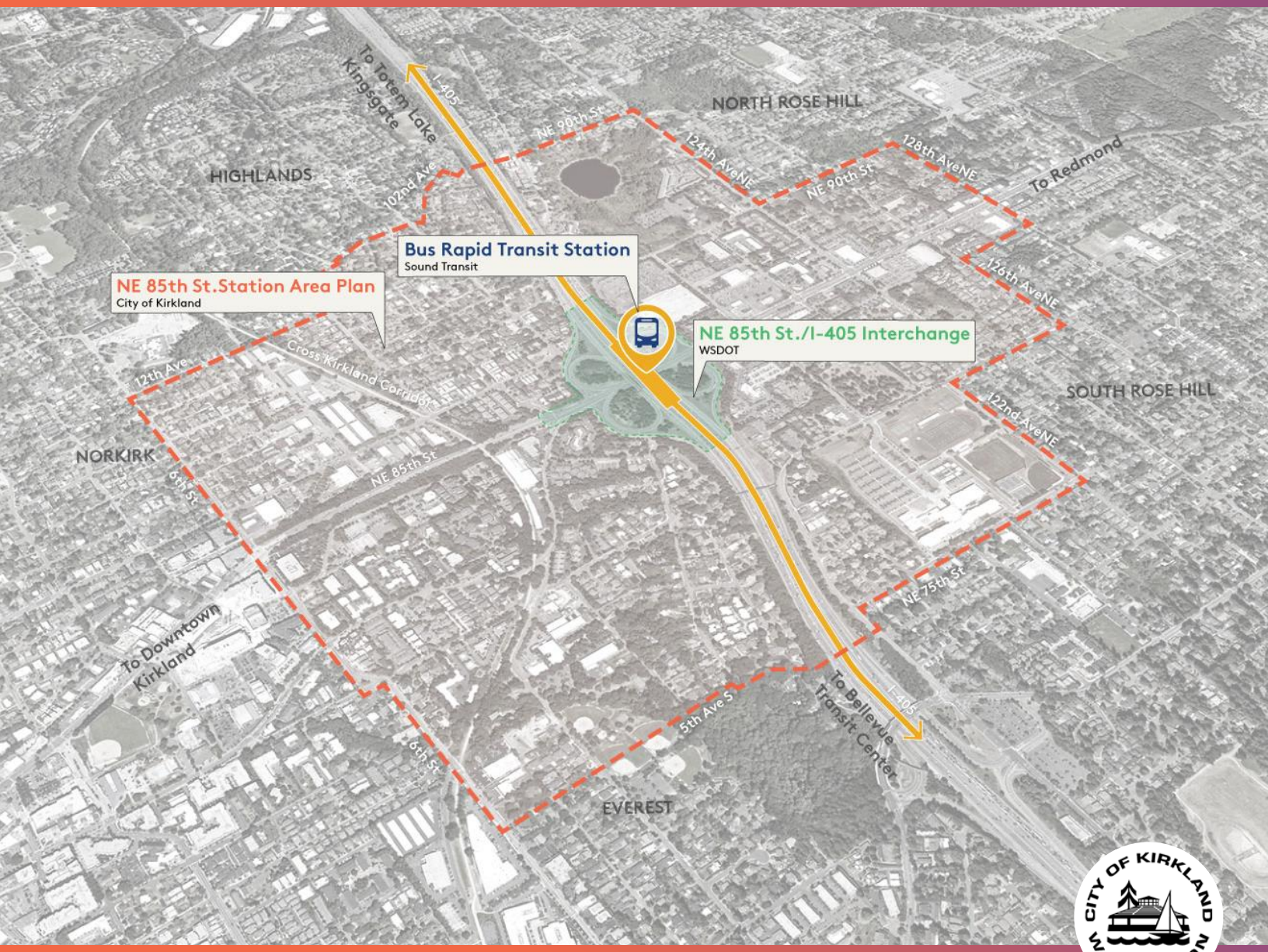
Kirkland NE 85th St Station Area Plan and Planned Action

Final Supplemental Environmental Impact Statement
December 2021



Prepared by • BERK Consulting • ECONorthwest • Fehr & Peers • Herrera • Mithun

CITY OF KIRKLAND
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
www.kirklandwa.gov | 425.587.3600

December 30, 2021

Subject: Final Supplemental Environmental Impact Statement (FSEIS) for the Kirkland NE 85th St Station Area Plan, Form-Based Code, and Planned Action

Dear Reader:

The City of Kirkland is proposing to develop a Station Area Plan (SAP) in the area surrounding the future WSDOT/Sound Transit I-405/NE 85th Street Interchange and Inline Stride Bus Rapid Transit (BRT) Station. The BRT station, developed by Sound Transit, has been designed to connect Kirkland to the Link light rail at Bellevue and the Lynnwood Transit Center. The SAP will look at land use, urban design, open space, transportation, stormwater and utilities, and sustainability in the area approximately one-half mile from the BRT station. The SAP would be implemented with a Form-Based Code (which focuses on physical form rather than separation of land uses) to ensure quality design. In addition, the City intends to designate a Planned Action consistent with RCW 43.21C.440 and SEPA rules in WAC 197-11 to facilitate future growth by streamlining the environmental review process for development consistent with the SAP. See details at www.kirklandwa.gov/stationareaplan.

The FSEIS includes the following topics:

- Air Quality/Greenhouse Gas Emissions
- Surface Water and Stormwater
- Land Use Patterns and Socioeconomics
- Plans and Policies
- Aesthetics
- Transportation
- Public Services
- Utilities

The FSEIS evaluates the proposal and alternatives for each topic area. Alternatives include the SEPA-required No Action Alternative 1 (which anticipates development under current plans and regulations), a moderate intensity mixed use transit village in Action Alternative 2, and a high intensity mixed use transit hub in Action Alternative 3. In addition, the FSEIS addresses FSEIS Alternative A Current Trends and FSEIS Alternative B Transit Connected Growth. FSEIS Alternative B represents the preferred direction endorsed by the Kirkland City Council (Resolution R5503) These two alternatives have been referred to as "June Alternatives A and B" in previous project documentation.

Key issues facing decision makers include the type of land use and level of growth supporting transit-oriented development and the urban center; investments needed in transportation, parks, schools, and other facilities; stormwater and environmental quality; affordable housing demand; socioeconomics and displacement; and demand for public services and utilities.

Pursuant to SEPA laws and rules (RCW 43.21c and WAC 197-11), this SEIS focuses primarily on the identification of probable adverse environmental impacts of the proposal and alternatives. As well, the SEIS identifies whether the application of mitigation would reduce impacts. In some respects, the proposal and alternatives would improve conditions found today such as resulting in application of modern water quality standards as a result of redevelopment. They would also offer opportunities to increase affordable housing production over existing conditions. Consistent with regional growth strategies and compared to more development at the fringe of urban areas, focusing growth near transportation investments could offer reduced per capita greenhouse gas emissions.

The NE 85th St Station Area Planned Action SEIS supplements the City of Kirkland 2015 Comprehensive Plan Update and Totem Lake Planned Action Final Environmental Impact Statement (November 2015), which is adopted per WAC 197-11-630. The City has identified and adopted this document as being appropriate for this proposal after independent review, and it will accompany the proposal to the decision makers. The SEIS builds on this document and meets the City's environmental review needs for the current proposal.

This FSEIS completes the Draft Supplemental Environmental Impact Statement (DSEIS) issued January 5, 2021. In response to a comment period that closed February 19, 2021, this FSEIS provides responses to comments. It also evaluates FSEIS Alternatives A and B in the range of DSEIS alternatives.

The FSEIS is available at the City's website at: https://www.kirklandwa.gov/stationareaplan. This FSEIS is available for review in hard copy, by appointment, at Kirkland City Hall: 123 5th Avenue, Kirkland, WA 98033.

Please contact Allison Zike, Senior Planner, for more information at azike@kirklandwa.gov. Thank you for your interest in the NE 85TH Street Station Area Plan.

Sincerely,

Adam Weinstein, AICP, Planning & Building Director, SEPA Responsible Official

Fact Sheet

Project Title

Kirkland NE 85th St Station Area Plan, Form-Based Code, and Planned Action

Proposed Action and Alternatives

The City of Kirkland is proposing a Station Area Plan (SAP) in the area surrounding the future WSDOT/Sound Transit I-405/NE 85th Street Interchange and Inline Stride Bus Rapid Transit (BRT) Station. The Stride BRT station, developed by Sound Transit and Interchange developed by WSDOT, is designed to connect Kirkland to the Link light rail at the Bellevue and Lynnwood Transit Centers.

The purpose of the SAP is to advance the 2035 Comprehensive Plan vision and support a vibrant, equitable, and sustainable Transit-Oriented Community adjacent to this major regional transit investment and as part of the continued growth expected in Downtown Kirkland and the 85th Corridor. The SAP will:

- Address land use, urban design, open space, transportation, stormwater and utilities, and sustainability in the area approximately one-half mile from the BRT station.
- Study mobility and transportation connections within the station area as well as effective last-mile connections, making it easier to walk and bike to the station from the city's neighborhoods and destinations.
- Study various types of potential future development supportive of high-capacity transit including a mix of jobs, housing, and community uses.
- Examine opportunities to maximize public benefit from potential future development, including affordable housing, open space, and desired job types.

The SAP is anticipated to be integrated into the Comprehensive Plan and include area-specific policies. As a result of the SAP, other elements of the

Comprehensive Plan would be adjusted for consistency and compatibility. The SAP will also consider changes to future land use and zoning and other regulations in support of a Transit-Oriented Community. The SAP will study policies and development incentives to support diverse housing choices for a range of income levels. The SAP will address a horizon year of 2044, a new planning period consistent with the City's next periodic update beyond the current Comprehensive Plan horizon year of 2035.

In addition, the City intends to designate a Planned Action consistent with RCW 43.21C.440 and SEPA rules in WAC 197-11 to facilitate future growth by streamlining the environmental review process for development consistent with the SAP and mitigation identified in the Supplemental Environmental Impact Statement (SEIS).

The Draft SEIS (DSEIS) considered a range of alternatives that illustrate different Alternatives for how to implement the community's vision for a vibrant, equitable, and sustainable Transit-Oriented Community:

- **Alternative 1 No Action:** This alternative would reflect existing zoning and current plans. It would continue current anticipated growth to the year 2035: up to 2,782 households and 10,859 jobs.
- **Alternative 2:** This alternative would create a Station Area Plan and Form-Based Code allowing for additional housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs. Non-motorized improvements would be implemented, and incentives would include moderate implementation of green streets, enhanced stormwater treatment, and development of green buildings. A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures.
- **Alternative 3:** This alternative would also create a Station Area Plan and Form-Based Code and would allow for further intensified development close to the station resulting in new jobs and housing in buildings up to 150-300 feet in height, transitioning to mid-rise and low-rise development of 25 to 85 feet further from the station. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs. Alternative 3 includes investment in additional bike / pedestrian routes, more intensive green streets, and a green-blue street including stormwater infrastructure within rights of way, as well as green building design. Similar to Alternative 2, a Planned Action Ordinance would be implemented under Alternative 3 to incentivize development that meets environmental performance standards as well as the plan vision and other local regulations.

The Final SEIS (FSEIS) considers two alternatives developed in response to DSEIS comments and tested in a fiscal analysis. These two alternatives have been referred to as "June Alternatives A and B" in previous project documentation.

- **FSEIS Alternative A Current Trends:** FSEIS Alternative A is similar to the No Action Alternative, but the growth targets were adjusted upward from DSEIS Alternative 1 because growth in the past six years has outpaced the assumptions in the 2015 Comprehensive Plan. The expected housing would equal 2,929 households and expected employment up to12,317 jobs. Alternative A Current Trends maintains existing zoning heights of 25-75 feet throughout the district and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing than DSEIS Alternative 1. Areas within the district currently zoned for single family or other low density residential area maintain their current zoning.
- **FSEIS Alternative B Transit Connected Growth – Preferred Direction:** FSEIS Alternative B Transit Connected Growth is based on the overall land use pattern established in DSEIS Alternative 2, which is aligned with the overall Station Area Plan growth framework in the Station Area Initial Concepts, and incorporates select elements shown in the commercial corridors of DSEIS Alternative 3. Alternative B Transit Connected Growth responds to the public comment received during the DSEIS comment period and the May 26, 2021 Council Listening Session. It only studies increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections, ranging up to 125-250 feet near I-405. To that end, several areas where height increases had been proposed as part of DSEIS Alternative 2 and 3 have been removed from consideration in Alternative B Transit Connected Growth. These include areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other factors. Alternative B Transit Connected Growth results in slightly lower household growth numbers (8,152 households, 4% less) as DSEIS Alternative 2, and lower employment numbers (22,751 jobs, 21% less), showing more of a jobs-housing balance. The Southwest Quadrant of the Study Area has lower growth numbers than were projected in Alternative 2, closer to what was proposed for DSEIS Alternative 1 (No Action). In alignment with the Station Area Initial Concepts Growth Framework, Alternative B includes a few areas of greater capacity for change as compared to existing conditions including the SE Commercial Area comprising the Lee Johnson Site and adjoining areas, NE Commercial Area comprising the Costco Site and NE 85th Street west and east of I-405.

Proponent and Lead Agency

City of Kirkland

Location

The Study Area includes the area within approximately a half mile area centered on the future NE 85th Street/I-405 BRT "Stride" station location. At the maximum extents, the Study Area is bounded approximately by 12th Avenue and NE 97th Street to the north, 128th Avenue NE to the east, NE 75th and 5th Avenue S to the south, and 6th Street to the west. The Study Area includes portions of the North Rose Hill, South Rose Hill, Everest, Moss Bay, Norkirk, and Highlands neighborhoods.

Tentative Date of Implementation

Summer 2022 for SAP, Form Based Code, and Planned Action Ordinance implementation

Responsible Official

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Contact Person

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Licenses or Permits Required

The Station Area Plan and Planned Action SEIS require a 60-day review by the

State of Washington Department of Commerce and other state agencies. Locally, the SAP and associated Comprehensive Plan amendments, Form-Based Code, and Planned Action Ordinance will be considered by the Planning Commission and their recommendations forwarded to the City Council who will deliberate and determine approval.

Authors and Principal Contributors to the SEIS

Under the direction of the Kirkland Planning and Building Department, the consultant team prepared the SEIS as follows:

- Mithun: Station Area Plan Lead, Alternatives Development Lead
- BERK Consulting: SEPA and Planned Action Lead, Alternatives Development, Land Use Patterns and Policies, Aesthetics, Public Services
- ECONorthwest: Economic Analysis and Development Strategy in support of Alternatives
- Fehr & Peers: Air Quality/Greenhouse Gas Emissions, Transportation
- Hererra: Surface Water and Stormwater, Utilities

In addition, the FSEIS includes information from RH2 for water and sewer system analyses and RKI for stormwater system evaluation of the FSEIS alternatives.

Date of Draft SEIS Issuance

Issuance date: January 5, 2021

A comment period was established from January 5 to February 5, 2021. The City extended the comment period by two weeks to February 19, 2021.

Date of Final SEIS Issuance

December 30, 2021

Date of Final Action

Second or third quarter of 2022

Documents Supplemented and Adopted

The NE 85th St Station Area Planned Action SEIS supplements the City of Kirkland 2015 Comprehensive Plan Update and Totem Lake Planned Action Final Environmental Impact Statement (November 2015), which is adopted per WAC 197-11-630. The City has identified and adopted this document as being appropriate for this proposal after independent review, and it will accompany the proposal to the decision maker. The SEIS builds on this document and meets the City's environmental review needs for the current proposal.

Location of Background Data

You may review the City of Kirkland's website for more information at https://www.kirklandwa.gov/stationareaplan. If you desire clarification or have questions, please contact Allison Zike at (425) 587-3259 or by azike@kirklandwa.gov.

Purchase/Availability of Final SEIS

The Final and Draft Supplemental EIS are posted on the City of Kirkland's website at https://www.kirklandwa.gov/stationareaplan. Compact disks or thumb drives are available for purchase at cost; see the Contact Person. This Final Supplemental EIS is available for review, by appointment, at Kirkland City Hall: 123 5th Avenue, Kirkland, WA 98033; see the Contact Person.

Distribution List

Federal and Tribal Agencies

Muckleshoot Tribal Council - Environmental Division, Tribal Archeologist
Muckleshoot Tribal Council - Environmental Division, Fisheries Division Habitat
U.S. Army Corps of Engineers - Seattle District

State and Regional Agencies

Washington State Department of Commerce – Growth Management Division
Washington State Department of Ecology - Environmental Review
Washington State Department of Archaeology & Historic Preservation
Department of Fish and Wildlife
Washington State Department of Natural Resources – SEPA Center
Washington State Department of Transportation – Local and Development Services Manager
Puget Sound Clean Air Agency
Puget Sound Partnership
Puget Sound Regional Council - SEPA Review
WRIA8 Lake Washington - Cedar- Sammamish Watershed
A Regional Coalition for Housing (ARCH)

Adjacent Jurisdictions

City of Bellevue
City of Redmond

Services, Utilities, and Transit

Cascade Water Alliance – Director of Planning
Evergreen Health - Director of Construction and Administrative Director, Government & Community Affairs Department
King County Dept. of Transportation - Employer Transportation Representative
King County Wastewater Treatment Division – SEPA Lead and Property Agent
Lake Washington School District No. 414: Budget Manager and Director of Support Services
Puget Sound Energy
Seattle & King County Public Health - SEPA Coordinator
Seattle City Light - Department of Finance and Administration
Sound Transit

Community Organizations and Individuals

Eastside Audubon Society
Houghton Community Council
Interested Citizens
Parties of Record (DSEIS Commenters)
South Rose Hill/North Rose Hill/Highlands/Everest/Moss Bay/Norkirk Neighborhood Association
Kirkland Association of Neighborhoods (KAN)

Media

Seattle Times

Contents

Exhibits

1 Summary

1.1 Purpose

Sound Transit's ST3 Regional Transit System Plan is bringing a once-in-a-generation transit investment to Kirkland with a new Stride Bus Rapid Transit (BRT) station at 85th and I-405, currently scheduled to open by 2026.[1] The City of Kirkland is developing a Station Area Plan (SAP) to guide how development, open space, and mobility connections in neighborhoods near the station can leverage this regional investment to create the most value and quality of life for Kirkland, and provide the community with an opportunity to create the best future for this area. The City is proposing a Station Area Plan and associated Comprehensive Plan amendments, Form-Based Code, and Planned Action Ordinance to guide the area within a half-mile of the station. This Final Supplemental Environmental Impact Statement (FSEIS) addresses the Kirkland NE 85th St Station Area Plan, Form-Based Code, and Planned Action. The SEIS supplements the City of Kirkland 2015 Comprehensive Plan Update and Totem Lake Planned Action Final Environmental Impact Statement (November 2015).

The FSEIS is organized as follows:

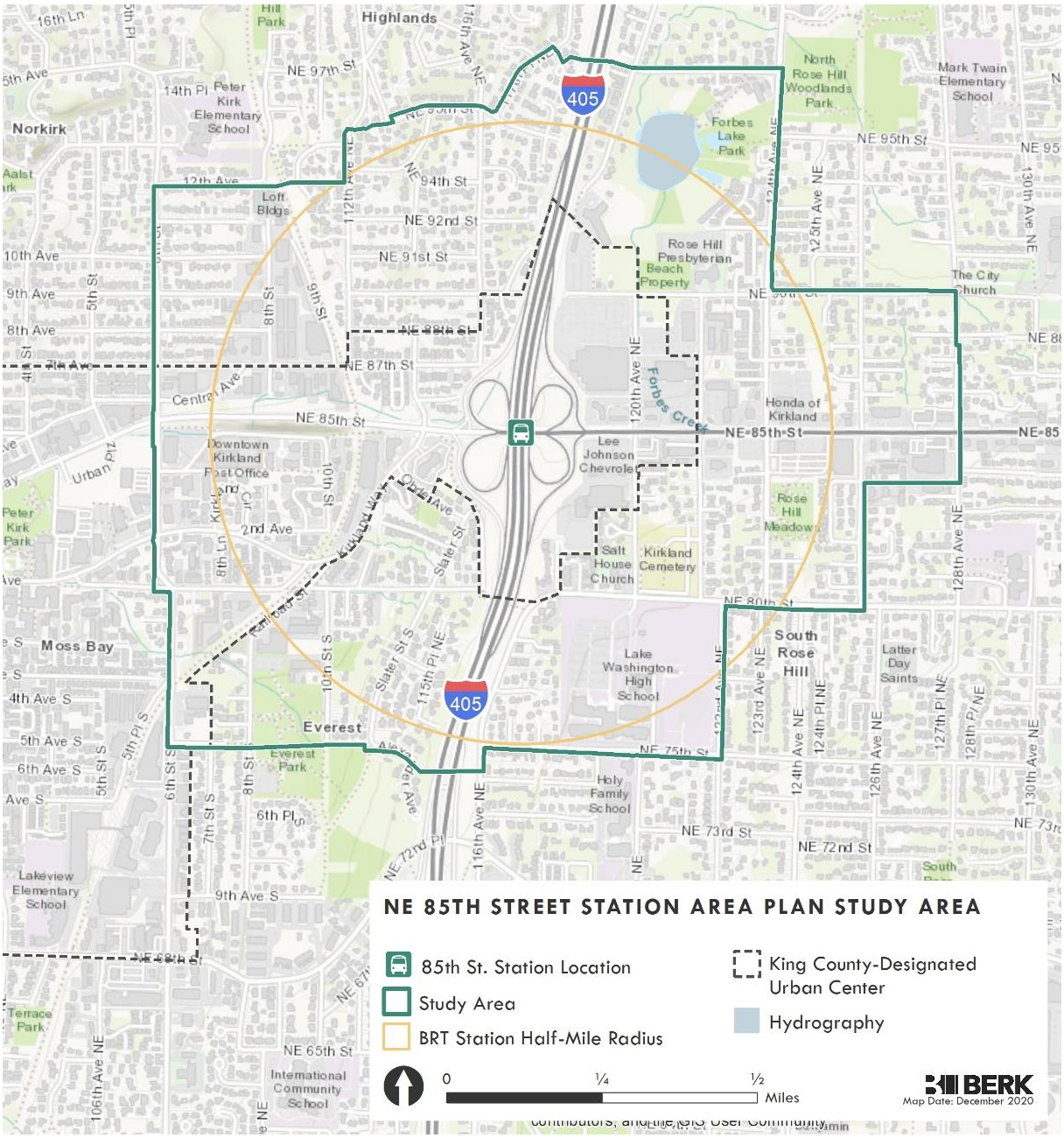
- Chapter 1 Summary
- Chapter 2 Final SEIS Alternatives
- Chapter 3 Evaluation of Final SEIS Alternatives
- Chapter 4 Clarifications & Corrections
- Chapter 5 Responses to Comments
- Chapter 6 Acronyms and References
- Appendices

[1] Sound Transit and WSDOT are conducting their own SEPA review of the station, and the station itself is not addressed in this SEIS.

1.2 Study Area

The Study Area includes the area within approximately a half mile area centered on the future NE 85th Street/I-405 BRT "Stride" station location. At the maximum extents, the Study Area is bounded approximately by 12th Avenue and NE 97th Street to the north, 128th Avenue NE to the east, NE 75th and 5th Avenue S to the south, and 6th Street to the west. See Exhibit 1-1.

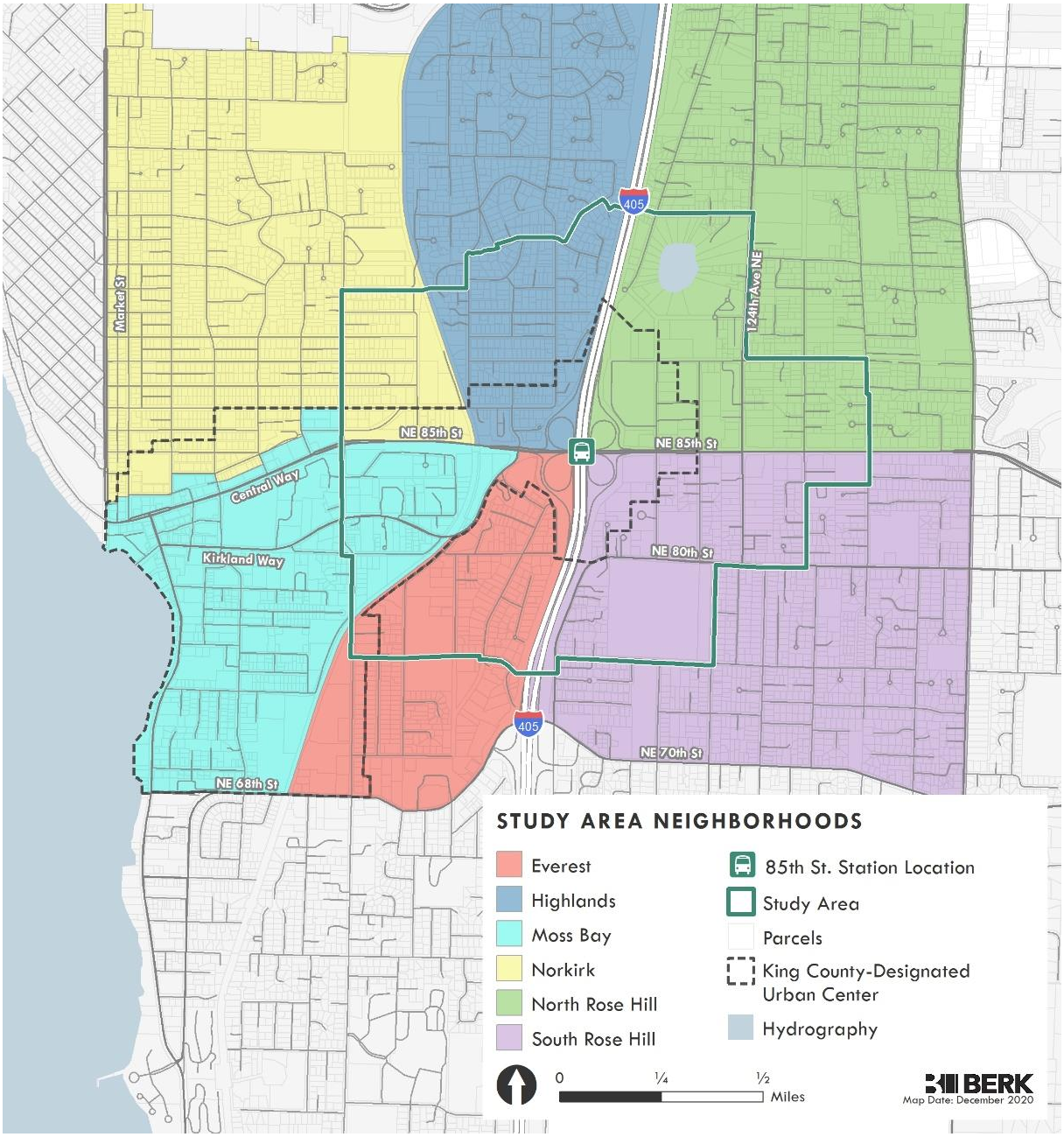
Exhibit 1-1. NE 85th Street Station Area Plan Study Area



Source: Mithun, 2020.

The Study Area includes portions of the North Rose Hill, South Rose Hill, Everest, Moss Bay, Norkirk, and Highlands neighborhoods. See Exhibit 1-2.

Exhibit 1-2. Neighborhoods



Sources: City of Kirkland, BERK, 2020.

1.3 Planning Process and Public Comment Opportunities

Kirkland is engaging the community and developing plan proposals through four phases:

- **Phase 1: Opportunities and Challenges** - collected information about existing conditions, land use opportunities, and challenges to better understand project possibilities and inform Phase 2.
- **Phase 2: Concepts and Alternatives** - gathered ideas to form alternatives; considered environmental, community, and equity impacts; and reviewed draft alternatives. This phase integrated requirements under the State Environmental Policy Act (SEPA) including scoping and issuance of a Draft SEIS (DSEIS).
  - **Scoping**: The City established a 21-day comment period to solicit comments on the scope of the SEIS and alternatives. In addition to a standard written comment period, the City posted a story map and survey and held a community workshop. See Appendix A.
  - **DSEIS Comment Period**: This included a multi-week comment period of about 45 days.
- **Phase 3: Fiscal Impacts and Community Benefits Analysis/June Alternatives:** The City considered DSEIS comments and developed a narrower range of alternatives (June Alternatives A and B) and developed a more detailed analysis of costs and revenues, needed capital improvements, and potential community benefits.
- **Phase 4: FSEIS** – June Alternatives A and B are evaluated in this FSEIS including the evolution of Form-Based Code elements associated with June Alternative B endorsed as a preferred alternative by the City Council in Resolution R5503. These alternatives are cited as FSEIS Alternative A and FSEIS Alternative B.
- **Phase 5: Draft Plan** - respond to input in prior phases by developing a draft Station Area Plan. The draft Station Area Plan will be supported by proposed amendments to the Comprehensive Plan, Kirkland Zoning Code, this FSEIS that responds to public comments, and a proposed planned action. A planned action is an ordinance that simplifies future environmental review requirements for major projects with development consistent with the adopted Station Area Plan.
- **Phase 6: Final Plan** - Planning Commission to confirm and City Council to adopt the final plan through formal public hearings and legislative meetings.

Each phase has included public and stakeholder engagement through interviews, surveys, or public meetings. Phases are illustrated in the flow chart in Exhibit 1-3.

Exhibit 1-3. NE 85th Street Station Area Planning Phases

Source: BERK, 2021.

1.4 Objectives and Alternatives

Objectives

SEPA requires the statement of objectives describing the purpose and need for the proposals. The following objectives have been established for the Kirkland NE 85th St Station Area Plan:

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.

The objectives also serve as criteria by which the alternatives can be evaluated.

Alternatives

The DSEIS considered a range of alternatives that illustrate different alternatives for how to implement the community's vision for a vibrant, equitable, and sustainable transit-oriented community:

- **Alternative 1 No Action:** This alternative would reflect existing zoning and current plans. It would continue current anticipated growth to the year 2035: up to a total of 2,782 households and 10,859 jobs in the study area.

- **Alternative 2:** This alternative would create a Station Area Plan and Form-Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs. Non-motorized improvements would be implemented, and incentives would include moderate implementation of green streets, and enhanced stormwater treatment, and development of green buildings. A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures.
- **Alternative 3:** This alternative would also create a Station Area Plan and Form-Based Code, and would allow for further intensified development close to the station offering jobs and housing in buildings up to 150-300 feet in height, transitioning to mid-rise and low rise development of 25 to 85 feet further from the station. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs. Alternative 3 includes investment in additional bike / pedestrian routes, more intensive green streets, and a green-blue street within rights of way, as well as green building design. Similar to Alternative 2, a Planned Action Ordinance would be implemented under Alternative 3 to incentivize development that meets environmental performance standards as well as the plan vision and other local regulations.

This FSEIS considers two alternatives developed in responses to DSEIS comments and tested in this FSEIS and a fiscal analysis. These alternatives were endorsed by City Council in June 2021 to narrow the range of alternatives to be studied in the Fiscal Impacts and Community Benefits Analysis, and have been referred to as "June Alternatives A and B" in previous project documentation.

- **FSEIS Alternative A Current Trends:** FSEIS Alternative A is similar to the No Action Alternative, but the growth targets were adjusted upward from DSEIS Alternative 1 because growth in the past six years has outpaced the assumptions in the 2015 Comprehensive Plan. The expected housing would equal 2,929 households and expected employment up to12,317 jobs. Alternative A Current Trends maintains existing zoning heights of 25-75 feet throughout the district and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing than DSEIS Alternative 1. Areas within the district currently zoned for single family or other low density residential area maintain their current zoning.
- **FSEIS Alternative B Transit Connected Growth – Preferred Direction:** Alternative B Transit Connected Growth is based on the overall land use pattern

established in DSEIS Alternative 2, which is aligned with the overall Station Area Plan growth framework in the Station Area Initial Concepts, and incorporates select elements shown in the commercial corridors of DSEIS Alternative 3. Alternative B Transit Connected Growth responds to the public comment received during the DSEIS comment period and the May 26, 2021 Council Listening Session. It only studies increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections, ranging up to 125-250 feet near I-405. To that end, several areas where height increases had been proposed as part of DSEIS Alternative 2 and 3 have been removed from consideration in Alternative B Transit Connected Growth. These include areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other factors. Alternative B Transit Connected Growth results in slightly lower household growth numbers (8,152 households, 4% less) as DSEIS Alternative 2, and lower employment numbers (22,751 jobs, 21% less), showing more of a jobs-housing balance. The Southwest Quadrant of the Study Area has lower growth numbers than were projected in Alternative 2, closer to what was proposed for DSEIS Alternative 1 (No Action). In alignment with the Station Area Initial Concepts Growth Framework, Alternative B includes a few areas of greater capacity for change as compared to existing conditions including the SE Commercial Area or Lee Johnson Site, NE Commercial Area or Costco Site, and NE 85th Street west and east of I-405.

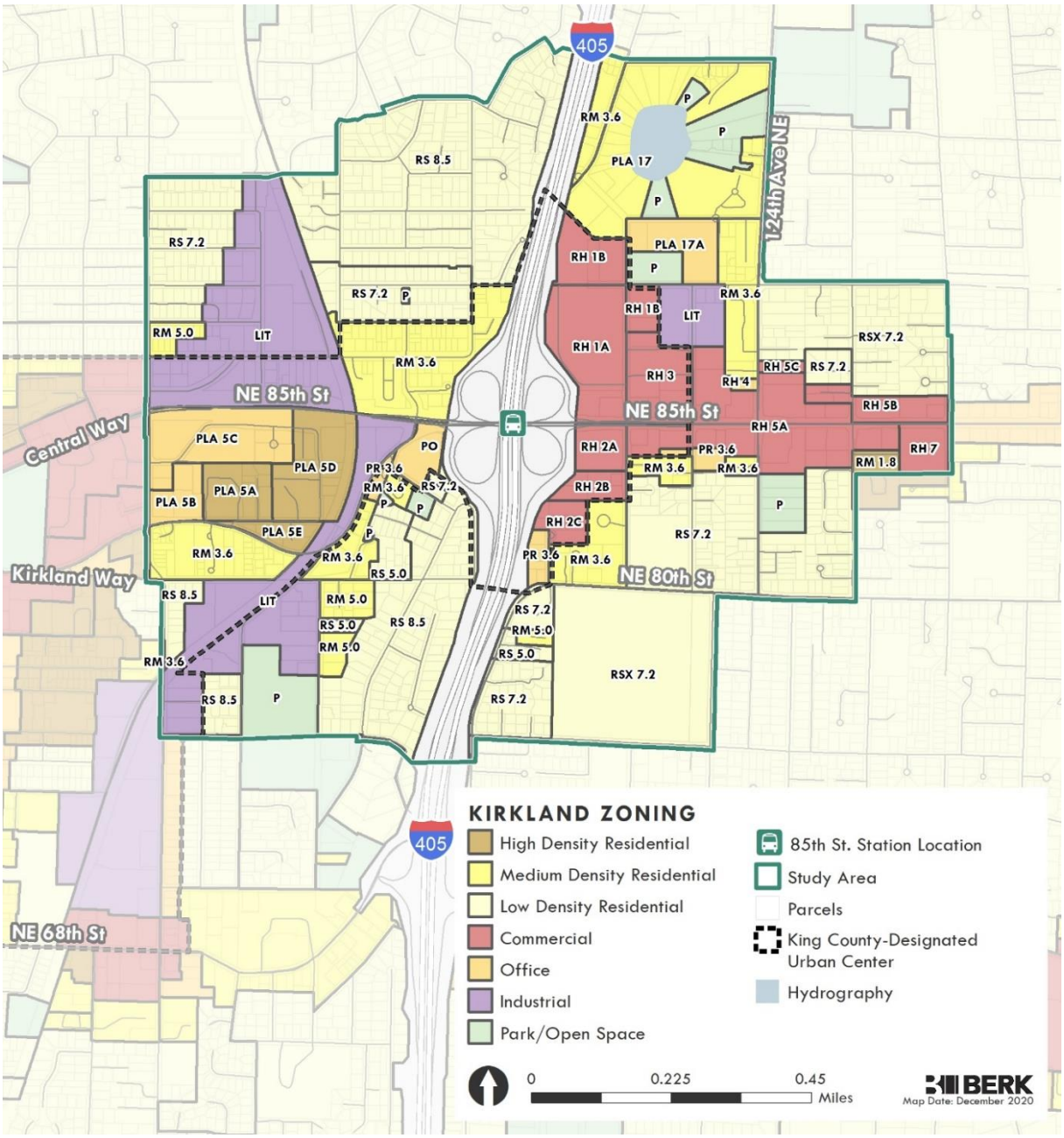
Land Use Patterns and Building Height

Alternative 1 No Action

Alternative 1 No Action is SEPA-required, and would retain the existing Comprehensive Plan policies, future land use designations and zoning districts, while aligning with goals of transit-oriented development, community benefits, and quality of life.

There is a predominance of Commercial/Mixed Use zoning east of the freeway (Rose Hill Commercial) and Medium and Low Density Residential to the west. There are additional areas of Central Business District and Industrial zoning to the west. See Exhibit 1-4.

Exhibit 1-4. Zoning Map, Study Area



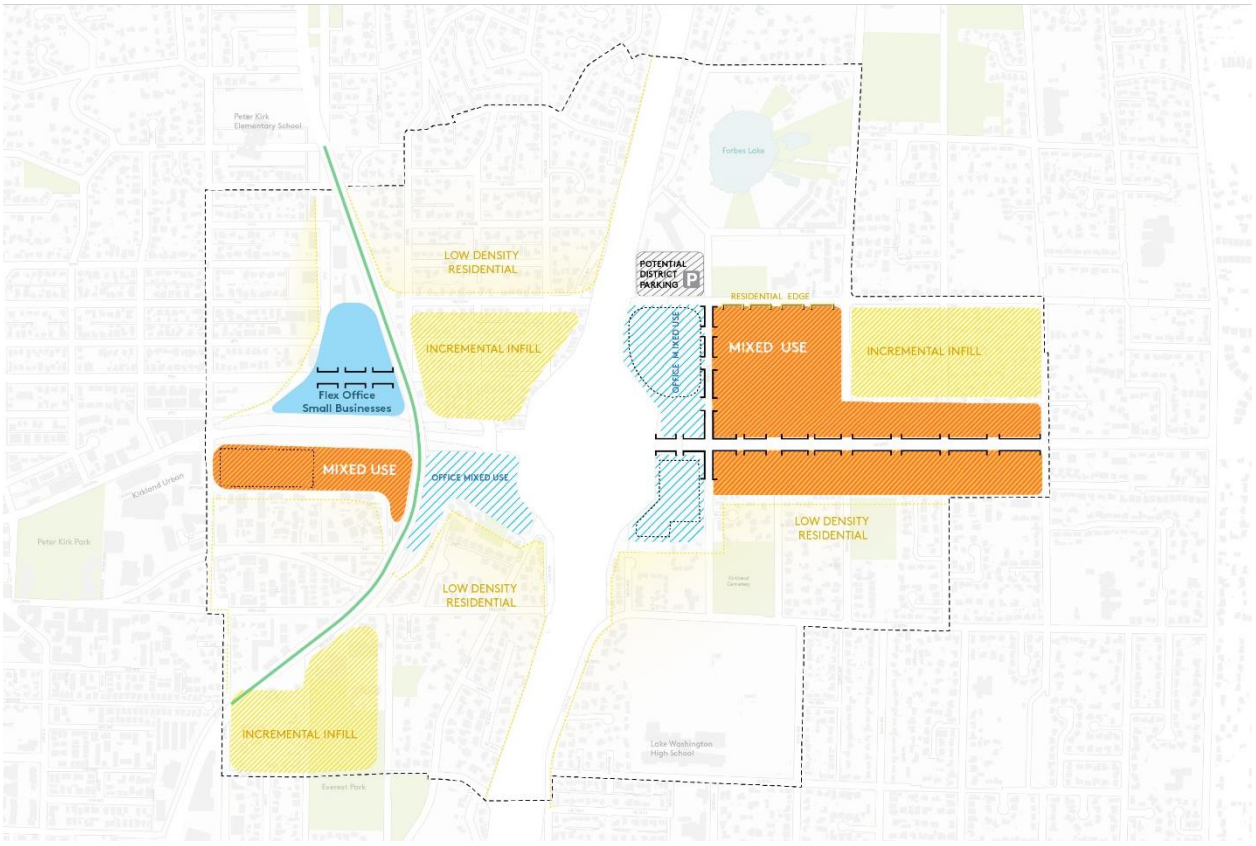
Sources: City of Kirkland, 2020; BERK, 2020.

Action Alternatives 2 and 3

The Action Alternatives are based on a concept intended to align with the SAP objectives and goals of maximizing transit-oriented development, community benefits including affordable housing, and quality of life. The concept establishes a land use pattern that would focus Office Mixed Use zoning abutting the interchange to the northeast and southeast, and to a lesser extent to the southwest quadrant.

Flex Office and Small Business uses, including light industrial, would be located in Norkirk west of the Cross Kirkland Corridor. Mixed Use Residential uses would be located to the east of the higher intensity office uses along NE 85th Street, and to the west abutting Kirkland Urban. See Exhibit 1-5.

Exhibit 1-5. Growth Concept for Action Alternatives



Source: Mithun, 2020.

Land use concept typologies are defined in Exhibit 1-6 and apply to Action Alternatives unless otherwise stated.

Exhibit 1-6. Development Typology Descriptions

Development Type	Description
Office High Intensity	Primarily office/commercial uses consisting of towers and mid-rise buildings.
Office Mid Intensity	Primarily office/commercial uses consisting of mid-rise buildings.
Office Low Intensity	Primarily office/commercial uses consisting of low-rise buildings.
Office Mixed Use High Intensity	Mix of office/commercial and retail uses consisting of towers and mid-rise buildings.
Office Mixed Use Mid Intensity	Mix of office/commercial and retail uses consisting of mid-rise buildings.
Residential High Intensity	Primarily residential uses consisting of towers and mid-rise buildings.
Residential Mid Intensity	Primarily residential uses consisting of mid-rise buildings.
Residential Mixed High Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Residential Mixed Mid Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Incremental Infill (Residential Infill in Alternative 3)	Primarily residential uses consisting of low-rise buildings, including duplexes, triplexes, townhouses, and small apartment buildings
Other Infill per existing zoning	Where applied in conjunction with low density residential zoning infill would be consistent zoning allowances include KZC Chapter 113, Cottage, Carriage and Two/Three-Unit Homes. Where applied with medium density residential could include a variety of detached and attached residential units depending on underlying zone. Where overlying employment zones, there could be office and retail development or light industrial development consistent with underlying zoning.
Industrial/Tech	Non-residential uses compatible with a light industrial/manufacturing district in a walkable, urban setting. Example uses would include light manufacturing, office, and storefront retail.

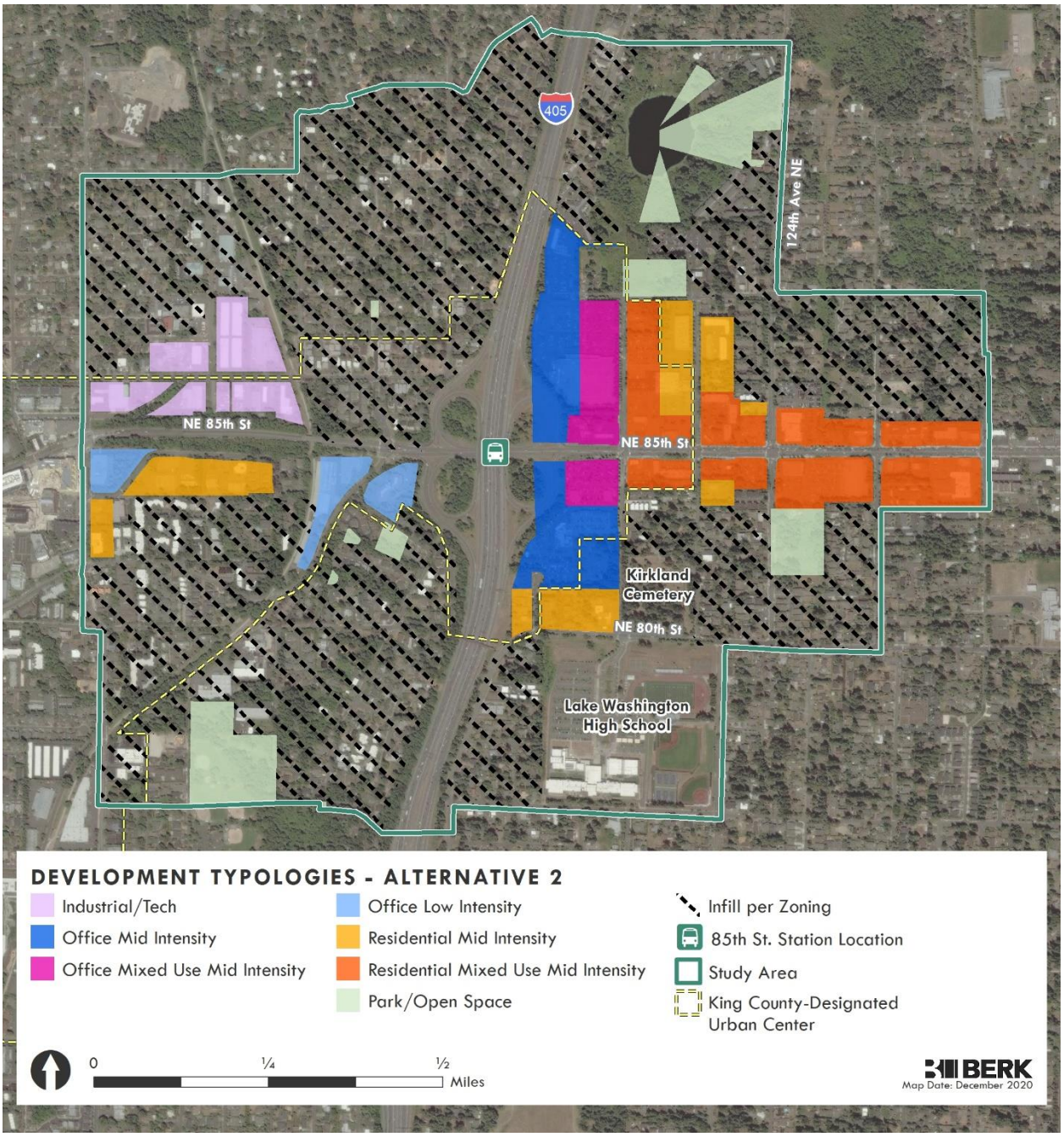
Note: For the purposes of these development types, low-rise includes structures up to 3 stories, mid-rise includes structures 4-12 stories and high-rise/towers includes structures above 12 stories.

Action Alternative 2

The proposed Alternative 2 land use plan illustrated in Exhibit 1-7 includes:

- Rose Hill NE 85th Corridor and Station Area: Mid-rise office/residential mixed use (up to 10 stories and 150 feet)
- Rose Hill/Moss Bay/Norkirk/Everest/ Highlands: Infill development in other areas in accordance with zoning (see Exhibit 1-4)

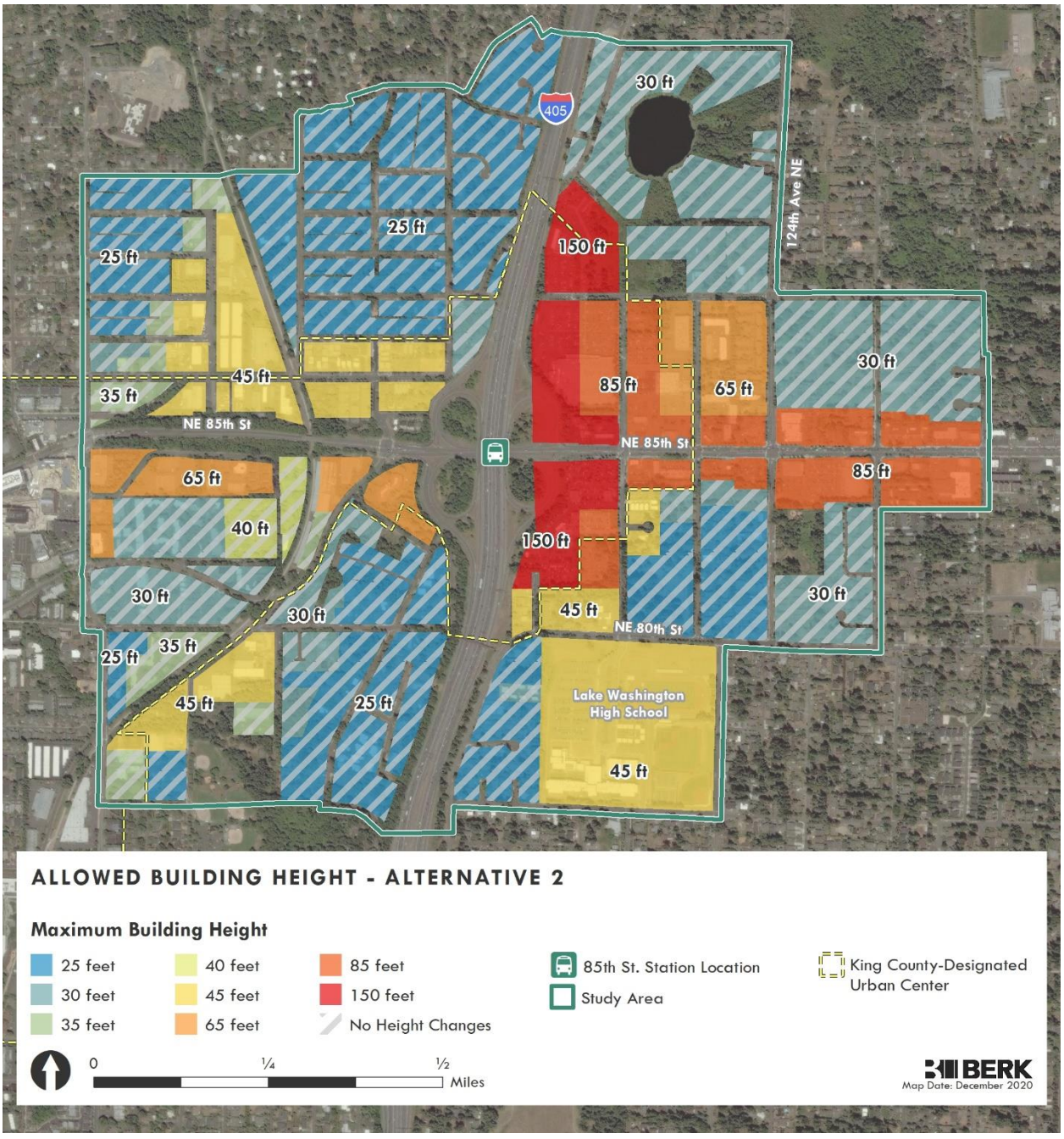
Exhibit 1-7. Alternative 2 Land Use Change Areas



Sources: Mithun, 2020; BERK, 2020.

Building heights would be about 10 stories or 150 feet closest to the station east of I-405, transitioning to 85 feet, 65 feet, and 45 feet as distance increases from the freeway eastward along NE 85th Street. To allow for capacity increases and effective use of current sites, the alternative considers adding a story in height at the Lake Washington High School. See Exhibit 1-8.

Exhibit 1-8. Alternative 2 Building Heights



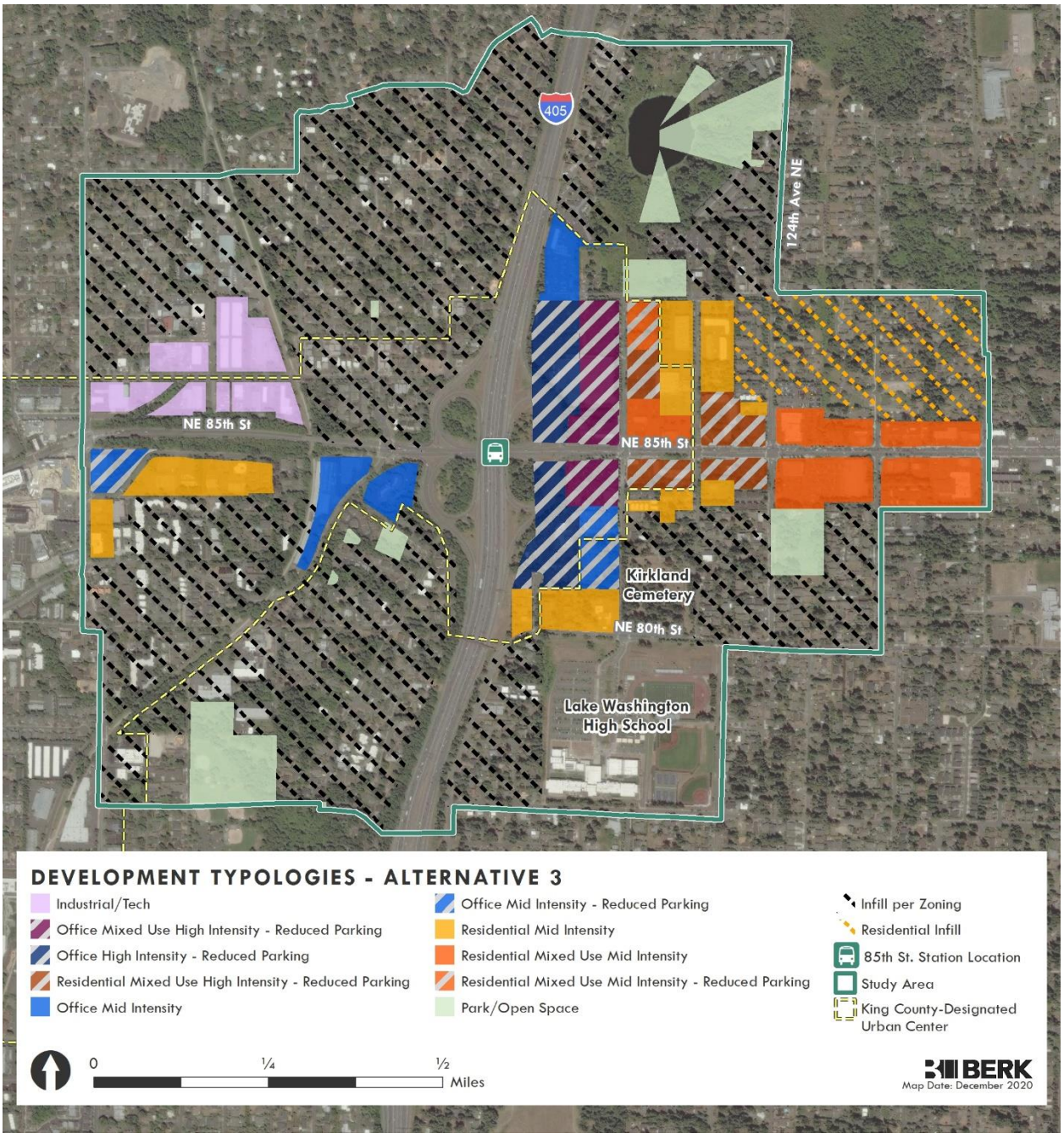
Source: Mithun, BERK, 2020.

Action Alternative 3

As illustrated in Exhibit 1-9 and Exhibit 1-10, the major elements of the Alternative 3 land use plan include:

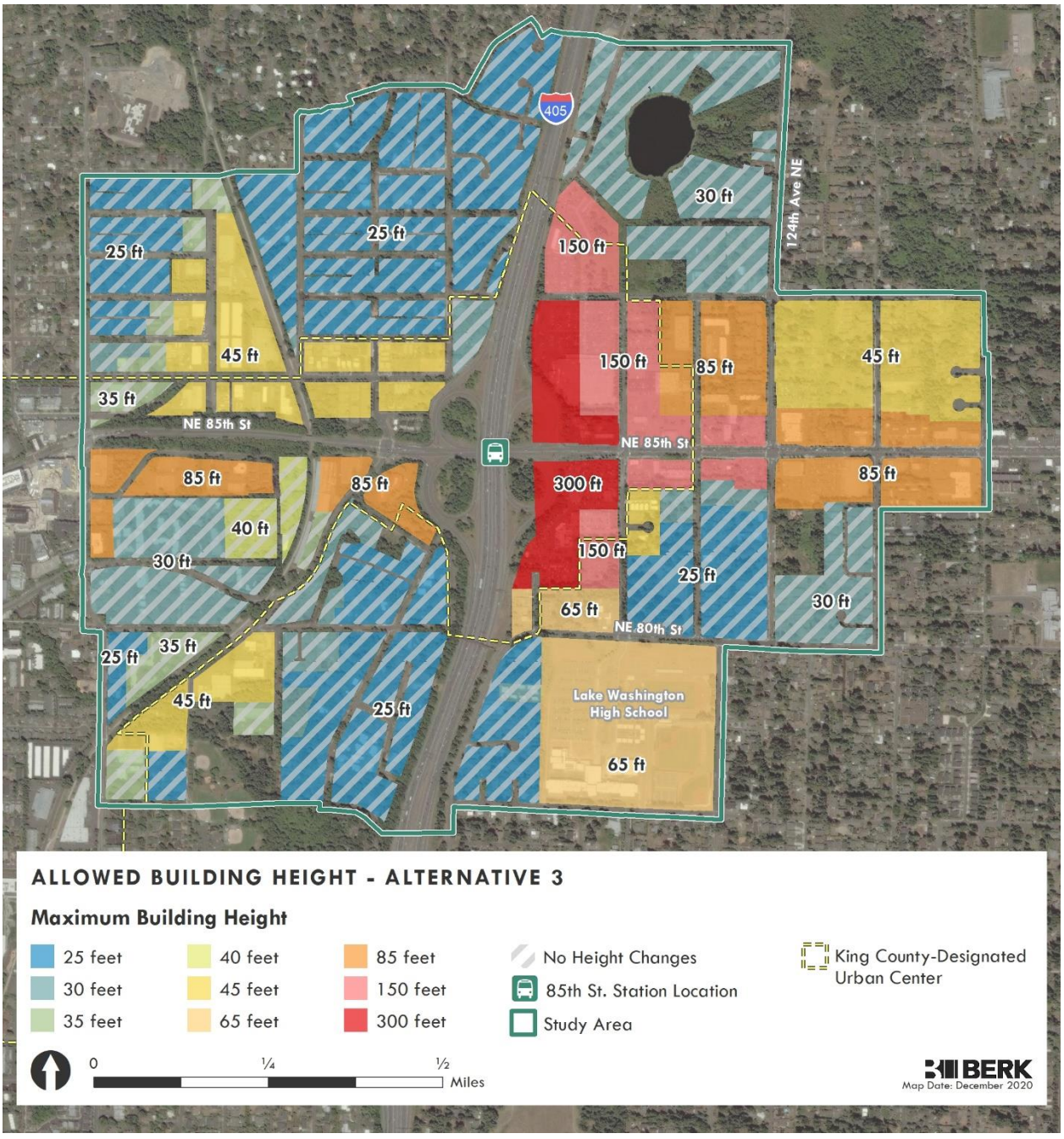
- Rose Hill NE 85th Corridor and Station Area: Taller buildings (up to 20 stories, 150-300 feet) with mid-rise office/residential mixed use (85-150 feet)
- Moss Bay/Norkirk/Everest/ Highlands: Mid-rise office residential mixed use (85-150 feet), Industrial/Tech in Norkirk
- School Capacity: To allow for capacity increases and effective use of current sites, Alternative 3 considers adding two more stories height above current zoning at the Lake Washington High School. Under this alternative, the City could also work with the Lake Washington School District and major employers on how to accommodate school capacity in urban formats or allow for specialty instruction for students.
- Other: Residential infill, including small-scale redevelopment, could result in more housing variety with low rise townhouses, small apartments, and other similar housing forms. Significant investment in open space and community gathering spaces.

Exhibit 1-9. Alternative 3 Land Use Change Areas



Sources: Mithun, BERK, 2020.

Exhibit 1-10. Alternative 3 Building Heights



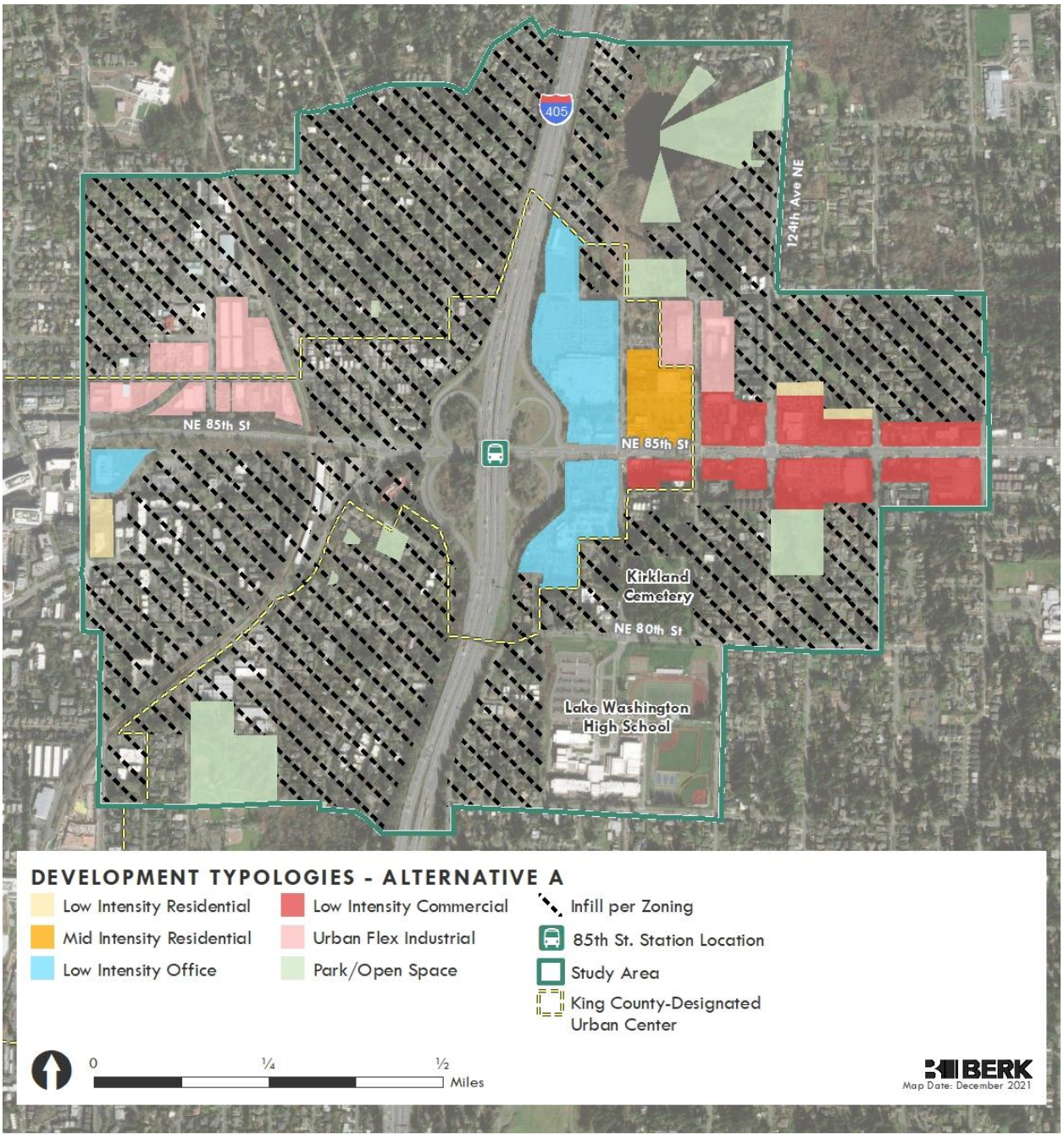
Sources: Mithun, BERK, 2020.

Final SEIS Alternatives

Alternative A Current Trends

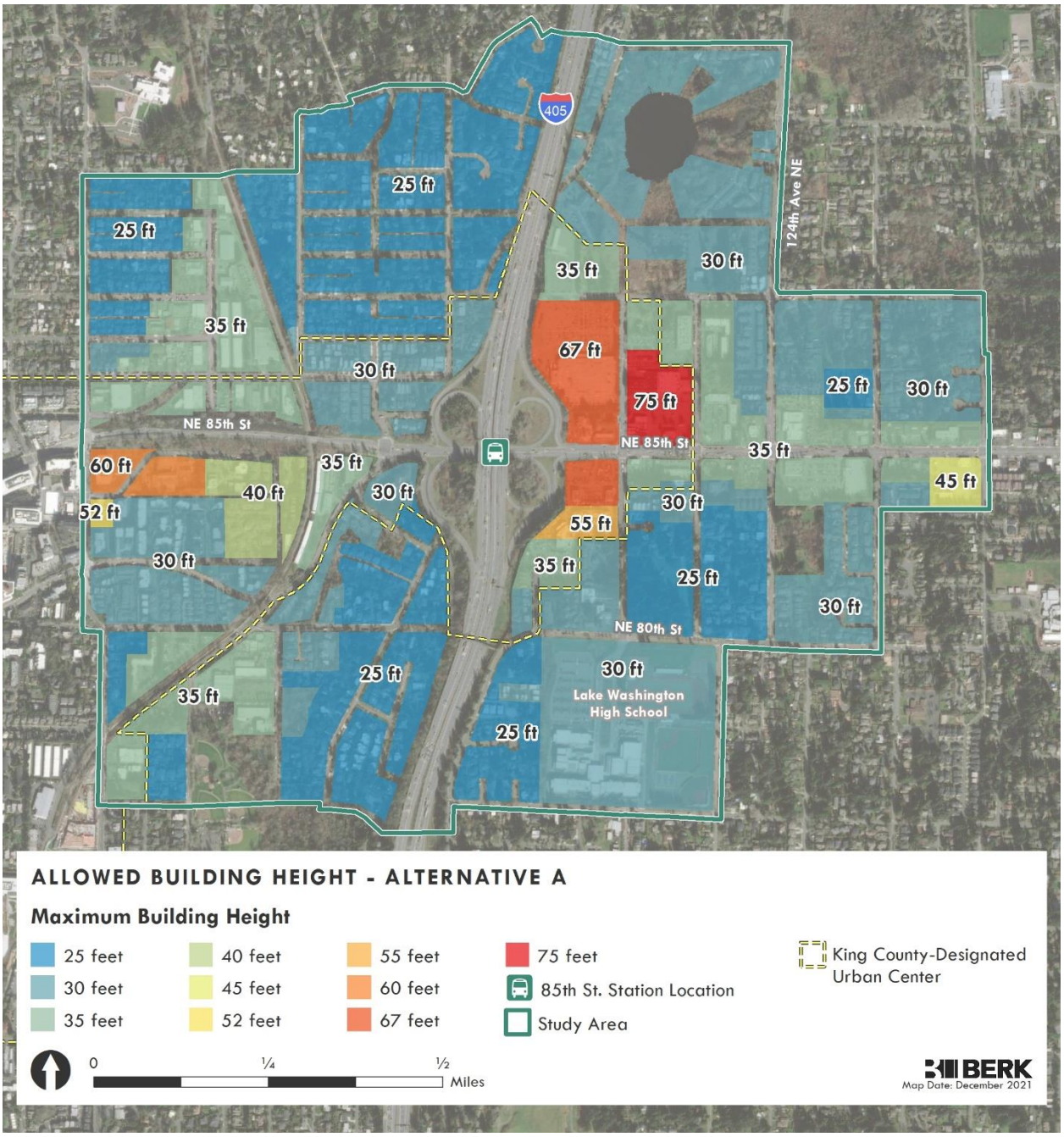
Alternative A Current Trends maintains existing zoning heights throughout the district and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing than DSEIS Alternative 1. In Alternative A Current Trends, these additional jobs were studied in portions of the Study Area currently zoned for development up to 67' in height in zones RH-1A, RH-2A, and RH-2B, directly east of the interchange, north and south of NE 85th St. Areas within the district currently zoned for single family or other low density residential area would maintain their current zoning. See Exhibit 1-11 and Exhibit 1-12.

Exhibit 1-11. Alternative A: Current Trends – Development Typologies



Sources: Mithun, 2021.

