

NE 85th Station Area Plan Study Session—

5 min Context & Project Introduction

15 min Alternatives Summary

10 min Summary of Alternatives Analysis

5 min Shaping a Preferred Alternative

- *Discussion* -

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

-City of Kirkland Vision 2035

Land Acknowledgement—

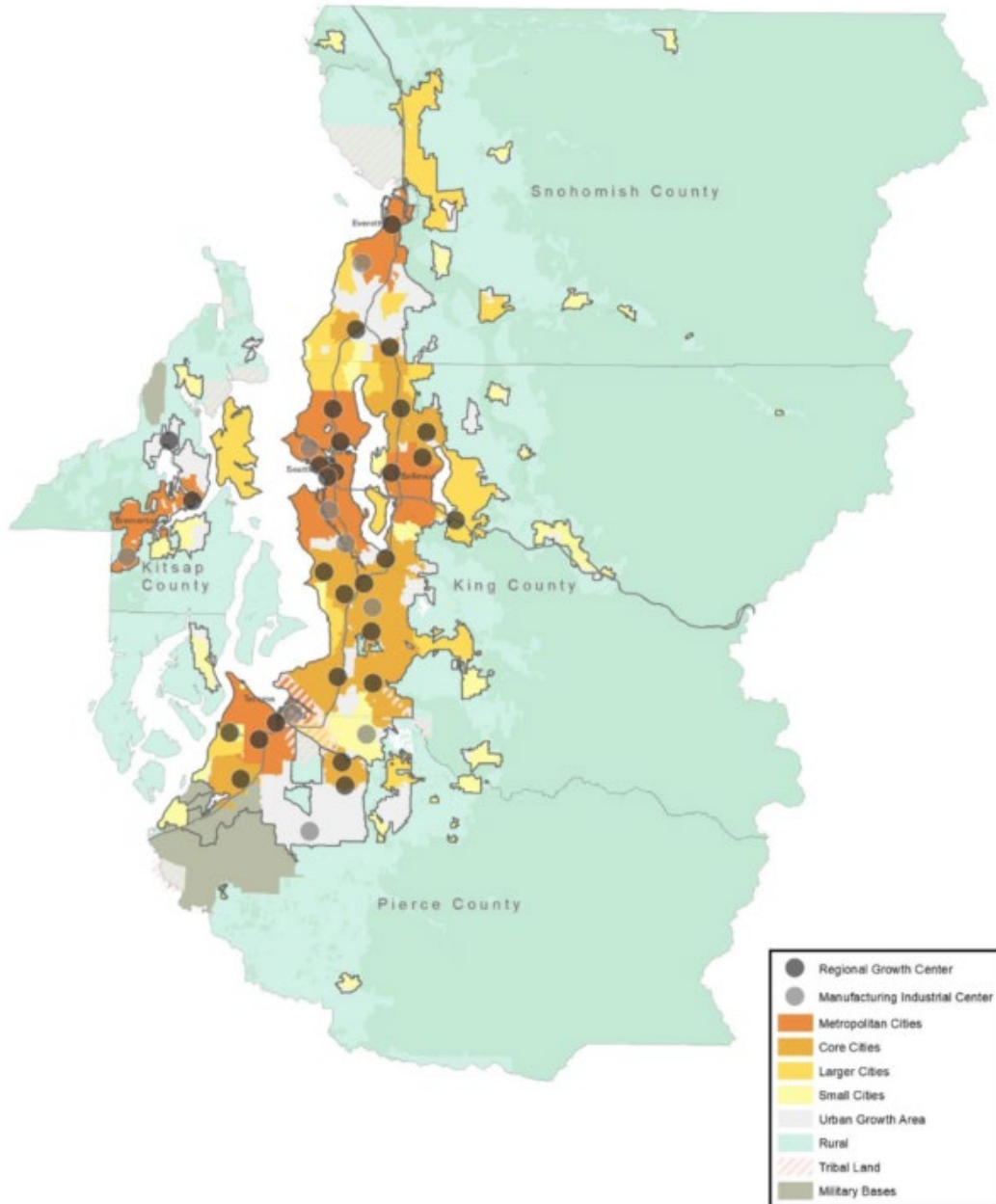
The study area of this project is on the traditional land of the first people of Kirkland.

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



Growth—

Regional Growth Framework—



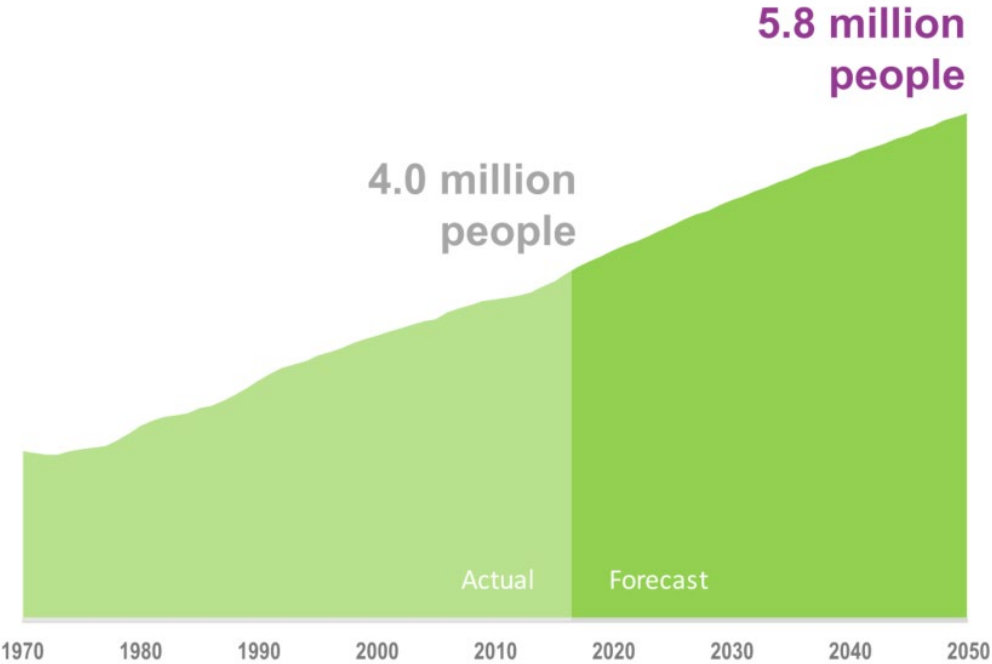
Growth Management Act (GMA)

- Local jurisdictions must prepare comprehensive plans
- Plans to address growth expected over 20 years
- Plans must address GMA goals
- Plan must ensure services in place to support growth
- Regulations (zoning) must be consistent with plan

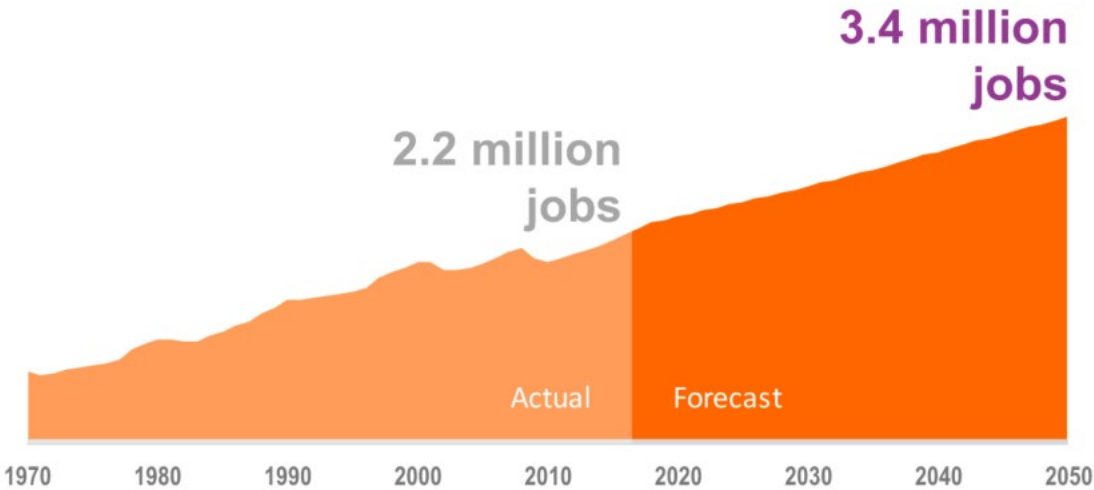
Regional plans

- Protect rural and resource lands – urban growth line
- Focus growth in urban centers
- Growth targets assigned to each jurisdiction – plans must accommodate targets

Regional Growth Forecast



Regional population forecast (PSRC)



Regional employment forecast (PSRC)

City of Kirkland Forecast

2035 Households: 8,361
2035 Jobs: 22,435

Context: City of Seattle population \pm 747,000

Kirkland Growth & Evolution

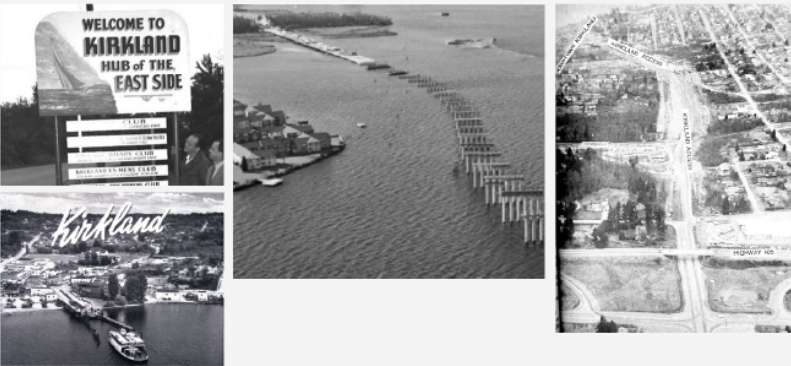
Indigenous Community and Early Settlement



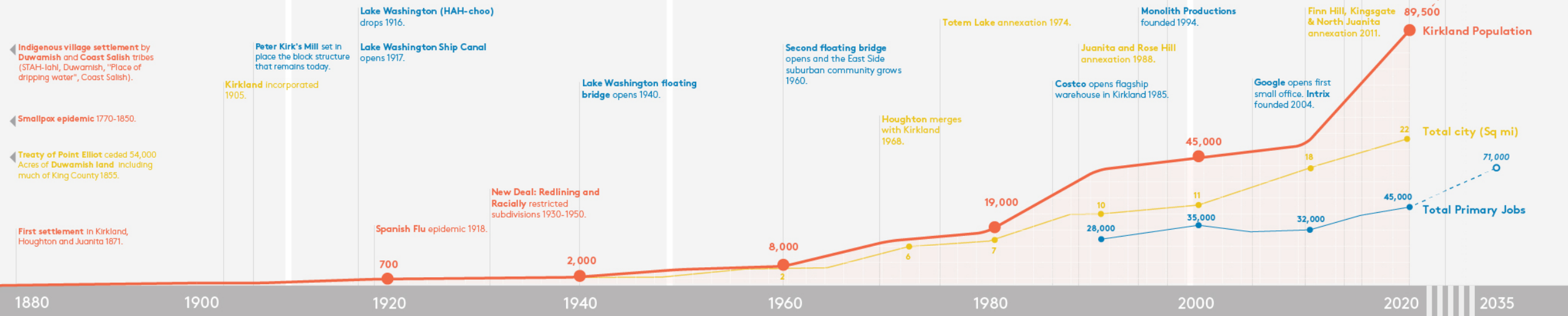
Industrial Era and Regional Development



Suburban Growth and Annexation



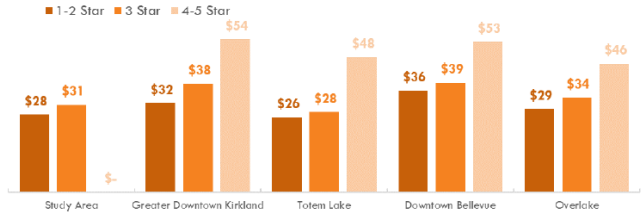
Innovation Economy and Mobility Investment



Kirkland Market Trends

Strong Location Advantage for Office

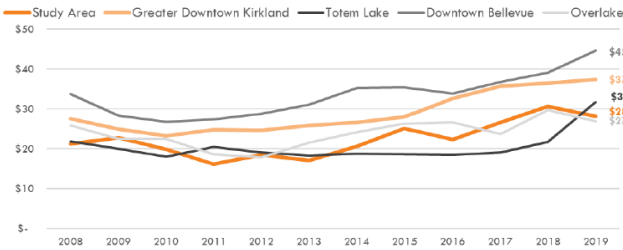
Exhibit 11. Rent per Square Foot by Construction Class, Office Commercial, Study Area and Peer Geographies 2019.



Source: CoStar, 2020; BERK, 2020.

Opportunity to Improve Office Market

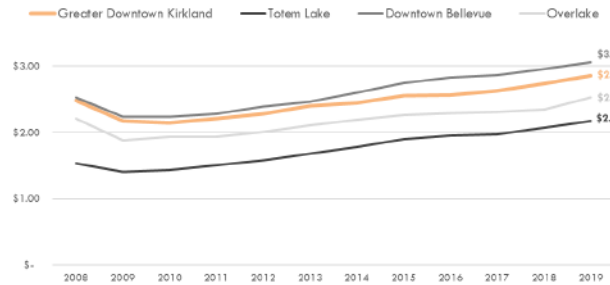
Exhibit 10. Base Rent per Square Foot, Office Commercial, Study Area and Peer Geographies 2008-2019.



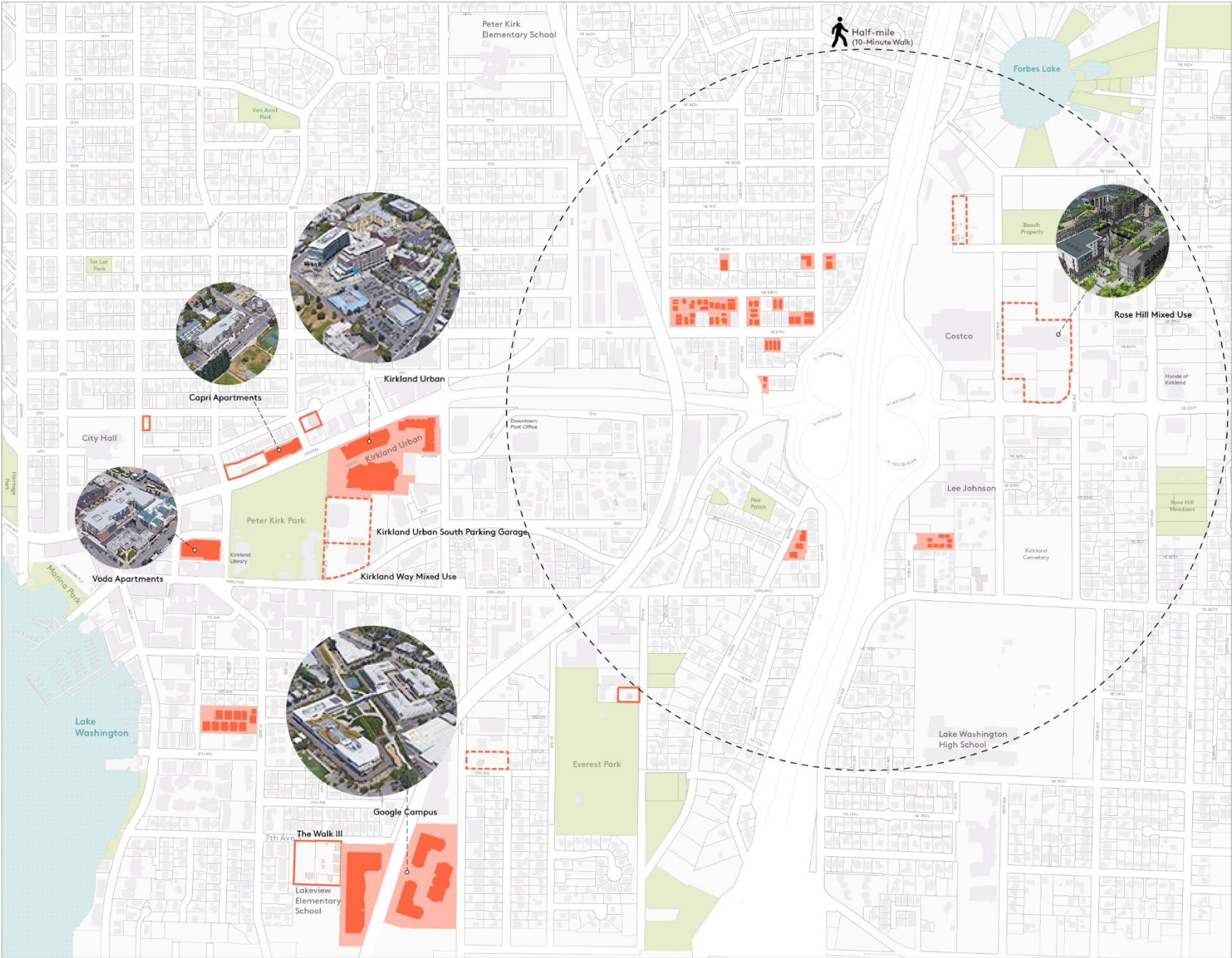
Source: CoStar, 2020; BERK, 2020.

