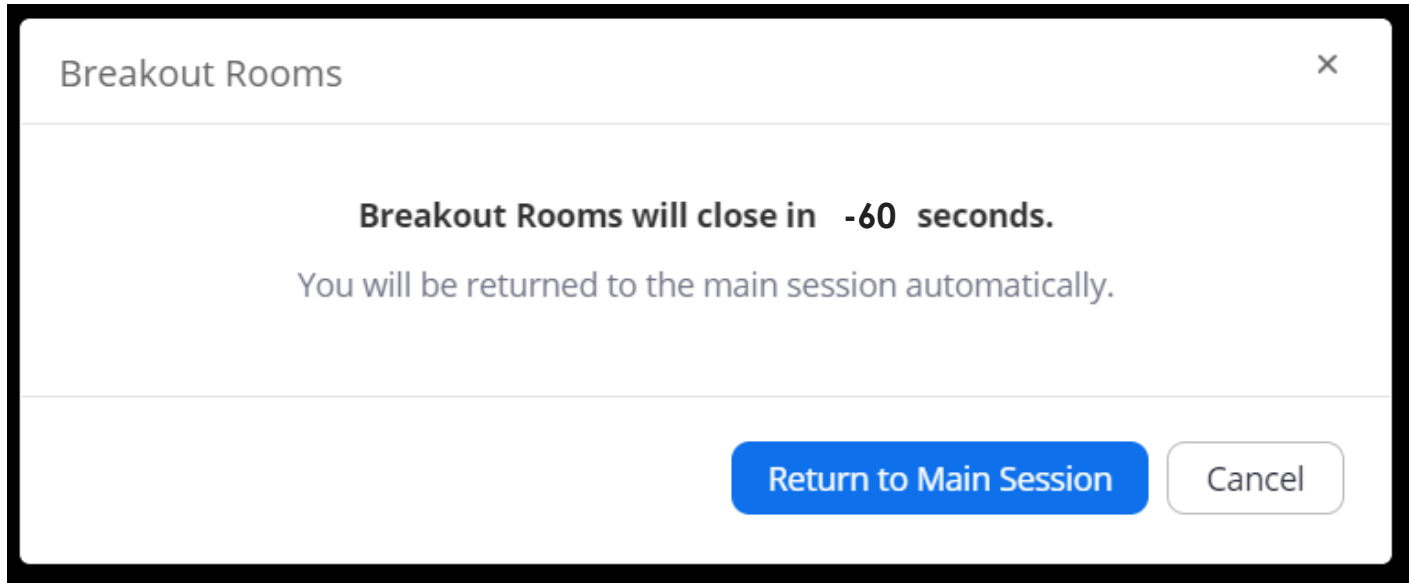


## On your Phone

You do not need to do anything to join. Once the host starts the breakout rooms, you will be notified that you have been added to a breakout room.

# Open House Tools—

## Returning to the Main Session





# Planning Process



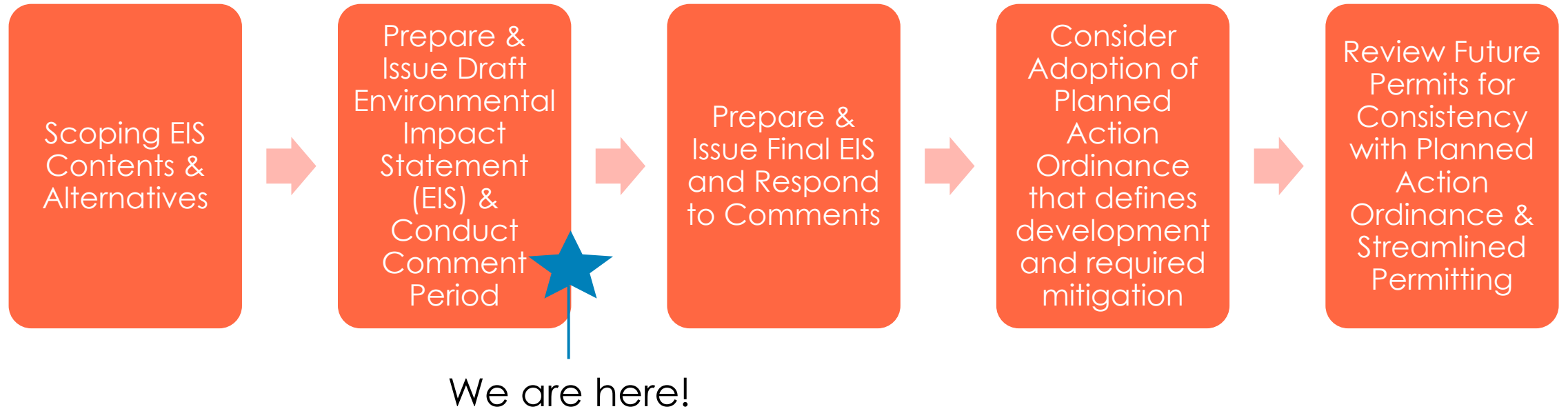
**Current Phase: Draft SEIS Comment Period**

**January 5<sup>th</sup> - February 5<sup>th</sup>: Comment Period**

**January 14<sup>th</sup> : Planning Commission Meeting**

**January 19<sup>th</sup> : City Council Meeting**

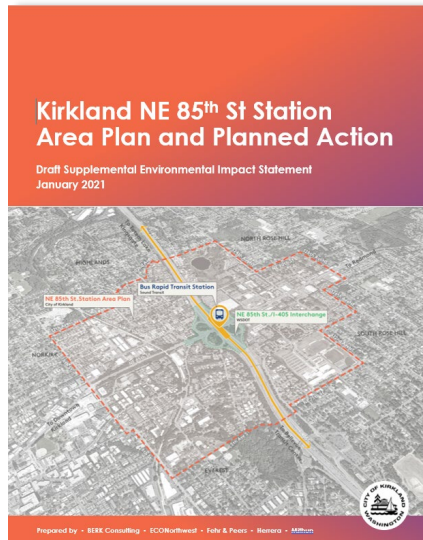
# About the Environmental Review Process—



**SEPA**  
**State Environmental Policy Act**

**SEIS**  
**Supplemental Environmental Impact Statement**

# Reading the Draft SEIS



## Contents

1. Summary
2. Proposal and Alternatives
3. Environment, Impacts, and Mitigation
4. Acronyms and References
5. Appendices

## Chapter 3 Topics

- 3.1 Air Quality/  
Greenhouse Gas Emissions
- 3.2 Surface Water and  
Stormwater
- 3.3 Land Use Patterns and  
Socioeconomics
- 3.4 Plans and Policies
- 3.5 Aesthetics
- 3.6 Transportation
- 3.7 Public Services
- 3.8 Utilities

### For each topic

- Affected Environment
- Impacts
- Mitigation Measures
- Significant Unavoidable Adverse Impacts



# How to comment on the Draft SEIS

An areawide SEIS is an opportunity to:

- Affect many future projects
- Address cumulative impacts
- Identify possible mitigation for future planned actions
- Identify alternatives that meet objectives of the proposal

- Tips for commenting:
  - Summarize your concerns to share your ideas, and also be specific
  - Identify where information could be made more complete or accurate
  - Identify possible solutions including mitigation measures
  - Identify best combination of alternative features or other alternatives in the range studied that meet the proposal's objective

- Review the Draft SEIS on the project website: <https://www.kirklandwa.gov/stationareaplan>
- Provide comments to [azike@kirklandwa.gov](mailto:azike@kirklandwa.gov) by February 5, 2021
- **Reminder:** Questions or comments on the Bus Rapid Transit station or the Interchange project to Mary Mackie (WSDOT) [MackieM@consultant.wsdot.wa.gov](mailto:MackieM@consultant.wsdot.wa.gov) or Ivonne Rivera (ST) [ivonne.riveramartinez@soundtransit.org](mailto:ivonne.riveramartinez@soundtransit.org)

# How to comment on the Draft SEIS

## 1. Today's Workshop

## 2. Survey by 5 pm on February 5<sup>th</sup>

[kirklandwa.gov/StationAreaPlan](http://kirklandwa.gov/StationAreaPlan)

## 3. Submit comments by 5 pm on February 5<sup>th</sup>

[azike@kirklandwa.gov](mailto:azike@kirklandwa.gov)

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

**Reminder:** Questions or comments on the **Bus Rapid Transit station or the Interchange project** should be directed to

Mary Mackie (WSDOT) [MackieM@consultant.wsdot.wa.gov](mailto:MackieM@consultant.wsdot.wa.gov)

Ivonne Rivera (ST) [ivonne.riveramartinez@soundtransit.org](mailto:ivonne.riveramartinez@soundtransit.org)

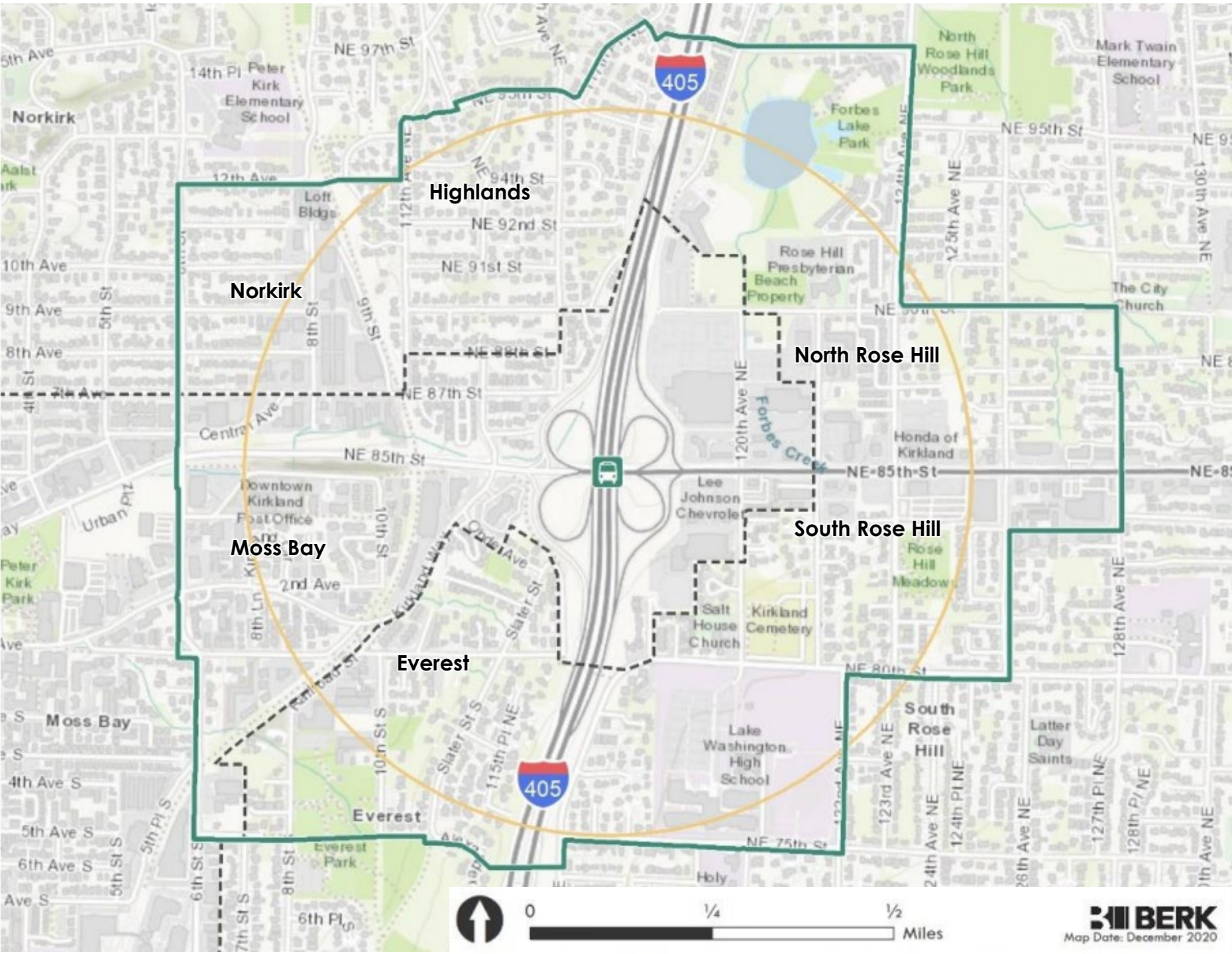
# Alternatives Summary—



# Station Area Plan

## Study Area

-  85th St. Station Location
-  Study Area
-  BRT Station Half-Mile Radius
-  King County-Designated Urban Center
-  Hydrography





