

# Transportation Commission Briefing



MITHÜN

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FEHR & PEERS

HERRERA

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

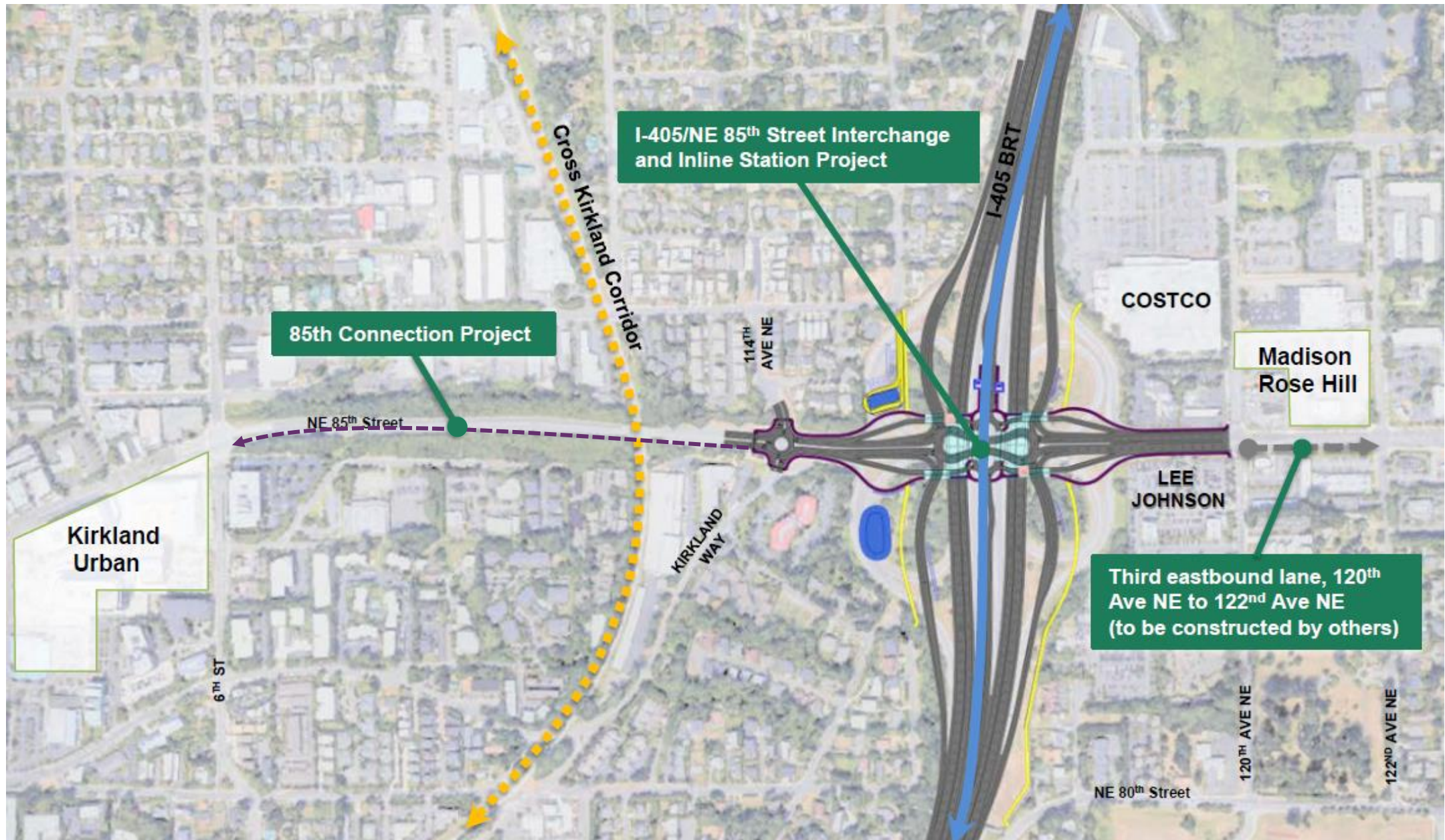
City of Kirkland

27 April 2022





# Project Coordination





# Resolution R-5503: Adopted Station Area Preferred Plan Direction

## Growth Expectations for Preferred Plan Direction

	Preferred Plan Direction
Households	8,152
Employment	22,751

Consistent with Transit-Connected Growth (June Alternative B), over the 23-year planning horizon, the Preferred Plan Direction would support a maximum of:

