

NE 85th Station Area Plan—

3 min Intro & Project Status

5 min Summary of Public Comments

12 min Fiscal Impacts & Benefits Study approach

5 min – SAP Integration

3 min – Fiscal Analysis Piece

3 min – Community Benefits Analysis Piece

2 min - Anticipated Cost and Funding

Discussion and Questions

Project Purpose & Context—

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

-City of Kirkland Vision 2035

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 Purpose



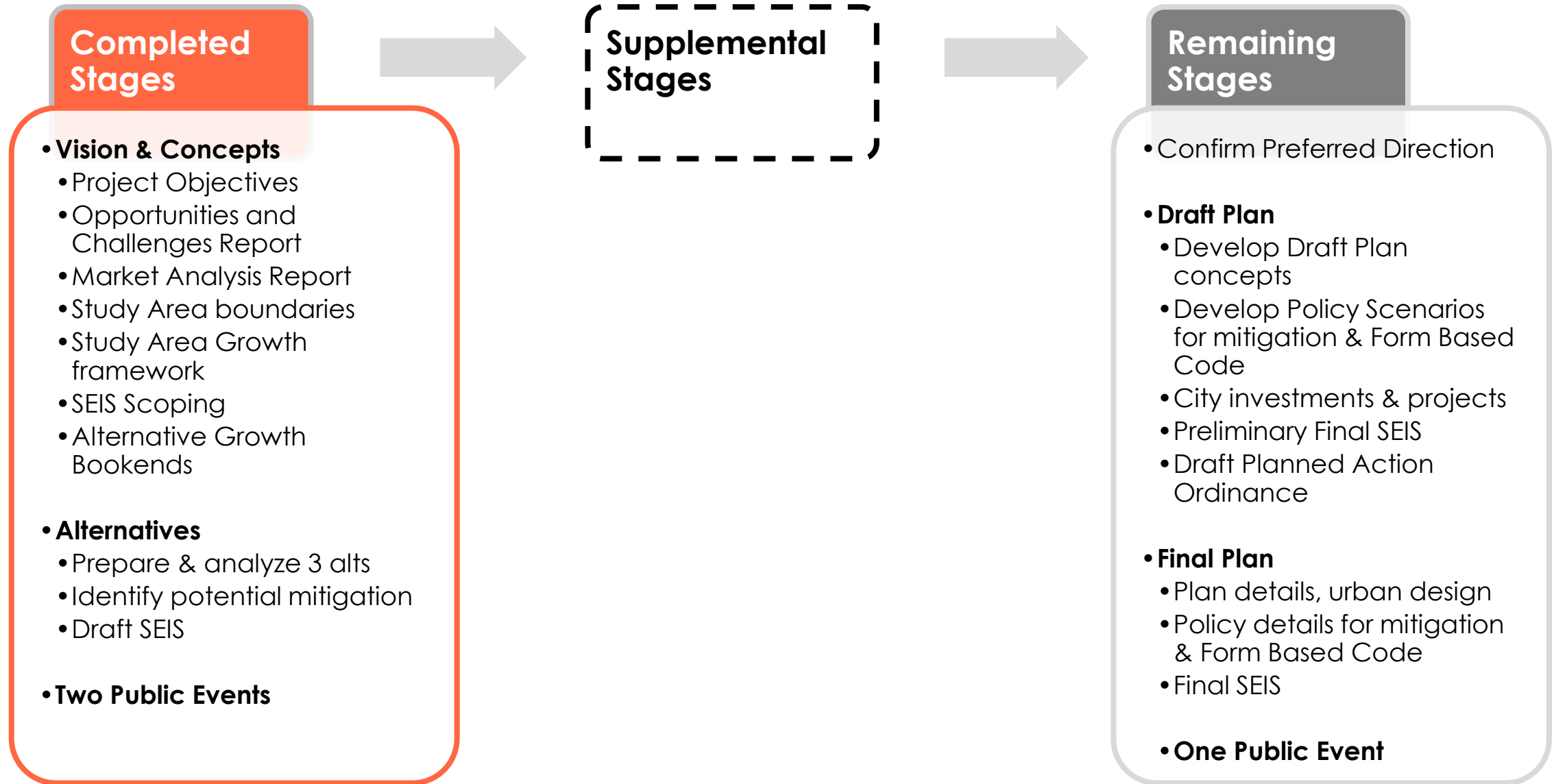
Sound Transit and WSDOT are planning a new NE 85th Street and I-405 Interchange and new Bus Rapid Transit station.

Kirkland's City Council directed the creation of a **Station Area Plan** to guide future growth or development around the station.