Good Multifamily Context

Exhibit 23. Rent per Square Foot, Multifamily Residential, Peer Geographies, 2008-2019.



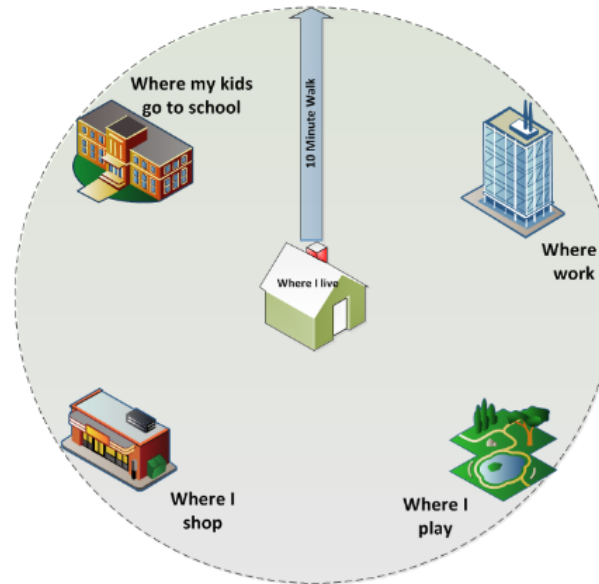
Source: CoStar, 2020; BERK, 2020.



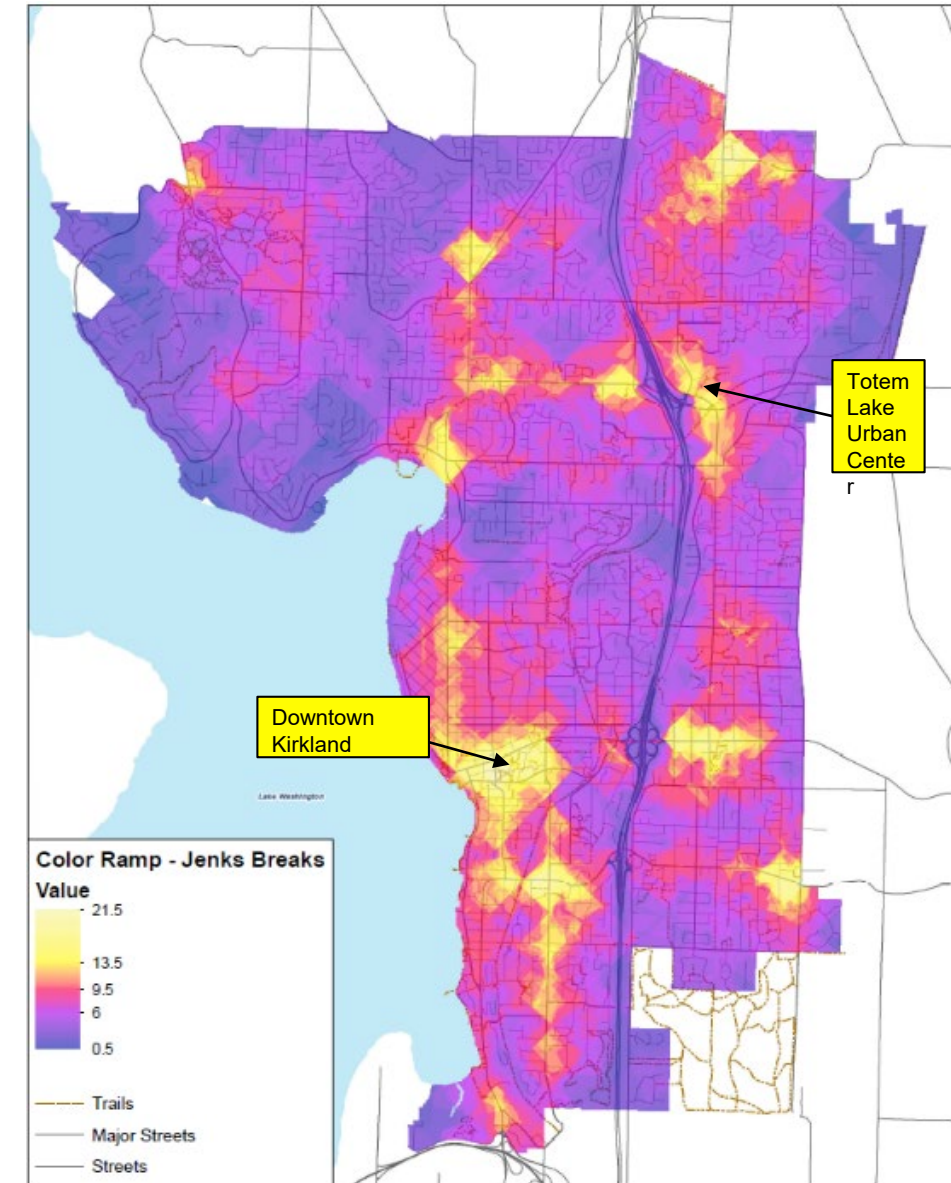
Shaping Growth—

Where is the best place for:

- Growth (zoning)
- Transportation investment (transit, roads, sidewalks, bike lanes...)
- Park investment



The 10 Minute Neighborhood Concept



Project Overview —



Sound Transit and WSDOT are redeveloping the NE 85th 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.

Engagement—

Overall Engagement Objectives

- * **Communicate clearly** so the community is **well informed**.
- * Actively solicit information from **businesses, residents, and property owners**.
- * Apply an **equity** lens.
- * Engage in a **defensible process**.
- * **Integrate** plan development with environmental review.
- * Focus on issues that can be **influenced by public input**.
- * **Build project support** through efforts that **inform decision-making**.



Phase I – Opportunities and Challenges

- * Interviews with major property owners and businesses - 6 participants.
- * Neighborhood leaders focus group - 5 neighborhoods represented.
- * Meetings with Boards and Commissions.
- * Business area survey - 35 businesses participated.

Much of this engagement took place in March and COVID affected the ability of some stakeholders to participate.

Phase 2A – Concepts and Scoping

- * Three-week written comment period – 29 comments received.
- * Online Virtual Workshop (June 4) – 102 people registered for this live event.
- * Story map and Survey – over 800 visits to this online open house resulted in 26 completed surveys.
- * Walkshop – a self-guided exploration of the study area that will be available all summer.

Extensive outreach included: postcards, posters, email, legal notices, social media, and other City communications.

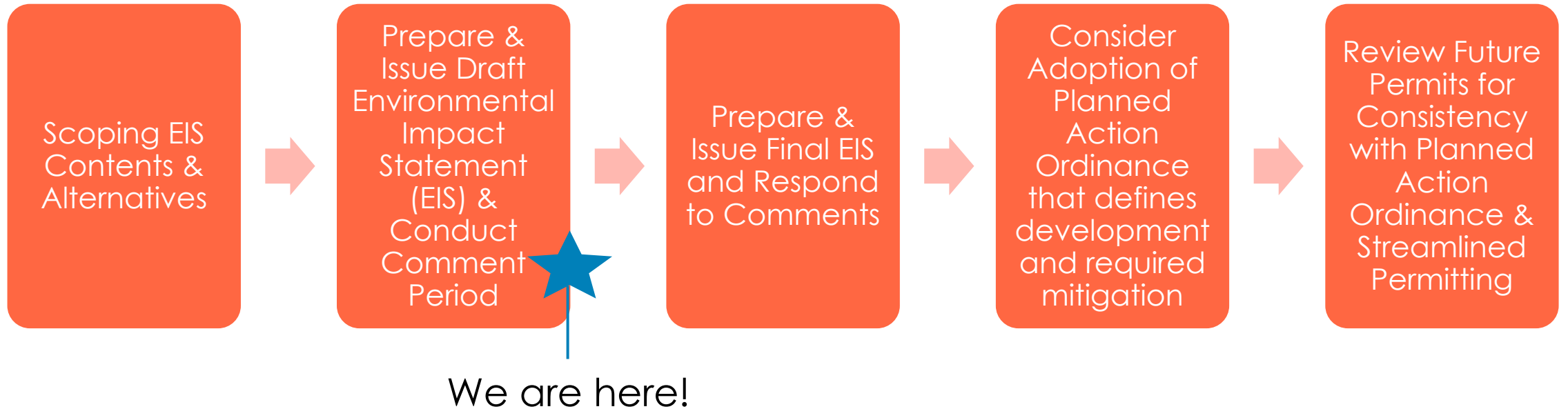
Top Ideas for NE 85th Street Station Area Plan



Engagement Evaluation and next steps

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

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

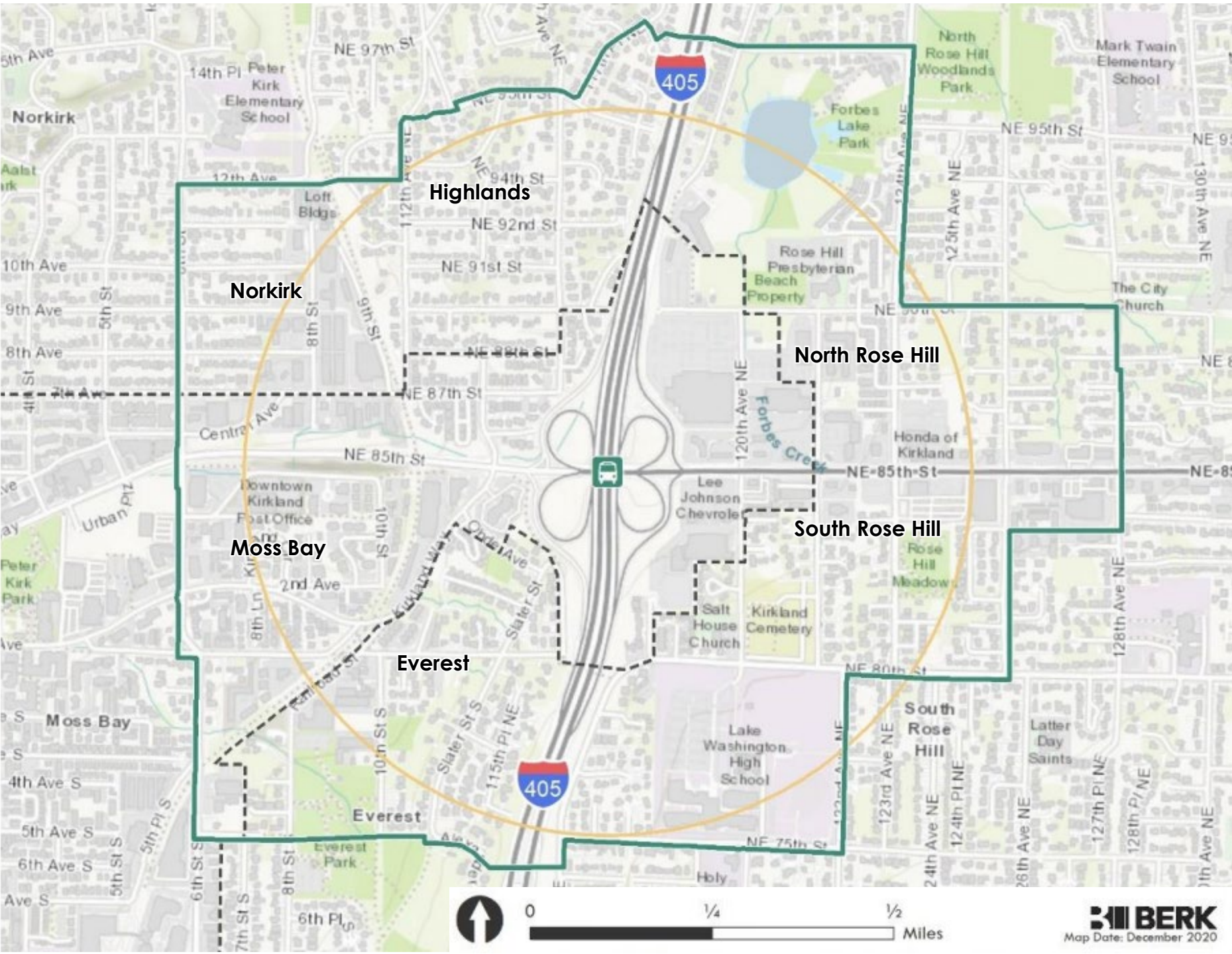
- Affected Environment
- Impacts
- Mitigation Measures
- Significant Unavoidable Adverse Impacts