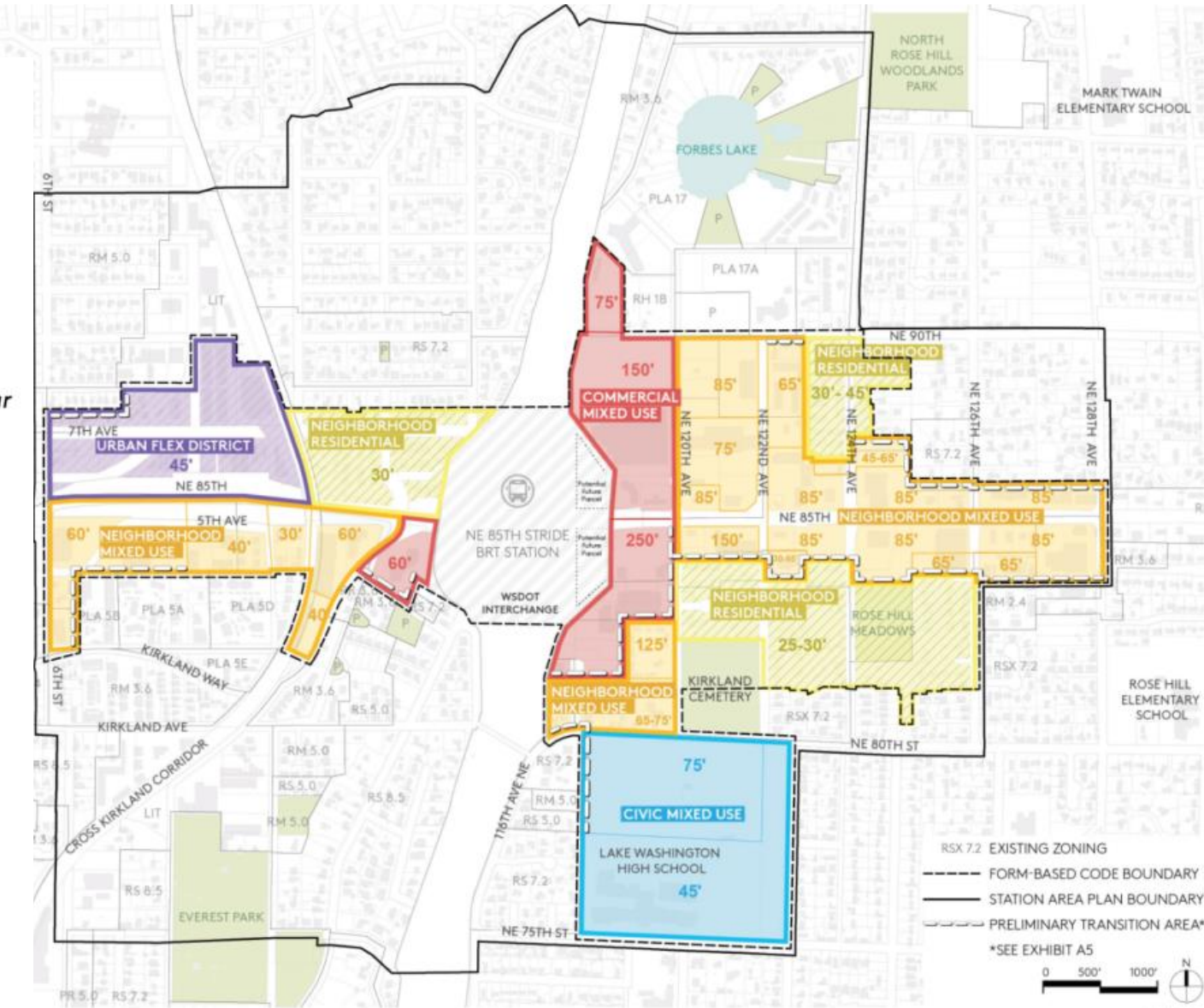
- 8,152 total households (6,243 above existing)
- 22,751 total jobs (17,763 above existing)

Based on the City's existing Inclusionary Zoning requirement for affordable housing, that maximum development potential would result in:

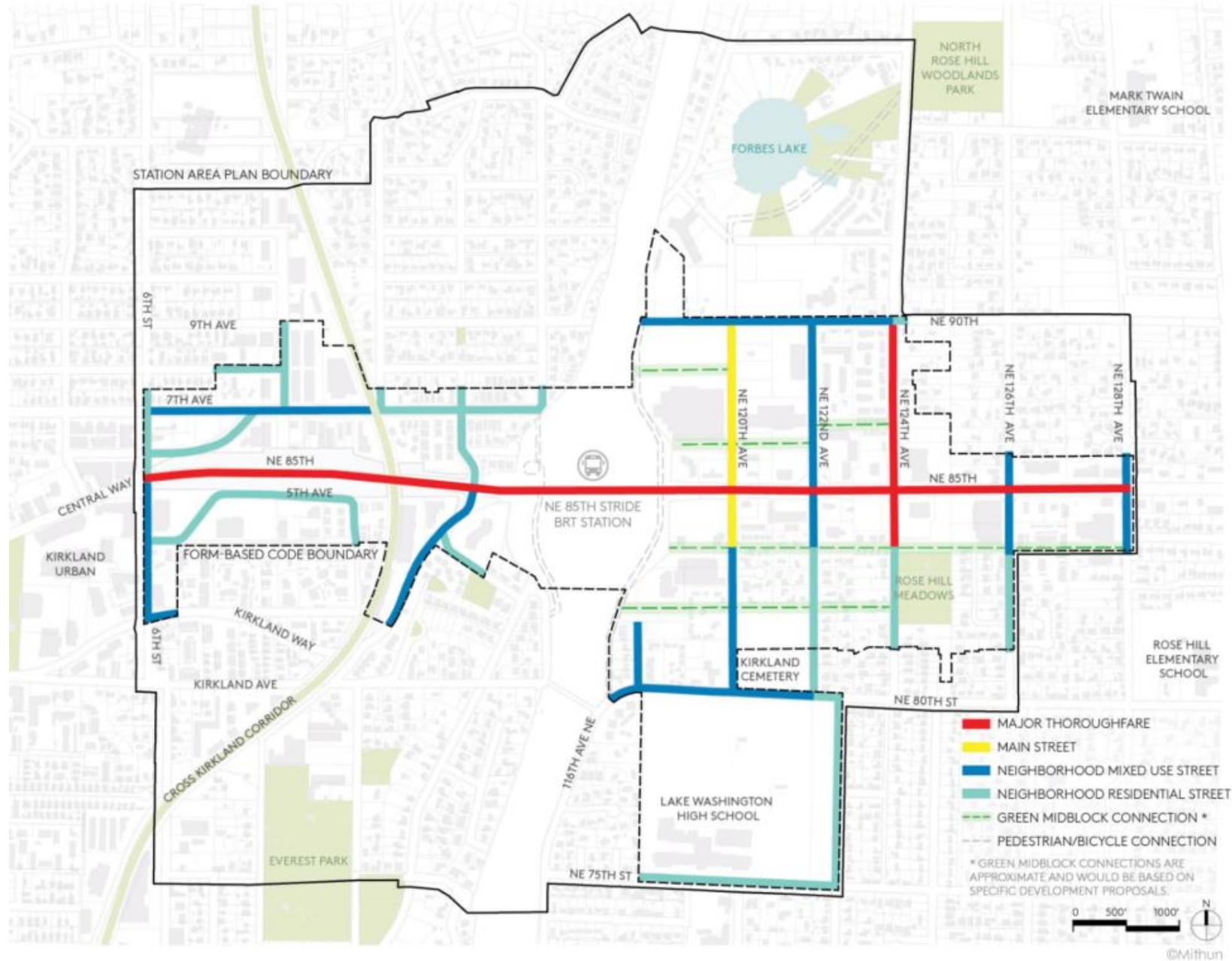
- 624 total affordable homes, or 10% of new potential households
- Other affordable housing measures will be implemented to increase the production of affordable housing beyond 624 units

Disclaimer: The growth expectations describe the assumed amount of potential growth during the 23-year plan time horizon but is not meant to pre-suppose the decisions of individual property owners or actions of the market, which will likely differ.

The Station Area Plan policies will not preclude current land uses from staying in place.








# Preferred Plan Direction: Draft Street Types Map





# Preferred Plan Direction: Draft Street Types Table

Note: Street Types will be part of the future Form Based Code. They will establish allowed frontage types along each street segment, and also recommend the future design characteristics of the public right of way. Elements such as frontages, transitions, and development requirements will be addressed through other elements of the future Form Based Code.