The project was scoped to flow into the 2024 **Comprehensive Plan updates.**

Project Status & Alternatives Engagement Summary—

Project Status



DSEIS Comment Period

January 5 – February 19

Engagement Opportunity	# of Participants	Audience
Real-time online open house	140	Public*
Online survey	408	Public*
Written comment	114	Public*
Service provider work group	4 service providers	People with low incomes or experiencing homelessness
Meetings-in-a-Box	26	People with low incomes or experiencing homelessness
Student project at LWHHS	41	Youth
Presentations at Virtual Community Org Meetings	10 meetings	Neighborhood & Business Associations

*included outreach via multifamily housing buildings, ethnic groceries, Chinese-language materials and messaging via the Chinese Information Service Center, senior housing facilities, unions, community groups and organizations, service providers, and Lake Washington High School

柯克兰 (Kirkland) NE 85th Street 车站区域计划

备选方案

柯克兰市正在制定一个车站区域计划，该计划将指导设立在 NE 85th Street 交汇处的全新快速公交站之未来 15-20 年的发展。

车站区域计划愿景

NE 85th Street 车站区域是支持公共交通发展、为所有人创造机会并能够反映出柯克兰之独特身份的区域门户。

如果您想要在口译员的帮助下与柯克兰市相关人员会面以讨论此项目，请发送电子邮件至 Azike@kirklandwa.gov 或拨打电话 425-587-3259 联系 Allison Zike。

计划时间表

三个备选方案

柯克兰市通过社区意见和分析，为车站区域制定了三个备选方案。草案补充环境影响声明 (Draft SEIS) 对每个备选方案进行了研究，您可于 (下方) 项目网站查看。了解备选方案数据可参见附录。

按备选方案划分的潜在发展

有想法或意见？诚邀各位在 2021 年 2 月 19 日前发表公众意见。

电子邮件
Azike@kirklandwa.gov

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

网站
<https://KirklandWA.gov/StationAreaPlan>

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造访 <https://KirklandWA.gov/StationAreaPlan> 了解更多详情

NE 85th Street Station Area Plan

Which alternative is best?

Online workshop January 7 from 6-8 pm.
Submit comments January 5 - February 5.
More info: kirklandwa.gov/stationareaplan

DSEIS Comment Period

January 5 – February 19

Group of Focus	Outreach Via
Residents within the Station Area and Kirkland Residents	Neighborhood associations
Older Adults	Senior housing facilities
Renters	Multifamily housing buildings
People with Limited English Proficiency	Chinese Information Services Center
People of Color	Ethnic businesses and groceries
Youth	LWHS
Low Income Households	Service providers
Households with poor digital access	Posters at essential businesses/residences
Large Property Owners in the Station Area	Direct engagement
Businesses in the Station Area and in Kirkland	Chambers of commerce
Transit Riders, Bicyclists, Pedestrians	Transit-, pedestrian-, and bike-based organizations
Private Sector Employees	Major employers
Teachers and Public Employees	Unions
Development Community	Email – During Market Study
Public Agencies and Tribes	DSEIS Request for Comment

Themes of all input received

Community

importance of **more affordable and diverse housing opportunities**
pride in Kirkland's **communities, residents, and character**
interest in **equity and support for all Kirkland residents**
impacts of growth on **schools**

Development

Concerns regarding **funding** for additional infrastructure, services, schools
desire to **focus density around transit**
strong support for designing **compatible transitions** to adjacent neighborhoods
questions around the appropriate **balance of housing with a range of jobs**
preferences for **heights at lower levels**

Environment

concern about **climate change**
strong support for **open space, parks, and trees**
desire to **balance new development and required infrastructure** and services

Mobility

strong support for **bike, and pedestrian** facilities with safety considerations
strong support for **better transit and mobility connections** with the new BRT, to downtown Kirkland, and to Houghton P&R
concerns about **traffic impacts**

Sample Comments

*Is this **burden to build this infrastructure** going to be placed on the current tax payers of Kirkland?*

*...**further identify and quantify additional mitigation projects and/or Transportation Demand Management strategies** that could be implemented to address these adverse impacts under Alternatives 2 and 3.*