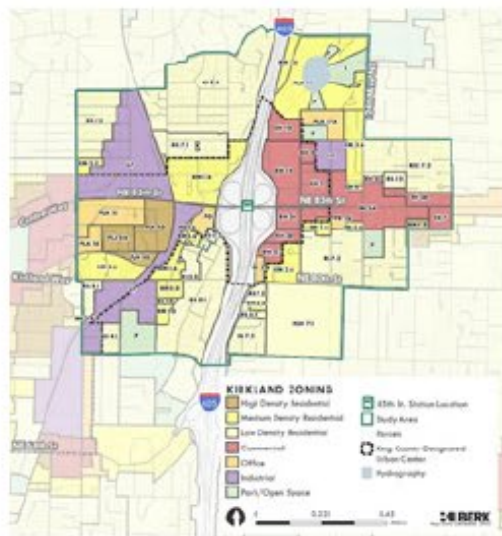
### 3 Alternatives were studied

based on public, Planning Commission, and City Council input...

to guide growth around the new bus rapid transit station over the next 15-20 years

#### ALTERNATIVE 1 No Action

Makes no planning changes to accommodate projected growth.



#### ALTERNATIVE 2 Guiding Transit-Oriented Growth

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



#### ALTERNATIVE 3 Transit-Oriented Hub

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



# What's **Consistent** Across Alternatives

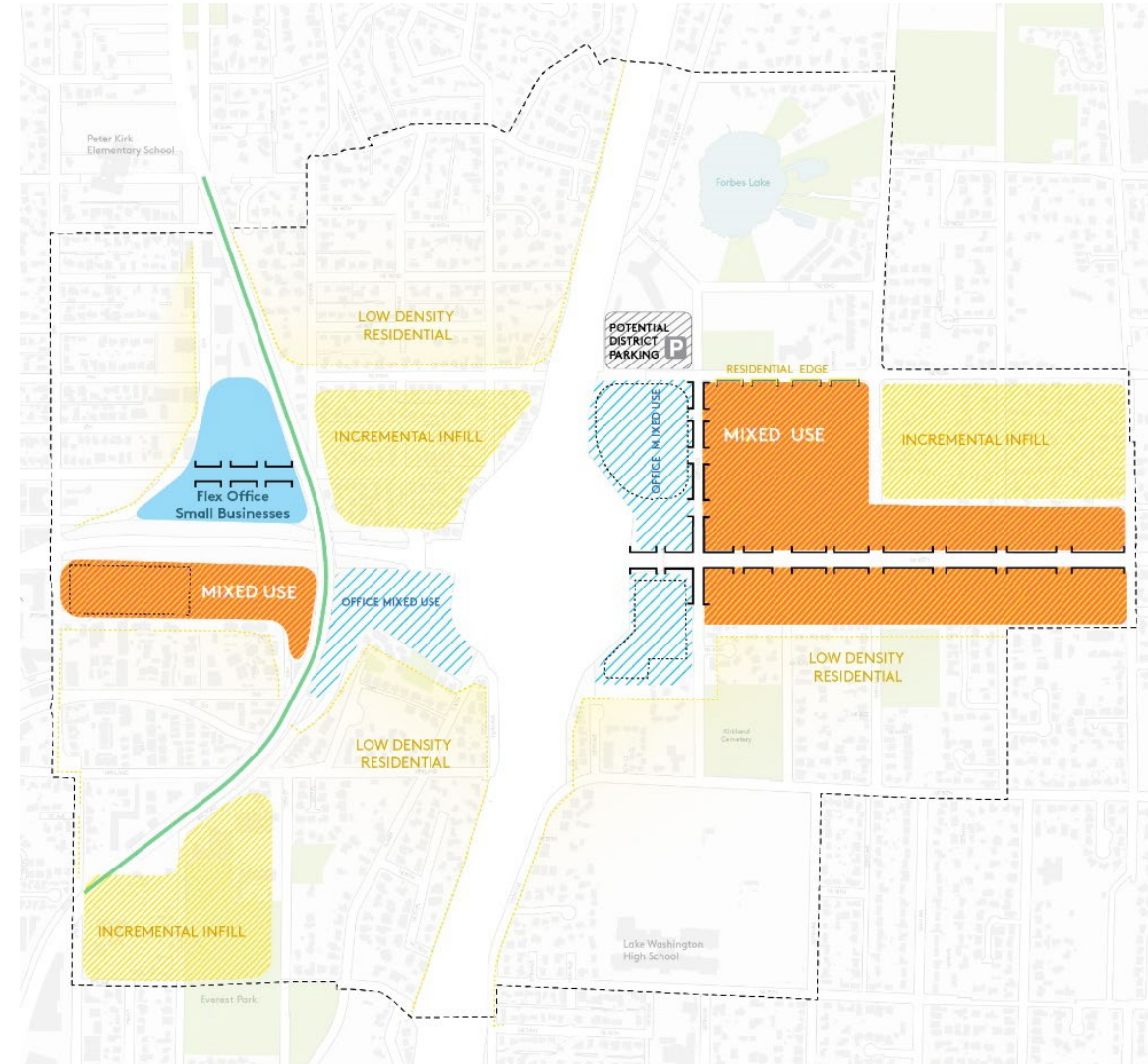
## Areas of Change

## BRT Service & Station Design

## Initial Bike/Ped Improvements (builds off Active Transportation Plan)

## Environmental goals

## Public services to support new development





## What's **Consistent** Across Alternatives

Areas of Change

BRT Service & Station Design

Initial Bike/Ped Improvements  
(builds off Active Transportation Plan)

Environmental goals

Public services to support new  
development

## What's **Different**

**Amount of Change & Physical  
Form of Growth**

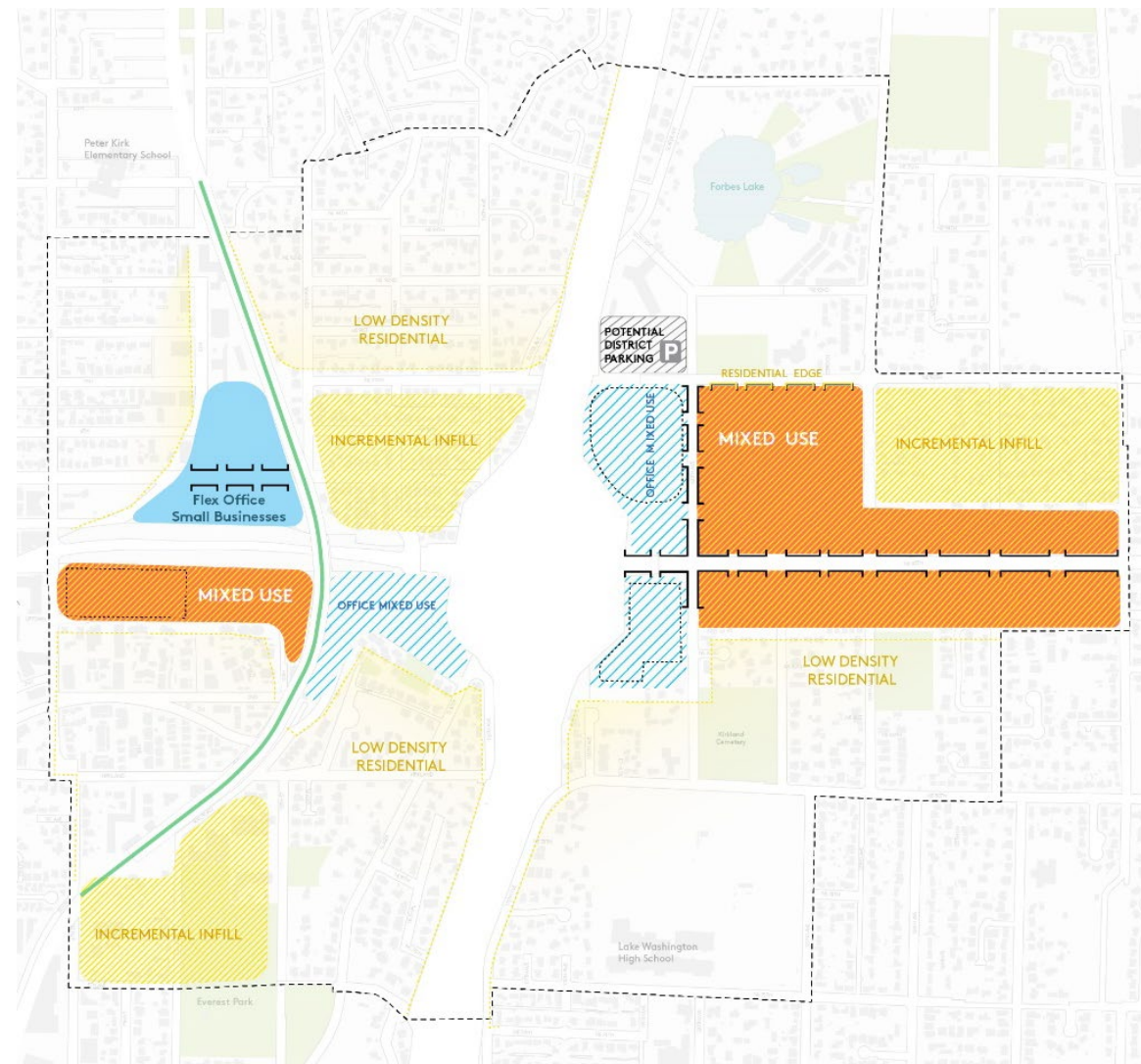
BRT Service & Station Design  
**Shuttle & Parking Strategies**

**Level of Bike/Ped Improvements**  
(builds off Active Transportation Plan)

**Level of Environmental Strategies**

**Level of Public services to  
support new development and  
community facilities investment**

**Impacts & Benefits Towards  
Project Objectives**



# Transportation Network

## Assumptions: Alternatives 1-3

### Funded and already implemented by the City in 2020 –

- 6 Additional eastbound left turn lane at 85<sup>th</sup> and 124<sup>th</sup> Ave NE
- 8 All-way stop at 87<sup>th</sup> St and 114<sup>th</sup> Ave