Alternatives Summary—

Station Area Plan

Study Area

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



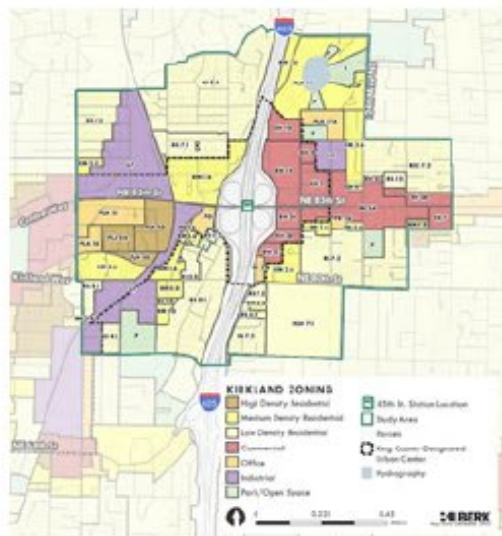
3 Alternatives were studied

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

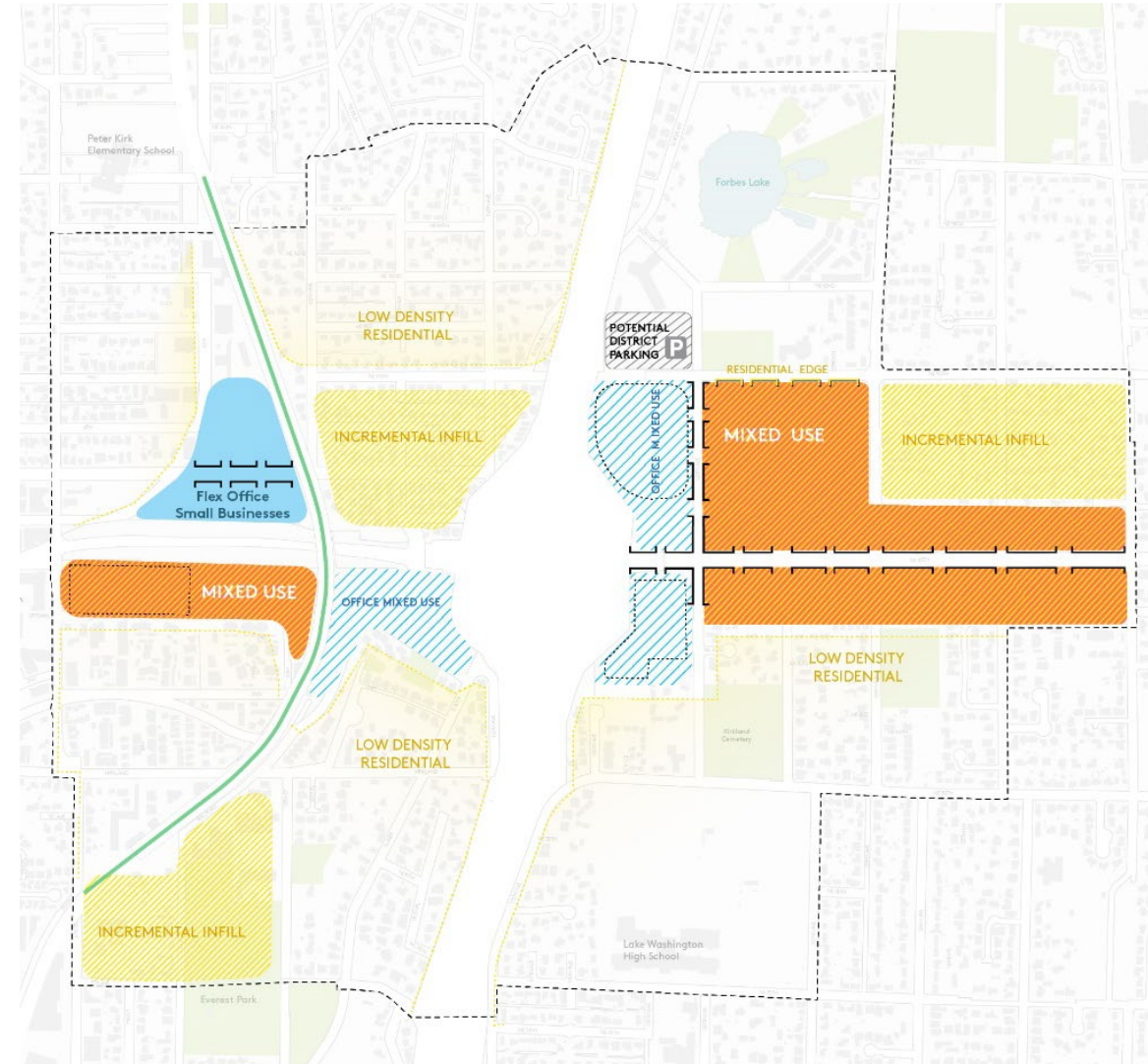
Areas of Change

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**

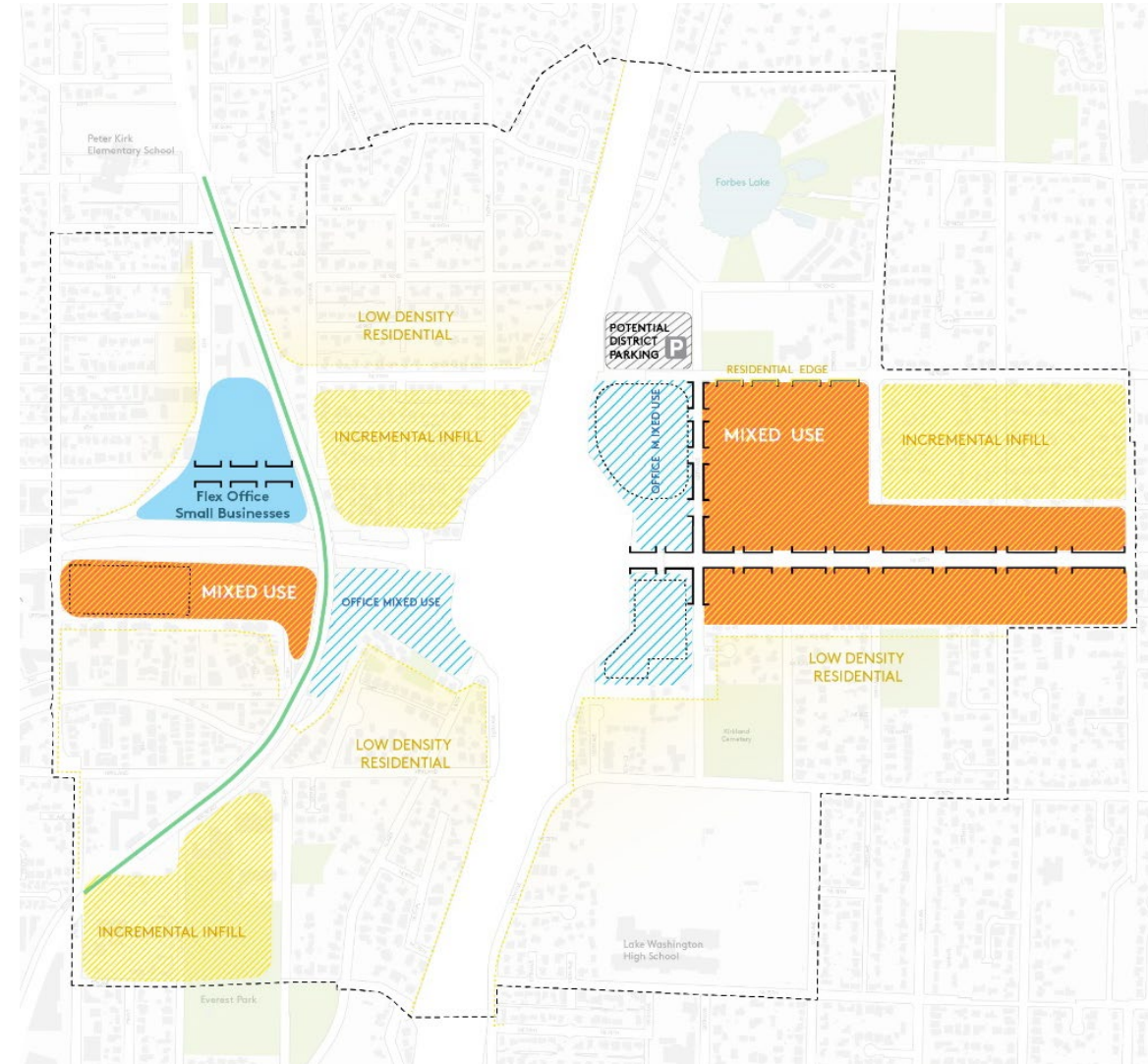
BRT Service & Station Design
Shuttle & Parking Strategies

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 85th and 124th Ave NE
- 8 All-way stop at 87th St and 114th Ave

Funded by Sound Transit, built by WSDOT –

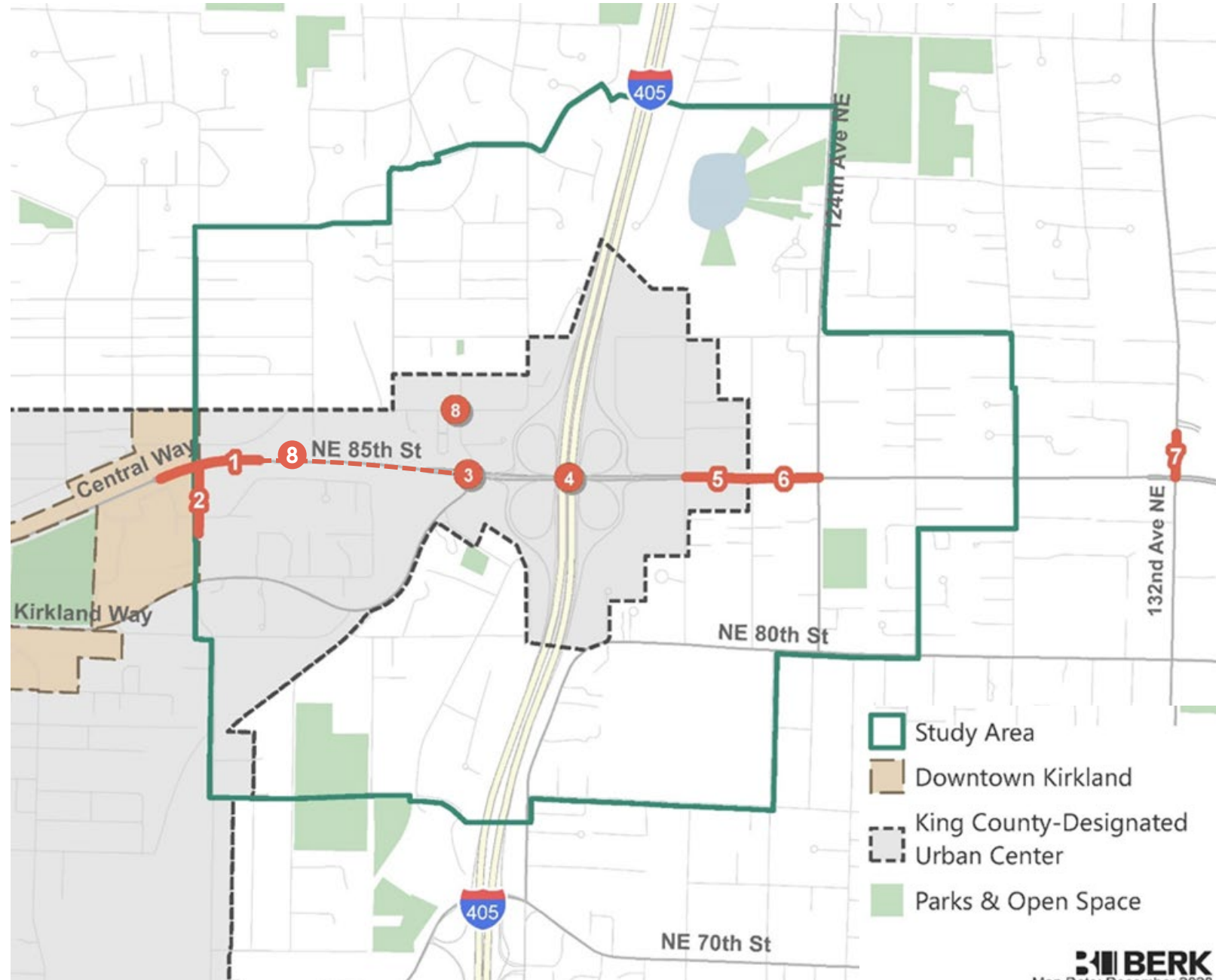
- 3 New Roundabout
- 4 New I-405 Interchange

Funded by Sound Transit, built by City –

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

Funded and built by Kirkland Urban development–

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



Alternatives Summary

ALTERNATIVE 1

No Action

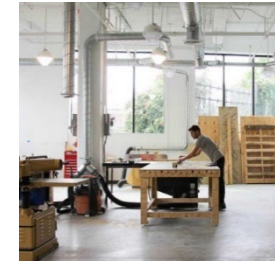
Reflects **existing zoning and current plans**. It makes no planning changes to accommodate projected growth.



ALTERNATIVE 2

Guiding Transit-Oriented Growth

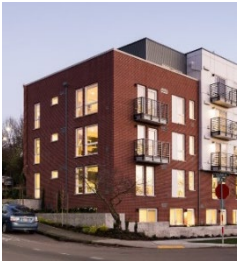
Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill**.



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 67 feet in most of Rose Hill comm. area, generally up to 30 feet 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 feet 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 feet 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; 120th 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



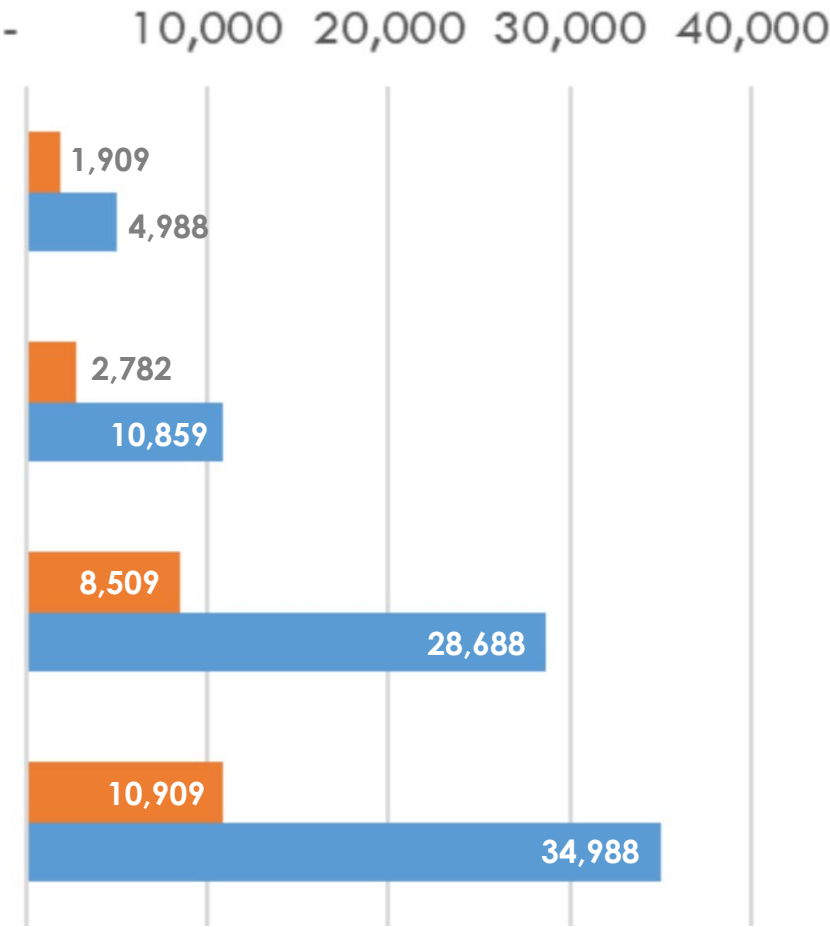
Alternatives Potential Growth Comparison