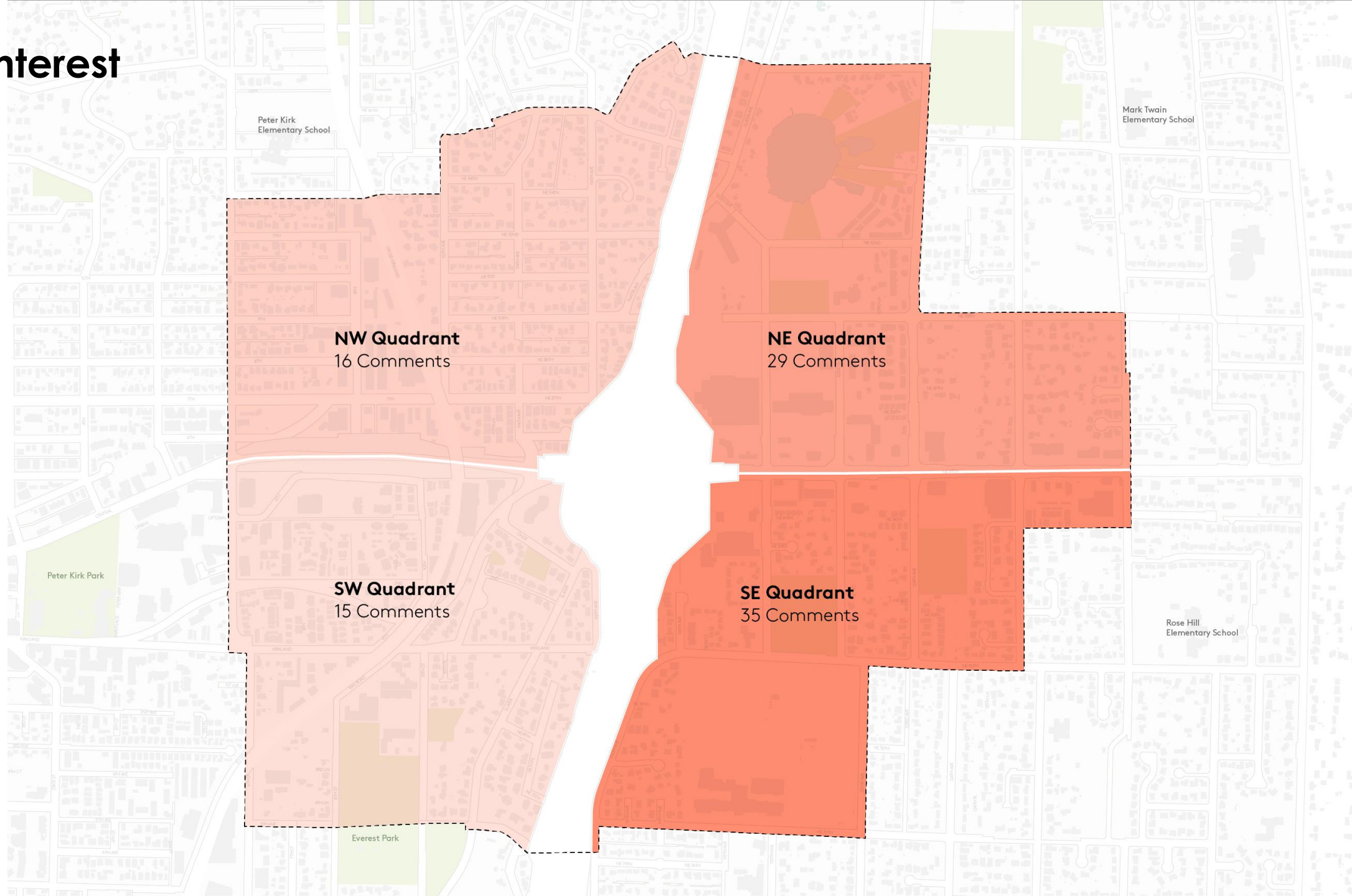
*“**You need to make sure there are enough schools** that these children living in this proposed development can go to and that there will be public bus routes to before and after school.”*

Written Comment: Key Words

(114 comments)