### Funded by Sound Transit, built by WSDOT –

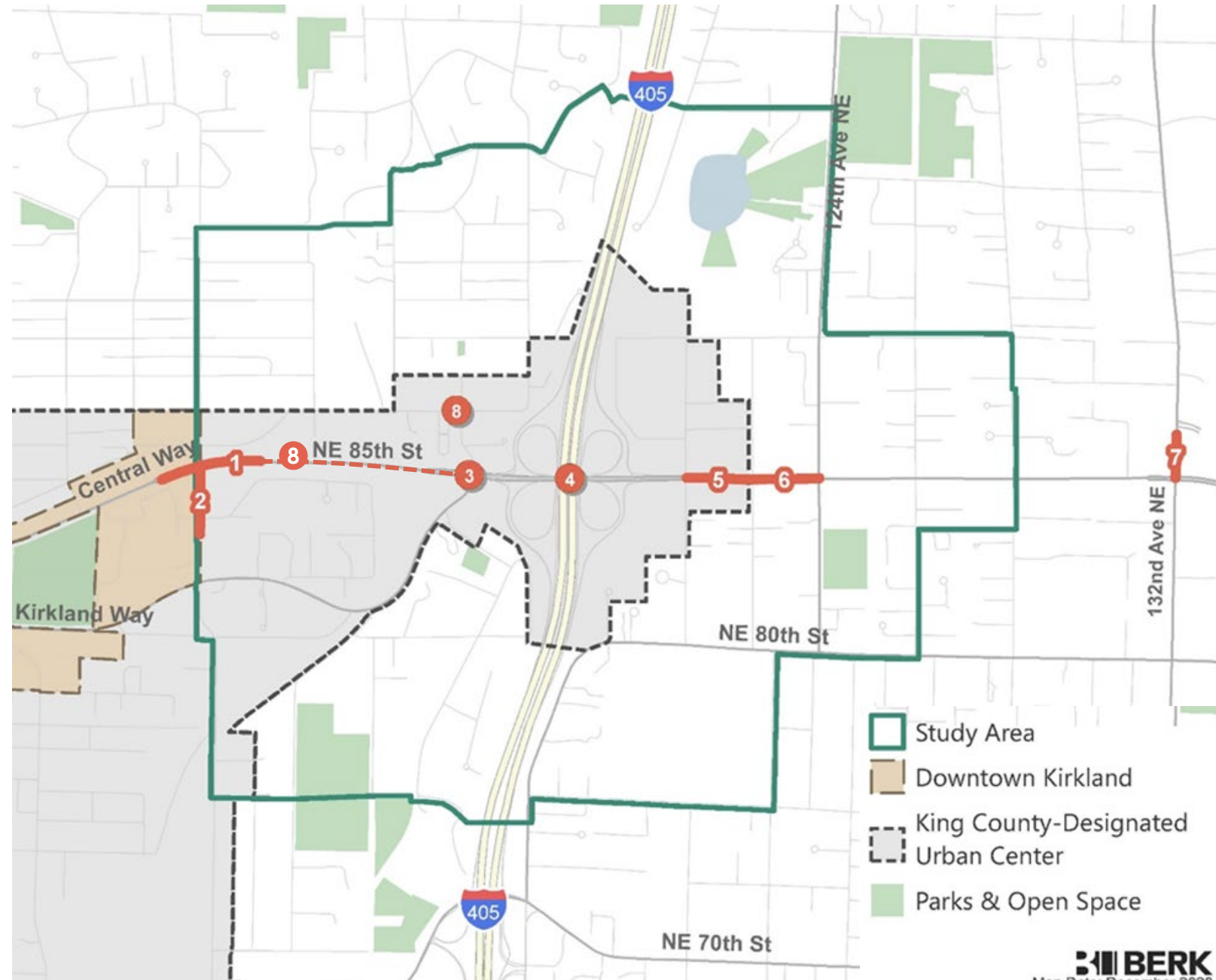
- 3 New Roundabout
- 4 New I-405 Interchange

### Funded by Sound Transit, built by City –

- 1 WB transit queue jump and right turn lane at 6<sup>th</sup> and 85<sup>th</sup>
- 5 Additional EB Travel lane
- 8 Ped/bike connection along south side of 85<sup>th</sup> between 6<sup>th</sup> and Kirkland Way

### Funded and built by Kirkland Urban development–

- 1 2<sup>nd</sup> WB left turn, EB right turn lane at 6<sup>th</sup> and Central/85<sup>th</sup>
- 2 Additional Southbound travel lane on 6<sup>th</sup>
- 7 Additional southbound left turn lane at 132<sup>nd</sup> and 85<sup>th</sup>





# Alternatives Summary

## ALTERNATIVE 1

### No Action

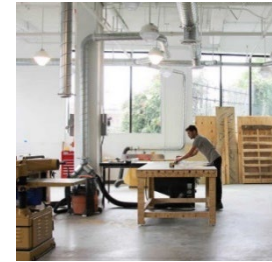
Reflects **existing zoning and current plans**. It makes no planning changes to accommodate projected growth.



## ALTERNATIVE 2

### Guiding Transit-Oriented Growth

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



## ALTERNATIVE 3

### Transit-Oriented Hub

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



# Alternatives Elements Summary

## ALTERNATIVE 1

### No Action

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

**Housing/Jobs:** low housing production, primarily retail employment

**Development:** Up to 6 stories in Rose Hill, generally up to 3 stories elsewhere

**Mobility:** minor improvements associated with new development & similar bike lanes/sidewalks to today, current parking policies

**Environmental:** compliance with existing stormwater/envIRON. policies

## ALTERNATIVE 2

### Guiding Transit-Oriented Growth

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

**Housing/Jobs:** moderate housing production, mix of commercial and retail employment

**Development:** Up to 150 stories in existing comm. areas like Rose Hill; transitioning down to generally 30 feet elsewhere

**Mobility:** enhanced bike lanes and sidewalk improvements, 1-2 mid-block green streets, on-site shared parking

**Environmental:** incentive program for improved on-site stormwater treatment & green building standards

## ALTERNATIVE 3

### Transit-Oriented Hub

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

**Housing/Jobs:** significant housing production, major commercial and supportive retail employment

**Development:** Up to 300 stories in existing comm. areas like Rose Hill; transitioning down to generally 30 feet elsewhere

**Mobility:** district-wide network of bike facilities and sidewalk improvements, mandatory mid-block green streets, district parking facility and reduced parking requirements

**Environmental:** new standards for stormwater treatment & green building; 120<sup>th</sup> Blue Street for district-level stormwater and tree canopy improvements



# Informing a Preferred Alternative

## Can be a mixture of ideas from Alternatives 1-3

### Community Characteristics

Creating and preserving **public open space**

Ease and safety of travel by **walking, biking, and transit**

Ease of travel in **private vehicles**

Limited building **heights and densities**

More **affordable homes**

More **jobs in Kirkland**

More **green buildings and features**

Preservation of **neighborhood character**

Support for **local businesses**, existing and new

The ability for **people from all walks of life** to live in Kirkland





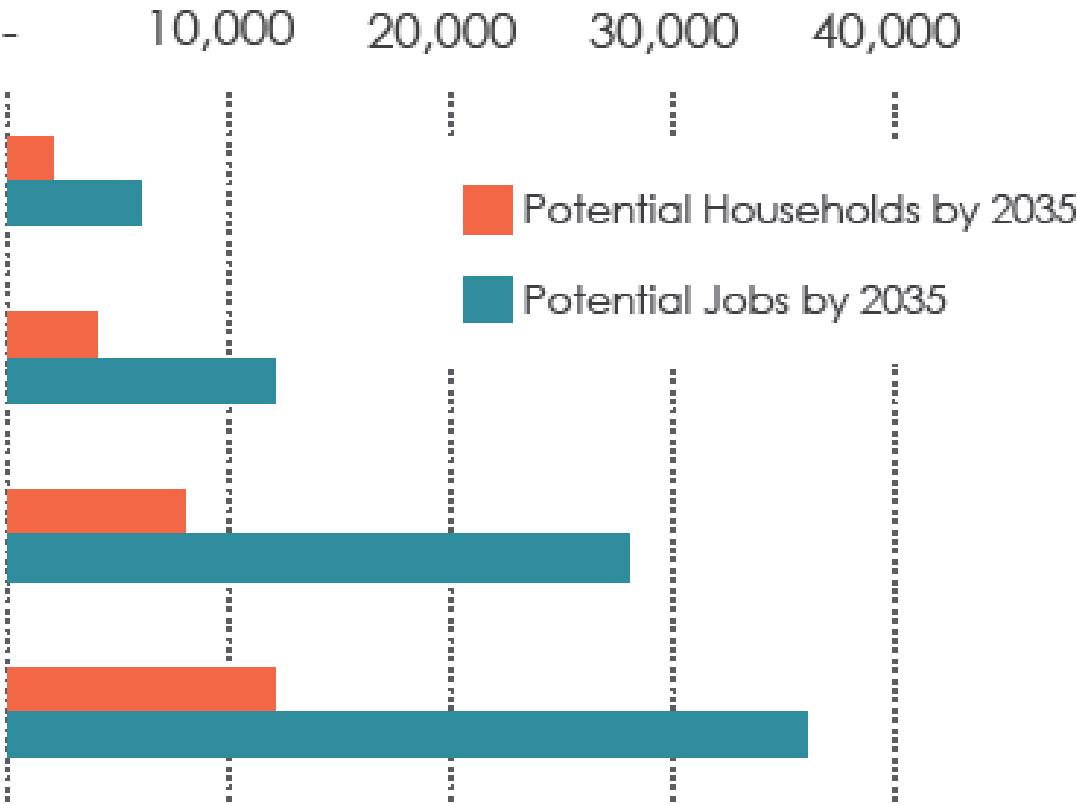
# Alternatives Potential Growth Comparison