Major Thoroughfare	Main Street	Neighborhood Mixed Use Street	Neighborhood Residential Street	Green Midblock Connection
				
Streets that connect regional centers or run through central commercial corridors. Many of these streets have significant traffic volumes at peak hours are key places for high-capacity transit routes and auto separated bike facilities.	Primary corridors for ground-floor retail, often with generous public realm design. They are high pedestrian volume streets that balance that pedestrian activity with auto, bike, and transit needs.	Neighborhood streets with low to mid-intensity commercial and midrise residential and occasional ground floor retail. Generally lower vehicular traffic volume than major thoroughfares, and some may contain auto-separated bike facilities.	Residential-focused streets with low vehicular traffic volumes, which can accommodate shared bike facilities.	Generously landscaped mid-block connections within larger commercial or residential developments or between parcels. May include required on-site green stormwater infrastructure. Does not include public ROW improvements to "green" an existing street.
<b>Typical ROW Width</b> 80-120'	65-85'	45- 75'	45- 70'	30-50'
<b>Functional Classes</b> Principal Arterial	Minor Arterial, Collector	Collector, Local	Collector, Local	Local
<b>Adjacent Land Uses</b> High intensity commercial, residential, and active ground-level uses.	Mid-intensity commercial, residential, and ground-level retail uses.	Low to mid-intensity commercial, residential, and occasional active ground-level uses.	Predominantly low to medium intensity residential uses.	Low to high intensity commercial or residential uses, typically within larger developments. May have active ground-level uses, depending on site design.
<b>Allowed Frontage Types</b> Urban Street Edge, Retail & Active Uses, Plaza/Public Space	Retail & Active Uses, Plaza/Public Space	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch	Urban Street Edge, Plaza/Public Space, Residential Stoop/Porch, Private Yard	Urban Street Edge, Retail & Active Uses, Plaza/Public Space,
<b>Travel Priorities</b> Ped*, Bike*, Transit, Freight, Auto	Ped, Bike, Transit, Auto	Ped, Bike, Auto	Ped, Bike, Auto	Ped, Bike, Auto**

\*Separated facilities

\*\*Local access, loading only



# Preferred Plan Direction: Draft Frontage Types

Note: Frontage Types will be part of the future form-based code. They will regulate the relationship between private development and the public realm, including ground floor facade design, front setbacks, landscape characteristics, pedestrian access, and other characteristics. Allowed frontage types will be determined based on the street type designation for each parcel's frontage. Elements such as transitions, streetscape design, and general development requirements will be addressed through other elements of the future form-based code.

## Urban Street Edge

- Shallow to no setbacks
- Pedestrian-oriented facades with transparency and building entries
- Additional travel zone if constrained sidewalk



## Retail & Active Uses

- Generous pedestrian zone with seating, overhead protection, and other furnishings and building entries
- Articulated bays, active facades, higher ground floor heights



## Residential Stoop/Porch

- Shallow setbacks, first floor at different level than sidewalk
- Direct entries from individual units
- Stoops and porches address grade change
- Articulated facades to reflect units



## Plaza/Public Space

- Deep setback to establish public space
- Active frontages and entries facing onto open space
- Smooth transition to public ROW with occupiable open space



## Private Yard

- Landscaped front yard
- Visual connection to primary building from sidewalk
- Street wall edge maintained with elements like low walls and vegetation



# Overview of Station Area Transportation Analysis

## 2020 Transportation Work

- Existing Conditions and Baseline Findings
- Draft SEIS Analysis for 3 alternatives

## 2021 Transportation Work

- Additional Transportation Modeling to inform June Alternatives design
- Supplemental Transit Analysis
- Walkshed and Bikeshed Analysis, Level of Traffic Stress
- Interchange Analysis
- Fiscal Impacts and Community Benefits Analysis Supplemental Transportation Study (project concept development)