Exhibit 1-12. Alternative A: Current Trends – Heights



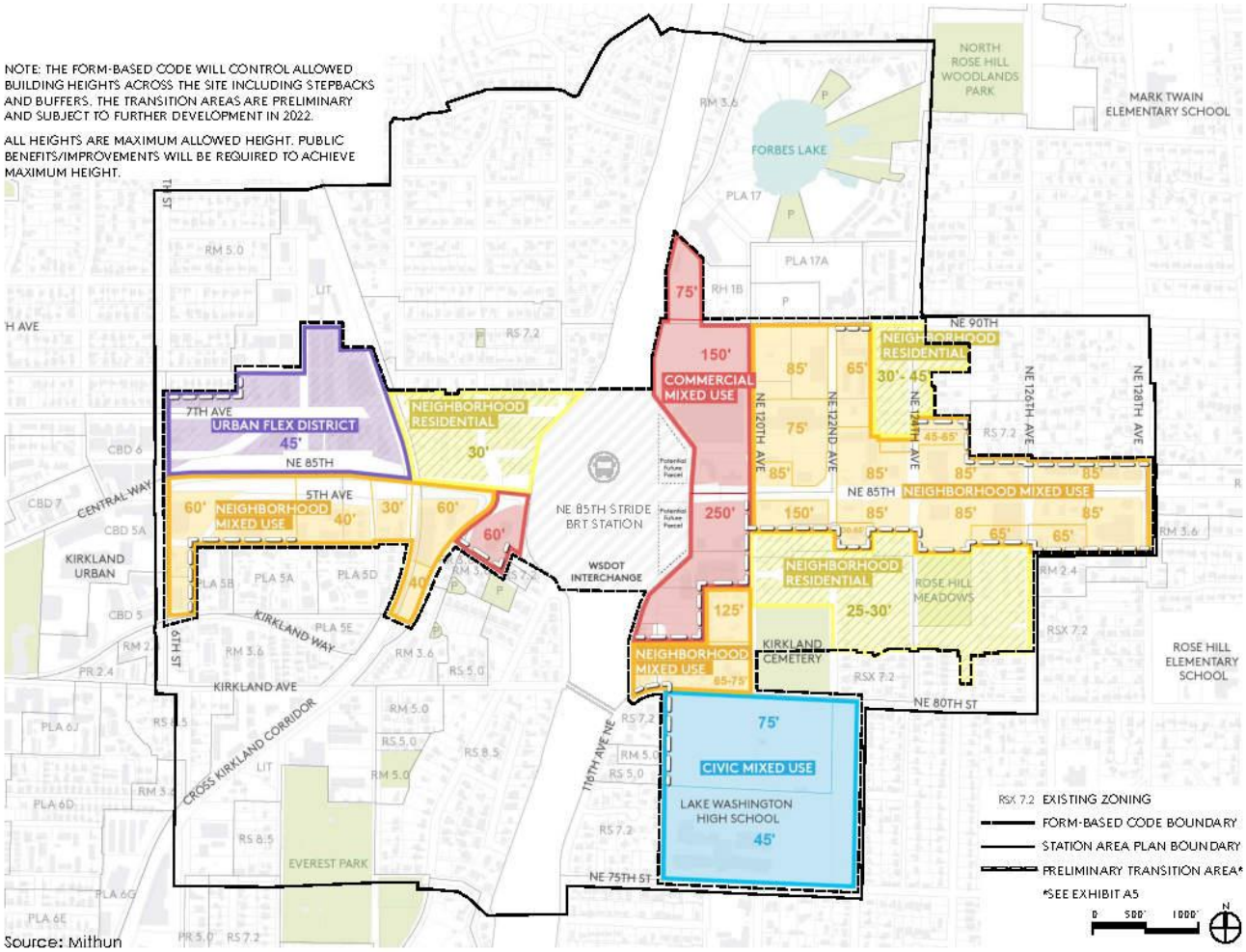
Sources: Mithun 2021.

Alternative B Transit Connected Growth – Preferred Direction

Alternative B Transit Connected Growth would create a Station Area Plan (SAP) and Form-Based Code (see elements below), and would allow for further intensified development close to the station offering jobs and housing in buildings up to 20 stories (150-250 feet) in height, transitioning to mid-rise and low rise development further from the station. The proposed regulating plan is illustrated in Exhibit 1-13. Typologies and heights similar in format to other alternatives are presented in Exhibit 1-14 and Exhibit 1-15 respectively.

A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures.

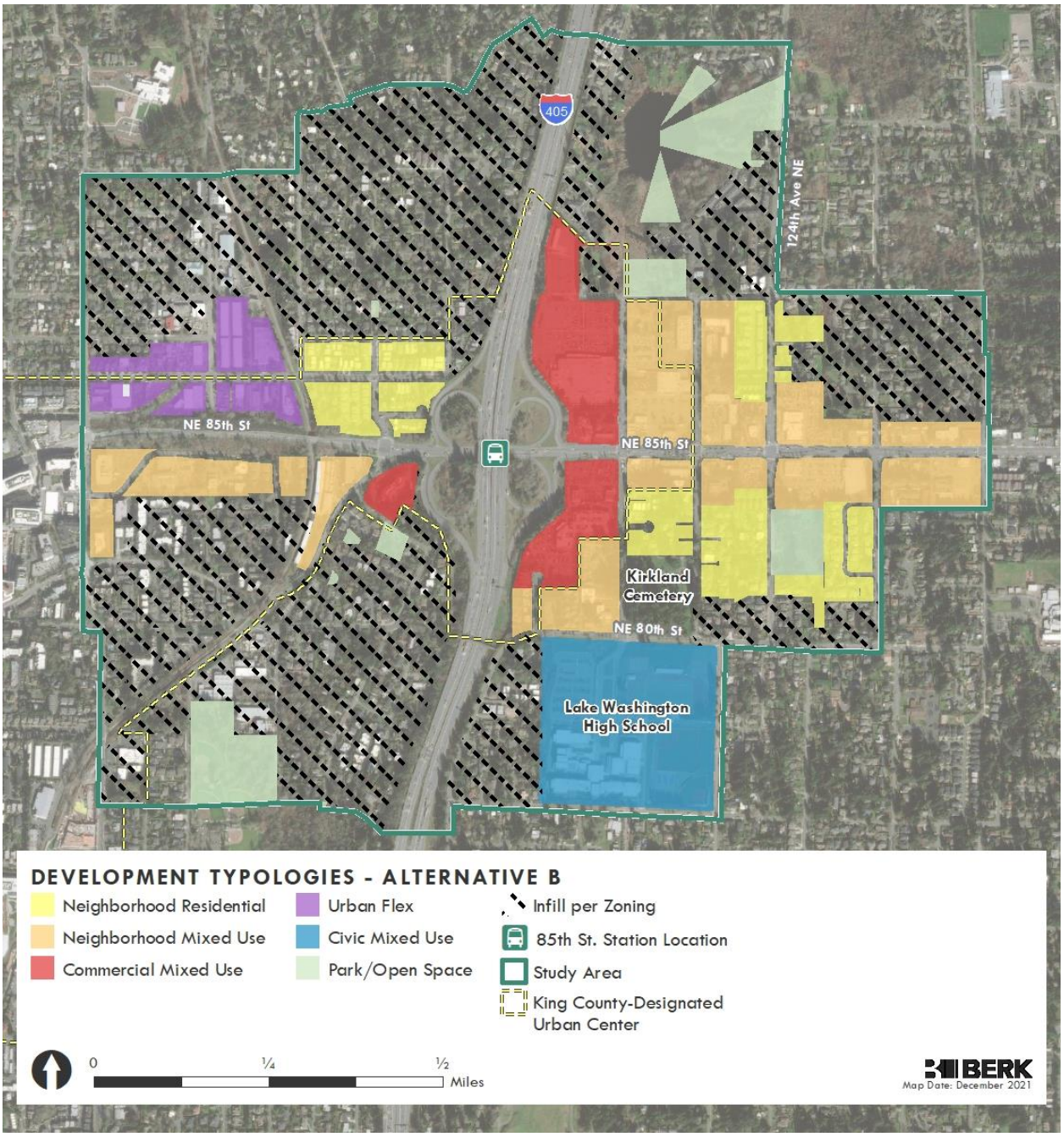
Exhibit 1-13. Alternative B: Transit Connected Growth: Form-Based Regulating Plan



Source: Mithun

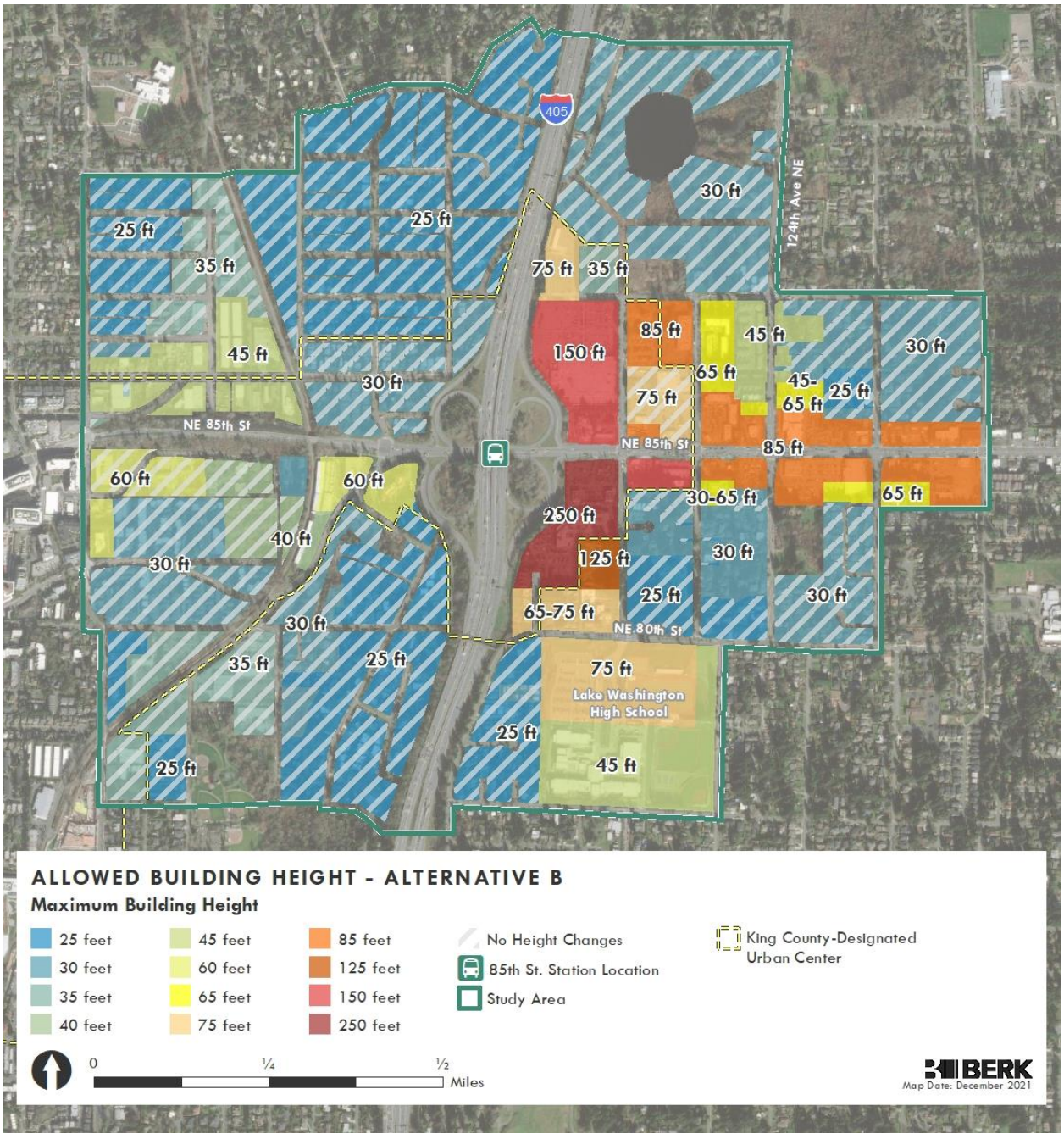
Source: Mithun 2021.

Exhibit 1-14. Alternative B: Transit Connected Growth – Typologies



Sources: Mithun, BERK 2021.

Exhibit 1-15. Alternative B: Transit Connected Growth- Heights



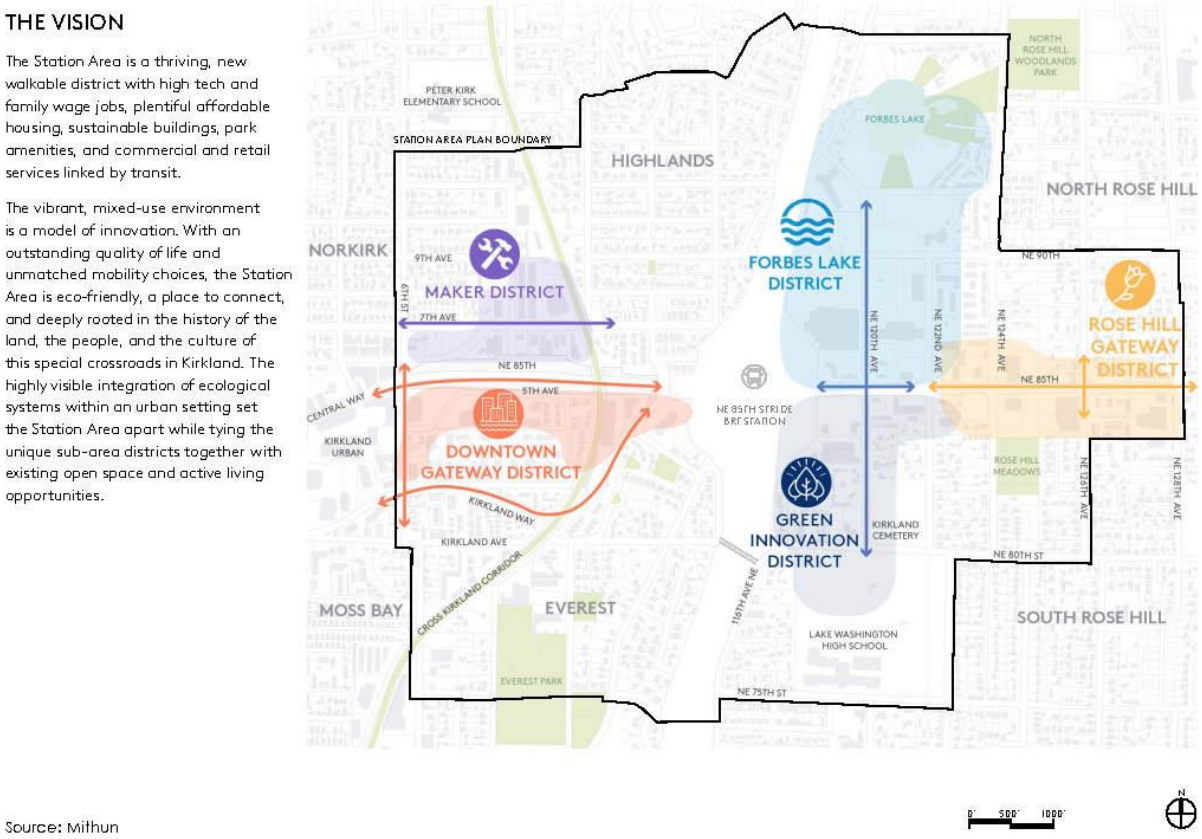
Sources: Mithun, BERK 2021.

Alternative B Transit Connected Growth only studies increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections. To that end, several areas where height increases had been proposed as part of DSEIS Alternatives 2 and 3 have been removed from consideration in Alternative B Transit Connected Growth. These include areas that are unlikely to redevelop due to market forces, are limited by

development feasibility, or are constrained by other factors.

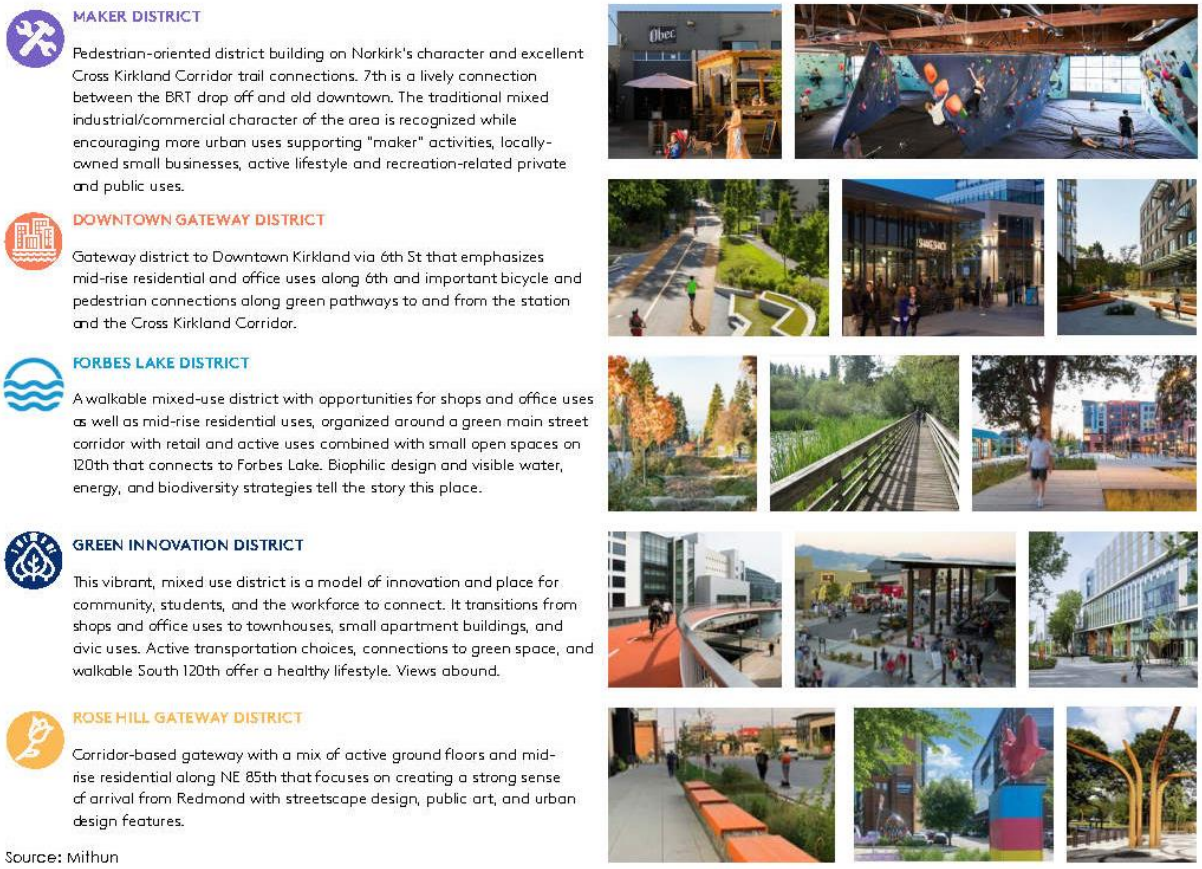
Key Form-Based Code elements include character subareas, identified based on key streets that organize the subarea and other connections shown in Exhibit 1-16 for a map and Exhibit 1-17 for descriptions. The Regulating Plan in Exhibit 1-18 illustrates maximum heights and provides a description of land use intent. This diagram also includes the framework concepts for future active frontages that will regulate the relationship of buildings to the street and illustrates important locations where the Form-Based Code will regulate the transition of taller or more intensive development types in relation to lower or less intensive development types.

Exhibit 1-16. Alternative B Transit Connected Growth Character Subareas



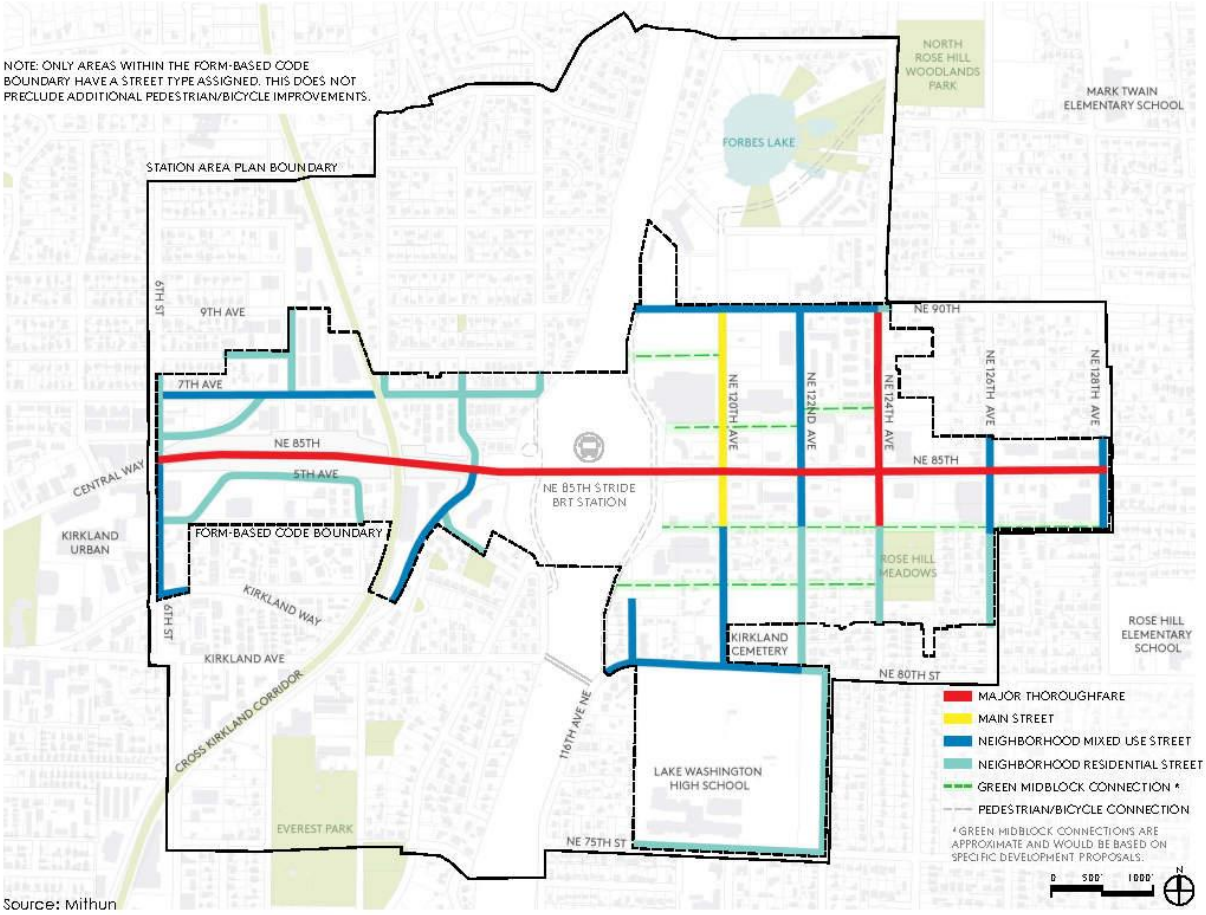
Source: Mithun 2021.

Exhibit 1-17. Alternative B Transit Connected Growth Character Subareas – Descriptions



Source: Mithun, 2021.

Exhibit 1-18. Regulating Districts and Active Frontages



Source: Mithun 2021.

Growth

The City of Kirkland plans for growth in its Comprehensive Plan consistent with the Growth Management Act (GMA). Currently, the City plans for a 2035 horizon and takes its fair share of growth based on growth target set in the Countywide Planning Policies. Regarding housing, the City reported that in 2013, Kirkland had 36,866 housing units, capacity for an additional 13,664 to 23,817 new units, and a 2035 Growth Target of 8,361 units. In 2013, the City had about 37,981 jobs, and capacity for 22,984 to 57,155 new jobs above a growth target of 22,435 new jobs (Table LU-3). Totem Lake Urban Center has the greatest share of growth capacity. King County designated Greater Downtown Kirkland as an Urban Center in the King County Countywide Planning Policies in 2019. The City has proposed it as a Regional Growth Center with the Puget Sound Regional Council.

Exhibit 1-19 compares housing and jobs across alternatives in the Station Area Study Area boundaries. Based on proposed land use, the DSEIS Alternatives set a bookend of growth:

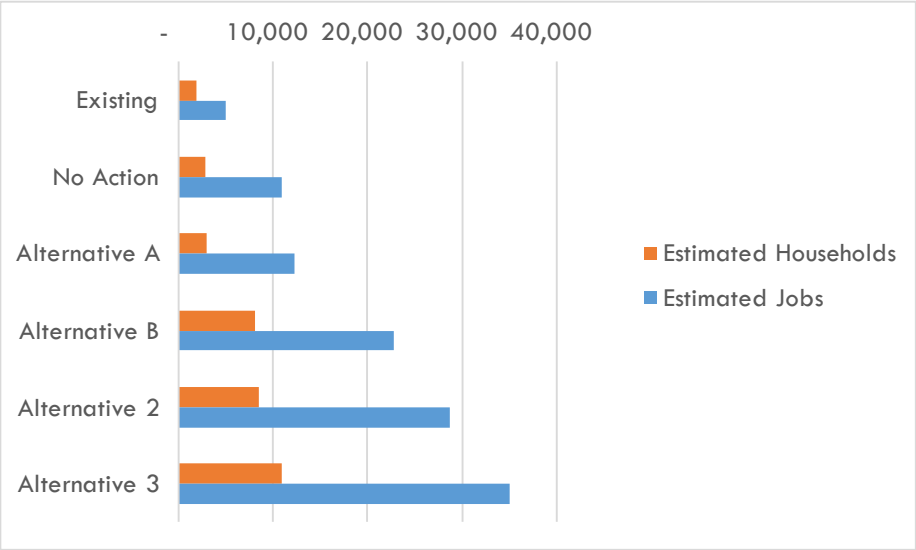
- Alternative 1 allows for the least housing and job growth of each alternative. It contributes to the adopted Comprehensive Plan capacity and would contain about 2,782 households and 10,859 jobs, slightly higher than the 2019 estimates of 1,909 households and 4,988 jobs.
- Alternative 3 allows for the most housing and job growth. Alternative 3 would add capacity for 9,000 new housing units and 30,000 jobs, a substantial addition to the city's capacity. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs.
- Alternative 2 allows for growth well above Alternative 1 but less than Alternative 3. Alternative 2 would provide for 6,600 new households, and 23,700 new jobs. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs.

The FSEIS Action Alternatives are in the range of the DSEIS Alternatives:

- Alternative A is similar to and slightly higher than the housing and job growth of Alternative 1 including 2,929 households and 12,317 jobs.
- Alternative B is similar to Alternative 2 and slightly lower in terms of the housing and job growth. It provides a total of 8,152 households (net increase of 6,243 from existing) and a total of 22,751 jobs (net increase of 17,763 from existing) by the horizon year of 2044.

Action Alternatives would create capacity for the City to advance its Comprehensive Plan beyond the current 2035 planning horizon, looking ahead to the next 2044 planning horizon, and associated regional growth projections, especially Alternatives B, 2, and 3.

Exhibit 1-19. Alternative Household and Job Comparisons by 2044



Sources: Mithun, 2021; BERK, 2021.

Transportation Investments

Transportation System Improvements: The DSEIS alternatives and FSEIS Alternative A reflect the same transportation network assumptions pertaining to traffic operations, as shown in Exhibit 1-20. These include:

- Transit queue jumps and an additional westbound left turn lane at NE 85th Street & 6th Street
- An additional southbound travel lane between NE 85th Street and 4th Avenue
- A roundabout at NE 85th Street & Kirkland Way/114th Avenue NE
- Redesigned I-405 interchange on NE 85th Street
- An additional eastbound travel lane on NE 85th Street between 120th Avenue NE and 122nd Avenue NE
- An additional eastbound left turn lane on NE 85th Street between 122nd Avenue NE and 124th Avenue NE (implemented in 2020)
- An additional southbound left turn lane on 132nd Avenue NE at NE 85th Street
- A four-way stop (all-way stop) at 114th Avenue NE & NE 87th Street (implemented in 2020)

In addition to the assumptions above, Alternative B considers two transportation scenarios for the southeast quadrant, which allowed development capacity up to 250 feet maximum height:

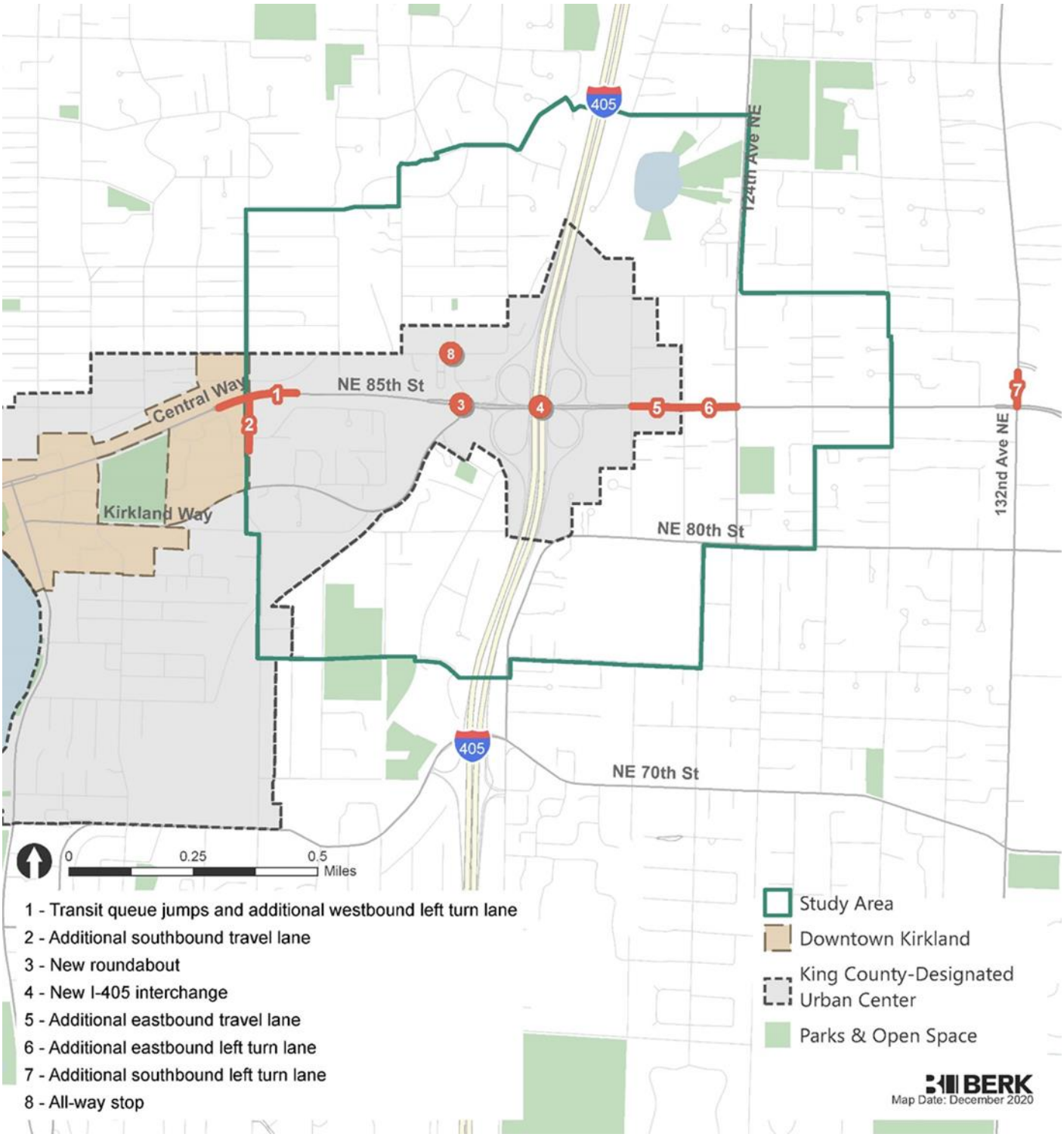
- The first assumes only one general access driveway[2] to the Lee Johnson site

via a signalized intersection at a mid-block location on 120th Avenue NE.

– The second scenario considers the same access as above, plus an additional south access to the site along 118th Avenue NE, which connects to 80th Street NE with new traffic control at the intersection in the form of a traffic signal, or potentially a roundabout.

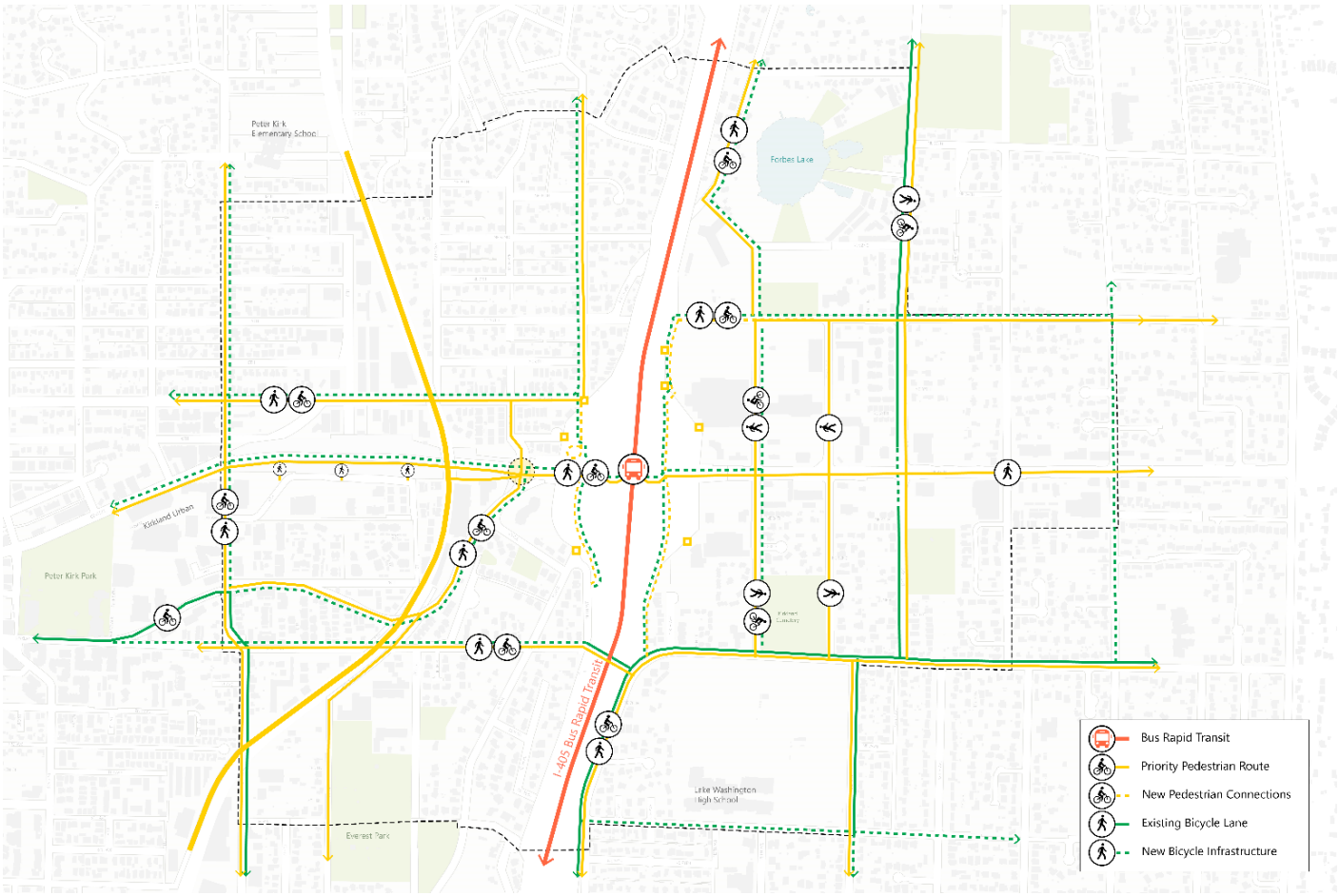
There are different transportation network assumptions for the future year alternatives related to bicycles, pedestrians, and parking, as shown in Exhibit 1-21, Exhibit 1-22, Exhibit 1-23, and Exhibit 1-24. Bicycle, pedestrian, and parking assumptions under Alternative A would include those identified for the No Action Alternative, and assumptions under Alternative B would be similar to those identified for Alternatives 2 and 3. Exhibit 1-24 shows the recommended station area multimodal investments under Alternative B. Alternative B also includes street type definitions based on street function and relationship to the expected development typologies as shown in Chapter 2.

Exhibit 1-20. Traffic Operations Transportation Network Assumptions, DSEIS Alternatives 1-3



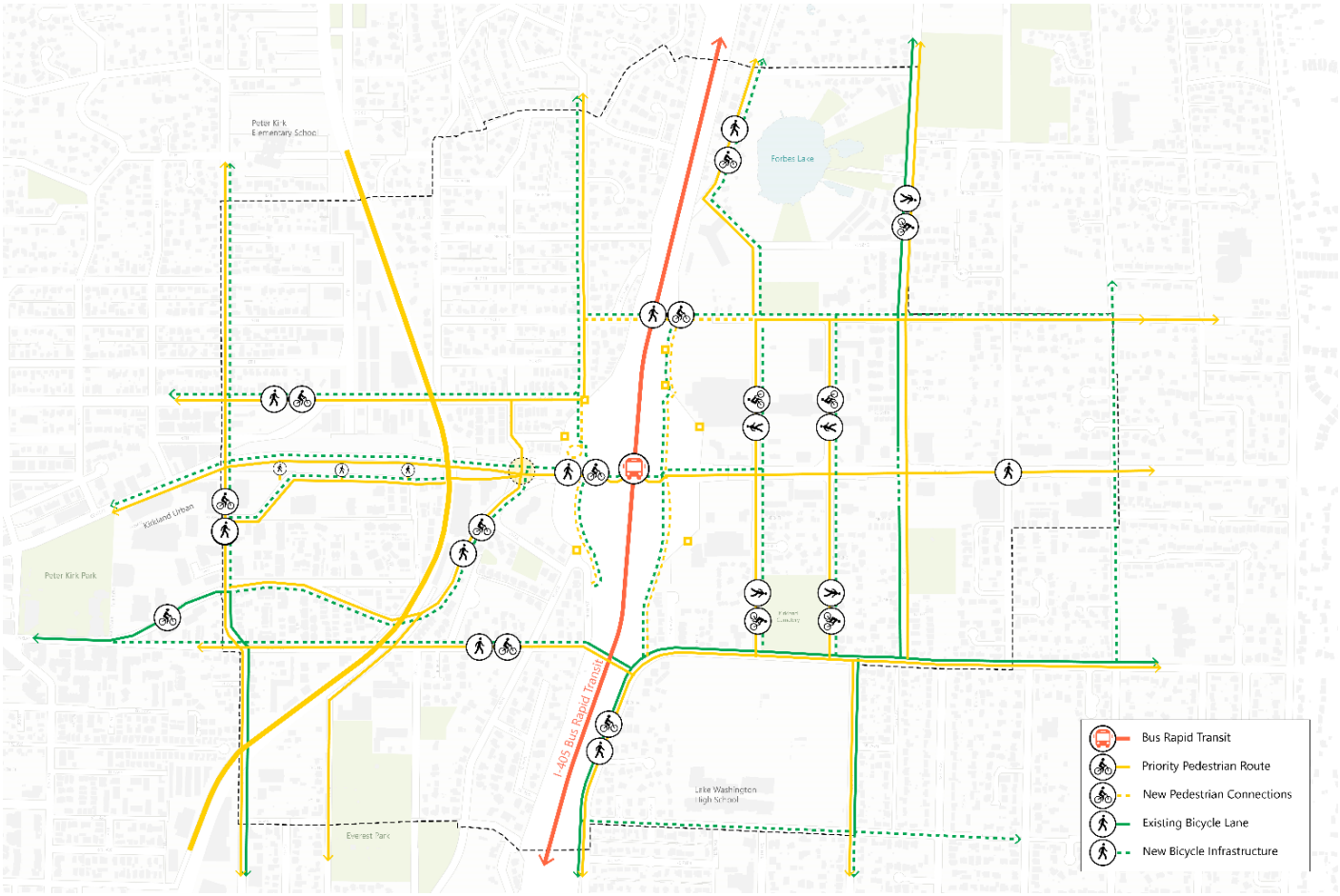
Sources: Fehr & Peers, 2020; BERK, 2020.

Exhibit 1-21. Multimodal Transportation Network Assumptions, DSEIS Alternative 1 No Action and FSEIS Alternative A



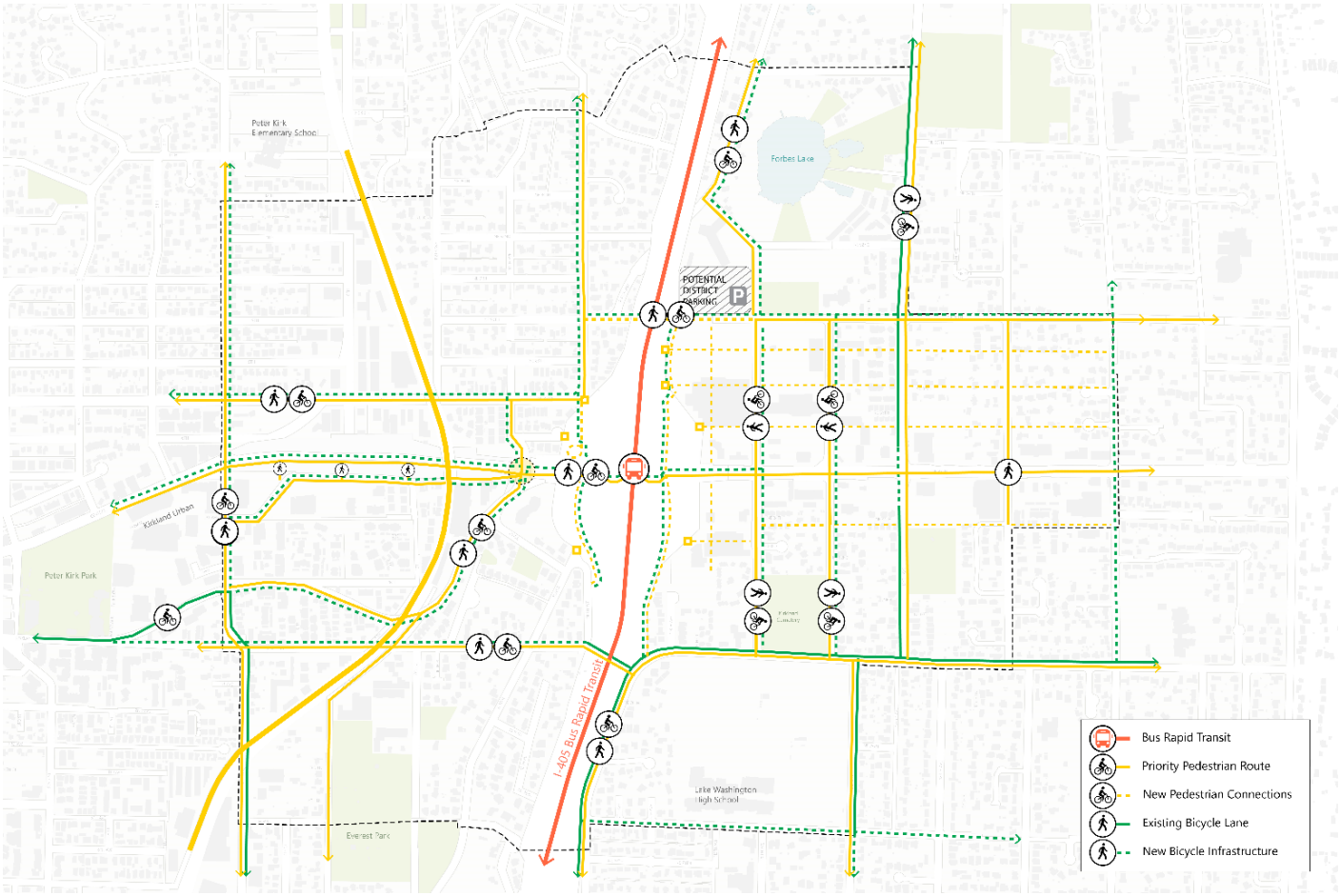
Sources: Mithun, 2020; Fehr & Peers, 2020.

Exhibit 1-22. Multimodal Transportation Network Assumptions, DSEIS Alternative 2



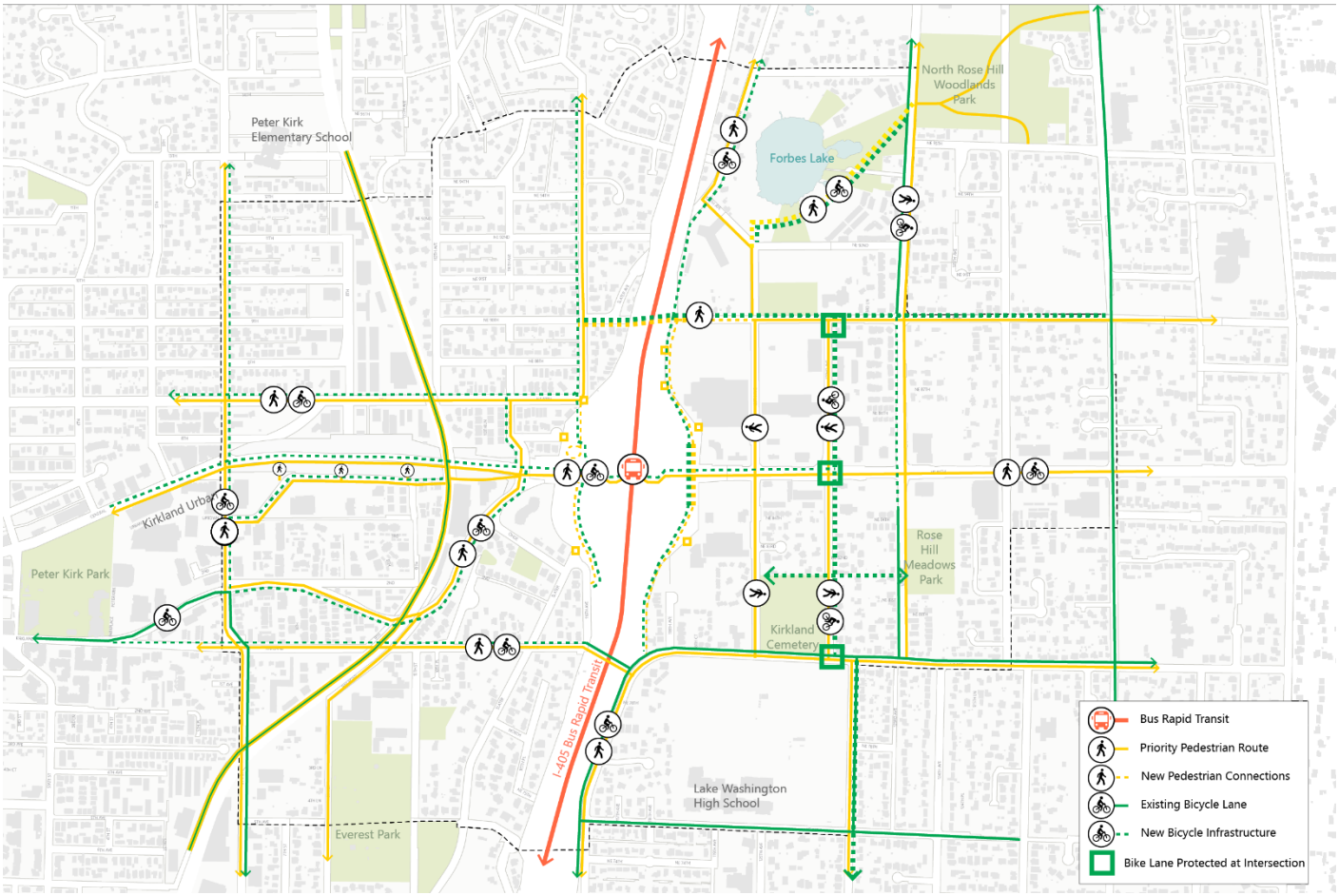
Sources: Mithun, 2020; Fehr & Peers, 2020.

Exhibit 1-23. Multimodal Transportation Network Assumptions, DSEIS Alternative 3



Sources: Mithun, 2020; Fehr & Peers, 2020.

Exhibit 1-24. Recommended Station Area Multimodal Investments, FSEIS Alternative B



Sources: Fehr & Peers 2021, Mithun 2021.

Parking: As the Study Area will benefit from proximity to planned high-capacity transit and regional bike trail access, there may be a lessened need for onsite parking. Alternative B, and DSEIS Alternatives 2 and 3 manage transportation demand through parking ratios, system facilities and management:

- **Ratios:** The GMA was also amended in 2020 to limit how high parking ratios can be for housing in a quarter mile of a transit stop with frequent service, applicable to accessory dwelling units and affordable, senior/disabled, and market rate housing. (RCW 36.70A.620 and 698) Thus, the Action Alternatives test alternative parking ratios.
- **District parking facility (DSEIS Alternative 3 only):** A district parking facility is conceptually located within Rose Hill commercial area that provides shared access to parking for commercial area users, visitors and residents in mixed use areas but would not be available for commuters.

Mitigation measures in Section 3.6 Transportation explore transportation demand management which could include shared parking, parking management,

unbundled parking, paid parking, or monitoring.

Parks, Open Space, and Environment

Key environmental elements under the Action Alternatives include:

- Minimize development near Forbes Lake; retain existing environmental and land use regulations.
- Stormwater improvements included as part of the WSDOT I -405 Interchange project and individual site/project development or redevelopment.
- Districtwide green building standards / incentives.
- Major increase of on-site tree canopy through green street midblock connections in Rose Hill and potentially within proposed open spaces.
- For Alternative 3 only, "Blue Street" reconstruction and streetscape improvements for 120th Ave NE to provide stormwater conveyance, attenuation (detention), and water quality treatment.

These green features are described further in Chapter 2.

The Action Alternatives would promote policies and regulations that could add parks and open space and support the natural environment and aesthetics, including:

- Neighborhood Parks and Pea Patches: There may be opportunities for park acquisition, or implementation of public or private pea patches in new developments (e.g., Pike Place Urban Garden).
- Neighborhood Linear Parks: As part of new streets or through block connections, linear parks and enhanced landscaping could contribute to the greenness of the area.
- Site Scale: At a site level the Form-Based Code would create standards for a pedestrian oriented public realm, and buildings could be required to meet a green factor (e.g., like Seattle or Denver). There could be requirements for public plazas and publicly accessible open space along with new mixed use and office developments.

These concepts are explored more in Section 3.7 Public Services.

Affordable Housing

With the increase in growth capacity, Action Alternatives would enhance affordable housing policies, incentives, and requirements to implement the Kirkland Housing Strategy Plan (City of Kirkland, 2018) and to address the increased demand for housing. Actions could include increased inclusionary

housing requirements, increased bonus densities, establishing commercial linkage fees, and participating in regional efforts to establish funding mechanisms to support affordable housing development including infrastructure and amenities. Under Alternative B and DSEIS Alternative 2 the level of density bonuses, incentives, or inclusion requirements would be less than for DSEIS Alternative 3 since they would be scaled to capacity or value increases. The range of policy and regulation Alternatives are reviewed in Section 3.3 Land Use Patterns and Socioeconomics and mitigation measures.

1.5 Key Issues and Alternatives

The key issues facing decision makers include:

- Approval of a Station Area Plan including a vision, goals and policies, land use concept including changes to map designations and infrastructure investments as well as consistency edits to the Comprehensive Plan.
- Approval of a Planned Action Ordinance to help incentivize growth while mitigating impacts.
- Approval of a Form-Based Code to provide for improvements to the public realm, relationship of buildings, and quality materials, emphasizing design over use.
- Identifying the desired land use pattern and growth levels to respond to and integrate the Stride BRT Station and provide for housing and job opportunities.
- Identifying the mix of infrastructure and transportation demand management investments to ensure multimodal transportation Alternatives and levels of service.
- Consideration of alternative open space and park investments suited to a transit-oriented urban neighborhood.
- Accommodating school facilities in an urban environment.
- Creating a mix of incentives and requirements to address equity and support large and small households and large and small businesses.

1.6 Summary of Impacts and Mitigation Measures

1.6.1 Air Quality/Greenhouse Gas Emissions

How did we analyze Air Quality/Greenhouse Gas Emissions?

For this evaluation, the King County SEPA Greenhouse Gas (GHG) Emissions Worksheet was used to estimate the GHG emissions associated with embodied and energy emissions. Using the existing land use in the Study Area, the total vehicle miles traveled (VMT) was calculated using Fehr & Peers' MXD+ trip generation tool.

What impacts did we identify?

Under all studied alternatives embodied emissions associated with redevelopment and the energy emissions generated would increase compared to existing conditions due to the intensified land use. Vehicle emission rates are expected to be lower in 2035 as vehicles become more fuel efficient due to more stringent regulations; therefore, each VMT will contribute fewer GHG emissions to the environment. However, the transportation emissions are expected to increase under each studied alternative.

What is different between the alternatives?

The alternatives would be considered to result in significant GHG emission impacts under the following conditions:

- DSEIS Alternative 1 No Action if it increased per capita emissions compared to existing conditions.
- DSEIS Alternatives 2 and 3, and Alternatives A and B if they increased per capita emissions compared to DSEIS Alternative 1 No Action.

Under the analysis, DSEIS Alternative 1 does not increase per capita emissions above existing conditions; it would be reduced on a per capita basis. DSEIS Alternatives 2 and 3 would reduce per capita emissions compared to Alternative 1 No Action. See Exhibit 1-25.

Exhibit 1-25. Lifetime GHG Emissions of the Study Area Studied Alternatives

Emissions ($MTCO_2e$)	Existing Conditions	Alternative 1 No Action	Alternative 2	Alternative 3
Embodied Emissions	227,100	371,800	778,300	922,900
Energy Emissions	4,032,700	7,967,300	13,687,000	15,111,400
Transportation Emissions	2,401,900	3,737,000	6,325,500	6,783,400
Total Emissions	6,661,700	12,076,100	20,790,800	22,817,700
Population + Jobs	9,175	16,640	45,010	55,710
Emissions per Capita	726	725.5	460	410

Sources: King County SEPA GHG Emissions Worksheet, 2019; Fehr & Peers, 2020.

The FSEIS Alternatives have population and jobs in the range of the DSEIS Alternatives and results are expected to be similar to DSEIS Alternative 1 for Alternative A (slightly higher due to additional pipeline growth) and DSEIS Alternative 2 for Alternative B (slightly lower due to the reduction in jobs and housing).

What are some solutions or mitigation for impacts?

Based on the evaluation above and in Section 3.1 Air Quality/Greenhouse Gas no significant impacts are expected under the studied alternatives. However, given the greater growth anticipated and to be consistent with City's Comprehensive Plan, Climate Protection Action Plan, Sustainability Master Plan, and SEIS scoping input, the following are offered as mitigation measures.

- Dense landscaping along roadways can reduce air pollutants and green infrastructure is a source of potential air emission mitigation at a microscale. The Action Alternatives would include green streets with optimal implementation of landscaping.
- DSEIS Alternatives 2 and 3, and Alternative B propose growth near I-405 that is office-focused with residential and mixed uses buffered by office uses to reduce the potential for localized air quality effects on vulnerable populations and improve land use compatibility adjacent to the freeway.
- The City's Comprehensive Plan Environment Chapter cites promotion of cleaner fuels, a reduction in vehicle miles of travel, and more reliance on renewable energy as three key transportation related actions to meet the City's GHG reduction targets.
- Kirkland's Climate Protection Action Plan (CPAP) 2013 and 2018 Gas Emission Report promote reduction in GHG.
- In the Form-Based Code, the City could include site by site green building standards or implement districtwide green building standards / incentives,

credentialing programs (e.g., Living Building Challenge, LEED, Passivhaus, Built Green, etc.), and district energy.

With mitigation, what is the ultimate outcome?

Based on the evaluation above and in Section 3.1 Air Quality/Greenhouse Gas, there are no significant unavoidable adverse impacts expected under the studied alternatives.

1.6.2 Surface Water and Stormwater

How did we analyze Surface Water and Stormwater?

The 2015 Comprehensive Plan Final EIS addressed current conditions, impacts, and mitigation measures on constructed drainage facilities and natural surface water bodies. The 2015 evaluation was reviewed and synthesized to include consideration of tree canopy, which was not explicitly addressed in the prior EIS. Impacts would be considered to rise to the level of significance when:

- **Stormwater**. Projects result in at least one of the following:
  - Create impervious surfaces without stormwater management that increase the rate and volume of stormwater entering the City's separated storm sewer system, exceeding its conveyance capacity, and causing local flooding or degrading habitat in downstream receiving waters due to streambank erosion or changes in wetlands hydroperiod.
  - Release untreated stormwater from pollution generating hard surfaces that leads to a decrease in water quality in local receiving waters.
  - Release stormwater contaminated with silt or other pollutants during construction.
- **Surface Waters (including streams and wetlands).** If streams would receive substantial changes in flow volumes and velocities that affect water quality and habitat and cannot be mitigated. Surface water impacts are also of significance if wetlands or wetland buffers are filled or substantially reduced in function and these losses cannot be mitigated.
- **Tree Canopy.** If the project would cause a net loss in the City's overall current 38% tree canopy coverage.

What impacts did we identify?

Stormwater

Additional growth and development would likely increase the total amount of impervious surface in some parts of the Study Area under all alternatives, creating additional stormwater runoff that would require management and treatment. Existing development regulations would require this new development, however, to implement stormwater flow control and water quality treatment thus mitigating its impacts.

Redevelopment within the Study Area at higher densities would likely result in improved water quality and a reduction in peak run-off rates as older developments with outdated stormwater controls are replaced by new developments with modern stormwater controls. Low Impact Development (LID) practices are expected to improve water quality and the hydrologic regime of the run-off, in particular for the peak flows and durations from smaller storm events.

Wetlands and Streams

Development allowed under each alternative could result in impacts to Forbes Creek and the unnamed stream located in Moss Bay Basin, as well as wetlands along the eastern portion of the Study Area. Under all alternatives, the increase in impervious surfaces could reduce infiltration and therefore baseflow during drier periods. The required implementation of LID practices would mitigate for this impact to flow and minimize the impact to associated stream and wetland habitat. Redevelopment would improve stream and wetland habitat by implementing current stormwater controls including LID practices, requiring appropriate buffer widths, and retaining existing native vegetation.

Tree Canopy

Tree canopy will also continue to be analyzed under the current 8-year tree canopy study cycle under all alternatives.

What is different between the alternatives?

Stormwater

While all alternatives would implement LID practices, Alternatives B, 2, and 3 promote a multifunctional green street as a location for green infrastructure as private development occurs. Alternative 3 also promotes a blue-green street

concept for 120th Avenue NE that could include a "complete street" with vegetated green stormwater infrastructure, traffic calming, bike/pedestrian mobility, and/or place making design elements; proposed blue/green street infrastructure would result in little marginal benefit with high construction and maintenance costs in the proposed blue/green street locations. Under Alternatives B, 2, and 3, private green streets would be identified in the Station Area Plan and Form-Based Code regulating plan to enhance tree canopy and green infrastructure.

Wetlands and Streams

Changes to stream and wetland habitat would be minimal under the No Action Alternative and Alternative A and less than Alternatives B, 2, or 3 due to reduced development activity. Development activities under the No Action Alternative and Alternative A would be consistent with current land-use planning and environmental regulations and would not further encroach on stream or wetland buffers – fewer legacy stormwater systems would be upgraded to current standards, however, so water quality may improve more slowly under the No Action Alternative and Alternative A. Similarly, with less development activity there may be fewer opportunities to enhance habitat through mitigation projects.

Under Alternatives B, 2, and 3, the area west of 120th Avenue NE and north of NE 90th Street would allow mid-rise office buildings near the FORBES 17 wetland buffer and the buffer for Forbes Creek, mainly within the footprint of the existing development. Development adjacent to stream and wetland buffers has the potential to reduce buffer functions by increasing the amount of stormwater flowing into the buffer, thereby decreasing water quality functions, and increasing disturbance, which can reduce habitat quality. The use of stormwater quality and flow control practices (including LID practices) during development would ameliorate some of these adverse effects to water quality. If development resulted in temporary impacts to buffers during construction, habitat would be enhanced by planting native species and removing invasive species in restored areas.

Tree Canopy

Infill and development activities under the No Action Alternative and Alternative A would likely result in a relatively slow rate of both tree removal and subsequent planting. Canopy loss would be limited in scope but could be relatively drawn out as small numbers of trees are occasionally removed, replanted, and gradually reach maturity.

Greater and more rapid development under Alternatives B, 2, and 3 would likely

result in more abrupt loss of canopy. For example, tree canopy may be lost through infill development in residential areas and redevelopment of existing commercial areas and large parking lots with tree cover into mixed-use areas. Building height and proximity to potential planting areas in public rights of way (ROW) could also impact existing trees or restrict the choice of tree species for future plantings to those with a smaller or more columnar structure, potentially limiting tree canopy coverage.

Alternatives B, 2, and 3 estimate a maximum tree canopy loss of 66-68 acres within parcels identified for development and adjacent public ROW (the potential tree canopy impact areas).[2] However, development would be subject to tree retention codes and street tree requirements, and replanting would occur more rapidly under Alternatives B, 2, and 3. Public ROW would generally be used as a planting opportunity to offset canopy lost through development – any street trees removed because of adjacent property development would be replanted in the ROW to the full extent possible or in suitable locations in the city outside the Study Area. An estimated 25 acres of the maximum loss in tree canopy coverage under the Action Alternatives could be replanted in the Study Area, and incrementally more planting area could be added if new green streets are developed.[3]

What are some solutions or mitigation for impacts?

Existing City plans, policies, and development regulations address mitigation of impacts to stormwater, critical areas, and tree canopy:

- The City regulates surface water management in KMC Chapter 15.52 and provides standards for LID principles in KZC Chapter 114.
- The City regulates wetlands and requires buffers in accordance KZC Chapter 90.55.1, and uses the Washington State water typing system to categorize streams and other water bodies based on fish habitat and seasonal flows. Modifications to wetlands, streams, and associated buffers are prohibited except under certain circumstances (KZC Chapter 90.60 and 90.70).
- Policy E-2.1 of the Comprehensive Plan establishes an objective to achieve a healthy, resilient urban forest with citywide 40% tree canopy coverage.

[2] The potential impact area of Alternative 3 could affect slightly more trees and acres of canopy than the other alternatives. There are an estimated 1,032 trees and 67.36 acres of tree canopy cover in the potential impact area of Alternative 2, and an estimated 1,039 trees and 68.03 acres of canopy across all property ownership types in the potential impact area of Alternative 3. The potential impact area for Alternative B includes parcels identified for development as well as adjacent public rights of way. The potential loss of tree canopy to new development would be slightly less for Alternative B (66.23 acres) than for Alternative 2 (67.36 acres) due to no proposed redevelopment in the interchange area.

[3] Although 25 acres are available to be planted, the trees planted in these areas will at maturity extend beyond the planting limits and result in canopy coverage greater than the planting area. Coverage area would depend upon the species planted and planting conditions.

- The 2013 Urban Forestry Strategic Management Plan outlines long-range management strategies towards a healthy, sustainable urban forest.
- A Tree Retention Plan for individual development projects must be developed under all alternatives, including inventory and survey of significant trees that may be impacted by the proposal (KZC Chapter 95). A forest management plan may be required for significantly wooded sites greater than 35,000 square feet. New tree canopy would be added with new street tree plantings, installation of required landscaping, and general project landscaping. The City is in the process of updating KZC 95 regulations, with adoption slated for early 2022.

Under the Action Alternatives, the City would require projects to implement enhanced stormwater treatment for all hard surfaces, requiring treatment within the Forbes Creek watershed above existing stormwater code requirements. All projects that drain to Forbes Lake within a designated Sensitive Lake Water Quality Treatment Area that trigger water quality treatment would apply area-specific water quality treatment requirements from Section 1.2.8.1 of the King County Surface Water Design Manual. The Action Alternatives may also implement measures from the Water & Sustainability Alternatives Matrix to provide additional mitigation (see DSEIS Appendix B).

Tree loss should be minimized where possible through the development of a Tree Protection Plan that is required under existing regulations, with an emphasis to retain and protect high-value, significant trees.

Other potential mitigation measures could include:

- Per Appendix B-3, the only proposed stormwater project within the Study Area consists of replacing 520 feet of 36-inch piped stream along 120th Ave NE with a smoother pipe material. This will increase capacity through the stormwater main line, helping in all scenarios.
- It may be necessary to replace some lost tree canopy coverage outside of the Study Area. Recommended locations for tree plantings outside the Study Area include residential neighborhoods, public open space, parks, and stormwater retention facilities.
- The City could use unconventional potential planting opportunities within impervious surfaces using suspended pavement systems (Silva cell) to maximize replanting within the Study Area.
- Where replanting within the Study Area is not possible, an in-lieu-fee Alternative may provide flexibility to fund and support best management practices outlined in the City of Kirkland Urban Forestry Strategic Management Plan.

With mitigation, what is the ultimate outcome?

No significant unavoidable adverse impacts are expected to stormwater and surface water.

There may be indirect impacts to stream and wetland buffers due to increased development adjacent to buffers. No additional impacts to streams or wetlands are anticipated in any alternatives.

Based on Citywide data from historic canopy assessments, the Study Area would see near-term canopy loss under all alternatives as larger trees are removed to make way for redevelopment. The rate of near-term canopy loss likely accelerates based on the intensity of allowed development. The tree canopy would be restored over time as replacement trees reach maturity; however, all alternatives may result in significant unavoidable temporary impact to city-wide tree canopy coverage over the next 10-20 years.

1.6.3 Land Use Patterns and Socioeconomics

How did we analyze Land Use Patterns and Socioeconomics?

The evaluation of land use includes a review of current land use and planned land use spatial data, as well as demographic data from regional, state, and federal sources.

What impacts did we identify?

Land use and socioeconomic impacts would be considered to rise to a significant level if there are:

- Differences in activity levels at boundaries of uses of different intensities likely to result in incompatibilities.
- Intensities of expected growth likely to have an impact on direct displacement of a marginalized population (low-income people, people of color).
- Inadequate physical capacity to accommodate growth and displaced residents and businesses.
- Developments at intensities that would not support transit investments.

Land Use Growth and Activity Levels: The studied alternatives allow for mixed use growth that is more intense than the largely low rise development that exists

today. All alternatives allow a range of housing types in low, medium, and high density districts. All alternatives allow for commercial office, retail, and industrial development.

Capacity for Growth and Displacement: Under all alternatives most of the change in land use and growth would occur in Census Tract 53033022604, the Rose Hill area east of I-405. This Census Tract has a low opportunity index, and a quarter of the current residents are persons of color. There is a relatively low potential for displacement of small and ethnic businesses. All alternatives provide capacity for growth; to the extent there are limited displacements, there is capacity under all alternatives to contain space to accommodate households and businesses of different sizes.

What is different between the alternatives?

Growth and Change in Intensity: All alternatives allow for increased growth in the Study Area, with No Action and Alternative A the least and Alternative 3 the most. All Alternatives would maintain a pattern of greater mixed use or employment intensity near NE 85th Street and I405, though Alternatives B, 2 and 3 create a more distinct difference in intensity of uses in the northeast and southeast quadrants of the interchange where there are more abrupt changes in intensity from these uses to medium and lower density residential. Action Alternatives would create a SAP and Form-Based Code, though Alternative B advances Form-Based Code concepts and would include transitional height and landscape standards.

Employment Uses along I-405 and Air Quality Buffer: At a programmatic level, the Alternatives B, 2, and 3 consider business oriented and residential mixed uses similar to allowances found today in the No Action Alternative and Alternative A along NE 85th Street. Compared to the No Action Alternative and Alternative A, Alternatives B, 2, and 3 provide a transition or buffer of greater employment uses along I-405 in the northeast and southeast; residential uses would be located beyond these office-focused areas further from I-405. This would help avoid residential uses along the freeway with exposure to air quality emissions.