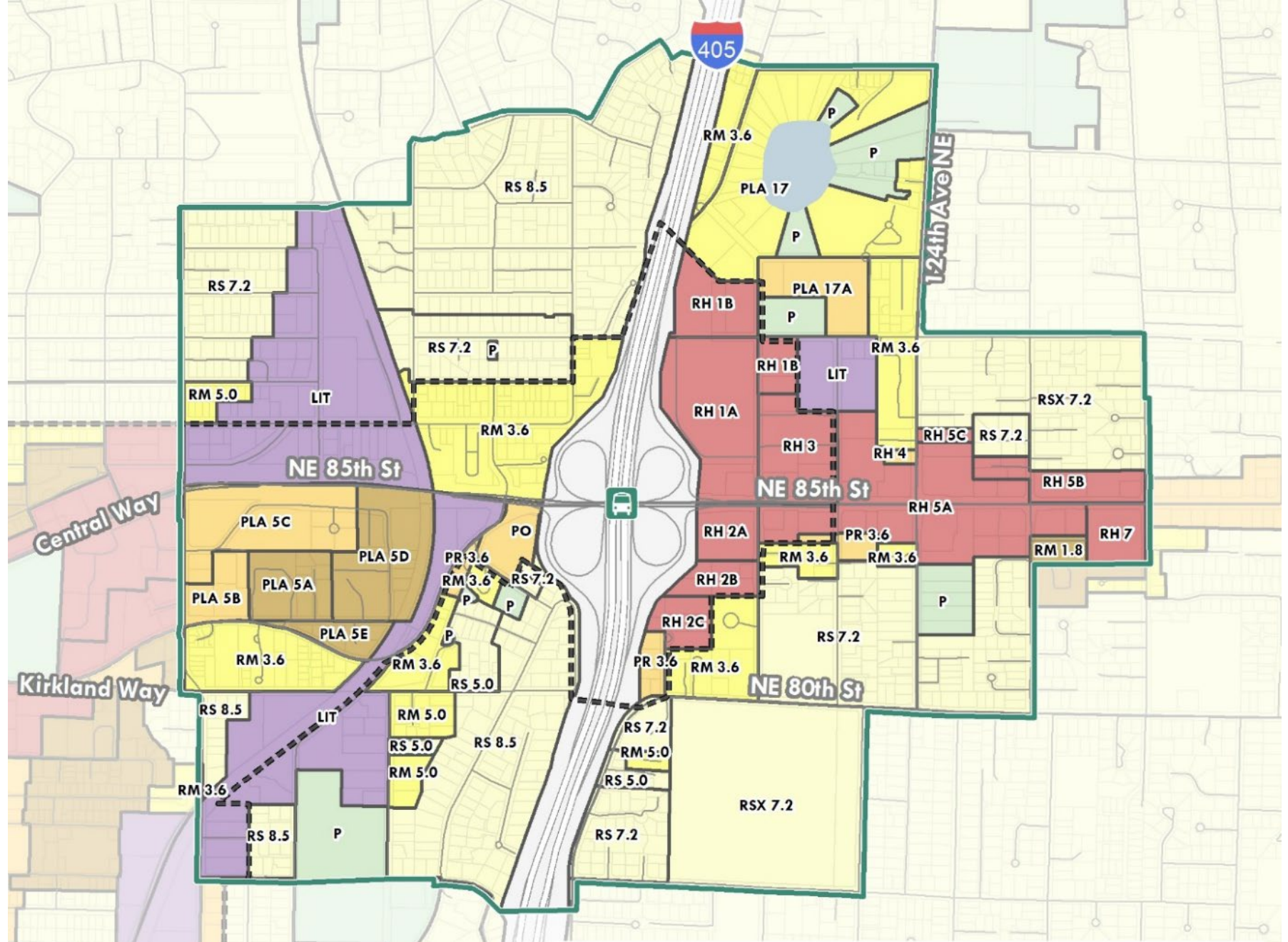
## EXISTING CONDITIONS

ALTERNATIVE 1 **No Action**  
Reflects **existing zoning** - No changes to accommodate projected growth.

ALTERNATIVE 2  
**Guiding Transit-Oriented Growth**  
Allows **moderate growth** around transit

ALTERNATIVE 3  
**Transit-Oriented Hub**  
Allows **most growth** to support transit-oriented development