## 2022 Transportation Work

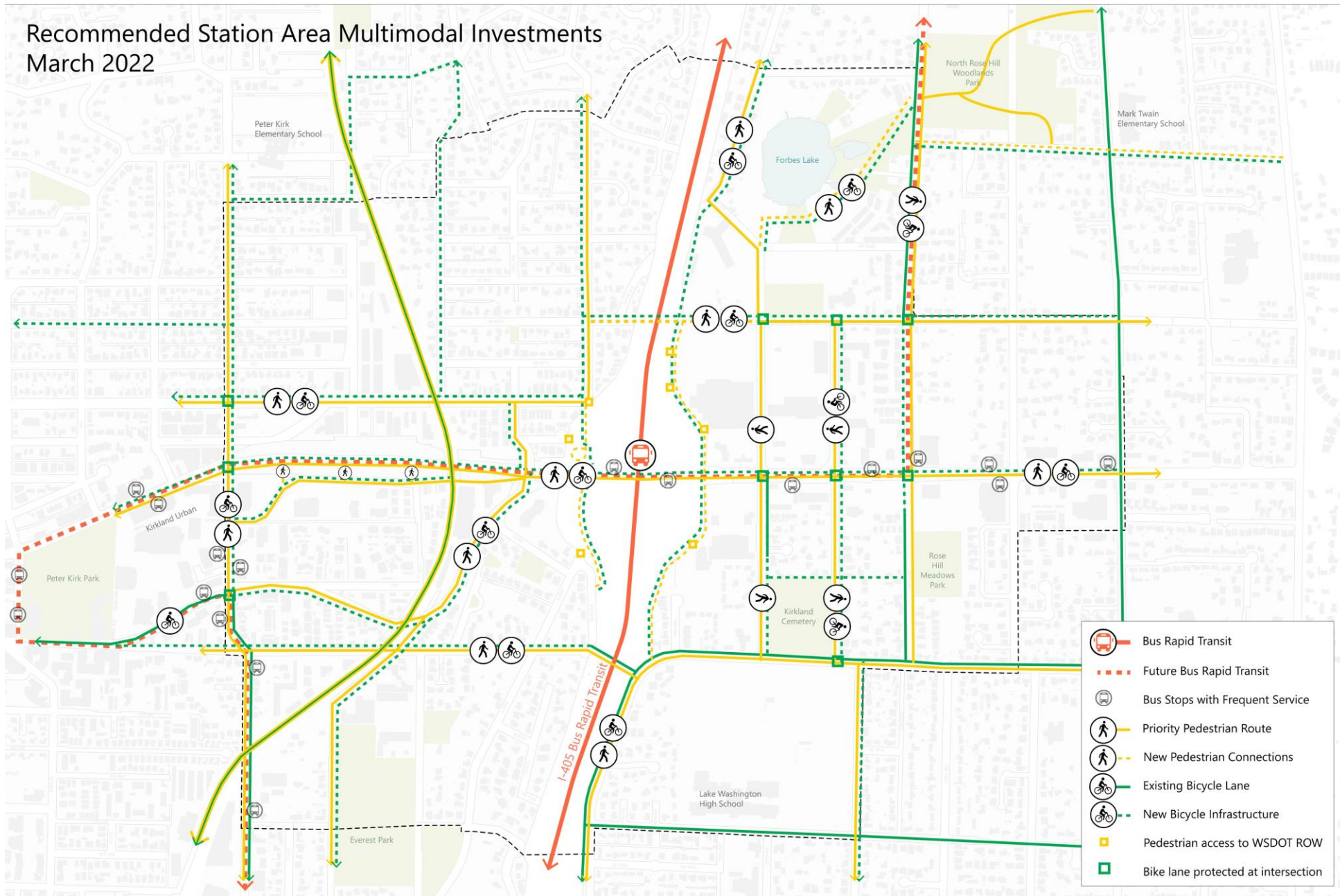
- Project Concept Refinement **(3/23)**
- Mobility and Active Transportation Analysis (mode split forecast) **(4/27)**
- Corridor Transit Analysis **(4/27)**

## Ongoing

- Coordination with project team for final Station Area Plan Vision, Goals, and Policies