Support of Transit Investments: All alternatives would increase activity units in the Station Area, with Alternatives B, 2, and 3 exceeding the activity unit density required for PSRC regional center designation criteria of 45 per acre population and jobs combined. The Station Area is only a portion of a larger proposed Regional Growth Center.

What are some solutions or mitigation for impacts?

The mitigation measures include existing and expanded policies and regulations addressing compatible land uses, affordable housing, and displacement:

- Apply zoning and design guidelines.
- Implement the Kirkland Housing Strategy to establish a TOD district with amenities and range of housing styles.
- Creating density bonuses that prioritize affordable housing.
- Establish Commercial Linkage Fees.
- Establishing minimum requirements for family-size units, so a range of households can live in the Study Area.
- Requirements that development provide a minimum number of activity units in terms of jobs and population to achieve its desired transit-oriented development, as well as establish an expected amount of affordable housing.
- Commercial space standards for both small and large businesses in new developments to retain area businesses in new urban formats. Building flexible tenant spaces that can accommodate small businesses can make the spaces more affordable.

With mitigation, what is the ultimate outcome?

Under all alternatives, additional growth would occur in the Study Area, leading to a generalized increase in building height and bulk and development intensity over time, as well as the gradual conversion of low-intensity uses to higher-intensity development patterns. This transition would be unavoidable, but it is not significant and adverse since this is an expected characteristic of a designated Urban Center in the Countywide Planning Policies.

In addition, future growth is likely to create localized land use compatibility issues as development occurs. The potential impacts related to these changes may differ in intensity and location in each of the alternatives. However, with the combination of existing and new development regulations, zoning requirements, and design guidelines, no significant unavoidable adverse impacts are anticipated.

As the area develops, there may be displacement of existing jobs as most of the areas of intensification are in commercial or mixed use areas; however, there is sufficient employment space under any alternative to relocate the businesses and thus no significant unavoidable adverse impacts are anticipated.

All alternatives could see some risk of displacement of existing residents or businesses; this risk would be higher under Alternatives B, 2, and 3 but so would the capacity for relocation in new housing units. Alternatives B, 2, and 3 would increase substantially the capacity for housing that could better meet demand. Increasing affordable housing programs and incentives for providing units affordable to diverse income groups and for investment in affordable housing development could offset affordability pressures. Measures to encourage small businesses in the Form-Based Code would also help avoid displacement and create a more vibrant urban hub. The capacity of alternatives together with mitigation measures encouraging and requiring affordable housing and a variety of employment space would avoid significant adverse impacts.

1.6.4 Plans and Policies

How did we analyze plans and policies?

This SEIS analyzes pertinent plans, policies, and regulations that guide or inform the proposal. These include the GMA, Vision 2050, the County Countywide Planning Policies (CPPs), and the City's Comprehensive Plan, including applicable neighborhood plans. The alternatives were reviewed for consistency with each of these plans and policies. A finding of inconsistency or contradiction with plans and policies would be considered to result in a significant adverse impact.

What impacts did we identify?

All alternatives are generally consistent with plans and policies. In a few cases, policies in the Rose Hill Neighborhood Plan speak to considerations that have not been fully addressed in the Station Area Planning process. Future development of the SAP, development regulations, and design guidelines should include review of these selected policies, as noted in the mitigation measures, to determine applicability and potential need for comprehensive plan amendments.

What is different between the alternatives?

The plans and policies analysis found that the proposal considered in Alternatives B, 2, and 3 would be consistent with the guidance and requirements of the GMA, PSRC Vision 2050, King County CPPs, and Kirkland Comprehensive Plan. In general, Alternatives B, 2, and 3 would result in greater capacity, amenities, and services to support the future station area compared to the No Action Alternative

and Alternative A.

What are some solutions or mitigation for impacts?

The following mitigation measures address potential policy inconsistencies:

Incorporated Plan Features

- All alternatives would accommodate the City's 2015-2035 growth targets for housing and employment identified in the Comprehensive Plan, as well as general guidance supporting transit-oriented development in the vicinity of the new BRT station at the I-405/NE 85th St interchange.

Regulations and Commitments

- As required by GMA, the City must submit proposed Comprehensive Plan amendments and updated regulations for review and comment by the State prior to final adoption.

Other Proposed Mitigation Measures

- The relationship of the SAP to neighborhood plans should be specifically articulated in the Comprehensive Plan.
- Rose Hill Neighborhood Plan policies RH-24, RH-27, RH-29, and RH-30 should be reviewed to determine the need for amendments to the Comprehensive Plan or potential inclusion in future development regulations/design standards.
- The City will consider the need for design standards and other measures to ensure that residential character is retained as infill development occurs.

With mitigation, what is the ultimate outcome?

With mitigation the proposal would be consistent with state, regional, and local policy guidance, and requirements.

1.6.5 Aesthetics

How did we analyze Aesthetics?

This SEIS evaluates the scale and visual quality of development that would potentially occur under each of the alternatives, including the effects of proposed building height increases on community character, views, and shading conditions. The SEIS documents existing conditions in the Study Area, including current development typologies, allowed building heights, and overall visual and

architectural character. The alternatives were reviewed for potential effects on the visual environment associated with future development.

The aesthetics analysis assess impact related to visual character, views, shading conditions, and light and glare.

What impacts did we identify?

Under all alternatives, construction of regional transit infrastructure in Kirkland would continue, including the NE 85th Street BRT Station, and additional population and employment growth would occur in the Study Area, primarily focused on the existing Rose Hill Business District. Additional growth in the Study Area would gradually increase development intensity over time, which would result in a transition to a more urban visual character with taller, more massive buildings that have the potential to affect views and shading conditions in the Study Area. Additional development and associated vehicular traffic would also increase the level of light and glare in the Study Area.

What is different between the alternatives?

The Action Alternatives would allow substantially more development and taller building heights than existing conditions or the No Action Alternative or Alternative A, increasing the intensity of development and creating a more urban visual environment. These larger buildings would also potentially increase ground-level shading conditions and alter the pedestrian experience. In general, Alternative 3 would have greater potential for adverse impacts than Alternative 2 because it would allow taller buildings heights and an overall greater level of development in the Study Area. Alternative B combines elements of Alternatives 1, 2, and 3 with greater intensity in the Southeast and Northeast Quadrants and along NE 85th Street, and lesser height and intensity west of I-405.

None of the alternatives are anticipated to have significant adverse effects on protected public views.

What are some solutions or mitigation for impacts?

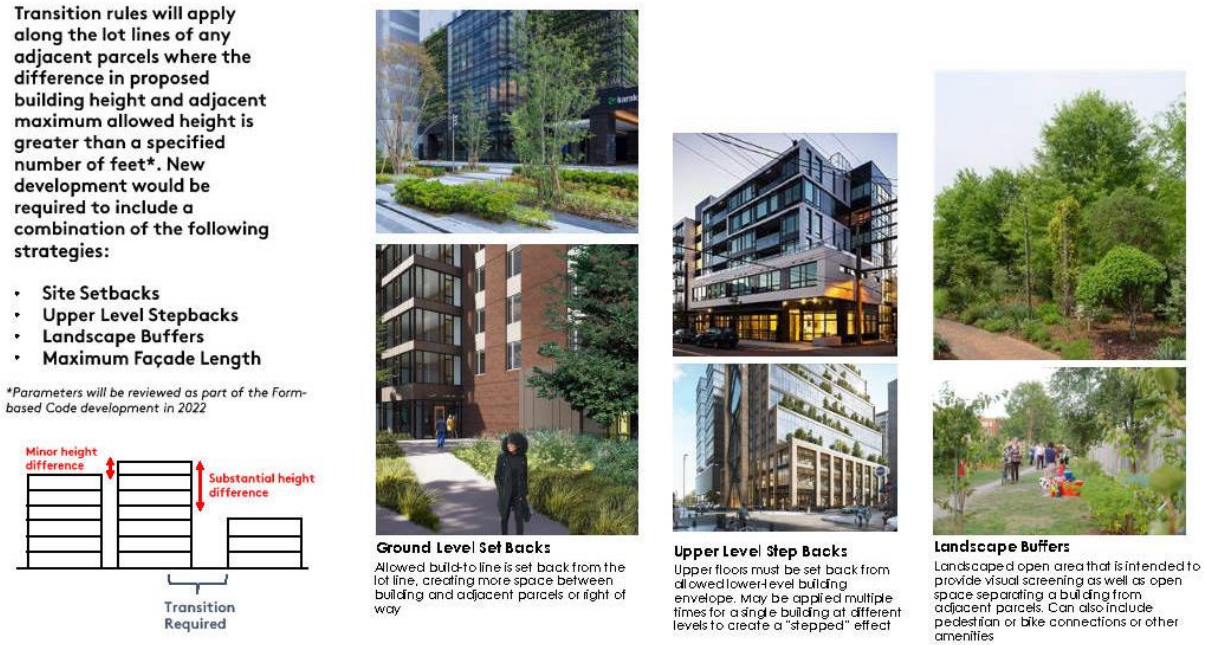
Adverse effects could be minimized through application of design standards included in the proposed Form-Based Code, and the Action Alternatives would also include plans for the construction of additional streetscape improvements and bicycle/pedestrian connections.

In addition to the City's existing design standards and development regulations,

recommended design standards include the following:

- Additional ground-level setback, upper-story stepback, or building height transition standards for sites abutting low-density residential properties. The Form-Based Code proposals developed with Alternative B includes principles for step backs and landscaping. See Exhibit 1-26.
- Limits on the size and footprint of tower-style development including regulating the relationship of building massing to site open space.
- Limits on building site coverage.
- Transitional bulk, height, orientation, or landscaping standards at boundaries of higher and lower intensity typologies. Transitional standards would apply with Alternative B at boundaries of markedly different heights and uses. See Exhibit 1-26.
- Privacy standards to control window placement and require additional setbacks where mixed-use or commercial development faces lower-density residential uses; and
- Use of mid-block connections to break up building massing and improve the pedestrian environment. See the Exhibit 1-18 for green streets including in mid-block locations associated with Alternative B.

Exhibit 1-26. Alternative B Form-Based Code Elements – Transition Principles



Source: Mithun 2021.

With mitigation, what is the ultimate outcome?

Under all Alternatives, additional growth and infill development would occur in the station area, gradually increasing the level of development intensity and altering the existing architectural and visual character. These changes would occur under all alternatives, though the changes would be most pronounced under Alternative 3, with Alternative B generally similar to Alternatives 1 and 2 in areas west of I-405 and similar to Alternatives 2 and 3 east of I-405. With implementation of the mitigation measures described above and in Section 3.5 Aesthetics, including adoption of the proposed Form-Based Code, the visual character of the station may experience positive effects, and no significant unavoidable adverse aesthetic impacts are anticipated.

1.6.6 Transportation

How did we analyze Transportation?

The Bellevue-Kirkland-Redmond (BKR) travel demand model was used to develop 2035 traffic volume forecasts for Alternative 1 No Action; they are based on the land use forecast and transportation infrastructures adopted in the 2035 Comprehensive Plan. These forecasts account for the current zoning of the Study Area and the background growth assumed for the rest of the city and region, consistent with adopted local and regional plans. MXD+, a trip generation tool that accounts for the variation in land use type and density, was applied to estimate the vehicle trips that would occur under Alternatives A, B, 2, and 3. Alternatives A, B, 2, and 3 are tested on a regional 2035 transportation network (since the travel demand model only exists out to 2035 Comprehensive Plan date) while the land use and transportation network in the Study Area reflects growth that could occur through the 2044 horizon year, making it a conservative transportation analysis for the subarea because it compresses growth trends into a shorter timeframe than anticipated.

The following conditions would be considered to result in significant impacts for the two Action Alternatives:

Auto and Freight

- Vehicle level of service (LOS) operates at LOS E or below at a study intersection that operated acceptably under Alternative 1 No Action or has a substantial increase in delay at a study intersection already expected to

operate at or below LOS E under Alternative 1 No Action.[4]

– Queues from a downstream intersection expected to spill back to a study intersection that would not experience queues under Alternative 1 No Action or long queues not anticipated under Alternative 1 No Action that would require waiting at an intersection for several cycles before proceeding.

Transit

– Projected transit ridership would result in passenger loads exceeding King County Metro/Sound Transit guidelines on a route serving the Study Area that would operate acceptably under Alternative 1 No Action or increases the passenger load by at least 5% on a route that already exceeds the guidelines.
– Action Alternatives would preclude the transit upgrades identified in the Transit Implementation Plan.

Bike/Pedestrian

– Add bicycle or pedestrian demand to locations that lack facilities meeting City standards beyond the level anticipated under Alternative 1 No Action.

Parking

– Result in on-street parking demand exceeding supply beyond the level anticipated under Alternative 1 No Action.

Safety

– Increases the collision rate at a study intersection compared to Alternative 1 No Action.

What impacts did we identify? What is different between the alternatives?

Under all alternatives, PM Peak Hour trips would increase, though greatest under the Action Alternatives. See Exhibit 1-27.

[4] Per the City's TIA Guidelines, which are intended for individual developments, intersections operating at LOS E or F may be defined as impacts depending on the project's proportional share of traffic. Because the scale of the action alternatives is much larger than an individual development, as shown in Exhibit 3-21, the action alternatives would exceed the 5% and 15% proportional share thresholds found in the TIA Guidelines. Therefore, the applicable threshold for significance for this EIS is LOS E.

Exhibit 1-27. PM Peak Hour Vehicle Trips Generation using MXD+/BKR Model Mode Share Estimates

Alternative	PM Peak Hour Vehicle Trips	Net Change in Trip Generation Compared to No Action Alternative
Existing	4,559	—
2035 No Action	10,320	—
2044 Alternative A	11,140	820
2044 Alternative B	16,140	5,820
2044 Alternative 2	17,601	7,286
2044 Alternative 3	19,473	9,158

Source: Fehr & Peers, 2021.

A summary of modal impacts is presented in Exhibit 1-28. Based on the expected growth in trips, there would be added queues and congestion on area roadways and intersections affecting auto modes and safety with the greatest impacts under Alternative 3 and the least under Alternative 1, with Alternatives A and B in the middle of the range. Alternative B and Alternative 2 affect nearly the same number of intersections as Alternative 3 though delay would often be less under Alternative B and Alternative 2 than for Alternative 3 (see results under Mitigation Measures). There would be greater need for transit to accommodate increased passenger loads. The alternatives provide for new bicycle and pedestrian connections with the greatest improvements anticipated under Alternative 3. Because future development is expected to facilitate additional demand and meet the City design standards related to bicycle and pedestrian facility accommodations, no significant adverse impacts to pedestrian or bicycle travel are identified.

Exhibit 1-28. Summary of Impacts: All Alternatives

Type of Impact	Alternative 1 No Action	FSEIS Alternative A	FSEIS Alternative B	Alternative 2	Alternative 3
Auto & Freight	LOS impacts at 2 intersections and queuing impacts	LOS impacts at 2 intersections and queuing impacts	LOS impacts at 6 intersections and queuing impacts	LOS impacts at 7 intersections and queuing impacts	LOS impacts at 8 intersections and queuing impacts
Transit	Study Area Impact for I-405 BRT North	Study Area Impact for I-405 BRT North	Study Area Impact for I-405 BRT North	Study Area Impact for Route 250 and I-405 BRT North	Study Area Impact for Route 250 and I-405 BRT North
Pedestrian & Bicycle	None	None	None	None	None
Parking	None	None	Study Area Impact	Study Area Impact	Study Area Impact
Safety	Study Area Impact	Study Area Impact	Study Area Impact	Study Area Impact	Study Area Impact

Source: Fehr & Peers, 2021.

What are some solutions or mitigation for impacts?

Incorporated Plan Features

All alternatives support the BRT station. Action Alternatives including Alternative B assume the adoption of a subarea plan and Form-Based Code to guide the type of investment in multimodal transportation investments. The NE 85th Street SAP assumes a few changes that would encourage reduced vehicle travel in the Study Area, including:

- Improvements to the bicycle and pedestrian networks through new and/or wider sidewalks, bike lanes, cycle tracks, trails, and street connections.
- Revised parking code that reduces the amount of parking new developments must provide and requires parking monitoring.

Regulations and Commitments

The City of Kirkland has requirements on TDM programs and strategies:

- Washington State Commute Trip Reduction (CTR) law focuses on employers with 100 or more employees whose shifts begin during the typical AM commute. This law requires employers to develop commute trip reduction plans and work toward meeting their mode share targets through internal programs and monitoring. As more businesses subject to CTR locate in the Study Area, it is expected that decreases in single-occupancy vehicle (SOV) commute rates would result.
- Transportation Management Plans (TMPs) are required for property owners of newly constructed commercial buildings at the direction of the City. TMPs are designed to encourage new developments to reduce automobile trips and their traffic impacts on city facilities. TMP programs are generally geared toward large housing and commercial development; however, they could apply to smaller developments as well. However, the TMP program is underfunded and needs an ongoing funding mechanism to be able to effectively manage future TMPs.

The TDM programs discussed here would be implemented regardless of which land use alternative is selected and can have a substantial effect on travel behavior—something which is not fully captured by the travel demand modeling process. With a robust TDM program in place, it is expected that actual trip generation in the Study Area would be lower than that analyzed in the impacts section of this SEIS.

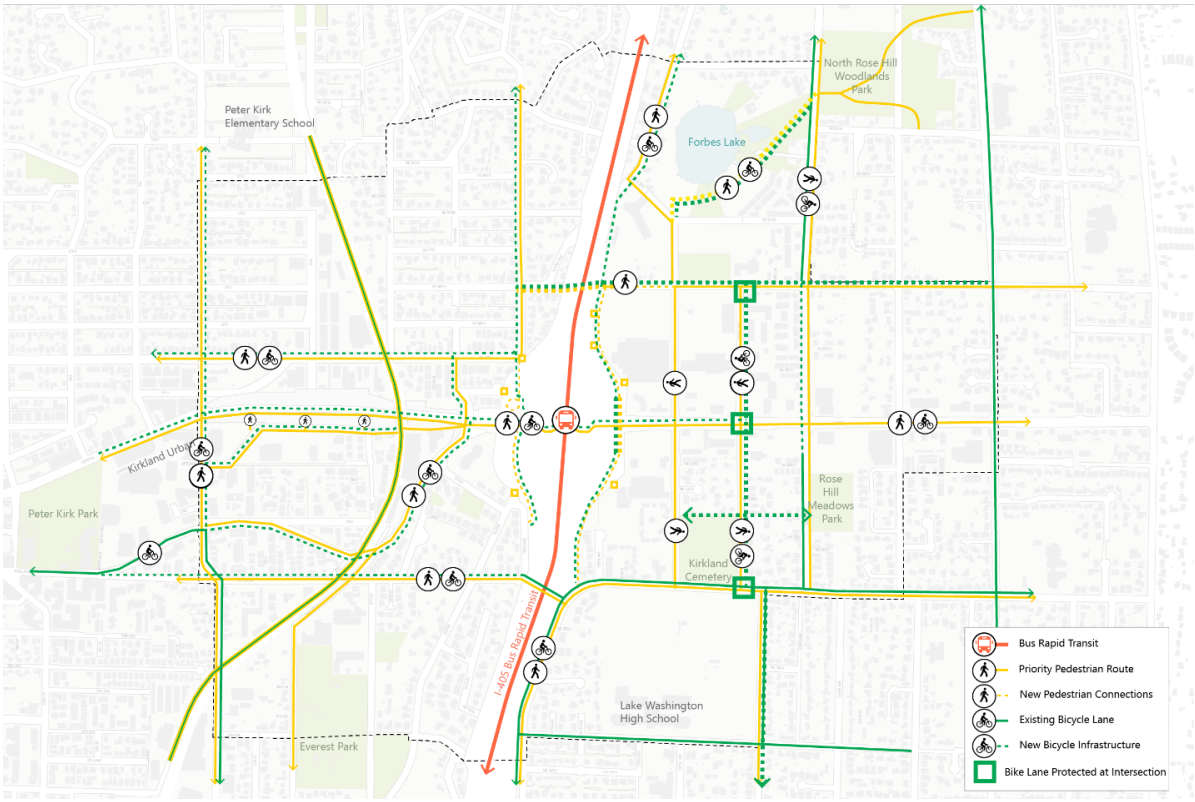
Other Proposed Mitigation Measures

Intersection Specific Improvements

Development under both FSEIS Alternative A and Alternative B would result in traffic impacts requiring modifications to the roadway network. One potential approach to reduce the auto and freight intersection impacts is to make capital improvements to increase the capacity of intersections and roadways in the Study Area. This section describes potential improvements to the study intersections that are operating at or below LOS E under the Action Alternatives:

- **NE 85th Street east of 122nd Avenue NE:** Add an additional eastbound through lane.
- Adjust signal settings by optimizing cycle lengths and/or splits and using protected left turns at locations with high volumes.
- Extend the length of turn pockets where feasible to help reduce spillback into the through lanes.
- **NE 90th Street & 120th Avenue NE:** Add a traffic signal and a westbound left turn lane.
- **NE 80th Street & 120th Avenue NE:** Add a southbound left turn lane.
- **NE 90th Street & 124th Avenue NE:** Add a northbound and southbound lane on 124th Avenue NE, restripe the eastbound lanes to be an eastbound through/left lane and a right turn pocket, and change the signal settings to a split phase.
- **NE 85th Street & 124th Avenue NE:** Add a southbound left turn lane.

Exhibit 1-29. Alternative B and Bold Opportunities Map



Sources: Fehr & Peers 2021, Mithun 2021.

Exhibit 1-30 shows how much these improvements help to reduce delay under Alternatives 2 and 3. However, these intersections would still have substantially more delay than Alternative 1 No Action, so other programmatic or policy measures would be required to fully mitigate the impacts. The improvements were tested from a traffic operations perspective, but additional analysis would be necessary to refine the details of these improvements, including design feasibility and necessary right-of-way.

Another measure the City could consider implementing is additional intelligent transportation systems (ITS) elements into the corridor beyond the currently interconnected signal system that functions based on a traffic responsive timing pattern. Additional treatments could include implementing performance monitoring software and a more advanced adaptive traffic signal timing system.

Additionally, it is worth noting that the analysis in the SEIS provides a conservative estimate of the growth in traffic volumes within the Study Area. Due to the forecasted increase in delay and queuing along NE 85th Street, it is likely that drivers who are not stopping within the Study Area would choose alternate routes. This could include trips within the City of Kirkland or trips for travelers from other areas that are entering and exiting I-405 via the NE 85th Street interchange.

Exhibit 1-30. Alternative 2 and 3: 2044 PM Peak Hour LOS and Delay, With and Without Mitigations

ID	Intersection	Traffic Control	Alternative 1 No Action	Alternative 2 LOS/Delay in seconds^		Alternative 3 LOS/Delay in seconds^	
				No Mitigation	With Intersection Improvements	No Mitigation	With Intersection Improvements
1	NE 85th St & 6th St	Signal	**F / 86***	**F / 119^**	n/a	**F / 138^**	n/a
2	NE 87th St & 114th Ave NE	All-way stop	C / 16^	C / 18	n/a	C / 18	n/a
3	NE 85th St & Kirkland Way / 114th Ave NE	Roundabout*	B / 12^	B / 15*	n/a	D / 38*	n/a
4	NE 90th St & 120th Ave NE	All-way stop	D / 30	**F / >150**	**F / 122**	**F / >150**	**F / >150**
5	NE 85th St & 120th Ave NE	Signal	D / 46	**F / 114**	n/a	**F / >150**	n/a
6	NE 80th St & 120th Ave NE	Signal	B / 14	C / 32	C / 21	**F / 95**	C / 33
7	NE 85th St & 122nd Ave NE	Signal	A / 6^^	**E / 61**	n/a	**F / 102**	n/a
8	NE 90th St & 124th Ave NE	Signal	**E / 58**	**F / >150**	**F / 83**	**F / >150**	**E / 73**
9	NE 85th St & 124th Ave NE	Signal	D / 42	**F / >150**	**F / >150**	**F / >150**	**F / >150**
10	NE 85th St & 132nd Ave NE	Signal	C / 31	**F / 127**	**E / 65**	**F / >150**	**F / 150**

n/a no intersection improvements
^ Delays greater than 150 seconds (two and a half minutes) are not shown, as drivers are likely to seek out alternate routes instead of waiting at an intersection with extremely long delays.
* Roundabout analysis completed in SIDRA. WSDOT does not recommend the use of LOS as a comparative tool for SIDRA roundabout analysis. Three of the four approaches exceed WSDOT volume-to-capacity ratio threshold of 0.85 and two of these are overcapacity (v/c>1).
Source: Fehr & Peers, 2020.

Alternative B would result in additional traffic impacts requiring modifications to the roadway network. Other potential intersection specific improvements that would be needed under Alternative B include:

- **NE 85th Street & 120th Avenue NE:** Given high delays measured at this intersection under Alternative B during both the AM and PM peak hours, several potential mitigation scenarios were analyzed. Potential geometric mitigation alternatives include adding a turn lane, removing the western crosswalk of NE 85th Street, restriping, and revising the signal phasing.
- **NE 83rd Street & 120th Avenue NE:** With the allowed development in the southeast quadrant at a maximum height of 250 feet anticipated under Alternative B, this intersection would need to be signalized. If this intersection serves as the only primary entrance (and a southern entrance via 118th Avenue NE is not provided), this intersection requires additional geometric modification. Various configurations would include restriping for left turns and extending the northbound left turn lane.
- **NE 80th Street & 118th Avenue NE:** Based on delay analysis, this intersection would require mitigation under Alternative B regardless of whether 118th Avenue NE serves as a primary access point. Mitigation would include a traffic

signal, or potentially a roundabout, and may require additional treatments to ensure safe sight distance.

– **NE 80th Street & 120th Avenue NE:** If the Lee Johnson site has only one primary entrance (via 83rd Street & 120th Avenue NE), this intersection would require geometric mitigation (a southbound left turn pocket) to maintain the City's LOS standard.

See more detail about these modifications in Appendix B-1 and Exhibit 1-31. No additional geometric modifications have been identified to address impacts at NE 85th Street & 6th Street.

Exhibit 1-31. LOS Results for Evaluated Alternatives with Geometric Mitigations

ID	Intersection	LOS Standard	Peak Hour	2019 Existing	2044 Alternative A	2044 Alternative B: 2 Driveways	2044 Alternative B: 1 Driveway	2044 Alternative B: 1 Driveway (Mitigated)
1	NE 90th Street & 124th Avenue NE	D	PM	C / 21	**F / 83**	**F / 158**	**F / 158**	D / 52
2	NE 85th Street & 6th Street	E	PM	D / 41	**F/109^**	**F / 145^**	**F / 145^**	**same**
3	NE 85th Street & 120th Avenue NE	D	AM PM	C / 22 C / 21	C / 24 D / 39	**F / 114** **F / 113**	**F / 114** **F / 113**	**F / 104** **F / 88** **(Mit. Option 1)** **F / 126** **F / 96** **(Mit. Option 2)**
4	NE 85th Street & 124th Avenue NE	D	AM PM	C / 29 D / 35	C / 33 D / 41	D / 39 D / 45	D / 39 D / 45	same
5	NE 83rd Street & 120th Avenue NE	D	PM	B / 11	B / 13	B / 18*	B / 20**	D / 37
6	NE 80th Street & 118th Avenue NE	D	PM	B / 15	C / 20	A / 8***	**F / 94**	A / 5*
7	NE 80th Street & 120th Avenue NE	F	PM	B / 11	B / 14	B / 13	**F / 222**	D / 52
8	NE 70th Street & 116th Avenue NE	E	PM	C / 28	D / 35	E / 75	E / 75	same

Source: Fehr & Peers, 2021.
Notes:
* Signalized without any geometric improvements
** Signalized with EBL, NBL, SBR turn pockets
*** Signalized with EBL, SBR turn pockets
^ Intersection reconfiguration with transit queue jump and dedicated WBR turn pocket.

These improvements will help to reduce delay under Alternatives B. However, these intersections would still have substantially more delay than the No Action Alternative or Alternative A, so other programmatic or policy measures would be

required to fully mitigate the impacts. The improvements were tested from a traffic operations perspective. The City or responsible agency would refine the details of these improvements, including design feasibility and necessary right-of-way.

The lack of east-west travel routes across I-405 also causes vehicle trips to be concentrated along NE 85th Street. This means that local trips within the City of Kirkland mix with a significant amount of regional traffic that is accessing I-405. Creating additional east-west vehicle connections across the freeway (not proposed or recommended) and increasing the network density would spread out the trips and reduce the congestion along NE 85th Street.

Additional Transportation Demand Management and Parking Strategies

Research by the California Air Pollution Control Officers Association (CAPCOA), which is composed of air quality management districts in that state, has shown that implementation of TDM programs can substantially reduce vehicle trip generation, which in turn reduces congestion for transit, freight, and autos.

A comprehensive set of TDM strategies were considered by City staff. Tier 1 strategies are most likely to be implemented both because they are within the City's control and consistent with the City's vision for the Study Area. These include the following:

- Unbundle parking to separate parking costs from total property cost.
- Revise parking code to reduce the parking minimums or implement parking maximums.
- On-street parking strategies to create and/or manage public parking supply.
- Provide shared off-street parking with new developments.
- Require new development to charge for off-street parking.
- Require robust monitoring and management of parking and the TDM measures to reduce spillover parking.
- Encourage or require transit pass subsidies from developers/property owners.
- Expand upon Kirkland's Green Trip program and encourage alternative commuting modes.
- Provide an Emergency Ride Home program for employers.
- Require bike facilities such as storage and showers in new development.
- Encourage carpooling with a Ridematch Program.

Tier 2 strategies could also be pursued but would either be led by developers or would require additional partnerships beyond sole City control. These strategies include:

- Provide shared off-street parking with new developments.

- Provide private shuttle service or gondolas as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the 6th Street Google campus, Kirkland Urban, and other destinations.
- Encourage or require transit pass provision programs for residents of multifamily properties.
- Partner with Transportation Network Companies (TNCs) such as Uber or Lyft to provide pooled ridesharing alternatives.
- Launch a bikeshare or other micromobility system in Kirkland.

The traffic analysis estimated the efficacy of Tier 1 strategies and the resulting trip reductions were incorporated into the traffic operations analysis to understand how the strategies would affect operations at the intersection level.

Exhibit 1-32 summarizes the range of estimated efficacy for each of the Tier 1 strategies. Combined, these strategies have an estimated overall efficacy of 9-38%, with 13% recommended for typical planning applications. Exhibit 1-33 shows the combined efficacy of geometric and TDM strategies in mitigating transportation impacts under Alternative A and Alternative B. TDM serves to reduce delays, although the intersections of NE 85th Street with 6th Street and 120th Avenue NE would have delays exceeding City standards.

Exhibit 1-32. Trip Reduction (VMT %) from Tier 1 Transportation Demand Management Strategies by Land Use

TDM Strategy	Office	Residential	Retail	Other
Parking				
Increased Off-Street Fees	6% to 11%	6% to 11%	6% to 11%	
Increased On-Street Fees	1% to 5%	1% to 5%	1% to 5%	
Unbundled Parking	—	—	—	
Pay-as-you-Go Parking Rates				
Parking Supply	up to 4%	4% to 4%	up to 4%	
Transit				
Subsidies	up to 2%	—	—	
Transit Frequency				
Transit Coverage				
Private Point-to-Point Shuttles				
Last Mile Shuttle				
Commute Programs				
Commuter Incentives				
Commute Marketing Programs	2% to 16%	3% to 21%	up to 3%	
Emergency Ride Home	up to 1%	—	—	
TNC Partnerships				
Bike and Walk				
Secure Parking	—	up to 1%	—	
Shower & Lockers	—	—	—	
End of Trip Repair Stations	—	up to 1%	—	
Pedestrian-Oriented Design				
Bikeshare System & Subsidies				
Ride				
Carpool/Vanpool Incentives				
Ridematch Program	up to 6%	up to 6%	up to 6%	up to 6%
Carshare				
Carshare Subside				
Total of all Measures*	**9% to 38%**	**13% to 40%**	**7% to 22%**	**—**

* Total trip reduction is not a simple sum of all the strategies since many of the strategies are complementary.
Source: Fehr & Peers, 2021.

Exhibit 1-33. Transportation Demand Management Strategies Efficacy in Mitigating Intersection Impacts

ID	Intersection	LOS Standard	Peak Hour	2019 Existing	2044 Alternative A	2044 Alternative B: 2 Driveways	2044 Alternative B: 1 Driveway	2044 Alternative B: 1 Driveway (TDM + Geometric Mitigations)
1	NE 90th Street & 124th Avenue NE	D	PM	C / 21	**F / 83**	**F / 158**	**F / 158**	D / 46
2	NE 85th Street & 6th Street	E	PM	D / 41	**F/109^**	**F / 145^**	**F / 145^**	**F / 139^**
3	NE 85th Street & 120th Avenue NE	D	AM PM	C / 22 C / 21	C / 24 D / 39	**F/ 114** **F/ 113**	**F/ 114^^** **F/ 113**	**F / 85^^** **E/ 80**
7	NE 80th Street & 120th Avenue NE	F	PM	B / 11	B / 14	B / 13	F / 222	B / 13

Source: Fehr & Peers, 2021.
Notes:
^ Intersection reconfiguration with transit queue jump and dedicated WBR turn pocket
^^ Assumes Alternative 1 geometric mitigations

Level of Service Policy

The City could approach mitigation through revision of its LOS policy—in particular, creating a separate LOS standard that would apply at designated intersections in the Study Area (and potentially other areas of the City outside the Study Area) to be consistent with the transportation characteristics of urban areas. Multiple cities in the Puget Sound designate varying LOS standards based on neighborhood or corridor context.

Transit Improvements

Significant impacts to transit were identified in the Study Area for Route 250 and the I-405 Stride BRT North under both Alternatives B, 2, and 3. These impacts are due to forecasted ridership exceeding load factors established by King County Metro and Sound Transit. To address this impact, the City of Kirkland could coordinate with King County Metro and Sound Transit to adjust their service levels through their regular service revisions as transit demand increases in the Study Area.

The City of Kirkland could also require that all new transit stops are designed to minimize delay and maximize comfort by providing convenient loading and access at all bus doors and necessary sidewalk width to accommodate future stop amenities such as benches, transit shelters, and trash receptacles.

An alternative form of transit could include a gondola to ease access given topography changes across the Study Area:

– The City of Kirkland has commissioned a study of a gondola connection between the upcoming I-405/NE 85th St BRT station and the intersection of 6th Street and Central Way. A 2018 study assumed 1,000 passengers per hour per direction (pphpd). The gondola could itself have a maximum capacity of 3,600 pphpd. Such a gondola could help connect riders to the BRT station; depending on its design and alignment it could affect current road channelization and use but may also offer some relief in travel time and reduce single-occupancy vehicles in parts of the study area. Should the City decide to construct a gondola, that project would undergo its own environmental review related to transportation, views, and potentially other topics.

Safety Improvements

Significant impacts to safety were identified in the Study Area due to higher vehicle volumes and the resulting queueing throughout the Study Area and on the I-405 off ramps. The Intersection-Specific Improvements and TDM strategies described above will help reduce delays, which would help improve safety. Additional safety improvements include:

– Provide continuous pedestrian scale streetlighting along corridors within transit-oriented development areas.
– Design streets to promote slower vehicle travel speeds and awareness for the most vulnerable users of the street system, pedestrians, and cyclists, during all times of the day by implementing treatments, such as those identified in the *NACTO Urban Street Design Guide*.
– Ensure all new uncontrolled crosswalks are constructed with treatments that bring awareness to drivers regarding yielding to cross pedestrians, including applying the *USDOT FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*.

The City should also monitor safety through its crash reporting system and Vision Zero program and consider additional improvements at the study intersections as needed.

Land Use Mix and Amount

As recommended in the DSEIS, this FSEIS studies a Preferred Alternative with a different amount and mix of the studied office, retail, and residential land uses. In combination with TDM and capital improvements, an alternative land use mix and level could help realize City transportation LOS standards. The City considered Alternative 2 but reduced office growth levels and considered its desired balance with residential and retail uses. Bringing office growth lower and closer in balance with residential uses would increase the internal capture of trips

and reduce the net increase in trips on the system as evaluated in this FSEIS.

With mitigation, what is the ultimate outcome?

This section identifies significant adverse impacts for auto and freight, transit, parking, and safety under the Action Alternatives.

The auto, freight, and safety impacts are anticipated to be reduced by implementing a range of possible mitigation strategies such as those above. In addition to geometric transportation capacity improvements, the City could manage demand using policies, programs, and investments aimed at shifting travel to non-SOV modes. However, even with some combination of these potential mitigation measures, queueing would likely still be an issue throughout the Study Area and on the I-405 off ramps, which would also influence safety. Therefore, significant unavoidable adverse impacts are expected for auto, freight, and safety.

With some combination of the potential mitigation measures outlined in the previous chapter, the magnitude of the transit impacts could be mitigated to a less-than-significant level. Therefore, no significant and unavoidable adverse impacts to transit are expected.

The parking impacts are anticipated to be brought to a less-than-significant level by implementing a range of possible mitigation strategies such as those discussed above. While there may be short-term impacts as travelers initially rely predominantly on auto travel (causing on-street parking demand to exceed supply), it is expected that over the long term with these mitigation strategies and continued expansion of non-auto travel alternatives, travel behavior would change such that the on-street parking situation would reach a new equilibrium. Therefore, no significant unavoidable adverse impacts to parking are expected.

1.6.7 Public Services

How did we analyze Public Services?

To analyze public services this SEIS compared existing conditions with projected growth to identify future needs for public services (police, fire and emergency services, schools, and parks) associated with each of the proposed alternatives.

Current effective levels of service for police as well as fire and emergency services were used to project future need for additional police officers and firefighters due to growth. The analysis also considered the proximity of police and

fire protection facilities/apparatuses to the Study Area.

Demand for school services were analyzed in terms of the schools within or surrounding the Study Area that would likely receive additional school age children generated by growth in the Study Area. Demand for parks and recreation facilities were analyzed by the projected future need for additional park investment dollars due to growth based on the City's adopted parks and recreation LOS standard. The analysis also looked at the accessibility of parks in or near the Study Area.

Impacts on public services and utilities would be considered to result in significant impacts under one or more of the following conditions:

- Negatively affect the response times for police and/or fire and emergency medical services.
- Increase demand for special emergency services beyond current operational capabilities of service providers.
- Reduce access to park and open space facilities.
- Result in increases in students and lack of facilities.

What impacts did we identify?

Under all alternatives, additional population and employment growth would generate a need for additional police, fire and emergency, school, and park services.

Growth in the Study Area will generate more calls for police services. KPD would need to hire more police officers to maintain the City's current effective LOS under all alternatives over the planning period.

Similarly, growth in the study area would affect fire/EMS calls for service and need for staffing and equipment to meet City LOS policies.

Growth in the Study Area will also generate more school age children within the Study Area. Based on Lake Washington School District's adopted student generation rates, projected population growth within the Study Area will include between 132 to 1,350 students through the planning period, depending on the alternative. School capacity would need to increase by 153 students under Alternative A and by 936 under Alternative B.

The City's parks and recreation LOS standard is based on an investment per capita standard (at the time of the DSEIS, this equaled $4,094 per resident and is now $6,569). To adequately serve future growth, the City would need to invest around $30-$160.0 million through the planning period, depending on the alternative (in this example Alternative A is the low end and Alternative B is the

upper end with the new fee per capita; Alternatives 2 and 3 would be higher and Alternative 1 slightly lower). All alternatives would require acquisition and development of new acres of neighborhood and community parks, some of which are likely infeasible in the Study Area.

What is different between the alternatives?

The Action Alternatives would allow for significantly more population and employment growth than existing conditions or the No Action Alternative. As the City's current or policy-based LOS standards are based on population, demand for public services would be highest under Alternative 3 and will be lowest under the No Action Alternative, with Alternatives A and B in the middle of the range.

Growth in the Study Area will generate more calls for fire and emergency services. Fire staff estimate the Department's current and projected future staffing capacity would be sufficient to handle additional incidents in the Study Area under the No Action Alternative and Alternative A. Additional fire staff and equipment at Station 26 would be needed under Alternative B when the volume of annual incidents in the Study Area increased above 500 per year.

What are some solutions or mitigation for impacts?

For all services, the SAP could promote public/private partnerships to provide facilities in the station area and address potential service needs created by new development.

Safety and Emergency Services: Planning for future growth is a way to mitigate the impacts generated by the projected population and employment growth. KPD and KFD could hire additional staff to prepare for the additional growth. The City collects fire impact fees on new development, which are used to fund additional staffing, equipment, and facility needs.

Parks: The 2015 Park PROS Plan identified a potential park acquisition area within the Study Area, which would improve access to neighborhood parkland to Study Area residents. The City collects park impact fees on new development, which are used to build or acquire new park facilities. The Station Area Plan could advance parks and open space at a neighborhood scale and at a site scale. The City could also consider a policy change to how park LOS is defined that moves toward equitable park access within walking distance and away from a per-acre approach, leverage public assets and partnerships, and identify community park alternatives outside the Study Area (such as TIF financing, re-design of existing facilities, and/or acquisition of Taylor Fields).

Schools: Future capital planning for the Lake Washington School District beyond the year 2026 is currently underway. The District's Facility Advisory Committee has proposed recommendations for future capital facility planning including additions to schools within and abutting the Study Area. The alternatives also raise heights at the Lake Washington High School to allow for additional school capacity in the future. The Form-Based Code could also offer incentives for developments to incorporate space for schools in new developments. The City collects school impact fees on new development to partially offset impacts to schools.

It is important to note that population and employment growth will occur incrementally over the planning period. The City and School District can evaluate levels of service and funding sources to balance with expected growth; if funding falls short, there may need to be an adjustment to levels of service or growth as part of regular planning under the GMA. Under all alternatives, the City will need to obtain more direction from Lake Washington School District on what school capacity the District will need to accommodate more students and require that development addresses these needs. With implementation of mitigation measures and regular periodic review of plans, no significant unavoidable adverse impacts to public services are anticipated.

With mitigation, what is the ultimate outcome?

Future population and employment growth will increase the demand for public services including police, fire, schools, and parks. This growth would occur incrementally over the 20-year planning period through 2044 and would be addressed in regular capital planning. Each service provider in conjunction with the City could evaluate levels of service and funding sources to balance with expected growth; if funding falls short, there may need to be an adjustment to levels of service or growth as part of regular planning under the Growth Management Act. With implementation of mitigation measures and regular periodic review of plans, no significant unavoidable adverse impacts to public services are anticipated.

1.6.8 Utilities

How did we analyze Utilities?

Current city utility plans for sewer and water were reviewed. Based on the City's levels of service, the demand for sewer and water per capita were identified. Water and sewer impacts would be considered to rise to the level of significance when the project's water or sewer demand exceed the capacity of the utility to

supply, and the LOS is decreased. The FEIS considers a base scenario with growth projections based on the 2035 Comp Plan including the Rose Hill Mixed Use Site (which closely aligns with Alternative A), and Alternative B with growth in water demands and sanitary sewer flows projected to be approximately triple the amount as that projected in the base scenario.

Sewer

Sewer service in the Study Area is provided by the City of Kirkland Wastewater Division. All the City's wastewater discharges to the King County Department of Natural Resources and Parks, Wastewater Treatment Division (KCWTD). The following rates from the 2018 General Sewer Plan were used to estimate increased sanitary sewer flows:

- 76 gallons per capita per day (gpcd) for each new resident.
- 20 gpcd for each new employee.

Water

Potable water in the Study Area is provided by the City of Kirkland Water Utility supplied by Seattle Public Utilities (SPU) through the Cascade Water Alliance (Cascade). The City of Kirkland Water Utility also provides the water storage and conveyance capacity to meet the needs for fire flow. The following rates were used to estimate increased water demand:

- 103 gpcd for each new resident (per the 2015 Comprehensive Plan EIS).
- 36.7 gpcd for each new employee.[5]

What impacts did we identify?

Sewer

Population and employment growth under all alternatives would add to sewer flows and increase demand for sewer service (Exhibit 1-34).

[5] There is no value provided for the water demand for each new employee within the City of Kirkland water utility in either the 2015 Comprehensive Plan EIS or the City's Comprehensive Water System Plan. A portion of the City is served by the Northshore Utility District, which reports an Average Daily Consumption per employee of 36.7 gpcd in its 2009 Water System Plan.

Exhibit 1-34. Estimated Sewer Flows and Water Demand in Gallons per Day (gpd) by Alternative

	Existing	No Action	Alternative 2	Alternative 3
Sewer Flow	423,000 gpd	662,000 gpd	1,815,000 gpd	2,274,000 gpd
Water Demand	620,800 gpd	1,001,000 gpd	2,735,000 gpd	3,418,200 gpd

Note: Assumes 1.83 persons per household in multi-family units and 2.73 per persons per household in single family units per the 2015 Comprehensive Plan EIS. Existing residential units in the Study Area are assumed to be 56% multi-family (apartment and condominium) and 44% single family homes based on parcel records and transportation model baseline information.
Sources: Comprehensive Water System Plan, 2014; General Sewer Plan, 2018; Herrera, 2020.

Sewer system improvements to meet future growth identified in the General Sewer Plan must be provided under all alternatives – the majority of proposed sanitary pipeline replacement projects listed in the Plan are located within the Kirkland basin (the basin to the west of the I-405 Interchange). The project list is based on the City's assessment of existing deficiencies, safety concerns, maintenance requirements, and capacity requirements. Under all alternatives these deficiencies will be exacerbated.

Water

Population and employment growth under all alternatives would increase demand for water service thus decreasing supply capacity (Exhibit 1-34). Water distribution improvements for system deficiencies identified in the Comprehensive Water System Plan must be provided and fire flow requirements must be met by the City under all alternatives. Within the Study Area, the 510 pressure zone experiences high water velocities due to the undersized water main and represents a vulnerability due to decreased available fire flow. Operating the system at high velocities is more likely to damage the system with high pressure surges. The City has identified replacement of the undersized main serving the 510 pressure zone as a recommended capital improvement project.

Some areas of the City's system are over 40 years old, and water mains are expected to have a life expectancy of only 50 years. Portions of the system may need to be replaced within the next ten years. Under all alternatives these deficiencies will be exacerbated.

What is different between the alternatives?

The level of population and employment growth is highest under the Action Alternatives and lowest under the No Action Alternative.[6] Demand for added wastewater treatment or water supply is accordingly variable (Exhibit 1-34).

[6] New residential growth under all alternatives is assumed to be multi-family.

Increased demand under the No Action Alternative and Alternative A is consistent with utility planning described in the City's General Sewer Plan and Comprehensive Water Plan and would be mitigated by implementation of the planned capital facility upgrades. Estimated demand under the Action Alternatives exceeds the overall 20-year planned sewer and water system capacity described in each plan. The sewer and water system plans would thus need to be updated, and capital facilities planned to mitigate the impacts and meet new demand for sewer service, domestic water, and fire flows.

Notable water and sewer improvements needed under the FSEIS Alternatives include a water main under I-405 as required by WSDOT due to construction of the BRT station (needed under either Alternative A or Alternative B) as well as a sewer capacity project that crosses under I-405 to connect the King County transmission line under Cross Kirkland Corridor (needed under Alternative B).

What are some solutions or mitigation for impacts?

The City's adopted regulations, policies, and plans and state laws help address potential impacts to sewer service and water demand:

- RCW 19.27.097 provides that an applicant for a building permit must provide evidence of an adequate supply of potable water. The authority to make this determination is the local agency that issues building permits, (i.e., the City of Kirkland).
- Adequate connection requirements for sewer and water service installation are codified in KMC Chapter 15.12 and 15.14, respectively.
- Utilities can be extended to address area-specific needs and potentially distribute costs using local improvement districts (KMC Chapter 18.08), sewer extension charges (KMC Chapter 15.38.030), and/or latecomer agreements (RCW 35.91).

Other potential mitigation measures could include:

- Update the General Sewer Plan and Comprehensive Water Plan including the capital facilities plan.
- Finance and build necessary capital facilities to meet new demand for sewer service, domestic water, and fire flows, which may result in appropriate general facility charges for new development.
- A downstream analysis of the wastewater system and hydraulic model analysis would need to be undertaken to estimate the costs associate with proposed changes. Until such time as the study is completed, the City could condition individual developments to provide analysis of their contribution to projected flows that are anticipated and require development to provide

infrastructure to remedy increased demand or rectify deficiencies.

With mitigation, what is the ultimate outcome?

Under all the alternatives the population served by the utilities will increase. This will result in increased consumption of water from the regional supply and increased sewage production requiring treatment and discharge into local waters. With the mitigation identified, no significant unavoidable adverse impacts are expected for water or sewer.

2 Final SEIS Alternatives

2.1 Introduction and Purpose

This Chapter describes the proposals and alternatives examined in this Final Supplemental Environmental Impact Statement (FSEIS).

2.1.1 Proposals

Sound Transit's ST3 Regional Transit System Plan is bringing a once-in-a-generation transit investment to Kirkland with a new Stride Bus Rapid Transit (BRT) station at 85th and I-405, currently scheduled to open by 2026.[7] The City of Kirkland is developing a Station Area Plan to guide how development, open space, and mobility connections in neighborhoods near the station can leverage this regional investment to create the most value and quality of life for Kirkland, and provide the community with an opportunity to envision the future for this area. The City is proposing a Station Area Plan, Form-Based Code, and Planned Action Ordinance to guide the area within a half-mile of the station.

The **Station Area Plan** (SAP) will encourage an equitable and sustainable transit-oriented community as part of the significant growth expected in Greater Downtown Kirkland over the long-term through 2044.[8] It will build on recent efforts such as the Kirkland 2035 Comprehensive Plan, the Greater Downtown Kirkland Urban Center, and other city-wide initiatives addressing housing, mobility, and sustainability.

The concepts in the SAP will be supported with a **Form-Based Code** meant to emphasize physical form more than traditional land use zoning. While traditional

[7] Sound Transit and WSDOT are conducting their own SEPA review of the station, and the station itself is not addressed in this SEIS.
[8] The SAP will address a horizon year of 2044, a new planning period consistent with the City's next periodic update beyond the current Comprehensive Plan horizon year of 2035.

zoning uses the separation of land uses as an organizing principle, a Form-Based Code focuses on building form as it relates to streetscapes and adjacent uses, and relies on design guidelines to foster and protect community character. The Form-Based Code would address: the physical relationship between buildings and streets; ground floor pedestrian character; building heights, stories, and roofs; transitions between areas of different development intensities and building heights; parking location and form; and public realm areas including common space, landscaping, and site amenities.

The **Planned Action Ordinance** will facilitate growth that is consistent with the SAP and Form-Based Code by completing the environmental review upfront and establishing environmental performance standards that each development would meet. Planned actions consistent with the ordinance requirements would not require a new threshold determination and could rely on the Planned Action SEIS and streamline their permit review. It will contain mitigation measures that apply to planned actions drawn from the FSEIS.

2.1.2 Alternatives

This SEIS considers the proposals and alternatives that can create a gateway and mixed use district that is livable, equitable, and sustainable as it expands housing and job opportunities.

The Draft Supplemental Environmental Impact Statement (DSEIS) alternatives included:

- **Alternative 1 No Action:** This alternative would reflect existing zoning and current plans. It would continue current anticipated growth to the year 2035 up to 2,782 households and 10,859 jobs.
- **Alternative 2:** This alternative would create a Station Area Plan and Form-Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs. Non-motorized improvements would be implemented, and incentives would enhance stormwater treatment and attract the development of green buildings. A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures.
- **Alternative 3:** This alternative would also create a Station Area Plan and Form-Based Code, and would allow for further intensified development close to the station offering jobs and housing in buildings up to 150-300 feet in height,

transitioning to mid-rise and low rise development of 25 to 85 feet further from the station. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs. Alternative 3 includes investment in additional bike / pedestrian routes and more intensive green stormwater infrastructure within rights of way. Similar to Alternative 2, a Planned Action Ordinance would be implemented under Alternative 3 to incentivize development that meets environmental performance standards as well as the plan vision and other local regulations.

This FSEIS considers two alternatives developed in responses to DSEIS comments and tested in a fiscal analysis.

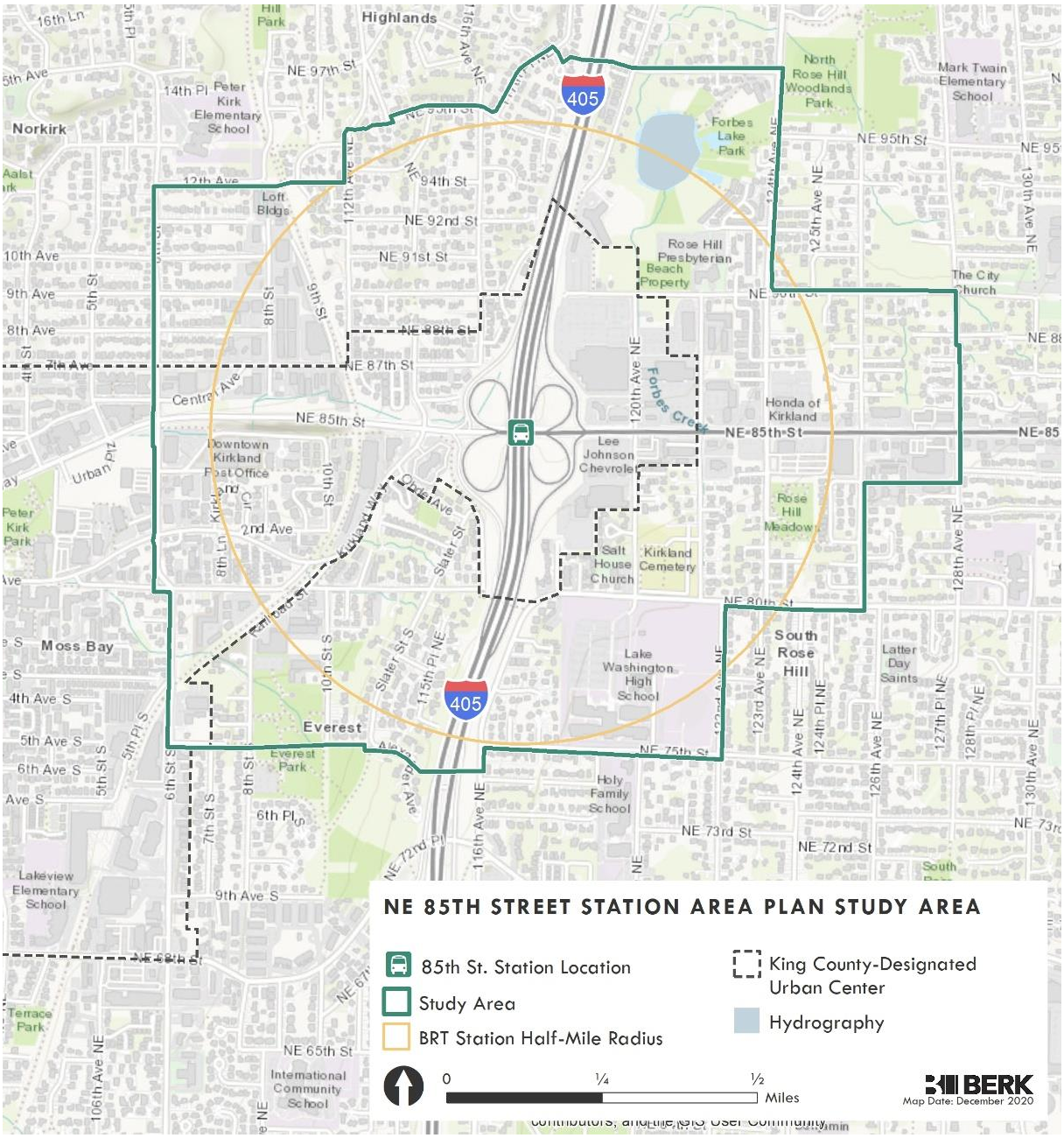
- **FSEIS Alternative A Current Trends:** FSEIS Alternative A is similar to the No Action Alternative, but the growth targets were adjusted upward from DSEIS Alternative 1 because growth in the past six years has outpaced the assumptions in the 2015 Comprehensive Plan. The expected housing would equal 2,929 households and expected employment up to12,317 jobs. Alternative A Current Trends maintains existing zoning heights of 25-75 feet throughout the district and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing than DSEIS Alternative 1. Areas within the district currently zoned for single family or other low density residential area maintain their current zoning.
- **FSEIS Alternative B Transit Connected Growth – Preferred Direction:** Alternative B Transit Connected Growth is based on the overall land use pattern established in DSEIS Alternative 2, which is aligned with the overall Station Area Plan growth framework in the Station Area Initial Concepts, and incorporates select elements shown in the commercial corridors of DSEIS Alternative 3. Alternative B Transit Connected Growth responds to the public comment received during the DSEIS comment period and the May 26, 2021 Council Listening Session. It only studies increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections, ranging up to 125-250 feet near I-405. To that end, several areas where height increases had been proposed as part of DSEIS Alternative 2 and 3 have been removed from consideration in Alternative B Transit Connected Growth. These include areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other factors. Alternative B Transit Connected Growth results in slightly lower household growth numbers (8,152 households, 4% less) as DSEIS Alternative 2, and lower employment numbers (22,751 jobs, 21% less), showing more of a jobs-housing balance. The Southwest Quadrant of the Study Area has lower growth numbers than were projected in Alternative 2, closer to what was proposed for DSEIS Alternative 1 (No Action). In alignment with the Station Area Initial Concepts Growth Framework,

Alternative B includes a few areas of greater capacity for change as compared to existing conditions including the SE Commercial Area comprising the Lee Johnson Site and adjoining areas, NE Commercial Area comprising the Costco Site, and NE 85th Street west and east of I-405.

2.2 Description of the Study Area

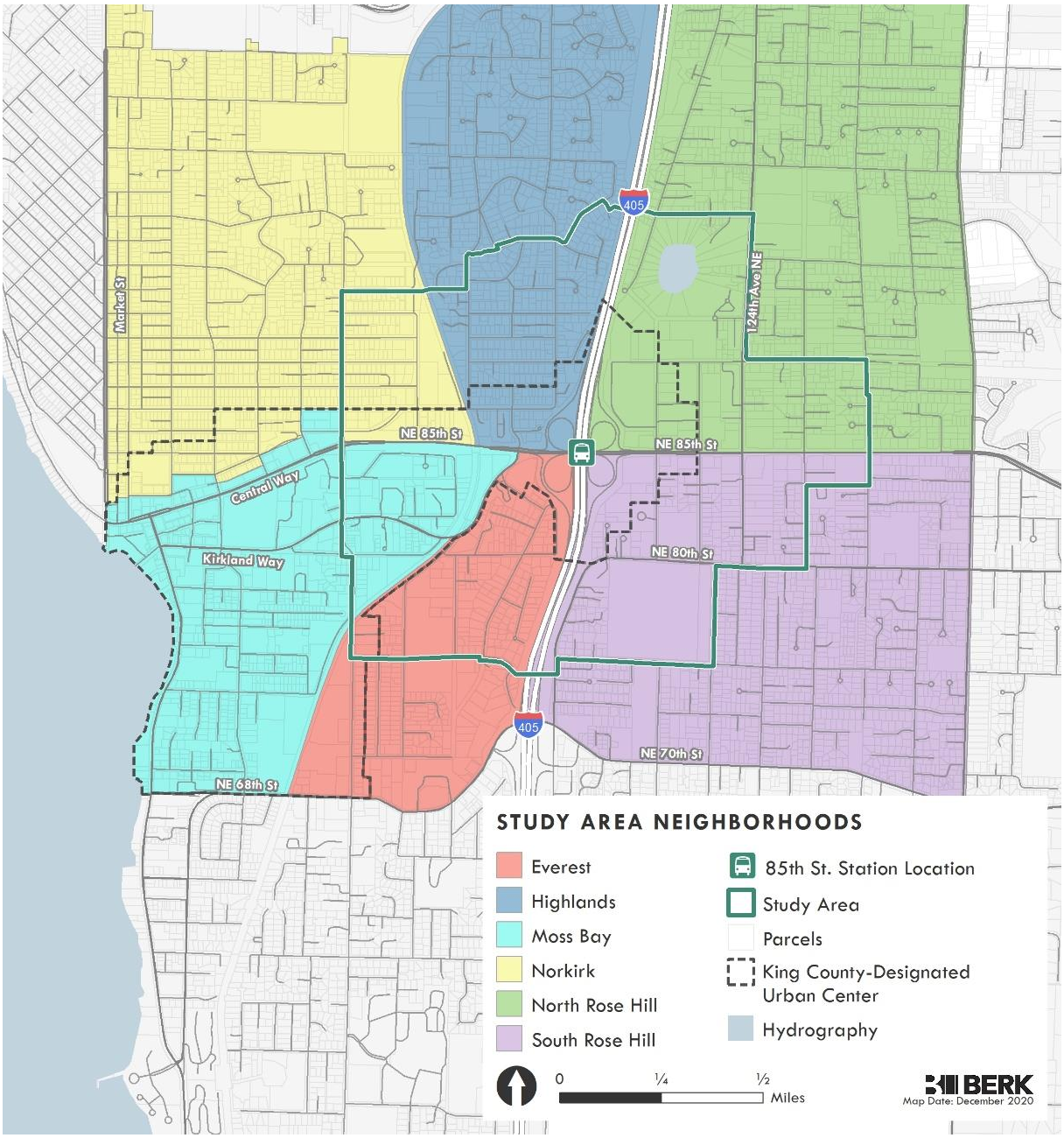
The Study Area includes the area within approximately a half mile area centered on the future NE 85th Street/I-405 BRT "Stride" station location. At the maximum extents, the Study Area is bounded approximately by 12th Avenue and NE 97th Street to the north, 128th Avenue NE to the east, NE 75th and 5th Avenue S to the south, and 6th Street to the west. See Exhibit 2-1. The Study Area includes portions of the North Rose Hill, South Rose Hill, Everett, Moss Bay, Norkirk, and Highlands neighborhoods. See Exhibit 2-2.

Exhibit 2-1. NE 85th Street Station Area Plan Study Area



Source: Mithun, 2020.

Exhibit 2-2. Neighborhoods



Sources: City of Kirkland, BERK, 2020.

2.3 Planning Process

Kirkland is engaging the community and developing plan proposals through four phases:

- **Phase 1: Opportunities and Challenges** - collected information about existing conditions, land use opportunities, and challenges to better understand project possibilities and inform Phase 2.
- **Phase 2: Concepts and Alternatives** - gathered ideas to form alternatives; considered environmental, community, and equity impacts; and reviewed draft alternatives. This phase integrated requirements under the State Environmental Policy Act (SEPA) including scoping and issuance of a DSEIS.
  - **Scoping**: The City established a 21-day comment period to solicit comments on the scope of the SEIS and alternatives. In addition to a standard written comment period, the City posted a story map and survey and held a community workshop. See Appendix A.
  - **DSEIS Comment Period**: This included a multi-week comment period of about 45 days.
- **Phase 3: Fiscal Impacts and Community Benefits Analysis/June Alternatives:** The City considered DSEIS comments and developed a narrower range of alternatives (June Alternatives A and B) and developed a more detailed analysis of costs and revenues, needed capital improvements, and potential community benefits.
- **Phase 4: FSEIS** – June Alternatives A and B are evaluated in this FSEIS including the evolution of Form-Based Code elements associated with June Alternative B endorsed as a preferred alternative by the City Council in Resolution R5503. These alternatives are cited as FSEIS Alternative A and FSEIS Alternative B.
- **Phase 5: Draft Plan** - respond to input in prior phases by developing a draft Station Area Plan. The draft Station Area Plan will be supported by proposed amendments to the Comprehensive Plan, Kirkland Zoning Code, this FSEIS that responds to public comments, and a proposed planned action. A planned action is an ordinance that simplifies future environmental review requirements for major projects with development consistent with the adopted Station Area Plan.
- **Phase 6: Final Plan** - the Planning Commission will confirm and City Council to adopt the final plan through formal public hearings and legislative meetings.

Each phase included public and stakeholder engagement through interviews, surveys, or public meetings. Phases are illustrated in the flow chart in Exhibit 2-3.

Exhibit 2-3. NE 85th Street Station Area Planning Phases

Source: BERK, 2021.

2.4 Objectives

SEPA requires the statement of objectives describing the purpose and need for the proposals. The following objectives have been established for the Kirkland NE 85th St Station Area Plan:

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.

The objectives also serve as criteria by which the alternatives can be evaluated.

2.5 Alternatives

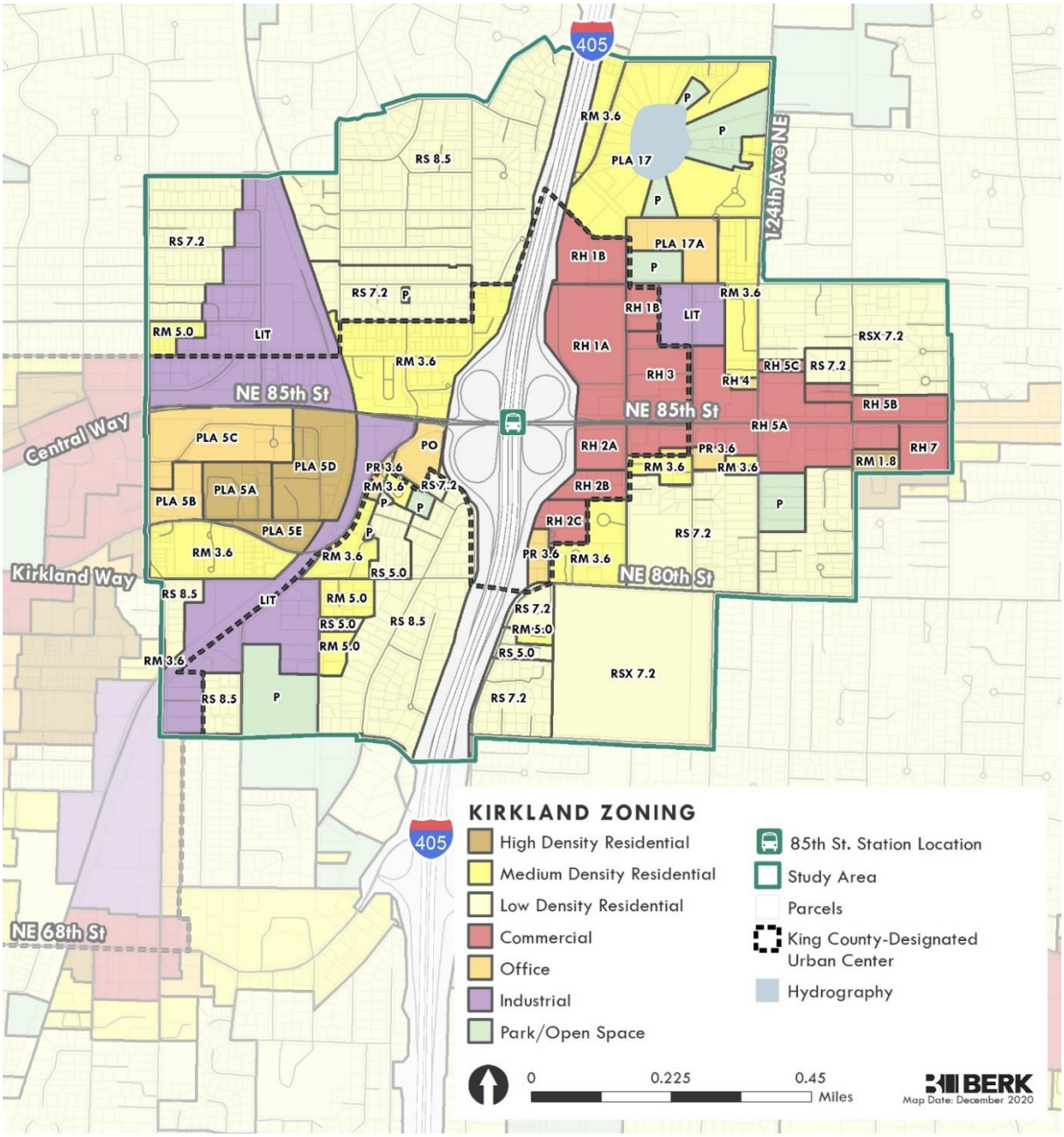
2.5.1 Alternative 1 No Action

Summary: The No Action Alternative is consistent with existing plans, would allow for limited residential development throughout the district, and in Rose Hill it would allow for substantial retail employment and modest office development up to 6 stories. Mobility changes beyond Sound Transit's planned BRT station and WSDOT's planned interchange would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.