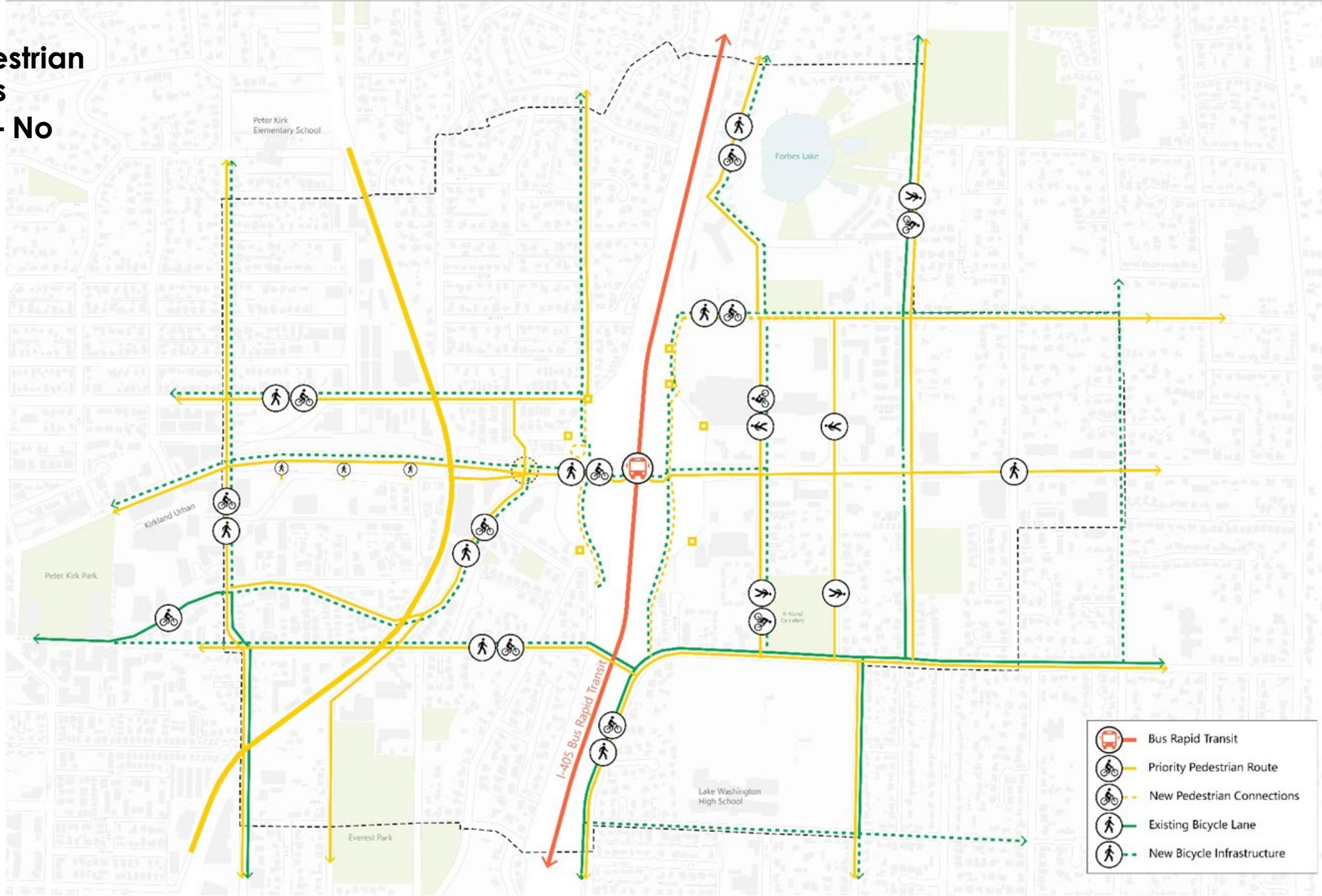






# Bike and Pedestrian Improvements

## Alternative 1 – No Action

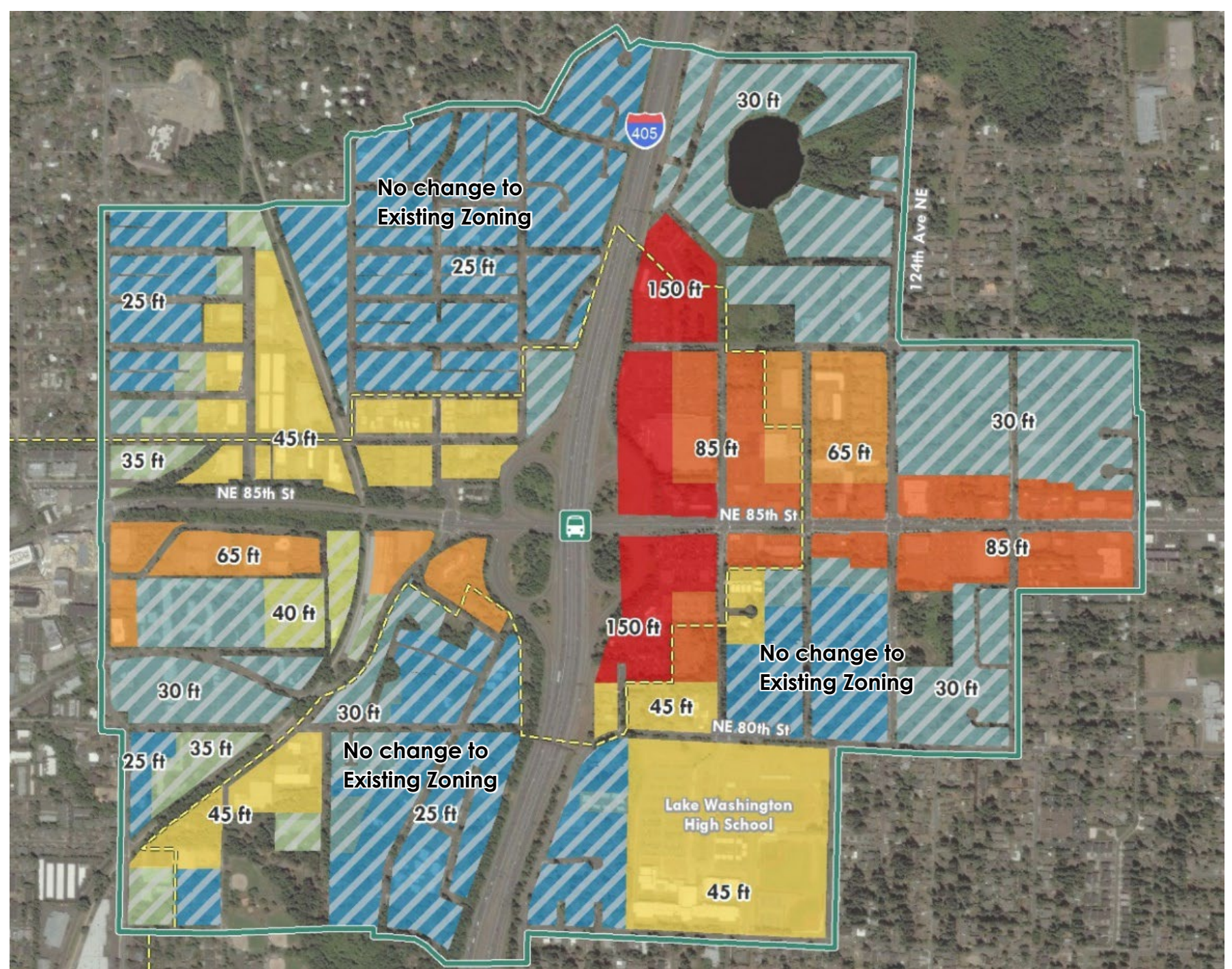




## Allowed Building Height Alternative 2 – Guiding Mixed Use Growth

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

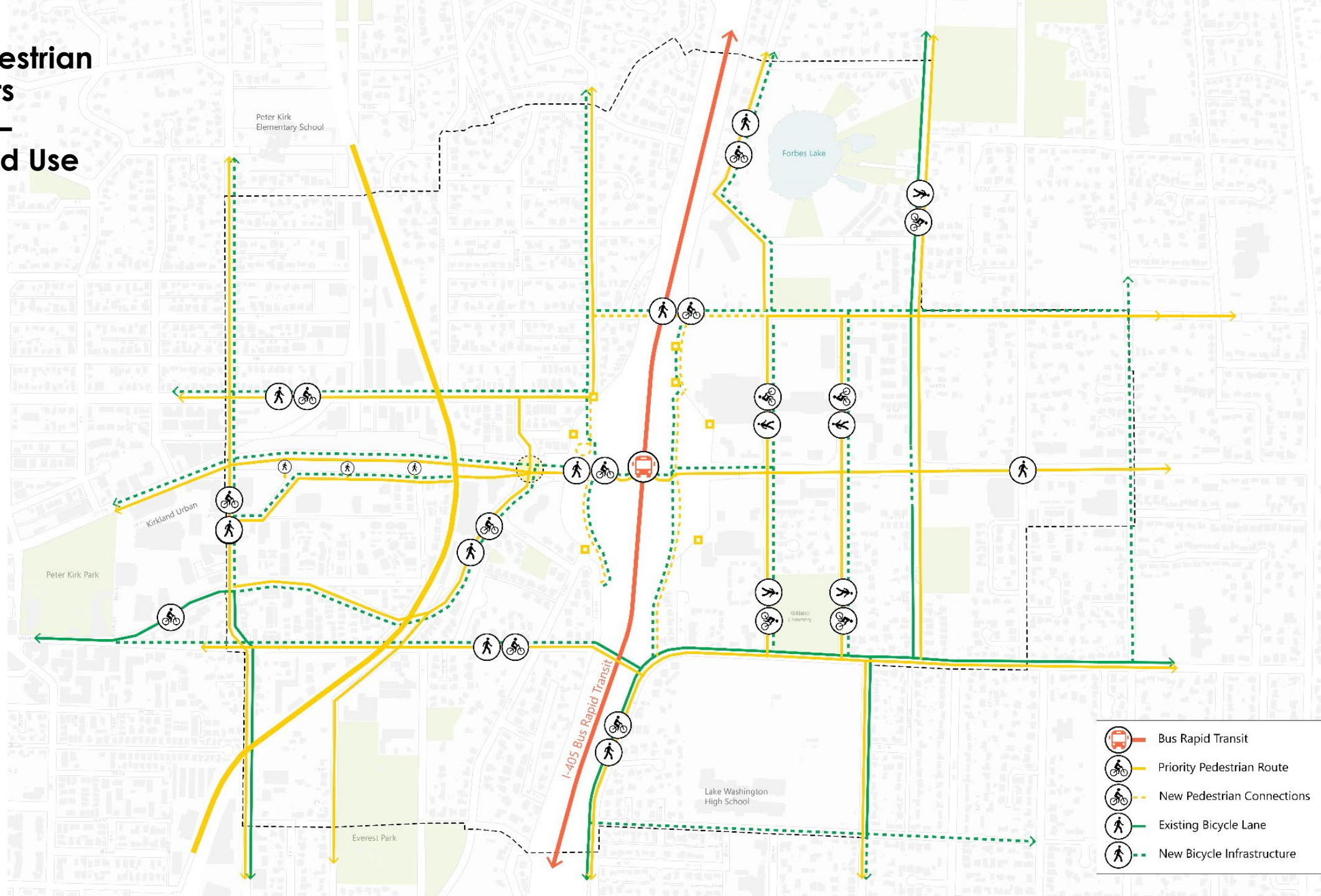
Includes WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station, integrates with local transit on NE 85th St.





# Bike and Pedestrian Improvements

## Alternative 2 – Guiding Mixed Use Growth

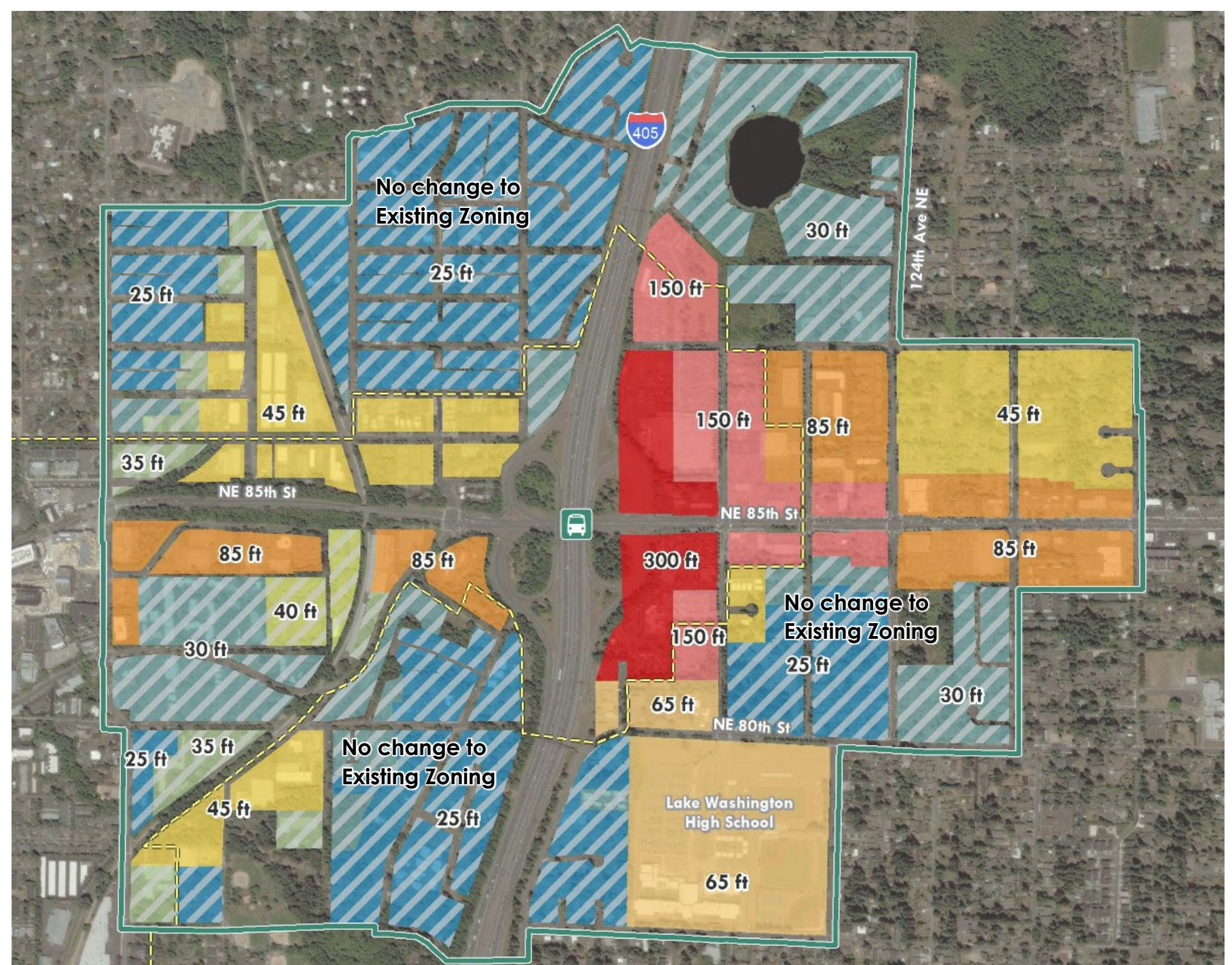
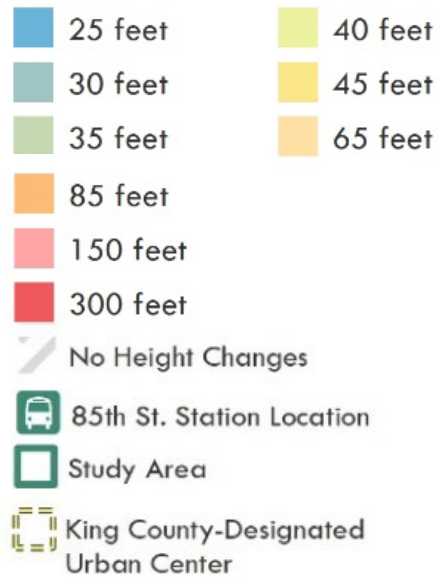




## Allowed Building Heights Alternative 3– Transit Oriented Hub

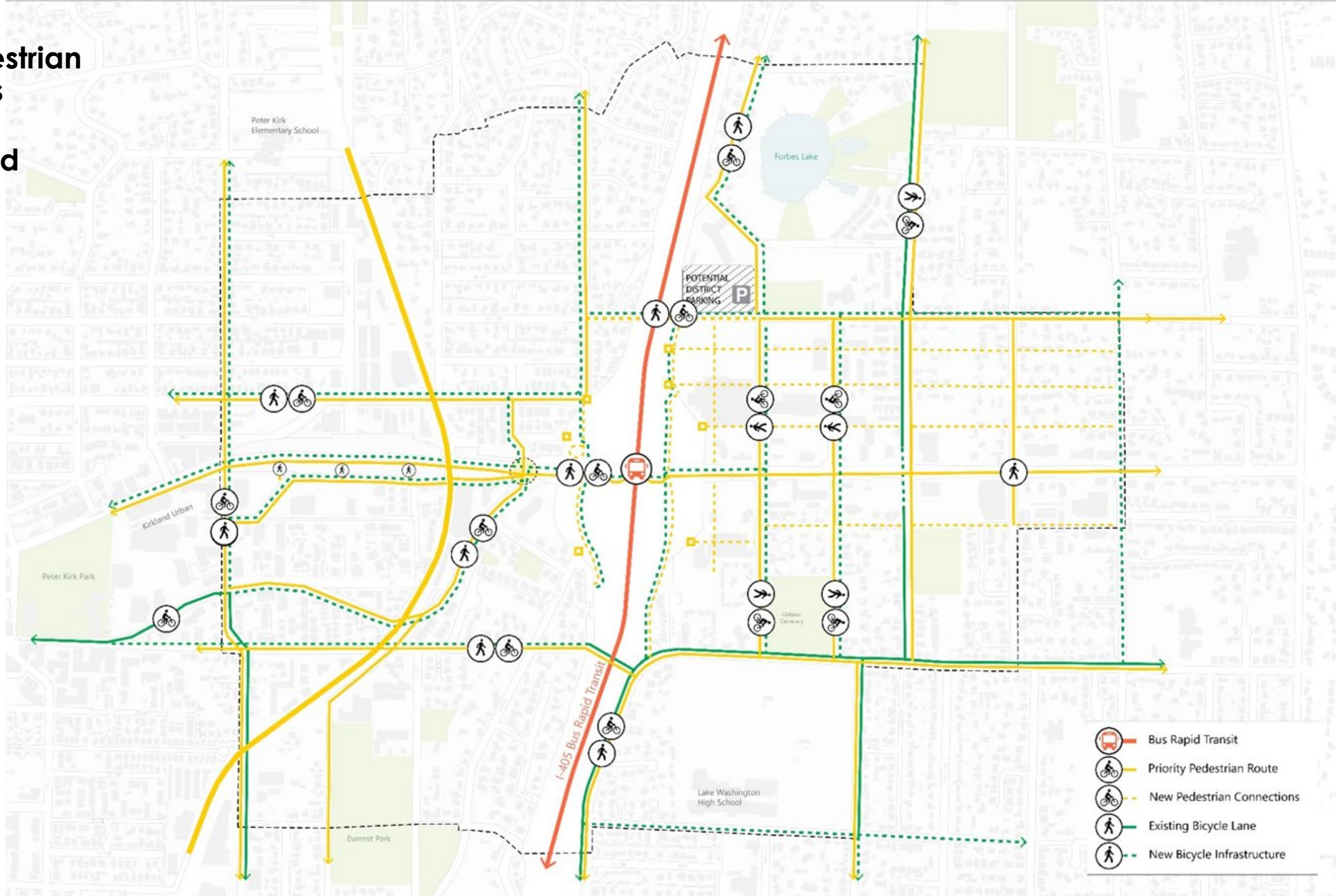
Allows **most growth** to support transit-oriented development, primarily **focused on existing commercial areas such as Rose Hill**.

Includes WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station, integrates with local transit on NE 85th St.