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



■ Total Households
■ Total Jobs

Development Typologies

Office High Intensity*



Office Mid Intensity*



Office Low Intensity



Office Mixed Use High Intensity*



Office Mixed Use Mid Intensity*



Residential High Intensity*



Residential Mixed Use High Intensity*



Residential Mid Intensity*



Residential Mixed Use Mid Intensity*



Incremental Infill



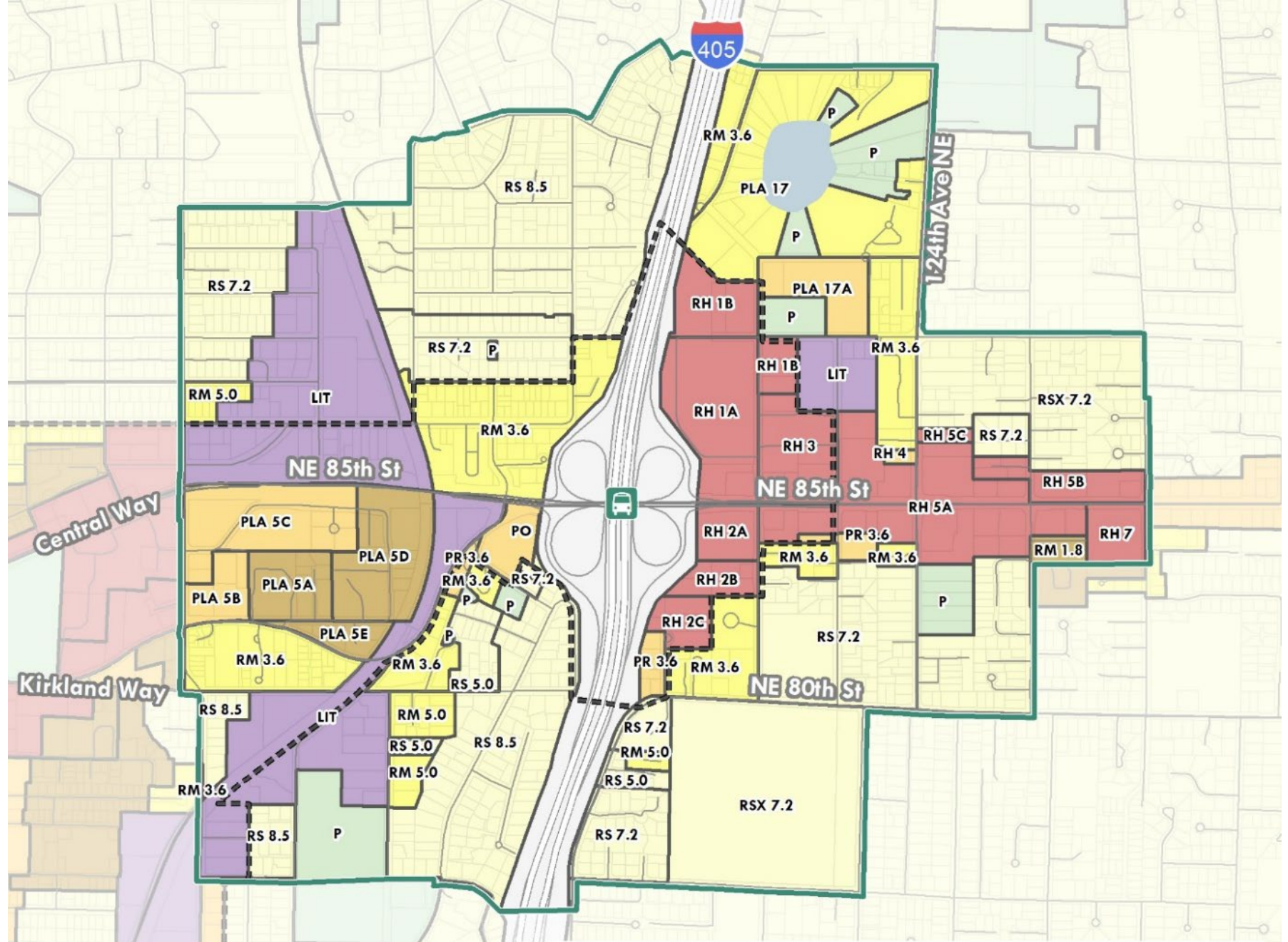
Flex Industrial



**studied with conventional and lower parking ratios*

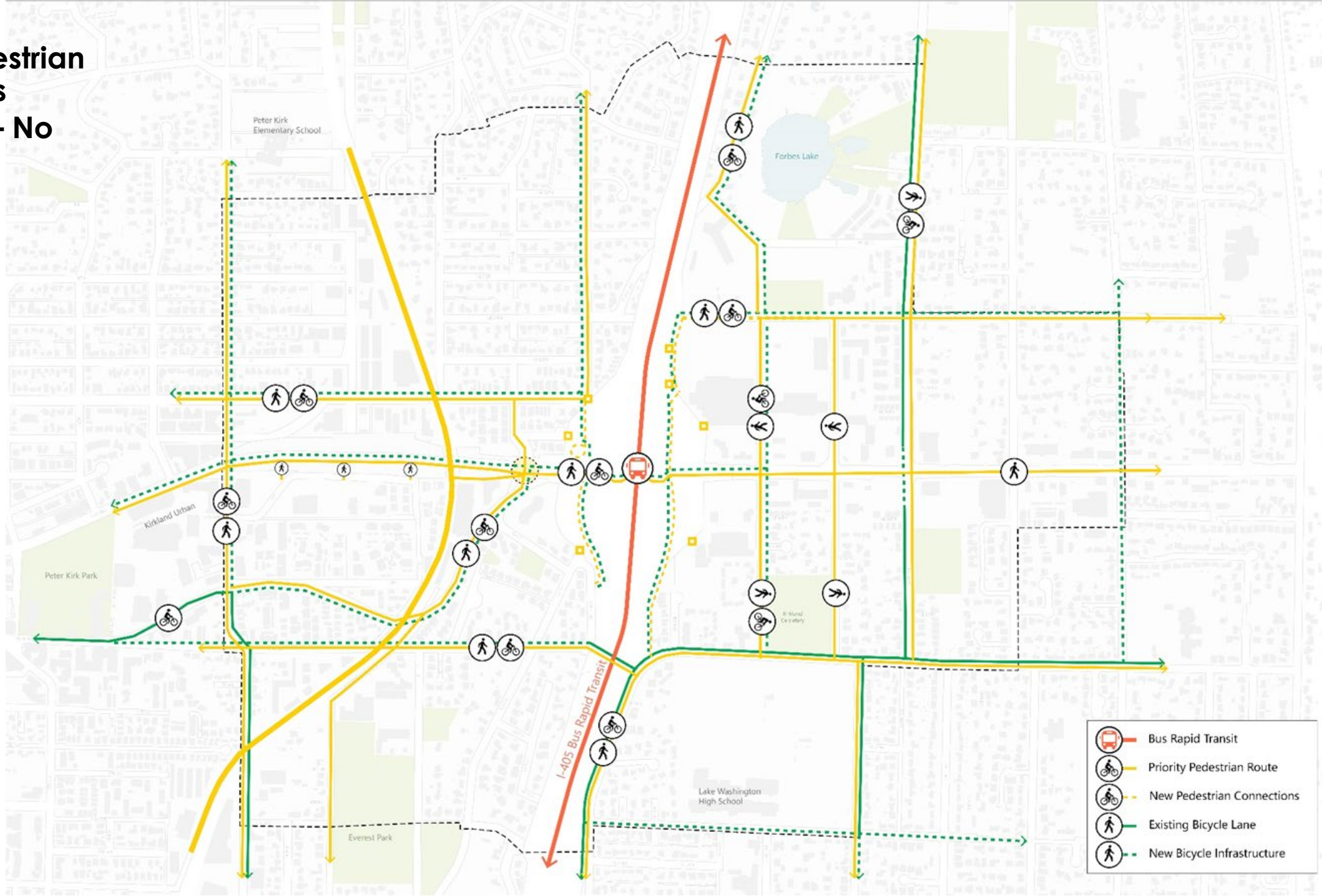
Includes WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station, integrates with local transit on NE 85th St and minor streetscape improvements associated with planned projects.

-
- High Density Residential
 - Medium Density Residential
 - Low Density Residential
 - Commercial
 - Office
 - Industrial
 - Park/Open Space
 - 85th St. Station Location
 - Study Area
 - King County-Designated Urban Center



Bike and Pedestrian Improvements

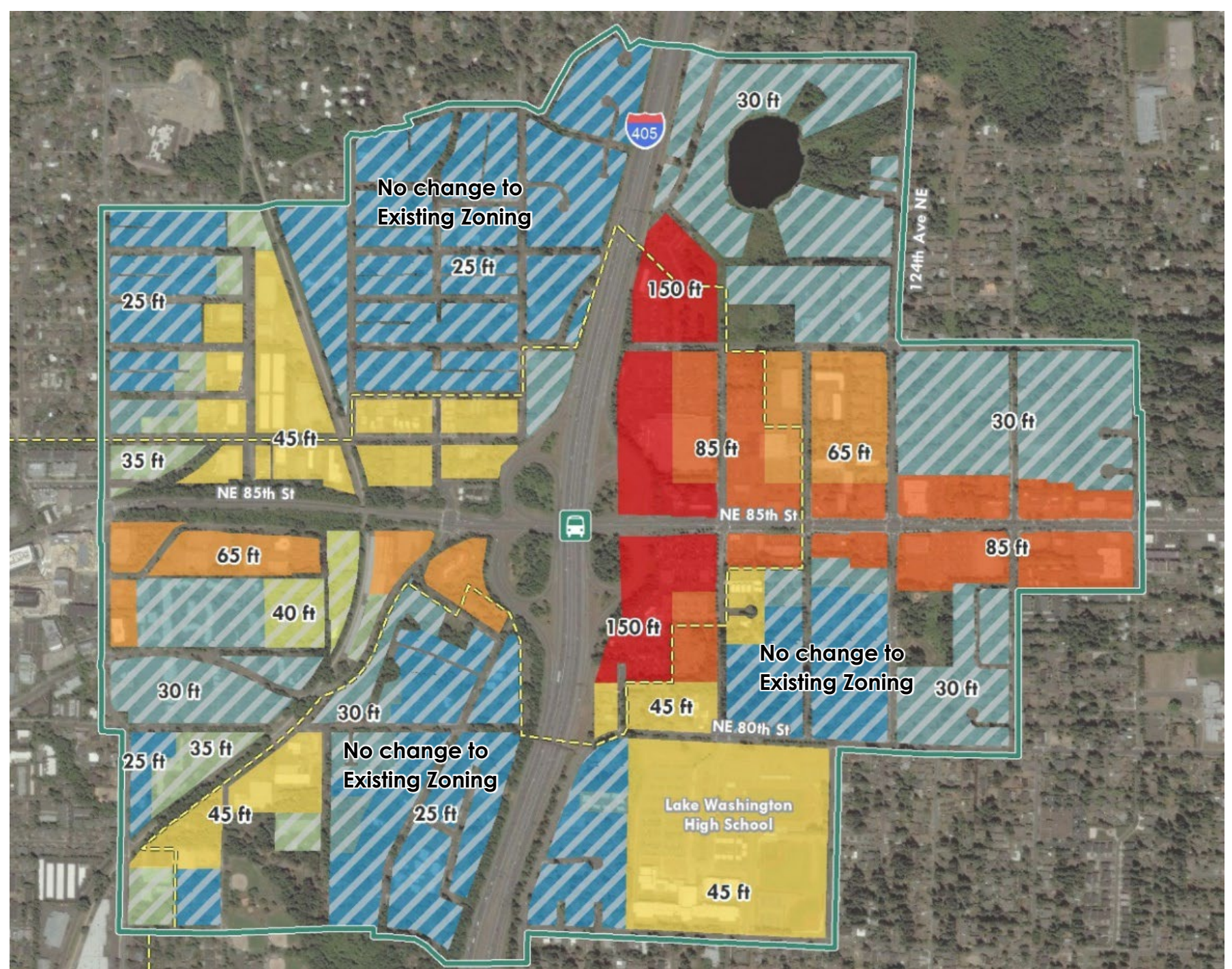
Alternative 1 – No Action



Allowed Building Height Alternative 2 – Guiding Mixed Use Growth

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

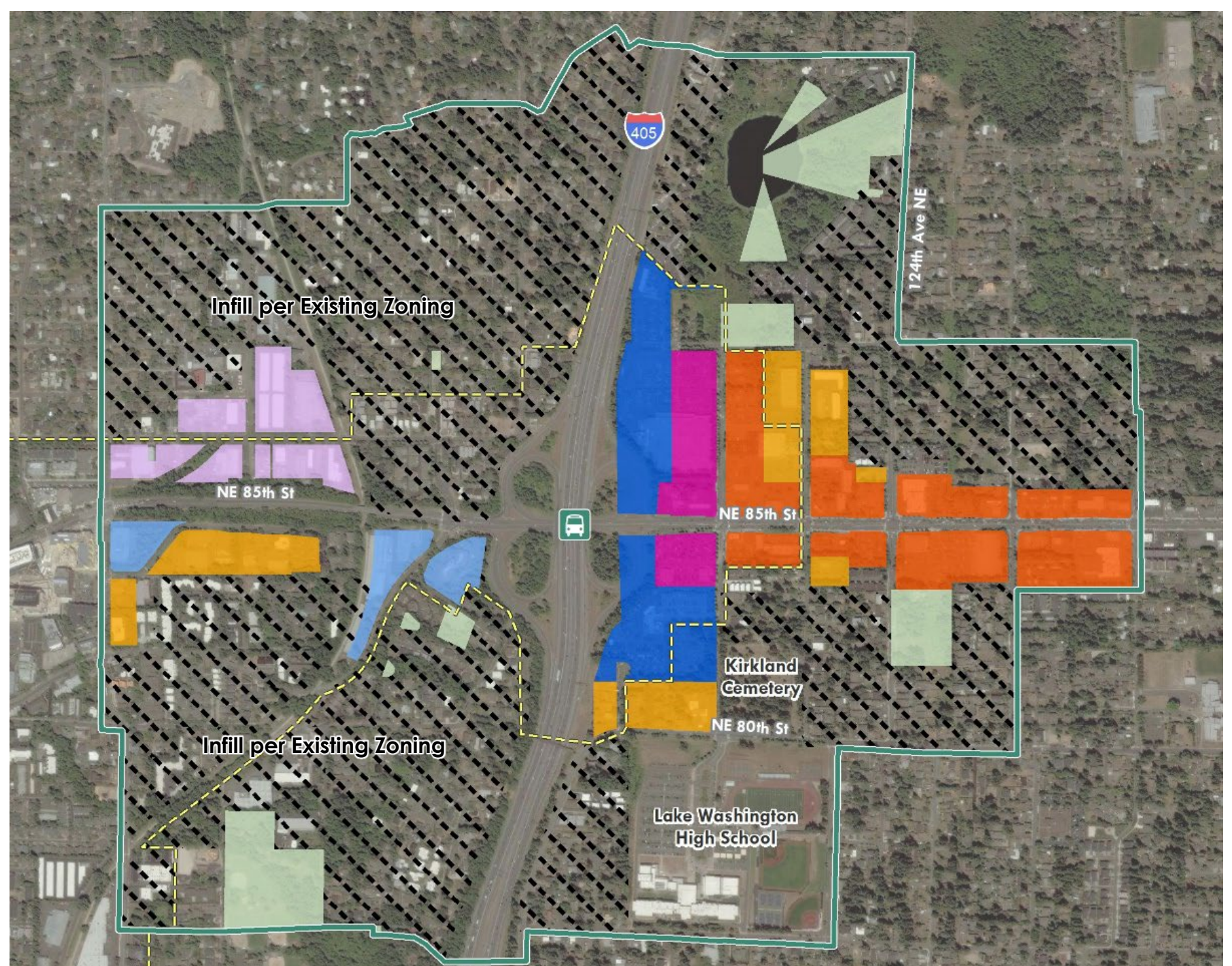
Includes WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station, integrates with local transit on NE 85th St.



Allowed Development Typologies

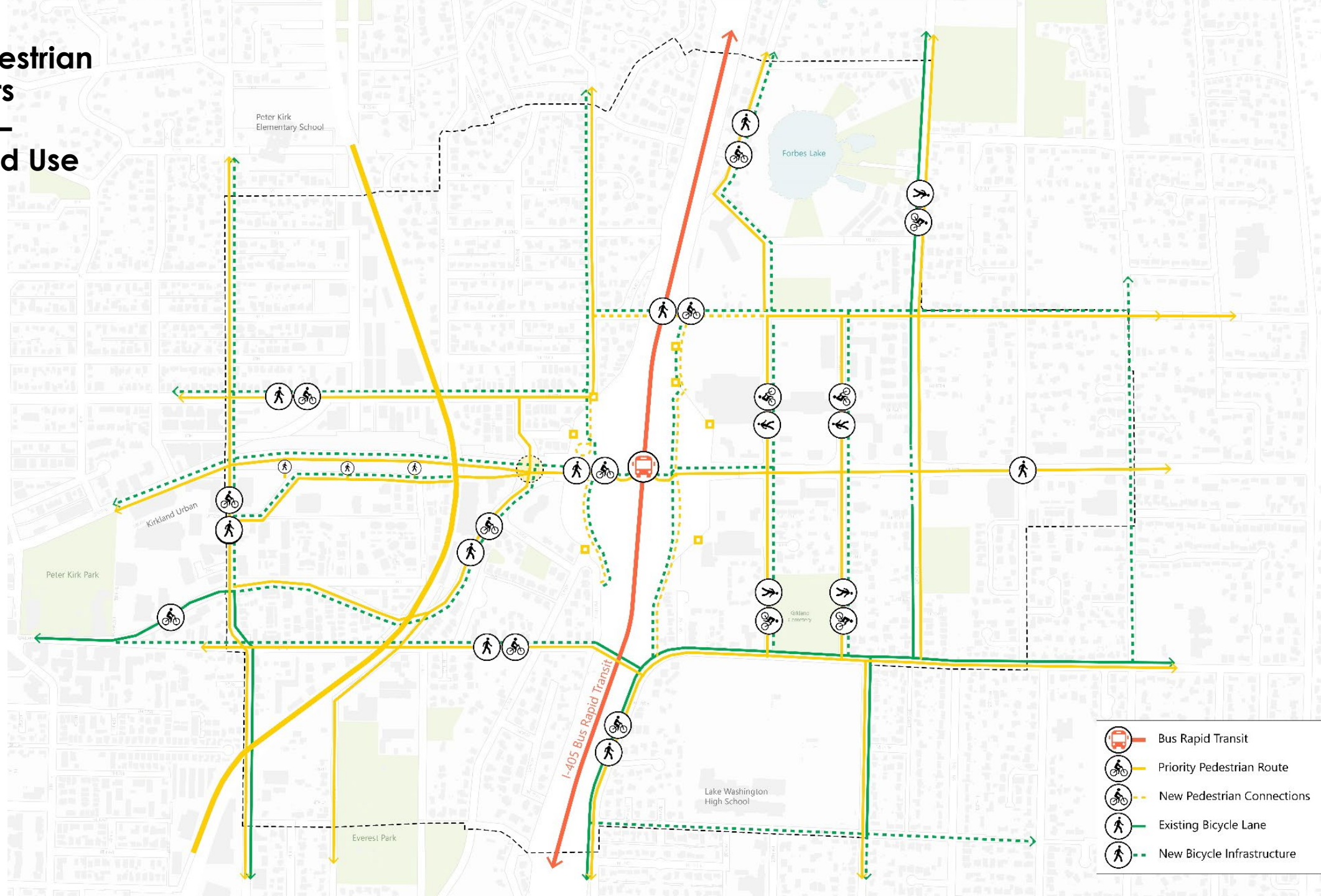
Alternative 2 – Guiding Mixed Use Growth

- Industrial/Tech
- Office Mid Intensity
- Office Mixed Use Mid Intensity
- Office Low Intensity
- Residential Mid Intensity
- Residential Mixed Use Mid Intensity
- Park/Open Space
- Infill per Zoning
- 85th St. Station Location
- Study Area
- King County-Designated Urban Center