Plans and Land Use: Alternative 1 No Action is SEPA-required, and would retain the existing Comprehensive Plan policies, future land use designations and zoning districts, while aligning with the goals of transit-oriented development, community benefits, and quality of life.

There is a predominance of Commercial/Mixed Use zoning east of the freeway (Rose Hill Commercial) and Medium and Low Density Residential to the west. There are additional areas of Central Business District and Industrial zoning to the west. See Exhibit 2-4 and Exhibit 2-5.

Exhibit 2-4. Zoning Map, Study Area.



Sources: City of Kirkland, 2020; BERK, 2020.

Exhibit 2-5. Zoning Chart Study Area

Zone Category	Individual Zones in Study Area
Commercial	RH 5C
	RH 5B
	RH 3
	RH 1A
	RH 1B
	RH 2A; RH 2B; RH 2C
	CBD 5A
	CBD 5
	CBD 6
Low Density Residential	RS 5.0; RS 7.2; RS 8.5; RS 12.5; RSX 5.0; RSX 7.2;
Medium Density Residential	RM 3.6; RM 5.0; PLA 17
High Density Residential	RM 1.8; RM 2.4; PLA 5A; PLA 5D; PLA 5E
Industrial	LIT
Office	PLA 17A; PR 3.6; PLA 5B; PO; PLA 5C
Office	RH 4
Park/Open Space	P

Source: City of Kirkland, 2020.

Growth: Based on current plans and zoning, the Study Area is anticipated to grow from nearly 2,000 households in 2019 to 2,800 households in 2035. Jobs would increase from about 5,000 jobs to 11,000 jobs between 2019 and 2035.

Land Use:

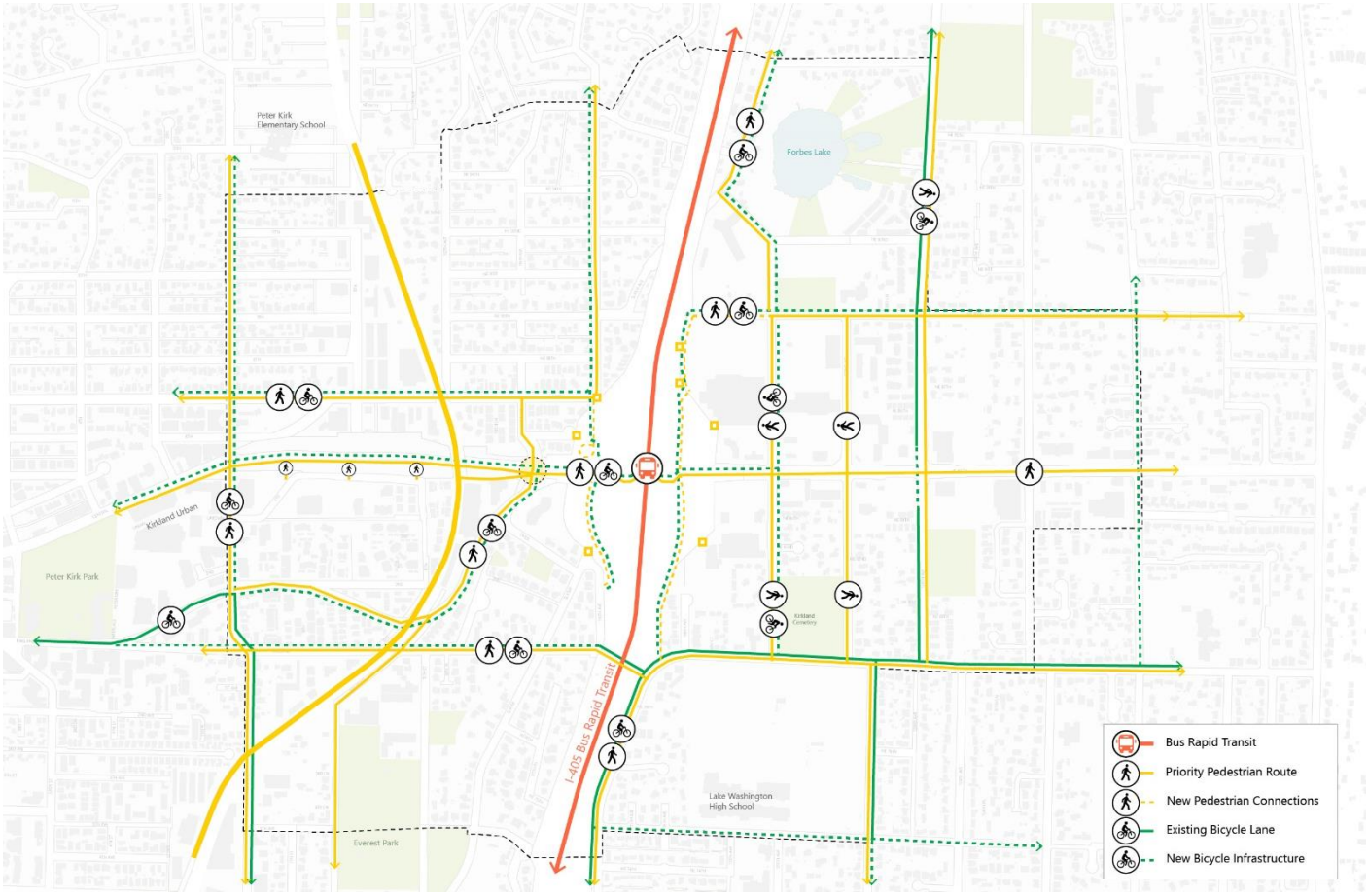
- Rose Hill Business District: Primarily retail development with limited office/residential above
- Rose Hill/Moss Bay/Norkirk/Everest/Highlands: Infill housing and jobs based on adopted land use/zoning

Mobility and Transportation elements would include:

- Transit: WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station project which integrates with local transit on NE 85th Street
- Bike/Pedestrian: Minor streetscape improvements associated with development frontages and planned projects
- Parking: Current requirements for new development

Key mobility elements under the No Action Alternative are illustrated below.

Exhibit 2-6. No Action Alternative 1 Mobility Improvements



Sources: Mithun, 2020; Fehr & Peers, 2020.

Environmental elements would include the following:

- Minimize development near Forbes Lake by retaining existing environmental and land use regulations
- Stormwater improvements included as part of the WSDOT 1-405 Interchange project and individual site/project development or redevelopment per the Stormwater Manual, KZC Chapter 15.52, Surface Water Management
- Compliance with KZC Chapter 95, Tree Management and Required Landscaping

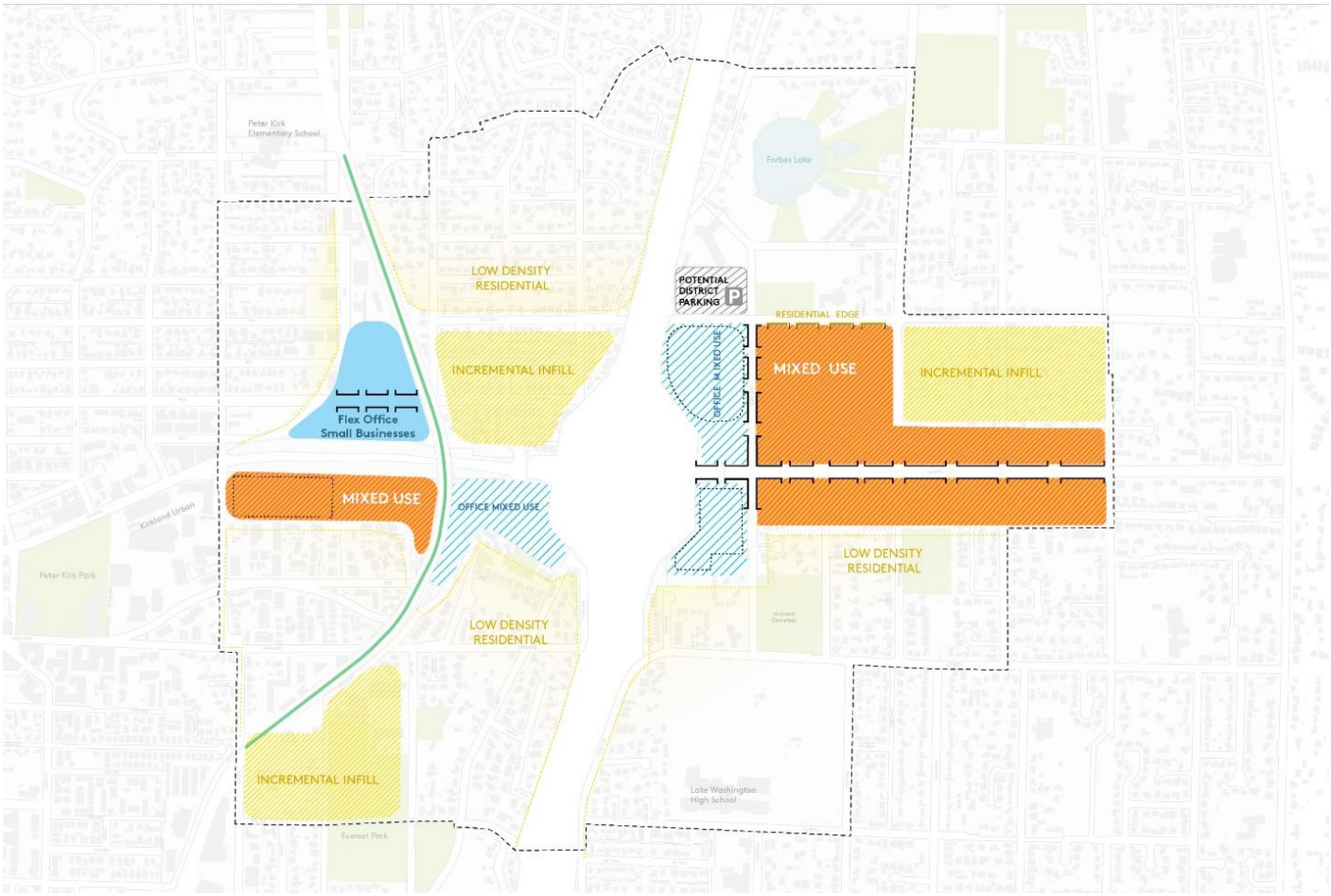
2.5.2 Action Alternatives

The Action Alternatives are based on a concept intended to align with the SAP objectives and goals of maximizing transit-oriented development, community benefits including affordable housing, and quality of life. The concept establishes a land use pattern that would focus Office Mixed Use zoning abutting the

interchange to the northeast and southeast, and to a lesser extent to the southwest quadrant.

Flex Office and Small Business uses, including light industrial, would be located in Norkirk west of the Cross Kirkland Corridor. Mixed Use Residential uses would be located to the east of the higher intensity office uses along NE 85th Street, and to the west abutting Kirkland Urban. See Exhibit 2-7.

Exhibit 2-7. Growth Concept



Source: Mithun, 2020.

The building types that could locate in the growth concepts include a range of building stories and intensities. See Exhibit 2-8. A table describing the typologies is shown in Exhibit 2-9.

Exhibit 2-8. Development Typologies – Action Alternatives

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

Industrial Tech

*studied with conventional and lower parking ratios

Source: MIthun, 2020.

Exhibit 2-9. Development Typology Descriptions

Development Type	Description
Office High Intensity	Primarily office/commercial uses consisting of towers and mid-rise buildings.
Office Mid Intensity	Primarily office/commercial uses consisting of mid-rise buildings.
Office Low Intensity	Primarily office/commercial uses consisting of low-rise buildings.
Office Mixed Use High Intensity	Mix of office/commercial and retail uses consisting of towers and mid-rise buildings.
Office Mixed Use Mid Intensity	Mix of office/commercial and retail uses consisting of mid-rise buildings.
Residential High Intensity	Primarily residential uses consisting of towers and mid-rise buildings.
Residential Mid Intensity	Primarily residential uses consisting of mid-rise buildings.
Residential Mixed High Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Residential Mixed Mid Intensity	Mix of residential and retail uses consisting of towers mid-rise buildings.
Incremental Infill (Residential Infill in Alternative 3)	Primarily residential uses consisting of low-rise buildings, including duplexes, triplexes, townhouses, and small apartment buildings
Other Infill per existing zoning	Where applied in conjunction with low density residential zoning infill would be consistent zoning allowances include KZC Chapter 113, Cottage, Carriage and Two/Three-Unit Homes. Where applied with medium density residential could include a variety of detached and attached residential units depending on underlying zone. Where overlying employment zones, there could be office and retail development or light industrial development consistent with underlying zoning.
Industrial/Tech	Non-residential uses compatible with a light industrial/manufacturing district in a walkable, urban setting. Example uses would include light manufacturing, office, and storefront retail.

Note: For the purposes of these development types, low-rise includes structures up to 3 stories, mid-rise includes structures 4-12 stories and high-rise/towers includes structures above 12 stories.

Affordable Housing Policies and Regulations: With the increase in growth capacity, Action Alternatives would enhance affordable housing policies, incentives, and requirements to implement the Kirkland Housing Strategy Plan (City of Kirkland, 2018) and to address the increased demand for housing. Actions could include increased inclusionary housing requirements, increased bonus densities, establishing commercial linkage fees, and participating in regional efforts to establish funding mechanisms to support affordable housing development including infrastructure and amenities. Under Alternative 2 the level of density bonuses, incentives, or inclusion requirements would be less than for Alternative 3 since it would be scaled to capacity or value increases. The range of policy and regulation Alternatives are reviewed in Section 3.3 Land Use Patterns and Socioeconomics and mitigation measures.

Transportation: The Action Alternatives would both include the planned Sound Transit BRT station served by a network of transit lines and improved bicycle and pedestrian facilities, as well as the planned WSDOT interchange improvements. Each alternative varies the non-motorized improvements and mobility is discussed below.

Parking Ratios: As the Study Area will benefit from proximity to planned high-capacity transit and regional bike trail access, there may be a lessened need for onsite parking. the GMA was also amended in 2020 to limit how high parking ratios can be for housing in a quarter mile of a transit stop with frequent service, applicable to accessory dwelling units and affordable, senior/disabled, and market rate housing. (RCW 36.70A.620 and 698) Thus, the Action Alternatives test alternative parking ratios. See Exhibit 2-10.

Exhibit 2-10. Parking Rates by Alternative

Parking Ratio	Existing Zoning/No Action Alternative	Action Alternatives
Medium and High Density Residential	Varies by bedrooms 1.2-1.8 per bedroom	1-per studio and 1-bedroom 1.6 per 2-bedroom and 1.8 per 3-bedroom (current rate)
Office parking ratio (per 1,000 sf)	3.33	2-5*
Retail parking ratio (per 1,000 sf)	3.33	2-3
Restaurant parking ratio (per 1,000 sf)	10	4-10
Traditional Industrial parking ratio (per 1,000 sf)	1	1
Flex and Urban Industrial parking ratio (per 1,000 sf)	1	1
Wholesale parking ratio (per 1,000 sf)	1	1

*Tech Campus: 5/1000 square feet per lease.

In order to achieve the lower end of the proposed parking range under Action Alternatives, policy or code changes would require individual development projects include features such as: shared parking, parking management, unbundled parking, paid parking, or monitoring.

Transportation Demand Management Mitigation: Other potential mitigation measures are explored in Section 3.6 Transportation such as:

- Shuttle providing first -mile/last- mile access for surrounding neighborhoods and Downtown.
- Managed on-street parking strategies.
- Partner with Transportation Network Companies (TNCs) to provide pooled ridesharing options.

Parks and Open Space: The Action Alternatives would promote policies and regulations that could add parks and open space, including:

- Neighborhood Parks and Pea Patches: There may be opportunities for park acquisition, or implementation of public or private pea patches in new developments (e.g., Pike Place Urban Garden).
- Neighborhood Linear Parks: As part of new streets or through block connections, linear parks and enhanced landscaping could contribute to the greenness of the area.
- Site Scale: At a site level the Form-Based Code would create standards for a pedestrian oriented public realm, and buildings could be required to meet a green factor (e.g., like Seattle or Denver). There could be requirements for public plazas and publicly accessible open space along with new mixed use and office developments, and requirements for shared open space (e.g., landscaped roofs with recreational space, dog runs, play areas for children) in residential development.

These concepts are explored more in Section 3.7 Public Services.

Details of Alternatives 2 and 3 are described below.

Alternative 2

Summary: In support of the SAP objectives and goals to maximizing transit-oriented development, community benefits including affordable housing, and quality of life, this alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. This growth would allow for a range of mid-rise, mixed use office/residential with incremental infill in established residential neighborhoods. Mobility and environmental strategies would focus on enhancing existing City plans, including additional bike lanes, sidewalks, and minor green infrastructure investments.

Station Area Plan (SAP) and Form-Based Regulations: This alternative would create a SAP and Form-Based Code allowing for added housing and commercial/retail activity in buildings up to 10 stories in height (150 feet) closest to the station and along designated street corridors and low and midrise heights (25 to 85 feet) elsewhere.

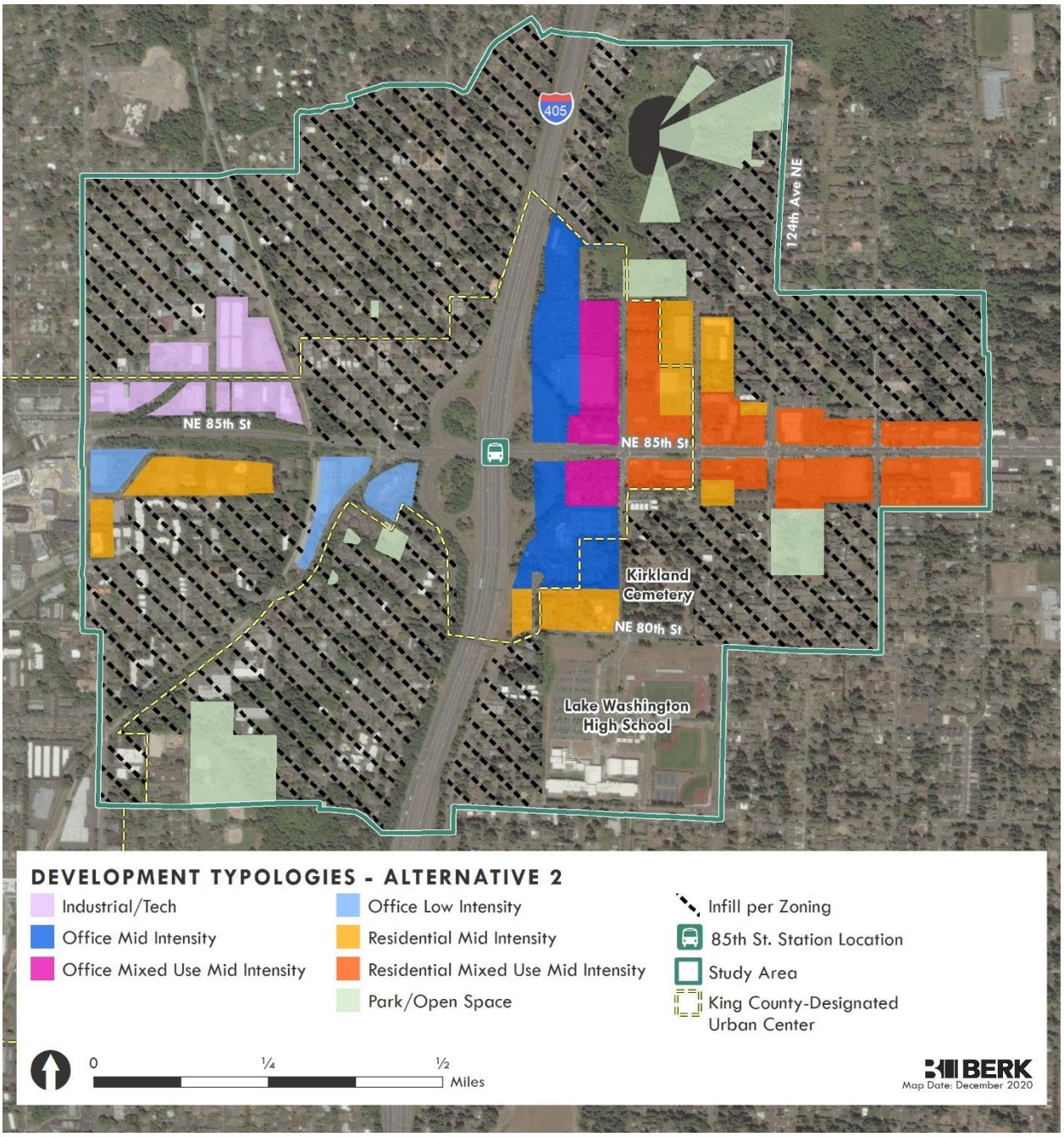
Planned Action Ordinance: A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures.

Land Use Plan: The proposed land use plan illustrated in Exhibit 2-11 includes:

- Rose Hill NE 85th Corridor and Station Area: Mid-rise office/residential mixed use (up to 10 stories and 150 feet)
- Rose Hill/Moss Bay/Norkirk/Everest/ Highlands: Infill development in other areas in accordance with zoning (see also Exhibit 2-9)

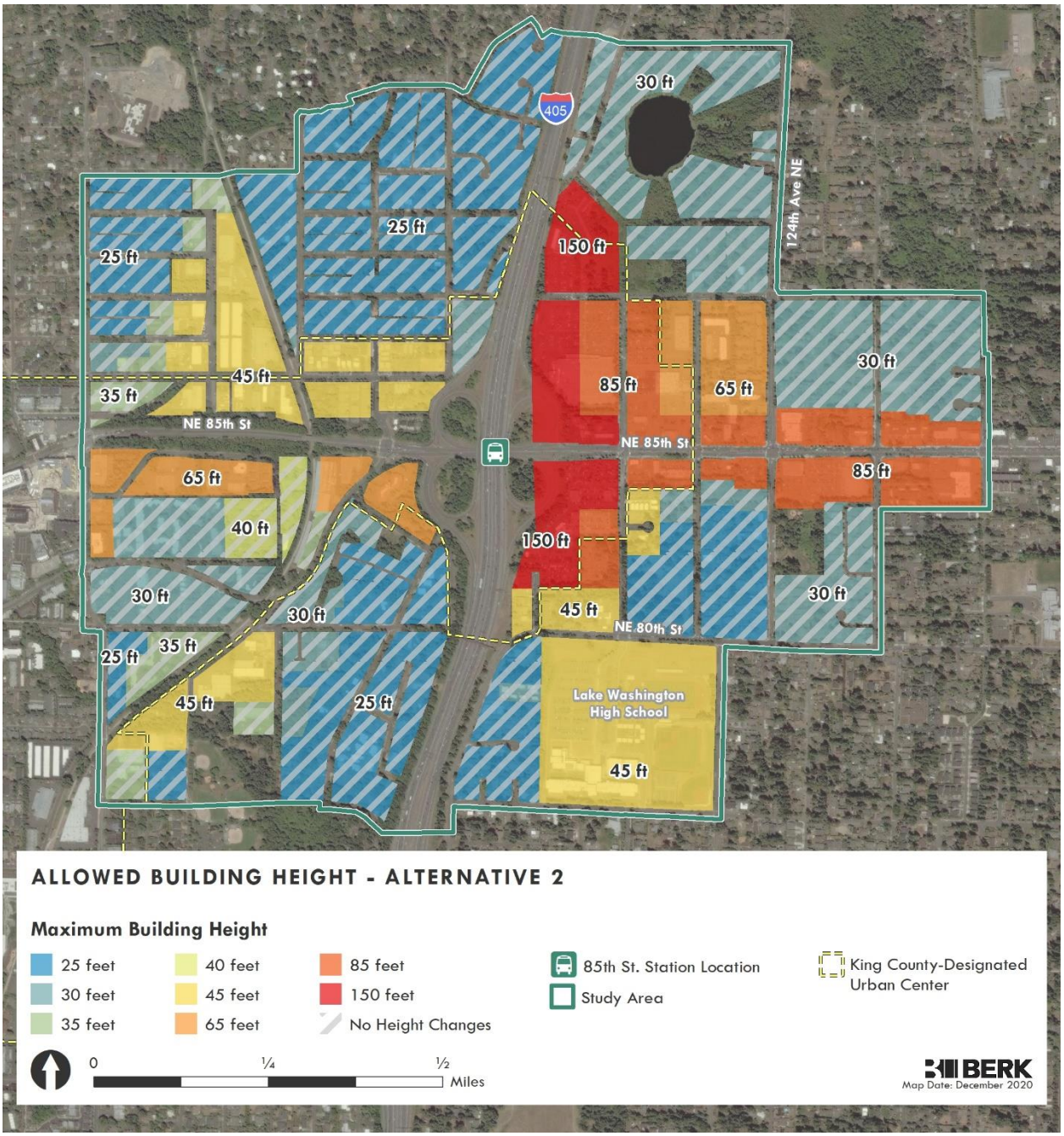
Building heights would be about 10 stories or 150 feet closest to the station east of I-405, transitioning to 85 feet, 65 feet, and 45 feet as distance increases from the freeway eastward along NE 85th Street. To allow for capacity increases and effective use of current sites, the alternative considers adding a story in height at the Lake Washington High School. See Exhibit 2-12.

Exhibit 2-11. Alternative 2 Land Use Change Areas



Sources: Mithun, BERK, 2020.

Exhibit 2-12. Alternative 2 Building Heights



Sources: Mithun, BERK, 2020.

Growth: Alternative 2 would allow for housing to grow up to about 8,500 by 2035, which is 6,600 above existing homes. Alternative 2 would also allow for jobs to grow up to 28,700 by 2035, about 23,700 more than the existing number of jobs.

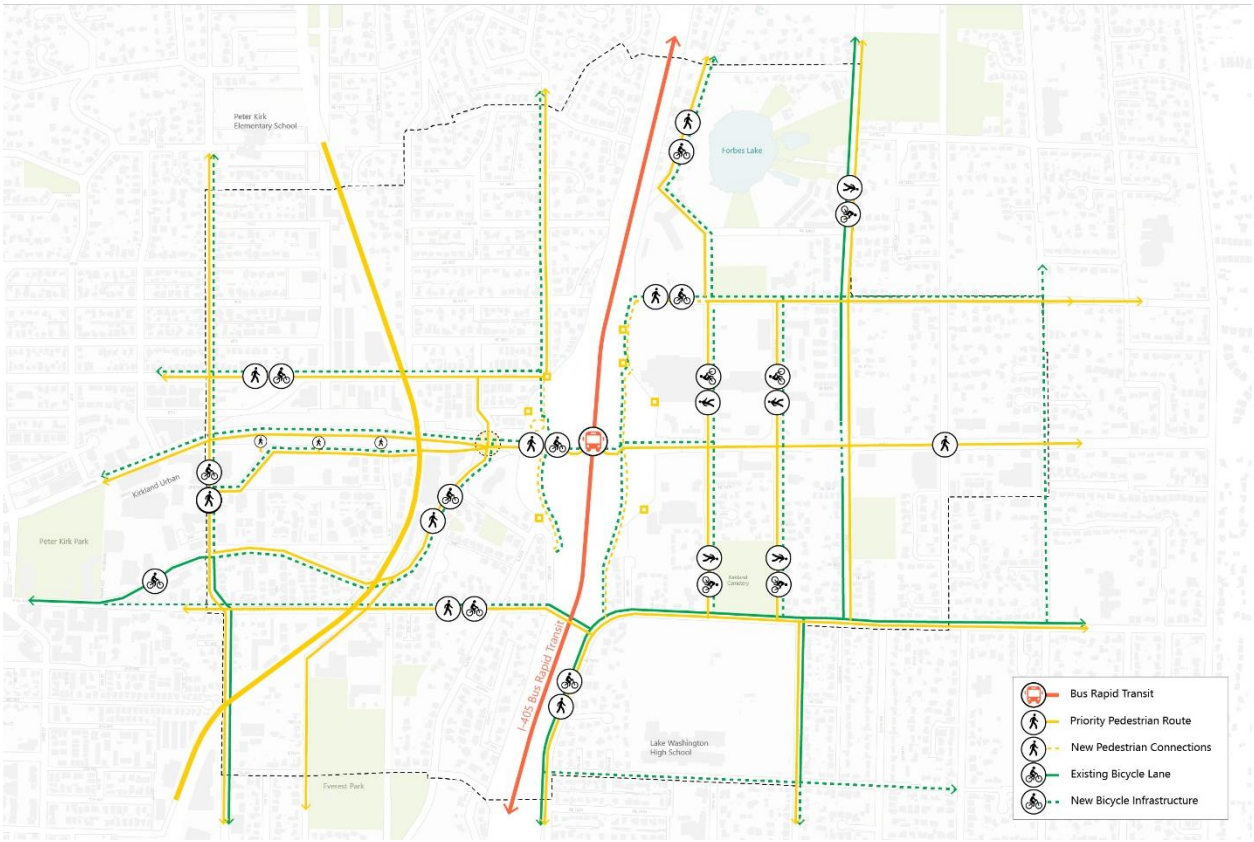
Mobility/Transportation: Mobility elements include but are not limited to:

– Transit: WSDOT/ST 1-405 and NE 85th St, Interchange and In-line BRT planned projects

– Bike/Pedestrian: Incremental green streets midblock connections policy in Rose Hill, Enhanced bike/pedestrian lane/new sidewalks) on 120th Ave NE and other key streets. Green streets include both non-vehicular and vehicular streets that provide public access through large sites; green streets enhance aesthetics and water quality as well as mobility. It includes vegetated green stormwater infrastructure, traffic calming, non-motorized mobility, and place making design elements. These streets may be private or publicly owned.
– Parking: Reduced parking ratios for mixed use development (see Exhibit 2-8)

Mobility concepts for Alternative 2 are illustrated in Exhibit 2-13 below.

Exhibit 2-13. Alternative 2 Mobility Concepts



Source: Mithun, 2020.

Environment: Key environmental elements include:

– Minimize development near Forbes Lake; retain current land use and environmental regulations
– Stormwater improvements included as part of the WSDOT 1-405 project and individual site/project development or redevelopment
– Minor increase of tree canopy, which could include: Tree retention, replacement, and new tree planting requirements for the subarea that

support the City's tree canopy goals.

- Streetscape-based stormwater improvements along 120th Ave NE
- Moderate/incremental green building standards

Alternative 3

Summary: In support of the SAP objectives and goals to maximizing transit-oriented development, community benefits including affordable housing, and quality of life, this alternative would allow for the most growth throughout the district. This growth would include mixed use residential and office buildings up to 20 stories (150 to 300 feet) in select commercial areas, midrise residential mixed use along NE 85th and adjacent to the office mixed use areas, and smaller scale infill in low-density residential areas. Mobility strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking, as well as a district - wide parking strategy and facility. Environmental strategies would be coordinated at the district scale to maximize environmental performance through green infrastructure and a signature "blue street" on NE 120th Street that would integrate a new shopping street-focused streetscape with stormwater management improvements.

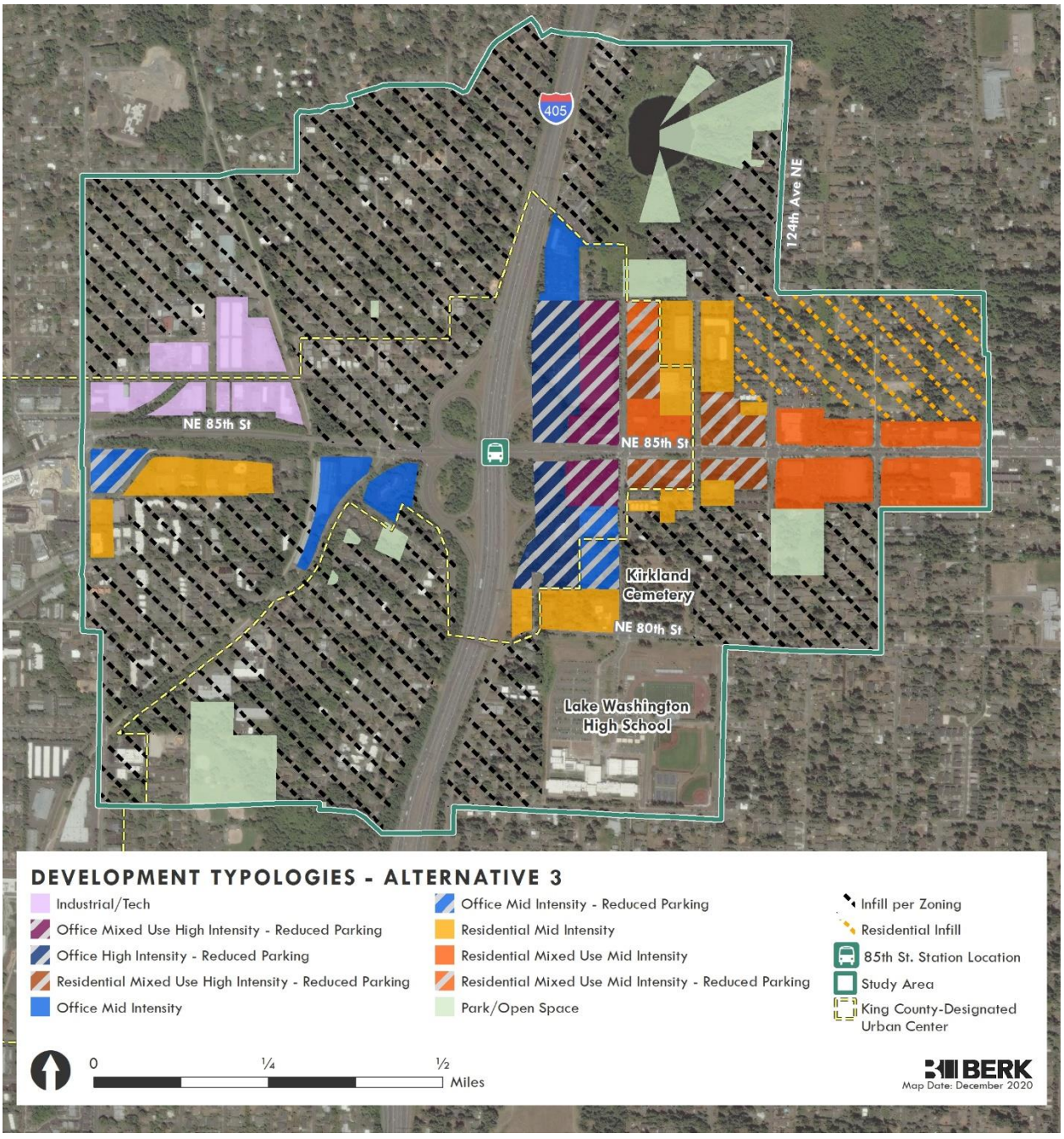
Station Area Plan (SAP) and Form-Based Regulations: This alternative would also create a SAP and Form-Based Code, and would allow for further intensified development close to the station offering jobs and housing in buildings up to 20 stories (150-300 feet) in height, transitioning to mid-rise and low rise development further from the station. As described under 2.5.2 Action Alternatives elements of the SAP and Form-Based Code could include added affordable housing policies, incentives or regulations, and parks and open space strategies and code requirements.

Planned Action Ordinance: Similar to Alternative 2, a Planned Action Ordinance would be implemented under Alternative 3 to incentivize development that meets environmental performance standards as well as the plan vision and other local regulations.

Land Use Plan: The major elements of the land use plan include:

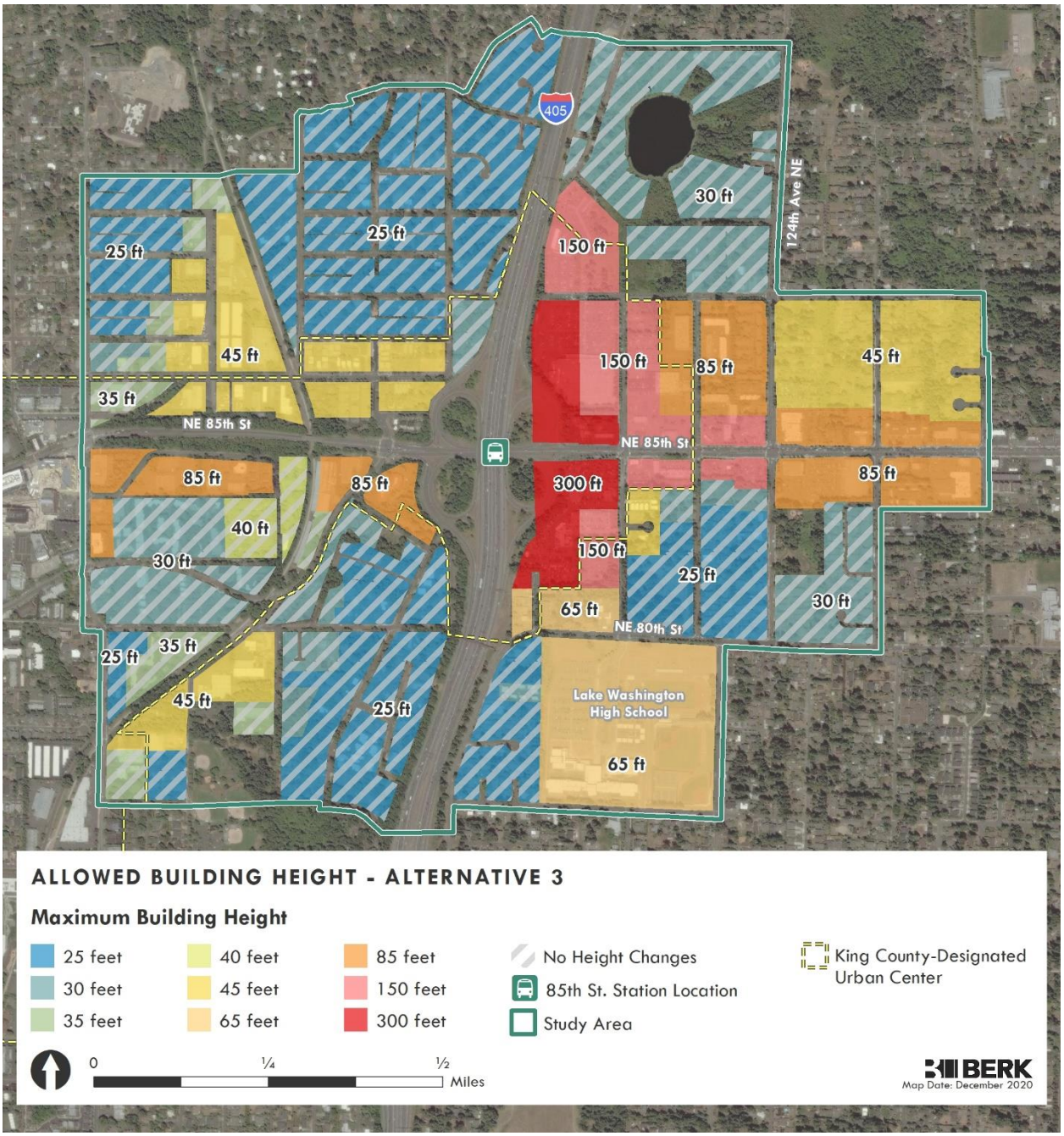
- Rose Hill NE 85th Corridor and Station Area: Taller buildings (up to 20 stories, 150-300 feet) with mid-rise office/residential mixed use (85-150 feet)
- Moss Bay/Norkirk/Everest/ Highlands: Mid-rise office residential mixed use (85-150 feet), Industrial/Tech in Norkirk
- School Capacity: To allow for capacity increases and effective use of current sites, Alternative 3 considers adding two more stories height above current zoning at the Lake Washington High School. Under this alternative, the City could also work with the Lake Washington School District and major employers on how to accommodate school capacity in urban formats or allow for specialty instruction for students.
- Other: Residential infill, including small-scale redevelopment, could result in more housing variety with low rise townhouses, small apartments, and other similar housing forms. Significant investment in open space and community gathering spaces as noted under 2.5.2 Action Alternatives.

Exhibit 2-14. Alternative 3 Land Use Change Areas



Sources: Mithun, BERK, 2020.

Exhibit 2-15. Alternative 3 Building Heights



Sources: Mithun, BERK, 2020.

Growth: Alternative 3 would allow for total housing to reach up to about 10,900 by 2035, which is 9,000 above the existing number of homes. With a focus near the station, Alternative 3 would also allow jobs to grow up to nearly 35,000 by 2035, about 30,000 above the existing number of jobs.

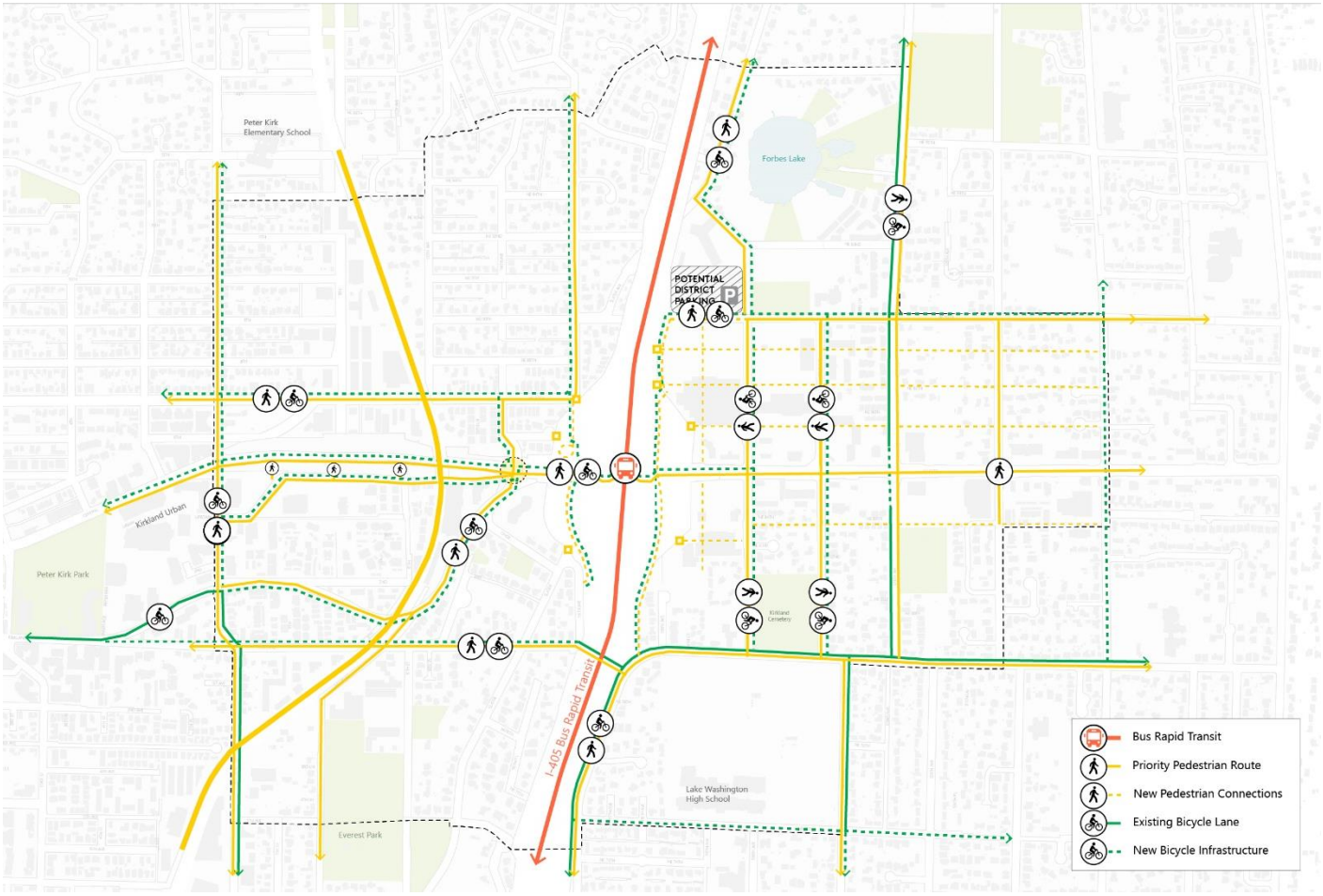
Mobility/Transportation: Mobility elements include but are not limited to:

- Transit: WSDOT/ST 1-405 and NE 85th St Interchange and Stride BRT Station project which integrates with local transit on NE 85th St.
- Bike/Ped: Required green streets midblock connections policy in in Rose Hill, substantial bike/ped improvements (cycle track[9] network, retail supportive streetscape) on 120th Ave NE and other key streets. See Exhibit 2-16. Green streets include both non-vehicular and vehicular streets that provide public access through large sites; green streets enhance aesthetics and water quality as well as mobility. It includes vegetated green stormwater infrastructure, traffic calming, non-motorized mobility, and place making design elements. These streets may be private or publicly owned. The City would define a green street standard, and require it to be implemented as redevelopment occurs.
- Parking: District parking facility, located within Rose Hill commercial area that provides shared access to parking for commercial area users, visitors and residents in mixed use areas but would not be available for commuters, lower end parking ratios in Rose Hill (see Exhibit 2-10) paired with demand reduction and parking efficiency features such as: shared parking, parking management, unbundled parking, paid parking, or monitoring. Managed on-street parking.

The mobility concepts under Alternative 3 are illustrated below.

[9] A cycle track is a bike lane that is physically separated from motor traffic and distinct from the sidewalk. (National Assocation of City Transportation Officials, 2020)

Exhibit 2-16. Alternative 3 Mobility Concepts



Source: Mithun, 2020.

Environment: Key environmental elements include:

- Minimize development near Forbes Lake; retain existing environmental and land use regulations
- Stormwater improvements included as part of the WSDOT 1-405 Interchange project and individual site/project development or redevelopment
- Major increase of on-site tree canopy through green street midblock connections in Rose Hill and potentially within proposed open spaces. Green streets and open spaces may be private or publicly owned. Beyond 120th Avenue NE Green Street, other green streets would be planned by the City but built by the developers according to design standards provided by the City. Other changes could include: Tree retention, replacement, and new tree planting requirements for the subarea that support the City's tree canopy goals.
- "Blue Street" reconstruction and streetscape improvements for 120th Ave NE to provide stormwater conveyance, attenuation (detention), and water

quality treatment. The "blue street" concept would include vegetated stormwater infrastructure element in the median of the street which has flowing water on the surface. The corridor may also be integrated with bike/pedestrian/transit infrastructure and community gathering spaces. See also "green streets" under Mobility/Transportation above.

- Districtwide green building standards / incentives

2.5.3 Final SEIS Alternatives

This FSEIS evaluates two alternatives in the range of the DSEIS Alternatives:

- Alternative A Current Trends
- Alternative B Transit Connected Growth – Preferred Direction

The Kirkland City Council has reviewed the results of a fiscal analysis of both Alternatives, and with the adoption of Resolution R-5503 has given direction to further develop Alternative B as a preferred direction for the Subarea Plan and Form-Based Code.

Alternative A Current Trends

Summary: Alternative A Current Trends (illustrated in Exhibit 2-17) is based on the starting point of DSEIS Alternative 1 No Action. For Alternative A Current Trends, the growth targets were adjusted upward from DSEIS Alternative 1 No Action because growth in the past six years has outpaced the assumptions in the 2015 Comprehensive Plan.

Plans, Land Use, and Growth: Alternative A Current Trends maintains existing zoning heights throughout the district and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing than DSEIS Alternative 1. In Alternative A Current Trends, these additional jobs were studied in portions of the Study Area currently zoned for development up to 67' in height in zones RH-1A, RH-2A, and RH-2B, directly east of the interchange, north and south of NE 85th St. Areas within the district currently zoned for single family or other low density residential area would maintain their current zoning. See Exhibit 2-17 and Exhibit 2-18.

Mobility and Transportation elements would include those identified for the No Action Alternative:

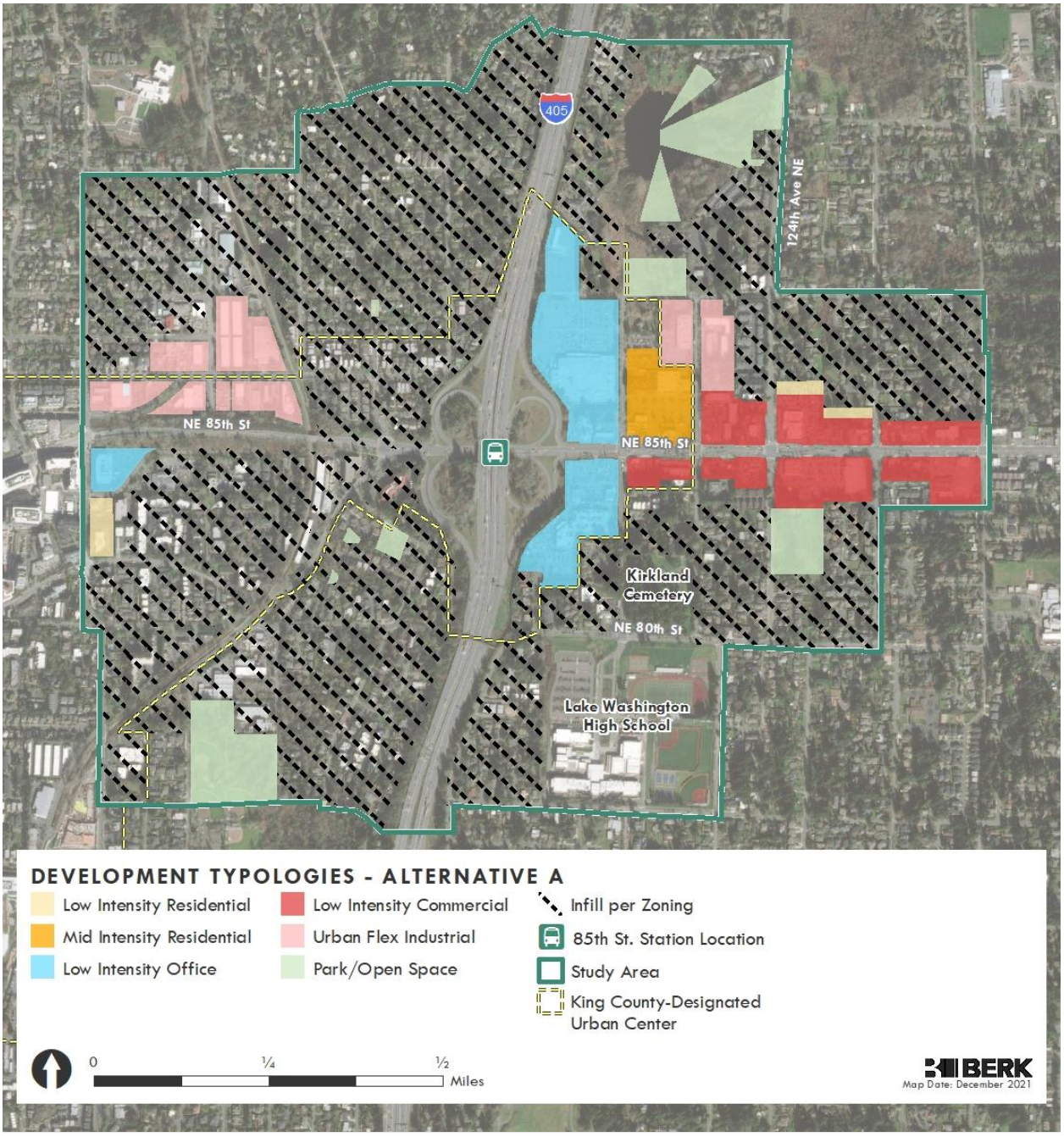
- Transit: WSDOT/ST I-405 and NE 85th St Interchange and Stride BRT Station project which integrates with local transit on NE 85th Street
- Bike/Pedestrian: Minor streetscape improvements associated with

development frontages and planned projects

– Parking: Current requirements for new development

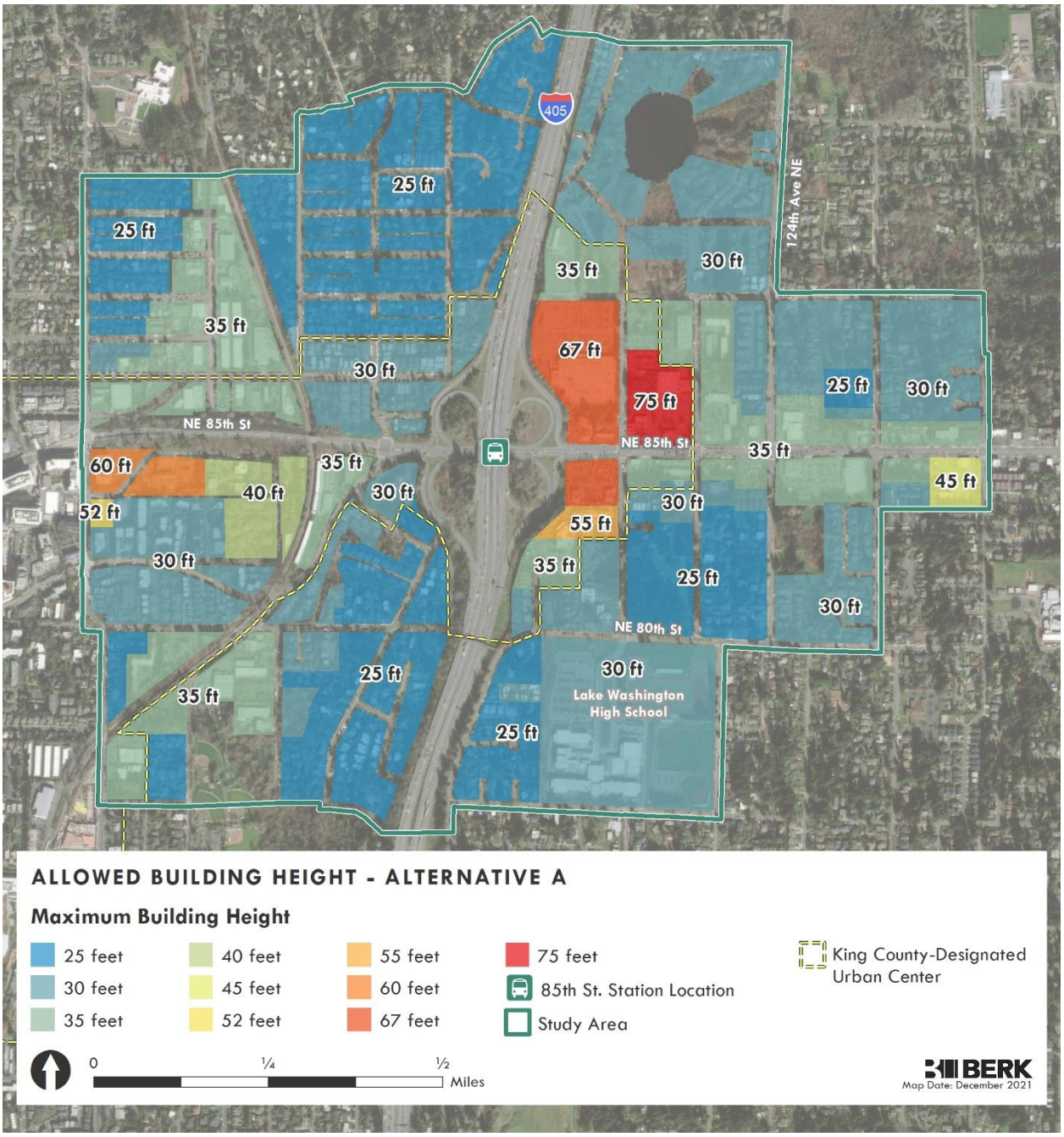
More analysis is provided in Chapter 3 regarding transportation mitigation for this alternative.

Exhibit 2-17. Alternative A: Current Trends – Development Typologies



Sources: Mithun, BERK 2021.

Exhibit 2-18. Alternative A: Current Trends – Heights



Sources: Mithun, BERK 2021.

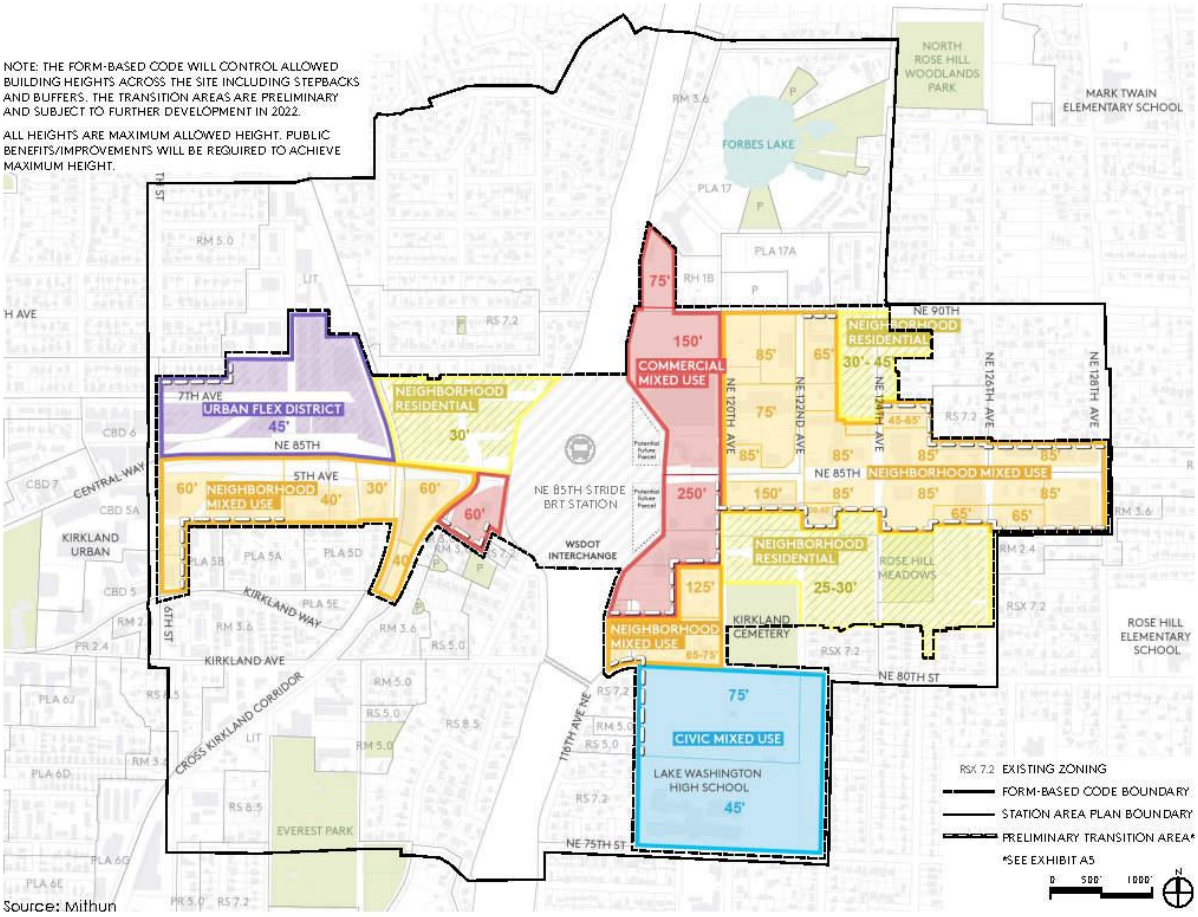
Alternative B Transit Connected Growth – Preferred Direction

Summary: Alternative B Transit Connected Growth is aligned with the overall Station Area Plan growth framework in the Station Area Initial Concepts (Exhibit 2-7). This alternative is based on the overall land use pattern established in DSEIS Alternative 2, and incorporates selected elements shown in the commercial corridors of DSEIS Alternative 3. The intent of this strategy is to:

- Optimize for workforce and affordable housing, in particular the number of units provided through linkage fees and/or inclusionary zoning.
- Attract new jobs to foster economic activity and meet citywide targets.
- Balance the distribution of commercial-focused development across the Study Area.
- Foster an environmentally sound land use pattern that helps achieve the City's sustainability goals.

Station Area Plan (SAP) and Form-Based Regulations: This alternative would also create a SAP and Form-Based Code (see elements below), and would allow for more intensive development close to the station offering jobs and housing in buildings up to 20 stories (150-250 feet) in height, transitioning to mid-rise and low rise development further from the station. The proposed land use plan is illustrated in Exhibit 2-19. Typologies and heights are also shown in Exhibit 2-20 and Exhibit 2-21.

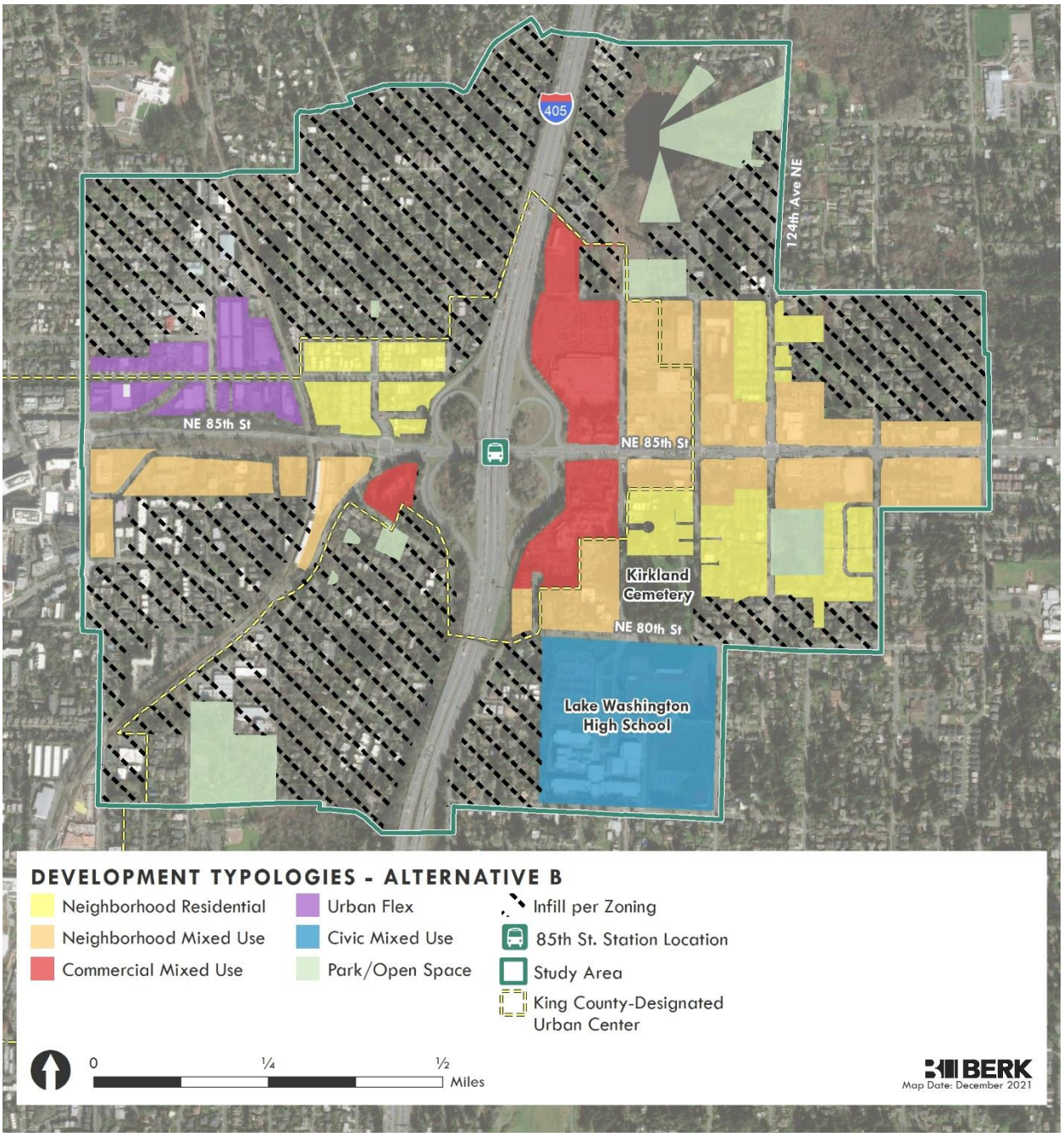
Exhibit 2-19. Alternative B: Transit Connected Growth- Preliminary Regulating Plan



Source: Mithun

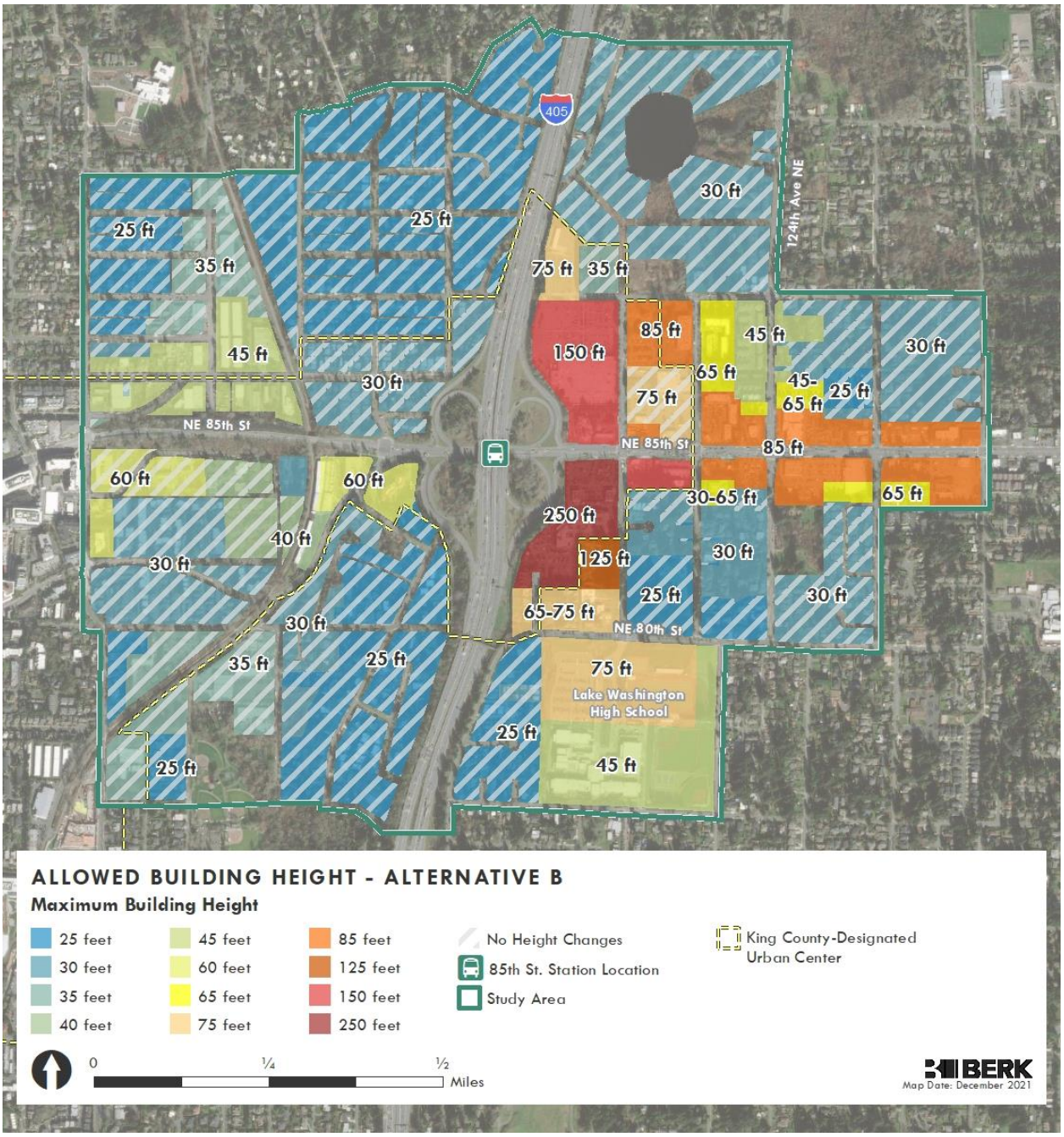
Source: Mithun 2021.

Exhibit 2-20. Alternative B: Transit Connected Growth- Typologies



Sources: Mithun, BERK 2021.

Exhibit 2-21. Alternative B: Transit Connected Growth- Heights



Sources: Mithun, BERK, 2020.