# Transportation Supplemental Analysis



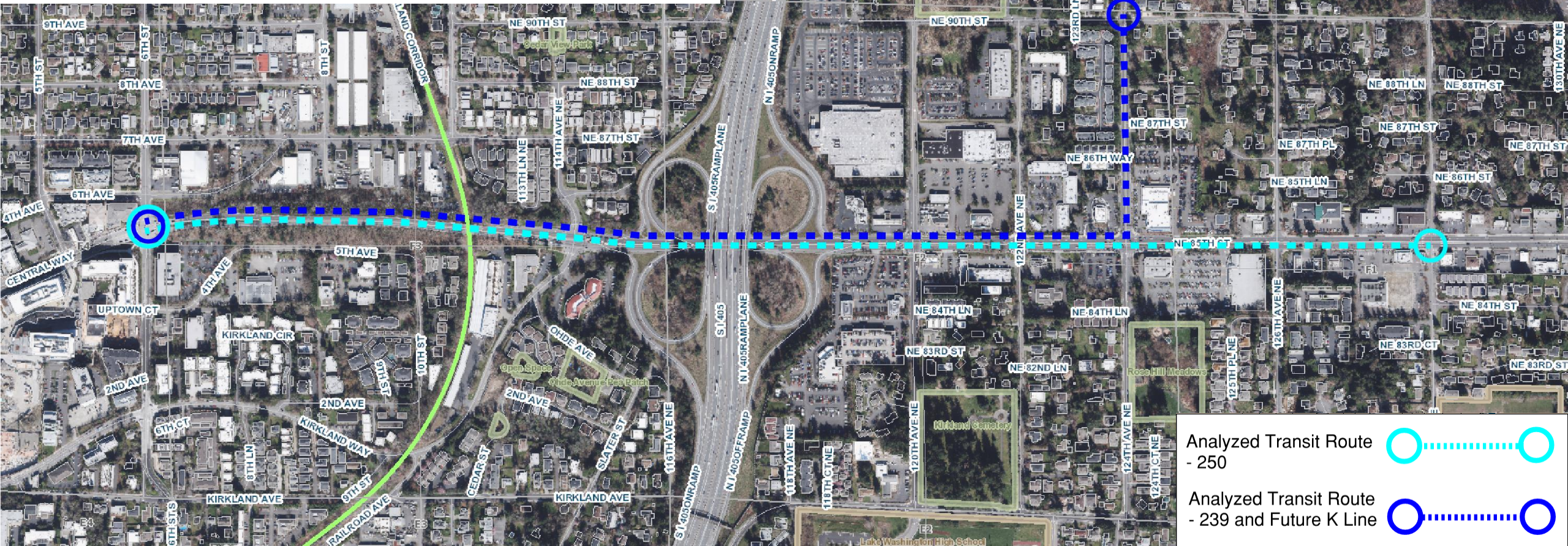


# Travel Time Analysis

Table 2. 2044 Alternative B (Preferred) Travel Time Estimates

Transit Route	Direction	Distance	Travel Time	Average Speed
250	Westbound	1.4	7 to 12 minutes	7 to 12 mph
250	Eastbound	1.4	6 to 9 minutes	9 to 14 mph
239 / K Line	Westbound	1.3	7 to 11 minutes	7 to 11 mph
239 / K Line	Eastbound	1.3	6 to 10 minutes	8 to 13 mph

Source: Fehr & Peers.