Areas of Interest



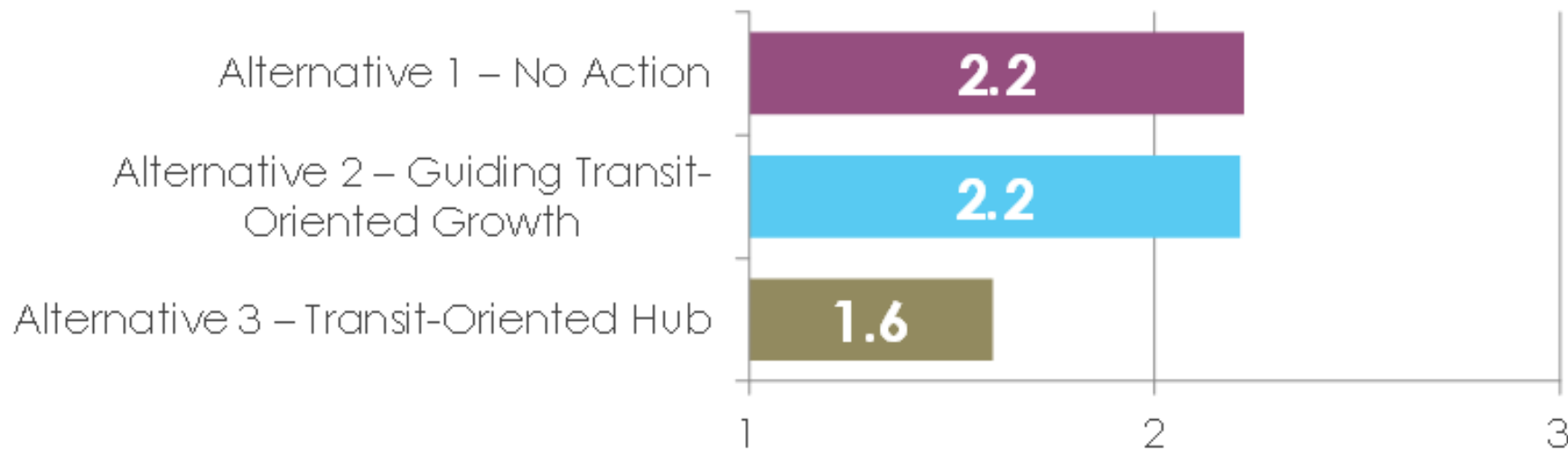
Survey Responses: Alternatives Ranking

"Rank the alternatives based on how well they promote the project vision of Livability, Sustainability and Equity from best to worst."

(326 responses)

Weighted Average Ranking

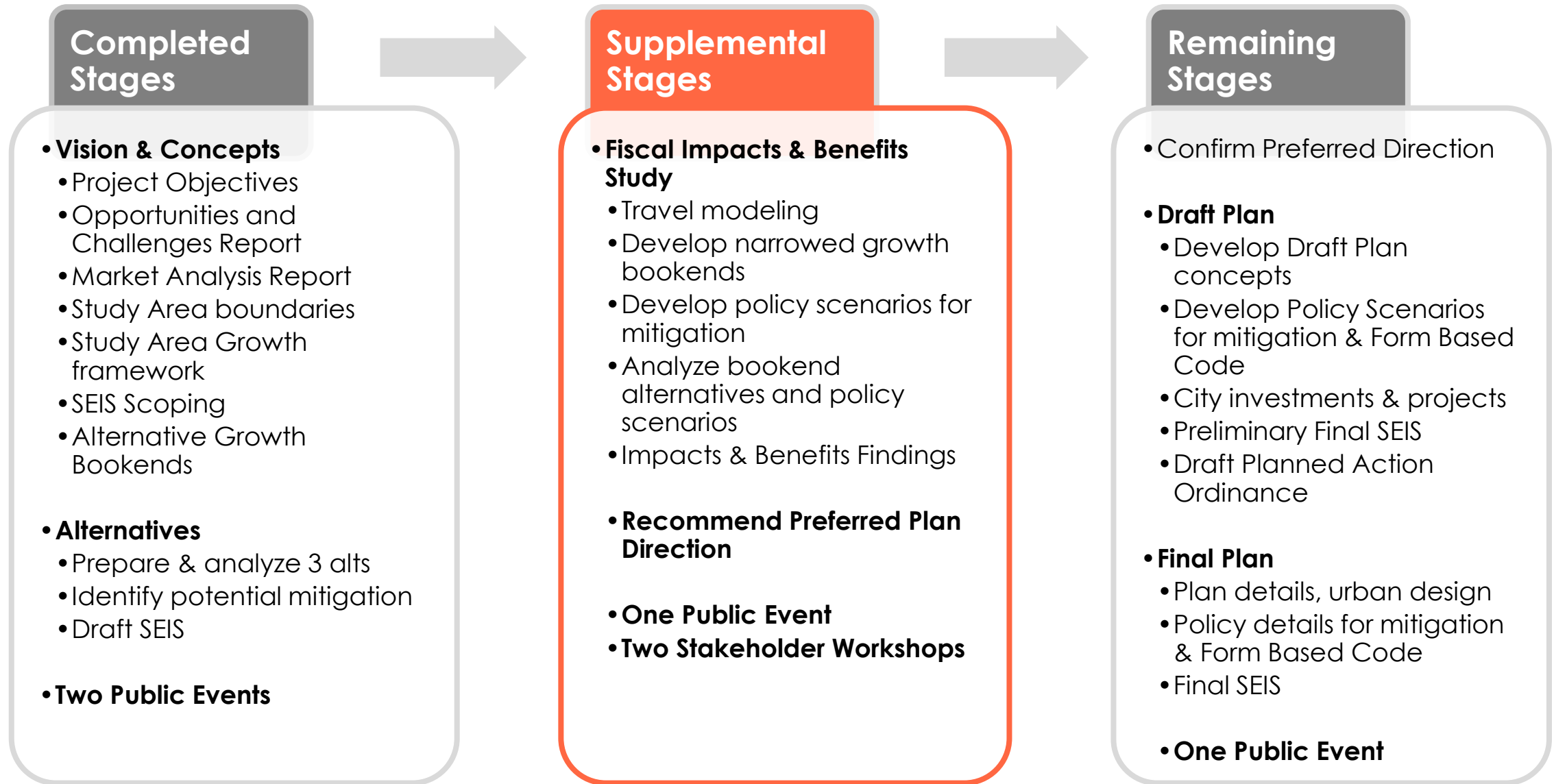
Higher rankings are more favorable



3 points for each "Best" ranking
2 points for each "Middle" ranking
1 point for each "Worst" ranking