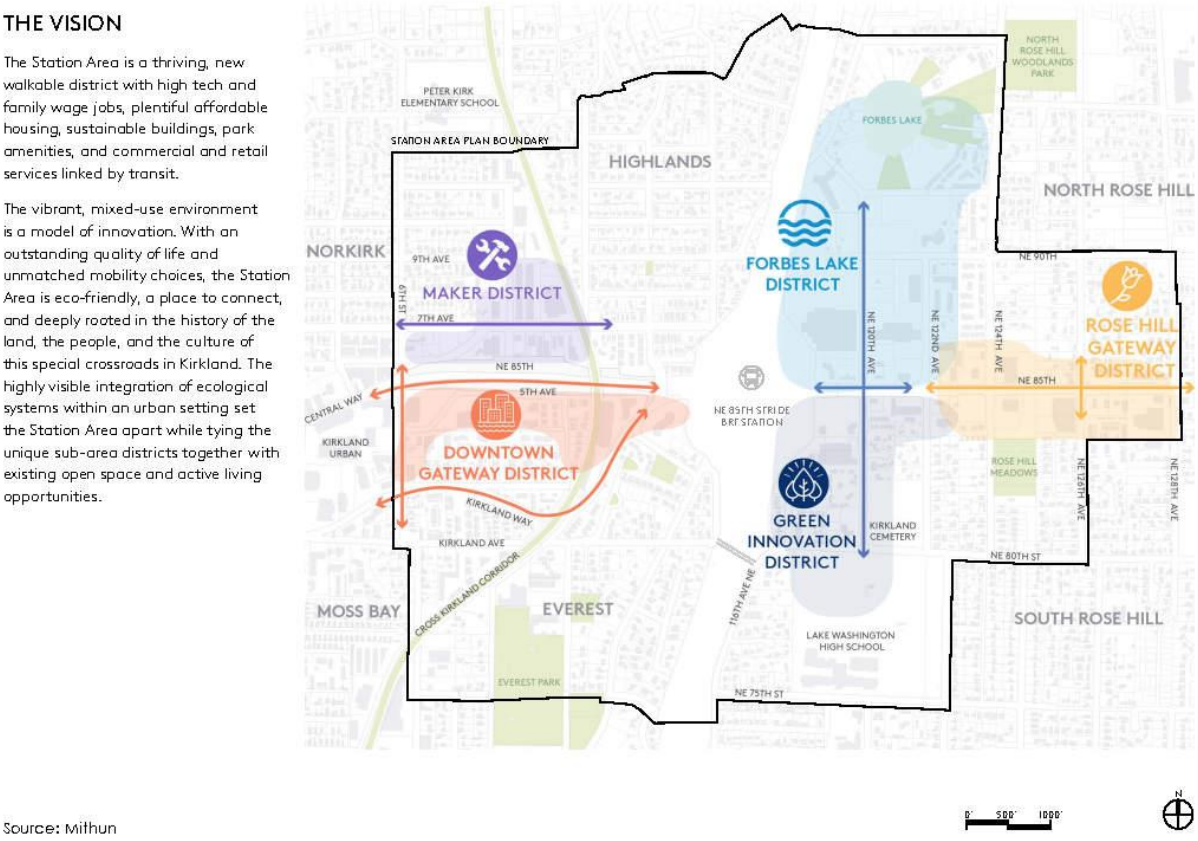
Alternative B Transit Connected Growth responds to the public comment heard during the DSEIS comment period and the May 26, 2021 Council Listening Session. Although a wide range of comments were shared, many participants reiterated a desire to maintain existing residential character, and concerns regarding the maximum allowable zoning heights proposed in DSEIS Alternative 3.

Alternative B Transit Connected Growth only studies increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections. To that end, several areas where height increases had been proposed as part of DSEIS Alternatives 2 and 3 have been removed from consideration in Alternative B Transit Connected Growth. These include areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other factors.

Key Form-Based Code elements include the following:

– **Character Subareas:** Character subareas are identified based on key streets that organize the subarea and other connections shown. See Exhibit 2-22. Illustrations of the character areas are shown on Exhibit 2-23.

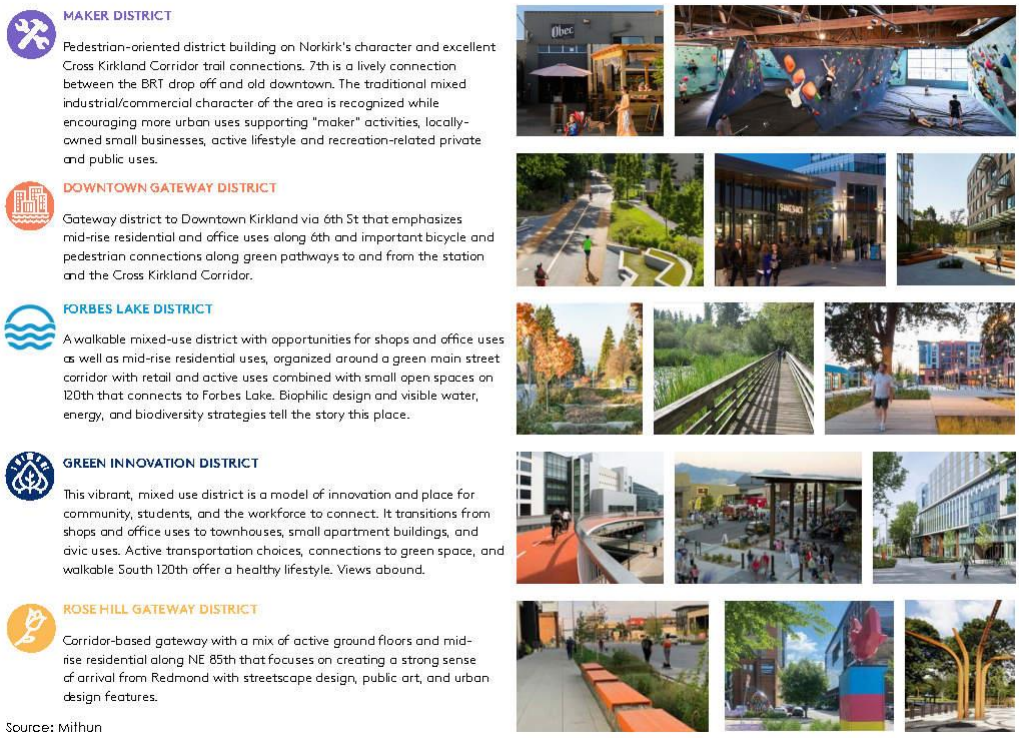
Exhibit 2-22. Alternative B Transit Connected Growth Character Subareas



Source: Mithun

Source: Mithun 2021.

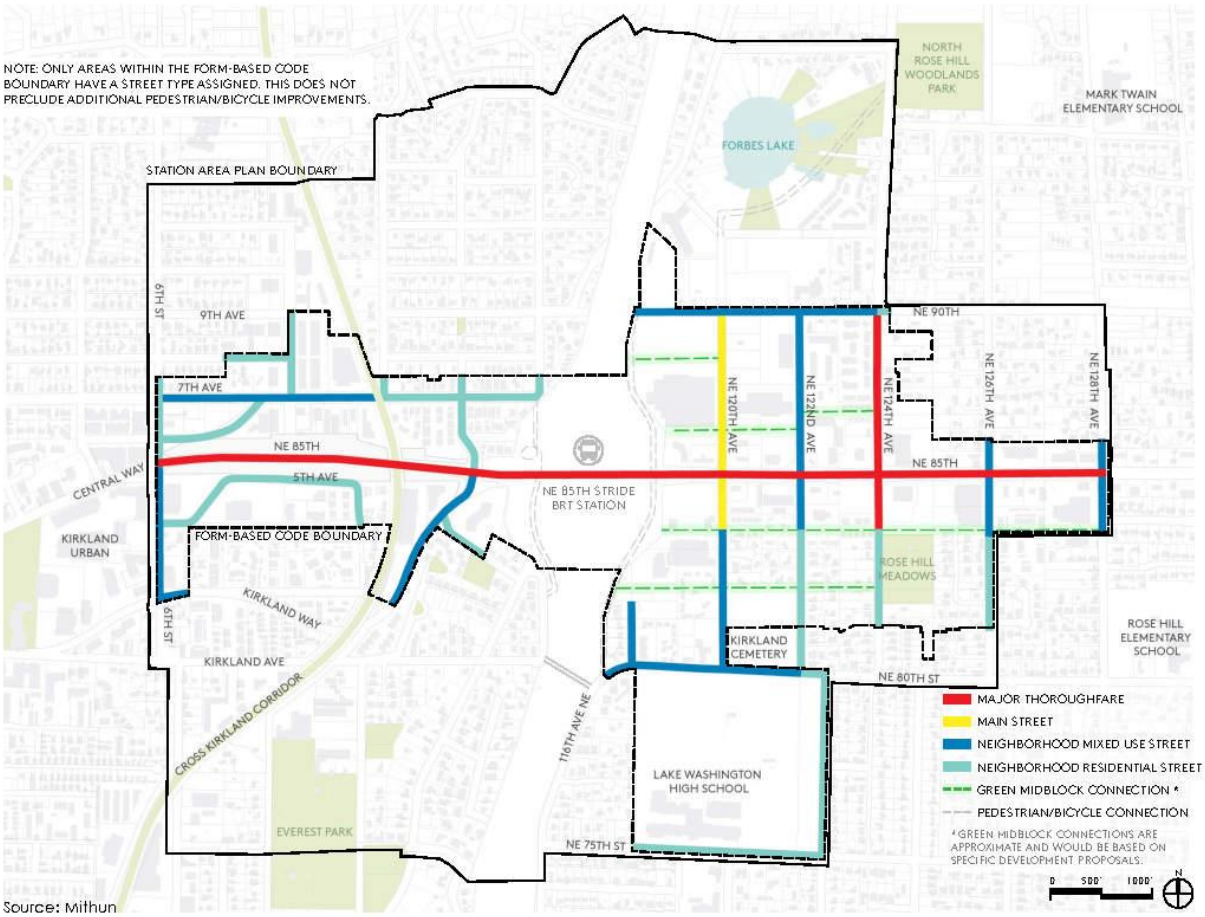
Exhibit 2-23. Alternative B Transit Connected Growth Character Subareas – Descriptions



Source: Mithun 2021.

– **Regulating Districts and Active Frontages:** The Regulating Plan illustrates maximum heights and provides a description of land use intent. This diagram also includes initial thinking around future active frontages and important locations development transitions. See Exhibit 2-24.

Exhibit 2-24. Regulating Districts and Active Frontages



Source: Mithun 2021.

Planned Action Ordinance: A Planned Action Ordinance would be prepared to facilitate growth consistent with the plan vision, regulations, and environmental mitigation measures. A draft Planned Action Ordinance is included as Appendix C.

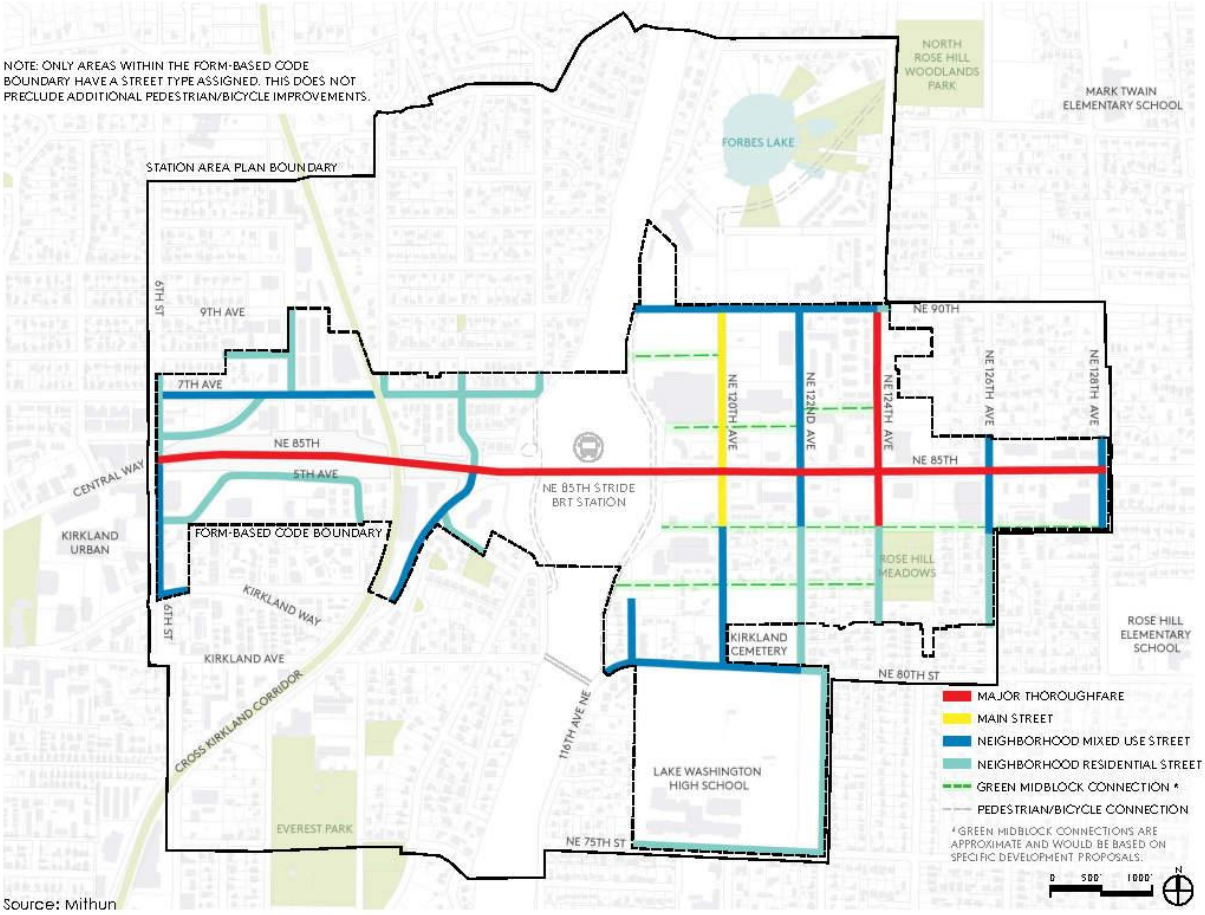
Growth: Alternative B Transit Connected Growth results in similar household growth numbers as DSEIS Alternative 2, but lower employment numbers, showing more of a jobs-housing balance. The Southwest Quadrant of the Study Area has lower growth numbers, closer to what was proposed for DSEIS Alternative 1.

In alignment with the Station Area Initial Concepts Growth Framework, Alternative B includes a few areas of greater height and capacity for change as compared to existing conditions, ranging up to 125-250 feet near I-405. These are focused around the BRT node and the Cross-Kirkland Corridor, including two areas in Rose Hill nearest to the future BRT station: the mid-rise office designation in the northeast quadrant and the high-intensity office designation in the southeast quadrant; and the height changes along the NE 85th Street corridor west and east of I-405. Throughout this report, these areas will be referred to as SE Commercial Area or Lee Johnson Site, NE Commercial Area or Costco Site, and Norkirk Area, respectively. References to the current ownership have been included to assist the reader in identifying the locations that were evaluated.

Mobility and Transportation elements would be similar to those identified for Alternatives 2 and 3.

- **Pedestrian and bicycle connections and street improvements**. Transportation analysis, presented in Section 3.6, describes analysis that was completed to support the narrowing of Alternatives and better understand how the mix and level of growth could be adjusted to reduce the impacts modeled in DSEIS Alternative 2.
- **Parking ratios** would also be reduced per Exhibit 2-10. This was found to be important in creating the potential for value capture and community benefits. See Appendix B.
- **Street Types** would be defined based on street function and relationship to the expected development typologies. See Exhibit 2-25 and Exhibit 2-26.

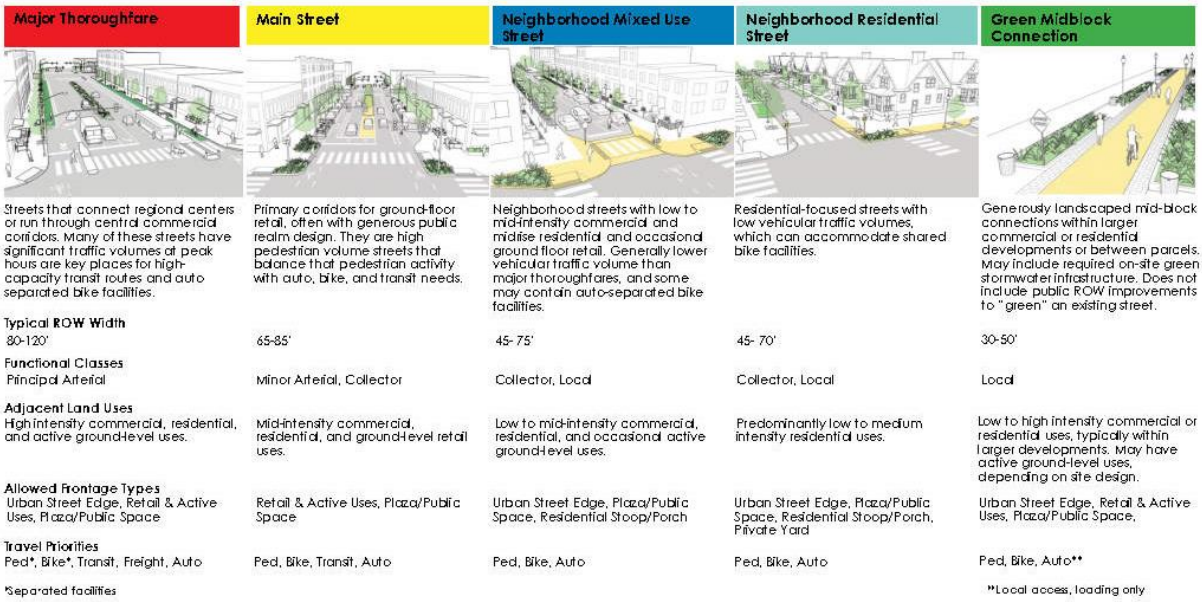
Exhibit 2-25. Street Types Map



Source: Mithun 2021.

Exhibit 2-26. Street Types Description

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.



Source: Mithun 2021.

– **Community Benefits, Linkage Fees, and Density Bonuses:** The Fiscal Impacts and Community Benefits evaluation in Appendix B identified some potential implementation strategies to achieve affordable housing, parks, and other infrastructure investments. These elements would be part of the Subarea Plan and Form-Based Code or subsequent implementation strategies. The Fiscal Impacts and Community Benefits evaluation found some land use types more feasible than others that could allow for value capture and incentives to achieve community benefits; these more feasible developments include mid-rise residential development without ground floor commercial, and non-residential development at different scales including office developments within the upper height ranges included in Alternative B. A density bonus program could link added development sizes/scales to the provision of parks (pocket parks, plazas, roof decks, other), schools (childcare or educational space), mobility improvements (transportation demand management efforts), and sustainability components (green infrastructure, solar arrays, other).

2.5.4 Growth Comparisons

The City plans for growth in its Comprehensive Plan consistent with GMA. Currently, the City plans for a 2035 horizon and takes its fair share of growth based on growth target set in the Countywide Planning Policies. Regarding housing, the City reported that in 2013, Kirkland had 36,866 housing units, capacity for an additional 13,664 to 23,817 new units, and a 2035 Growth Target of 8,361 units. In 2013, the City had about 37,981 jobs, and capacity for 22,984 to 57,155 new jobs above a growth target of 22,435 new jobs. (Table LU-3) Totem Lake Urban Center has the greatest share of growth capacity.

King County designated Greater Downtown Kirkland as an Urban Center in the King County Countywide Planning Policies in 2019, which includes portions of the study area for the Station Area Plan. The City has proposed it as a Regional Growth Center with the Puget Sound Regional Council.

In 2021, the growth capacity citywide was estimated as 13,352 households and 18,139 jobs. (King County, 2021) New draft 2019-2044 growth targets are 13,200 households and 26,490 jobs. (King County GMPC, 2021)

Exhibit 2-27 compares housing and jobs across alternatives in the Station Area Study Area boundaries. Based on proposed land use, the DSEIS Alternatives set a bookend of growth:

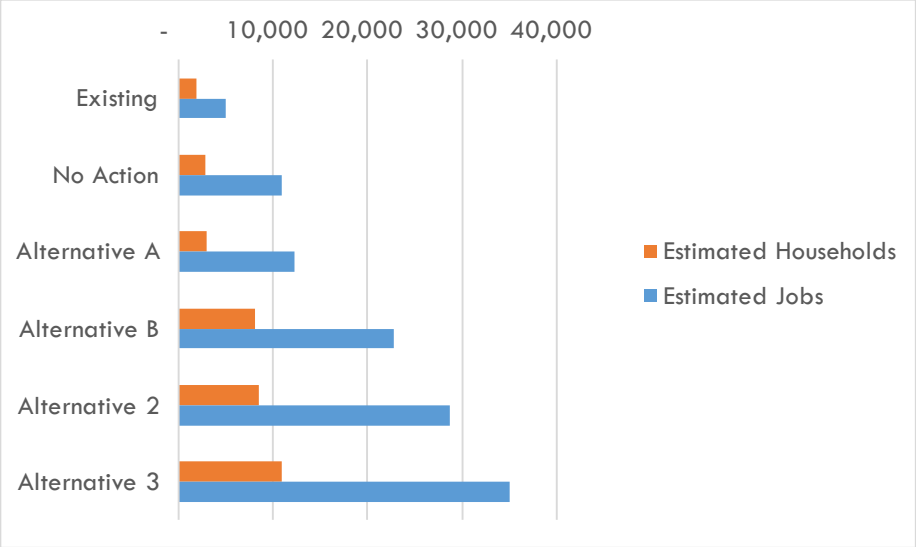
- Alternative 1 allows for the least housing and job growth of each alternative. It contributes to the adopted Comprehensive Plan capacity and would contain about 2,782 households and 10,859 jobs, slightly higher than the 2019 estimates of 1,909 households and 4,988 jobs.
- Alternative 2 allows for growth well above Alternative 1 but less than Alternative 3. Alternative 2 would provide for 6,600 new households, and 23,700 new jobs. For the year 2044, the anticipated total growth levels would be up to 8,509 households and 28,688 jobs.
- Alternative 3 allows for the most housing and job growth. Alternative 3 would add capacity for 9,000 new housing units and 30,000 jobs, a substantial addition to the city's capacity. For the year 2044, the anticipated total growth levels would be up to 10,909 households and 34,988 jobs.

The FSEIS Action Alternatives are in the range of the DSEIS Alternatives:

- Alternative A is similar to and slightly higher than the housing and job growth of Alternative 1 including 2,929 households and 12,317 jobs.
- Alternative B is similar to Alternative 2 and slightly smaller. It provides a total of 8,152 households (net change of 6,243) and a total of 22,751 jobs (net change of 17,763).

Action Alternatives would create capacity for the City to advance its Comprehensive Plan beyond the current 2035 planning horizon, looking ahead to the next 2044 planning horizon, and associated regional growth projections, especially Alternatives B, 2, and 3. See Exhibit 2-27 and Exhibit 2-28.

Exhibit 2-27. Alternative Total Housing and Job Comparisons 2044



Sources: Mithun, 2020; BERK, 2021.

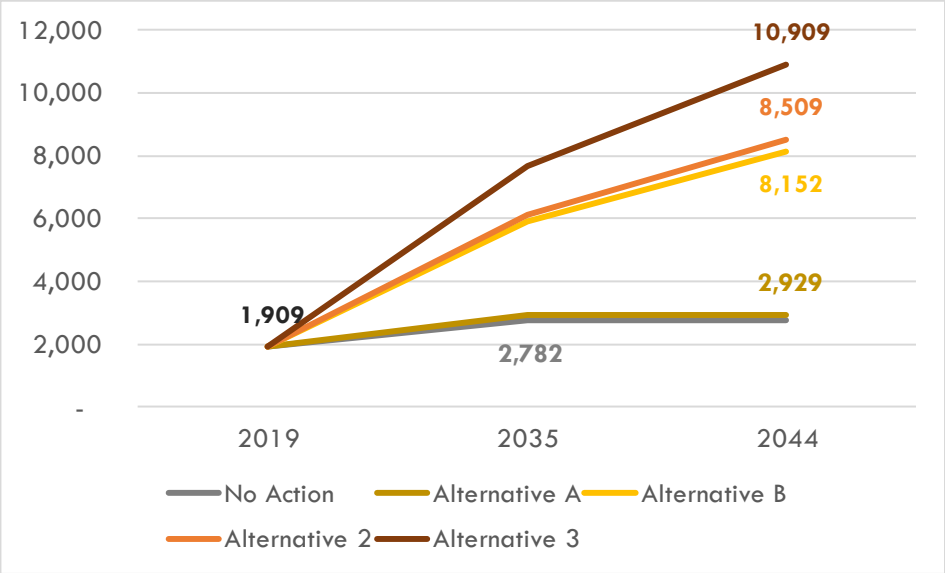
Exhibit 2-28. Employment and Household Totals by Alternative

	DSEIS No Action	FSEIS Alternative A	FSEIS Alternative B	DSEIS Alternative 2	DSEIS Alternative 3
Households	2,782	**2,929**	**8,152**	8,509	10,909
Employment	10,859	**12,317**	**22,751**	28,688	34,988

Sources: Mithun, 2021; ECONorthwest, 2021; BERK, 2021.

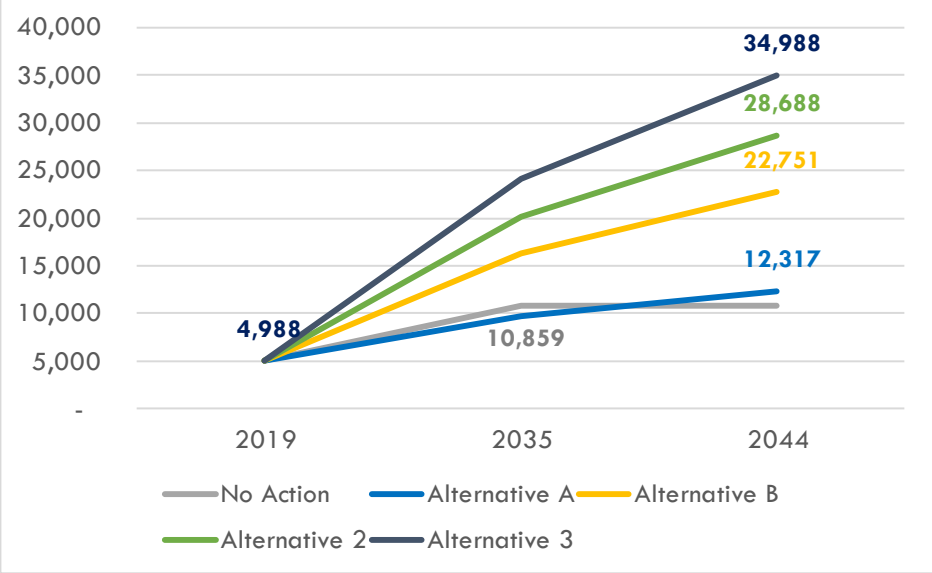
A comparison of the growth curves for housing and jobs are shown below in Exhibit 2-29 and Exhibit 2-30, respectively.

Exhibit 2-29. Total Households 2019-2044



Sources: Mithun, 2021; BERK, 2021.

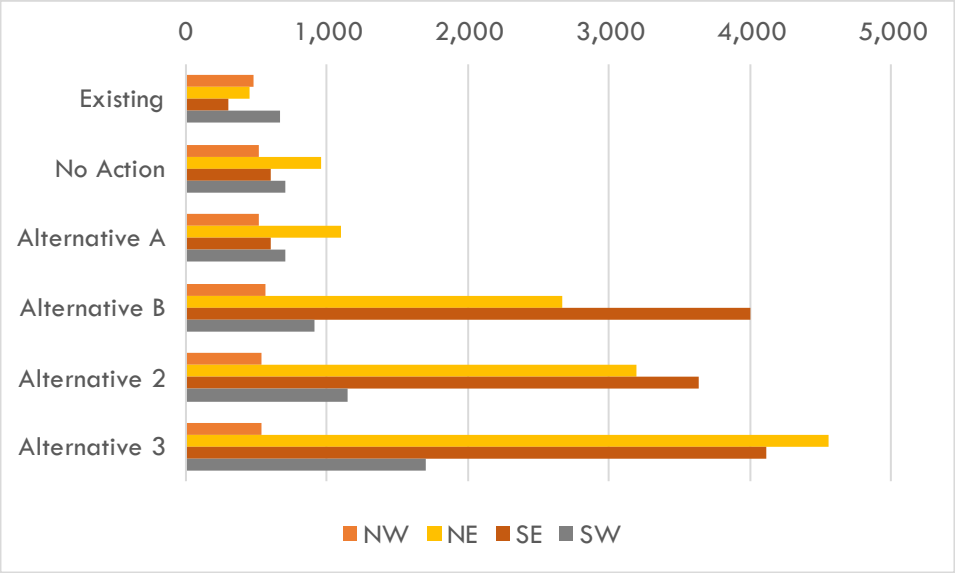
Exhibit 2-30. Total Jobs 2019-2044



Sources: Mithun, 2021; BERK, 2021.

DSEIS Alternatives 2 and 3, and FSEIS Alternative B, allow growth to different levels but would place more growth in the northeast and southeast quadrants of the station area compared to the northwest and southwest quadrants. All alternatives plan for less growth in the northwest quadrant of the Study Area. See Exhibit 2-31 and Exhibit 2-32 for allowed housing totals by location around the interchange.

Exhibit 2-31. Alternative Total Housing 2044 by Location surrounding I-405 Interchange



Sources: Mithun, 2020; BERK, 2020.

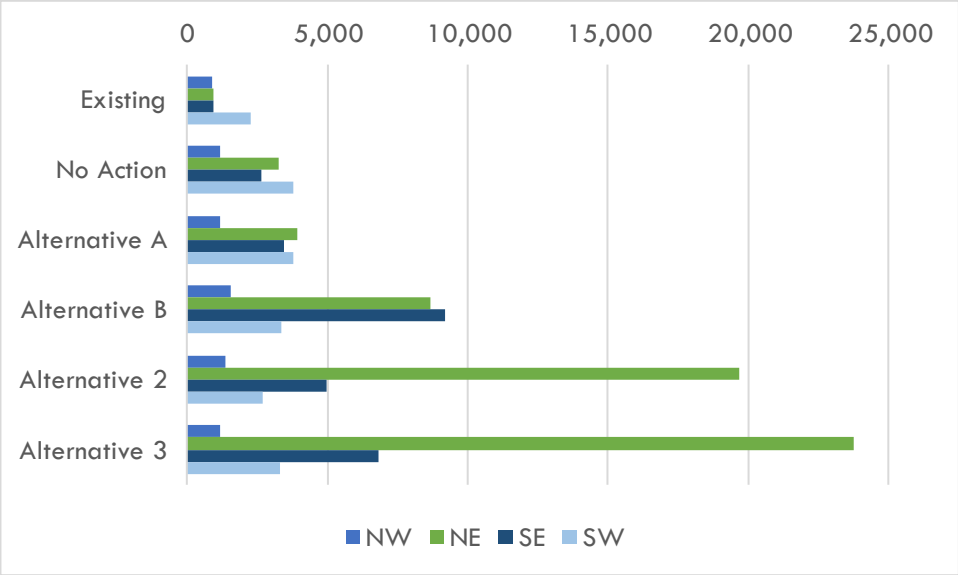
Exhibit 2-32. Total Housing by Alternative 2044: Detail

Location	Existing	No Action	Alternative A	Alternative B	Alternative 2	Alternative 3
NW	484	515	515	568	533	537
NE	453	957	1,104	2,670	3,196	4,559
SE	305	600	600	3,998	3,636	4,112
SW	667	710	710	916	1,144	1,701
Total	**1,909**	**2,782**	**2,929**	**8,152**	**8,509**	**10,909**

Sources: Mithun, 2020; BERK, 2021.

Similarly, allowed employment levels by Action Alternative show most growth in the NE and SE quadrants of the Study Area and relatively less in the NE and NW. In all alternatives, the least growth is planned in the NW. See Exhibit 2-33 and Exhibit 2-34.

Exhibit 2-33. Alternative Total Employment 2044 by Location



Sources: Mithun, 2020; BERK, 2020.

Exhibit 2-34. Total Employment 2044 by Alternative: Detail

Location	Existing	No Action	Alternative A	Alternative B	Alternative 2	Alternative 3
NW	898	1,164	1,164	1,561	1,358	1,145
NE	906	3,252	3,918	8,660	19,698	23,761
SE	913	2,657	3,449	9,174	4,969	6,794
SW	2,270	3,787	3,787	3,356	2,663	3,288
Total	**4,988**	**10,859**	**12,317**	**22,751**	**28,688**	**34,988**

Sources: Mithun, 2020; BERK, 2020.

Alternative 3 has the most total jobs with an emphasis on the NE quadrant. Alternatives B and 2 have mid-range jobs with Alternative B emphasizing a balance between the NE and SE quadrants and Alternative 2 having more emphasis on the NE quadrant.

2.5.5 Key Elements by Alternative

Key elements described by alternative above are compared in Exhibit 2-35.

Exhibit 2-35. Comparison of Alternatives Key Elements

Alternatives	Summary	Development	Mobility	Environmental Strategies	Relationship to Equity & Inclusive District
	SEIS Topics Studied	*Land Use, Aesthetics, Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity*	*Transportation, Greenhouse Gases*	*Surface & Stormwater, Utilities, Greenhouse Gases, Open Space*	*Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity, Transportation*
No Action Alternative 1 *Reflects principles of comprehensive plan, recent trends and current zoning*	This alternative would reflect existing zoning and current city plans. It would include limited residential development throughout the district, and in Rose Hill it would include substantial retail employment and modest office development up to 6 stories. Mobility changes would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.	**Rose Hill:** Primarily retail development with limited office/residential above **Moss Bay/Norkirk/Everest/Highlands:** No change **Other:** Infill per zoning	**Transit:** WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project **Bike/Ped:** Minor streetscape improvements associated with development frontages and planned projects **Parking:** Current requirements for new development	Minimize development near **Forbes Lake** **Stormwater improvements** included as part of the WSDOT I-405 Interchange project	Unlikely to produce substantial **affordable housing** Likely to maintain current **transit, walking, and biking** Unlikely to improve **health equity** factors such as access to open space, healthy food, and air quality Likely preserves existing retail **jobs**; includes substantial retail employment Unlikely to support additional **education** opportunities Unlikely to create new opportunities for **community benefits** through development linkages Unlikely to reduce the district's **carbon footprint**
Alternative A Current Trends *Reflects principles of comprehensive plan, recent trends of last six years and current zoning*	Similar to No Action Alternative 1 described above. Current Trends maintains existing zoning heights throughout the district and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing. The growth targets were adjusted upward from DSEIS Alternative 1 No Action because growth in the past six years has outpaced the assumptions in the 2015 Comprehensive Plan.	**Rose Hill:** In Alternative A Current Trends, additional jobs were studied in portions of the Study Area currently zoned for development up to 67' in height in zones RH-1A, RH-2A, and RH-2B. **Moss Bay/Norkirk/Everest/Highlands:** No change **Other:** Areas within the district currently zoned for single family or other low density residential area would maintain their current zoning.	Similar to No Action Alternative. More analysis is provided in Chapter 3 regarding transportation mitigation for this alternative.	Similar to No Action Alternative. More analysis is provided in Chapter 3 regarding stormwater mitigation for this alternative.	Similar to Alternative 1.
Alternative B Transit Connected Growth *Reflects principles of comprehensive plan, with some rezoning and additional growth blending elements of Alternatives 2 and 3*	This alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. It would allow for further intensified development close to the station offering jobs and housing in buildings up to 20 stories (150-250 feet) in height, transitioning to mid-rise and low rise development further from the station.	**Rose Hill:** Mid-rise NE quadrant and high-rise SE quadrant. **Moss Bay/Norkirk/Everest/Highlands:** Smaller scale residential/office/industrial infill **Other:** Infill per zoning, Neighborhood scale pocket parks, onsite open space, and linear parks or pea patches see mitigation in Section 3.7	Similar to Alternatives 2 and 3. More analysis is provided in Chapter 3 regarding transportation mitigation for this alternative.	Similar to Alternatives 2 and 3. More analysis is provided in Chapter 3 regarding stormwater mitigation for this alternative.	Similar to Alternatives 2 and 3.
Action Alternative 2 *Reflects principles of comprehensive plan, with some rezoning and additional growth*	This alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. This growth would allow for a range of mid-rise mixed use residential and office buildings up to 10 stories (150 feet) with limited infill in established neighborhoods. Mobility and environmental strategies would focus on enhancing existing plans, including additional bike lanes, sidewalks, and minor green infrastructure investments.	**Rose Hill:** Mid-rise office/residential mixed use (up to 10 stories) **Moss Bay/Norkirk/Everest/Highlands:** Smaller scale residential/office/industrial infill **Other:** Infill per zoning, Neighborhood scale pocket parks, onsite open space, and linear parks or pea patches see mitigation in Section 3.7	**Transit:** WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project **Bike/Ped:** Incremental green streets midblock connections policy in Rose Hill, Enhanced bike/ped improvements (bike lane/new sidewalks) on 120th Ave NE and other key streets **Parking:** Reduced parking requirements; see TDM discussion in Section 3.6 for other	Minimize development near **Forbes Lake** **Stormwater improvements** included as part of the WSDOT I-405 Interchange project Minor on-site stormwater and **tree canopy increase** Streetscape-based stormwater improvements along **120th Ave NE**	Possibly would produce some **affordable housing** and increase housing diversity Likely to encourage **transit, walking, and biking** Possible to improve **health equity** factors such as access to open space, healthy food, and air quality Likely to create new **employment opportunities** across office, retail, and other sectors. Possibly would support additional **education** opportunities

Alternatives	Summary	Development	Mobility	Environmental Strategies	Relationship to Equity & Inclusive District
			mitigation	Moderate / incremental **green building** standards	Possibly would create new opportunities for **community benefits** through development linkages Likely to somewhat lower the district's **carbon footprint**
Action Alternative 3 *Reflects principles of comprehensive plan, with substantial rezoning and additional growth*	This alternative would allow for the most growth throughout the district. This growth would include mixed use residential and office buildings up to 20 stories (300 feet) in select commercial areas, substantial smaller scale infill in established neighborhoods, and limited changes to residential areas such as Highlands and South Rose Hill. Mobility strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking, as well as a district parking structure for businesses/residents/ customers (not commuters). Environmental strategies would be coordinated at the district scale to maximize environmental performance through green infrastructure and a signature "blue street" for addressing stormwater.	**Rose Hill:** Towers (up to 20 stories) with mid-rise office/residential mixed use **Moss Bay/Norkirk/Everest/Highlands:** Mid-rise office residential mixed use, Flex office/industrial in Norkirk **Other:** Infill per zoning, and added residential infill in northeast extent, including low rise attached housing (townhouses, small apartments), Significant investment in open space and community gathering spaces, e.g. parks, onsite open space, and linear parks or pea patches see mitigation in Section 3.7.	**Transit:** WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project **Bike/Ped:** Required green streets midblock connections policy in Rose Hill, Substantial bike/ped improvements (cycle track network, retail supportive streetscape) on 120th Ave NE and other key streets **Parking:** District parking facility reduce parking requirements; see TDM discussion in Section 3.6 for other mitigation.	Minimize development near **Forbes Lake Stormwater improvements** included as part of the WSDOT I-405 Interchange project Major on-site tree canopy increase through **green street midblock connections** in Rose Hill Street reconstruction for **120th Ave NE** to reduce on-site demands for stormwater improvements **District sustainability** strategies such as districtwide green building standards	Likely to produce significant **affordable housing** and increase housing diversity Likely to encourage **transit, walking, and biking** Likely to improve **health equity** factors such as access to open space, food, and air quality Likely to create new **employment opportunities** across office, retail, and other sectors. Likely to support additional **education** opportunities Likely to create new opportunities for **community benefits** through development linkages Likely to significantly lower the district's **carbon footprint**

2.6 Benefits and Disadvantages of Delaying the Proposed Action

Delay of the proposed action would continue present trends of low-rise commercial and residential development with substantial area dedicated to surface parking and auto infrastructure, and incremental mixed use and infill development. While the Stride BRT station will be built under any of the studied alternatives including No Action, mixed use growth would not realize a transit-oriented development pattern to the same degree if there were a delay of the SAP, Form-Based Code, and Planned Action and associated development. Residential development trends would continue producing homes that tend to be unaffordable to workforce households and would not support Kirkland's equity goals or project objectives. There would likely not be as many new opportunities for jobs in proximity to transit and housing, and thus regional commute times and resulting greenhouse gas emissions per capita would likely be higher under No Action than under the Action Alternatives. Delay of the proposal would reduce overall jobs and housing growth and related potential for additional traffic trips and utility and service demands, but would preclude achievement of land use efficiencies associated with more compact development (such as reduced vehicle miles traveled per capita, improved commutes, reduced regional traffic). The City's fiscal evaluation in Appendix B indicates that operating expenses (e.g., staff requirements) could be met with projected revenues under either FSEIS Alternative A or B; however, while there is a capital investment need under either Alternative A or B there is a decrease in the capital revenue deficit with Alternative B.

The disadvantages of delaying the proposed action include a lack of economic development, tax base increase, and housing variety, contrary to City long-range plans and project objectives. There would also be a less compact, mixed use development pattern that would provide less support for reducing single occupancy vehicles trips and increased transit ridership. Delaying the proposed action and associated redevelopment would also delay the improvement of stormwater quality and associated natural systems, and delay the addition of non-motorized improvements designed to connect the surrounding community to transit.

Concurrency and other requirements would remain in place to ensure proposed services and infrastructure fit the City's levels of service. Thus, growth may be phased until the investment in transit is made, and the urban form becomes more compact and provides the range of amenities proposed under the Action Alternatives.

3 Evaluation of Final SEIS Alternatives

This chapter evaluates the Final Supplemental Environmental Impact Statement (FSEIS) alternatives and describes the potential impacts and mitigation measures for the following topics:

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

The analysis compares and contrasts the alternatives and provides mitigation measures for identified impacts. It also summarizes whether there are significant unavoidable adverse impacts. For the context of the affected environment, please see the Draft Supplemental Environmental Impact Statement (DSEIS).

3.1 Air Quality/Greenhouse Gas Emissions

Climate change and greenhouse gas emissions are addressed as air elements of the environment under the State Environmental Policy Act (SEPA) analyses. Transportation and land use changes can contribute to climate change due to increases in greenhouse gas (GHG) emissions. Land use changes can result in GHG emissions through the construction process; utilities used during operations, such as electricity, natural gas, and water; and waste production. Land use also generates vehicle trips. Travel completed using gasoline and diesel-fueled passenger, commercial, or transit vehicles can emit carbon dioxide, methane, and nitrous oxide. The accumulation of GHG in the atmosphere contributes to climate change.

See the DSEIS for additional background on Air Quality/Greenhouse Gas.

3.1.1 Thresholds of Significance

The alternatives would be considered to result in significant GHG emission impacts under the following conditions:

- Alternative 1 No Action if it increased per capita emissions compared to existing conditions.
- Alternatives 2 and 3 if they increased per capita emissions compared to Alternative 1 No Action.

The scale of climate change is so large that a project's GHG impacts should be considered on a cumulative scale and in relation to the service population (residents and employees) of the area.

For the purposes of this FSEIS, the indictors of GHG emissions include a comparison of growth estimates in population and jobs between Alternatives A and B and Alternatives 1, 2, and 3.

3.1.2 Evaluation of Final SEIS Alternatives

Under all studied alternatives embodied emissions associated with redevelopment and the energy emissions generated would increase compared to existing conditions due to the intensified land use. Vehicle emission rates are expected to be lower in 2035 as vehicles become more fuel efficient due to more stringent regulations; therefore, each VMT will contribute fewer GHG emissions to the environment. However, the transportation emissions are expected to increase under each studied alternative.

Under the analysis, Alternative 1 does not increase per capita emissions above

existing conditions; it would be reduced on a per capita basis. Alternatives 2 and 3 would reduce per capita emissions compared to Alternative 1 No Action. See Exhibit 3-1.

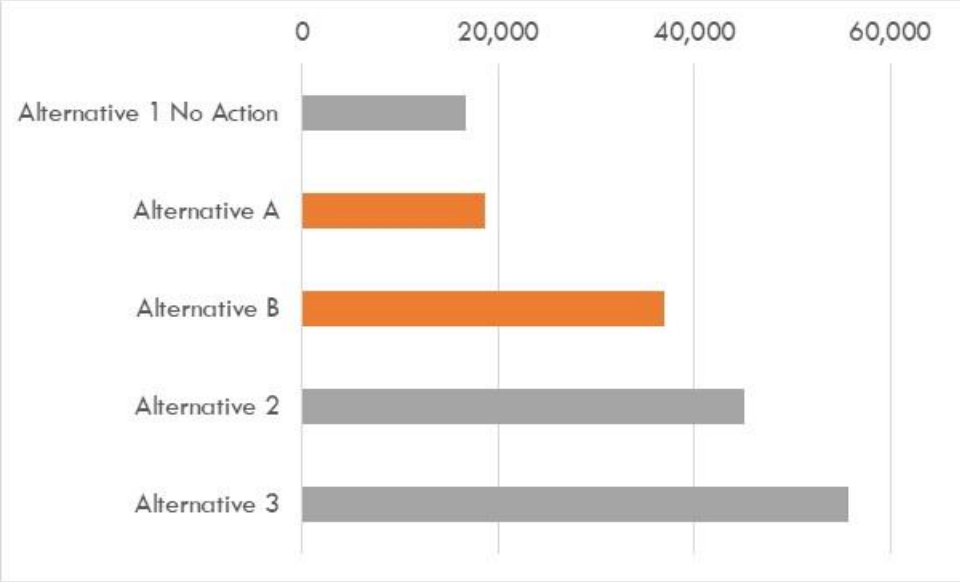
Exhibit 3-1. Lifetime GHG Emissions of the Study Area, Alternatives 1, 2, and 3

Emissions (MTCO2e)	Alternative 1 No Action	Alternative 2	Alternative 3
Embodied Emissions	371,800	778,300	922,900
Energy Emissions	7,967,300	13,687,000	15,111,400
Transportation Emissions	3,737,000	6,325,500	6,783,400
Total Emissions	12,076,100	20,790,800	22,817,700
Population + Jobs	16,640	45,010	55,710
Emissions per Capita	725.5	460	410

Sources: King County SEPA GHG Emissions Worksheet, 2019; Fehr & Peers, 2020.

The FSEIS Alternatives have population and jobs in the range of the DSEIS Alternatives and results are expected to be similar to Alternative 1 for Alternative A and Alternative 2 for Alternative B. See Exhibit 3-2.

Exhibit 3-2. Combined Population and Jobs 2044



Sources: Mithun 2021, BERK 2021.

Alternative A Current Trends

Alternative A combined population and employment growth is slightly higher than Alternative 1 by 12%. The slightly greater units and employment space/jobs

would produce slightly higher emissions and likely a similar emissions per capita as No Action Alternative 1.

Alternative B Transit Connected Growth – Preferred Direction

Alternative B has 22% less growth than Alternative 2. The lower units and employment space/jobs would produce slightly lower emissions and likely a similar per capita rate Alternative 2.

3.1.3 Mitigation Measures

Based on the evaluation in the preceding sections, no significant impacts are expected under the Study Area Alternatives. However, given the greater growth anticipated and to be consistent with City's Comprehensive Plan, Climate Protection Action Plan, Sustainability Master Plan, and SEIS scoping input, the following are offered as mitigation measures.

Incorporated Plan Features

- Dense landscaping along roadways can reduce air pollutants by up to 50% (Deshmukh, 2019). Green infrastructure is a source of potential air emission mitigation at a microscale (Tiwari, 2019). As part of the Station Area Plan and Code associated with the Action Alternatives, the City is proposing green streets with optimal implementation of landscaping to contribute towards meeting the citywide tree canopy goal.
- The Washington Environmental Health Disparities Map10 shows that populations in the Study Area are at high risk for environmental exposures (scoring 7 or 8 out of 10 on the risk factor scale, depending on the location.) Alternatives 2 and 3 and Alternative B propose growth near I-405 that is office-focused with residential and mixed uses buffered beyond office uses to reduce the potential for localized air quality effects on vulnerable populations and improve land use compatibility adjacent to the freeway.

Applicable Regulations and Commitments

- The City's Comprehensive Plan Environment Chapter cites promotion of cleaner fuels, a reduction in vehicle miles of travel, and more reliance on renewable energy as three key transportation related actions to meet the City's GHG reduction targets.

[10] See: https://www.doh.wa.gov/DataandStatisticalReports/WashingtonTrackingNetworkWTN/InformationbyLocation/WashingtonEnvironmentalHealthDisparitiesMap

- Kirkland's Climate Protection Action Plan (CPAP) 2013 and 2018 Gas Emission Report promote reduction in GHG.
- The Kirkland Sustainability Master Plan approved December 2020 includes key recommendations to reduce GHG, including but not limited to:
  - Incentivize construction of high-performing, low energy use zero-emission structures.
  - Retrofit existing buildings to reduce energy use.
  - Employ Smart Growth principles in all City planning practices and codes.
  - Reduce the average amount each person drives by 20% by 2030 and 50% by 2050.
  - Ensure that people of all ages and abilities can comfortably get around by walking or bicycling.
  - Grow the annual number of weekday transit riders by 10% each year.
  - Manage Kirkland's urban forest resource for optimal health, climate resiliency and social equity.
  - Develop a diversified, equitable and resilient local green economy.
- Efforts that the City makes can support State Climate Action goals. The State Agency Climate Leadership Act (RCW 70.235.050 and 060) requires some state agencies to reduce their greenhouse gas emissions. The Act was updated in 2020 to require state agencies to reduce their carbon pollution to these targets:
  - 2020 –15% below 2005 levels
  - 2030 – 45% below 2005
  - 2040 – 70% below 2005
  - 2050 – 95% below 2005 and achieve net-zero GHG emissions.

Mitigation Measures Related to Embodied and Energy Emissions

- In the Form-Based Code, the City could include site by site green building standards or implement districtwide green building standards / incentives, credentialing programs (e.g., Living Building Challenge, LEED, Passivhaus, Built Green, etc.), and district energy.

3.1.4 Significant Unavoidable Adverse Impacts

Based on the evaluation in the preceding sections, there are no significant unavoidable adverse impacts expected under the studied alternatives.

3.2 Surface Water and Stormwater

This section addresses impacts, and mitigation measures on constructed drainage facilities such as ditches, culverts, enclosed drainage system, detention ponds, and infiltration facilities; and on natural surface water bodies such as creeks, lakes, and wetlands. These elements were addressed in the November 2015 Comprehensive Plan Update Final Environmental Impact Statement (2015 Comprehensive Plan EIS). This section also includes consideration of tree canopy, which was not explicitly addressed in the prior EIS.

3.2.1 Thresholds of Significance

Stormwater impacts would be considered to rise to the level of significance when projects 1) create impervious surfaces without stormwater management that increase the rate and volume of stormwater entering the City's separated storm sewer system exceeding its conveyance capacity and causing local flooding or degrading habitat in downstream receiving waters due to streambank erosion or changes in wetlands hydroperiod, 2) release untreated stormwater from pollution generating hard surfaces that leads to a decrease in water quality in local receiving waters, or 3) release stormwater contaminated with silt or other pollutants during construction.

Impacts to surface waters, including streams and wetlands, would be considered to rise to the level of significance if streams would receive substantial changes in flow volumes and velocities that affect water quality and habitat and cannot be mitigated. Surface water impacts are also of significance if wetlands or wetland buffers are filled or substantially reduced in function and these losses cannot be mitigated.

For tree canopy, impacts would be considered to rise to the level of significance when the project would cause a net loss in the City's overall current 38% tree canopy coverage.

3.2.2 Evaluation of Final SEIS Alternatives

Stormwater: Under all alternatives, additional growth and development would likely increase the total amount of impervious surface in some areas of the Study Area, creating additional stormwater runoff that would require management and treatment. However, this new development would be required by existing development regulations to implement stormwater flow control and water quality treatment, mitigating its impacts.

Wetlands and Streams: Under all alternatives, the increase in impervious surfaces could reduce infiltration and therefore baseflow during drier periods. The required implementation of LID practices could mitigate for this impact to flow and minimize the impact to associated stream and wetland habitat.

FSEIS Alternatives Evaluation: As with the DSEIS Alternatives, the level of impervious surfaces increases with FSEIS Alternatives A and B, resulting in significant impacts to the stormwater system.

Three scenario models were developed and evaluated regarding the FSEIS Alternatives:

- Alternative A, with full buildout based on existing zoning
- Alternative B, the preferred alternative with fully developed land cover built under the new zoning code of the Station Area Plan, and
- A variation of Alternative B with the additional mitigation of blue/green streets.

The evaluation of both alternatives showed that development and any associated land use code changes within the Study Area will not negatively impact existing stormwater conveyance through the stormwater main line on 120th Ave NE between NE 85th St and NE 90th St. Limited improvements are needed (e.g., pipe replacement described in mitigation measures). Redevelopment in this area should reduce stormwater runoff with the implementation of required onsite stormwater control facilities. Additional results include:

- Development of the Study Area and any associated increases in impervious surface area will not have any negative downstream impacts. This is due to current stormwater mitigation requirements that will require these parcels to install large detention systems (such as tanks and vaults) to reduce the flow off their development and help existing flooding issues.
- Outside of the Study Area, the analysis showed an increase in runoff from the upstream residential areas causing potential flooding. Residential parcels are smaller in size and tend to be under the mitigation requirement and therefore are exempt from the requirement to construct large stormwater facilities.
- Much of the potential flooding is resolved with the stormwater mitigation from redevelopment. Other types of green streets or stormwater expression, which were not included in the study and may have lower maintenance costs, could continue to be considered as urban design features with water treatment benefits

Development under either FSEIS Alternative A or Alternative B is expected to improve flooding conditions. The modeling results for Alternatives A and B

indicate impervious limit increases will not negatively impact downstream flooding. Rather, redevelopment is expected to benefit existing flooding due to the flow control facilities that will be required for the redeveloping parcels.

Alternative A Current Trends

Though slightly greater anticipated growth than the No Action Alternative 1, under Alternative A land use and zoning would be retained, and changes to tree canopy in the Study Area would likely be minimal because they would be related to gradual infill and development activities consistent with current land-use and tree retention code.

Alternative B Transit Connected Growth – Preferred Direction

Building height and proximity to potential planting areas in public rights of way in this alternative could affect existing trees or restrict the choice of tree species for some future plantings to those with a smaller or more columnar structure, potentially limiting tree canopy coverage. The potential impact area for Alternative B includes parcels identified for development as well as adjacent public rights of way. The potential loss of tree canopy to new development would be slightly less for Alternative B (66.23 acres) than for Alternative 2 (67.36 acres) due to no proposed redevelopment in the interchange area.

3.2.3 Mitigation Measures

Incorporated Plan Features

Alternative B may implement measures from the Water & Sustainability Alternatives Matrix to provide additional mitigation. (See DSEIS Appendix B).

The NE85th Street Station Area SAP is intended to implement progressive stormwater management, support urban ecology, and create a vibrant urban center around the new transit facility. Among several ideas identified in the Water & Sustainability Alternatives Matrix one concept is a Blue Green corridor, which is an emerging concept meant to further these goals. Green/Blue Street stormwater infrastructure was modeled within the Study Area and found to be costly with little benefit for the capacity of the stormwater system. See FSEIS Appendix B.

There are few examples of blue green corridor implementation in the US or internationally, and their character can vary significantly. Blue green corridors can be designed to achieve a broad range of goals for placemaking, stormwater management, and urban ecology and therefore can range from an open vegetated stream channel to a series of at grade bioretention cells, to water and ecology themed art installations and specialty paving, to trees and other plantings all of which can be paired with below grade traditional grey infrastructure (i.e., vaults and pipes). Accordingly, the potential cost in the FSEIS Appendix B was conservative and may not represent the cost for the Blue Green facility; a more refined analysis could be accomplished as the concept is further defined if considered in the future.

Regulations and Commitments

Stormwater

Under all studied alternatives, the City would require projects to implement enhanced stormwater treatment for all hard surfaces requiring treatment within the Forbes Creek watershed in addition to the existing stormwater code requirements. Additionally, the final plan may incorporate elements from the Water Mitigation matrix in DSEIS Appendix B. Some elements of stormwater infrastructure were included in the citywide fiscal impacts analysis shown in FSEIS Appendix B.

Wetlands and Streams

Per KZC 90.60 and 90.70, modifications to wetlands, streams, and associated buffers are prohibited except under certain circumstances. Activities may be permitted in critical areas provided they meet the following standards (among others): general mitigation requirements, including mitigation sequencing; requirements for compensatory mitigation; are protective of fish or wildlife habitat conservation areas; have no adverse impact on water quality or conveyance or degradation of critical area functions and values; minimize the removal of significant trees; and restore temporarily disturbed areas to pre-project conditions or better.

Tree Canopy

Per KZC 95, a Tree Retention Plan would be developed under all alternatives, including inventory and survey of significant trees that may be impacted by the proposal. Tree canopy loss would be minimized through the retention of high value street trees and on-site trees to the maximum extent possible, and moderate value trees where feasible. Additionally, a forest management plan

may be required for significantly wooded sites greater than 35,000 square feet. New tree canopy would be added with new street tree plantings, installation of required landscaping, and general project landscaping.

Other Proposed Mitigation Measures

Stormwater

Per Appendix B-3, the only proposed stormwater project within the Study Area consists of replacing 520 feet of 36-inch piped stream along 120th Ave NE with a smoother pipe material. This will increase capacity through the stormwater main line, helping in all scenarios.

Tree Canopy

Tree loss should be minimized where possible through the development of a Tree Protection Plan in accordance with City requirements, with an emphasis to retain and protect high-value, significant trees. Large trees are the most difficult to replace and can be considered for relocation/transplanting. It is unlikely that all trees and tree canopy identified within the potential impact areas for Alternative B would be removed. However, because the maximum impact to tree canopy under these alternatives is approximately 67 acres, and there are only roughly 25 acres of potential planting area within the Study Area, it may be necessary to replace some outside of the Study Area in suitable locations. Recommended locations for tree plantings outside the Study Area include residential neighborhoods, public open space, parks, and stormwater retention facilities. In order to maximize replanting within the Study Area and allow trees a greater opportunity to mature and contribute to the City's canopy goals, potential planting opportunities within impervious surfaces using suspended pavement systems (Silva cell) could be implemented. Where replanting within the Study Area is not possible, an in-lieu-fee Alternative may provide flexibility to fund and support best management practices outlined in the City of Kirkland Urban Forestry Strategic Management Plan.

3.2.4 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are expected to stormwater and surface water.

There may be indirect impacts to stream and wetland buffers due to increased development adjacent to buffers. No additional impacts to streams or wetlands are anticipated in any alternatives.

Based on Citywide data from historic canopy assessments, the Study Area would see near-term canopy loss under action alternatives as larger trees are removed to make way for redevelopment. The rate of near-term canopy loss likely accelerates based on the intensity of allowed development. The tree canopy would be restored over time as replacement trees reach maturity; however, both alternatives may result in significant unavoidable impact to city-wide tree canopy coverage temporarily over the next 10–20 years.

3.3 Land Use Patterns and Socioeconomics

This section evaluates land use patterns, housing, jobs, and growth today and in the future. This section describes potential impacts of the No Action and Action Alternatives on land use, growth, and displacement of vulnerable populations as development occurs. The data considered for this section include demographic data collected pre-COVID 19 from state and federal sources.

3.3.1 Thresholds of Significance

Land use and socioeconomic impacts would be considered to rise to a significant level if there are:

- Differences in activity levels at boundaries of uses of different intensities likely to result in incompatibilities.
- Intensities of expected growth likely to have an impact on direct displacement of a marginalized population (low-income people, people of color).
- Inadequate physical capacity to accommodate growth and displaced residents and businesses.
- Developments at intensities that would not support transit investments.

3.3.2 Evaluation of Final SEIS Alternatives

Land Use Patterns

Alternative A land use pattern is the same as Alternative 1 No Action. Alternative B proposes similar medium and high density residential, commercial, and industrial land use patterns as the No Action Alternative but emphasizes mixed use residential/commercial, and mixed use office development.

Compatibility

Land Use Transitions

All Alternatives would maintain a pattern of greater mixed use or employment intensity near NE 85th Street and I-405, though Alternatives B, 2 and 3 create a more distinct difference in intensity of uses in the northeast and southeast quadrants of the interchange where there are more abrupt changes in intensity from these uses to medium and lower density residential. This is addressed to a greater degree in the Aesthetics analysis. Alternative B includes preliminary Form-Based Code principles addressing transitions in height and landscaping. See Exhibit 1-26.

Air Quality

In contrast to No Action Alternative and Alternative A, and similar to Alternatives 2 and 3, FSEIS Alternative B provides a transition or buffer of greater employment uses along I-405 in the northeast and southeast quadrants of the interchange; residential uses would be located beyond these office-focused areas further from I-405.

Dense landscaping along roadways can reduce air pollutants by up to 50% (Deshmukh, 2019) Green infrastructure is another source of mitigation for potential air emissions (Tiwari, 2019). The Action Alternatives including Alternative B promote landscaping and green infrastructure such as with green streets. Like other Action Alternatives, Alternative B also includes a Form-Based Code that can address orientation and location of residential uses in mixed use developments to reduce potential exposure to adverse air quality and improve land use compatibility. Alternative B Form-Based code elements are more detailed than for other alternatives and described in Chapter 2.

Activity Levels

All alternatives would increase growth in the Study Area, with No Action the least and Alternative 3 the most. Alternative A is slightly higher and similar to the No Action Alternative 1 and Alternative B is slightly lower and similar to Alternative 2. See Exhibit 3-3.

Exhibit 3-3. Households and Jobs by Alternative

Alternative	Households	% Increase Above Existing	% Increase Above No Action	Jobs	% Increase Above Existing	% Increase Above No Action
Existing	1,909			4,988		
No Action	2,782	46%		10,859	118%	
Alternative A	2,929	53%	5%	12,317	147%	13%
Alternative B	8,152	327%	193%	22,751	356%	110%
Alternative 2	8,509	346%	206%	28,688	475%	164%
Alternative 3	10,909	471%	292%	34,988	601%	222%

Sources: Mithun, 2020; BERK, 2020.

Increases in growth activity levels could increase ambient noise such as at the interface of commercial or industrial and residential uses with delivery bays or other equipment. The City has adopted maximum permissible noise levels between land use classes of different types consistent with state rules (WAC 173-

60). Noise levels may increase temporally during construction, and City rules also address appropriate daytime hours for development activity.

The change in activity levels at the boundary of the Study Area is further addressed under each alternative.

Potential Displacement, Growth Capacity, Equity

All alternatives provide capacity for growth as seen in Exhibit 2-32 and Exhibit 2-34 in Chapter 2. Under all alternatives, there would be more intensive office mixed use or residential mixed use buildings replacing single-story big box retail and parking lots along NE 85th Street, though the degree and character differs among alternatives. New typologies would generally abut lower density and medium density residential areas but not replace them.

Most of the change would occur in Census Tract 53033022604, the Rose Hill area east of I-405. This Census Tract has a low opportunity index, and a quarter of the current residents are persons of color. There is a relatively low potential for displacement of small and ethnic businesses as indicated in the DSEIS and Puget Sound Regional Council opportunity index maps; to the extent there are limited displacements, there is capacity under all alternatives to contain space to accommodate them. Likewise, there may be lower income households in the Study Area that could be displaced in limited instances, but there is substantial capacity to add new housing including affordable housing (see below).

See discussions of each alternative for more detail on changes in typologies in some locations.

Affordable Housing

If the City continues the current affordable housing program of both its inclusionary housing program and its voluntary multifamily tax exemption (MFTE) program, the lowest number of affordable units would be added under Alternative 1 and the most under Alternative 3, with Alternatives A and B in the middle of the range. If the City improved these programs (e.g., make MFTE for affordable housing more likely to be used) or increased its inclusionary housing program in association with the increase in heights and densities allowed, more affordable housing could be achieved. Community benefits strategies such as commercial linkage fees could also potentially contribute to the production of more affordable housing within the Station Area and/or within the region. See Exhibit 3-4.

Exhibit 3-4. Affordable Housing Increases by Alternative

Alternative	Net Increase in Households Above Existing	10% Inclusionary Affordable Units	3.7% MFTE Affordable units	Total Potential Affordable Units
No Action Alternative 1	873	87	32	119
Alternative A	1,020	102	38	140
Alternative B	6,243	624	231	855
Alternative 2	6,600	660	244	904
Alternative 3	9,000	900	333	1,233

Sources: Mithun, 2021; BERK, 2021.

It should be noted that the balance of jobs and housing is not 1:1 in any alternative, and there is a greater share of jobs to future population under each alternative. Those working in the Study Area in the future may create demand for housing both in the Study Area and city or region. Though under the Action Alternatives, anticipated jobs would largely include technology and professional service office jobs, the vision includes a range including family wage jobs and a share would also be in retail or services as found today. Typically retail and service workers would earn lesser incomes and rely on availability of affordable housing.

The City will address its jobs-housing balance citywide in its Comprehensive Plan periodic review while also addressing its growth targets.

Transit Supportive Land Use

The PSRC requires that designated Regional Growth Centers allow 45 activity units (population and/or jobs) per acre to help ensure that land use supports transportation investments. The core of the Station Area is within a proposed Regional Growth Center.

All alternatives would increase activity units in the station area with Alternatives B, 2, and 3 exceeding the activity unit density required. The core of the Station Area is only a portion of a larger proposed Regional Growth Center, and density should be confirmed within the appropriate boundary. See Exhibit 3-5.

Exhibit 3-5. Activity Units – Station Area

	Alternative 1 No Action	Alternative A	Alternative B	Alternative 2	Alternative 3
Population + Jobs	16,640	18,660	36,868	45,010	55,710
Activity Units per Acre	23.1	25.9	51.2	62.6	77.4

Note: Existing and No Action assume the Study Area household size of 2.2 derived from PSRC household and population estimates. DSEIS Alternatives 2 and 3 assume a household size of 1.83, the multifamily household size estimated in the 2015 Comprehensive Plan EIS. However, new growth with Alternatives A and B assume a multifamily household size 1.59, recommended by the PSRC in the review of the Regional Growth Center application.

Alternative A Current Trends

Like the No Action Alternative 1, Alternative A retains the current Comprehensive Plan and zoning and anticipates a relatively low amount of growth in residential (53% above existing and 5% above No Action Alternative). Jobs would increase more to a greater extent (147% above existing and 13% above No Action Alternative) though less than Action Alternatives.

Alternative A would result in 2,929 total dwelling units in the Study Area, a 53% increase over existing units. The residential units are part of mixed use developments primarily along the NE 85th Street Corridor in the Commercial area. If 10% of the new units are affordable, about 102 affordable units would be created or funded. If another 3.7% are developed under MFTE as affordable that would mean 38 affordable units.

Higher activity levels and differences in types and scale of development exist where Industrial abuts Low Density Residential and Medium Density Residential west of the Cross Kirkland Corridor or along 122nd Avenue NE, or Commercial and Office near Low and Medium Density Residential along NE 85th Street.

There is capacity in the alternative to accommodate commercial or residential uses that may be displaced by new development.

When the entire station area is taken into consideration, there is not sufficient capacity for jobs and population in Alternative A to achieve the PSRC-desired activity units in proximity to the transit investments to meet the Regional Growth Center criterion of 45 activity units per acre (the City's nomination before PSRC includes the station area and the Moss Bay neighborhood).

Alternative B Transit Connected Growth – Preferred Direction

Under Alternative B, housing would increase by almost 200% above the No Action Alternative, and there would be nearly a 110% increase in jobs. The location of general development typologies and relative intensity of development are in similar places as the No Action Alternative – along the boundary of Industrial/Tech and Residential Mixed Use Intensity.