Bike and Pedestrian Improvements

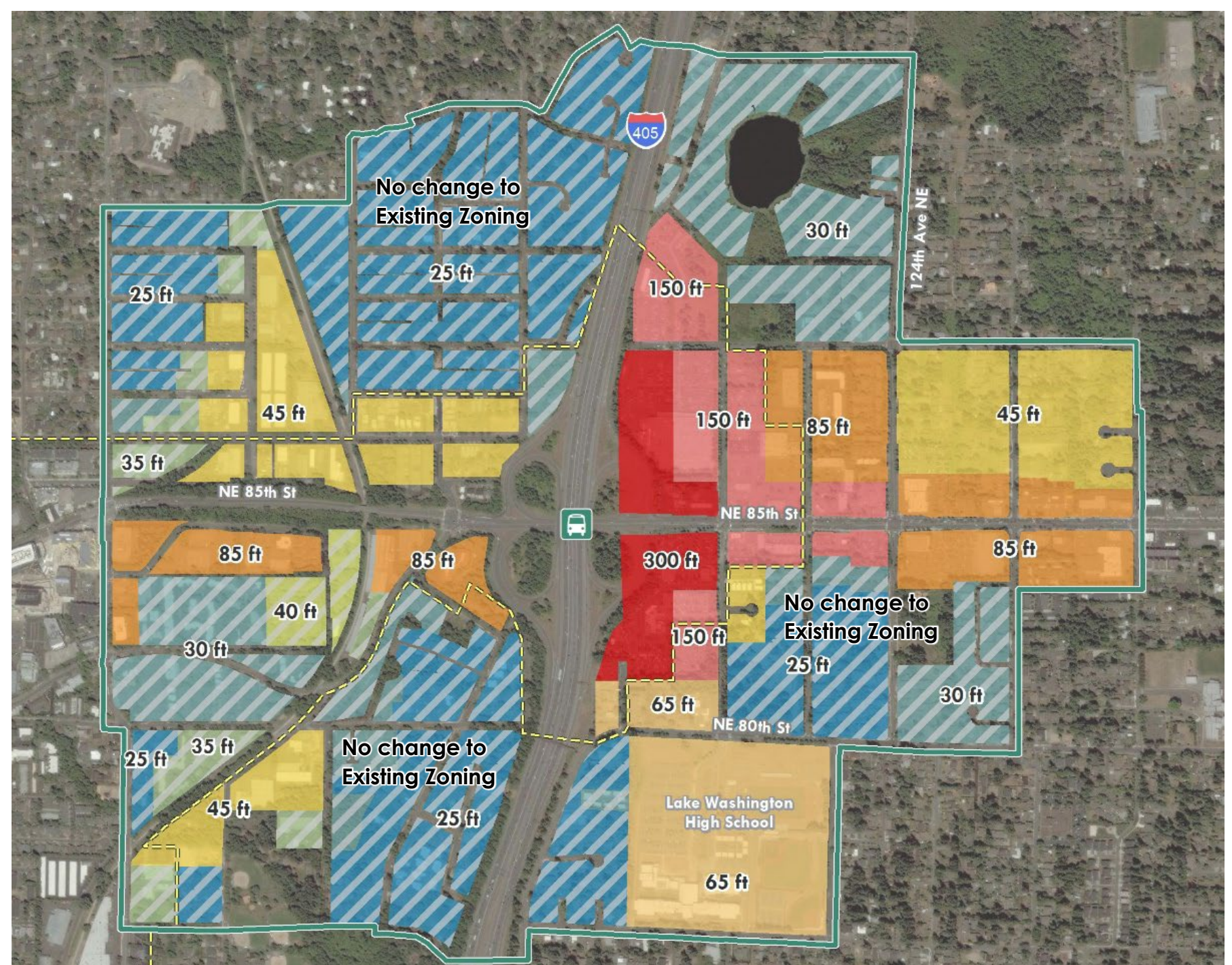
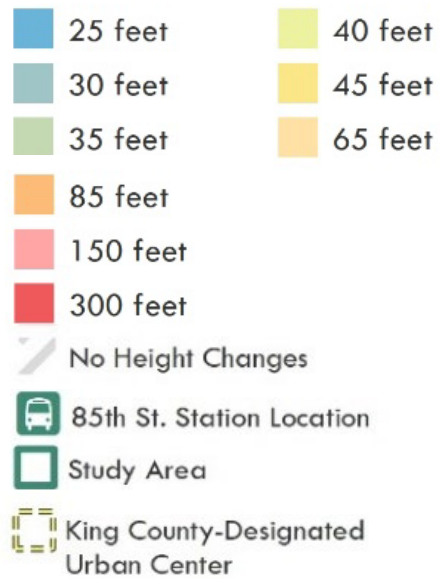
Alternative 2 – Guiding Mixed Use Growth



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**.

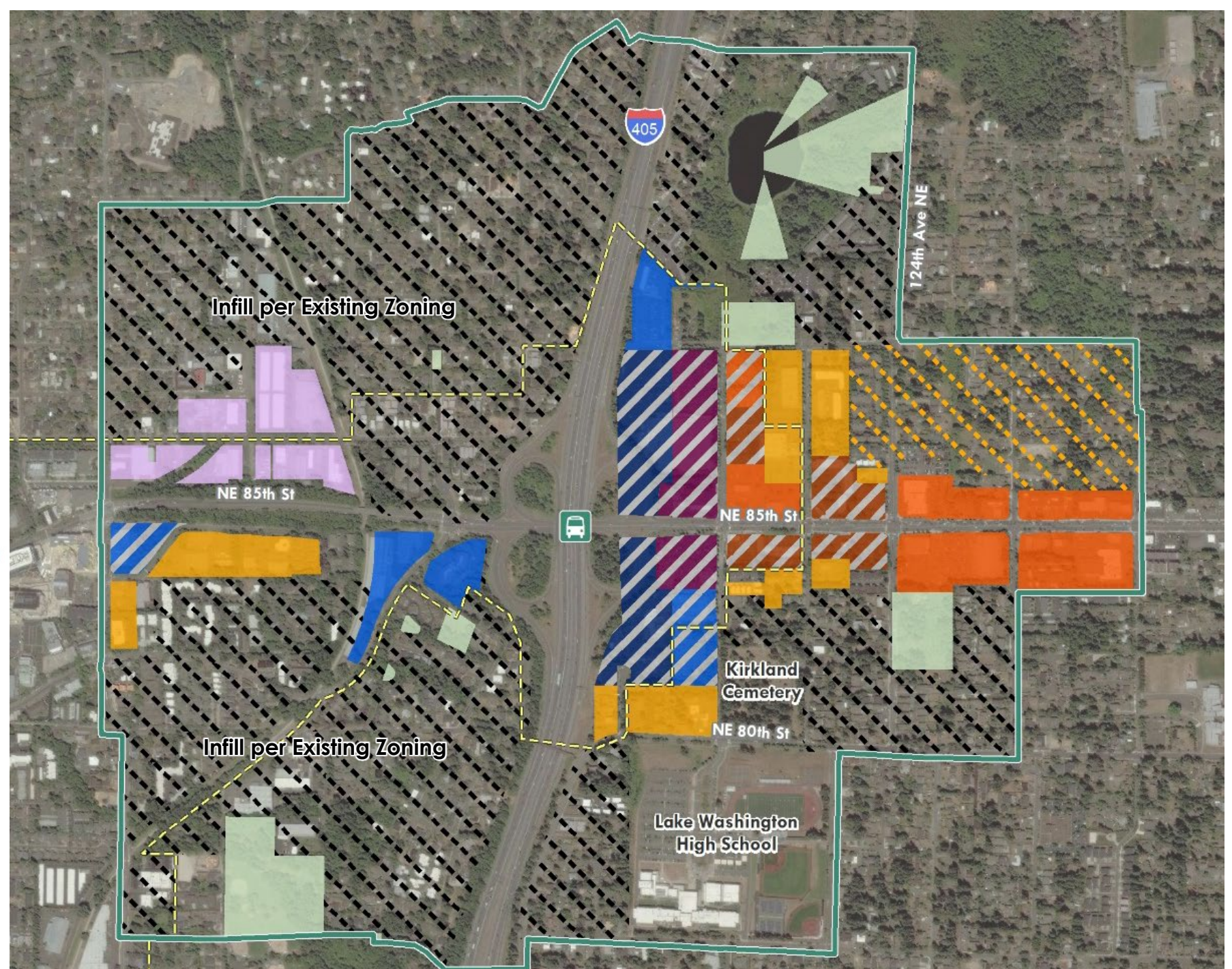
Includes WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station, integrates with local transit on NE 85th St.



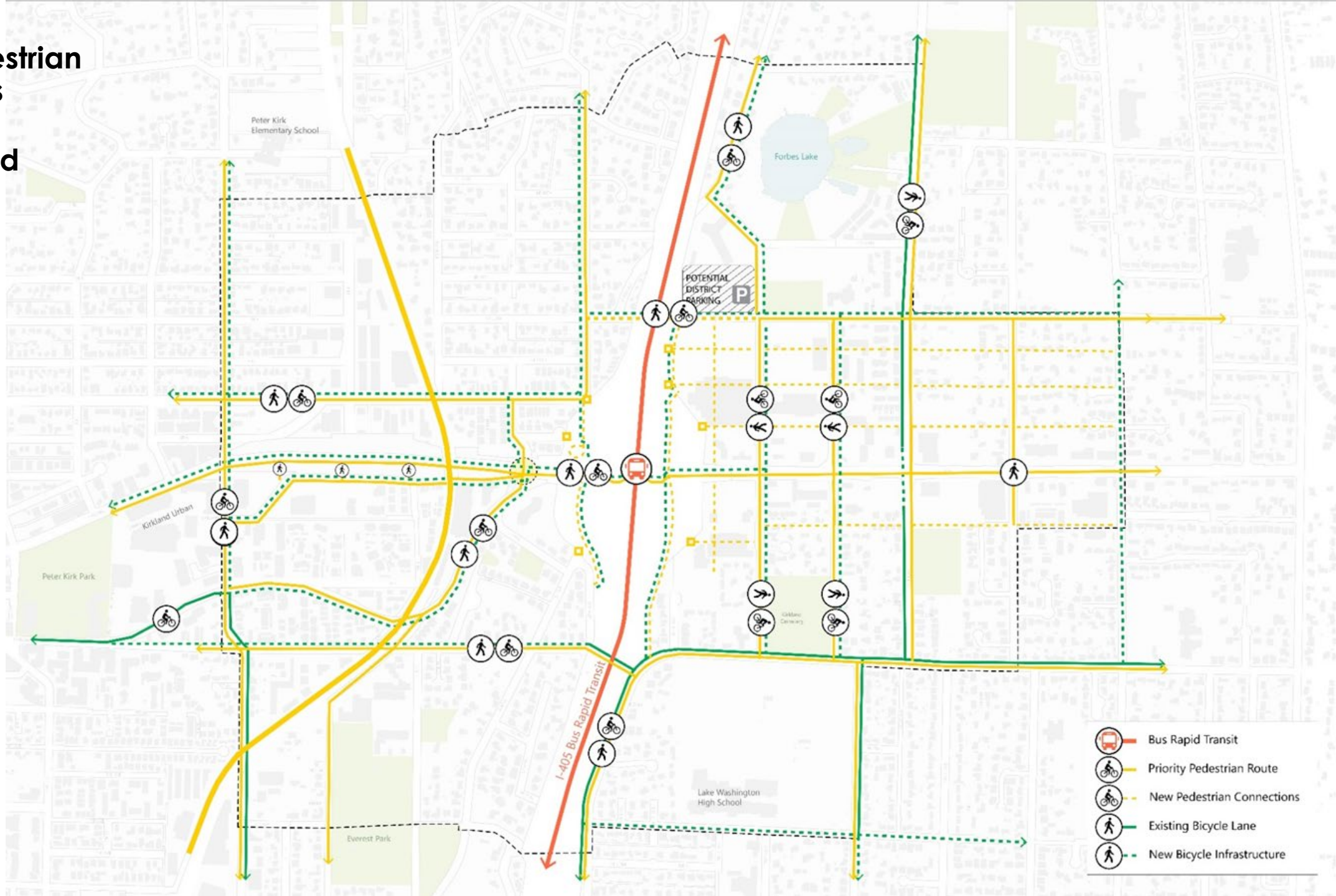
Allowed Development Typologies

Alternative 3– Transit Oriented Hub

- Industrial/Tech
- Office Mixed Use High Intensity - Reduced Parking
- Office High Intensity - Reduced Parking
- Residential Mixed Use High Intensity - Reduced Parking
- Office Mid Intensity
- Office Mid Intensity - Reduced Parking
- Residential Mid Intensity
- Residential Mixed Use Mid Intensity
- Residential Mixed Use Mid Intensity - Reduced Parking
- Park/Open Space
- Infill per Zoning
- Residential Infill
- 85th St. Station Location
- Study Area
- King County-Designated Urban Center



Bike and Pedestrian Improvements Alternative 3— Transit Oriented Hub



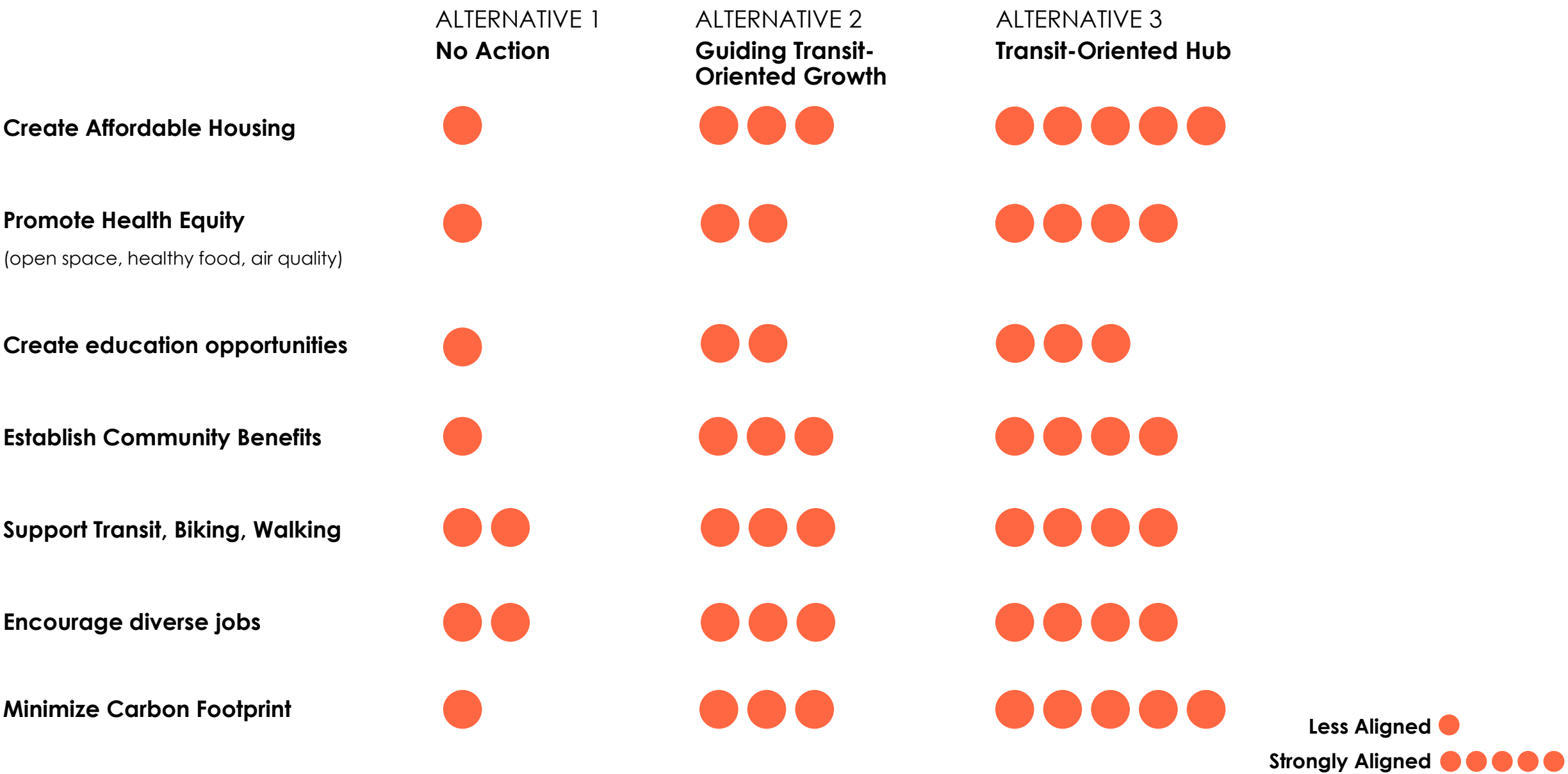
Summary of Alternatives Analysis

Project Equity Impact Review Process—



Summary of Analysis

Relationship to Project Objectives



Alternative 1 – No Action

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

Alternative 1 – No Action

Initial draft equity analysis for feedback



Outcome	Population				
	Renters	Seniors	Youth	Res. Of Color	Low-income employees
Unlikely to produce substantial affordable units (max 87)					
Unlikely to improve health equity factors such as access to open space, healthy food, and air quality					
Unlikely to support additional education opportunities					
Unlikely to create new opportunities for community benefits					
Likely to maintain current transit, walking, and biking. Insufficient density for transit.					
Likely preserves existing retail jobs, adds 5,871 jobs					
Unlikely to reduce the district's carbon footprint.					