Proposed Fiscal Impacts & Benefits Study approach—

Proposed Study Approach



Station Area Plan Integration

Plan Integration

Transportation Modeling: Analyze how regional travel behavior changes in Alt 2 and in the updated Bookend Alt would affect local conditions

Refined “Bookend Alternatives”: Develop narrowed range of growth “bookends” within EIS alternatives for further study

EIS/Plan Coordination: Relate findings to final EIS & plan development

Benefits of this Activity

Refine the range of options for additional study based on public comment and analysis

Align insights from the fiscal and community benefits analysis for Final SEIS and plan development

Approach

- **Expand transportation modeling** to include regional travel behavior change (eg: drivers find new routes for through traffic). Demonstrate interaction between changes in the study area and larger network effects.
- **Develop “Bookend Alternatives”:** Incorporate public comment, additional transportation analysis, and Draft SEIS findings
- **SEIS/Plan Coordination: Organize** working group meetings, additional engagement, and other coordination activities to support final plan development, including Final SEIS

Fiscal Impact Analysis

Fiscal Impacts

Revenues generated: taxes; impact fees; and charges for City, Lake Washington School District, and Cascade Water Alliance

Development contributions: parks/open space, other public benefits

Costs incurred: infrastructure and public services provided by City and partners

Benefits of this Analysis

Understand the ability of the City and key partners to invest in infrastructure and public services associated with each booked alternative

Inform planning efforts development of a preferred alternative, and potential phasing strategies

Approach

- **Model revenues** based on development assumptions in bookend alternatives
- **Identify efficient service delivery options:** engage staff in identifying incremental costs considering existing capacity in the system and development contributions
- **Analyze and iterate, adjusting for:**
 - pace of development/rate of growth
 - rate of service demand
 - tax and fee policies
 - timing of significant individual developments

Fiscal Impact Analysis: Key Assumptions

- **Revenues** in first round of analysis will be **based on Kirkland's tax and fee structure**, using the best available information for comparable development
- **Costs** should reflect **Kirkland's actual anticipated costs** to serve the area as well as be relevant to adopted levels of service (LOS). Consider:
 - Existing capacity
 - Development contributions (community benefits)
- **Iterations** around key levers, including the following:
 - Pace of development/rate of growth
 - Rate of service demand
 - Tax and fee policies
 - Timing of significant individual developments

Fiscal Impact Analysis: Revenues and Expenses

Revenues

Sales Tax on New Construction

Property Tax

Sales Tax

Revenue Generating Regulatory License Fee
("Head Tax")

Utility Tax

Real Estate Excise Tax

Transportation Impact Fees

Parks Impact Fees

Lake Washington School District Impact Fees

Cascade Water Alliance Regional Capital Facilities
Charge

Expenses: City and Partner Services

General Government

Police and Fire

Parks

Schools

Franchise Utilities: Waste and Power

Expenses: Infrastructure Topics

Transportation and Transit

Water and Wastewater

Stormwater and Surface Water

Community Benefits Analysis

Community Benefits

Policy Scenarios: incentive zoning, inclusionary programs, linkage fees

Community Benefits Analysis: Opportunities to support open space, affordable housing, schools, public realm, green building/sustainability, neighborhood character

Multi-modal Transportation: bike/walk network, transit LOS, study additional intersections