Areas of change in land use patterns from current zoning include:

- Northeast of I-405 near the transit station, there is more emphasis on Office Mid Intensity instead of Commercial. This could mean replacement of existing businesses for office or mixed use purposes.
- Southeast of the Interchange, there would be a higher intensity office mixed use development between Alternative 2 and Alternative 3.
- NE 122nd Avenue NE north of NE 85th Street: There is more area of Residential Mid Intensity instead of Commercial and Industrial Zoning. The planned uses are more similar to existing abutting uses but could replace existing businesses.
- The taller, more intense Residential High Intensity, including opportunities for mixed-use, would place more growth along NE 85th Street.

Form-based code design guidelines could establish upper story stepbacks, building setbacks, landscape buffers, transition areas and building modulation requirements to help ensure compatible growth.

Alternative B has the potential capacity to accommodate not only 2035 growth targets but more growth beyond to 2044. While displacement risk has been identified as low by PSRC, should there be potential displacement of homes or businesses Alternative B would provide space that could accommodate them as redevelopment occurs; or it is possible that those who may be displaced could relocate outside the Study Area. There is more opportunity for inclusionary housing and MFTE affordable units under Alternative B compared to the No Action Alternative and Alternative A. Together these could total over 855 affordable units under the City's existing inclusionary zoning regulations and potentially more if additional programs or incentives are implemented as described in Chapter 2 and under Mitigation Measures.

Alternative B exceeds the PSRC minimum of 45 activity units per acre in proximity to the transit investments and would support the Regional Growth Center criterion. In conjunction with the recently adopted Moss Bay Neighborhood subarea plan, the proposed Regional Growth Center would comprise about 551 acres and the activity units per acre would be planned to more than meet PSRC thresholds.

3.3.3 Mitigation Measures

Incorporated Plan Features

- Alternatives B, 2, and 3 would have a higher number of housing units and jobs to support transit, and an associated higher number of affordable units produced through inclusionary housing or MFTE programs.
- Alternatives B, 2, and 3 would include a Form-Based Code intended to implement design standards to ensure compatible development and transitions. This could include transitional development standards with building setbacks, landscape buffers, and building modulation requirements. See Chapter 2 for a more complete description of the Form Based Code proposals associated with Alternative B.
- Alternatives B, 2, and 3 promote office closer to I-405 and housing at a further distance, which could reduce exposure of residents in new mixed use developments to emissions and freeway noise impacts. Carefully-selected landscaping along rights of way and other locations can mitigate air quality affected by emissions. (See also these topics in Section 3.1, Air Quality/GHG).

Regulations and Commitments

- Kirkland Zoning Code regulates land use, landscaping, parking, and other aspects of development to ensure development meets the City's long-term vision. Design guidelines, adopted by Section 3.30.040 of the Kirkland Municipal Code establish urban design policies to be used in development design review. See also Section 3.5 Aesthetics.
- Kirkland Zoning Code Chapter 112 addresses affordable housing incentives.
- RCW 36.70A.540 authorizes affordable housing incentive programs applicable to residential, commercial, and mixed-use development.
- Kirkland Zoning Code Chapter 113 addresses opportunities for "Missing Middle Housing" types of development in low-density residential zones.
- The City regulates noise under Chapter 115.95 of the Kirkland Zoning Code. Noise related to construction activities is regulated under Chapter 115.25 of the Kirkland Zoning Code.

Other Proposed Mitigation Measures

Housing Strategy Plan Implementation

The Kirkland Housing Strategy Plan, April 2018, includes strategies the City could implement to improve its support for affordable housing. Strategies include, but

are not limited to:

- Infrastructure for walkability and open spaces/pocket parks.
- All-inclusive neighborhoods with nodes of commercial and gathering places.
- Infill housing including alterative housing types.
- Increase overall housing and choices in Transit-oriented development (TOD) and other centers.
- Mandate and incentivize the inclusion of residential uses in mixed-use developments. Examples of incentives include additional height, reduced setbacks, reduced parking, and tax breaks.
- Explore commercial development linkage fees.

Commercial Space Linkage Fees

Action Alternatives B, 2, and 3 increase the capacity for jobs by 356%-600% above existing levels, and 110% to 222% above the No Action Alternative. This capacity is realized by creating new form-based zoning and allowing heights of up to 150-250 feet (Alternative B) or 300 feet (Alternative 3) closest to the station and 25-85 feet elsewhere. Action Alternatives B, 2, and 3 also increase housing above existing levels by 327%-470% above existing units or 193% to 292% above the No Action Alternative, respectively.

Most of the jobs are expected to be office (e.g., 80-90%) given the development typologies planned next to the transit center with mixed use office towers. Retail jobs would also be created to support new households and employees. Industrial jobs would also occur as infill in existing zoned areas. The Study Area would allow for living and working in the same area, although provision of affordable housing choices would be key to ensuring that the employees of the area have a choice to live there. The housing in the Study Area could also help meet the City's affordable housing gaps in the City as a whole, as identified in the Kirkland Housing Strategy Plan. Such gaps included but were not limited to:

- A low proportion of workers in the City actually live in the City, while many who live in the City go elsewhere to work.
- Available housing for lower income (up to $45,000) and moderate income (up to $75,000) households, especially lower income seniors and individuals and more moderate-income families including single parents. (City of Kirkland, 2018)

A Kirkland strategy to help fill gaps is to "Increase overall housing and choices in Transit-oriented development (TOD) and other centers." (City of Kirkland, 2018)

A means to address the impacts of new job growth on the Kirkland area housing

market is to identify a commercial linkage fee applicable to new commercial square footage, described more specifically below:

> *Commercial linkage fees are a form of impact fee assessed on new commercial developments or major employers based on the need for workforce housing generated by new and expanding businesses. Revenues generated by the fee are then used to help fund the development of affordable housing within accessible commuting distance to the employment center. Commercial linkage fees help to better tie economic growth with housing growth. (Puget Sound Regional Council, 2020)*

Commercial linkage fees help cities address the problem of a "jobs-housing fit," where the range of housing affordability choices need to fit the range of worker incomes in the community. A commercial linkage fee is a per-square foot fee assessed to new, non-residential construction uses, such as hotel, office, retail, and restaurant, to address the affordable housing demand from new workers necessary to staff these uses. To establish the commercial linkage fee, the City must first develop a "nexus" study that demonstrates and quantifies the relationship between new development of commercial space and the demand for affordable housing units; in other words, a study to demonstrate that the increased demand for affordable housing in the City is a direct result of new non-residential development in the City. Such a study could be developed in coordination with A Regional Coalition for Housing ("ARCH").

An example of this type of nexus study was completed for the City of Seattle. After the nexus study, and in reliance on the nexus study, Seattle eventually adopted the Mandatory Housing Affordability (MHA) Program. (City of Seattle, 2014) Seattle modeled the share of units that could be funded with the program. (City of Seattle, 2016) The City also funded an economic analysis of the MHA program. (CAI Community Attributes, 2016) Other commercial linkage fee programs have been established in California, Virginia, Massachusetts and elsewhere. Regionally, other communities are considering commercial linkage fee programs, including the City of Bothell for the Canyon Park Regional Growth Center.

Regional Participation to Leverage Funding

The City could leverage regional partnerships such as with ARCH to add affordable housing opportunities in the Study Area. New regional efforts may also arise over time. For example, there is draft "Housing Benefit Districts" legislation (HB2898 and SB 6618) that would allow for an opt in incremental taxing district and ability for cities to acquire, assemble, landbank land to be developed into affordable / mixed income housing through partnering with the development community and supporting infrastructure. It has been tested in the Cities of

Renton, Everett, and Tacoma.

Other Development Code Concepts

The Form-Based Code could include companion amendments meant to address affordable housing and avoiding displacement such as:

- Creating density bonuses that prioritize affordable housing.
- Establishing minimum requirements for family-size units, so a range of households can live in the Study Area.
- Requirements that development provide a minimum number of activity units to achieve its desired transit-oriented development, as well as establish an expected amount of affordable housing.
- The region is experiencing displacement of general commercial uses and small, affordable spaces from more urban areas as redevelopment occurs. The Form-Based Code could create commercial space standards for both small and large businesses in new developments to retain area businesses in new urban formats. Building flexible tenant spaces that can accommodate small businesses can make the spaces more affordable.
- The City could provide incentives for development that retain space for existing businesses or households (e.g., right of first refusal). The City could also require relocation assistance for those displaced.

See the description of Form-Based Code concepts associated with Alternative B in Chapter 2.

3.3.4 Significant Unavoidable Adverse Impacts

Under all alternatives, additional growth would occur in the Study Area, leading to a generalized increase in building height and bulk and development intensity over time, as well as the gradual conversion of low-intensity uses to higher-intensity development patterns. This transition would be unavoidable, but it is not significant and adverse since this is an expected characteristic of a designated Urban Center in the Countywide Planning Policies.

In addition, future growth is likely to create localized land use compatibility issues as development occurs. The potential impacts related to these changes may differ in intensity and location in each of the alternatives. However, with the combination of existing and new development regulations, zoning requirements, and design guidelines, no significant unavoidable adverse impacts are anticipated.

As the area develops, there may be displacement of existing jobs as most of the areas of intensification are in commercial or mixed use areas; however, there is

sufficient employment space under any alternative to relocate the businesses and thus no significant unavoidable adverse impacts are anticipated.

All alternatives could see some risk of displacement of existing residents or businesses; this risk would be higher under Alternatives B, 2, and 3 but so would the capacity for relocation in new housing units and new tenant spaces. Alternatives B, 2, and 3 would increase substantially the capacity for housing that could better meet demand. Increasing affordable housing programs and incentives for providing units affordable to diverse income groups and to investment in affordable housing development could offset affordability pressures. Measures to encourage small businesses in the Form-Based Code would also help avoid displacement and create a more vibrant urban hub. The capacity of alternatives together with mitigation measures encouraging and requiring affordable housing and a variety of employment space should avoid significant adverse impacts.

3.4 Plans and Policies

This section of the FSEIS describes pertinent plans, policies, and regulations that guide or inform the proposal. Plans and policies evaluated in this section include the Growth Management Act (GMA), Puget Sound Regional Council's (PSRC) VISION 2050, and the King County Countywide Planning Policies (CPPs), each establishing a regulatory or policy framework with which comprehensive plans must be consistent. In addition, policy guidance established by the City' current Comprehensive Plan provides a basis for evaluating change and potential impacts associated with the proposal.

For the purpose of this analysis, the general direction of anticipated policy changes to the City's Comprehensive Plan are noted. The mitigation measures in this section reflect the City's planning process to conduct a policy consistency analysis and ensure compatibility with the overall Comprehensive Plan, after a draft of the Station Area Plan (SAP) is published. For this FSEIS analysis, the most significant components of the proposal and alternatives identified at this time include:

- Support for GMA urban growth, housing, economic development, and multimodal transportation goals,
- Relationship of the proposal to the PSRC VISION 2050 regional growth strategy and the adopted Urban Center designation in the Countywide Planning Policies and
- Relationship of the Study Area to the City's 2035 Comprehensive Plan and its current growth strategy.

3.4.1 Thresholds of Significance

This analysis reviews the alternatives for consistency with the state, regional, and local plans and policies listed above. For the purposes of this analysis, consistency means that the alternative can occur and be implemented together with the selected goal or policy without contradiction. In this section, a finding of inconsistency or contradiction with plans and policies would be considered to result in a significant adverse impact.

3.4.2 Evaluation of Final SEIS Alternatives

Washington Growth Management Act (GMA)

All alternatives are consistent with GMA goals that focus growth in urban areas, reduce sprawl, support housing and economic development, and support

multimodal transportation. However, Alternatives B, 2, and 3 would provide new momentum in focusing growth in the NE 85th Street Station Area in response to new high-capacity transit service. These alternatives would also enhance and streamline the permit process with a Planned Action. The alternatives would increase the demand for public services and recreation; mitigation measures to provide infrastructure and facilities are needed to support the anticipated growth.

GMA Goal Summary

- Encourage growth in urban areas
- Reduce sprawl
- Protect rural character
- Encourage an efficient multimodal transportation system
- Encourage a variety of housing types, including affordable housing
- Promote economic development
- Recognize property rights
- Ensure timely and fair permit procedures
- Protect agricultural, forest and mineral lands
- Retain and enhance open space and support recreation opportunities
- Protect the environment
- Ensure adequate public facilities and services
- Foster citizen participation
- Encourage historic preservation

VISION 2050

Adopted in October 2020, the PSRC VISION 2050 provides a framework for planning for future development within the four-county region.[11] Within this framework, the VISION 2050 regional growth strategy envisions a future where the region:

- Maintains a stable urban growth area.
- Focuses the great majority of new population and employment within the urban growth area.
- Maintains a variety of community types, densities, and sizes.
- Achieves a better balance of jobs and housing across the region.

[11] King, Pierce, Snohomish, and Kitsap counties.

- Within the urban growth area, focuses growth in cities.
- Within cities, creates and supports centers to serve as concentrations of jobs, housing, services, and other activities.
- Builds transit-oriented development around existing and planned infrastructure.
- Uses existing infrastructure and new investments efficiently.

Regional Growth Strategy. Consistent with the VISION 2050 Regional Growth Strategy goal, the proposed SAP Action Alternatives would accommodate growth in an urban area and near the new BRT station. By providing focused growth in a location near the new BRT station, all alternatives support the City's designation as a Core City. Compared to Alternative 1 (No Action) and Alternative A, Alternatives B, 2, and 3 provide greater growth capacity in the station area and are more likely to accommodate focused station area growth consistent with VISION 2050 guidance.

Regional Growth Center. As noted previously, the City has applied to PSRC for designation of the Greater Downtown Area, including the NE 85th Street station area, as a Regional Growth Center. This application is pending PSRC approval upon completion of the Moss Bay Neighborhood subarea plan and the Station Area subarea plan. Designation of the NE 85th Street station area as part of a Regional Growth Center would be consistent with VISION 2050 description of Core Cities as containing regional growth centers connected to the region's high-capacity transit system.

King County Countywide Planning Policies

The King County CPPs were developed by the King County Growth Management Council in collaboration with cities. The vision set forth in the CPPs calls for King County to be characterized by four types of land uses: 1) protected critical areas, such as wetlands and fish and wildlife conservation areas; 2) viable rural areas permanently protected with a clear boundary separating urban growth areas from rural areas; 3) bountiful resource lands including farms and forests; and 4) vibrant, compact, diverse urban communities. Consistent with the GMA and VISION 2050, the CPPs have been updated in 2021 with updated growth targets to support the next major update of GMA comprehensive plans in 2024.

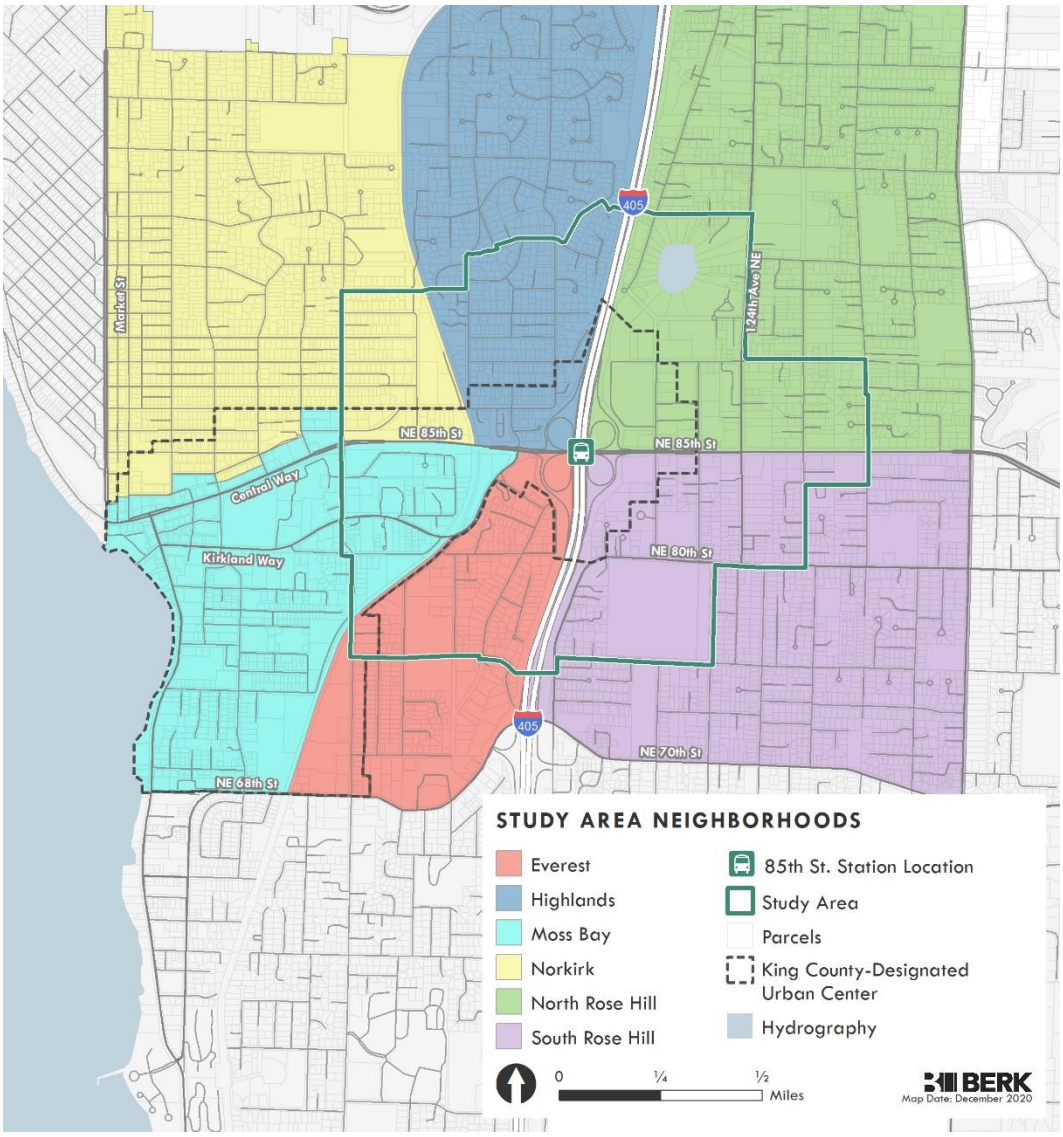
All alternatives are consistent with the King County Countywide Planning Policies described in the DSEIS. To the extent that the Countywide Planning Policies emphasize compact centers-focused growth pattern, Alternatives B, 2, and 3 provide the most capacity and amenities to support this type of growth compared to Alternative 1 (No Action) and Alternative A.

Kirkland Comprehensive Plan

The City of Kirkland's current Comprehensive Plan includes the following citywide elements: Vision/Guiding Principles; General; Community Character; Environment; Land Use; Housing; Economic Development; Transportation; Parks, Recreation and Open Space; Utilities, Public Services; Human Services, Capital Facilities; and Implementation Strategies.

The Comprehensive Plan also includes 13 neighborhood plans, a plan for the Market Street Corridor, and the City's shoreline area plan. The Study Area encompasses portions of six neighborhood areas, including the North Rose Hill, South Rose Hill, Highlands, Everest, Moss Bay, and Norkirk neighborhoods. See Exhibit 3-6.

Exhibit 3-6. Neighborhood and Study Area Boundaries



Sources: City of Kirkland, 2020; BERK, 2020.

Action Alternatives propose a Station Area Subarea Plan (SAP) consistent with the Rose Hill Neighborhood Plan Policy RH 25:

– **Policy RH 25:** Establish the parameters of future transit-oriented redevelopment in RH 1, 2 and 3 in a Transit Station Area Plan that coordinates land use, transportation, economics and urban design elements in partnership with Sound Transit, King County Metro, and WSDOT. The initial stages of the Transit Station Area Plan should establish the full boundaries of the station area to fully integrate the station with the surrounding land uses.

As noted in the DSEIS regarding the Action Alternatives, in a few cases, policies in the Rose Hill Neighborhood Plan speak to considerations that have not been fully

addressed in the Station Area Planning process. Future development of the SAP, development regulations, and design guidelines should include review of these selected policies, as noted in the mitigation measures, to determine applicability and potential need for comprehensive plan amendments.

- **Policy RH 24:** Utilize zoning incentives or other techniques to encourage commercial redevelopment in the District that will foster the 10-minute neighborhood concept.
  - **Alternatives 2 and 3:** The proposal does not currently include incentives or other measures to encourage commercial redevelopment within the Study Area. Such measures could be considered in the next phase of the planning process.
  - **Alternative B:** See Chapter 2 and the Community Benefits and Fiscal Impact Analysis in Appendix B where a density bonus program is identified for a range of community benefits.
- **Policy RH 27:** In RH 1A preserve the large regional retailer.
  - Under Alternative 1, the existing commercial designation would allow continuation of the large regional retailer.
  - Under the Action Alternatives, proposed land use designations provide for mid- to high-rise mixed-use development in RH 1A. The existing large format retail use could continue in this location and continue to expand its operations. Additionally, a large format retail use could be integrated into a the more intensive residential and office development that is planned for this location under the Action Alternatives.
- **Policy RH 29:** In RH 2A, B and C, require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use and discourage extensive surface parking lots. Encourage consolidation of properties into a coordinated site design; however, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the District.

  Other site design considerations include the following:
  - Allow a range of building height four to five stories if offices above retail or a maximum of six stories if residential above retail. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Step back upper stories from NE 85th Street. Three stories on the south of NE 85th St is appropriate where buildings are adjacent to existing residences.
  - Limit the total floor area, separate the buildings and include ample building modulation to create open space within and around the development.
  - In order to prevent commercial access to and from 118th Avenue NE, limit vehicular access to NE 85th Street and 120th Avenue NE. Allow office and

residential uses and emergency vehicles to access from 118th Avenue NE.

- Encourage underground or structured parking (discourage large ground level parking lots).
- Limit the impacts of new signs to residents across 120th Avenue NE.

Evaluation

- Under Alternative 1 (No Action) and Alternative A future development could be consistent with the design considerations identified in this policy.
- Action Alternatives: This policy provides guidance for specific uses and design considerations that have not yet been fully addressed in the SAP process and will be addressed as part of the ongoing SAP and Form-Based Code planning process and potential comprehensive plan amendments identified as needed. Policies related to height would be changed under the Action Alternatives. Alternatives 2 and 3 would allow building heights of 150-300 feet respectively. Alternative B Preferred Direction would allow building heights of 125-250. Office uses anticipated in the Action Alternatives would benefit from access to 120th Avenue NE and 118th Avenue NE in order to create a more resilient and distributed transportation network that would be a benefit to fire and police response times, create shorter and more convenient trips for people biking and walking, establish more choices for drivers accessing the area, and minimize conflicts with WSDOT improvements on NE 85th Street.

– **Policy RH 30:** In RH 3 require consolidated mixed-use transit-oriented development with an emphasis on ground level retail and/or pedestrian amenities along street frontages to promote walkability in the neighborhood. Allow a range of building height from four to a maximum of six stories, with increased height on the northern portion of site where the ground elevation is lower. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Emphasize transit access to the Transit Station at the freeway interchange, and include connections between 120th and 122nd Avenues NE. Limit vehicular access points onto NE 85th Street.

Evaluation:

- The proposal is for focused mixed-use transit-oriented development in RH3 and surrounding areas. Pedestrian amenities would be provided under all alternatives, with Alternative 1 providing the least and Alternative 3 providing the greatest level of pedestrian improvements.
- In RH 3, Alternatives B and 2 would allow building heights of 65 – 85 feet and Alternative 3 would allow heights of 85 – 150 feet. Assuming 15-feet per floor, Alternatives B and 2 would allow roughly 4 – 6 stories, and

Alternative 3 would allow 6 – 10 stories. If these alternatives move forward, this policy should be amended to incorporate applicable height standards and design considerations.

Alternative A Current Trends

Alternative A continues the current Comprehensive Plan with slightly more growth to respect trends. It would not accomplish some of the Comprehensive Plan policies to develop a Subarea Plan and would not address some of the incentives for development in the current plan.

Alternative B Transit Connected Growth – Preferred Direction

Similar to the evaluation of the DSEIS Alternatives 2 and 3, Alternative B would produce a Subarea Plan, which would result in a need for some amendments to the Comprehensive Plan and Rose Hill Subarea Plan:

- The relationship of the Station Area Subarea Plan to neighborhood plans should be specifically articulated in the Comprehensive Plan.
- Rose Hill Neighborhood Plan policies RH-24, RH-27, RH-29, and RH-30 would be reviewed and amended to reflect the preferred policy objectives.

3.4.3 Mitigation Measures

Incorporated Plan Features

- All alternatives would accommodate the City's 2015-2035 growth targets for housing and employment identified in the Comprehensive Plan, as well as general guidance supporting transit-oriented development in the vicinity of the new BRT station at the I-405/NE 85th St interchange.

Regulations and Commitments

- As required by GMA, the City must submit proposed Comprehensive Plan amendments and updated regulations for review and comment by the State prior to final adoption.

Other Proposed Mitigation Measures

- The relationship of the SAP to neighborhood plans should be specifically articulated in the Comprehensive Plan. Consistency amendments with Comprehensive Plan elements would also be developed.

- Rose Hill Neighborhood Plan policies RH-24, RH-27, RH-29, and RH-30 should be reviewed and amended to reflect the preferred policy objectives.
- Consider the need for design standards and other measures to ensure that residential character is retained as infill development occurs.

3.4.4 Significant Unavoidable Adverse Impacts

With implementation of mitigation measures, no significant unavoidable adverse impacts are anticipated with respect to consistency with adopted plans and policies under any of the alternatives.

3.5 Aesthetics

This section evaluates the scale and visual quality of development that would potentially occur under each of the alternatives, including the effects of proposed building height increases on community character, views, and shading conditions. The section evaluates FSEIS Alternatives A and B in a manner similar to the DSEIS Alternatives.

3.5.1 Thresholds of Significance

The following conditions would be considered to result significant impacts:

- **Visual Character:** Would the alternative result in substantial visual changes to the Study Area, including building height, architectural style, streetscape and pedestrian environment, and overall intensity of development?
- **Views:** Would the alternative impede protected view corridors within the Study Area or alter views from the Study Area of nearby major landmarks or natural features?
- **Shading Conditions:** Would the alternative result in a substantial increase in ground-level shading of public spaces, including parks, open space, and the streetscape, or result in shading of adjacent lower-intensity development by higher-intensity development within the Study Area?
- **Light and Glare:** Would the alternative create a substantial increase in the ambient light level in the Study Area or create an acute source of light and glare that adversely affects surrounding development? Changes to nighttime lighting conditions are of particular concern.

3.5.2 Evaluation of Final SEIS Alternatives

Alternative A Current Trends

As described in Chapter 2, FSEIS Alternative A largely represents the land use policies and zoning regulations currently adopted for the Study Area. Alternative A Current Trends maintains existing zoning heights throughout the district like the No Action Alternative 1 and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing than DSEIS Alternative 1.

No Station Area Plan would be adopted, and no changes would be made to development standards. Construction of the NE 85th Street BRT Station and associated transportation infrastructure would still occur, as would minor planned

streetscape improvements along designated pedestrian and bicycle routes.

Visual Character

Under the FSEIS Alternative A, the overall visual character of the Study Area would be similar to existing conditions, though anticipated growth would result in a moderate increase in the overall intensity of development, particularly in the Rose Hill Business District east of I-405, and to a lesser degree near Downtown on the west and moderately along NE 85th Street on the east.

As described in Chapter 2, the Study Area would experience moderate commercial growth and limited infill in residential areas on both sides of I-405.

Because most of the future growth anticipated under Alternative A would occur in the commercial areas along NE 85th Street east of I-405, the visual character of this area is likely to experience the most pronounced effects, while residential areas would remain relatively unchanged.

Under Alternative A, office and retail development in the commercial corridor east of I-405 would result in a moderate increase in the intensity of the built environment.

This would likely take the form of infill and redevelopment on underutilized sites, resulting in newer, larger buildings, greater building site coverage, or both. On many properties in the Rose Hill Business District, existing building heights are below the maximum height allowed, particularly in the RH-1A and RH-2A zones near I-405, which allow buildings up to 67 feet. RH 3 allows heights of 75 feet.

Redevelopment of properties in this commercial corridor with larger buildings would be allowed under Alternative A and could result in an incrementally more urban visual character in the Study Area; however, it would not fundamentally change the nature of development in the study area in most parts of the study area.

Views

Under Alternative A, allowed building heights would not increase, and most redevelopment and infill activity in the Study Area is anticipated to occur in the Rose Hill Business District, east of I-405, where views are limited. Of the four designated public view corridors within the Study Area, two are located on residential streets in North Rose Hill, one is located on a residential street in South Rose Hill, and one consists of the NE 85th Street corridor west of the I-405 interchange. As described in Chapter 2, infill residential development under the No Action Alternative would be limited, resulting in very little change to

development conditions in these areas. As a result, no significant impacts to protected views are anticipated under the No Action Alternative.

Shading Conditions

Under Alternative A, no increases to zoned building heights would occur, resulting in no major changes to shading conditions. Minimal localized increases in shading conditions could occur in portions of the Study Area where greater amounts of redevelopment or infill are anticipated, such as the NE 85th Street commercial corridor east of I-405 or the office and industrial areas in western portions of the Study Area. Because building heights would be limited by current zoning and development regulations, increases in shading conditions associated with redevelopment infill are anticipated to be less than significant.

Light and Glare

Development under Alternative A could generate additional light and glare in the Study Area through the addition of new exterior building and site illumination and increase vehicular traffic associate with commercial development. Development under Alternative A could generate additional light and glare in the Study Area through the addition of new exterior building and site illumination and increase vehicular traffic associate with commercial development. However, given that development under Alternative A would be relatively limited in scope and concentrated in areas already characterized by commercial development, light and glare impacts are anticipated to be minor.

Alternative B Transit Connected Growth – Preferred Direction

As described in Chapter 2, the Action Alternatives including Alternative B would establish a land use pattern focused on office and mixed-use development centered on the I-405 interchange and the associated future BRT station.

The eastern portion of the NE 85th Street corridor would be devoted to mixed-use development incorporating both commercial and higher-density residential uses. West of I-405, Alternative B would promote lower-intensity office and mixed-use development. The Norkirk portion of the Study Area would be primarily devoted to industrial/tech development.

Much of the rest of the Study Area would experience incremental infill development based on existing land uses and development typologies.

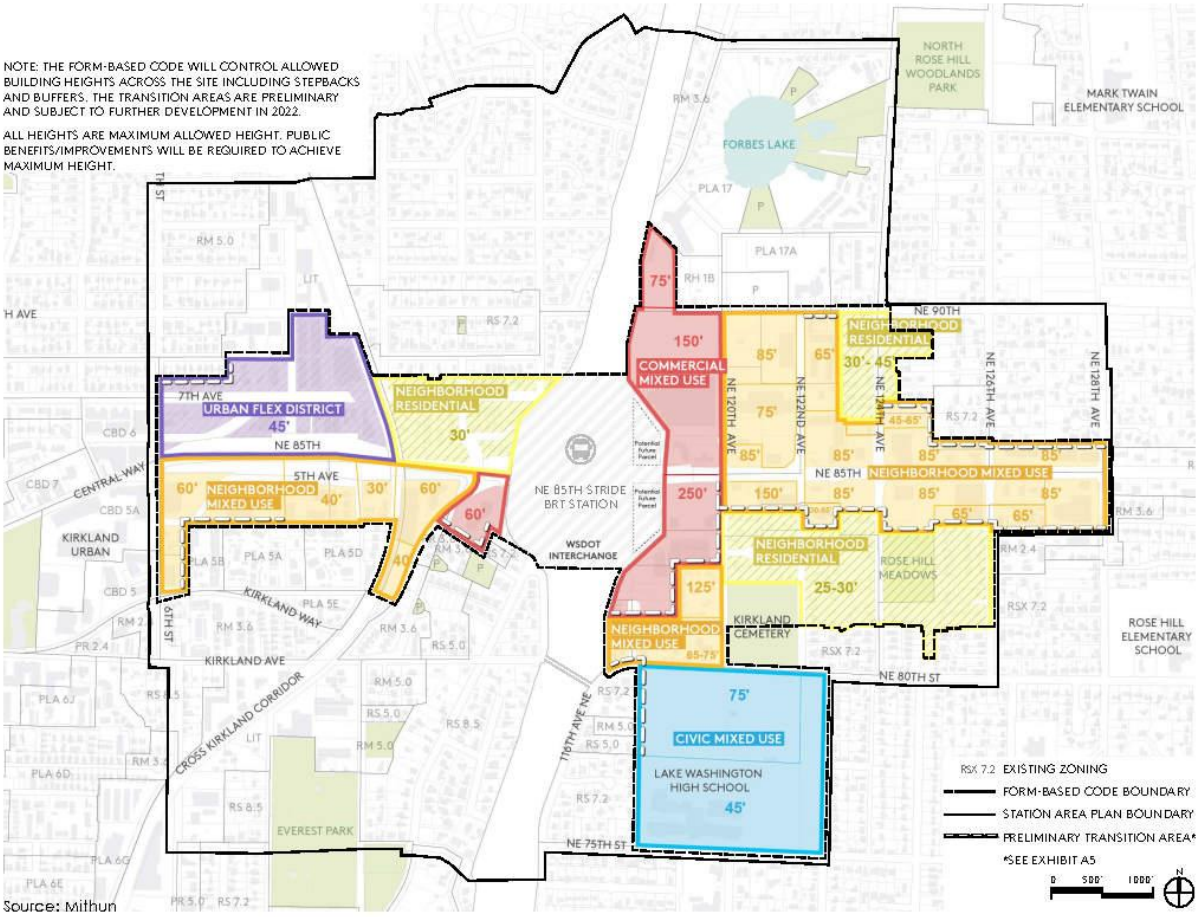
Alternative B represents a lower-intensity variant of the concept in Exhibit 2-7 with

typologies and heights identified in Exhibit 2-19 and below. The overall amount of new development would be less compared to Alternatives 2 and 3, generally leading to less extensive aesthetic and visual impacts than those alternatives.

Visual Character

Under Alternative B, the Study Area would experience substantial residential and employment growth, resulting in new development at greater densities and intensities than currently allowed. As shown in Exhibit 3-7, the greatest development intensity would be concentrated on the east side of the I-405 interchange along NE 85th Street and 120th Avenue NE. This area would allow increases in building heights from approximately 67 feet to 150 feet on the northeast quadrant of the interchange and from 55/67 feet to 250 feet on the southeast quadrant. The remainder of the NE 85th Street corridor eastward would increase allowed heights from 30-75 feet up to 85-150 feet. Allowed heights in Rose Hill residential areas north of NE 85th Street would increase from 35 feet to 65-85 feet on blocks adjacent to the commercial/office core near the freeway interchange, and from 30-35 feet up to 45-85 feet near the eastern end of the Study Area. Areas west of I-405 would experience less pronounced height increases. As shown in Exhibit 3-7, office and mixed-use blocks would increase heights from 30-35 feet to 60 feet, and industrial blocks in Norkirk would increase heights from 35 feet to 45 feet.

Exhibit 3-7. Land Use Change Areas and Height – Alternative B Preferred Direction



Source: Mithun

Sources: Mithun, 2021; BERK, 2021

These height increases have the potential to introduce new building typologies that are taller and more visually massive than existing buildings and what is currently allowed by existing development regulations. Introduction of these more intense typologies would gradually alter the architectural character and scale of development in the Study Area. Visual character impacts would be most pronounced in the areas with proposed land use changes highlighted in Exhibit 3-7. Other areas could experience infill development similar to the No Action Alternative and Alternative B.

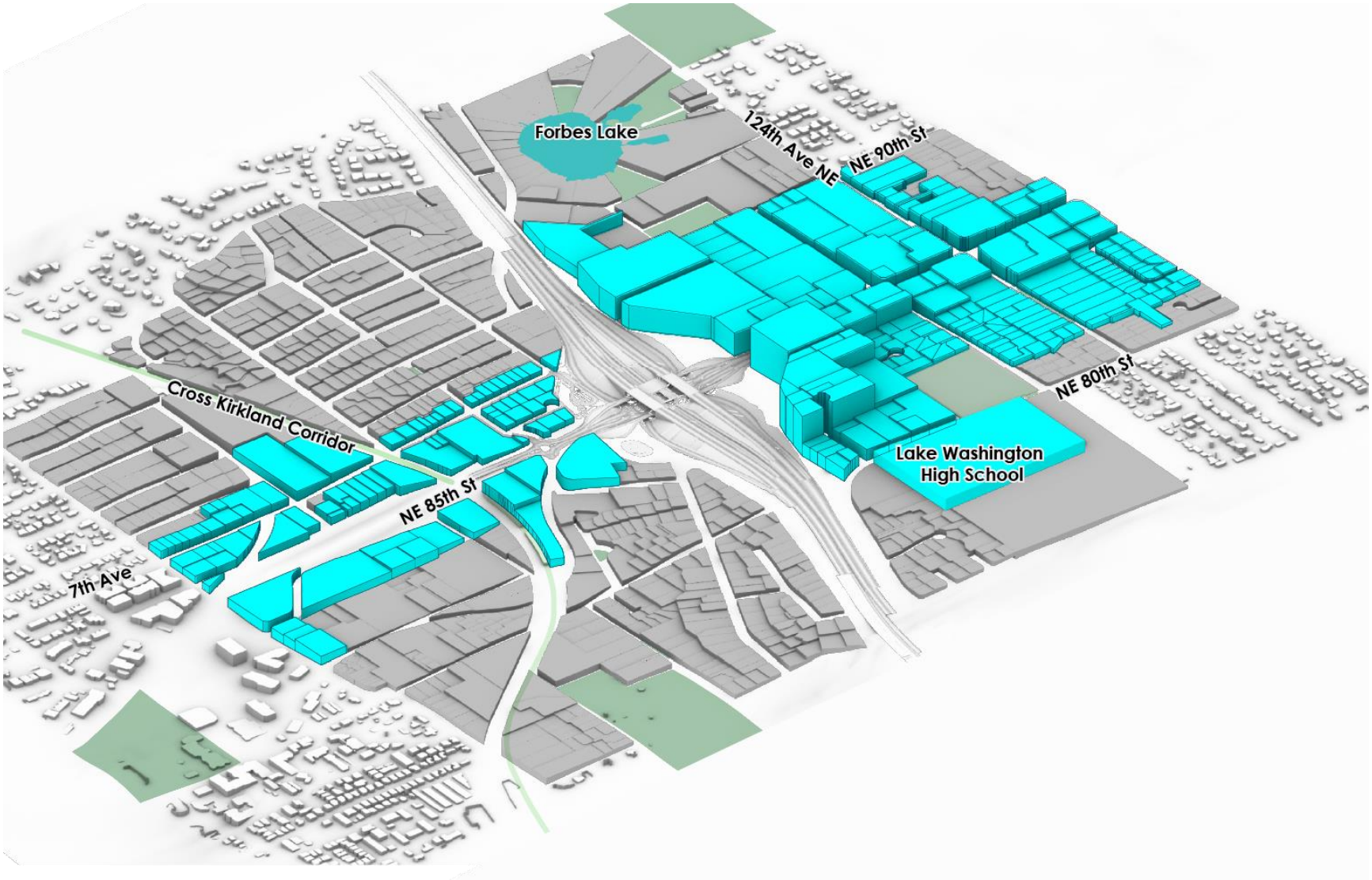
Examples of building typologies anticipated to develop under the Action Alternatives are shown in Exhibit 3-8.

Exhibit 3-8. Development Typology Examples – Alternative B

Source: Mithun, 2021.

Exhibit 3-9, Exhibit 3-10, and Exhibit 3-11 illustrate the maximum development envelopes for each block (not actual building or development proposals) allowed under Alternative B. Gray-shaded envelopes represent maximum heights for each block allowed under current development regulations (No Action/Alternative A), and blue shaded envelopes represent additional height for each block allowed under Alternative B. As described in Chapter 2, all Action Alternatives including Alternative B would include the adoption of a Station Area Plan and associated Form-Based Code that would include development regulations and design standards governing future development in the Study Area. The design standards in the Form-Based Code would incorporate mass-reduction features, such as upper-story setbacks and open space requirements. For a conservative analysis, modeling represented in the following figures assumes no stepbacks as it is under consideration with the Form-Based Code.

Exhibit 3-9. Maximum Development Envelope – Alternative B (Southwest View)

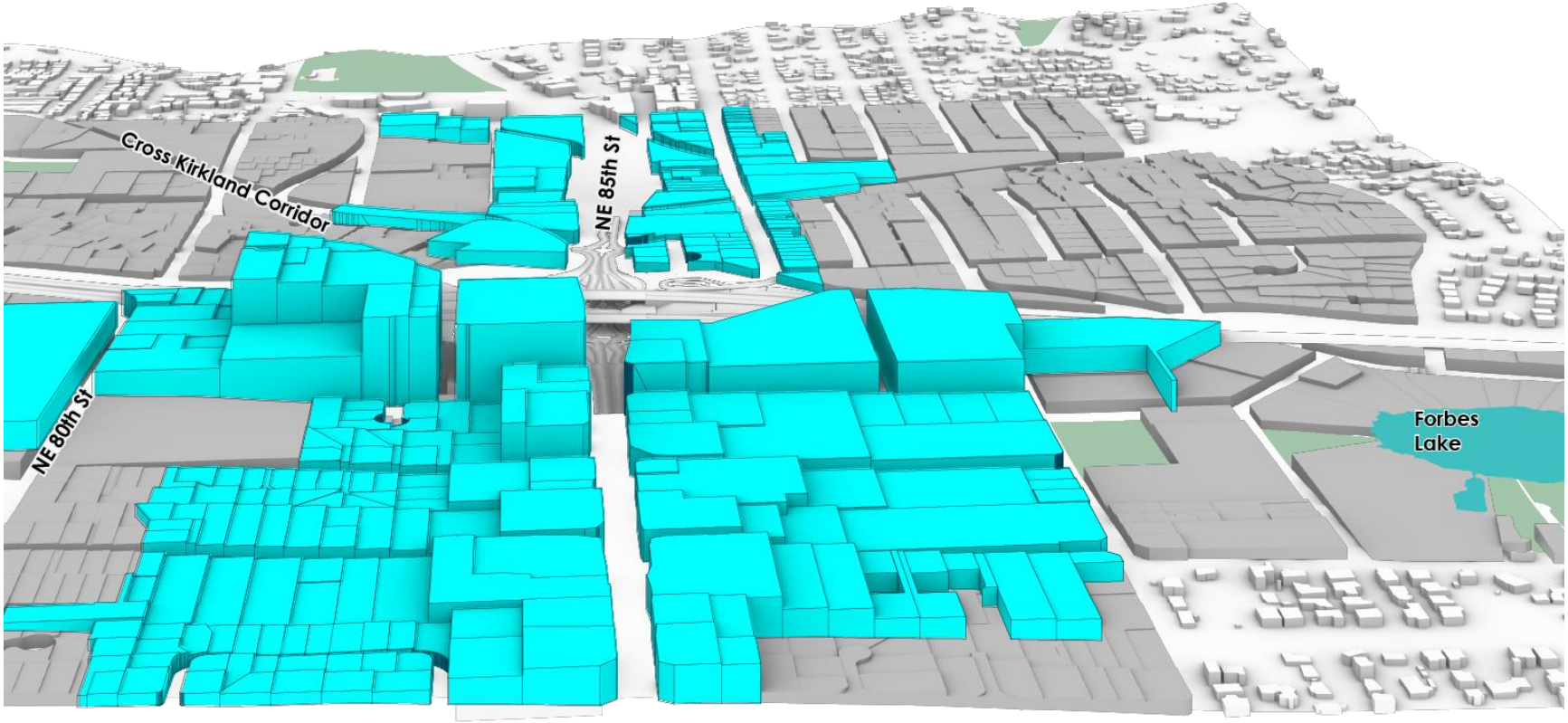


Sources: City of Kirkland, 2020; Mithun, 2020; BERK, 2021.

Exhibit 3-10. Maximum Development Envelope – Alternative B (Northwest View)

Sources: City of Kirkland, 2020; Mithun, 2020; BERK, 2020.

Exhibit 3-11. Maximum Development Envelope – Alternative 2 (NE 85th Street Corridor View)



Sources: Mithun, 2021.

As shown in the preceding figures, future development under Alternative B would substantially increase maximum allowable zoning envelope in the Study Area. Development in the primary focus areas along NE 85th Street, particularly in the Rose Hill Business District, would introduce new development typologies that would shift the overall character of the area from low-intensity, auto-oriented commercial to a higher-intensity, mixed-use district with less emphasis on auto-oriented uses, and more extensive use of transit and non-motorized transportation. In addition, increased building height and development intensity may be visible from nearby neighborhoods outside the Study Area. However, areas designated for neighborhood mixed use and neighborhood residential use could help form a buffer around areas of more intensive development, separating them from lower-density development outside the Study Area.

Adverse effects on the visual character of surrounding neighborhoods are anticipated to be minimal.

While development under Alternative B represents a significant change to the existing visual character of the Study Area, implementation of the planned Form-Based Code would provide measures to minimize the adverse effects of increased height and mass, as well as gradually providing a greater degree of architectural unity to the Study Area. Specific measures identified for inclusion in the Form-Based Code are described in Section 2.5.3 Final SEIS Alternatives, Alternative B Transit Connected Growth – Preferred Direction and Section 3.5.3 Mitigation Measures.

Development Scale and Pedestrian Environment

As described above, Alternative B would substantially increase maximum allowable building heights in the Study Area. In many locations, new development would be inconsistent with the scale of existing development, which could adversely affect the experience of pedestrians at ground level. Some areas of change compared to Alternatives 2 and 3 include areas of transition:

- Northwest Quadrant: LIT area between NE 85th and NE 7th Avenue where half blocks are increased in allowed height by 10 feet to 45 feet. The areas are not markedly visible from NE 85th due to topography changes. The extension of the character areas and regulating plan to the half block on the north side of NE 7th Avenue would create a more consistent streetscape. Transitional height and landscape standards should ensure compatibility.
- Southwest Quadrant: Under Alternative B, heights are similar to or lesser than Alternatives 2 and 3 and more graduated from east to west when approaching Kirkland Urban.
- Northeast Quadrant: Some areas of Neighborhood Mixed Use and

Neighborhood Residential are increased in allowed height by 10 feet compared to Alternatives 2 and 3 where blocks abut more intensive commercial blocks along NE 85th Street, in order to allow a more stair step transition from the corridor. Transitional height and landscaping requirements should address compatibility.

- Southeast Quadrant: The Civic Mixed Use area would allow greater height than current zoning like with Alternatives 2 and 3 to allow greater capacity for school / education space. In Alternative B the areas of height are more ranged to reflect abutting uses, with greater heights at 75 feet to the north to match the opposing block of Neighborhood Mixed Use, and lower heights of 45 feet near lower density residential areas. Some areas of Neighborhood Mixed Use and Neighborhood Residential are increased in allowed height by 10 feet compared to other alternatives to provide a smoother transition from the corridor. Transitional height and landscaping requirements should address compatibility.

Alternative B would include implementation of both a Form-Based Code and a program of streetscape improvements and bicycle/pedestrian connections through the Study Area. In particular, streetscape improvements and non-motorized connections in the Rose Hill portion of the Study Area would serve to break up development blocks, which would reduce the presence of large, monolithic building sites that would be out of scale with the pedestrian environment. Additionally, the Form-Based Code would include design standards regarding street-level building façades and required streetscape improvements to minimize impacts to the pedestrian environment. Specific measures identified for inclusion in the Form-Based Code are described in Section 2.5.3 Final SEIS Alternatives, and Section 3.5.3 Mitigation Measures.

Views

The primary view corridor within the Study Area is the portion of NE 85th Street west of the I-405 interchange. Local neighborhood plans define several other view corridors for protection on smaller, residential streets in the western half of the study, but views in the eastern Study Area are generally obstructed by existing vegetation or transportation infrastructure. The highest intensity development under Alternative B would be concentrated in the Rose Hill Business District, east of I-405, where risk of obstructing important and publicly accessible territorial views of Lake Washington are low. Development along NE 85th Street between the interchange and the western Study Area boundary would generally be screened from the roadway by topography and extensive vegetation. Height increases in this area would range from 30-50 feet above existing allowances. Provided that vegetation cover is maintained at a similar level to existing conditions along this corridor, the potential adverse effects of Alternative B on

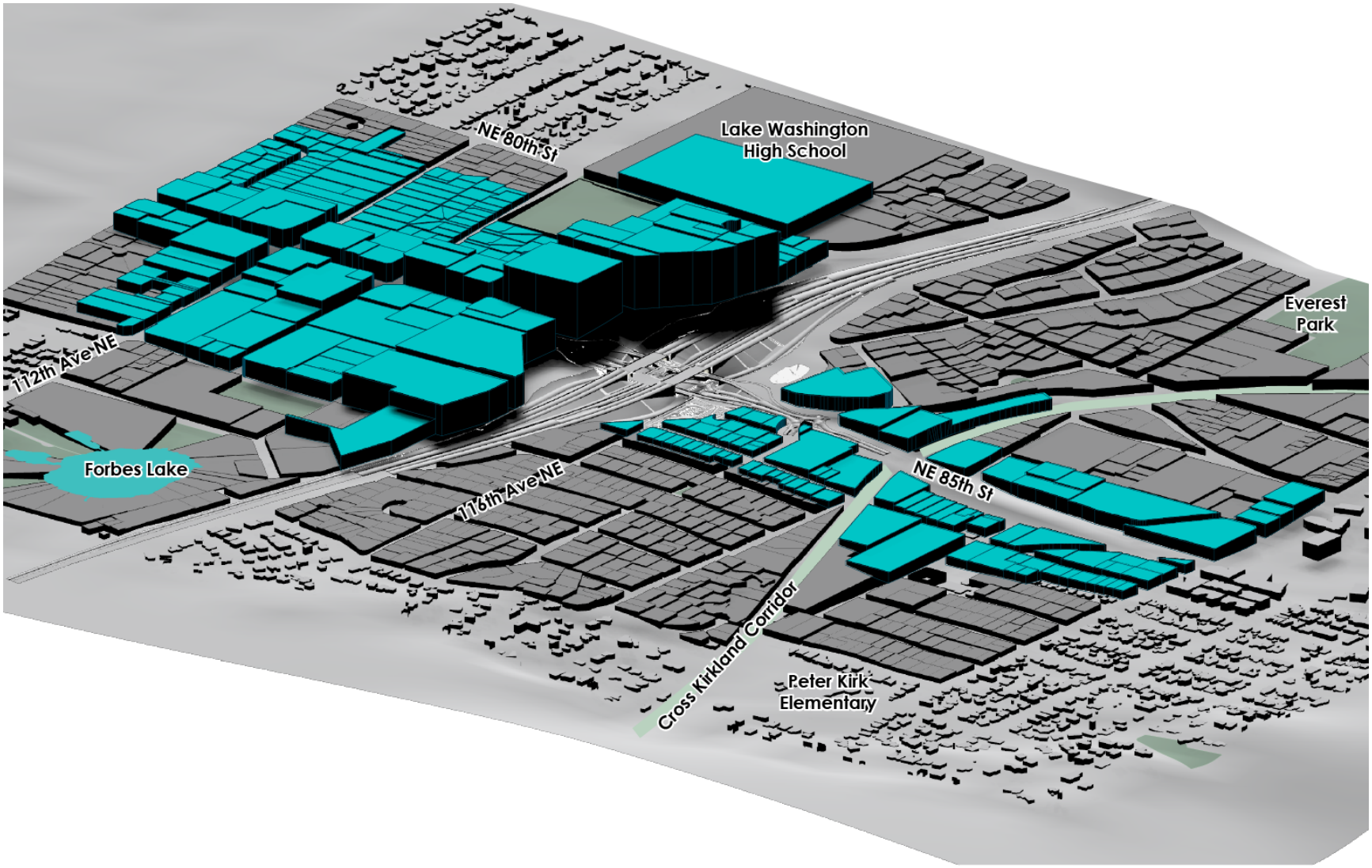
protected view corridors in the Study Area is anticipated to be less than significant. Conversely, the concentration of the most intense development on blocks immediately east of the interchange would alter views from NE 85th Street looking east across I-405. Alternative B would allow new buildings up to 150-250 feet in this location; this is substantially taller than existing buildings, which are generally shorter than the 67-75 feet allowed under current zoning. While such development would alter the existing viewscape in the Study Area, there are no designated view corridors in the area for east-facing views.

Shading Conditions

Under Alternative B, additional building height would have the potential to increase shading conditions in the Study Area, as well as on surrounding properties. Sun angles vary by latitude, growing more extreme farther from the equator. In Washington, the sun's path passes to the south, reaching a maximum altitude of approximately 66 degrees above the horizon in summer (June 21) and approximately 19 degrees above the horizon in winter (December 21). As a result, shadows are shortest around mid-day in summer and longest in early morning and late evening during the winter. This analysis models shading conditions on the fall equinox (September 21, 10:00 am), when day and night are of equal lengths. Sun angles change throughout the year, but fall equinox sun angles (equivalent to spring equinox sun angles) are less extreme than summer or winter conditions and provide a balanced view of shading conditions visible during most of the year.

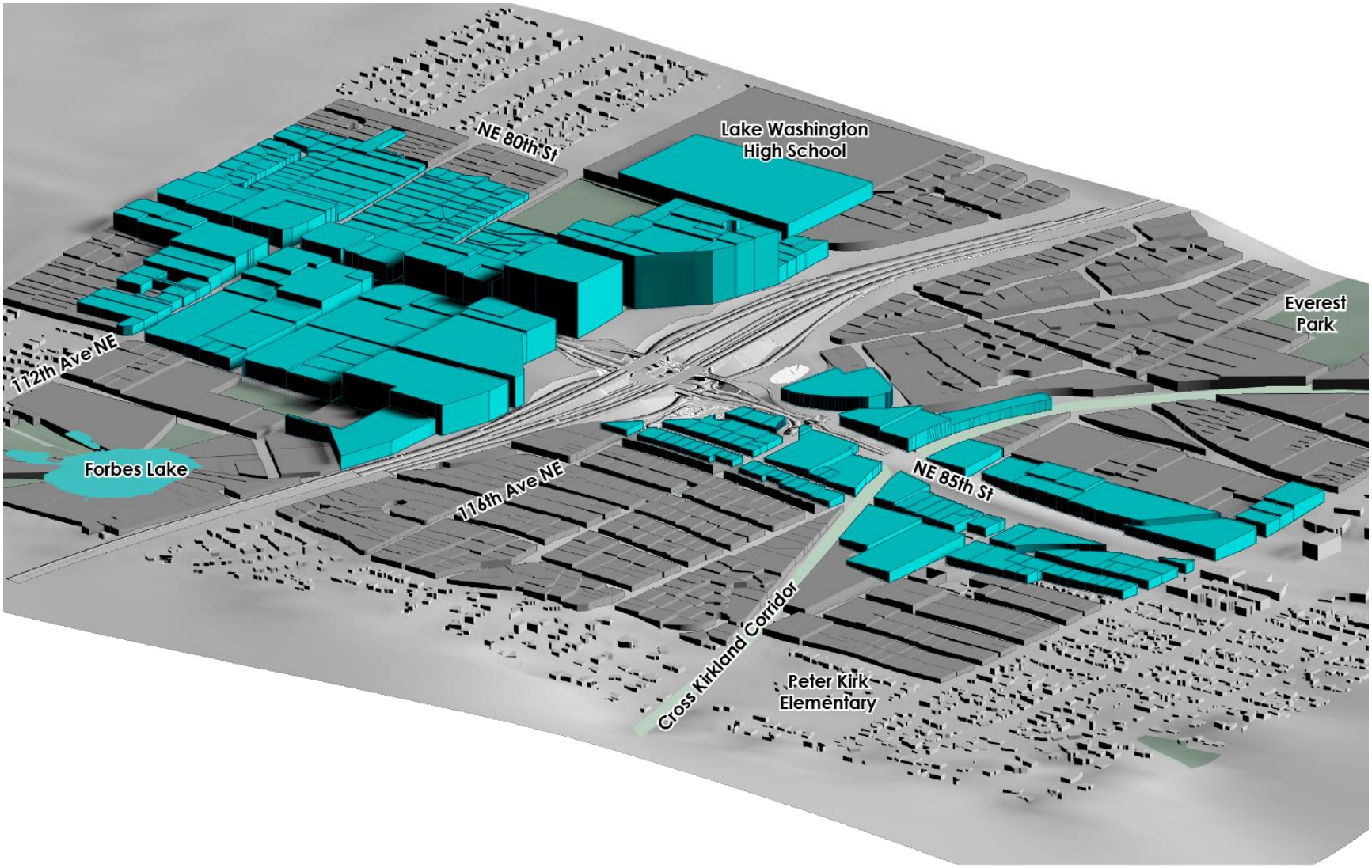
Shading impacts within the Study Area would primarily result from increased building heights and lot coverage, which would allow a greater density of tall buildings in close proximity. If buildings are not sufficiently spaced, they could block light at the ground level, creating adverse effects on public spaces and pedestrian paths. The development of buildings up to 150-250 feet in the Rose Hill Business District could cast mid-afternoon shadows on nearby development outside the Study Area (across NE 90th Street) and morning shadows on portions of the Cross Kirkland Corridor. NE 85th Street would also experience substantial shading during spring and fall morning and afternoon hours. Internal streets adjacent to areas of increased building height, particularly in the Rose Hill Business District, would also be subject to shading due to the close proximity of tall buildings, as would planned mid-block pedestrian/bicycle connections in this area. These shading effects would be transitory throughout the day and would be less intense during summer months. Exhibit 3-12 through Exhibit 3-14 illustrate projected shading conditions in the Study Area related to existing and future development under Alternative B.

Exhibit 3-12. Southeast-Facing Fall Morning (10:00 am) Shading Conditions – Alternative B



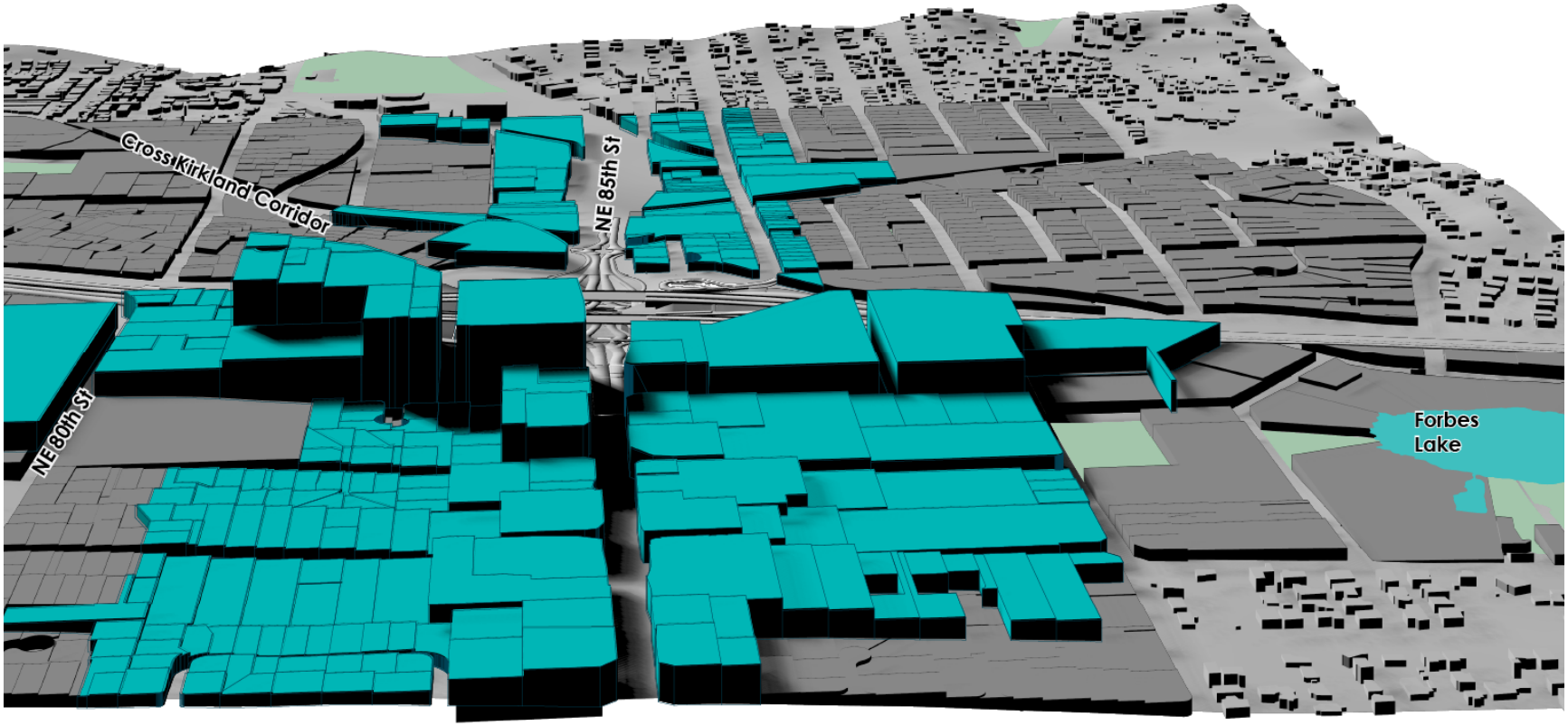
Sources: City of Kirkland, 2021; Mithun, 2021.

Exhibit 3-13. Southeast-Facing Fall Afternoon (3:00 pm) Shading Conditions – Alternative B



Sources: City of Kirkland, 2021; Mithun, 2021.

Exhibit 3-14. West-Facing Fall Afternoon (3:00 pm) Shading Conditions – Alternative B



Sources: City of Kirkland, 2021; Mithun, 2021.

To limit the effects of shading in spaces between buildings, the Form-Based Code would include building design standards that promote the preservation of solar access through upper-story setbacks and controls on building massing. Specific measures identified for inclusion in the Form-Based Code are described in Section 2.5.3 Final SEIS Alternatives, and Section 3.5.3 Mitigation Measures.

Light and Glare

Development under Alternative B would result in an increased level of ambient light and glare in the Study Area associated with additional exterior building illumination and vehicular traffic, though it is possible that light and glare associated with vehicular traffic may plateau or decrease over time as transit usage becomes more common in the future. These increases in ambient light would primarily occur in the Rose Hill commercial areas, which already contain extensive streetlights and building illumination. Infill areas would experience minimal increases in light and glare. As properties in the Rose Hill Business District gradually convert to mixed-use development, ambient light and glare will increase as more businesses stay open into the evening hours and building illumination and signage lighting become more extensive.

3.5.3 Mitigation Measures

Incorporated Plan Features

Implementation of Alternatives 2 3 and B would include adoption of a Station Area Plan and Form-Based Code to regulate development. The plan and Form-Based Code would establish measures to minimize and mitigate potential aesthetic impacts, including the following:

- The Station Area Plan would establish a land use pattern that places the most intense development and tallest buildings (up to 10 stories under Alternative 2 and 20 stories under Alternative 3) near the I-405 interchange, with lower intensity and building height areas arranged around this core area. Lower intensity areas bordering the station area are generally buffered from high-intensity development by areas designated for incremental infill.
- The proposed Form-Based Code would provide a consistent design framework for future development in the station area and provide a greater sense of architectural design cohesion over time.
- Alternatives 2 and 3 and B would implement a series of mobility improvements in the station area, including new pedestrian and bicycle infrastructure along streets in the Study Area and new pedestrian and bicycle paths that would serve as mid-block connections. These non-motorized connections would

break up large blocks to reduce visual mass and improve walkability.

- The Form-Based Code would include design standards to address potential impacts associated with increased building visual mass, such as upper-story stepbacks, setbacks, landscaping buffers, and maximum site coverage requirements.
  - Alternatives 2 and 3: While the final Form-Based Code may include different stepback sizes or thresholds, or incorporate additional techniques, such as stepback averaging, the visual modeling in this SEIS analysis assumed the following preliminary upper-story stepback requirements:
    - A stepback of 10 feet is required above a height of 65 feet; and
    - An additional stepback of 5 feet is required above a height of 85 feet.
  - Alternative B: Stepbacks are not incorporated into visualizations at this time. The parameters will be reviewed as part of the Form-Based Code development in 2022.

Regulations and Commitments

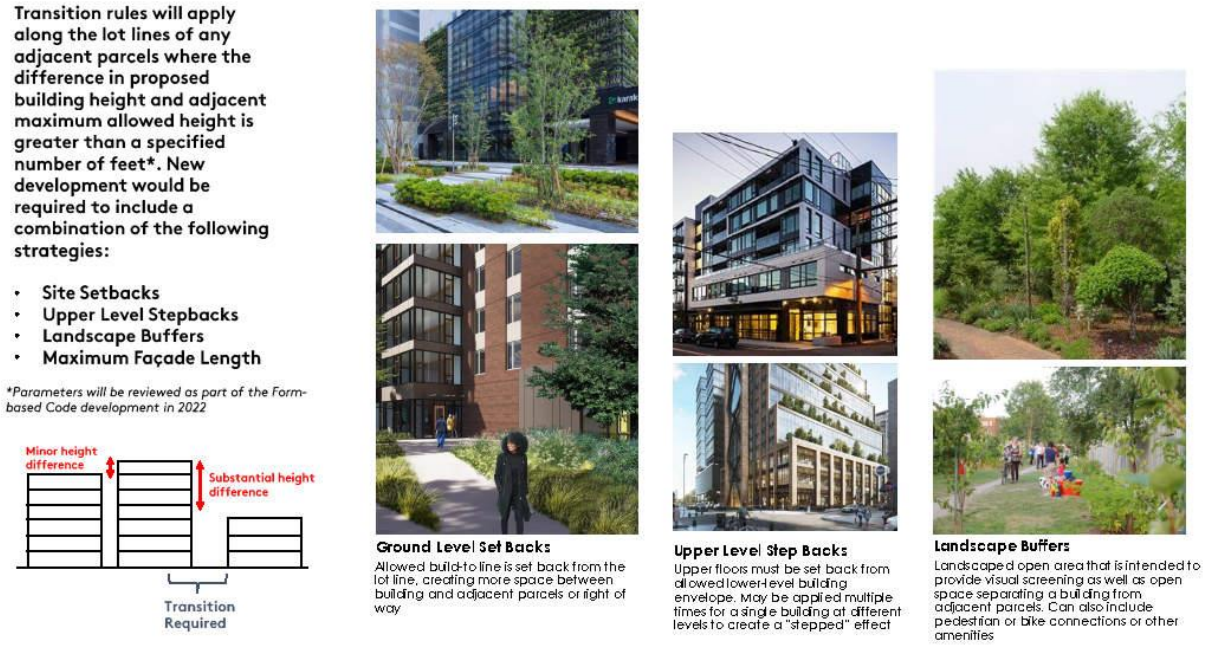
- All development in the station area would be required to follow the City's established permit application and review process to ensure compliance with design standards and development regulations.
- Kirkland Zoning Code (KZC) Chapter 142 establishes Design Review procedures for development projects meeting established criteria. KZC 142.15 requires Design Review Board approval for new buildings taller than one story or greater than 10,000 gross square feet, and all other development is required to undergo Administrative Design Review to ensure compliance with any applicable design standards:
  - Developments in the Rose Hill Business District are subject to the provisions of the *Design Guidelines for Rose Hill Business District*, adopted in 2006 (KMC 3.30.040(2)).
  - Future development in the portion of the station area zoned PLA 5C would be subject to the provisions of the *Design Guidelines for Pedestrian Oriented Business Districts*, adopted in 2004 and updated in 2018 (KMC 3.30.040(1)).
  - Both single-family and multifamily residential development in the NE 85th Street Subarea and the PLA 5C zone would be subject to the provisions of the *Design Guidelines for Residential Development*, adopted in 2015 (KMC 3.30.040(6)).
- Kirkland Zoning Code Chapter 95 regulates tree retention standards for development, as well as minimum planting requirements and supplemental tree planting densities.