Alternative 2 – Guiding Transit-Oriented Growth

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

Alternative 2 – Guiding Transit-Oriented Growth



Outcome	Population				
	Renters	Seniors	Youth	Res. Of Color	Low-income employees
Possibly would produce over 900 affordable units	Substantially Benefits	Neutral	Neutral	Substantially Benefits	Substantially Benefits
Onsite open spaces and community gathering spaces	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Neutral
New Private or Public Pea Patches	Neutral	Neutral	Neutral	Neutral	Neutral
Buffer residential uses from the freeway, reducing the effects of poor air quality	Neutral	Neutral	Substantially Benefits	Neutral	Neutral
Supports additional education opportunities	Neutral	Neutral	Substantially Benefits	Neutral	Neutral
Possibly would create new opportunities for community benefits through development linkages	Neutral	Neutral	Neutral	Neutral	Neutral
Incremental green streets, Enhanced bike/pedestrian network on key streets.	Neutral	Neutral	Neutral	Neutral	Neutral
Sufficient density to support transit	Neutral	Substantially Benefits	Substantially Benefits	Neutral	Substantially Benefits
Projects 23,700 new office, retail, and other jobs	Neutral	Neutral	Neutral	Neutral	Substantially Benefits
Predicted 37% reduction in per capita GHG emissions	Neutral	Neutral	Substantially Benefits	Neutral	Neutral

Alternative 3– Transit-Oriented Hub

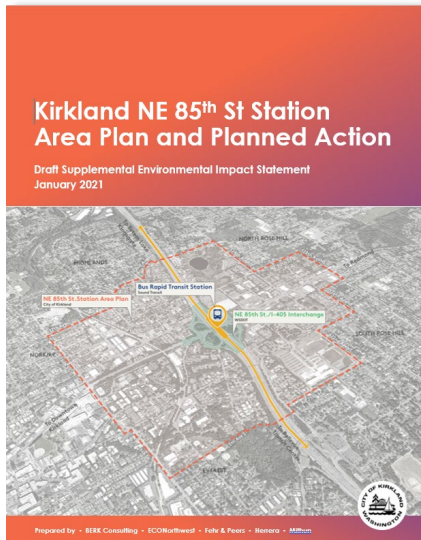
Project Objective	Degree of Consistency	Notes
Equity	<ul style="list-style-type: none"> ▪ Likely to produce significant affordable housing and increase housing diversity ▪ Likely to improve health equity factors such as access to open space, food, and air quality ▪ Likely to support additional education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

Alternative 3– Transit-Oriented Hub



Outcome	Population				
	Renters	Seniors	Youth	Res. Of Color	Low-income employees
Possibly would produce over 1,200 affordable units	Substantially Benefits	Neutral	Neutral	Substantially Benefits	Substantially Benefits
Onsite open spaces and community gathering spaces	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Neutral
New Private or Public Pea Patches	Neutral	Neutral	Neutral	Neutral	Neutral
Buffer residential uses from the freeway, reducing the effects of poor air quality	Neutral	Neutral	Substantially Benefits	Neutral	Neutral
Supports additional education opportunities	Neutral	Neutral	Substantially Benefits	Neutral	Neutral
Likely to create new opportunities for community benefits through development linkages	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits
Required green streets, Substantial bike/pedestrian network improvements	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits
Sufficient density to support transit	Neutral	Substantially Benefits	Substantially Benefits	Neutral	Substantially Benefits
Projects 30,000 new office, retail, and other jobs	Neutral	Neutral	Neutral	Neutral	Substantially Benefits
Predicted 43% reduction in per capita GHG emissions	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits	Substantially Benefits

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

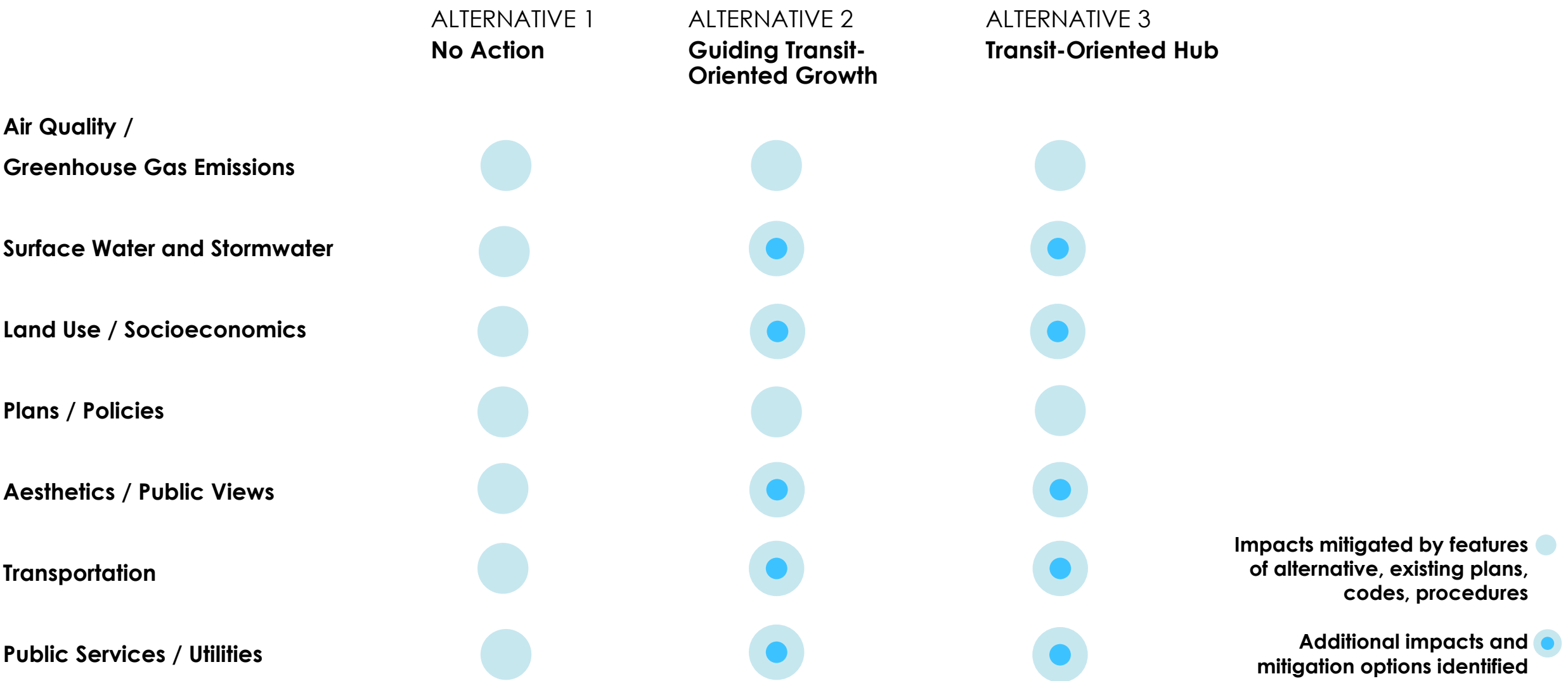
- 3.1 **Air Quality/ Greenhouse Gas Emissions**
- 3.2 **Surface Water and Stormwater**
- 3.3 **Land Use Patterns and Socioeconomics**
- 3.4 **Plans and Policies**
- 3.5 **Aesthetics**
- 3.6 **Transportation**
- 3.7 **Public Services**
- 3.8 **Utilities**

For each topic by alternative

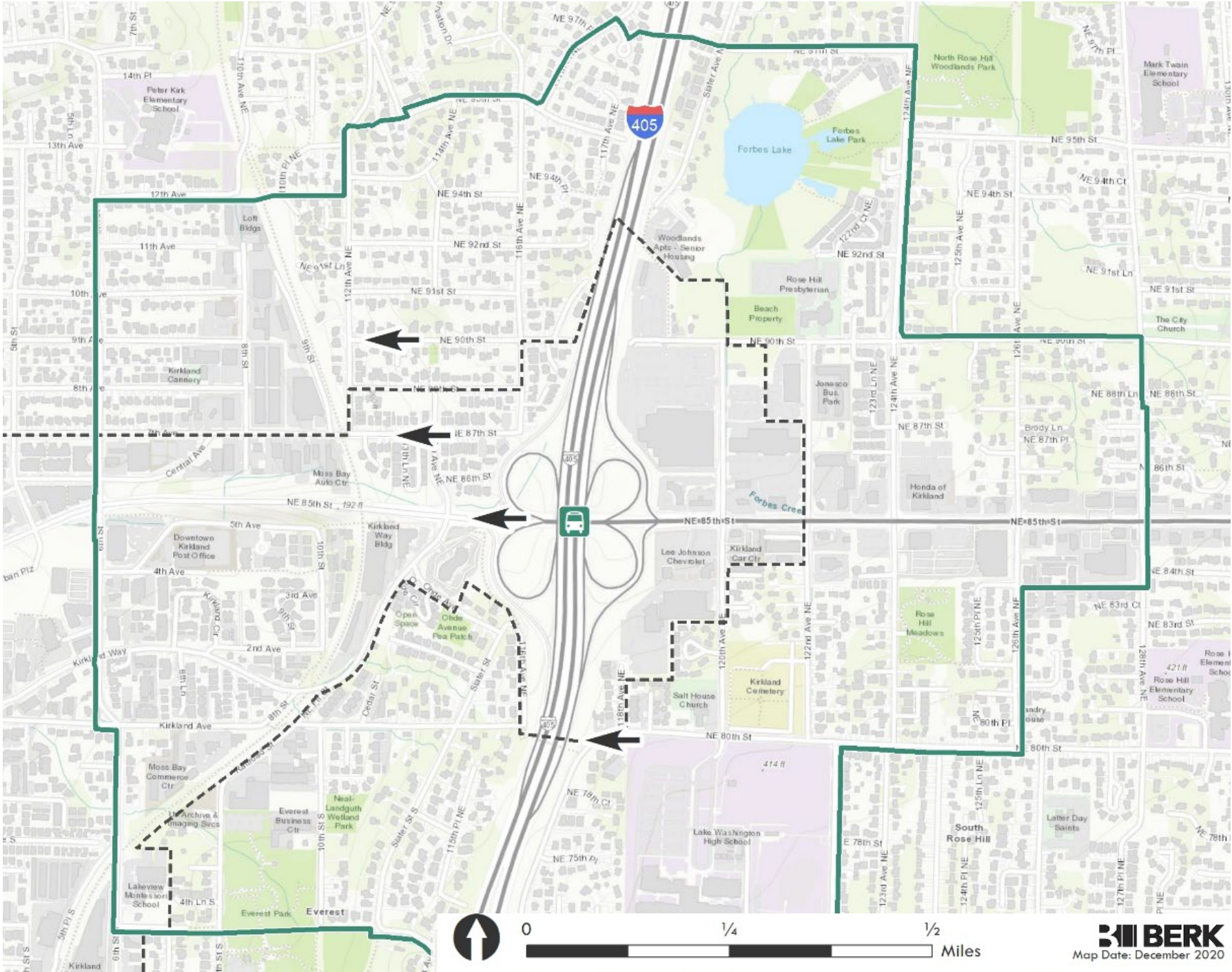
- Affected Environment
- Impacts
- Mitigation Measures
- Significant Unavoidable Adverse Impacts

Summary of Impact Analysis

What Issues Were Studied?

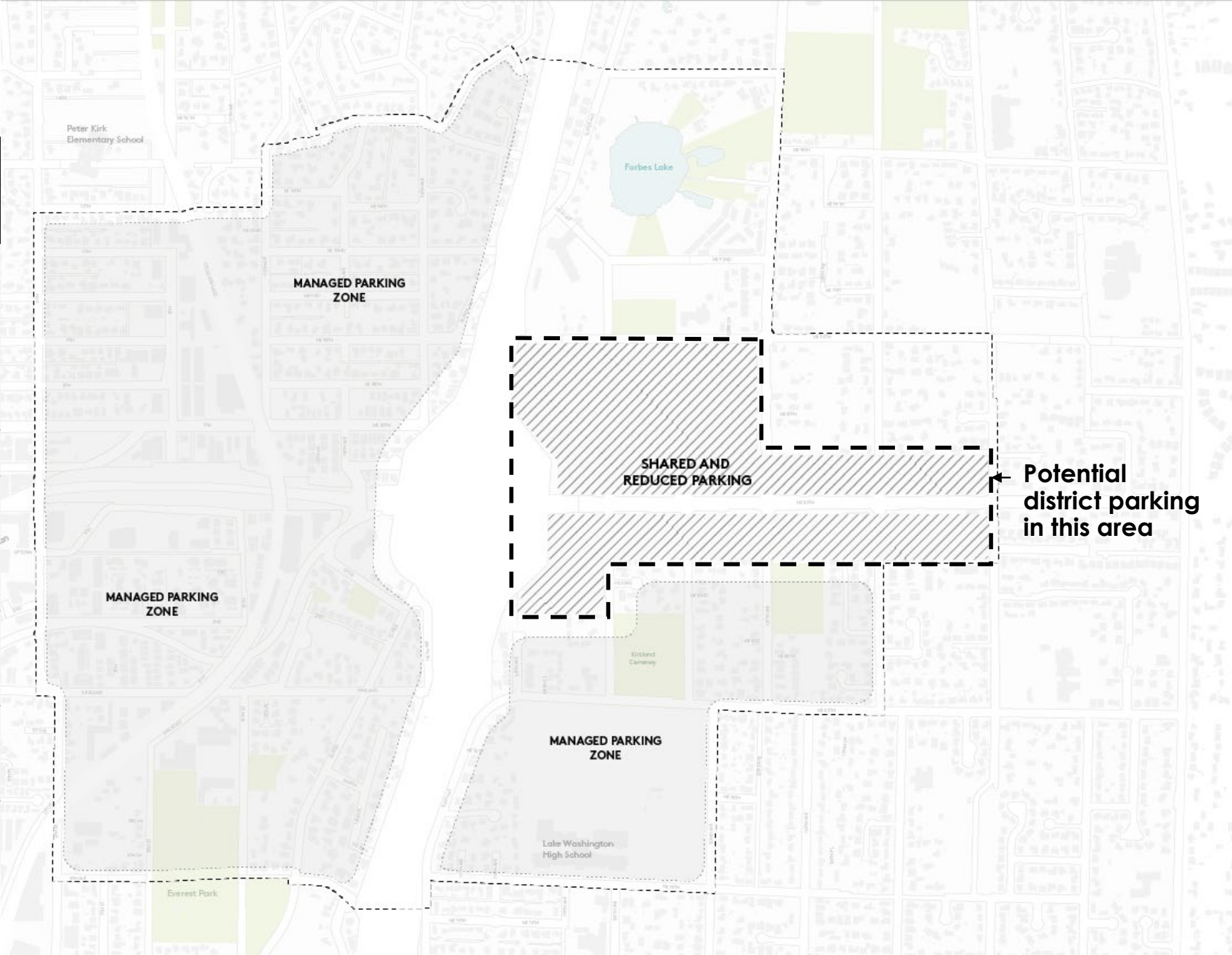


Designated Public View Protection Corridors In all Alternatives



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



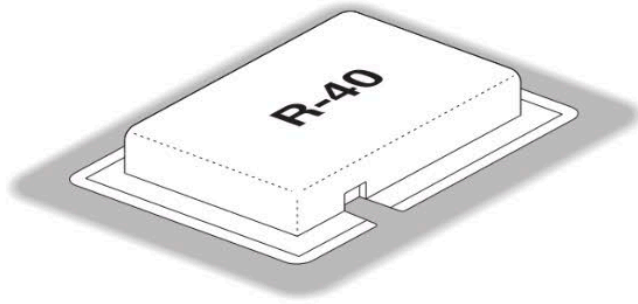
Example Mitigation Measures to address impacts

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

Form Based Codes and Design Standards

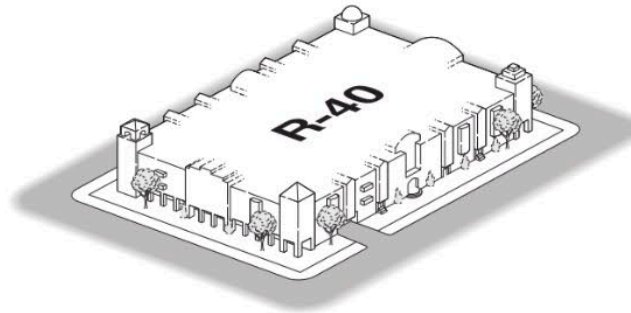
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



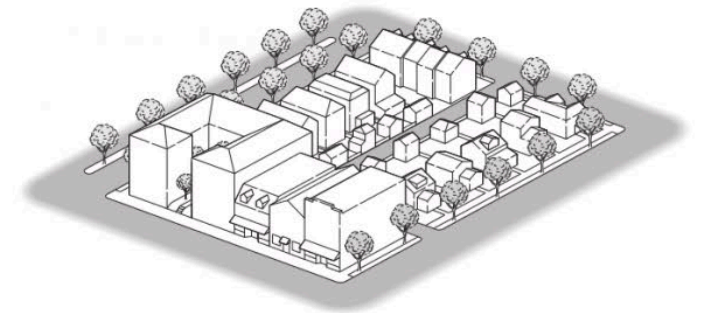
Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified



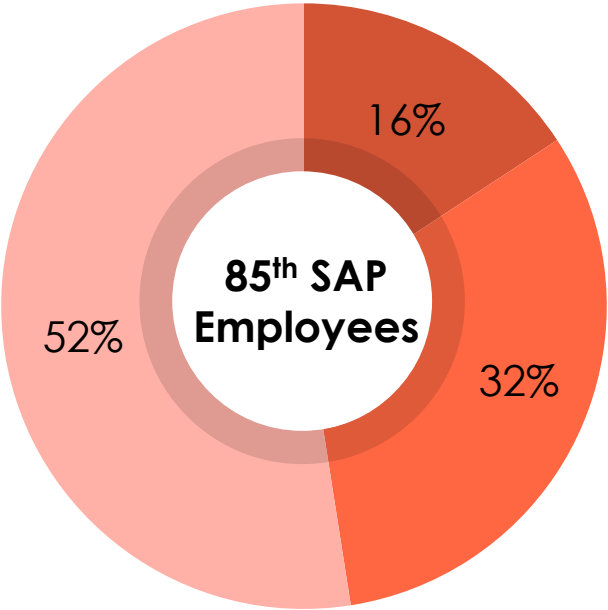
Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



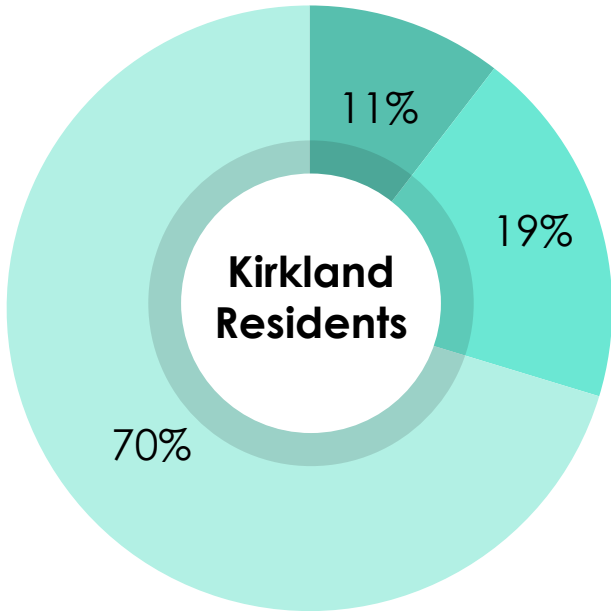
Inclusive Economy

3,255 Employees
Work in Station Area



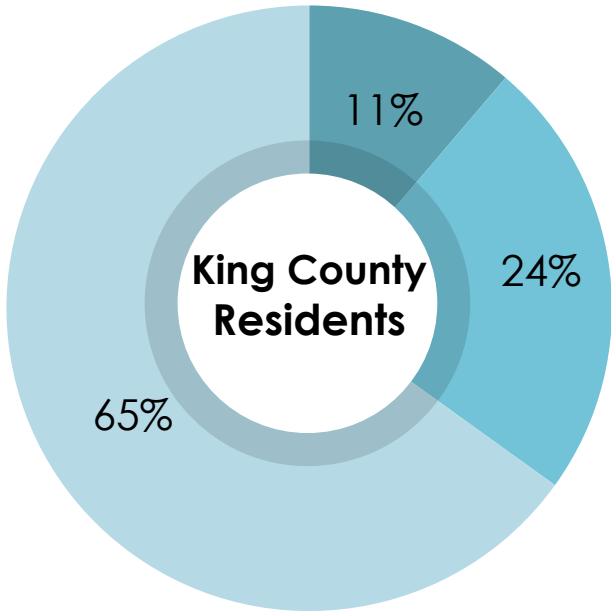
- < \$1,250 (federal poverty guideline)
- \$1,251-\$3,333 (below living wage)
- > \$3,333 (living wage)

42,310 Employees
Live in Kirkland



- < \$1,250 (federal poverty guideline)
- \$1,251-\$3,333 (below living wage)
- > \$3,333 (living wage)

1,000,416 Employees
Live in King County



- < \$1,250 (federal poverty guideline)
- \$1,251-\$3,333 (below living wage)
- > \$3,333 (living wage)


SOURCE—
Longitudinal Employer-Household Dynamics, 2017
<https://lehd.ces.census.gov/>

Affordable Housing Incentives and Requirements

Element	Proposed Measure Highlights
Housing	<ul style="list-style-type: none">▪ Require more affordable housing units beyond 10% existing inclusionary housing regulations▪ Provide new incentives to developers to develop more affordable housing▪ Allow developers to pay an in-lieu fee if fewer affordable units are constructed than planned▪ Participate in regional efforts to leverage funding





Green Building Incentives and Requirements



**CITY OF KIRKLAND
SUSTAINABILITY
MASTER PLAN**

Adopted December 8, 2020





**SHIFT
ZERO**

**SHIFTING TO ZERO:
ZERO CARBON BUILDINGS POLICY TOOLKIT**

A GUIDE TO MUNICIPAL INCENTIVES AND POLICIES TO DRIVE MARKET
DEVELOPMENT OF ZERO CARBON BUILDINGS IN WASHINGTON STATE





**Build Better with the Deep Green
Incentive Program (DGIP)**

The City of Shoreline is offering our Deep Green Incentive Program (DGIP), which gives developers who build green access to increased density, taller buildings and reduced fees. The DGIP applies to development projects that register with a third-party certification entity, such as the International Living Future Institute (ILFI), Built Green, US Green Building Council, Passive House Institute US, or Salmon-Safe.

What are the potential incentives?
The DGIP offers four tiers of incentives, as noted in the table below.

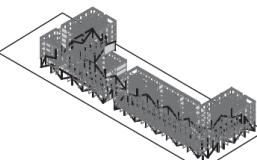
TIER	CERTIFICATION	INCENTIVES	GENERAL INCENTIVES (ANY TIER)
1	• ILFI's Living Building Challenge; or • ILFI's Living Community Challenge	Up to: • 100% reduction in city-imposed application fees • 100% density bonus • 50% reduction to minimum parking	• Expedited permit review for no additional fees • Reduced Transportation Impact Fees, based on Traffic Impact Analysis
2	• ILFI's Petal Recognition; or • Built Green's Emerald Star	Up to: • 75% reduction in city-imposed application fees • 75% density bonus • 35% reduction to minimum parking	• Increase in maximum lot coverage standards
3	• USGBC's Leadership in Energy and Environmental Design® Platinum; or • Built Green's 5-Star; • ILFI's Zero Energy + Salmon-Safe; or • Passive House Institute's PHius® Source Zero + Salmon-Safe	Up to: • 50% reduction in city-imposed application fees • 50% density bonus • 20% reduction to minimum parking	• Structure height bonuses (10 - 20 feet depending on zone)
4	• Built Green's 4-Star™; or • PHius®	Up to: • 25% reduction in city-imposed application fees • 25% density bonus • 5% reduction to minimum parking	

Why should I take advantage of the DGIP?
There are many benefits of green buildings for both developers and occupants.



CARBON SUMMARY FOR ENTIRELY WOOD BUILDING SYSTEM

WHOLE BUILDING DATA:



- V** Volume of wood products used: 5,265 cubic meters (185,914 cubic feet)
- T** U.S. and Canadian forests grow this much wood in: 14 minutes
- C** Carbon stored in the wood: 4057 metric tons of carbon dioxide
- A** Avoided greenhouse gas emissions: 1570 metric tons of carbon dioxide
- C** Total potential carbon benefit: 5627 metric tons of carbon dioxide

Equivalent to:

- 1190 cars off the road for a year
- Energy to operate 594 homes for a year

SUSTAINABLE BUILDING INCENTIVES



Sustainable building incentives are designed to support the adoption of sustainable development practices and increase the number of certified buildings in the City.

City Incentives

Green Building Expedited Building Permit Review

To encourage green building, the City of Issaquah will expedite building permit review for projects which achieve green building certification at specified levels.

- Built Green 5 Star (residential) – Certify under the King/Nothwest Master Builders Association (builtgreen.org)
- LEED Gold (commercial) – Certify under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program (usgbc.org)

Issaquah Stormwater Infiltration Incentive

The Stormwater Infiltration Credit provides service charge discounts for developed parcels that infiltrate runoff in a private site stormwater infiltration facility. (issaquahwa.gov/stormwaterincentives)

Affordable Housing Incentives

The City waives several staff, permit, mitigation, impact and public works fees to encourage affordable housing. (issaquahwa.gov/affordablehousing)



Benefits of Building Green
Environmental, Economic, Social

Save money on materials and disposal fees

Reduce waste and conserve natural resources

Reduce operating costs

Protect salmon and waterways from pollutants

Provide healthier and cleaner indoor air quality

Improve the marketing and value of the development

Enhance and protect ecosystems and biodiversity

Enhance occupant comfort and health

Downtown and BelRed Incentives

The Land Use Code allows for a reduction to the parking minimums in the Downtown and BelRed land use zones with support from a parking demand analysis per [LUC 20.25A.080.H](#) in Downtown and [20.25D.120.E](#) in BelRed.

The Land Use Code offers additional FAR for the following green building certifications.

- Parking Minimum Reductions
- Floor Area Ratio Bonus
0.25 FAR Bonus for Built Green 5 Star, LEED Platinum, or Living Building Net Zero Energy

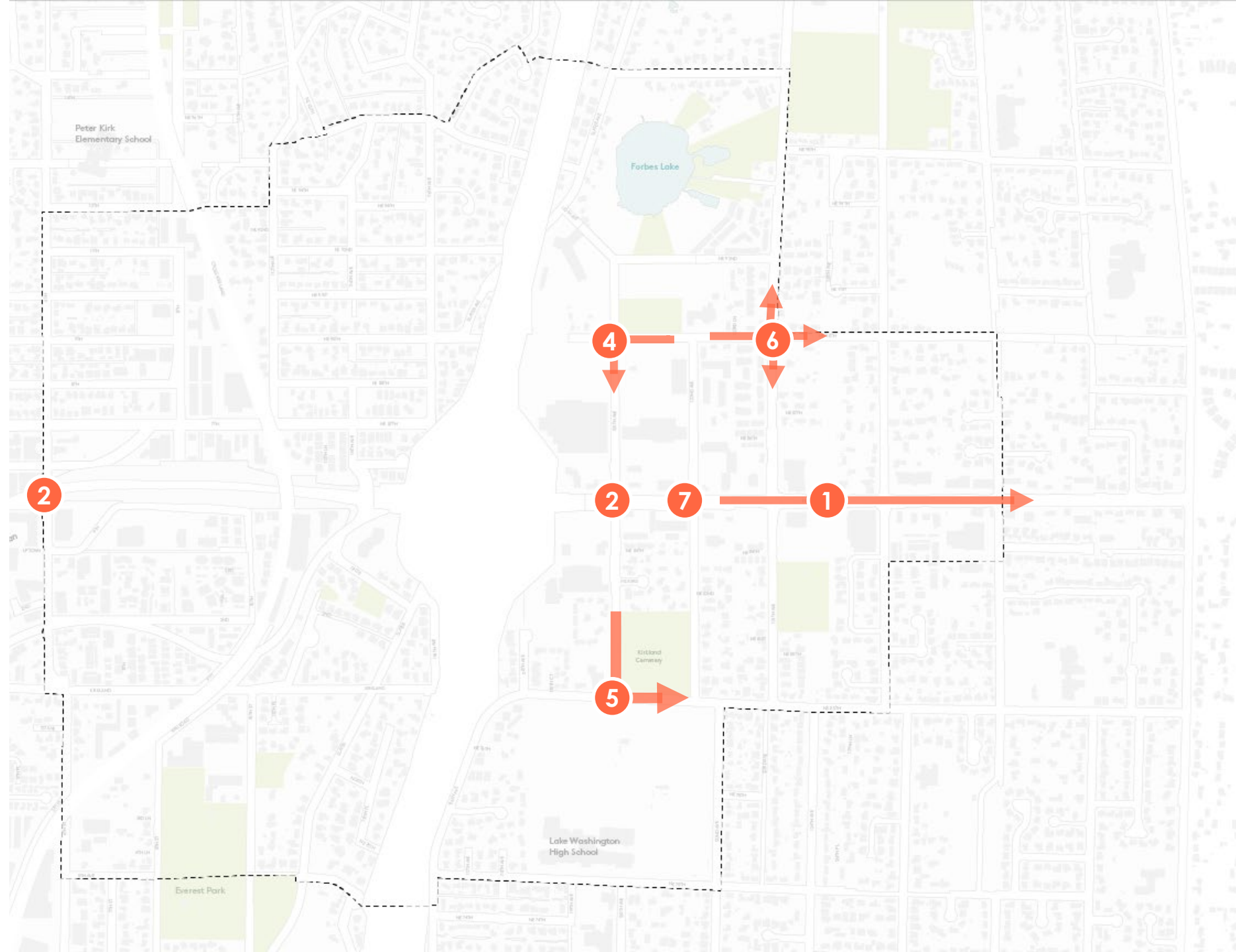
0.2 FAR Bonus for Built Green 4 Star, LEED Gold, or Passivhaus PHius+2015 Verification per [LUC 20.25A.070](#).

After fully utilizing 2.5 FAR Tier 1 Amenity Bonus, additional 0.5 FAR Tier 2 Amenity Bonus can be utilized partially as 0.33 FAR Bonus for LEED Platinum, or 0.13 Bonus for LEED Gold per [LUC 20.25D.090](#).

- Downtown
- BelRed Zones MO-1, OR-1, OR-2, RC-1, RC-2, and RC-3

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,



Travel Demand Management (TDM) Mitigation Strategies

TDM Strategy	Office	Residential	Retail
Parking			
▪ Parking pricing	6 – 11%	6 – 11%	6 – 11%
▪ Unbundled parking	---	Up to 8%	---
▪ Reduced supply	Up to 9%	Up to 9%	Up to 9%
Transit			
▪ Transit subsidies for employees and residents	Up to 5%	Up to 5%	---
▪ Last mile private shuttles	1 – 7%	Up to 9%	Up to 1%
Commute			
▪ Marketing campaigns	2 – 16%	3 – 21%	Up to 3%
▪ Emergency Ride Home Program	Up to 1%	---	---
▪ TNC partnerships	Up to 3%	---	Up to 1%
Bike/Walk			
▪ Secure parking			
▪ Showers & lockers	Up to 1%	Up to 1%	Up to 1%
▪ Public repair stations			
▪ Bikeshare system			
Rideshare			
▪ Ridematch Program	Up to 6%	Up to 6%	Up to 6%
Total of all Measures	14 - 21%*	19 - 23%*	11 - 17%*

Shaping a Preferred Alternative

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**

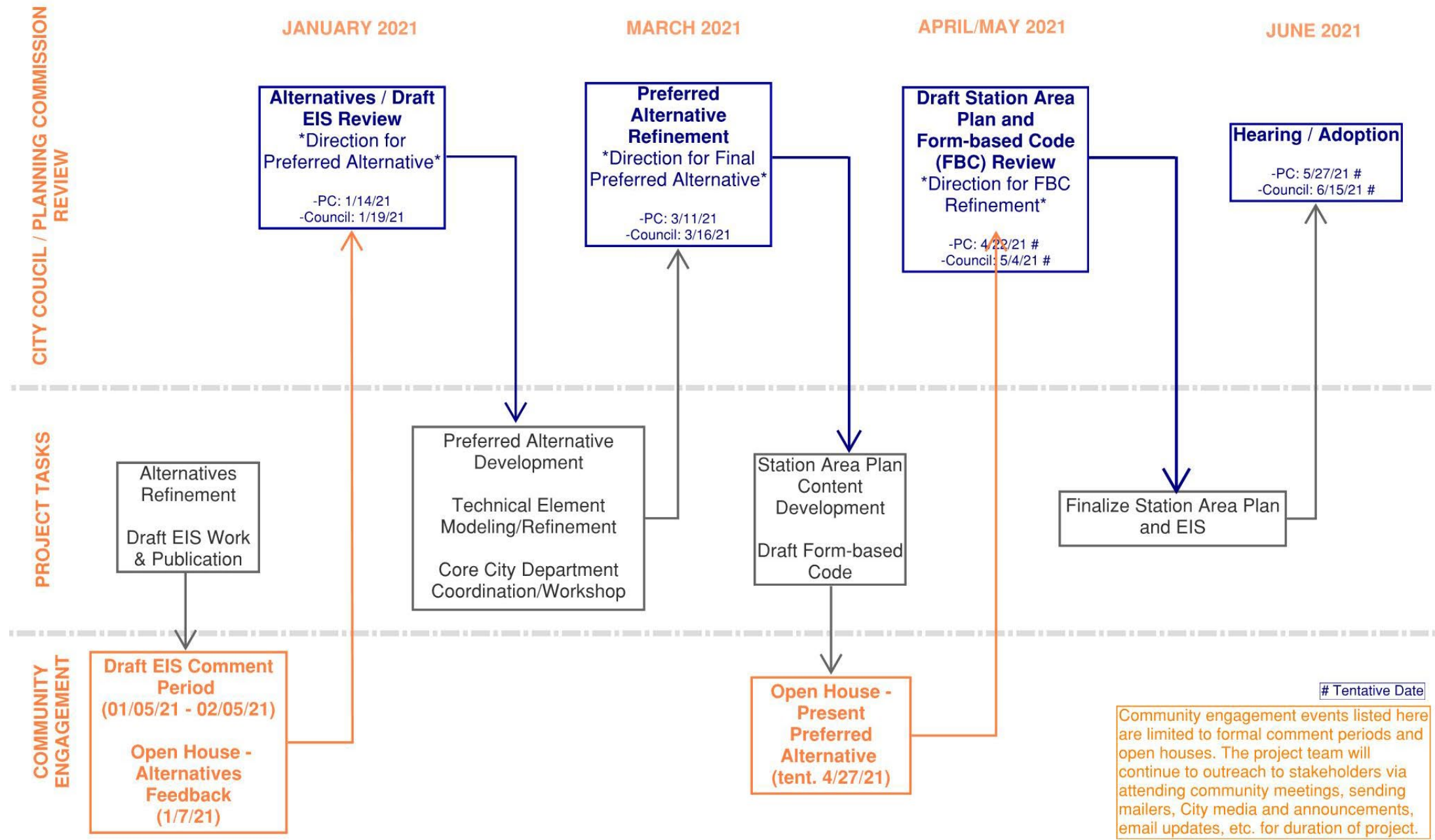
Preservation of **neighborhood character**