Benefits of this Analysis

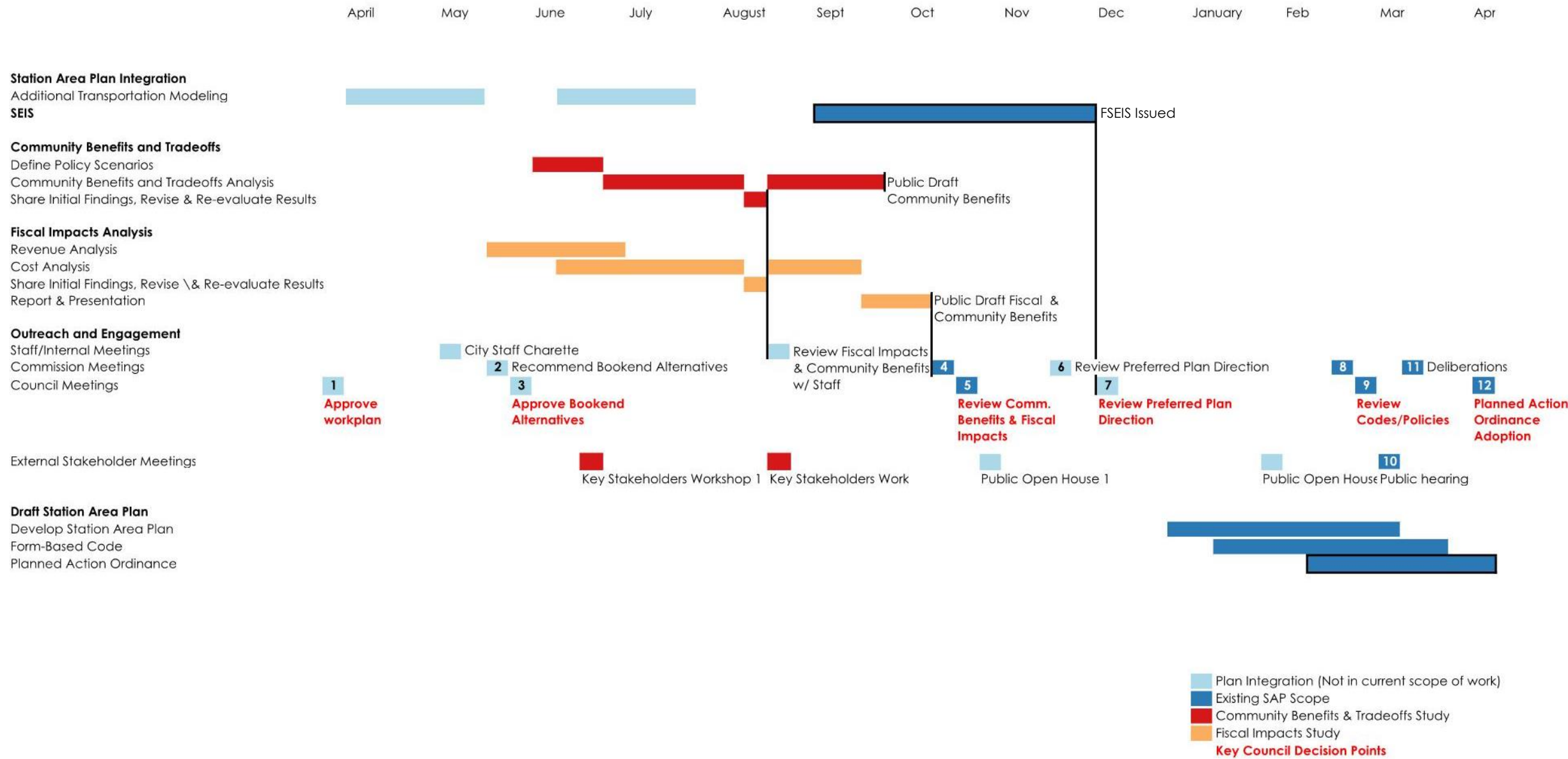
Identify how future development can benefit community needs like housing & schools, and relate to municipal fiscal impacts

Ensure final plan, zoning, and policy changes can achieve community benefit goals

Approach

- **Define policy scenarios** based on public comment, technical analysis, and staff input. Create “policy scenarios” that test different mixes of policies to understand cumulative effects on development and community benefit.
- **Evaluate community benefits:** study economic feasibility and community benefit of each bookend alternative; iterating to incorporate fiscal impact findings and initial results
- **Analyze multi-modal transportation:** identify the performance of alternatives for cyclists, pedestrians, and transit alongside autos.

Proposed Schedule Summary and Key Council Decision Points



Anticipated Cost and Funding

Item	Original Budget	Revised Amount	Variance
HB 1923 grant award from the Department of Commerce	\$150,000	\$45,000	\$105,000
Proposed fiscal impacts and benefits analysis	\$0	\$250,000 to \$350,000	\$250,000 to \$350,000
TOTAL PROPOSED USE OF 2020 EXCESS CASH BALANCE			\$355,000 to \$455,000

Utility	Estimated Cost of Modeling Impact
Water & Sewer	\$30,000 to \$35,000
Stormwater	\$35,000 to \$50,000

Discussion

- 1. Does proposed supplemental scope and budget address questions identified by Council? Is the level of Council and community engagement appropriate?**
- 2. Does Council have feedback to help guide direction of a revised high-bookend alternative?**
- 3. Is Council open to staff exploring options for phased adoption of future Planned Action Ordinance(s)?**

Thank you!

Outreach and Engagement —

Requests for Additional Traffic Analysis

“Sections that analyze and project **traffic vehicle counts and intersection congestion need to be updated** to reflect the traffic situation before the onset of COVID.”