Other Proposed Mitigation Measures

The City may wish to consider incorporating the following additional measures as part of the Form-Based Code to address potential aesthetic impacts associated with the Action Alternatives:

- Additional ground-level setback, upper-story stepback, or building height transition standards for sites abutting low-density residential properties. Under Alternative B, the Form-Based Code further illustrates transitional development guidelines as shown in Exhibit 3-15 below.
- Encouragement of building designs that break up building massing to avoid monolithic forms, particularly for tower-style developments.
- Limits on the footprint of tower-style development to regulate relationship of building massing to site open space.
- Transitional bulk, height, orientation, or landscaping standards at boundaries of higher and lower intensity typologies.
- Privacy standards to address window placement and additional setbacks for mixed-use and commercial buildings with windows that face side or rear lot lines, particularly where the property borders a lower-density residential use.
- Prioritization of streetscape improvements and amenities to create an attractive environment for pedestrians; and
- Design of exterior building illumination to reduce light pollution and spillover into adjacent, lower-density neighborhoods outside the station area, including the use of shielded lighting, ground-level fixtures, or other screening techniques.

Exhibit 3-15. Transitional Development Guidelines – Alternative B



3.5.4 Significant Unavoidable Adverse Impacts

Under all Alternatives, additional growth and infill development would occur in the station area, gradually increasing the level of development intensity and altering the existing architectural and visual character. These changes would occur under all alternatives, though the changes would be most pronounced under Alternative 3, with Alternative B generally similar to Alternatives 1 and 2 in areas west of I-405 and similar to Alternatives 2 and 3 east of I-405. With implementation of the mitigation measures described above, including adoption of the proposed Form-Based Code, the visual character of the station may experience positive effects, and no significant unavoidable adverse aesthetic impacts are anticipated.

3.6 Transportation

This section presents a multimodal transportation analysis evaluating the potential impacts from enacting proposed zoning and transportation network changes in the NE 85th Street Station Study Area. See Appendix B-1, Supplemental Transportation Study for more detail about the analysis.

3.6.1 Thresholds of Significance

The following conditions would be considered to result in significant impacts for the Action Alternatives:

Auto and Freight

- Vehicle LOS operates at LOS E or below at a study intersection that operated acceptably under Alternative 1 No Action or has a substantial increase in delay at a study intersection already expected to operate at or below LOS E under Alternative 1 No Action.[12]
- Queues from a downstream intersection expected to spill back to a study intersection that would not experience queues under Alternative 1 No Action or long queues not anticipated under Alternative 1 No Action that would require waiting at an intersection for several cycles before proceeding.

Transit

- Projected transit ridership would result in passenger loads exceeding King County Metro/Sound Transit guidelines on a route serving the Study Area that would operate acceptably under Alternative 1 No Action or increases the passenger load by at least 5% on a route that already exceeds the guidelines.
- Action Alternatives would preclude the transit upgrades identified in the Transit Implementation Plan.

Bike/Pedestrian

- Add bicycle or pedestrian demand to locations that lack facilities meeting City standards beyond the level anticipated under Alternative 1 No Action.

Parking

- Result in on-street parking demand exceeding supply beyond the level anticipated under Alternative 1 No Action.

[12] Per the City's TIA Guidelines, which are intended for individual developments, intersections operating at LOS E or F may be defined as impacts depending on the project's proportional share of traffic. Because the scale of the action alternatives is much larger than an individual development, as shown in Exhibit 3-21, the action alternatives would exceed the 5% and 15% proportional share thresholds found in the TIA Guidelines. Therefore, the applicable threshold for significance for this EIS is LOS E.

Safety

– Increases the collision rate at a study intersection compared to Alternative 1 No Action.

3.6.2 Evaluation of Final SEIS Alternatives

The Study Area is centered on the proposed site of a new BRT station at the busy interchange of I-405 and NE 85th St. Many intersections in the area experience congestion at peak hours. Projected growth under Alternative A Current Trends, which is slightly higher than the No Action Alternative 1, and under Alternative B Transit Connected Growth – Preferred Direction, which is slightly less than Alternative 2, will lead to a growing number of autos, bikes, and pedestrians on the road as well as increasing demand for transit and parking.

Mitigation measures ranging from intersection-specific enhancements like signals and turn lanes to city-wide capital improvements and Transportation Demand Management (TDM) programs will help to moderate impacts to traffic flow and safety, as well as provide greater multimodal travel Alternatives.

The alternatives considered in the transportation modeling analysis for this FSEIS include:

– 2035 No Action Alternative from the DSEIS
– 2044 Alternative 2 from the DSEIS
– 2044 Alternative A Current Trends
– 2044 Alternative B Connected Growth – Preferred Direction

The transportation analysis provides a conservatively high estimate of the growth in traffic volumes within the Study Area. Due to the forecasted increase in delay and queuing along NE 85th Street, it is likely that a portion of drivers who are not stopping within the Study Area would choose alternate routes to avoid congestion. This could include trips within the City of Kirkland or trips for travelers from other areas that are entering and exiting I-405 via the NE 85th Street interchange.

Exhibit 3-16 shows the net new vehicle trips for each alternative by quadrant of the station area, as well as the single occupancy vehicle (SOV), carpool, and transit mode share estimates in the Bellevue-Kirkland-Redmond (BKR) travel model for each scenario.

Exhibit 3-16. PM Peak Hour Vehicle Trip Generation using MXD+/BKR Model Mode Share Estimates

Quadrants	2035 No Action (DSEIS)	2044 Alternative A	2044 Alternative B	2044 Alternative 2 (DSEIS)
NW	930	930	1,280	1,000
NE	3,850	4,480	4,920	10,110
SW	1,910	1,850	2,360	2,190
SE	3,630	3,880	7,580	4,300
Total	**10,320**	**11,140**	**16,140**	**17,600**
Mode Share (SOV/Carpool/Transit)	**70% / 23% / 7%**	**70% / 22% / 8%**	**71% / 21% / 8%**	**72% / 21% / 7%**

Source: Fehr & Peers, 2021.

Intersection Level of Service Impacts

Intersection level of service (LOS) analysis was performed for ten intersections in the previous Draft Supplemental Environmental Impact Statement (DSEIS). For the analysis in the Final Supplemental Environmental Impact Statement (FSEIS), the model was refined and four of those intersections were analyzed along with four new intersections:

1. NE 90th Street & 124th Avenue NE (Intersection 8 in DSEIS)
2. NE 85th Street & 6th Avenue NE (Intersection 1 in DSEIS)
3. NE 85th Street & 120th Avenue NE (Intersection 6 in DSEIS)
4. NE 85th Street & 124th Avenue NE (Intersection 9 in DSEIS)
5. NE 83rd Street & 120th Avenue NE
6. NE 80th Street & 118th Avenue NE
7. NE 80th Street & 122nd Avenue NE
8. NE 70th Street & 116th Avenue NE

Intersection level of service (LOS) is a concept used to describe traffic operations from the driver's perspective. LOS is defined by intersection delay in seconds and ranges from LOS A with no congestion and little delay to LOS F with substantial congestion and delay. Traffic operations were analyzed using the Synchro 10 software package and Highway Capacity Manual (HCM) 6th Edition methodology. PM peak hour analysis was performed for all intersections listed above, and AM peak hour analysis was exclusive to two intersections (NE 85th Street & 120th Avenue NE and NE 85th Street & 124th Avenue NE).

The existing (2019) conditions and each of the future alternatives bulleted below were modeled:

- 2044 Alternative A
- 2044 Alternative B
- 2044 Alternative 2

The modeled Synchro networks reflect traffic volumes (passenger vehicles, heavy vehicles, and pedestrian and bicycle counts) and roadway network assumptions, including segment and intersection geometry and signal timings that align with each scenario. For signalized and all-way stop controlled intersections, LOS is based on the average delay of all movements. For side street stop-controlled intersections, LOS is based on the movement with the highest delay. Exhibit 3-17 summarizes the LOS and delay thresholds specified in the Highway Capacity Manual, which is a standard methodology for measuring intersection performance.

Exhibit 3-17. LOS and Delay Thresholds for Signalized and Unsignalized Intersections

LOS	Signalized Intersections (Delay in Seconds	Unsignalized Intersections (Delay in Seconds)
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: Highway Capacity Manual (Transportation Research Board), 2016.

All study intersections are currently operating within the City's or WSDOT's standards. As population and employment grow in the station area, LOS is projected to decline under Alternative A and more so under Alternative B. See Exhibit 3-18. Some intersections will not meet the City standards for LOS without investing in physical mitigations at the intersection such as through lanes, turn lanes, signals, and restriping, as well as broader mitigation efforts to improve the multimodal transportation network by adding bike/ped facilities and enhancing access to transit. Mitigation strategies that reduce traffic and parking impacts include Transportation Demand Management (TDM) and Commute Trip Reduction programs, and parking management strategies.

Exhibit 3-18. LOS Results for Evaluated Alternatives (Without Mitigation)

ID	Intersection	LOS Standard	Peak Hour	2019 Existing	2044 Alternative A	2044 Alternative B-1: 2 Driveways	2044 Alternative B-2: 1 Driveway	2044 Alternative 2 (DSEIS Results)
1	NE 90th Street & 124th Avenue NE	D	PM	C / 21	**F / 83**	**F / 158**	**F / 158**	**F / 380**
2	NE 85th Street & 6th Street	E	PM	D / 41	**F/109^**	**F / 145^**	**F / 145^**	**F / 138^**
3	NE 85th Street & 120th Avenue NE	D	AM PM	C / 22 C / 21	C / 24 D / 39	**F/ 114** **F/ 113**	**F/ 114** **F/ 113**	**F / 572** **F / 616**
4	NE 85th Street & 124th Avenue NE	D	AM PM	C / 29 D / 35	C / 33 D / 41	D / 39 D / 45	D / 39 D / 45	D / 35 **E / 59**
5	NE 83rd Street & 120th Avenue NE	D	PM	B / 11	B / 13	B / 18*	B / 20**	A / 8*
6	NE 80th Street & 118th Avenue NE	D	PM	B / 15	C / 20	A / 8**	**F / 94**	A / 6**
7	NE 80th Street & 120th Avenue NE	E	PM	B / 11	B / 14	B / 13	**F / 222**	B / 20
8	NE 70th Street & 116th Avenue NE	E	PM	C / 28	D / 35	E / 75	E / 75	E / 67

Notes:
^ Intersection reconfiguration with transit queue jump and dedicated WBR turn pocket.
*Signalized without any geometric improvements.
**Signalized with EBL, SBR turn pockets.
Source: Fehr & Peers, 2021.

Impacts to Transit

The transit analysis in Appendix B-1, Supplemental Transportation Study, considered three primary elements to understand potential change to transit conditions under the different land use alternatives: passenger loads, speed and reliability, and access to transit. Exhibit 3-19 shows that under Alternative A, the only bus route that exceeds King County Metro's crowding threshold is the I-405 BRT North. Alternative B (as well as Alternative 2 from the DSEIS) would impact the route by adding riders to an already crowded line. Both growth scenarios impact the route by increasing PM Peak ridership by more than 15%.

Exhibit 3-19. Impacted Transit Ridership

Action Alternative	New PM Peak Hour Transit Trips in Station Area	Routes With Passenger Load Factors Above the Threshold	New PM Peak Hour Riders per Route	Passenger Load Factor^	Transit Ridership Growth
Alternative A	372	I-405 BRT North	11	1.16	15%
Alternative B	603	I-405 BRT North	18	1.25	24%
Alternative 2	669	Route 250 I-405 BRT North	38 20	1.06 1.28	285% 26%

^Passenger load factor is a ratio of anticipated ridership compared to KC Metro's crowding threshold.
Source: Fehr & Peers, 2021.

Transit speed and reliability would be impacted by worsening intersection LOS on the street network, though the new interchange creates a dedicated transit/HOV lane from 114th Ave NE/Kirkland Way to 120th Ave NE. The transit analysis identifies a potential location for a queue jump to mitigate impacts to transit speed. It also includes a recommended list of improvements to bike/ped facilities that will accommodate people walking and biking and make their experience safer and more comfortable.

Alternative A Current Trends

Under Alternative A, which represents current growth trends continuing through 2044, the following intersections would fail to meet adopted LOS standards:

- **NE 90th Street & 124th Avenue NE:** this intersection would operate at LOS F due to land use growth anticipated in the NE quadrant and the lack of streets connecting north of NE 90th Street
- **NE 85th Street & 6th Street:** this intersection will operate at LOS F under all future year alternatives due to planned modifications to better accommodate transit, walking, and biking modes.

Alternative B Transit Connected Growth – Preferred Direction

Alternative B considered two transportation scenarios for the southeast quadrant, with allowed development at 250 feet maximum height:

- The first assumes only one general access driveway[2] to the Lee Johnson site via NE 83rd Street to a signalized intersection with 120th Avenue NE.
- The second scenario considers the same access as above, plus an additional south access to the site along 118th Avenue NE, which connects to 80th Street NE with a newly signalized intersection.

The reconfiguration of land use growth in Alternative B would substantially improve intersection operations relative to Alternative 2. However, the land use growth envisioned by this alternative would increase vehicle trips on the roadway network (compared to existing conditions or No Action/Alternative A scenarios) such that the following intersections would not meet adopted LOS standards under Alternative B:

- **NE 85th Street & 6th Street:** this intersection will operate at LOS under all future year alternatives due to planned modifications to better accommodate transit, walking, and biking modes. Moreover, additional growth throughout the SAP would result in higher delays than are anticipated for Alternative A.
- **NE 85th Street & 120th Avenue NE:** this intersection could not meet City

standards without mitigation, as this is the main access point for growth in the SE quadrant and an important access point for growth in the NE quadrant.

- **NE 90th Street & 124th Avenue NE:** this intersection could not meet City standards without mitigation, as this is the main access point for growth in the NE quadrant.
- **NE 83rd Street & 120th Avenue NE:** under the scenario in which an intersection at, or in the vicinity of NE 83rd Street, serves as the only general access to the Lee Johnson site, it will require signalization (as assumed) as well as additional lanes.
- **NE 80th Street & 120th Avenue NE:** under the scenario in which only one general access is provided to the Lee Johnson site is along 120th Avenue NE, increased traffic through this intersection would result in LOS F delays without mitigation.
- **80th Street & 118th Avenue NE:** similarly, under a single access point scenario to the Lee Johnson site, this intersection would also be impacted by additional traffic along 80th Street, although it is unclear whether a signal or roundabout would be warranted to address the side street delay.

3.6.3 Mitigation Measures

This section identifies a range of potential mitigation strategies that could be implemented to help reduce the significance of the adverse impacts identified for Alternative B in the previous section. These include significant impacts for auto and freight, transit, parking, and safety.

Incorporated Plan Features

All alternatives support the BRT station. Action Alternatives including Alternative B assume the adoption of a Subarea Plan and Form-Based Code to guide the type of investment in multimodal transportation investments.

Regulations and Commitments

The City of Kirkland has requirements on TDM programs and strategies:

- Washington State Commute Trip Reduction (CTR) law focuses on employers with 100 or more employees whose shifts begin during the typical AM commute. This law requires employers to develop commute trip reduction plans and work toward meeting their mode share targets through internal programs and monitoring. As more businesses subject to CTR locate in the Study Area, it is expected that decreases in single-occupancy vehicle (SOV)

commute rates would result.

– Transportation Management Plans (TMPs) are required for property owners of newly constructed commercial buildings at the direction of the City. TMPs are designed to reduce automobile trips and their traffic impacts on city facilities. TMP programs are generally geared toward large developments; however, they could apply to smaller developments and residential buildings as well. For instance, TMPs are required at adjacent sites owned and developed separately where there may be several employers, none of which by themselves are affected by the CTR law or the City TMP requirements, but together constitute a sizeable population of employees. However, the TMP program is under-funded and needs a funding mechanism to be able to effectively manage future TMPs.

The TDM programs discussed here would be implemented regardless of which land use alternative is selected and can have a substantial effect on travel behavior—something which is not fully captured by the travel demand modeling process. With a robust TDM program in place, it is expected that actual trip generation in the Study Area would be lower than that analyzed in the impacts section of this SEIS.

Other Proposed Mitigation Measures

The City could consider mitigating the expected transportation impacts in a variety of ways including changes to city policies, physical improvements, and programmatic measures. These approaches could be pursued individually or in combination with one another. However, the NE 85th Street Corridor would likely require all three measures due to the extent of the impacts along that corridor.

Level of Service Policy

The City could approach mitigation through revision of its LOS policy—in particular, creating a separate LOS standard that would apply at designated intersections in the Study Area (and potentially other areas of the City outside the Study Area) to be consistent with the transportation characteristics of urban areas. Multiple cities in the Puget Sound designate varying LOS standards based on neighborhood or corridor context.

Intelligent Transportation Systems

Another measure the City could consider implementing is additional intelligent transportation systems (ITS) elements into the corridor beyond the currently interconnected signal system that functions based on a traffic responsive timing pattern. Additional treatments could include implementing performance

monitoring software and a more advanced adaptive traffic signal timing system.

Intersection-Specific Improvements

Development under both Alternative A and Alternative B would result in traffic impacts requiring modifications to the roadway network:

- **NE 90th Street & 124th Avenue NE:** With the addition of through lanes and restriping, the intersection would meet the City's LOS standard under both alternatives.
- **NE 85th Street & 120th Avenue NE:** Given high delays measured at this intersection under Alternative B during both the AM and PM peak hours, several potential mitigation scenarios were analyzed. Potential geometric mitigation Alternatives include adding a turn lane, removing the western crosswalk of NE 85th Street, restriping, and revising the signal phasing.
- **NE 83rd Street & 120th Avenue NE:** With the allowed development in the southeast quadrant at a maximum height of 250 feet anticipated under Alternative B, this intersection would need to be signalized. If this intersection serves as the only primary entrance (and a southern entrance via 118th Avenue NE is not provided), this intersection requires additional geometric modification. Various configurations would include widening and restriping for left turns and extending the northbound left turn lane.
- **NE 80th Street & 118th Avenue NE:** Based on delay analysis, this intersection would require mitigation under Alternative B regardless of whether 118th Avenue NE serves as a primary access point. Mitigation would include a signal, or potentially a roundabout, and may require additional treatments to ensure safe sight distance.
- **NE 80th Street & 120th Avenue NE:** If the Lee Johnson site has only one primary entrance (via 83rd Street & 120th Avenue NE), this intersection would require geometric mitigation (a southbound left turn pocket) to maintain the City's LOS standard.

See more detail about these modifications in Appendix B-1 and Exhibit 3-20. No additional geometric modifications have been identified to address impacts at NE 85th Street & 6th Street.

Exhibit 3-20. LOS Results for Evaluated Alternatives with Geometric Mitigations

ID	Intersection	LOS Standard	Peak Hour	2019 Existing	2044 Alternative A	2044 Alternative B: 2 Driveways	2044 Alternative B: 1 Driveway	2044 Alternative B: 1 Driveway (Mitigated)
1	NE 90th Street & 124th Avenue NE	D	PM	C / 21	**F / 83**	**F / 158**	**F / 158**	D / 52
2	NE 85th Street & 6th Street	E	PM	D / 41	**F/109^**	**F / 145^**	**F / 145^**	**same**
3	NE 85th Street & 120th Avenue NE	D	AM PM	C / 22 C / 21	C / 24 D / 39	**F / 114** **F / 113**	**F / 114** **F / 113**	**F / 104** **F / 88** **(Mit. Option 1)#** **F / 126** **F / 96** **(Mit. Option 2)@**
4	NE 85th Street & 124th Avenue NE	D	AM PM	C / 29 D / 35	C / 33 D / 41	D / 39 D / 45	D / 39 D / 45	Same
5	NE 83rd Street & 120th Avenue NE	D	PM	B / 11	B / 13	B / 18*	B / 20**	D / 37
6	NE 80th Street & 118th Avenue NE	D	PM	B / 15	C / 20	A / 8***	**F / 94**	A / 5*
7	NE 80th Street & 120th Avenue NE	F	PM	B / 11	B / 14	B / 13	**F / 222**	D / 52
8	NE 70th Street & 116th Avenue NE	E	PM	C / 28	D / 35	E / 75	E / 75	same

Source: Fehr & Peers, 2021.
Notes:
* Signalized without any geometric improvements
** Signalized with EBL, NBL, SBR turn pockets
*** Signalized with EBL, SBR turn pockets
^ Intersection reconfiguration with transit queue jump and dedicated WBR turn pocket
#Mitigation Option 1:
Adding an eastbound right turn lane from the I-405 off ramp to 120th Avenue NE to facilitate trips for future intensive development
Removal of the western crosswalk of NE 85th Street (since pedestrians would have to cross at least eight vehicle travel lanes with planned widening related to both the interchange and eastbound right turn lane proposed above)
Restriping the northbound approach to include a left turn lane and a shared left/through/right turn lane
Restriping the southbound approach to include dedicated left, through, and right lanes, with the right turn lane protected by a "pork chop" to create a free movement3
Revising the signal to provide northbound/southbound split phasing to allow for left turn movements out of either lane from the south approach
@Mitigation Option 2:
Restriping the northbound approach to include a left turn lane and a shared left/through/right turn lane
Restriping the southbound approach to include dedicated left, through, and right lanes, with the right turn lane protected by a "pork chop." Unlike Option 1, the right turn would not be a free movement since the western crosswalk would remain.
Revising the signal to provide northbound/southbound split phasing to allow for left turn movements out of either lane from the south approach

These improvements will help to reduce delay under Alternatives B. However, these intersections would still have substantially more delay than Alternative A, so other programmatic or policy measures would be required to fully mitigate the impacts. The improvements were tested from a traffic operations perspective, but additional analysis would be necessary to refine the details of these

improvements, including design feasibility and necessary right-of-way.

The lack of east-west travel routes across I-405 also causes vehicle trips to be concentrated along NE 85th Street. This means that local trips within the City of Kirkland mix with a significant amount of regional traffic that is accessing I-405. Creating additional east-west vehicle connections across the freeway (not proposed or recommended) and increasing the network density would spread out the trips and reduce the congestion along NE 85th Street.

Additional Transportation Demand Management (TDM) and Parking Strategies

Research by the California Air Pollution Control Officers Association (CAPCOA), which is composed of air quality management districts in that state, has shown that implementation of TDM programs can substantially reduce vehicle trip generation, which in turn reduces congestion for transit, freight, and autos.

A comprehensive set of TDM strategies were considered by City staff. Tier 1 strategies are most likely to be implemented both because they are within the City's control and consistent with the City's vision for the Study Area. These include the following:

- Unbundle parking to separate parking costs from total property cost.
- Revise parking code to reduce the parking minimums or implement parking maximums.
- On-street parking management strategies.
- Require new development to charge for off-street parking.
- Require robust monitoring and management of parking and TDM measures to reduce spillover parking.
- Encourage or require transit pass subsidies from developers/property owners.
- Expand upon Kirkland's Green Trip program and encourage alternative commuting modes.
- Provide an Emergency Ride Home program for employees.
- Require bike facilities such as storage and showers in new developments.
- Encourage carpooling with a Ridematch Program.

Tier 2 strategies could also be pursued but would either be led by developers or would require additional partnerships beyond sole City control. These strategies include:

- Provide shared off-street parking with new developments.
- Provide private shuttle service or gondola as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the 6th Street Google campus, Kirkland Urban, and other destinations.

- Encourage or require transit pass provision programs for residents of multifamily properties.
- Partner with Transportation Network Companies (TNCs) such as Uber or Lyft to provide pooled ridesharing Alternatives.
- Launch a bikeshare or other micromobility system in Kirkland.

The traffic analysis estimated the efficacy of Tier 1 strategies and the resulting trip reductions were incorporated into the traffic operations analysis to understand how the strategies would affect operations at the intersection level. Exhibit 3-21 summarizes the range of estimated efficacy for each of the Tier 1 strategies. Combined, these strategies have an estimated overall efficacy of 9-38%, with 13% recommended for typical planning applications.

Exhibit 3-22 shows the combined efficacy of geometric and TDM strategies in mitigating transportation impacts. TDM serves to reduce delays, although the intersections of NE 85th Street with 6th Street and 120th Avenue NE would have delays exceeding City standards.

Exhibit 3-21. Trip Reduction (VMT %) from Tier 1 Transportation Demand Management Strategies by Land Use

TDM Strategy	Office	Residential	Retail	Other
Parking				
Increased Off-Street Fees	6% to 11%	6% to 11%	6% to 11%	
Increased On-Street Fees	1% to 5%	1% to 5%	1% to 5%	
Unbundled Parking	—	—	—	
Pay-as-you-Go Parking Rates				
Parking Supply	up to 4%	4% to 4%	up to 4%	
Transit				
Subsidies	up to 2%	—	—	
Transit Frequency				
Transit Coverage				
Private Point-to-Point Shuttles				
Last Mile Shuttle				
Commute Programs				
Commuter Incentives				
Commute Marketing Programs	2% to 16%	3% to 21%	up to 3%	
Emergency Ride Home	up to 1%	—	—	
TNC Partnerships				
Bike and Walk				
Secure Parking	—	up to 1%	—	
Shower & Lockers	—	—	—	
End of Trip Repair Stations	—	up to 1%	—	
Pedestrian-Oriented Design				
Bikeshare System & Subsidies				
Ride				
Carpool/Vanpool Incentives				
Ridematch Program	up to 6%	up to 6%	up to 6%	up to 6%
Carshare				
Carshare Subside				
Total of all Measures	**9% to 38%**	**13% to 40%**	**7% to 22%**	**—**

Source: Fehr & Peers, 2021.

Exhibit 3-22. Transportation Demand Management Strategies Efficacy in Mitigating Intersection Impacts

ID	Intersection	LOS Standard	Peak Hour	2019 Existing	2044 Alternative A	2044 Alternative B: 2 Driveways	2044 Alternative B: 1 Driveway	2044 Alternative B: 1 Driveway (TDM + Geometric Mitigations)
1	NE 90th Street & 124th Avenue NE	D	PM	C / 21	**F / 83**	**F / 158**	**F / 158**	D / 46
2	NE 85th Street & 6th Street	E	PM	D / 41	**F/109^**	**F / 145^**	**F / 145^**	**F / 139^**
3	NE 85th Street & 120th Avenue NE	D	AM PM	C / 22 C / 21	C / 24 D / 39	**F/ 114** **F/ 113**	**F/ 114^^** **F/ 113**	**F / 85^^** **E/ 80**
7	NE 80th Street & 120th Avenue NE	F	PM	B / 11	B / 14	B / 13	F / 222	B / 13

Source: Fehr & Peers, 2021.
Notes:
^ Intersection reconfiguration with transit queue jump and dedicated WBR turn pocket
^^ Assumes Alternative 1 geometric mitigations

Transit Improvements

Significant impacts to transit were identified in the Study Area for Route 250 and the I-405 Stride BRT North under Alternative B. These impacts are due to forecasted ridership exceeding load factors established by King County Metro and Sound Transit. To address this impact, the City of Kirkland could coordinate with King County Metro and Sound Transit to adjust their service levels through their regular service revisions as transit demand increases in the Study Area.

The City of Kirkland could also require that all new transit stops are designed to minimize delay and maximize comfort by providing convenient loading and access at all bus doors and necessary sidewalk width to accommodate future stop amenities such as benches, transit shelters, and trash receptacles.

Other strategies for mitigating impacts to transit service include:

- Support King County Metro's Metro K-Line Rapid Ride.
- Implement transit access strategies, such as first-last mile rideshare connections, bikeshare support, and bike/ped facilities.
- Implement a pilot shuttle service to improve access to the BRT station.
- Install amenities at stops along NE 85th Street such as real-time arrival signage, expanded shelters, and bike parking.

An alternative form of transit could include a gondola given topography changes across the Study Area:

- The City of Kirkland has commissioned a study of a gondola connection

between the upcoming I-405/NE 85th St BRT station and the intersection of 6th Street and Central Way. A 2018 study assumed 1,000 passengers per hour per direction (pphpd). The gondola could itself have a maximum capacity of 3,600 pphpd. Such a gondola could help connect riders to the BRT station; depending on its design and alignment it could affect current road channelization and use but may also offer some relief in travel time and reduce single-occupancy vehicles in parts of the study area. Should the City decide to construct a gondola, that project would undergo its own environmental review related to transportation, views, and potentially other topics.

Safety Improvements

Significant impacts to safety were identified in the Study Area due to higher vehicle volumes and the resulting queueing throughout the Study Area and on the I-405 off ramps. The Intersection-Specific Improvements and TDM strategies described above will help reduce delays, which would help improve safety.

- Provide continuous pedestrian scale streetlighting along corridors within transit-oriented development areas.
- Design streets to promote slower vehicle travel speeds and awareness for the most vulnerable users of the street system, pedestrians, and cyclists, during all times of the day by implementing treatments, such as those identified in the *NACTO Urban Street Design Guide*.
- Ensure all new uncontrolled crosswalks are constructed with treatments that bring awareness to drivers regarding yielding to cross pedestrians, including applying the *USDOT FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*.

The City should also monitor safety through its crash reporting system and Vision Zero program and consider additional improvements at the study intersections as needed.

3.6.4 Significant Unavoidable Adverse Impacts

This section identifies significant adverse impacts for auto and freight, transit, parking, and safety under the Action Alternatives.

The auto, freight, and safety impacts are anticipated to be reduced by implementing a range of possible mitigation strategies such as those discussed in Mitigation Measures. In addition to geometric transportation capacity improvements, the City could manage demand using policies, programs, and investments aimed at shifting travel to non-SOV modes. However, even with some

combination of these potential mitigation measures, queueing would likely still be an issue throughout the Study Area and on the I-405 off ramps, which would also influence safety. Therefore, significant unavoidable adverse impacts are expected for auto, freight, and safety.

With some combination of the potential mitigation measures outlined in the previous chapter, the magnitude of the transit impacts could be mitigated to a less-than-significant level. Therefore, no significant and unavoidable adverse impacts to transit are expected.

The parking impacts are anticipated to be brought to a less-than-significant level by implementing a range of possible mitigation strategies such as those discussed in 3.6.3 Mitigation Measures. While there may be short-term impacts as travelers initially rely predominantly on auto travel (causing on-street parking demand to exceed supply), it is expected that over the long term with these mitigation strategies and continued expansion of non-auto travel alternatives, travel behavior would change such that the on-street parking situation would reach a new equilibrium. Therefore, no significant unavoidable adverse impacts to parking are expected.

3.7 Public Services

This section addresses police services, fire and emergency medical services, schools, and parks and recreation. Following a description of current services in the Study Area and level of service (LOS) standards, an impact analysis is presented for each alternative. Mitigation measures are proposed to address impacts to services.

3.7.1 Thresholds of Significance

Impacts on public services would be considered to result in significant impacts under one or more of the following conditions:

- Negatively affect the response times for police and/or fire and emergency medical services.
- Increase demand for special emergency services beyond current operational capabilities of service providers.
- Reduce access to park and open space facilities.
- Result in increases in students and lack of facilities.

3.7.2 Evaluation of Final SEIS Alternatives

Alternative A Current Trends

Police

A fiscal analysis performed for Alternatives A and B considered the drivers of police services including calls for service, and full-time equivalents due to combined jobs and residential population. The method results in less staff for Alternative A than for the No Action Alternative even though Alternative A is slightly larger in capacity for population and jobs. See Exhibit 3-23. See also FSEIS Appendix B.

Exhibit 3-23. Police Staffing (FTE) Demand by Alternative

Department	DSEIS No Action	FSEIS Alt A	DSEIS Alt 2	FSEIS Alt B	Basis
Police	5.6	3.9	27.1	15.7	Annual Calls for Service & Equivalent Population rather than FTE/1,000 Pop.

Source: BERK 2021.

About 1,882 additional calls for service are expected under Alternative A. Approximately 3.9 FTE police staff would be needed to support growth in the Study Area under this alternative, including staff in the patrol division, the traffic division, the professional standards division, and administrative staff. No additional corrections staff would be needed under either alternative.

Police staff indicated that current police facilities would be sufficient to service expected growth in the Study Area and there would be no anticipated need for new or expanded Police facilities under either alternative.

Fire and Emergency Services

Fire staff estimate the Department's current and projected future staffing capacity would be sufficient to handle additional incidents in the Study Area.

No new or expanded facilities would be needed as a result of growth under Alternative A. See Exhibit 3-24.

Exhibit 3-24. Fire Staffing (FTE) Demand by Alternative

Department	DSEIS No Action	FSEIS Alt A	DSEIS Alt 2	FSEIS Alt B	Basis
Fire	3.7	-	18.2	6.0	Existing Capacity and Annual Calls for Service rather than FTE/1,000 Pop.

Source: BERK 2021.

Schools

Both alternatives would generate new students in housing units. The Lake Washington School District's multifamily student generation rates were used to determine how many students would be generated through the planning period. See Exhibit 3-25.

Exhibit 3-25. Student Generation by Alternative Student Generation Rate

Student Generation Rate	Alternative A	Alternative B
New Housing Units	**1,020**	**6,243**
Elementary School = 0.082	84	512
Middle School = 0.035	36	219
High School = 0.033	34	206
Total Students	**153**	**936**

Sources: Lake Washington School District Six-Year Capital Facilities Plan, 2021-2026; BERK, 2021.

School capacity would need to increase by 153 students under Alternative A. The Lake Washington School District will need solve for additional school population under Alternative A. Additional growth in this area would increase the number of students at the following schools: Twain Elementary, Rose Hill Elementary, Lakeview Elementary, Kirk Elementary, Kirkland Middle School, Rose Hill Middle School, and Lake Washington High School.

Parks

Alternative A is expected to result in 2,151 new residents in the Study Area. Exhibit 3-26 below summarizes the City's target levels of service (LOS) for parks and recreation facilities, estimates the cost per facility or acre of new parkland, and estimates the additional demand generated by growth under both alternatives.

Exhibit 3-26. Park LOS Guidelines, Net Need, and Estimated Net Facility/Acre Costs, 2021$

Facility/Acre Type	LOS Guidelines	Estimated Cost per Facility/Acre	Alt A Net New Facilities/Acres Needed	Alt B Net New Facilities/Acres Needed
Tennis Courts	1/3,000 pop.	$0.1 M	0.72	3.31
Baseball Fields	1/5,000 pop.	$1.9 M	0.43	1.99
Softball Fields	1/10,000 pop.	$1.4 M	0.22	0.99
Soccer/Football/Lacrosse Fields	1/7,500 pop.	$2.7 M	0.29	1.32
Skate Parks	1/40,000 pop.	$1.4 M	0.05	0.25
Indoor Pools	1/40,000 pop.	$72.0 M	0.05	0.25
Community Park Acres	2.25/1,000 pop.	$2.3 M	4.84	22.33
Neighborhood Park Acres	1.5/1,000 pop.	$2.3 M	3.23	14.89

Sources: City of Kirkland NE 85th SAP Supplemental Study, Fiscal Impacts and Community Benefits Analysis Final Technical Memo, November 2021 (HBB, 2021; City of Kirkland, 2021; BERK, 2021).

Accounting for inflation, there would be an estimated cumulative park capital need of approximately $30.8 million under Alternative A. An additional 1.3 parks and community services FTEs would be needed to service park facilities and amenities under Alternative A.

Alternative B Transit Connected Growth – Preferred Direction

Police

About 7,558 additional calls for service are expected under Alternative B. Approximately 15.7 additional FTE police staff would be needed to support

growth in the Study Area under this alternative, including staff in the patrol division, the traffic division, the professional standards division, and administrative staff. See Exhibit 3-23. This is approximately 11.8 FTE higher than Alternative A. No additional corrections staff would be needed under either alternative. Overall projected operating revenues are anticipated to cover operating needs by 2044 under both alternatives.

Vehicle and equipment needs would be higher under Alternative B than Alternative A to support the additional growth and associated Police FTE. Police staff indicated that current police facilities would be sufficient to service expected growth in the Study Area and there would be no anticipated need for new or expanded Police facilities under either alternative.

Fire and Emergency Services

Fire staff projected a need for five additional firefighters and one fire inspector under Alternative B based on the volume of annual projected incidents and major developments (multifamily, mixed use, or other non-residential buildings) in the Study Area. See Exhibit 3-24.

Firefighters would need to be added to Station 26 when the volume of annual incidents in the Study Area increased above 500 per year, and an additional fire inspector would be needed when five new major development buildings complete construction. However, overall projected operating revenues are anticipated to cover operating needs by 2044 under both alternatives.

Station 26 would need an additional aid car and to convert an existing engine truck into a ladder truck concurrent with increased staffing needs. Costs are projected to be covered both by fire impact fees generated in the Station Area on new development and by using 0.5% of the general government operating surplus) to cover annual deficits in 2038 when the new equipment is needed.

Schools

School capacity would need to increase by 936 students under Alternative B (783 more than Alternative A; see Exhibit 3-25 above). The City would need to help the Lake Washington School District solve for additional school population under this alternative.

About $24.6 million in school impact fee revenue would be available for school capital needs under Alternative B. Extending the Lake Washington School District Capital Levy (currently scheduled to expire in 2022) through the study period could generate as much as $53.9 million in the Station Area.

Parks

Alternative B is expected to result in 9,926 new residents in the Study Area. Exhibit 3-26 above summarizes the City's target LOS for parks and recreation facilities, estimates the cost per facility or acre of new parkland, and estimates the additional demand generated by growth under both alternatives. Accounting for inflation, there would be an estimated cumulative park capital need of approximately $160.0 million under Alternative B. About 76% of that cost is comprised of acquisition and development of 15 new acres of neighborhood parks and 22 new acres of community parks, which are likely infeasible in the Station Area.

An additional 5.9 park and community service FTEs would be needed to service park facilities and amenities under Alternative B (4.6 more than Alternative A).

3.7.3 Mitigation Measures

Incorporated Plan Features

- Onsite open spaces and community gathering spaces are proposed with each Action Alternative in the Form-Based Code to alleviate demand for and use of local public parks.
- The Action Alternatives include investment in pedestrian and bicycle improvements to connect with trails, parks, and schools within and abutting the Study Area.
- The adoption of Form-Based Code can accommodate a variety of uses proposed by future development, including civic and school facilities.

Regulations and Commitments

Police

- New development will be required to comply with the provisions of Title 21 of the Kirkland Municipal Code – Buildings and Construction (KMC 21). Provisions include that all new buildings with either more than five stories above grade plane, a total building area of 50,000 square feet or more, or a total basement area of 10,000 square feet or more have approved radio coverage for emergency responders (KMC 21.20.065).
- Primary funding sources for public safety services include property taxes, sales taxes, and utility taxes. New development will increase the tax base for each of these funding sources, which will help partially offset additional service costs associated with housing and employment growth. The Department will

need to review growth in existing homes as well as new growth to determine its revenue sources and ability to respond with capital improvements and operational changes in its six-year capital facility plans.

Fire and Emergency Services

- New development will be required to comply with the provisions of Title 21 of the Kirkland Municipal Code – Buildings and Construction (KMC 21). Provisions include fire extinguishing systems be required for all new buildings with a gross floor area greater than 5,000 square feet (KMC 21.33.040).
- Primary funding sources for public safety services include property taxes, sales taxes, and utility taxes. New development will increase the tax base for each of these funding sources, which will help partially offset additional service costs associated with housing and employment growth.
- New development is subject to collection of fire impact fees under Chapter 27.10 of the Kirkland Municipal Code. Fire impact fees are used to fund additional staffing, equipment, and facility needs.

Schools

- New development is subject to collection of school impact fees under Chapter 27.08 of the Kirkland Municipal Code. School impacts fees would be collected by the City on behalf of Lake Washington School District to partially offset the system improvement costs of educating additional students generated by new development. The Lake Washington School District (LWSD) Capital Facilities Plan assumes additional funding for capacity comes from state funds and tax revenue.

Parks

- New development is subject to collection of park impact fees under Chapter 27.06 of the Kirkland Municipal Code. Park impact fees are used to build or acquire new facilities.

Other Proposed Mitigation Measures

All Services

- For all services, the Station Area Plan could promote public/private partnerships to provide facilities in the station area and address potential service needs created by new development.

Police

- The City could adopt a formal, population-based Level of Service Standard

for police services to help identify project-specific demand.

- The City could consider the hiring of additional police officers and police department staff to maintain levels of service consistent with growth. This would be considered with the Comprehensive Plan, Capital Facility Plan, and regular budgets and increased revenue and costs from development.
- The City could consider requiring development to provide on-site security services, which may include video surveillance systems, to the Study Area, to reduce the increased need for police response to that area. This reduction is largely dependent on the nature of the incident.

Fire and Emergency Services

- In addition to the existing Level of Service Standards for response time, the City should consider adopting a population-based Level of Service Standard for fire and EMS to help identify project-specific demand. Any plan to address impacts of growth should be initiated before construction build out.
- As development occurs, the Fire Department could reassess future operations plans to ensure that staff and equipment are located close enough to areas of concentrated development to maintain adequate response times according to Department's Standards of Coverage and Deployment Plan. This may entail redistribution of staff or equipment between fire stations or construction of new facilities.
- The City could consider requiring a mitigation agreement at the time a development application is submitted to address additional staffing needs and needed capital investments at stations serving the Study Area (e.g., stations and ladder trucks or other).
- The City could condition Planned Action proposals during development review to develop protocols for fire aid and emergency medical services in conjunction with the Kirkland Fire Department.

Schools

- Alternatives 2 and 3 and FSEIS Alternative B would raise heights at Lake Washington High School to allow additional school capacity in the future. As well, the Form-Based Code could offer incentives for private developments to incorporate space for schools in new developments. Example schools integrated into employment or commercial districts include the Innovation Lab High School in the Canyon Park Regional Growth Center, and the Center School in Seattle Center. School districts with limited land are also building multistory schools at all grade levels. For example, Seattle School District has built the three-story Genesee Hill Elementary in 2016. A three-story Kimball Elementary School is planned in the Central District.
  - Consider requirements or development bonuses for developments to

provide space on-site in land-constrained locations like the Study Area. This could include educational and childcare space integrated into the development (most common for early learning, pre-K, and specialized programs like STEM) or by setting aside land for future school development.

  - Consider policy changes to define active frontages or required retail space to include educational, childcare, and community-serving spaces in order to implement a Development Bonus strategy.

- Explore partnership opportunities to align programs, such as Joint/Shared Use Agreements that broaden access to community-serving facilities.
- Consider increasing allowed development capacity on existing underutilized public parcels to support future development of new school space.
- Obtain more direction from Lake Washington School District on what school capacity the District will need to accommodate more students and require that development addresses these needs.
- Incorporate density bonus incentives for education space per community benefits and fiscal impacts study. See Appendix B.

Parks

- The City's 2015 Parks, Recreation, & Open Space (PROS) plan identifies a gap in access in the western portion of the South Rose Hill neighborhood, which aligns with the edge of the southeast quadrant of the Study Area and recommends the acquisition of neighborhood parkland in this area. The Capital Facilities Plan associated with the plan budgeted $600,000 beyond 2021 towards the acquisition of this parkland.
- The Station Area Plan could advance parks and open space at a neighborhood scale and at a site scale per Exhibit 3-27 below.

Exhibit 3-27. Park and Open Space Elements for Station Area

Neighborhood Scale	Site Scale/Code
Acquisition if opportunities arise. This could include a park consistent with the PROS Plan (2015 or as updated), or pocket parks or pea patches identified in the Kirkland Housing Strategy and Kirkland Sustainability Master Plan.	Developments provide onsite green space to provide for gathering space and stormwater treatment: ▪ Seattle Green Factor (Example implementation) ▪ Bellevue Green and Sustainability Factor (Code) ▪ Denver Green Building Ordinance (green roofs/green spaces requirements)
Linear parks along roads and trails Linear parks with green space and recreation elements could be part of green / blue streets associated with Alternatives 2 and 3 and Alternative B. Enhancements could be made along trails such as the Cross Kirkland Corridor. Examples: ▪ Seattle examples ▪ Renton example	As part of site-level requirements for **plazas and common space**, allow recreation space **at ground level or at upper levels**. Examples include: ▪ Pike Place Urban Garden. ▪ San Francisco, requirement to provide publicly accessible open space with new office space.

- Consider using a portion of general government operating surplus to offset costs.
- Consider a policy change to how park LOS is defined that moves toward equitable park access within walking distance and away from a per-acre approach. This approach would be well suited for the Station Area and could change the amount of park land needed.
- Leverage public assets and partnerships, including:
  - Explore needed and planned infrastructure projects to determine multi-benefit project candidates that include open space or trails.
  - Leverage existing spaces, including enhancing existing neighborhood parks, open space around Forbes Lake, and the Cross Kirkland Corridor with needed amenities to increase capacity (expand playgrounds, use vegetation to create intentional spaces for use and division of space).
  - Inventory existing publicly owned parcels for potential to support open space objectives. Identify parcels for neighborhood needs to support amenities like playgrounds, picnic areas, walking paths (multiple smaller parcels, parcels that allow for one or two amenities versus several in the same location).
  - Explore clover leaf space more for stormwater/natural areas/sustainable landscape areas.
  - Consider Shared Use agreements to leverage existing park and recreation spaces for public use. Maintain existing Shared Use agreements and explore expanding these to maximize the use of existing or future community assets.

- Identify Community Park Alternatives. Consider using tax increment financing, re-design of existing facilities (such as Peter Kirk Park or other community parks), and/or acquisition of Taylor Fields to meet additional need for a larger Community Park.
- See the community benefits and fiscal impacts analysis in Appendix B for evaluation of parks.
- Other Open Space and Parks Opportunities: Parks and open space elements that could be explored in the SAP and Form-Based Code include:
  - **Expand access and open space near Forbes Lake** to provide open space, boardwalk connections, wetland enhancement, and water quality benefits
  - **Cross Kirkland Corridor (CKC) enhancements and linear parks** could coordinate with NE 85th St widening to add covered recreational opportunities
  - **Green Connections to Parks and Schools** with paths and streets to Rose Hill Meadows Park and other open spaces (this is already part of the Preferred Plan Direction – "Green Connections")
  - **Tree canopy** could increase ecosystem services and green infrastructure in the station area, such as at WSDOT excess ROW
  - **Multi-benefit Streetscape improvements** could include raingardens at intersections to improve water quality for salmon health

3.7.4 Significant Unavoidable Adverse Impacts

Future population and employment growth will increase the demand for public services including police, fire, schools, and parks. This growth would occur incrementally over the 20-year planning period through 2044 and would be addressed in regular capital planning. Each service provider in conjunction with the City could evaluate levels of service and funding sources to balance with expected growth; if funding falls short, there may need to be an adjustment to levels of service or growth as part of regular planning under the Growth Management Act. With implementation of mitigation measures and regular periodic review of plans, no significant unavoidable adverse impacts to public services are anticipated.

3.8 Utilities

This section estimates whether water and sewer systems have the capacity to meet the needs of current and future customers.

3.8.1 Thresholds of Significance

Water and Sewer impacts would be considered to raise to the level of significance when the project's water or sewer demand exceed the capacity of the utility, and the LOS is decreased.

3.8.2 Evaluation of Final SEIS Alternatives

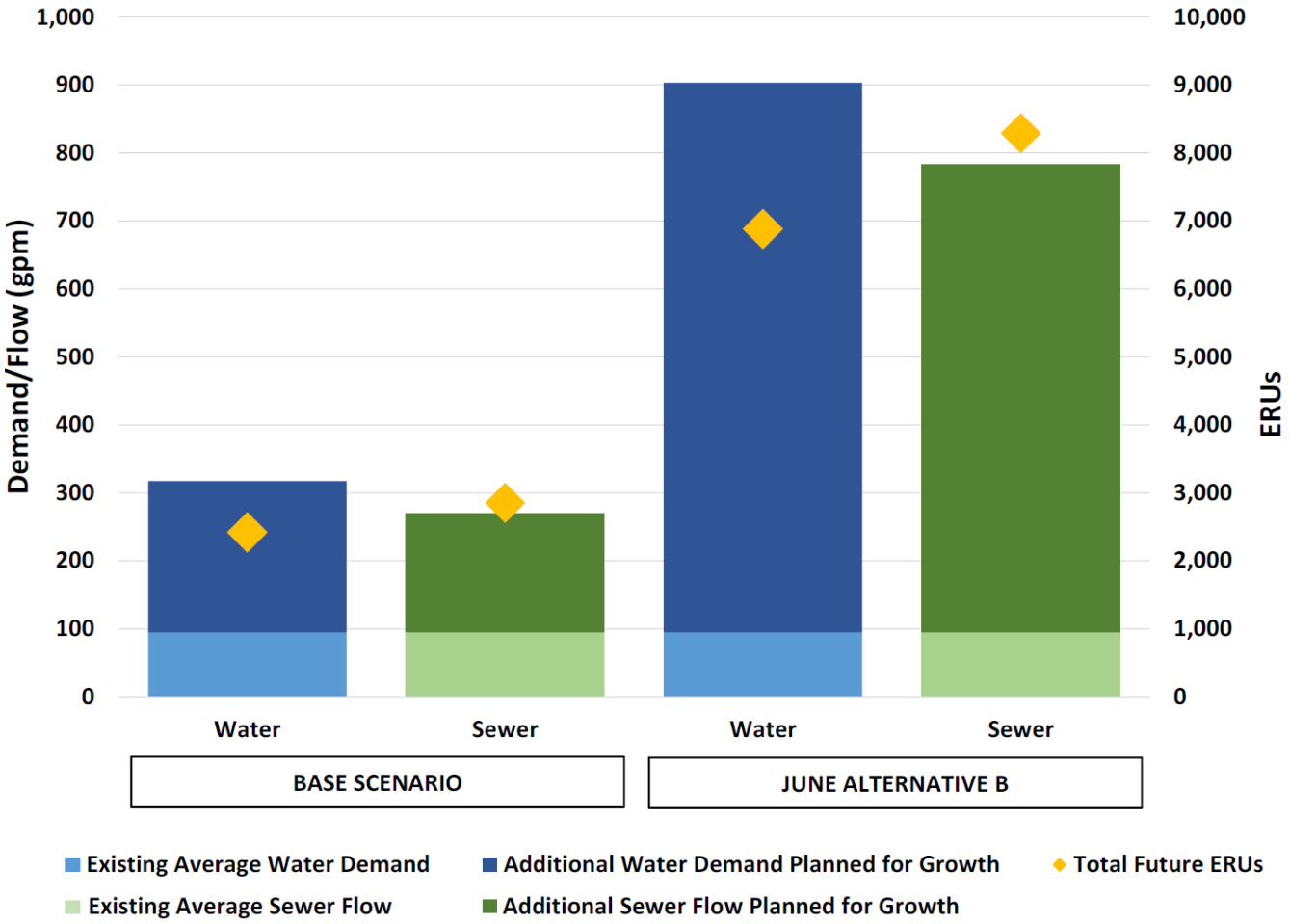
Two alternative scenarios were evaluated for the Water and Sewer analysis:

- The base scenario with growth projections based on the 2035 Comp Plan including the Rose Hill Mixed Use Site. This growth scenario closely aligns with Alternative A.
- Alternative B, with growth in water demands and sanitary sewer flows projected to be approximately triple the amount as that projected in the base scenario.

Refer to the Supplemental Water and Sewer Memo, Appendix B-2 for more detail about the analysis.

Exhibit 3-28 shows a comparison of existing and projected water demand and sewer flow under the base scenario equivalent to Alternative A and under Alternative B, in terms of gallon per minute (gpm) and Equivalent Residential Units (ERUs).

Exhibit 3-28. Station Area Projected Water Demand/Sewer Flows and ERUs



Source: RH2, 2021.

Base Scenario Current Trends

The Base Scenario uses the future growth analyses and capital improvement planning (CIP) performed for the Water System Plan (WSP), the 2021 Water CIP Update, and the General Sewer Plan (GSP), which reflect the City's current Comprehensive Plan growth targets for year 2035. This scenario projects approximately triple the existing water demands and sanitary sewer flows in the Station Area by the end of the planning horizon.

Alternative B Transit Connected Growth – Preferred Direction

Additional improvements will be needed under Alternative B, above and beyond

those needed in Alternative A[13], to meet projected growth given proposed zoning changes in the Station Area. Additional water and sewer system improvements are identified in Appendix B as a representative list of projects that could serve the level of buildout described in Alternative B:

- The water system would not be able to meet the fire flow requirements without additional improvements.
- The sewer system would not be able to meet the additional flows from the Station Area without additional improvements.

Notable water and sewer improvements needed include a water main under I-405 as required by WSDOT due to construction of the BRT station (needed in either Alternative A or Alternative B) as well as a sewer capacity project that crosses under I-405 to connect to the King County transmission line under Cross Kirkland Corridor (needed in FSEIS Alternative B).

Fire Flow Demands

In addition to domestic water demands, the water system infrastructure must also have sufficient capacity to convey fire flow demands. Planning-level fire flow requirements are designated in the hydraulic model based on the different land use categories to provide a target level of service for planning and sizing future water facilities. A comparison between the WSP fire flow requirements utilized for the Base Scenario analyses and requirements under Alternative B is shown in Exhibit 3-29.

Exhibit 3-29. Planning-Level Fire Flow Requirements

	2015 Water System Plan		FSEIS Alternative B	
Land Use Type	Fire Flow Requirement (gpm)	Duration (hrs)	Fire Flow Requirement (gpm)	Duration (hrs)
Medium Density Residential	1,500 - 2,000	2	1,500 - 2,000	2 - 3
High Density Residential	2,000 - 2,500	2	2,500 - 3,500	3 - 4
Office/Multi-Family Residential	2,500 - 3,500	2 - 3	2,500 - 3,500	3 - 4
Office	2,500 - 3,500	2 - 3	2,500 - 3,500	3 - 4

Source: R2H, 2021.

[13] See Appendix B. Base Scenario is projected to approximately triple the existing water demands and sanitary sewer flows in the Station Area by the end of the planning horizon. The Base Scenario is slightly modified from the June Alterative A scenario.

3.8.3 Mitigation Measures

Incorporated Plan Features

No additional plan features are proposed for water or sewer.

Regulations and Commitments

RCW 19.27.097 provides that an applicant for a building permit must provide evidence of an adequate supply of potable water. The authority to make this determination is the local agency that issues building permits (i.e., The City of Kirkland).

Requirements for adequate connections include:

- Sewer Service Installation KMC Chapter 15.12
- Water service installation and fees KMC 15.14

The means by which utilities can be extended to address area-specific needs and potentially distribute the costs include:

- Local Improvement Districts KMC 18.08
- Sewer Extension Charges KMC 15.38.030 to collect sewer extension charges from owners of properties which individually benefit from publicly built sewer extension facilities.
- Latecomers' agreements per RCW 35.91. The City has allowed for such agreements where the City agrees to collect funding from benefited properties where a developer agrees to install public infrastructure that is of a greater capacity or a longer distance than is needed for that developer's project alone.

Other Proposed Mitigation Measures

Under either Alternative A or B, additional water and sewer system improvements will be needed to meet expected growth in the Station Area beyond implementation of the City's existing CIPs as shown in the 2015 Water System Plan (WSP) and 2018 General Sewer Plan (GSP). All improvements required for the City's water and sewer systems to accommodate growth under the Base Scenario or Alternative B are shown in Appendix B. These improvements consist of upgrades and replacement of existing pipes, which would be installed on a predetermined maintenance schedule or when capacity reaches certain thresholds.

The City should begin planning for where future storage could be located because there are very few alternatives for siting additional storage in the City. Considerations may include building new, larger tanks on existing reservoir sites. Any proposed improvements on existing reservoir sites should consider potential conflicts and opportunities to accommodate these future storage needs.

3.8.4 Significant Unavoidable Adverse Impacts

Under all the alternatives the population served by the utilities will increase. This will result in increased consumption of water from the regional supply and increased sewage production requiring treatment and discharge into local waters. With the mitigation identified, no significant unavoidable adverse impacts are expected for water or sewer.

4 Clarifications & Corrections

This chapter provides clarifications and corrections to the Draft Supplemental Environmental Impact Statement (DSEIS) due to responses to comments or review by City staff or consultants. Changes are noted in the order of the DSEIS chapter and subsections. Insertions are noted as underlined text and deletions are noted with stricken text.

4.1 Study Area

In the Fact Sheet (Location), Chapter 1 (Section 1.2), and Chapter 2 (Section 2.2) the Study Area description should be slightly modified as follows:

> The Study Area includes the area within approximately a half mile area centered on the future NE 85th Street/I-405 BRT "Stride" station location. At the maximum extents, the Study Area is bounded approximately by 12th Avenue and NE ~~100th~~ 97th Street to the north, 128th Avenue NE to the east, NE 75th and 5th Avenue S to the south, and 6th Street to the west. The Study Area includes portions of the North Rose Hill, South Rose Hill, Everest, Moss Bay, Norkirk, and Highlands neighborhoods.

4.2 Station Opening

In Chapter 1 (Section 1.1) and Chapter 2 (Section 1.2), correct the opening date of the Stride Bus Rapid Transit (BRT) station as follows:

> Sound Transit's ST3 Regional Transit System Plan is bringing a once-in-a-generation transit investment to Kirkland with a new Stride Bus Rapid Transit (BRT) station at 85th and I-405, currently scheduled to open by ~~2025~~2026.

4.3 Surface Water and Stormwater

In Section 1.6.2 and Section 3.2.2, amend the description of impacts common to all alternatives regarding wetlands and streams as follows:

Section 1.6.2, What impacts did we identify? Wetlands and Streams

Development allowed under each alternative could result in impacts to Forbes Creek and the unnamed stream located in Moss Bay Basin, as well as wetlands along the eastern portion of the Study Area. Under all alternatives, the increase in impervious surfaces ~~and decrease in tree canopy cover associated with development would increase the flow volume and velocity during storm events and~~ could reduce infiltration and therefore baseflow during drier periods. The required implementation of LID practices would mitigate for this impact to flow and minimize the impact to associated stream and wetland habitat. Redevelopment would improve stream and wetland habitat by implementing current stormwater controls including LID practices, requiring appropriate buffer widths, and retaining existing native vegetation.

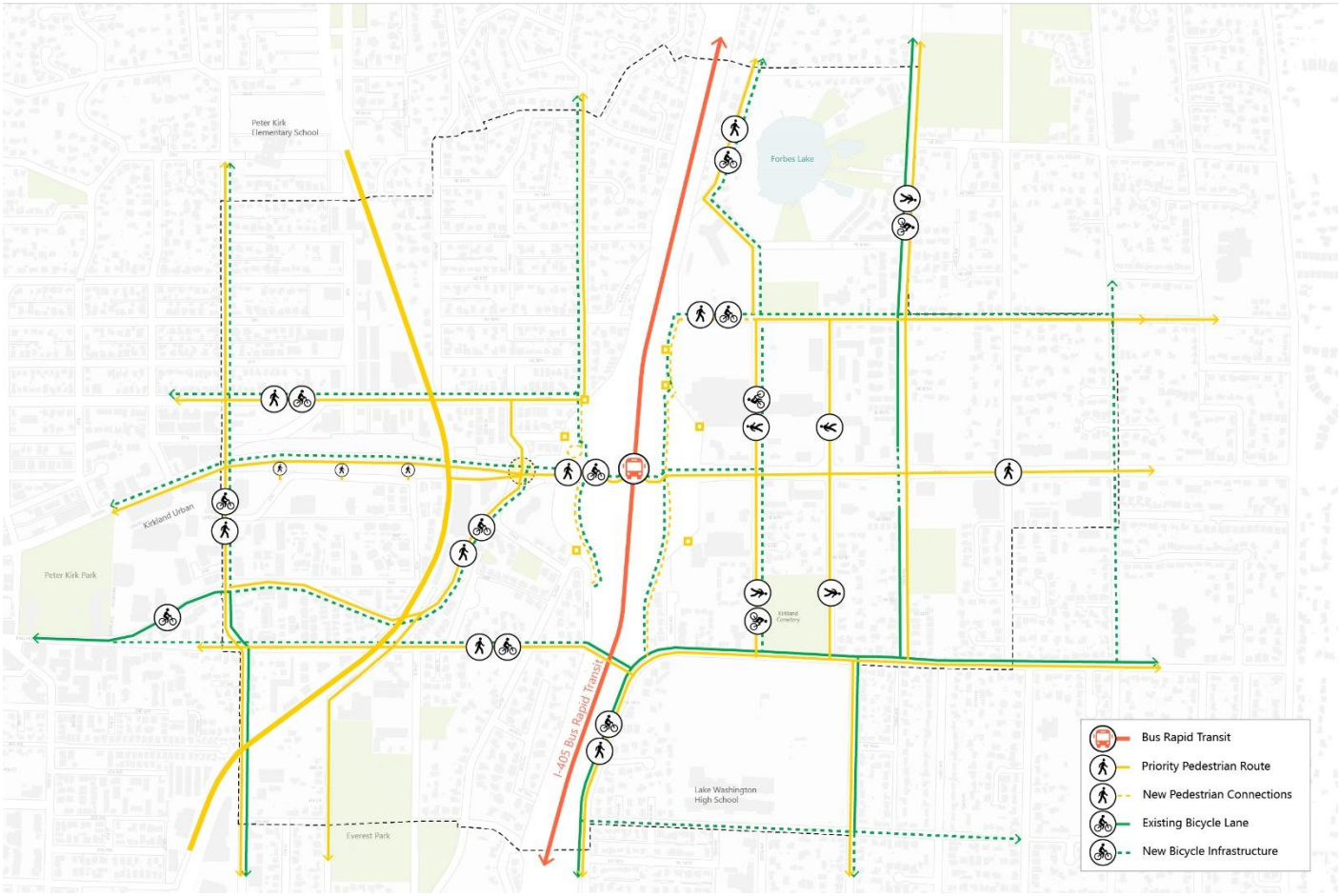
Section 3.2.2, Impacts Common to All Alternatives, Wetlands and Streams, First Paragraph

Development allowed under each alternative could result in impacts to Forbes Creek and the unnamed stream located in Moss Bay Basin, as well as wetlands along the eastern portion of the Study Area. Under all alternatives, the increase in impervious surfaces ~~and decrease in tree canopy cover associated with development would increase the flow volume and velocity during storm events and~~ could reduce infiltration and therefore baseflow during drier periods. The required implementation of LID practices would mitigate for this impact to flow and minimize the impact to associated stream and wetland habitat.

4.4 Transportation

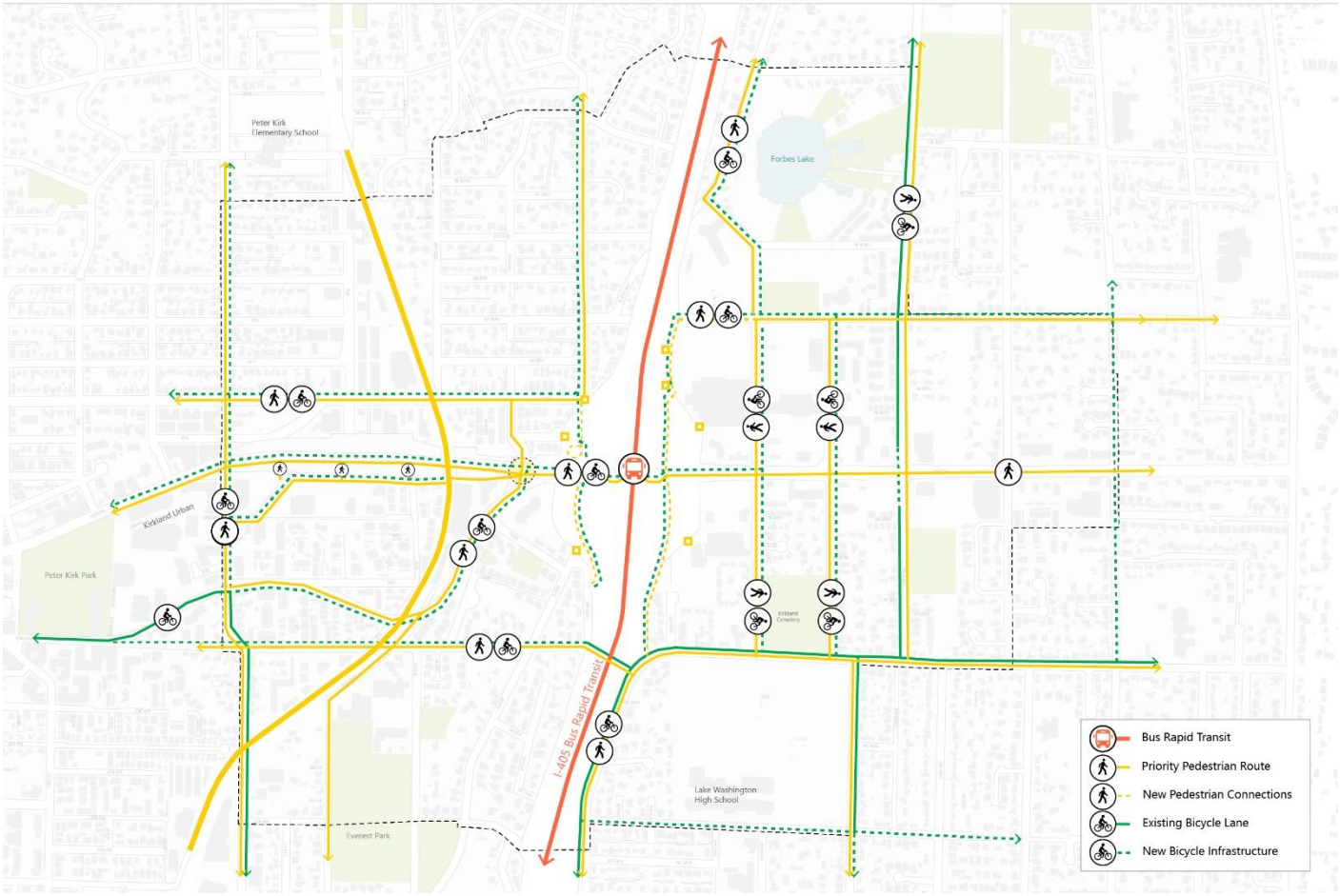
Legend symbols in the following three maps were reversed in the DSEIS for pedestrian and bicycle facilities. Alternative 2 and 3 DSEIS maps also incorrectly showed a new pedestrian connection and new bicycle infrastructure crossing I-5 at NE 90th St on (Exhibit 3-66 and Exhibit 3-67, respectively).

Revised Exhibit 3-65 (page 3-139). Multimodal Transportation Network Assumptions, Alternative 1 No Action



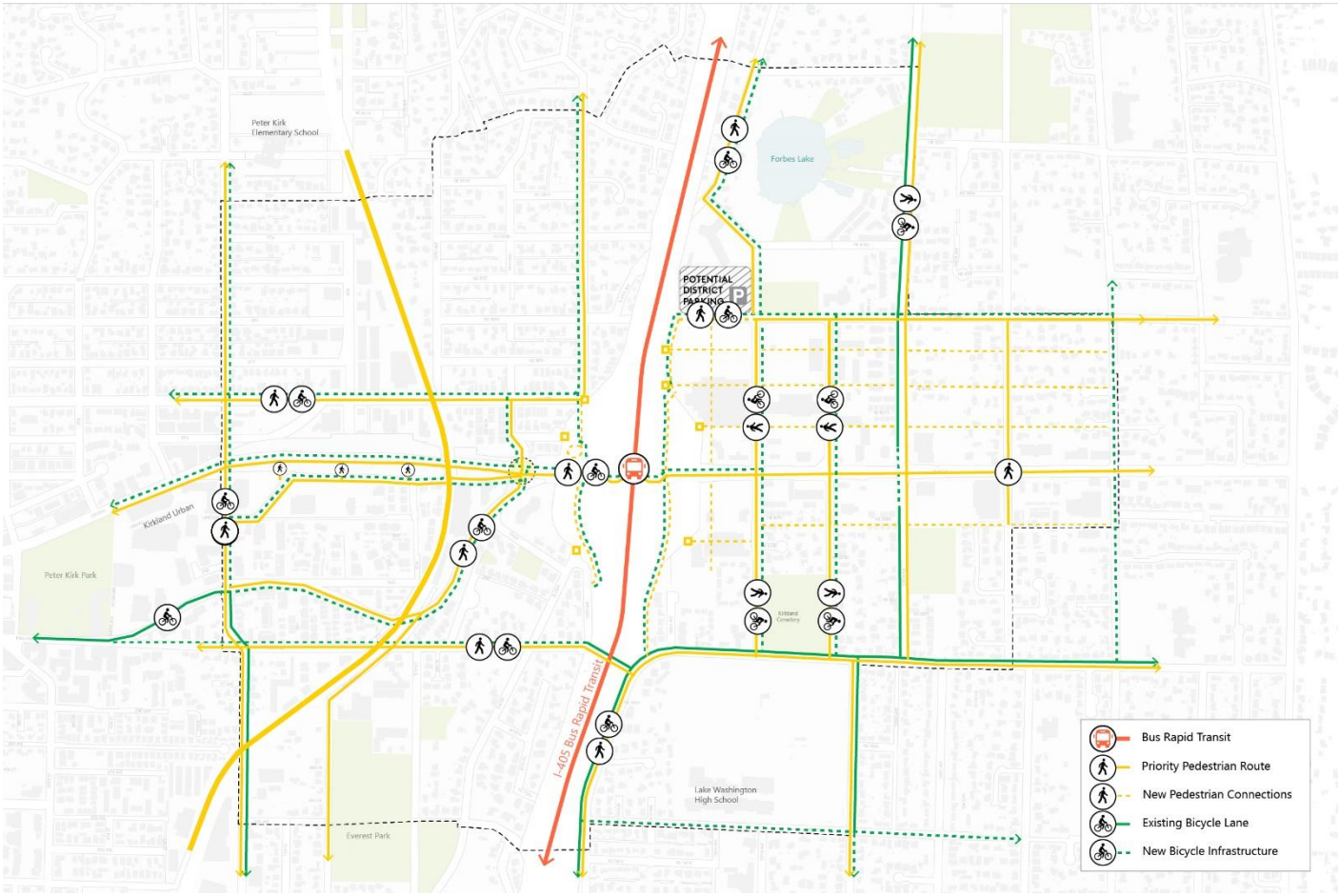
Sources: Mithun, 2020; Fehr & Peers, 2021.