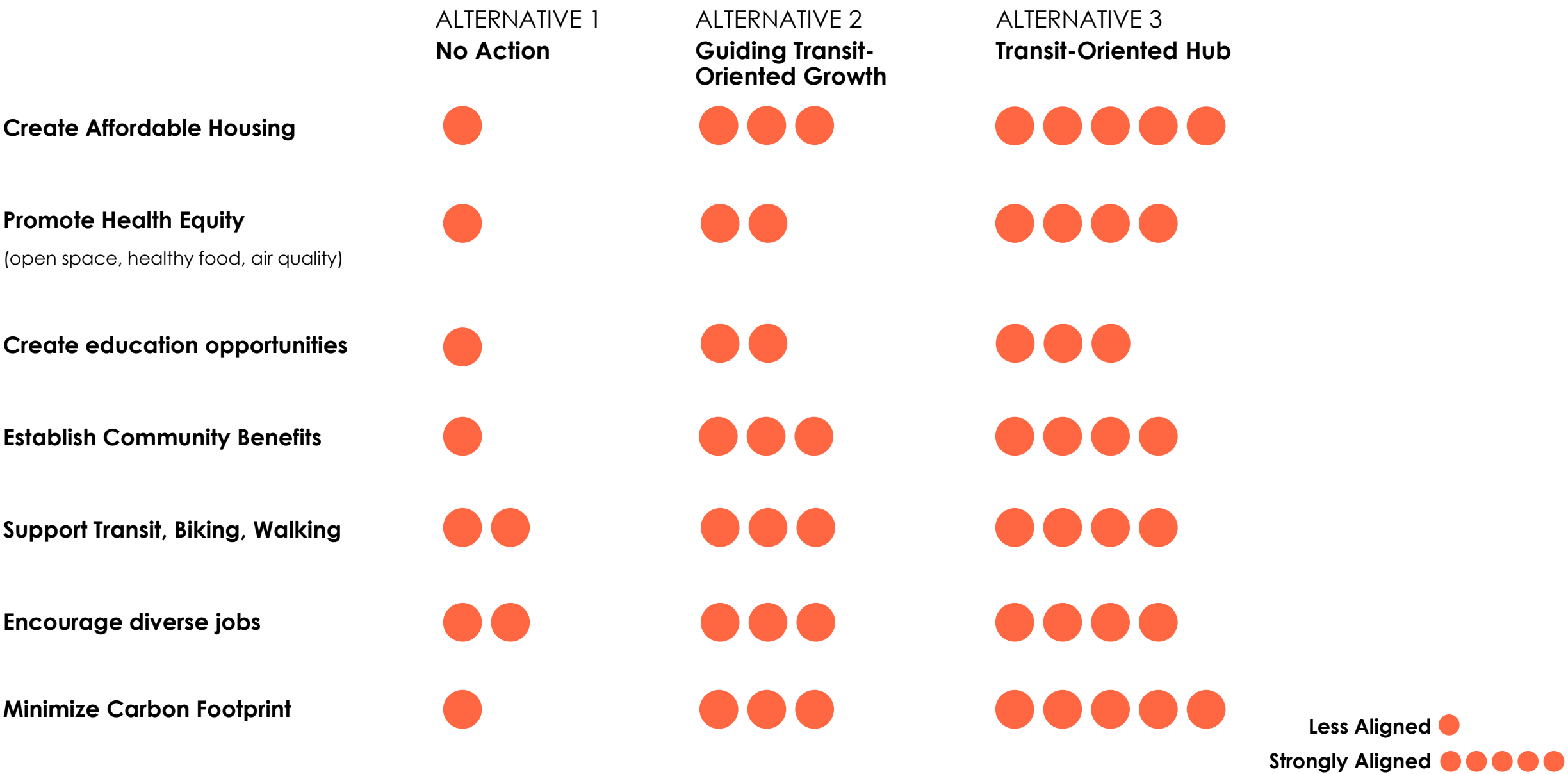
# Bike and Pedestrian Improvements Alternative 3— Transit Oriented Hub



# Summary of Alternatives Analysis

# Summary of Analysis

## Relationship to Project Objectives



## Alternative 1 – No Action

Project Objective	Degree of Consistency	Notes
<b>Equity</b>	<ul style="list-style-type: none"> <li>Unlikely to produce substantial affordable housing.</li> <li>Unlikely to improve health equity factors such as access to open space, healthy food, and air quality</li> <li>Unlikely to support additional education opportunities</li> <li>Unlikely to create new opportunities for community benefits through development</li> </ul>	<ul style="list-style-type: none"> <li>Projected growth of 873 total housing units, implying a <b>maximum of 87 affordable units</b>.</li> <li>No additional open spaces</li> </ul>
<b>Livability</b>	<ul style="list-style-type: none"> <li>Likely to maintain current transit, walking, and biking</li> <li>Likely preserves existing retail jobs</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient density to support transit: 23.1 jobs + residents/ac</li> <li>Contributes to the adopted Comprehensive Plan capacity and would contain about <b>10,859 jobs</b>, slightly higher than the 2019 estimates of 4,988 jobs.</li> </ul>
<b>Sustainability</b>	<ul style="list-style-type: none"> <li>Unlikely to reduce the district's carbon footprint.</li> </ul>	<ul style="list-style-type: none"> <li>No predicted reduction in per capita greenhouse gas emissions</li> </ul>



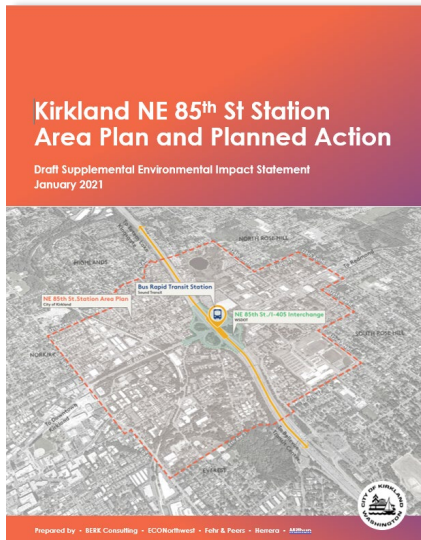
## Alternative 2 – Guiding Transit-Oriented Growth

Project Objective	Degree of Consistency	Notes
Equity	<ul style="list-style-type: none"> <li>▪ Possibly would produce some affordable housing and increase housing diversity</li> <li>▪ Possible to improve health equity factors such as access to open space, healthy food, and air quality</li> <li>▪ Possibly would support additional education opportunities</li> <li>▪ Possibly would create new opportunities for community benefits through development linkages</li> </ul>	<ul style="list-style-type: none"> <li>▪ There is more opportunity for inclusionary housing and MFTE affordable units under Alternative 2 compared to the No Action Alternative. Together these could total <b>over 900 affordable units</b> under the City's existing regulations and potentially more if additional programs or incentives are implemented as described under Mitigation Measures.</li> <li>▪ Onsite open spaces and community gathering spaces are proposed with each Action Alternative in the Form-Based Code.</li> </ul>
Livability	<ul style="list-style-type: none"> <li>▪ Likely to encourage transit, walking, and biking</li> <li>▪ Likely to create new employment opportunities across office, retail, and other sectors.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This Alternative includes incremental green streets midblock connections policy in Rose Hill, Enhanced bike/pedestrian lane/new sidewalks) on 120th Ave NE and other key streets.</li> <li>▪ Sufficient density to support transit: 61.6 jobs + residents/ac</li> <li>▪ Projects <b>23,700 new jobs</b>.</li> </ul>
Sustainability	<ul style="list-style-type: none"> <li>▪ Likely to somewhat lower the district's carbon footprint</li> </ul>	<ul style="list-style-type: none"> <li>▪ Predicted <b>37% reduction in per capita green house gas emissions</b></li> </ul>

## Alternative 3– Transit-Oriented Hub

Project Objective	Degree of Consistency	Notes
Equity	<ul style="list-style-type: none"> <li>▪ Likely to produce significant affordable housing and increase housing diversity</li> <li>▪ Likely to improve health equity factors such as access to open space, food, and air quality</li> <li>▪ Likely to support additional education opportunities</li> <li>▪ Likely to create new opportunities for community benefits through development linkages</li> </ul>	<ul style="list-style-type: none"> <li>▪ This alternative would achieve <b>more than 1,200 affordable units</b> and potentially more if additional programs or incentives are implemented.</li> <li>▪ <b>New onsite open spaces and community gathering spaces</b> are proposed with each Action Alternative in the Form-Based Code. The higher level of development proposed in Alternative 3 would also result in the collection of more park impact fees</li> </ul>
Livability	<ul style="list-style-type: none"> <li>▪ Likely to encourage transit, walking, and biking</li> <li>▪ Likely to create new employment opportunities across office, retail, and other sectors.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Green streets midblock connections policy in in Rose Hill, substantial bike/ped improvements (cycle tracks, retail supportive streetscape) on 120th Ave NE and other key streets.</li> <li>▪ Sufficient density to support transit: 76.5 jobs + residents/ac</li> <li>▪ <b>30,000 new jobs</b></li> </ul>
Sustainability	<ul style="list-style-type: none"> <li>▪ Likely to significantly lower the district's carbon footprint</li> </ul>	<ul style="list-style-type: none"> <li>▪ Predicted <b>43% Reduction in per capita green house gas emissions</b></li> </ul>

# What Issues Were Studied?



## Contents

1. Summary
2. Proposal and Alternatives
3. **Environment, Impacts, and Mitigation**
4. Acronyms and References
5. Appendices

## Chapter 3 Topics

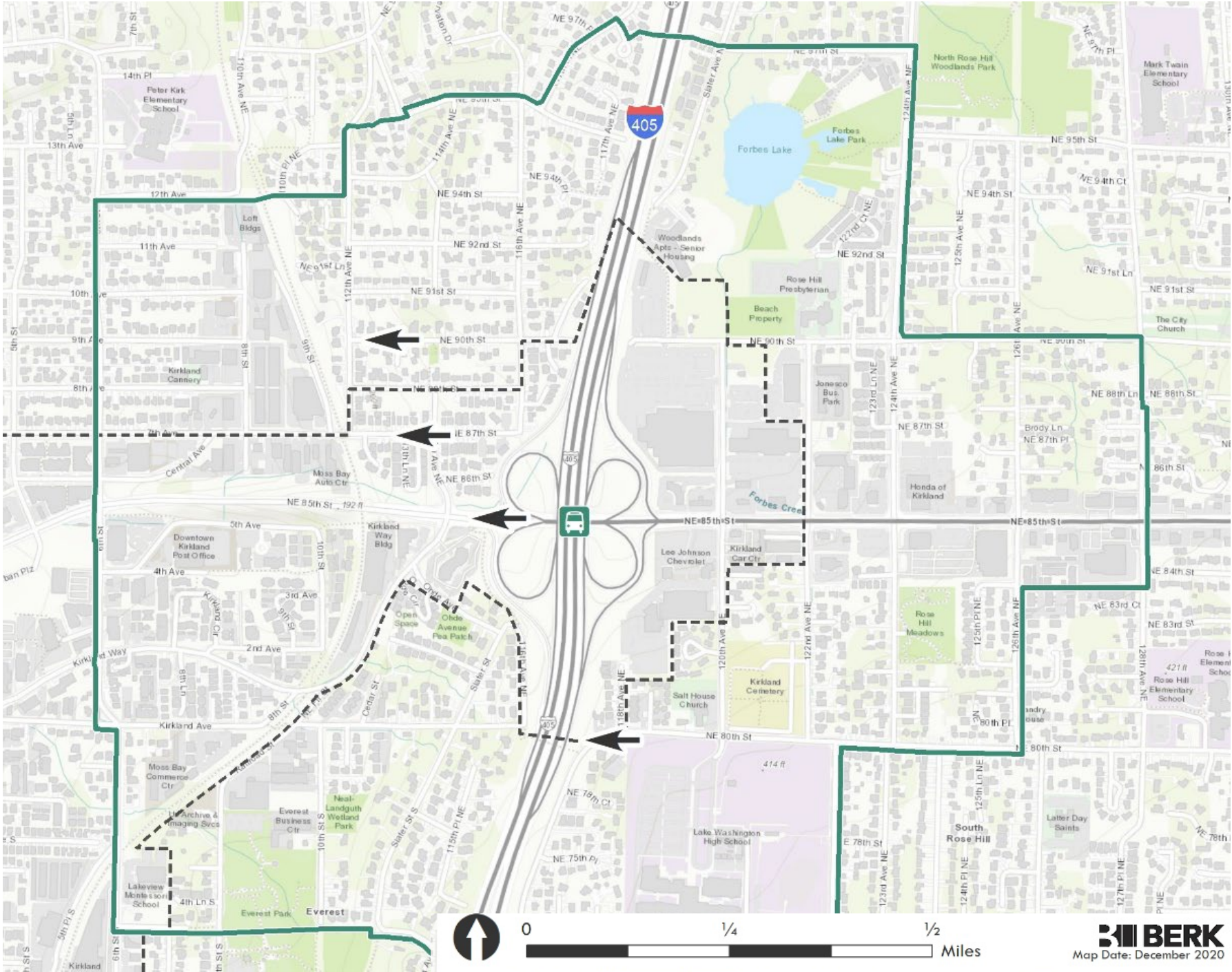
- 3.1 **Air Quality/ Greenhouse Gas Emissions**
- 3.2 **Surface Water and Stormwater**
- 3.3 **Land Use Patterns and Socioeconomics**
- 3.4 **Plans and Policies**
- 3.5 **Aesthetics**
- 3.6 **Transportation**
- 3.7 **Public Services**
- 3.8 **Utilities**