“Has there been a **traffic study for the 80th/120th intersection?**”

“WSDOT requests that the City provide a **more detailed quantitative analysis on the operational transportation effects of all of the SAP alternatives.**”

“**Impacts related to entering and leaving I-405** (e.g., wait time to enter I-405 north during the evening rush hour) were not analyzed.”

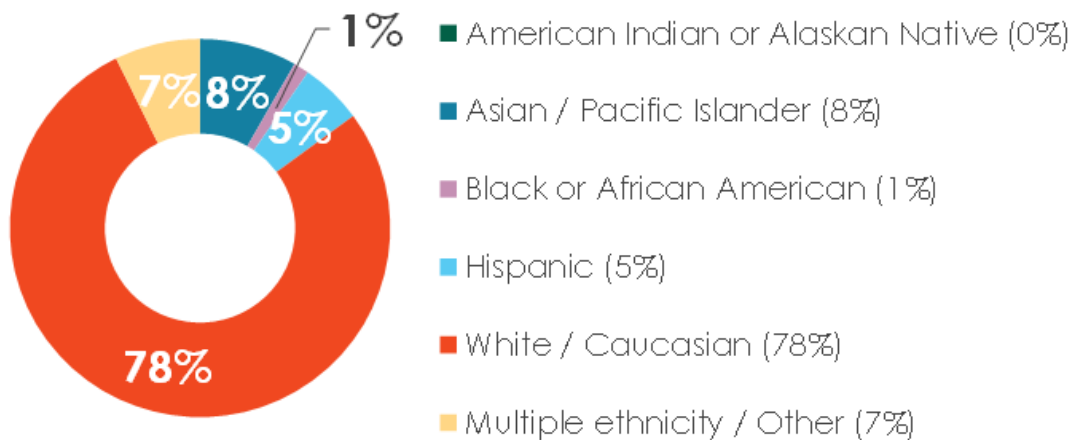
“The final SEIS should add an **analysis of am peak hour existing conditions and impacts** for each of the Alternatives.... In addition to legal and equity issues, the SEIS should **analyze whether the market will bear the incentives** under consideration and the range of linkage fees.”

“The **effect of further concentration of density at this intersection** need to be better addressed in the DEIS.”

Comments lightly edited for clarity and brevity.

Survey Demographics: Race and Ethnicity

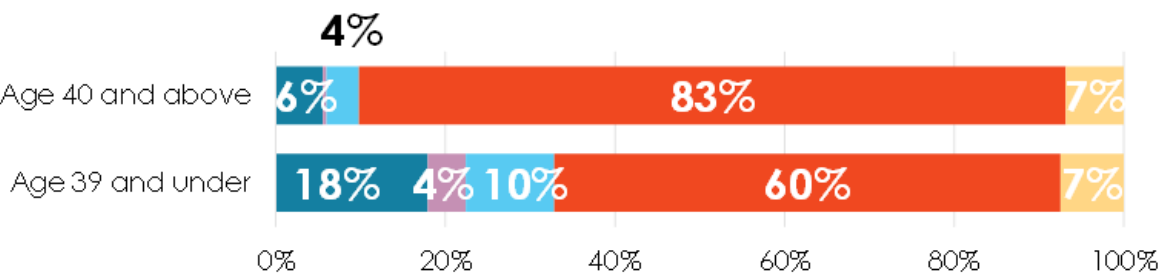
Race and Ethnicity (302 responses)



- 82% of Station Area residents are White
- 10% of Station Area residents are Asian
- 7% of Station Area residents identify with two or more races or ethnicities.

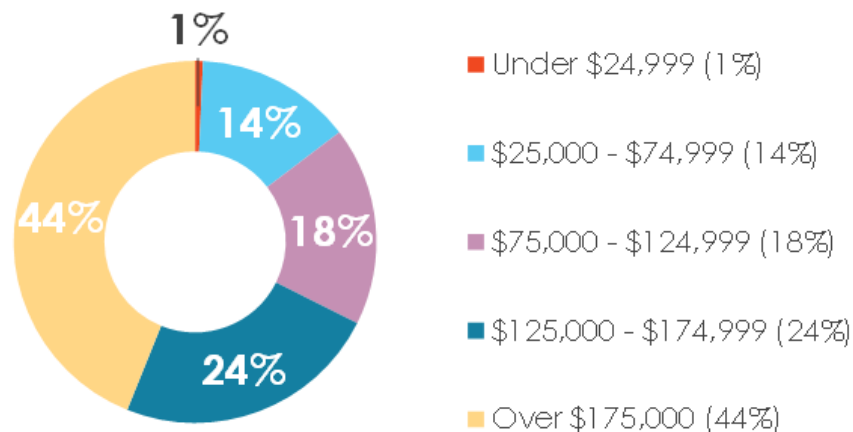
Race and Ethnicity by Age (301 responses)