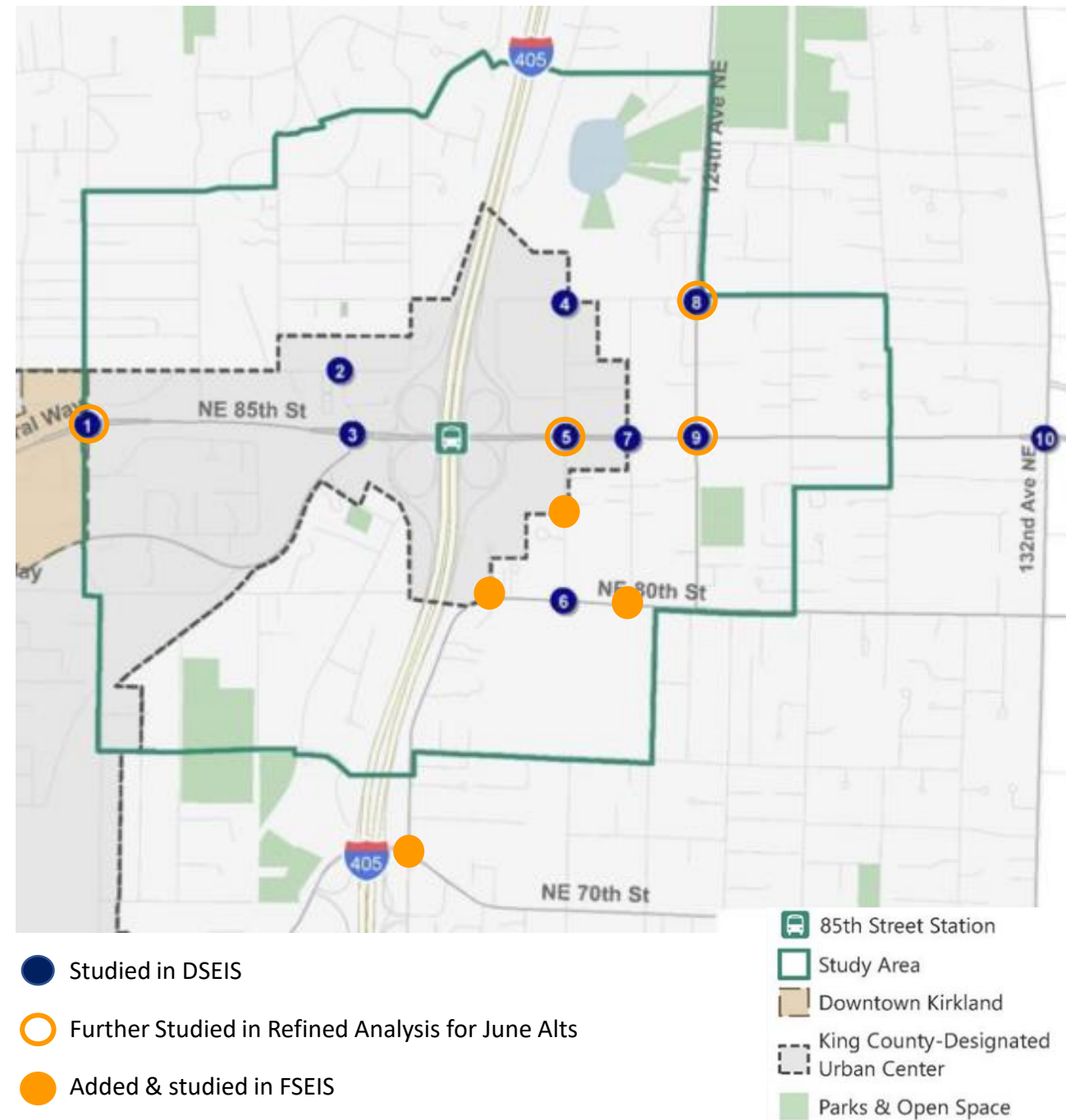


# Travel Time Analysis

## 1-2 minutes added travel time from existing conditions

- Point to point analysis, not full route
- Forecasted vehicle volumes from 2035 regional land use growth outside of the station area and the 2044 Preferred Alternative projected growth within the station area
- Travel time estimated from intersection delay analysis
  - NE 85<sup>th</sup> St/6<sup>th</sup> St
  - NE 85<sup>th</sup> St/Kirkland Way
  - NE 85<sup>th</sup> St/120<sup>th</sup> Ave NE
    - Mitigated with NB added L turn lane, EB added through lane
  - NE 85<sup>th</sup> St/122<sup>nd</sup> Ave NE
  - NE 85<sup>th</sup> St/124<sup>th</sup> Ave NE
  - NE 85<sup>th</sup> St/128<sup>th</sup> Ave NE\*
  - NE 90<sup>th</sup> St/124<sup>th</sup> Ave NE
    - Mitigated with NB and SB added through lanes and revised east-west signal phasing
- TDM policies assumed in analysis

*\*not studied in FSEIS, delay estimated as 25% increase from existing volumes, consistent with other nearby intersections*





# Person Trip Analysis

## Person Trips are different than Vehicle Trips

- SOV Person Trip = one individual traveling in a single occupancy vehicle
- HOV Person Trip = one individual traveling in a shared occupancy vehicle
- Transit Person Trip = one person traveling on a bus
- Walk/Bike Person Trip = one person walking or biking

**One Person Trip = One Person**



# Person Trip Analysis

**Table 3. 2044 Alternative A (No Action) PM Peak Hour Person Trips**

Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	830	230	140	240	1,440
Northeast	3,920	1,280	700	1,350	7,250
Southwest	1,650	460	390	440	2,940
Southeast	3,380	1,120	610	1,080	6,190
Total	9,780	3,090	1,840	3,110	17,820
Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	57%	16%	10%	17%	100%
Northeast	54%	18%	10%	19%	100%
Southwest	56%	16%	13%	15%	100%
Southeast	55%	18%	10%	17%	100%
Total	55%	17%	10%	17%	100%

Source: Fehr & Peers.

20-year forecast growth, full build-out of station area

- Includes all four quadrants
- Includes all modes
- PM peak hour
- Total count (existing+forecasted)
- Based on projected land use and density

**Table 5. 2044 Alternative B (Preferred) with TDM PM Peak Hour Person Trips**

Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	990	290	270	510	2,060
Northeast	3,780	1,130	1,070	1,840	7,820
Southwest	1,830	510	660	760	3,760
Southeast	5,800	1,790	1,940	3,100	12,630
Total	12,400	3,720	3,940	6,210	26,270
Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	48%	14%	13%	25%	100%
Northeast	48%	14%	14%	24%	100%
Southwest	49%	14%	18%	20%	100%
Southeast	46%	14%	15%	25%	100%
Total	47%	14%	15%	24%	100%

Source: Fehr & Peers.