### For each topic by alternative

- Affected Environment
- Impacts
- Mitigation Measures
- Significant Unavoidable Adverse Impacts



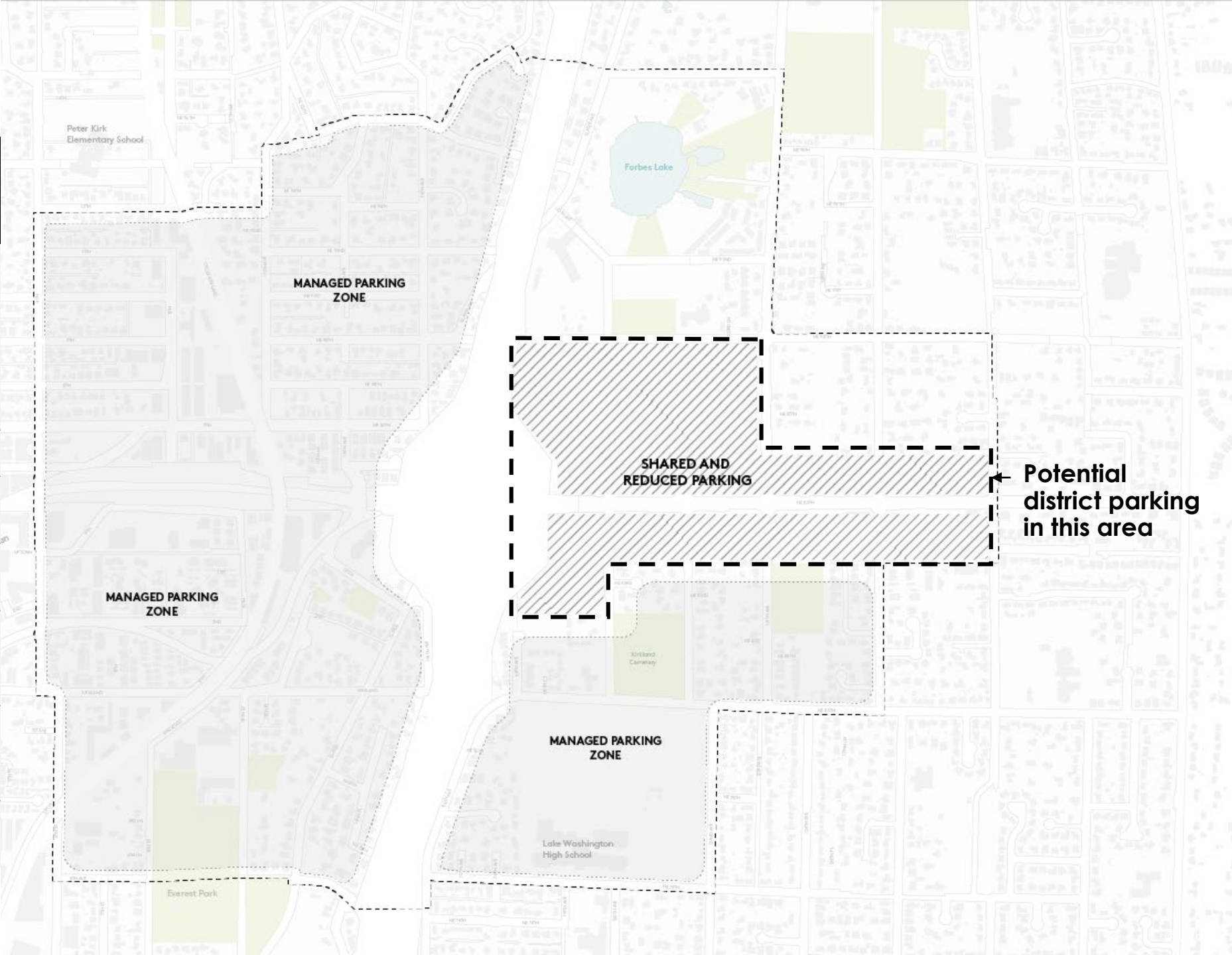
# Designated Public View Protection Corridors In all Alternatives





# Parking Strategies

Parking Ratio	Existing & No Action	Action Alts. 2&3
Med/High Density Residential	1.2-1.8 per bedroom	1 per studio & 1 bdrm 1.6 per 2 bdrm 1.8 per 3 bdrm
Office	3.33	2-5
Retail per 1,000 sf	3.33	2-3
Restaurant per 1,000 sf	10	4-10
Traditional Industrial per 1,000 sf	1	1
Flex Industrial per 1,000 sf	1	1
Wholesale per 1,000 sf	1	1

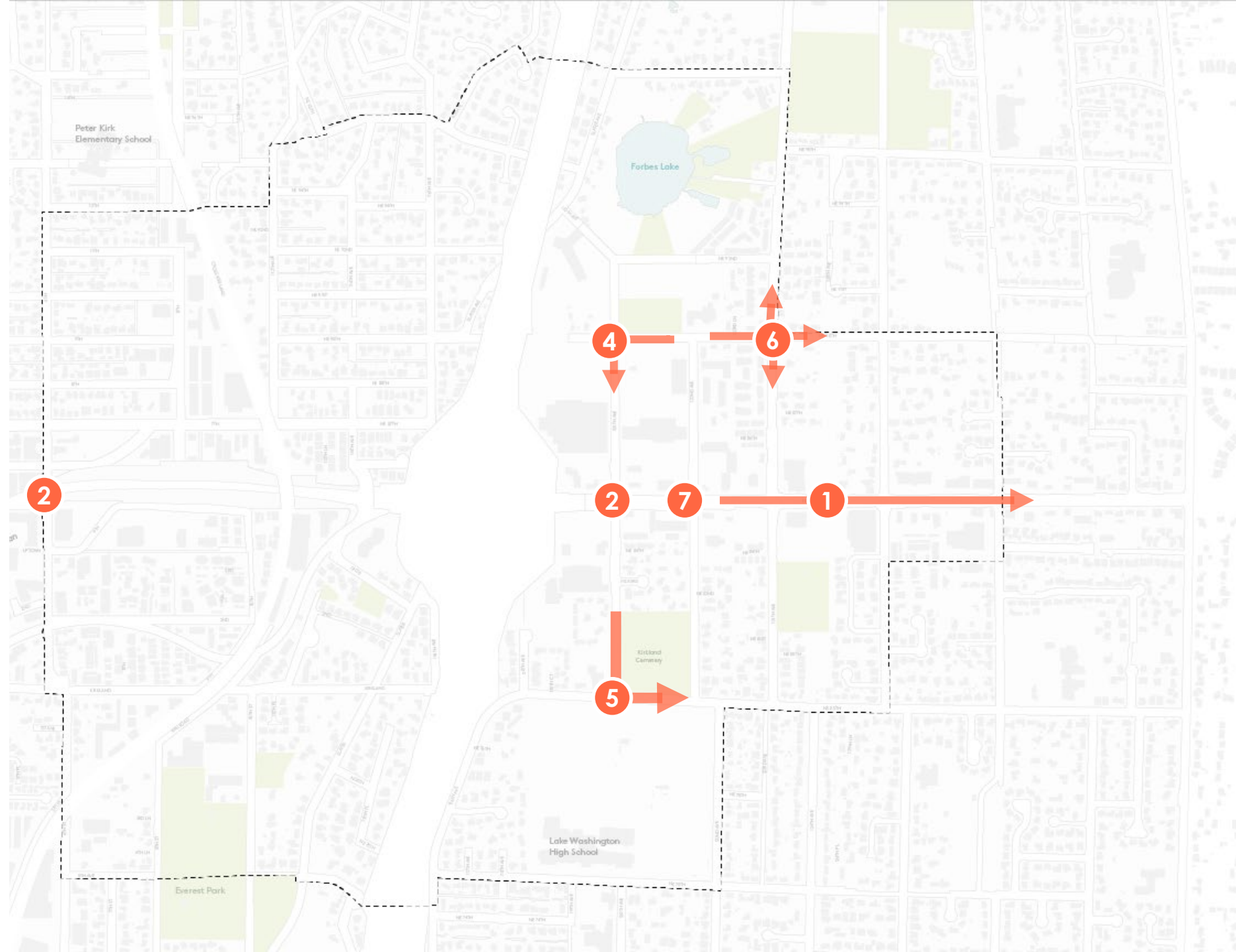


## Example Mitigation Measures to address impacts

Element	Proposed Measure Highlights
Housing/ Land Use / Aesthetics	<ul style="list-style-type: none"><li>▪ <b>Require more affordable housing</b> units beyond 10% existing inclusionary housing regulations</li><li>▪ Provide new <b>incentives</b> to developers to develop more affordable housing</li><li>▪ Allow developers to pay an in-lieu fee if fewer affordable units are constructed than planned</li><li>▪ Participate in regional efforts to leverage funding</li><li>▪ <b>Design standards</b> for compatible development and transitions to existing neighborhoods</li><li>▪ Focus the <b>highest buildings near the interchange</b>, with lower height buildings to transition into the surrounding neighborhoods</li></ul>
Environment	<ul style="list-style-type: none"><li>▪ Create <b>vegetated buffers</b> between heavily trafficked areas and residential development to help improve air quality; preserve or replace mature tree cover</li><li>▪ Offer <b>incentives or requirements for green building</b> to improve air quality and stormwater</li></ul>
Transportation	<ul style="list-style-type: none"><li>▪ <b>Improve roads</b> to accommodate cars (e.g. add travel lanes, turn lanes, signals)</li><li>▪ <b>Improve bicycle and pedestrian networks</b> (e.g. wider sidewalks, bike lanes, cycle tracks, trails)</li><li>▪ <b>Incentivize transit</b> and ride sharing (e.g. transit pass subsidies, commute programs, shuttles)</li><li>▪ <b>Change parking ratios or land use</b> mix to better use infrastructure</li></ul>