- 234 Responses from Participants Ages 40 and above
- 67 Responses from Participants Ages 39 and under



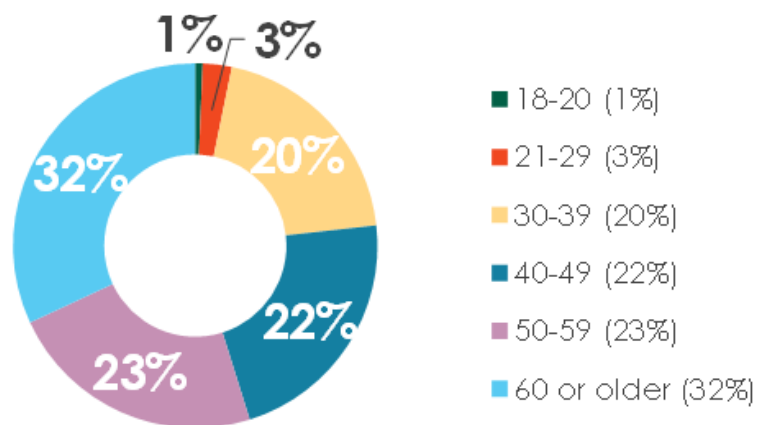
Survey Demographics: Age and Income

Income (287 responses)



— 31% of Kirkland households have household incomes below \$75,000.

Age (310 responses)

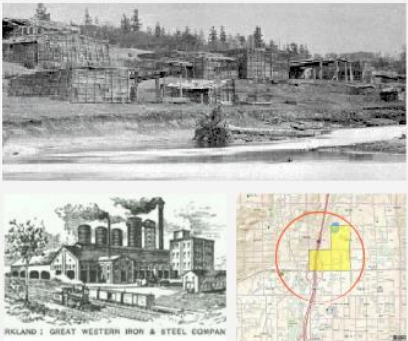


— Station Area residents are

- 26% under 18
- 10% between 18-24
- 20% between 35-44
- 32% 45-64
- 12% 65 or older.

Community Growth & Evolution

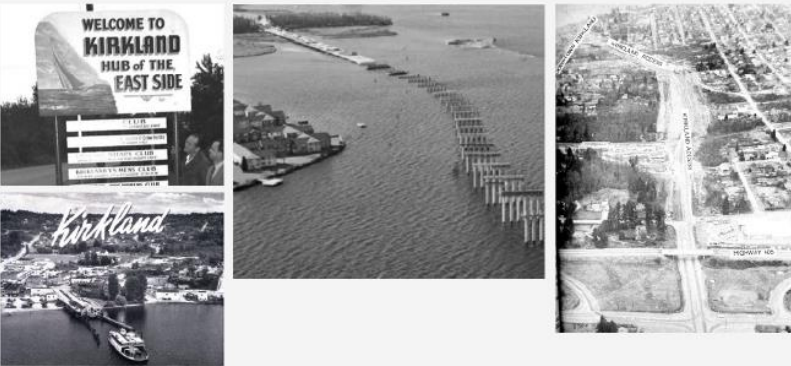
Indigenous Community and Early Settlement



Industrial Era and Regional Development



Suburban Growth and Annexation



Innovation Economy and Mobility Investment



- Indigenous village settlement by Duwamish and Coast Salish tribes (STAHL-lah, Duwamish, "Place of dripping water", Coast Salish).
- Smallpox epidemic 1770-1850.
- Treaty of Point Elliot ceded 54,000 Acres of Duwamish land including much of King County 1855.
- First settlement in Kirkland, Houghton and Juanita 1871.

Kirkland incorporated 1905.

Peter Kirk's Mill set in place the block structure that remains today.

Lake Washington (HAH-choo) drops 1916.

Lake Washington Ship Canal opens 1917.

Spanish Flu epidemic 1918.

New Deal: Redlining and Racially restricted subdivisions 1930-1950.

Lake Washington floating bridge opens 1940.

Second floating bridge opens and the East Side suburban community grows 1960.

Houghton merges with Kirkland 1968.

Totem Lake annexation 1974.

Juanita and Rose Hill annexation 1988.

Costco opens flagship warehouse in Kirkland 1985.

Monolith Productions founded 1994.

Snowblind Studios founded 1997 (now WB games).

Google opens first small office. Intrix founded 2004.

Finn Hill, Kingsgate & North Juanita annexation 2011.

Cross Kirkland Corridor opens 2015 (5.75 miles).

COVID-19 Pandemic February 2020.

I-405/85th BRT and Interchange opens 2025.

1880 1900 1920 1940 1960 1980 2000 2020 2035

700

2,000

8,000

19,000

45,000

89,500

94,000

700

2,000

8,000

19,000

45,000

89,500

94,000

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