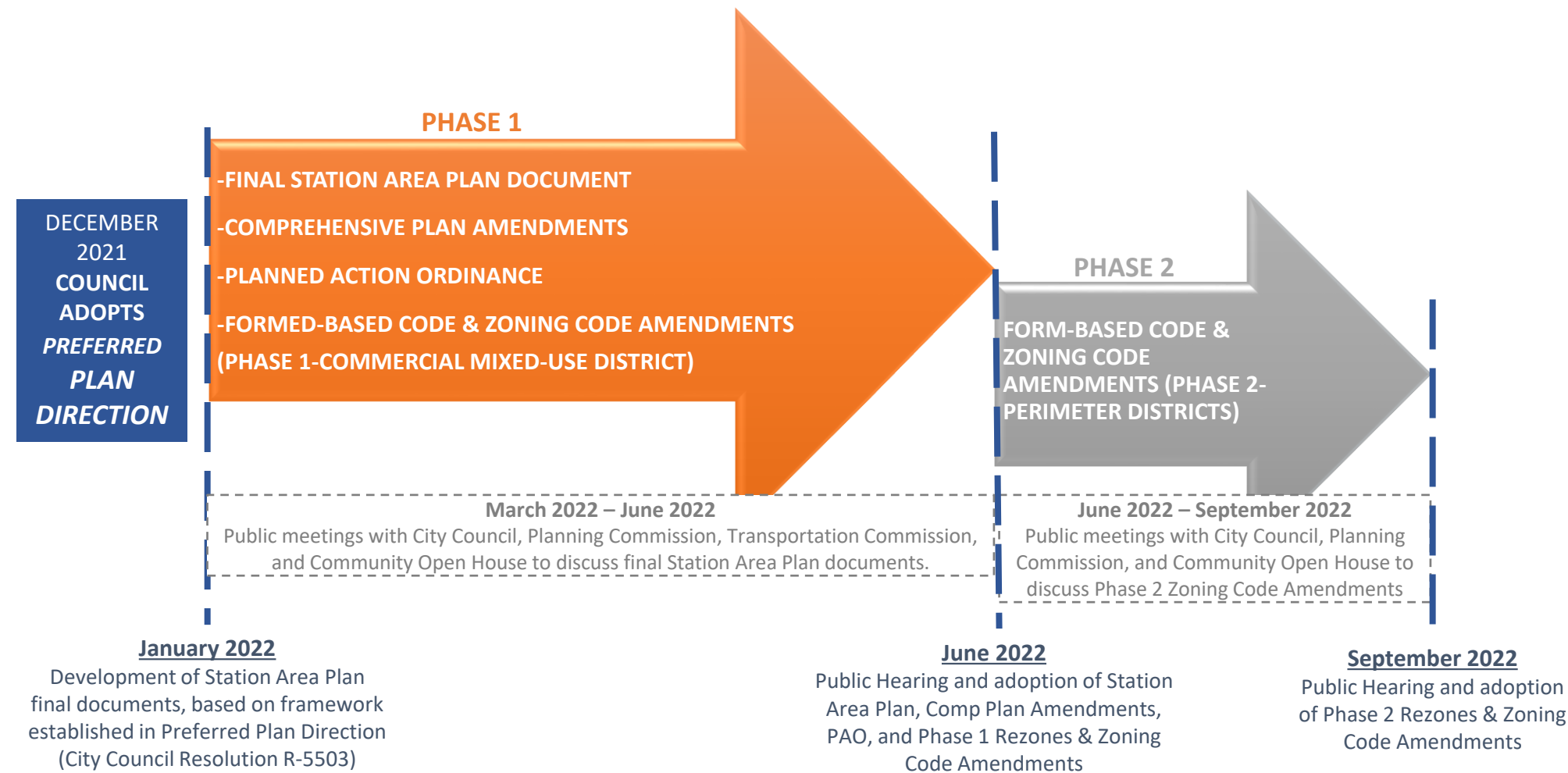
No Action vs Preferred Alternative Forecast Comparison:

- +2620 SOV person trips, -7% mode split
- +630 HOV person trips, -2% mode split
- +2100 Transit person trips, +4% mode split
- +3100 Walk/Bike person trips, +6% mode split



# 2022 Plan Adoption and Phasing

The planned adoption has been extended by over a year to allow for additional due diligence, including supplemental transportation analysis, Fiscal Impacts and Community Benefits Analysis, and more community feedback. Work in 2022 is divided into two phases to ensure adequate time for the community and appointed/elected officials to consider important community benefits and urban design components for each phase.



# Next Steps

- May 12, 2022: **Joint Planning Commission / City Council Work Session**
- May 18 2022: **Community Open House**
- June 2022: **Planning Commission Public Hearing and Deliberations – Recommendation to City Council**
- June 2022: **City Council Adoption – Phase 1**
- Summer 2022: **Planning Commission and City Council Study - Phase 2**



# Questions?