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

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



Decision Making Schedule Summary



Phase 2B – DSEIS Comment Period

January 5 – February 5

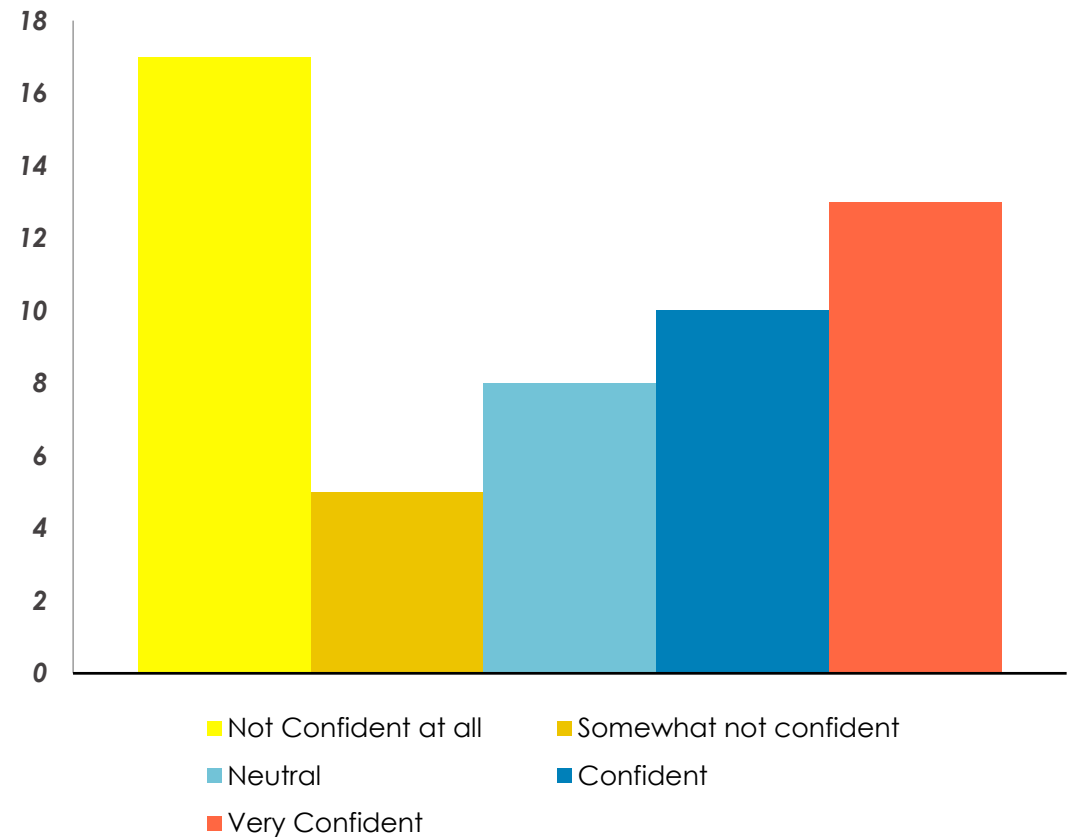
- * One month **written comment period** – 35+ comments received to date
- * Online **Virtual Workshop** (January 7) – 122 Households attended
- * **Survey** – 54 completed surveys to date
- * **Student Project** – City Council members to attend LWHS presentations on the project

Extensive outreach included: interviews on engagement methods, posters, email, legal notices, social media, other City communications.

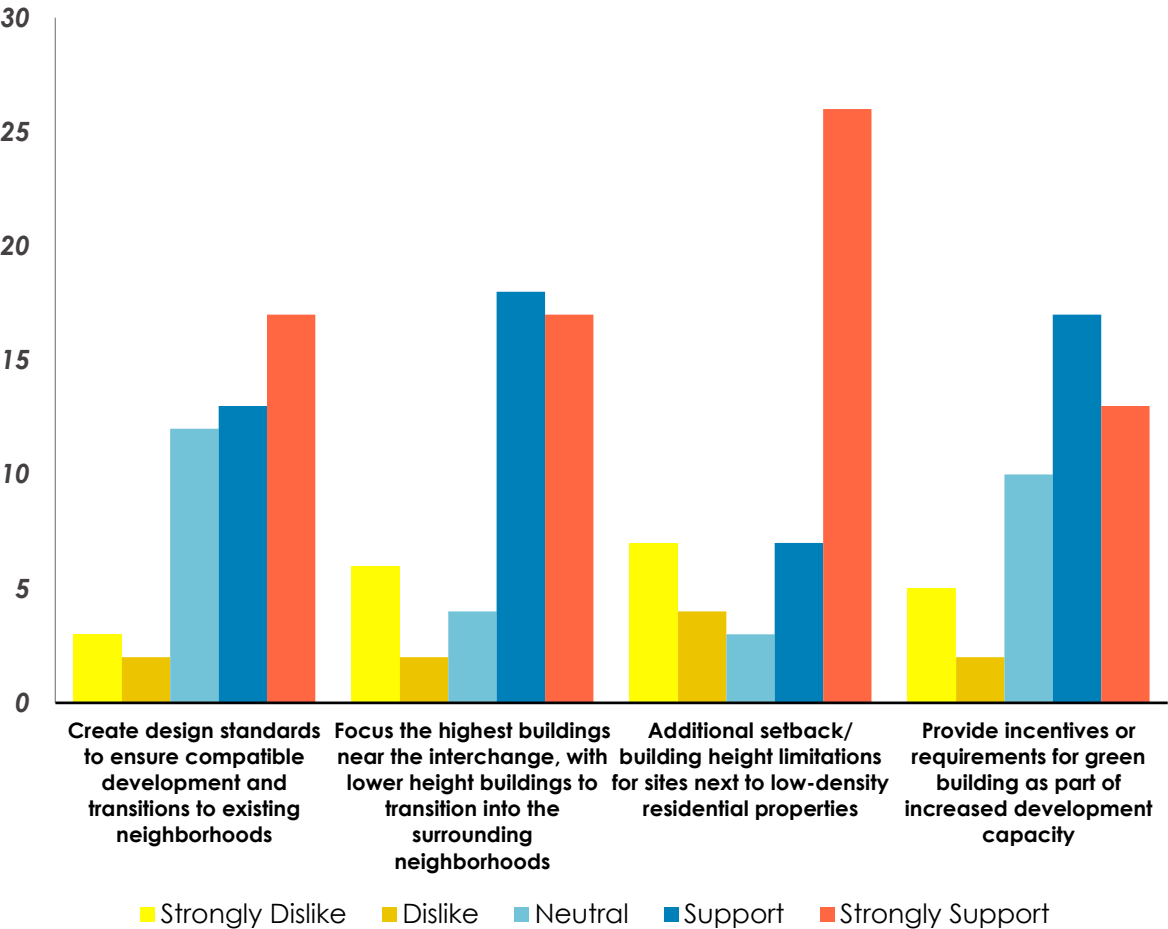
accessibility residential fully otherwise connection alternative
lack height areas add among strongly please issues walking streetscapes create
current consider
bikeable structures ages greenspaces possible people-oriented redmond
park 85' neighbors common view junction side much bus/pedestrian neighborhoods
costco support less-traffic density pedestrian city ckc neighborhood
west kirkland 405 car-free walkable
action. next wineri parks affordable
family keep housing station focus
east gone downtown within (e improvements highways proposed
character respiratory woodinville brrt 85th away focusing 45' heights grasslawn
tunnel increased
developing cater freeway apartments parking activities serviced
multi-age
beloved aurora living
feet ped
seattle)

initial survey responses

How confident are you that the existing zoning and mix of uses will be able to accommodate Kirkland’s continued growth in an Equitable, Livable and Sustainable fashion?

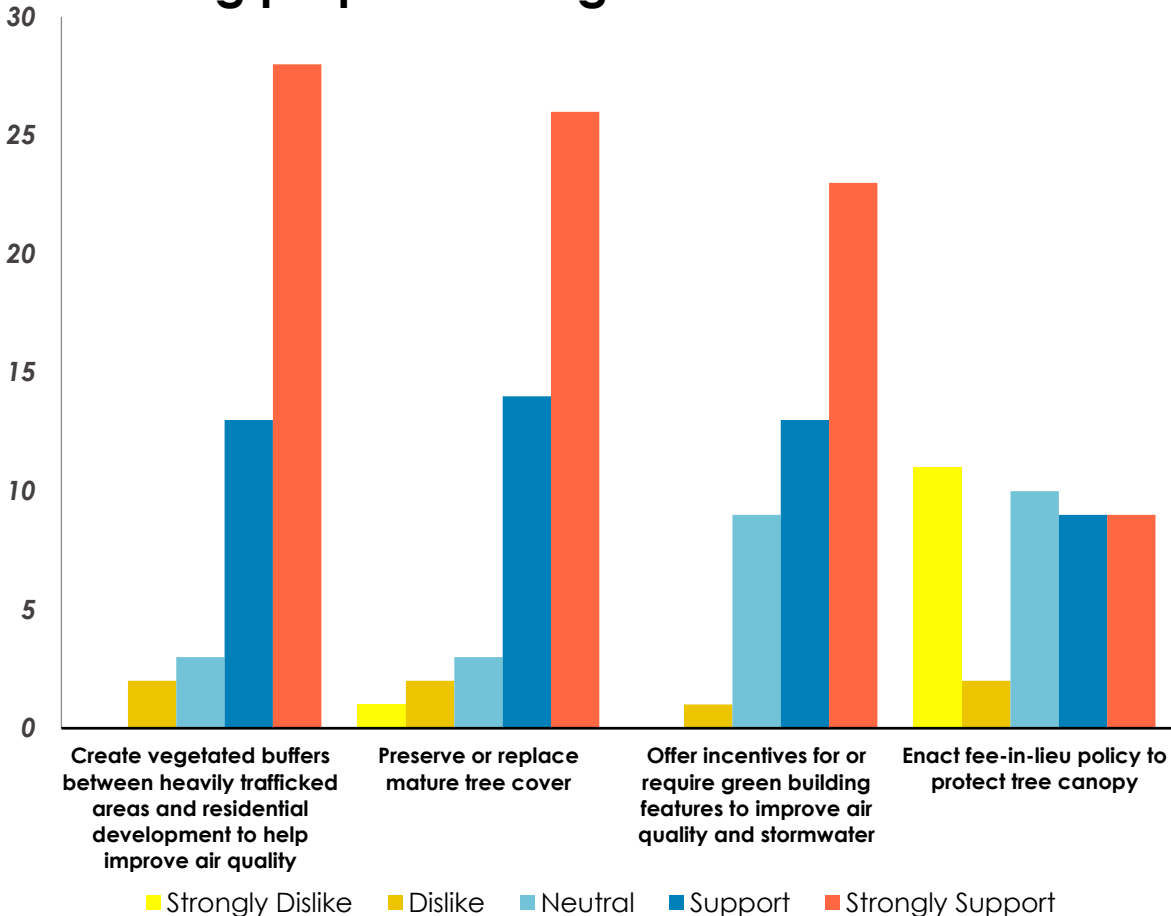


Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures —

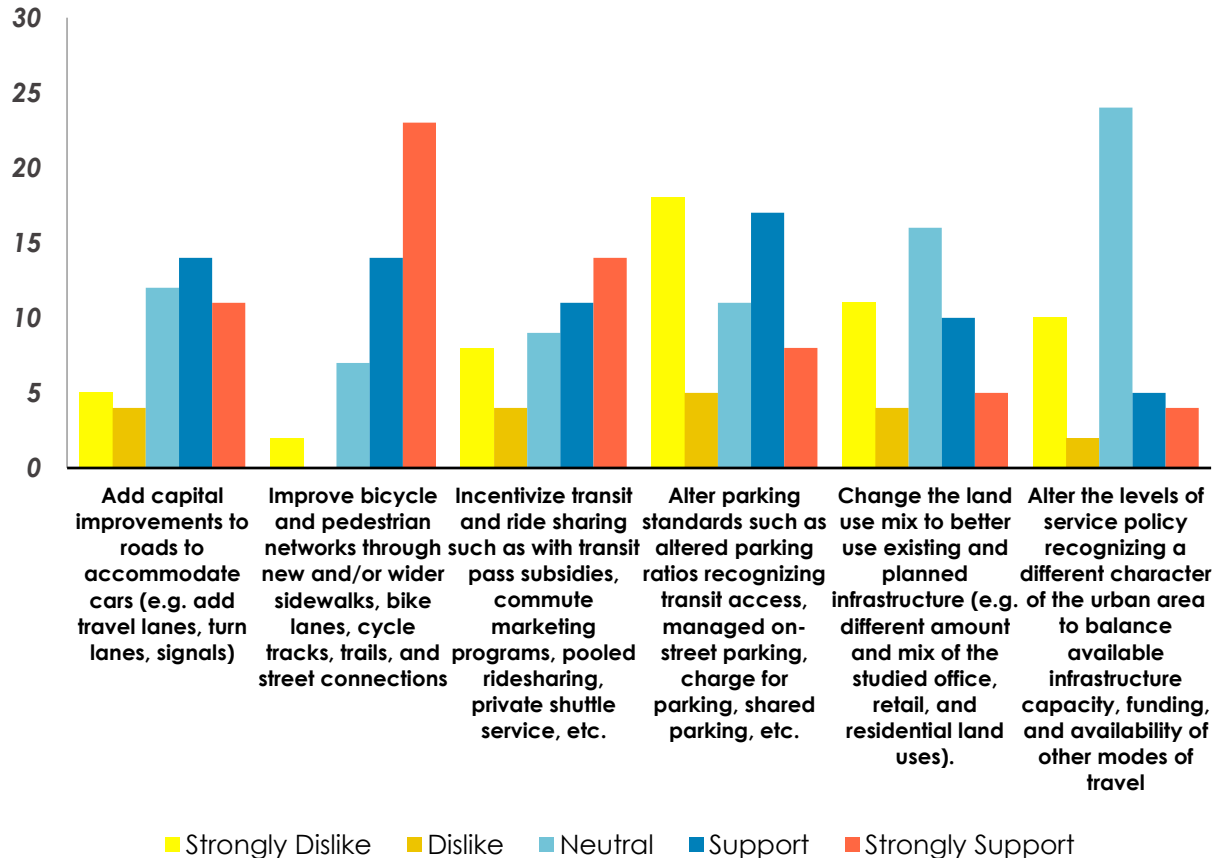


initial survey responses

Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures—



Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures—



takeaways from open house and initial comments

desire for **open space, bike, and pedestrian** connections

strong support for **better transit and mobility connections** with the new BRT

Interest in **Houghton P&R connections**

importance of **more affordable housing opportunities**

desire to **focus density around transit**

concerns about **transitions** between higher density areas and adjacent neighborhoods

questions around the appropriate **balance of jobs/housing**

desire to **balance new development and required infrastructure** and services

concerns and questions about **traffic impacts**

Discussion

1. What are the top three elements you like within each alternative, and would like to see incorporated into the preferred alternative? Consider goals and policies, and land use concepts including changes to map designations and infrastructure investments.
2. Which development typologies and locations in each alternative align with project goals? Are there additional key concepts for transitioning from higher intensity development to lower intensity developments that should be considered?
3. Which elements of the alternatives best promote the project's equity goals?
4. Are there specific public or private investments you would emphasize in each alternative to make it successful? Examples could include transportation, open space, school facilities, or other investments.

Thank you!