## Intersection Specific Mitigation Measures

- 1 Add **eastbound through lane** on NE 85th Street
- 2 **Optimize signal settings** at locations with high volumes.
- 3 Extend the length **of turn pockets** where feasible to help reduce spillback into the through lanes.
- 4 Add **traffic signal & westbound left turn lane** At NE 90th St & 120th Ave NE
- 5 Add **southbound left turn lane** at NE 80th St & 120th Ave
- 6 Add a **northbound and southbound lane** on 124th Avenue NE, **and eastbound through/left lane** and a right turn pocket, on 90th and **optimize signal**.
- 7 Add a **southbound left turn lane** at 85th St & 124th Ave,





# Informing a Preferred Alternative

## Can be a mixture of ideas from Alternatives 1-3

### Community Characteristics

Creating and preserving **public open space**

Ease and safety of travel by **walking, biking, and transit**

Ease of travel in **private vehicles**

Limited building **heights and densities**

More **affordable homes**

More **jobs in Kirkland**

More **green buildings and features**

Preservation of **neighborhood character**

Support for **local businesses**, existing and new

The ability for **people from all walks of life** to live in Kirkland



# Group Discussion



# Reminder, Open House Rules—

Everyone is welcome,  
all viewpoints need to  
be shared and heard

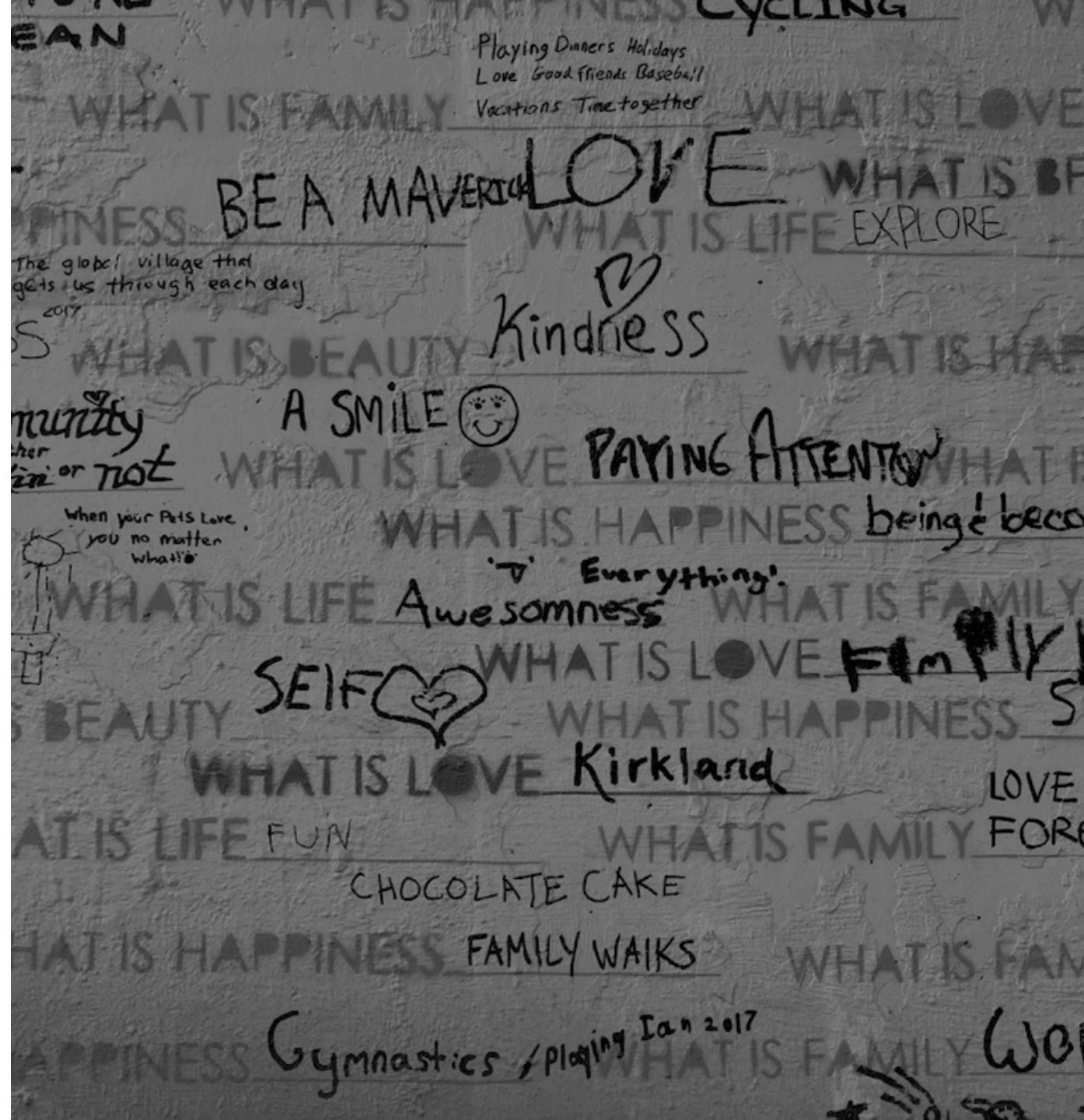
One person speaks at a time

Respect the views of others

Listen to understand, not to  
debate

Be ready to expand on your  
viewpoint so that it can best be  
understood

Hate speech is not tolerated





# Group Discussion

1. Introduce yourself, what makes your community special? What would you like to preserve for future generations?
2. How do you envision this neighborhood in 20 years? Which elements of the alternatives shared today align with this vision?
3. Which elements from the alternatives presented best achieve the project goal of creating an equitable, livable, and sustainable Kirkland? Which do not?
4. Out of these Future Community Characteristics, which are your top three and why?
5. Which, if any, of the mitigation measures described would you like to see incorporated in the preferred alternative?

# What are the top ideas for the NE 85<sup>th</sup> Street Station Area Plan?

Choose up to 3 ideas.  
Send by text or web.



## Send Answers Via Text

- Text [BERK227](#) to 22333
- You will receive a confirmation text
- Text your ideas *one at a time* in three different text messages
- Messages should be one word – if you put more it only accepts the first word
- A single hyphen may be used to create a compound word.  
*For example: affordable-housing*

or



## Send Answers Via the Web

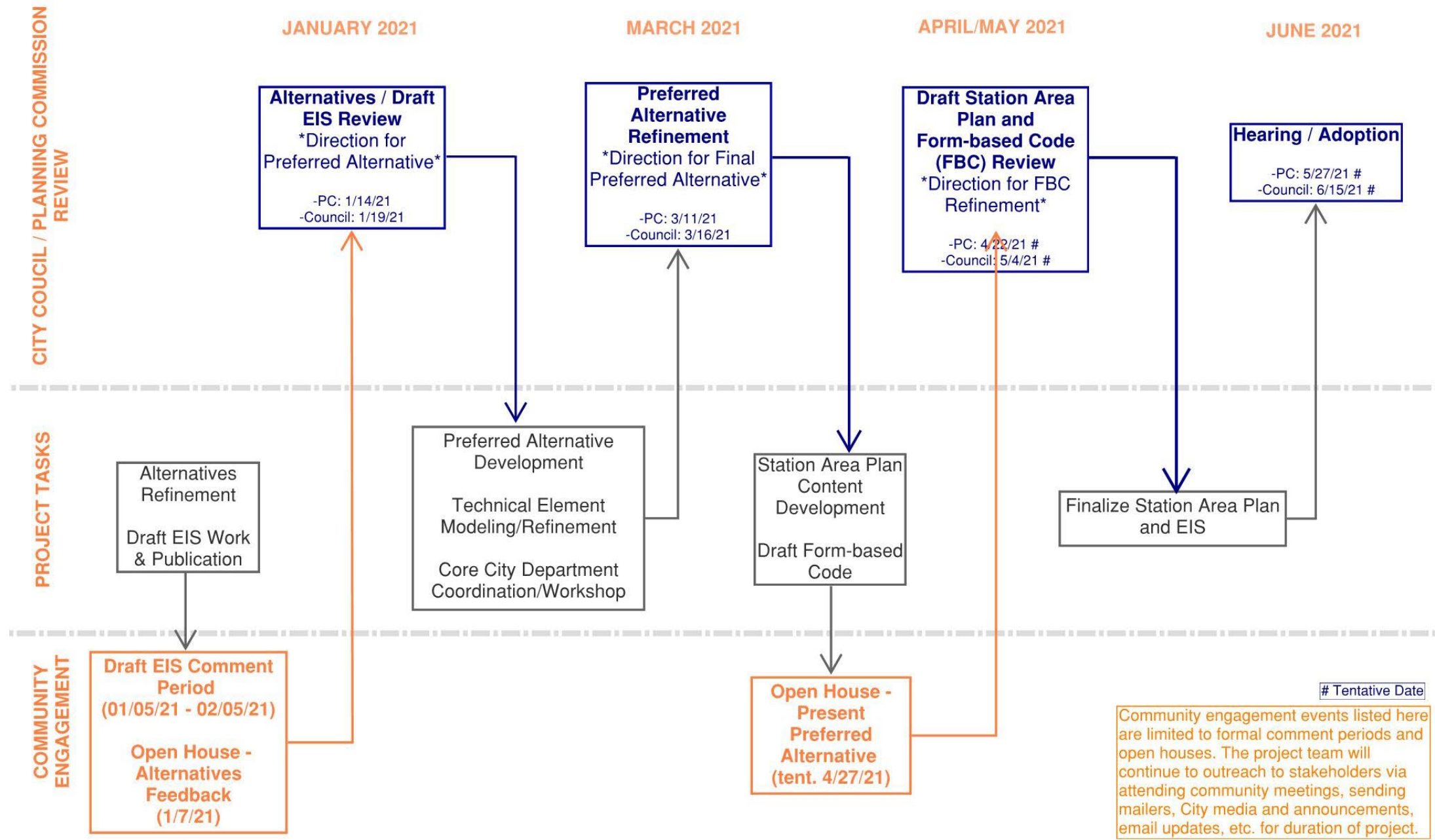
- Go to [PollEv.com/berk227](https://PollEv.com/berk227)
- Follow the prompts on the screen
- Entries should be one word- if you put more it only accepts the first word
- A single hyphen may be used to create a compound word.
- *For example: affordable-housing*

**Thank you!**

**Next Steps—**



# Decision Making Schedule Summary



**How to use the Survey by  
5 pm on February 5<sup>th</sup>**

**[surveymonkey.com/r/Kirkland85thSAP](https://surveymonkey.com/r/Kirkland85thSAP)**

# How to submit comments by 5 pm on February 5<sup>th</sup>

[azike@kirklandwa.gov](mailto:azike@kirklandwa.gov) or **call** (425) 587-3259

**mail** City of Kirkland, Attn: Allison Zike,

123 5th Avenue, Kirkland, WA 98033



# Tips for commenting

**Summarize** your concerns to share your ideas, and also **be specific**

Identify where information could be made **more complete or accurate**

**Identify possible solutions** including mitigation measures

**Identify best combination** of alternative features or other alternatives in the range studied **that meet the proposal's objective**

**Reminder:** Questions or comments on the **Bus Rapid Transit station or the Interchange project** should be directed to

Mary Mackie (WSDOT) [MackieM@consultant.wsdot.wa.gov](mailto:MackieM@consultant.wsdot.wa.gov)

Ivonne Rivera (ST) [ivonne.riveramartinez@soundtransit.org](mailto:ivonne.riveramartinez@soundtransit.org)