Revised Exhibit 3-66 (page 3-140). Transportation Network Assumptions, Alternative 2



Sources: Mithun, 2020; Fehr & Peers, 2021.

Revised Exhibit 3-67 (page 3-141). Transportation Network Assumptions, Alternative 3



Sources: Mithun, 2020; Fehr & Peers, 2021.

Amend page 3-154 regarding Alternative 2 and Pedestrian and Bicycle facilities to fix an Exhibit cross reference and correct the description of improvements:

Pedestrian and Bicycle

Alternative 2 would include the pedestrian and bicycle projects identified for Alternative 1 No Action, as well as additional improvements along 122nd Avenue NE and 4th Avenue/5th Avenue as shown in Exhibit 3-~~76~~66. ~~This alternative would also include a bicycle and pedestrian bridge over I-405 at NE 90th Street.~~ Therefore, rather than preclude any pedestrian or bicycle improvements, Alternative 2 is expected to provide additional benefits. Because future development is expected to facilitate additional demand and meet the City design standards related to bicycle and pedestrian facility accommodations, no significant adverse impacts to pedestrian or bicycle travel are identified under Alternative 2.

4.5 Public Services

The following tables and text in Section 3.7 of the DSEIS were originally based on the Lake Washington School District's (LWSD) 2019-2024 Six-Year Capital Facilities Plan (CFP) and the Office of Superintendent of Public Instruction's (OSPI) School Year 2018-2019 (SY 18-19) Report Card data.[14] The District's 2020-2025 CFP was subsequently received during analysis and the following information from the more recent CFP was incorporated into the analysis:

- **Appendix A-2.** For SY 19-20 permanent student capacity and individual school enrollment.
- **Appendix D.** For 2020 student generation rates.
- **Table 2.** For SY 19-20 district-wide student enrollment.

OSPI's SY 19-20 Report Card data was also incorporated to match the time period of the District's 2020-2025 CFP.

Teacher counts for individual schools were sourced from OSPI's SY 19-20 Washington State Report Card data.

4.5.1 Table Corrections

Exhibit 3-85 (page 3-174). School District Summary Data, SY 2019-20

Characteristic	Number
Lake Washington School District Population	202,123
Lake Washington School District Enrolled Students	~~32,050~~31,106
Number of Teachers	~~1,852~~1,913
Student to Teacher Ratio	~~16.8~~16.3*

* Not an adopted Lake Washington School District policy. Derived based on the enrolled student and teacher numbers listed above – District enrollment is from LWSD's 2020-2025 CFP and the number of teachers is from OSPI's SY 19-20 Washington State Report Card.
Sources: WA State Office of Superintendent of Public Instruction, 2020 (School Year 2019-2020); WA Office of Financial Management, 2019; Lake Washington School District Capital Facilities Plan, 2020-2025; BERK, ~~2020~~2021.

[14] OSPI SY 18-19 data was used to match the time period of the Lake Washington School District (LWSD) 2019-2024 CFP.

Exhibit 3-87 (page 3-176). Lake Washington Public Schools Serving the Study Area Summary Data, SY 2019-20

School	Permanent Student Capacity	Net Available Student Capacity	Student Enrollment 2019-20	Surplus/Deficit to Permanent Capacity	Surplus/Deficit Net Available Capacity
Twain Elementary	598	437	~~658~~659	-65~~60~~	-222
Rose Hill Elementary	552	414	~~485~~487	65~~67~~	-73
Lakeview Elementary	506	414	~~550~~558	-52~~44~~	-144
Kirk Elementary	782	690	~~614~~639	143~~168~~	51
Kirkland Middle School	697	623	~~616~~619	78~~81~~	4
Rose Hill Middle School	1,021	921	~~1,024~~1,028	-~~73~~	-107
Lake Washington High School	1,567	1,487	~~1,768~~1,599	-32~~01~~	-112

Note: Net available capacity is equal to permanent student capacity minus classrooms used for special programs like resource rooms, ELL rooms, pre-school rooms, music rooms, or arts/science rooms.
Sources: ~~WA State Office of Superintendent of Public Instruction, 2020;~~ Lake Washington School District Capital Facilities Plan, 2020-2025; BERK, ~~2020~~2021.

Exhibit 3-90 (page 3-178). Lake Washington Public Schools Serving the Study Area, Student to Teacher Ratio, SY 2019-20

School	Student to Teacher Ratio
Twain Elementary	~~13.5~~14.3
Rose Hill Elementary	~~14.4~~13.5
Lakeview Elementary	~~14.0~~15.5
Kirk Elementary	~~15.4~~16.0
Kirkland Middle School	~~16.9~~16.7
Rose Hill Middle School	~~18.9~~17.1
Lake Washington High School	~~17.5~~16.0

Note: Student--to--teacher ratios are derived from enrollment numbers in LWSD's 2020-2025 CFP and OSPI's SY 19-20 count of classroom teachers.
Sources: WA State Office of Superintendent of Public Instruction, 2020 (School Year 2019-2020); Lake Washington School District Capital Facilities Plan, ~~2019~~2020-2025; BERK, ~~2020~~2021.

Exhibit 3-97 (page 3-184). Student Generation by Alternative

Student Generation Rate	No Action	Alternative 2	Alternative 3
Housing Units	873	6,600	9,000
Elementary School = 0.082	72	542	738
Middle School = 0.03~~52~~	~~28~~31	~~212~~231	~~288~~315
High School = 0.03~~325~~	~~22~~29	~~165~~218	~~225~~297
Total Students	**~~122~~132**	**~~919~~991**	**~~1,251~~1,350**

Sources: City of Kirkland, 2019; Lake Washington School District Capital Facilities Plan, 2021-2026; BERK, ~~2020~~2021.

4.5.2 Text Corrections

No Action Alternative 1 Schools Impact (page 3-185)

The No Action Alternative would produce the fewest additional housing units and lowest student generation among the three alternatives. The No Action Alternative is estimated to generate an additional ~~122~~ 132 students through the planning period.

Alternative 2 Schools Impact (page 3-186)

Alternative 2 would produce the second highest additional housing units and student generation among the three alternatives. Alternative 2 is estimated to generate an additional ~~919~~ 991 students through the planning period.

Alternative 3 Schools Impact (page 3-188)

Alternative 3 would produce the highest additional housing units and student generation among the three alternatives. Alternative 3 is estimated to generate an additional ~~1,251~~1,350 students through the planning period.

5 Responses to Comments

5.1 Comment Opportunities

The City held a public comment period on the Draft Supplemental Environmental Impact Statement (DSEIS) from January 5, 2021 through February 19, 2021.

Outreach was conducted through several channels to inform public and stakeholders of the project and opportunities to engage. Channels included:

- Legal publication in the Seattle Times.
- Notice of availability sent to agencies per Kirkland SEPA rules.
- Press releases.
- Posters mailed to essential locations within and nearby the Study Area.
- Email and phone notification and coordination with 51 community contacts.
- Project Listserv emails.
- Social media posts on City of Kirkland Facebook and Twitter accounts.
- Weekly articles in This Week in Kirkland, the City's e-newsletter.
- A City-produced DSEIS Introduction video.
- Materials in Chinese, distributed by the Chinese Information Service Center
- City Staff presentations at 10 virtual community organization meetings.

Opportunities for comment included:

- Written Comment
- Real-time Online Open House
- Online Survey
- Service Provider Work Group
- Meetings-in-a-Box
- Student engagement at Lake Washington High School
- City Staff Presentations at Virtual Community Organization Meetings

A full summary of the events is found in Appendix A.

This chapter focuses on the 116 written comments received during the formal DSEIS public comment period from individuals, corporations, small businesses, and organizations, one regional transportation district, and one State agency. Exhibit 5-1 shows a full list of commenters, generally organized in alphabetical order by last name.

Exhibit 5-1. Individuals and entities that submitted written comments

#	Commenter	Affiliation
1.	Jason Bendickson	Salt House Church
2.	Marc Boettcher	MainStreet Property Group LLC
3.	Anne Anderson	Salt House Church
4.	Mike Anderson	Individual
5.	Yasminah Andrilenas	Individual
6.	Anna Aubry	Individual
7.	David Aubry	Individual
8.	JoAnne Baldwin	Individual
9.	Preetesh & Heena Banthia	Individual
10.	Christy Bear	Individual
11.	Brad Beckmann	Individual
12.	Brandon Bemis	Individual
13.	Jason Bendickson	Salt House Church
14.	Mari Bercaw	Individual
15.	Christy Bibler	Individual
16.	Seth Bibler	Individual
17.	Jennifer Bosworth	Individual
18.	Margaret Bouniol Kaifer	Individual
19.	Peder Brakke	Northlake Young Life
20.	Curtis Brown	Spruce Villas Owners Association
21.	Margaret Bull	Individual
22.	Carl Burch	Individual
23.	Susan Busch	Individual
24.	Peggy Bush	Individual
25.	Sylvia Chen	Individual
26.	Lisa Chiappinelli	Individual
27.	Dave Messner	Costco
28.	Sharon Cox	Individual
29.	Susan Davis	Individual
30.	Christine Deleon	Individual
31.	Robbi Denman	Salt House Church
32.	Ken & Jill DeRoche	Individual
33.	Jivko Dobrev	Individual
34.	Bari Dorward	Individual
35.	Keith Dunbar	Individual
36.	Paul Elrif	Individual
37.	Paul Elrif	Individual
38.	Lana Fava	Individual
39.	Alice Fleck	Overlook Village Condo Association
40.	Syd & Margaret France	Individual
41.	Kathy Frank	Individual
42.	Mark Rowe	Google
43.	Jill Gough	Individual
44.	Brian Granowitz	Individual
45.	Gayle Gray	Individual
46.	Matt Gregory	Individual
47.	Boaz Gurdin	Individual
48.	Kathryn Hammer	Individual
49.	Kirsten Hansen	Individual
50.	Brian Harper	Individual
51.	Jess Harris	Individual
52.	Christine Hassett	Individual
53.	Brad Haverstein	Kirkland Transportation Commission
54.	Mark and Victoria Heggenes	Individual

#	Commenter	Affiliation
55.	Matthew Sachs	Highlands Neighborhood Association Board
56.	Matt Holle	Individual
57.	Jeffrey Hoyt	Individual
58.	Stephanie Hurst	Individual
59.	Kathy Iverson	Individual
60.	John Janssen	Individual
61.	Jill Keeney	Individual
62.	Erika Klimecky	Individual
63.	Teri Lane	Individual
64.	Leah Lang	Individual
65.	Paula Lavin	Individual
66.	Jim & Sandy Lazenby	Individual
67.	John C. McCullough	McCullough Hill Leary, Lee Automotive Group
68.	Patty Leverett	Individual
69.	Andy Liu	Individual
70.	Brian Buck	Lake Washington School District
71.	Peter & Janice Lyon	Individual
72.	David Macias	Individual
73.	Ken MacKenzie	Individual
74.	Angela Maeda	Salt House Church
75.	David Boettcher	MainStreet Property Group LLC
76.	David Malcolm	Individual
77.	Beverly Marcus	Individual
78.	Cheryl Marshall	Individual
79.	Ingrid Martin	Individual
80.	Bob McConnell	Individual
81.	Carolyn McConnell	Individual
82.	Doug Murray	Individual
83.	Erik Oruoja	Individual
84.	Louise Pathe	Individual
85.	Bruce & Heidi Pelton	Individual
86.	Colleen Clement et al.	People for Climate Action Kirkland Steering Committee
87.	Robert Pope	Individual
88.	Robert "Scott" Powell	Individual
89.	Cindy Randazzo	Individual
90.	Matthew Sachs	Individual
91.	Kim Saunders	Salt House Church
92.	Rachel Seelig	Individual
93.	Susan Shelton	Salt House Church
94.	Paul Cornish	Sound Transit
95.	Taylor Spangler	Individual
96.	Katie Stern	Individual
97.	Karen Story	Individual
98.	Kent Sullivan	Individual
99.	Syd	Individual
100.	Jeanne Tate	Salt House Church
101.	Paula Templin	Salt House Church
102.	Susan Tonkin de Vries	Individual
103.	Elizabeth Tupper	Individual
104.	Elizabeth Tupper	Individual
105.	Al Vaskas	Individual
106.	Don & Jane Volta	Individual
107.	Susan Vossler	Individual
108.	Dan & Cass Walker	Individual
109.	Vivian & Robert Weber	Individual
110.	Brad Weed	Individual
111.	Steve Wilhelm	Individual
112.	Bob Willar	Individual
113.	Oksana Willeke	Individual
114.	Scott Willeke	Individual
115.	Lisa Hodgson, P.E., & Dylan Counts	Washington Dept. of Transportation
116.	Macy Zwanzig	Individual

Source: BERK, 2021.

5.2 Responses to Comments

During the DSEIS comment period, written comments were received from agencies, organizations, and individuals. The issues raised in each comment letter are numbered on each letter and are followed by correspondingly numbered responses in Exhibit 5-2. Comments that state preferences on alternatives or other matters are acknowledged with a response that the comment is noted and forwarded to City decision makers. Comments that address methods, analysis results, mitigation, or other matters are provided with a response. Marked comment letters follow the table.

Exhibit 5-2. Individuals and entities that submitted written comments

Number	Commenter and Summary	Response
1	**Jason Bendickson, Salt House Church**	
1-1	Theme: Need more affordable housing - double amount in proposal.	The comments are noted and forwarded to City decision makers. The City is pursuing a multi-pronged approach to foster the creation of new affordable housing in the Station Area Plan, ranging from mandating affordable housing set-asides in market-rate development, to collecting fees from commercial development to fund the development of new affordable housing. Future redevelopment in the Station Area will be subject to the City's existing inclusionary zoning requirement that at least 10% of new multi-family units are affordable – an estimated 600-800 new affordable units. (See Exhibit 3-4.)The City is continuing to evaluate some of the mitigation measures such as commercial linkage fees and a density or development bonus program. Those strategies could result in commercial development being required to pay into funds for affordable housing development, and/or additional density being granted if additional affordable units (beyond the required 10%) are provided within a development. Thus, the expectation is that well over 800 new affordable housing units would be developed as a result of Station Area development.
2	**Marc Boettcher, MainStreet Property Group LLC**	
2-1	Crescent Lighting area - allow office and be flexible on mixed uses.	The comments are noted and forwarded to City decision makers. The alternatives have evaluated high-intensity mixed uses up to 85 feet. The Form-Based Code regulating plan associated with FSEIS Alternative B identifies "Neighborhood Mixed Use" that allows for residential, office, commercial, retail, and civic/institutional uses. See Exhibit 2-24.
2-2	Evaluate the land uses immediately adjacent to the SAP and evaluate up zoning the parcels to smooth transitions.	Land use and aesthetic compatibility is addressed in Sections 3.3 and 3.4 of the DSEIS. The FSEIS Alternatives and transitions are also addressed in these same sections of the FSEIS. The FSEIS Alternative B includes draft elements of a Form-Based Code including a suite of

Number	Commenter and Summary	Response
		transitional development standards to improve development compatibility.
2-3	Allow flexible parking standards.	The comments are noted and forwarded to City decision makers. The Action Alternatives including FSEIS Alternative B assume parking reductions in Exhibit 2-10.
2-4	Consider bicycle and pedestrian calming features in the area of the Crescent Lighting property.	The comments are noted and forwarded to City decision makers. See Section 3.6 Transportation of the DSEIS and FSEIS. Alternatives propose priority pedestrian routes and new bicycle infrastructure in various locations including near the commenter's property. FSEIS Alternative B includes draft street type concepts. The major thoroughfare street type fronting the subject site includes travel priorities of pedestrian, bicycle, transit, freight, and auto modes.
3	**Anne Anderson, Salt House Church**	
3-1	Need more affordable housing - double amount in proposal.	See response to comment 1-1.
4	**Mike Anderson**	
4-1	COVID is changing home and work and plan is based on needs prior.	The comments are noted and forwarded to City decision makers. The proposal is for a 20-year subarea plan. Homes and jobs in proximity to open space/parks, pedestrian, and bicycle facilities, are responsive to healthy community needs now and in the future. The SAP's focus on affordable housing, equity, mobility, and environmental sustainability are also intended to address systemic societal concerns that were highlighted during the COVID pandemic.
5	**Yasminah Andrilenas**	
5-1	How is Kirkland and the Plan addressing COVID?	See response to comment 4-1.
5-2	Need workforce housing.	See response to comment 1-1.
6	**Anna Aubry**	
6-1	Need better transitions in Everest with building heights. Concerned about height changes. Prefer current heights.	The comments are noted and forwarded to City decision makers. FSEIS Alternative A assumes current heights of 30 feet along NE 85th Street and FSEIS Alternative B assumes moderate heights of 60 feet, less than DSEIS Alternative 2 (65 feet) and Alternative 3 (85 feet).
7	**David Aubry**	
7-1	Alternatives 2 and 3 would harm Kirkland's unique historic character.	The comments are noted and forwarded to City decision makers. The Form-based code proposed with Action Alternatives is meant to provide design standards for quality urban form including compatibility with adjacent lands. The design guidelines that will be part of the Form-Based Code will be a tool that is similar to those used in other parts of Kirkland to foster high-quality design (e.g., Totem Lake and Kirkland Urban).

Number	Commenter and Summary	Response
7-2	Plan for BRT station conflicts with Vision 2035 and public transit planning does not respond to demand.	The Kirkland Comprehensive Plan Rose Hill Neighborhood includes a policy to prepare a plan for the station: **Policy RH 25:** Establish the parameters of future transit-oriented redevelopment in RH 1, 2 and 3 in a Transit Station Area Plan that coordinates land use, transportation, economics and urban design elements in partnership with Sound Transit, King County Metro, and WSDOT. The initial stages of the Transit Station Area Plan should establish the full boundaries of the station area to fully integrate the station with the surrounding land uses. There are numerous other policies in the 2035 Comprehensive Plan that promote transit-oriented growth and support development of the Station Area Plan.
7-3	Concerned about height and transitions.	See response to comment 7-1.
8	**JoAnne Baldwin**	
8-1	Concerned with Alternatives 2 and 3 change to PLA 5A, B, C and D in SW quadrant.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B assumes less change in the Southwest Quadrant in response to comments and retains current heights in the referenced PLA zones.
8-2	Office park rezoning would violate the negotiated compromise with neighbors.	The comments are noted and forwarded to City decision makers. FSEIS Alternatives A and B assume uses similar to those allowed in PLA 5B and 5C under existing zoning, and no changes in PLA 5A.
8-3	Opposition to tall buildings.	See response to comment 8-1. Much of the zoning around the interchange already allows 5-story buildings and the purpose of the Station Area Plan is to study how to take better advantage of the regional BRT investment with development that also contributes to the necessary infrastructure and amenities envisioned for the area. Note that with greater development there could be additional opportunities for affordable housing, open or green space connections, a better active transportation network and transit access, sustainability measures and others.
9	**Preetesh & Heena Banthia**	
9-1	Everest Neighborhood - concerned about height increases and transition to residential properties.	See response to comment 6-1.
10	**Christy Bear**	
10-1	Require construction to be 100% electric/net zero energy and retrofit existing buildings.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
11	**Brad Beckmann**	
11-1	Advocate for mid-block pedestrian streets going east-west.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B draft street type maps which identify several

Number	Commenter and Summary	Response
		mid-block green street connections. See Exhibit 2-25 and Exhibit 2-26.
11-2	Update presentation maps in public workshop (January 2021) to show other existing ped facilities.	The comments are noted and forwarded to City decision makers. Maps generally show non-motorized facilities along existing or future rights of way. It is not meant to show all pedestrian routes.
11-3	Share the BRT time savings.	Kirkland's Transit Implementation Plan indicates 20 person hours saved per day with bus lanes on NE 85th connecting to the BRT station. See project 7.
11-4	Mid-block pathways and connections.	See response to comment 11-1.
11-5	Questions about the future status of women's shelter with future improvements.	Please note the Women and Children's Shelter should have better access to improved transit (with more ability to access social services in the region).
11-6	Consider moving cemetery.	The comments are noted and forwarded to City decision makers.
12	**Brandon Bemis**	
12-1	Everest Neighborhood resident and concerned with changes in height and transition to residential areas. Keep current LIT height. Concerned about impact to schools. Is there demand for attached housing - or rather single family?	See response to comment 6-1 regarding heights. See Appendix B regarding the residual land value analysis. Attached housing is feasible. Committed funds for schools include School Impact Fees, which the City collects on behalf of the Lake Washington School District (LWSD), and which are set by LWSD. In addition, the City and LWSD have discussed that the final preferred plan direction should incorporate the school district's interests and mitigates potential impacts. Options being evaluated include a requirement that developments. achieving their maximum height allocation under the Station Area Plan include dedicated school space that could be used by LWSD.
12-2	Preserve Kirkland's character.	The comments are noted and forwarded to City decision makers. The Form-Based Code proposed with Action Alternatives is meant to provide design standards for quality urban form including compatibility with adjacent lands.
12-3	Open spaces including private yards are important.	The comments are noted and forwarded to City decision makers. Most of the low-density residential areas in the Study Area would retain their current zoning and uses (e.g., RS 7.2 and 8.5), which include housing with yards. Mixed uses and employment uses would be located in areas already zoned for such uses and in proximity to the station and major thoroughfares like NE 85th Street.
12-4	Tall buildings will make Kirkland residents relocate because they demand single family homes.	The comments are noted and forwarded to City decision makers. See also response to comment 12-1.
12-5	Register homes as home businesses.	The comments are noted and forwarded to City decision makers. Please note the Subarea Plan is meant to cover a 20-year period.

Number	Commenter and Summary	Response
13	**Jason Bendickson, Salt House Church**	
13-1	Need more affordable housing - double amount in proposal.	See response to comment 1-1. This is a duplicate letter.
14	**Mari Bercaw**	
14-1	Support 20 stories in Rose Hill. Allow triplex/four-plexes in 2-3 mile radius to spread growth.	The comments are noted and forwarded to City decision makers. In FSEIS Alternative B greater heights are shown in the SE Quadrant. A variety of housing types are support in the Action Alternatives including FSEIS Alternative B. See Chapter 2 for more information on development typologies.
14-2	Go to 3 stories instead of 2 in residential.	See response to comment 14-1.
14-3	Instead of station put transit money into bus and shared ride vouchers.	The comments are noted and forwarded to City decision makers. The City is responding to the Sound Transit BRT investment on I-405, which was approved by voters in November 2016 as part of the ST3 ballot measure.
15	**Christy Bibler**	
15-1	Kirkland's safety is valued. Feel safe to walk at night right now in Kirkland.	The comments are noted and forwarded to City decision makers.
15-2	Action Alternatives introduce too much/rapid development that would change character and alter feeling of safety and ability to know neighbors.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2. FSEIS Alternatives A and B narrow the growth range. The Form-Based Code will include design standards meant to allow for quality development. Street standards currently include streetscape and lighting standards, and new street standards would likewise include such requirements. Future development, which would extend over a 20-year period, would be subject to design review. Please also note that development under the SAP would occur over projected 20-year period, and no immediate and widespread change is anticipated across the entire district.
15-3	Protect tree canopy.	The comments are noted and forwarded to City decision makers. See Section 3.2.3 regarding tree canopy mitigation measures.
15-4	Growth is okay but not at the pace of Alternatives.	The comments are noted and forwarded to City decision makers. See response to comment 15-2.
16	**Seth Bibler**	
16-1	Opposed to mixed-use/retail zoning along 5th Ave.	The comments are noted and forwarded to City decision makers. See responses to comments Letter 8.
16-2	Tall buildings would block sky and light.	The comments are noted and forwarded to City decision makers. See responses to comments Letter 8.

Number	Commenter and Summary	Response
16-3	Traffic and parking are congested on roads in PLA 5C, PLA 5D, PLA 5A, and PLA 5E.	The comments are noted and forwarded to City decision makers. See responses to comments Letter 8. See also Transportation evaluations and mitigation measures in DSEIS and FSEIS Section 3.6.
16-4	Tall buildings would impact homes in area described above with additional traffic and reduced sky and light.	See responses to comments for Letter 8 and also see Transportation evaluations and mitigation measures in DSEIS and FSEIS Section 3.6.
16-5	Old-growth trees are endangered by developers.	The comments are noted and forwarded to City decision makers. See Section 3.2.3 regarding tree canopy mitigation measures.
16-6	Development threatens local ecosystem and habitat.	The comments are noted and forwarded to City decision makers. See Section 3.2.3 regarding stormwater, stream, and tree mitigation measures. With redevelopment, greater use of stormwater quantity and quality standards should improve some aspects of water resources and fish habitat. With more development there is greater opportunity to implement sustainability measures such as low impact development, and connection of open space.
16-7	Elderly tenants could be displaced by development.	The comments are noted and forwarded to City decision makers. Displacement avoidance and mitigation is addressed in DSEIS and FSEIS section 3.3 Land Use Patterns and Socioeconomics.
16-8	Support bike infrastructure improvement along 85th & Kirkland Way but not in Moss Bay's PLA 5C and PLA 5D.	The comments are noted and forwarded to City decision makers. Alternatives 1, A and B include pedestrian and bike improvements only along 85th Street and Kirkland Way. Alternatives 2 and 3 also include improvements along PLA 5C and PLA 5D.
16-9	Concern about crime along 5th Ave.	The comments are noted and forwarded to City decision makers. Police services will need to scale to new growth. See DSEIS and FSEIS Section 3.7 Public Services. The FSEIS Alternatives benefit from a fiscal analysis in Appendix B with a finer grained review of demand for services.
16-10	Concern about landslide risk.	As noted in the SEPA scoping checklist, the City applies geologic hazard regulations to all applicable development pursuant to Kirkland Zoning Code (KZC) Chapter 85. See DSEIS Appendix A.
16-11	Tall buildings would reflect freeway noise.	The Action Alternatives focus residential uses away from I-405. See DSEIS and FSEIS Section 3.3 Land Use Patterns and Socioeconomics regarding compatibility. Noise diminishes with distance. The office uses will be closest to the freeway and residential/mixed use beyond.
16-12	Large buildings would worsen rush hour traffic.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation for evaluation and mitigation measures. Analysis of additional multimodal investments and TDM measures, as well as a narrowed growth range, are meant to address transportation impacts.
16-13	COVID has decreased need for office buildings.	See response to comment 4-1.

Number	Commenter and Summary	Response
16-14	Development in Rose Hill would increase traffic.	See response to comment 16-12.
16-15	Concern about school capacity.	See response to comment 12-1. Please see DSEIS and FSEIS evaluation in Section 3.7 Public Services. Alternative B includes incentives for inclusion of educational facilities in development. See FSEIS Chapter 2.
16-16	Concern about density causing more pollution.	The comments are noted. The SEIS considered the location of land uses in relation to air quality, water quality, and noise. See DSEIS and FSEIS Sections 3.1, 3.2, and 3.3. Water quality should improve with application of stormwater standards. Per capital GHG emissions under Action Alternatives should be less than Alternative 1 No Action.
16-17	Concern about impacts to services and infrastructure load.	Please see DSEIS and FSEIS evaluation in Section 3.7 Public Services.
16-18	Concern about Costco store relocating.	The comments are noted and forwarded to City decision makers. The Form-Based Code elements associated with FSEIS Alternative B indicate that commercial mixed uses would allow for retail as well as other uses where Costco is located. Nothing in the Station Area Plan would compel the Costco site to redevelop. See Chapter 2.
16-19	Improve safety by adding streetlights to 5th Ave.	The comments are noted and forwarded to City decision makers. City street standards address lighting.
16-20	Extend sidewalk on 5th Ave.	The comments are noted and forwarded to City decision makers. Conceptual improvements are proposed for active transportation improvements (Project #7). See Appendix B.
16-21	Install warning system for low-clearance bridge.	The comments are noted and forwarded to City decision makers. In November 2020 the City installed additional warning signs to raise awareness for over height vehicles traveling on Kirkland Way and continues to monitor crash rates to determine if further action is needed.
17	**Jennifer Bosworth**	
17-1	Support the three station area plans, but need to avoid lost opportunities - have lower heights near freeway with a park like open space and increasing heights going eastward.	The comments are noted and forwarded to City decision makers. The Action Alternatives assume greater height near station and freeway, but there are many opportunities for green space in new development. See Chapter 2 regarding FSEIS Alternative B and incentives for green space and inclusion of green streets. The freeway area where the station is located is noted as a surplus area and may allow for open space.
17-2	Would like to see growth/density on block north of 85th.	The comments are noted and forwarded to City decision makers. See Chapter 2 for FSEIS Alternatives. FSEIS Alternative B proposes growth along NE 85th similar to the DSEIS Action Alternatives.
17-3	Reduce or increase height limits with regard to topography and avoid blocking views.	The comments are noted and forwarded to City decision makers. See the view analysis and mitigation measures in Section 3.5

Number	Commenter and Summary	Response
		Aesthetics. See also the description of Form-Based Code elements associated with Alternative B in FSEIS Chapter 2.
18	**Margaret Bouniol Kaifer**	
18-1	Found survey confusing.	Comment noted. Please see the survey results in FSEIS Chapter 7 Appendices.
18-2	Support combo of Alternatives 2 and 3, leaning to Alternative 3 to focus growth with adequate transit.	The comments are noted and forwarded to City decision makers. See Alternative B in FSEIS Chapter 2. It combines elements of Alternatives 1, 2, and 3. In the SE Quadrant greater growth is proposed like Alternative 3 and like Alternative 2 in NE Quadrant. West of the freeway there are concepts that blend Alternatives 1 and 2.
19	**Peder Brakke, Northlake Young Life**	
19-1	Need affordable housing. Double amount in plans.	Please see response to comment 1-1.
20	**Curtis Brown, Spruce Villas Owners Association**	
20-1	Demand properties not be considered for rezoning.	The comments are noted and forwarded to City decision makers. The 118th Avenue NE area is currently a mixed use zone with homes and offices. FSEIS Alternative A is similar to Alternative 1 and would not propose changes along 118th Ave NE. FSEIS Alternative B would include heights similar to Alternatives 2 and 3. The area would also see new open space/pedestrian connections. See Chapter 2 for conceptual maps.
20-2	Oppose raising building height limits in Alternatives 2 and 3.	The comments are noted and forwarded to City decision makers.
20-3	Rezoning should include our homes and 8026.	The comments are noted and forwarded to City decision makers. See response to comments 20-1.
20-4	Reinstate guidance that protect homeowners on 118th Ave NE.	The comments are noted and forwarded to City decision makers. See response to comments 20-1.
20-5	Feedback from the public shows opposition to tall buildings on the east side of I-405.	The City received a range of comments regarding height. Please see the survey results in FSEIS Chapter 7 Appendices.
20-6	The Alternatives seem to have been specifically designed to be deceptive and present Alternative 2 as the only reasonable choice for growth.	The Alternatives were meant to test a range of possible growth options near the station. The FSEIS Alternatives blend a range of the alternatives. See response to comment 18-2.
20-7	Concern the project may set precedent encouraging developers to build even larger projects.	Future development would adhere to regulations in place.

Number	Commenter and Summary	Response
21	**Margaret Bull**	
21-1	The participation process does not lead to outcomes that represent the input of residents.	The Alternatives were meant to test a range of possible growth options near the station. The FSEIS Alternatives blend a range of the alternatives. See response to comment 18-2. The City received a range of comments regarding height. Please see the survey results in FSEIS Chapter 7 Appendices.
21-2	Support for Alternative 1.	The comments are noted and forwarded to City decision makers.
21-3	Transit is impractical and unpopular in Kirkland.	The comments are noted and forwarded to City decision makers. The Station Area Plan is responding to Sound Transit investments and considering a 20-year planning horizon. Kirkland's Transit Implementation Plan indicates 20 person hours saved per day with bus lanes on NE 85th connecting to the BRT station. See project 7. The investments in the station and transit-oriented development are anticipated to increase non-single-occupant vehicle travel.
21-4	Transit planning does not reflect demand for service.	See response to comment 21-3.
21-5	Changing demographics will reflect changing demand for transit service.	See response to comment 21-3.
21-6	It is difficult to predict how Seattle and Bellevue real estate markets will affect Kirkland.	The comments are noted and forwarded to City decision makers.
21-7	The project will be costly and result in increased taxes.	A fiscal analysis indicates that it is feasible to support FSEIS Alternative B. See Appendix B. Note that the purposes of the SEIS is to provide a comparison of environmental impacts. The fiscal information is informational only (WAC 197-11-448 and 450).
21-8	Concern about school overcrowding.	See response to comment 16-15.
21-9	Don't change current parking requirements in code.	The comments are noted and forwarded to City decision makers. Alternatives 1 and A do not include changes to parking and other Action Alternatives include changes to parking. Parking requirements are meant to match the demand and where reduced would reflect more current understanding of parking needs from studies as well as encourage use of other modes.
21-10	Retail development will increase demand for parking.	See response to comment 21-9.
21-11	Preference to avoid using underground parking garages.	The comments are noted and forwarded to City decision makers.
21-12	Transit and apartments are impractical for some people.	The comments are noted and forwarded to City decision makers. The City currently allows for detached households in most of the Study Area and the Action Alternatives would also allow for that. Most of the RS and RSX areas within the Study Area would retain the RS and RSX zoning.

Number	Commenter and Summary	Response
21-13	Support for new park and ride lots, including shared use of church parking lots.	The comments are noted and forwarded to City decision makers.
21-14	"Affordable" apartments are not affordable.	The comments are noted and forwarded to City decision makers. The City's current inclusionary housing requirements require long-term affordability of units.
21-15	Prefer mid-size multifamily development over large apartment buildings, which are incompatible with single-family house neighborhoods.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of FSEIS Alternative B Form-Based Code concepts. It includes transitional standards to promote compatibility of different uses and abutting single-family uses. This is based on the Aesthetics analysis in DSEIS and FSEIS Section 3.5.
21-16	Apartments should be pet friendly.	The comments are noted and forwarded to City decision makers.
21-17	In-person public meetings at 7pm are preferable to 6pm Zoom meetings.	The comments are noted and forwarded to City decision makers.
21-18	Multifamily development lacks the amenities needed to be family-friendly.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of Form-Based Code standards meant to promote parks, schools/educational facilities, and pedestrian and bicycle facilities that support families.
21-19	Apartments and transit are impractical for some people.	See response to comment 21-12.
21-20	Developments should include childcare facilities and other amenities for children and families.	See response to comment 21-18.
22	**Carl Burch**	
22-1	Preference for Alternative 3, followed by 2 and 1.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B blends a range of the alternatives. See response to comment 18-2.
22-2	Location of project is ideal for high-density development.	The comments are noted and forwarded to City decision makers.
22-3	Supports improved walkability and transit.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
22-4	Support for traffic calming on 80th St, 116th Ave, and 124th Ave.	The comments are noted and forwarded to City decision makers.
22-5	Need park on SE quadrant of interchange.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and incentives for parks and open space associated with FSEIS Alternative B. The City has been seeking potential open space use

Number	Commenter and Summary	Response
		of excess interchange right of way from WSDOT. See also the parks mitigation measures in Section 3.7 Public Services.
23	**Susan Busch**	
23-1	Preference for variation of Alternative 2.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B blends a range of the alternatives. See response to comment 18-2. Growth levels are slightly lower than Alternative 2.
23-2	BRT design is crucial for SAP success.	The comments are noted and forwarded to City decision makers.
23-3	Build multi-modal network and curtail SOV use.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
23-4	Parking ratios can be reduced if multi-modal Alternatives are increased.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements. FSEIS Alternative B would include expanded TDM measures. Action Alternatives propose reduced parking ratios. See Exhibit 2-10.
23-5	Strong design standards will be required.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and elements developed for FSEIS Alternative B.
23-6	Include robust Green/Blue Street concept.	The comments are noted and forwarded to City decision makers. All Action Alternatives include green streets, which can be inclusive of stormwater management strategies typically associated with "Blue Streets".
23-7	Include schools, parks, and services in plan.	The comments are noted and forwarded to City decision makers. These topics are addressed in in Section 3.7 Public Services. In addition to providing impact fees and extending infrastructure some incentives would be included as described with FSEIS Alternative B in Chapter 2.
23-8	Plan should be presented to public with graphics and organized by topic to be clearly understandable.	The comments are noted and forwarded to City decision makers. The City will be developing the subarea plan and Form-Based Code through mid-2022. Early concepts are included with FSEIS Alternative B in Chapter 2.
23-9	Plan should include projections pertaining to WA State Climate goals.	The DSEIS and FSEIS address air emissions/greenhouse gas in Section 3.1 Air Quality/Greenhouse Gas Emissions and reference the City's climate action plan (which consider State and regional goals). This is intended to help contribute to meeting the State climate goals. The State Goals are referenced in FSEIS Section 3.4.
23-10	Plan should show more detail about zoning compatibility and illustrate height limits with sectional diagrams.	See Response to Comment 23-8.
23-11	Compare proposed height limits to Kirkland Urban.	Parts of the Kirkland Urban site are allowed 67-80 feet above average building elevation. Portions of the station area would have

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		heights 30-60 feet west of I-405 and 65-250 feet east of I-405 with greater heights in the SE Quadrant and NE Quadrant and lesser eastward along NE 85th Street.
23-12	Encourage finer-grained infill industrial development.	The comments are noted and forwarded to City decision makers. LIT uses continue to be promoted in that zone. Small adjustments to height at NE 85th Street are proposed in FSEIS Alternative B.
23-13	Close-in and street level views should be provided to illustrate Alternatives.	The comments are noted and forwarded to City decision makers. See Chapter 2 for Form-Based Code elements and some of the design standards anticipated for FSEIS Alternative B. See also the Aesthetics evaluation in Section 3.5.
23-14	Support for design standards and form-based codes.	The comments are noted and forwarded to City decision makers. See response to comment 23-13.
23-15	Preference for pedestrian scale block grid.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
23-16	Preference for cohesive street and pedestrian amenities design.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements including active streets and street typologies.
23-17	BRT station design should consider pedestrian and bike access.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
23-18	Plan should identify view corridors and include photos of views.	View corridors were evaluated in DSEIS and FSEIS Section 3.5. See also conceptual design guidelines are addressed as part of developing the Form-Based Code with Alternative B.
23-19	BRT station should be designed well with amenities to encourage ridership.	The comments are noted and forwarded to City decision makers.
23-20	Are there plans for light rail on the I-405 corridor?	See Sound Transit network: https://www.soundtransit.org/. Light rail is planned further south of Kirkland. BRT is planned in Kirkland, although light rail is anticipated to reach the South Kirkland Park & Ride after 2040. The ST3 system plan includes funding for a future high capacity transit environmental study: Bothell to Bellevue via Kirkland.
23-21	Preference for tight network of ped/bike connections in Alternative 3.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
23-22	Utilities should be built underground for aesthetics.	The comments are noted and forwarded to City decision makers. The City's utility policy allows the City to require underground facilities.
23-23	View corridors should be free of overhead lines.	See response to comment 23-22.

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23-24	Utility construction should allow for tree planting and green stormwater infrastructure.	The comments are noted and forwarded to City decision makers. Green streets are part of the Action Alternatives including FSEIS Alternative B, the preferred direction. Tree planting mitigation is addressed in Section 3.2.3.
23-25	Tree canopy analysis should not include in-lieu fees to plant trees elsewhere.	The comments are noted and forwarded to City decision makers.
23-26	Plan lacks justification for increased height of LWHS campus buildings.	The proposal for height changes in Alternatives 2,3 and B were meant primarily to allow additional capacity to build more education space, but also potentially to allow for the development of accessory school facilities (e.g., school staff housing). Other incentives to incorporate education space are explored with FSEIS Alternative B. See Chapter 2.
23-27	Confirm whether increased campus building heights indicates a change of use or accommodation for increased school population.	See response to comment 23-26.
23-28	Plan should identify parks separately from open space required by development incentives.	Areas suitable for public parks to achieve a close 10-minute walk to parks are identified in the preliminary Form-Based Code elements associated with FSEIS Alternative B. Other development incentives would address pocket parks, plazas, and roof top spaces. See Chapter 2 and FSEIS Section 3.7.3.
23-29	Planned housing should be affordable to projected household incomes.	See response to comment 1-1.
24	**Peggy Bush**	
24-1	Don't lose small town feel.	The comments are noted and forwarded to City decision makers.
24-2	Keep to 4 stories max to prevent traffic impacts.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
25	**Sylvia Chen**	
25-1	Do not zone for tall buildings adjacent to low-rise housing.	The comments are noted and forwarded to City decision makers. Please see Chapter 2 for Form-Based Code elements, and Section 3.5 regarding transitional standards for compatibility.
25-2	Changes in Alternatives 2 and 3 are unnecessary because Kirkland is in compliance with GMA goals.	The comments are noted and forwarded to City decision makers. The proposal for a Station Area Plan is consistent with Policy RH-25. The plan is intended to address a new planning horizon of 2044, and can assist with growth targets for employment as well as provide housing choices. Growth targets have been developed for 2044 with King County and cities. See: https://kingcounty.gov/depts/executive/performance-strategy-budget/regional-planning/CPPs.aspx.

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25-3	Preserve Kirkland's intimate and neighborly character by preserving current height limits.	The comments are noted and forwarded to City decision makers.
25-4	Prioritize compatibility of development with residential neighborhoods.	See response to comment 25-1.
25-5	Oppose infill development in northern half of Everest Park as shown in Exhibit 2.7.	Infill residential development is allowed in all areas consistent with current codes (Ordinance 4717).
25-6	Request beautification for proposed roundabout at NE 85th St & Kirkland Way/114th Ave NE.	The comments are noted and forwarded to City decision makers. The roundabout at 85th & Kirkland Way/114th will be designed consistent with the I-405 Context-Sensitive Solutions Master Plan, Urban Design Guidelines.
25-7	Has traffic analysis accounted for Google expansion and Kirkland NE 8th St Station?	Alternative 3 and FSEIS Alternative B assume higher growth in the SE Quadrant with commercial uses to benefit from transit and buffer residential uses from the I-405 freeway. There is no specific Google permit proposal at this time. To the extent that a future proposal fits with the planned action evaluation, and implements mitigation measures, it may be considered a planned action.
25-8	Ensure funding for increasing school capacity.	The comments are noted and forwarded to City decision makers. School impact fees are collected by the City. Also, see responses to comment 12-1 and 23-26.
26	**Lisa Chiappinelli**	
26-1	Concern that development will increase traffic congestion and tall buildings will obstruct views.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation and Section 3.5 Aesthetics for evaluations of impacts and mitigation measures.
26-2	Oppose new development in 85th Street area because new office buildings are unnecessary.	The comments are noted and forwarded to City decision makers. The fiscal analysis in Appendix B identifies the types of feasible development in the Study Area, including office.
27	**Dave Messner, Costco**	
27-1	Zoning in SEIS and 2035 Comp Plan should continue to allow Costco's retail use and planned expansions.	The comments are noted and forwarded to City decision makers. The Form-Based Code elements associated with FSEIS Alternative B indicate that commercial mixed uses would allow for retail as well as other uses where Costco is located. See Chapter 2.
27-2	Transit plans should include vehicle access to Costco site.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation.
27-3	Concern that rezoning will make existing Costco store a nonconforming use.	See response to comment 27-1.
27-4	Alternatives 2 and 3 show split zoning on Costco's site which	The comments are noted and forwarded to City decision makers. A single development typology is proposed in FSEIS Alternative B. See Chapter 2.

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	could restrict continued use and future development.	
27-5	Some TDM strategies are incompatible with Costco's business model.	The comments are noted and forwarded to City decision makers. TDM strategies offer a range of concepts, and would only be triggered with redevelopment. See Exhibit 3-21.
27-6	Right-of-way acquisition and demolition should be considered in plan to convert SE 120th Ave NE into a blue street.	The comments are noted and forwarded to City decision makers. See street typologies in Chapter 2 related to FSEIS Alternative B.
27-7	Oppose potential district parking on parcel currently occupied by Costco's fuel station and parking lot.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B does not include a district parking concept.
27-8	Pedestrian grid depicted in Exhibit 2.16 should take into account existing warehouse.	The comments are noted and forwarded to City decision makers. See street typologies in Chapter 2 related to FSEIS Alternative B. the conceptual grid does not overlie the warehouse.
27-9	Plan should allow Costco's current use and expansion but include development incentive for site if Costco leaves.	See response to comment 27-1.
28	**Sharon Cox**	
28-1	Due to COVID need for office space has dropped.	See response to comment 4-1.
28-2	People of Kirkland do not need or want tall buildings.	The comments are noted and forwarded to City decision makers. The City received a range of comments regarding height. FSEIS Alternative B responds to the input and adjusts height within the range of alternatives. Please see the survey results in FSEIS and also community benefits in the fiscal impacts and community benefits evaluation in the FSEIS Appendices. The Action Alternatives including FSEIS Alternative B focus taller buildings near the future BRT station. Community benefits would be tied to building size (height or floor area ratio); this could include new affordable housing, green space, school space, and pedestrian enhancements
28-3	Traffic is horrible especially around 85th St and I-405.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation for an evaluation of impacts and mitigation measures.
28-4	Larger buildings will result in more cars, preventing carbon neutral goals from being reached.	The comments are noted and forwarded to City decision makers. Mixed use development and investing in transit and non-motorized infrastructure can assist in meeting city/state greenhouse gas goals. See DSEIS and FSEIS Section 3.6 Transportation for an evaluation of impacts and mitigation measures.

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28-5	Kirkland does not want to be like Bellevue with tall buildings, traffic, and pollution.	The comments are noted and forwarded to City decision makers. The Station Area Plan and Form-Based Code are meant to address Kirkland's community. See Chapter 2 for FSEIS Alternative B Form-Based Code elements. See DSEIS and FSEIS Section 3.6 Transportation and Section 3.3 for an evaluation of transportation and air/noise compatibility impacts and mitigation measures.
29	**Susan Davis**	
29-1	Support only Alternative 1.	The comments are noted and forwarded to City decision makers.
29-2	Low income affordable housing is needed.	The comments are noted and forwarded to City decision makers. See response to comment 1-1. See also the potential for affordable housing by alternative in Section 3.3.
29-3	Alternatives 2 and 3 will cause too much traffic congestion.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation. FSEIS Alternative B is slightly lower in growth than Alternative 2 and provides a wider range of mitigation measures.
29-4	Unlikely that traffic will divert to 80th Street when 85th Street is congested.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding the potential for trips to divert. For a conservative analysis, the analysis assumes most trips in the Study Area on NE 85th Street.
29-5	"Education opportunities" as described in the proposal would not bring benefits to students.	See DSEIS and FSEIS Section 3.7 Public Services regarding potential impacts to education and mitigation measures. See also potential development incentives to incorporate education space in FSEIS Alternative B described in Chapter 2 of this document.
29-6	Since Kirkland is in compliance with GMA goals, Alternatives 2 and 3 should not be considered.	See response to comment 25-2.
29-7	Buses will be crowded and create adverse impacts.	See DSEIS and FSEIS Section 3.6 Transportation regarding transit demand and mitigation measures.
29-8	Benefits of development would go to developers and Google while majority of Kirkland residents would see only impacts.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of community benefits that would be proposed for integration into the Form-Based Code. Also see Appendix B regarding the fiscal analysis and the ability to address the infrastructure and public service needs of FSEIS Alternative B.
29-9	Need for low income housing is urgent and should not be concentrated in one area.	See response to comment 1-1. See also the evaluation of potential affordable housing in Section 3.3 and additional mitigation measures.
29-10	Outreach has been inadequate at explaining the potential impact of Alternatives.	See Chapter 7 Appendices regarding the DSEIS comment opportunities.
29-11	Request for information about project notices and public involvement activities.	See Chapter 7 Appendices regarding the DSEIS comment opportunities.

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29-12	City Council and Planning Commission study session is inappropriate before end of public comment period.	SEPA Rules allow for a wide range of public comment opportunities including public meetings during a comment period. (WAC 197-11-502) See Chapter 7 Appendices regarding the DSEIS comment opportunities.
29-13	Low income housing should be built as public projects, not by developers.	The comments are noted and forwarded to City decision makers.
29-14	Project documents are not easily accessible on City website and public notification has been inadequate.	See Chapter 7 Appendices regarding the DSEIS comment opportunities. The City provided more than the minimum notice of KMC 24.02.160.
29-15	Commenter believes that a Commissioner has a conflict of interest because of working for Google.	The Planning Commission does not have a role in permitting land use applications that may be submitted in the future. An areawide legislative proposal is subject to Planning Commission hearing and recommendations and ultimately a decision by the City Council.
29-16	City of Kirkland and King County need to build more affordable housing.	The comments are noted and forwarded to City decision makers.
29-17	Development at Kingsgate Park and Ride should be100% affordable units, built to maximum allowed height, and financed by major tech corporations.	The comments are noted and forwarded to City decision makers. This is outside of the Study Area under review in the SEIS.
29-18	Money for the new pedestrian bridge in the Totem Lake area should have been spent on other priorities.	The comments are noted and forwarded to City decision makers. This is outside of the Study Area under review in the SEIS.
29-19	The website's search functionality is poor.	The comments are noted and forwarded to City decision makers.
29-20	Commenter would like feedback from City Council about complaints and suggestions.	The comments are noted and forwarded to City decision makers. The FSEIS includes responses to public comments. Those who commented have been provided a notice of availability of the FSEIS.
30	**Christine Deleon**	
30-1	Traffic in the corridor is bad and the current amount of office space and residential units is adequate.	The comments are noted and forwarded to City decision makers. Alternative 1 and FSEIS Alternative A assume growth consistent with current plans. Action Alternatives assume more employment and housing and the SEIS identifies mitigation measures for transportation. See DSEIS and FSEIS Section 3.6 Transportation.
30-2	Concern about evacuation during a natural disaster.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation. Greater connectivity

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		and modes of travel would assist with evaluation. See also Kirkland's Hazard Mitigation Plan developed in conjunction with the County.
31	**Robbi Denman, Salt House Church**	
31-1	Need more affordable housing – double amount in proposal.	See response to comment 1-1.
32	**Ken & Jill DeRoche**	
32-1	Concerned about rezoning PLA 5D in SW Quadrant. It would treat the area differently from other similar lower height blocks.	The comments are noted and forwarded to City decision makers. Please see Chapter 2 FSEIS Alternative B, the Preferred Direction. No change to PLA 5D is proposed.
32-2	Proposed alternatives would displace neighbors and increase traffic and noise. Large buildings would create a canyon effect.	The comments are noted and forwarded to City decision makers. Action Alternatives include design standards through a Form-Based Code. See conceptual Form-Based Code elements associated with Chapter 2 FSEIS Alternative B.
33	**Jivko Dobrev**	
33-1	Support for Alternative 1. Kirkland is a charming suburb with high quality of life.	The comments are noted and forwarded to City decision makers. Alternative 1 and FSEIS Alternative A assume growth consistent with current plans. Action Alternatives assume more employment and housing and the SEIS identifies mitigation measures.
33-2	The proposed transit station would not be useful or efficient.	The comments are noted and forwarded to City decision makers. Please see response to comment 21-3.
33-3	Tall buildings will impact Kirkland with noise, pollution, and crowding.	See response to comment 28-5.
33-4	Traffic is already above capacity. How will drivers enter, park, and leave?	The comments are noted and forwarded to City decision makers. The design of the BRT station is led by Sound Transit. The SEIS and Subarea Plan are addressing areawide traffic and multimodal investments. See DSEIS and FSEIS Section 3.6 Transportation.
33-5	On 126th Ave there is high traffic and residents of proposed developments will park there, causing unsafe conditions.	At the time of development, the City's frontage and access standards will be met to avoid safety impacts. However, full utilization of street parking does not in and of itself create safety impacts.
33-6	Tall buildings will eliminate privacy and natural light for residents of houses.	The comments are noted and forwarded to City decision makers. Please see the impact analysis in Section 3.5 Aesthetics. Please also see Form-Based Code elements associated with FSEIS Alternative B in Chapter 2.
33-7	Tall buildings are incompatible with houses and will destroy their way of life.	See response to comment 33-6.

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33-8	Downtown Kirkland does not have adequate parking, is not walkable, and is an unpleasant place to visit.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments and parking in the Study Area for each alternative.
34	**Bari Dorward**	
34-1	Opposes 20-story towers in the BRT Station Area. Kirkland should grow more slowly.	The comments are noted and forwarded to City decision makers. Please see response to comment 18-2.
34-2	Development would impact the already-bad traffic on NE 85th.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation.
34-3	People don't ride buses. People do like green open spaces.	The comments are noted and forwarded to City decision makers. Please note the proposal includes establishing a 20-year plan. Please see response to comment 11-3. See also the discussion of mode split in Section 3.6 Transportation of the DSEIS and FSEIS.
34-4	Bellevue and Seattle are like Manhattan.	The comments are noted and forwarded to City decision makers.
34-5	Apartments in new buildings should be designed larger to accommodate families. Modestly sized houses should be built instead of large apartment buildings.	See response to comment 21-18.
34-6	It is a mistake for cities to design public transit systems and to require inadequate parking minimums.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments and parking in the Study Area for each alternative.
34-7	Developing a rapid bus line will destroy a bedroom community.	The comments are noted and forwarded to City decision makers. The Study Area contains commercial and multifamily areas as well as single-family areas beyond. The area of mixed uses is where the proposed increase in heights and intensity are proposed. The Form-Based Code is intended to ensure quality design and transitions. Much of the Study Area is designated low-density residential and would retain that zoning and infill according to current zoning.
35	**Keith Dunbar**	
35-1	Opposes new transit center and 10-story complex. Likes the community feel of Totem East.	The comments are noted and forwarded to City decision makers.
36	**Paul Elrif**	
36-1	Supports Alternative 1.	The comments are noted and forwarded to City decision makers.
36-2	Kirkland has surpassed the GMA growth targets and should not encourage more growth.	See response to comment 25-2.

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36-3	Totem Lake Area development has enough capacity to accommodate growth.	See response to comment 25-2.
36-4	City could ensure affordable housing by imposing rent control on some units.	The comments are noted and forwarded to City decision makers. See also response to comment 1-1.
36-5	Concern that Alternative 2 or 3 will displace Costco and Lee Johnson Chevrolet.	It is possible these sites would be redeveloped under current zoning at the property owner's initiative, and nothing in the Station Area Plan would compel redevelopment on either property. The Commercial Mixed Use regulating district allows for commercial and retail uses. See also response to comment 27-1.
36-6	New development will impact traffic as residents and workers will commute by car instead of transit.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multiple modes.
36-7	20-story buildings allowed in Alternative 3 would be uncharacteristic for Kirkland.	See response to comment 18-2.
36-8	Under current zoning, City can accommodate BRT station with roadway modifications and park-and-ride facilities.	See response to comment 25-2.
37	**Paul Elrif**	
37-1	Need traffic calming on NE 85th.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation regarding improvements.
37-2	Concerned also about noise.	The SEIS considered the location of land uses in relation to noise. See DSEIS and FSEIS Section 3.3.
38	**Lana Fava**	
38-1	Opposes any zoning changes in the Everest neighborhood. Prefers low-density.	The comments are noted and forwarded to City decision makers. See response to comment 6-1.
39	**Alice Fleck, Overlook Village Condo Association**	
39-1	Objected to rezoning on the Lee Johnson property.	The comments are noted and forwarded to City decision makers. Please see response to comment 36-5.
39-2	Prefers Alternative 1. Alternative 2 is a distant second, and Alternative 3 is unacceptable. Construction activities and development will impact neighbors.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B that combines elements of all three DSEIS Alternatives in Chapter 2 of this document.

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40	**Syd & Margaret France**	
40-1	Concern that Station plan will conflict with or overshadow Kirkland 2035 Plan.	Please see response to comment 25-2.
40-2	Family-based attributes of Everest neighborhood should be preserved.	The comments are noted and forwarded to City decision makers. See response to comment 6-1.
40-3	Asks if height limits on north side of Ohde Ave could be same as on south side in Alternatives 2 and 3.	The comments are noted and forwarded to City decision makers. Alternative 1 and FSEIS Alternative A have similar heights on both sides of the road. FSEIS Alternative B has a 60 foot height maximum for the existing office property fronting Ohde Ave, but the form-based code could include transitional height standards to improve compatibility. See FSEIS Alternative B and Form-Based Code elements in Chapter 2.
41	**Kathy Frank**	
41-1	Tall buildings of 150'–300' would be an eyesore in Kirkland. More pedestrian facilities would be required.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B that combines elements of all three DSEIS Alternatives in Chapter 2 of this document. FEIS Alternative B also proposes street typologies including green streets to encourage mid-block pedestrian connections. See also response to comment 28-2. Please see DSEIS and FSEIS Section 3.6 Transportation regarding pedestrian and bicycle improvements.
41-2	BRT is poorly planned and inaccessible. Prefers village quality like in France.	The comments are noted and forwarded to City decision makers. See response to comment 25-2.
42	**Mark Rowe, Google**	
42-1	Praise for City's public outreach efforts.	The comments are noted and forwarded to City decision makers.
42-2	Google supports Station Area Plan's vision for growth.	The comments are noted and forwarded to City decision makers.
42-3	Google hopes SAP will support the company's plans to expand its presence in Kirkland on the Lee Johnson property.	The comments are noted and forwarded to City decision makers.
42-4	Support for SAP's objectives including diversity and sustainable design.	The comments are noted and forwarded to City decision makers.
42-5	Plan should identify an Alternative 4, a hybrid of 2 and 3.	See FSEIS Alternative B that combines elements of all three DSEIS Alternatives in Chapter 2 of this document.
42-6	Support for employment growth of at least 20,000 jobs in the Station Area.	See Chapter 2 for a chart and graphs of studied jobs. FSEIS Alternative B a preferred concept that has total jobs of 22,751 and a net increase of 17,763 of jobs. This is in the range of studied jobs.

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42-7	Allow building heights up to 220 feet with form-based code setback transitions. Office buildings will have large floor plates. Green roofs and below-ground infrastructure should not count toward site coverage limits. SEIS and building code should allow flexibility in site planning for open space and pedestrian connections.	Heights of 125-250 feet are proposed with FSEIS Alternative B in the SE Quadrant, less than Alternative 3 and more than Alternative 2. See FSEIS Chapter 2 for preliminary Form-Based Code elements.
42-8	Plan should include incentives for sustainable energy-saving design features.	See FSEIS Chapter 2 for preliminary Form-Based Code elements. Sustainability elements are anticipated to be included in density bonus provisions.
42-9	The Final SEIS should include a thorough traffic impact analysis at all intersections in the SAP area.	Please see DSEIS and FSEIS Section 3.6 Transportation. Key intersections are addressed. The City's concurrency requirements will continue to apply to new development.
42-10	BRT lanes should be made accessible to private shuttle services.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multiple modes and TDM measures.
42-11	SEIS should include AM Peak Hour analysis for each of the Alternatives.	Please see FSEIS Section 3.6 Transportation where AM peak hour analysis is addressed. Note this is not the City's LOS period.
42-12	SEIS should assume vehicular access to/from the Lee Johnson site and NE 80th St via 118th Ave E.	Please see FSEIS Section 3.6 Transportation.
42-13	SEIS should consider reductions in parking minimums.	Action Alternatives assume parking reductions. See Exhibit 2-10.
42-14	SEIS should study mitigation potential of TDM strategies and physical traffic mitigation measures.	Please see FSEIS Section 3.6 Transportation.
42-15	City should conduct a complete analysis so that future project proposals will not be required to conduct further analysis.	A Planned Action Ordinance is proposed to be developed with Action Alternatives. See DSEIS and FSEIS Chapter 2.
42-16	Preferred alternative should carry forward City's long-range plans for bicycle infrastructure.	Please see DSEIS and FSEIS Section 3.6 Transportation.
42-17	SEIS should plan implementation of stormwater infrastructure rather than rely on individual	See FSEIS Section 3.2 Surface Water and Stormwater and FSEIS Appendix B-3 for the stormwater infrastructure improvements. The City's standards for water quantity and water quality and any system development charges would need to be met.

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	developments to implement the system.	
42-18	City's General Sewer Plan and Comprehensive Water Plan should be updated to account for planned densities and City should find funding mechanisms for improvements.	See FSEIS Section 3.8 Utilities and FSEIS Appendix B for the utility improvements needed. Any city regulations and system development charges would need to be met.
42-19	SEIS should conduct further analysis of policies to stimulate production of affordable housing.	See response to comment 1-1.
43	**Jill Gough**	
43-1	Kirkland is meeting its GMA growth targets and the City is biased against Alternative 1.	See response to comment 25-2.
43-2	Costco's relocation would cause Kirkland's carbon footprint to increase as shoppers would travel farther.	See response to comment 27-1.
43-3	Questions SEIS assertion that Alternatives 1 and 2 would result in reduced carbon footprint.	The greenhouse gas emissions would increase over current levels with the examined alternatives, but the per capita emissions would be less. See DSEIS and FSEIS Section 3.1 Air Quality/Greenhouse Gas Emissions.
43-4	Edit SEIS Relationship to Equity and Inclusive District section to include language that the No Action Alternative "would include substantial retail employment".	Comment noted. See FSEIS Chapter 4 and FSEIS Chapter 2. The original text noted that Alternative 1 would preserve retail jobs.
43-5	SEIS scope should include evaluation of impacts for the North Rose Hill neighborhood.	The SEIS addresses the North Rose Hill neighborhood. Section 3.4 identifies the neighborhoods that fall into the Study Area and addresses relevant policies. In other sections of the SEIS compatibility is addressed for land use and aesthetics. Cumulatively the transportation, services, and utilities consider growth in the Study Area including in North Rose Hill.
43-6	SEIS should consider under-used education facilities.	Draft and FSEIS Section 3.7 Public Services addresses schools and uses District information about school capacities.
43-7	SEIS should consider how the need for office space will be reduced because of the pandemic.	See response to comment 4-1.
43-8	SEIS undervalues views from I-405. Alts 2 and 3 would reduce views.	The Aesthetics analysis is based on City policies. It does show the effect of development adjacent to I-405. See Section 3.5 Aesthetics.

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43-9	Increased traffic on NE 85th St would impact North Rose Hill residents.	Please see DSEIS and FSEIS Section 3.6 Transportation.
43-10	Address traffic impacts on 128th Ave NE Greenway with Alt 2 and 3.	Please see DSEIS and FSEIS Section 3.6 Transportation.
43-11	Reference to NE 87th St greenway might need to be deleted.	Please see DSEIS and FSEIS Section 3.6 Transportation. The project is currently named the project 87th/7th Complete Street, but the intent is similar.
43-12	Question about level of service grading system.	See description of LOS in FSEIS Section 3.6, Exhibit 3-17.
43-13	Traffic impacts to Rose Hill would be unfair.	The comments are noted and forwarded to City decision makers.
43-14	Asks what the word "conservative" means in reference to traffic volumes.	A conservative analysis assumes higher-than-likely traffic volumes.
43-15	Alt 1 analysis should include traffic impact mitigation measures.	Alternative 1 assumes current plans are implemented including current transportation plans. Please see DSEIS and FSEIS Section 3.6 Transportation.
43-16	Increasing population under Alts 2 and 3 would impact existing parks outside the SAP.	The comments are noted and forwarded to City decision makers. Future development would pay park impact fees to address the full park system inside/outside of the Study Area. In addition, see FSEIS Alternative B that includes conceptual Form-Based Code elements including locations for potential parks and onsite plazas, pocket parks, and roof gardens.
43-17	Population increase associated with Alts 2 and 3 would impact access to waterfront.	The City plans for waterfront public access through the Shoreline Master Program. Future development would pay park impact fees to address the full park system inside/outside of the Study Area. Also, the Station Area Plan would ultimately increase connections between the Station Area and Downtown, expanding access to the waterfront.
43-18	SEIS should clarify how utilities capital projects would be funded.	The SEIS focuses on environmental impacts. Fiscal impacts are not required to be addressed in the SEPA document. The City voluntarily addressed fiscal impacts including utilities capital projects. See Appendix B.
43-19	No Action heights not shown.	No Action heights are the same as shown for FSEIS Alternative A. Please see Chapters 1 and 2 of the FSEIS.
43-20	Objectives not reasonable. Alternatives 2 and 3 allow more height and affordable housing.	The objectives were developed following a scoping process, and each alternative is considered with regard to several objectives with housing being one consideration.

Number	Commenter and Summary	Response
44	**Brian Granowitz**	
44-1	Tall buildings proposed in Alternatives 2 and 3 would impact the character of the Moss Bay neighborhood and block views of the sky.	See response to comment 8-1.
44-2	Alternatives 2 and 3 would bring impacts to traffic, parking. Concern about reduced building setbacks impacting walkability.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multimodal improvements. See FSEIS Alternative B that provides street typologies and public realm improvements intended to promote walkability.
44-3	Buildings are out of scale in Kirkland. Alternatives 2 and 3 would bring impacts to traffic, parking.	Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures. Please also see Aesthetics analysis in Section 3.5.
44-4	Suggest rezoning affluent neighborhoods to require affordable housing.	The comments are noted and forwarded to City decision makers. See also response to comment 1-1.
44-5	Opposes increases in allowable height in Moss Bay neighborhood.	See response to comment 8-1.
44-6	Proposed zoning changes would be unfair considering the neighborhood's previous negotiations with office park owner.	See response to comment 8-1.
44-7	Moss Bay residents do not want taller office buildings.	See response to comment 8-1.
44-8	Moss Bay neighborhood has been left out of notifications and DEIS impact analysis.	See the comment opportunities and methods of notification in Chapter 7 Appendices, which exceeds the City's SEPA rules.
44-9	Charts and images in plan are impossible for color blind people to read.	The comments are noted and forwarded to City decision makers. The City does not currently have a standard approach or palette. The project team tried to avoid using red-green scales on SEIS maps, and focused on distinct shades of the same color, though the color ramps can get compressed when there are many categories. For the preferred plan concepts associated with FSEIS Alternative B, the project team used a color blind palette generated by a website for all the preferred plan graphics, and then reviewed the final graphics using the color-blindness.com/coblis-color-blindness-simulator/ that simulates different types of colorblindness.
45	**Gayle Gray**	
45-1	Opposes high-rise buildings.	The comments are noted and forwarded to City decision makers. See also response to comment 18-2.

Number	Commenter and Summary	Response
45-2	Don't make Kirkland look like Totem Lake.	The comments are noted and forwarded to City decision makers.
45-3	Kirkland values trees.	See tree canopy analysis and mitigation measures in Section 3.2 Surface Water and Stormwater in the DSEIS and FSEIS.
46	**Matt Gregory**	
46-1	Traffic congestion at the intersection of NE 85th St and 120th Ave NE is bad and Alts 2 and 3 will worsen it. DEIS should analyze potential impacts to walkability and pedestrian safety.	Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
46-2	DEIS should consider alternatives with proposals for more modest growth increases than Alt 2 and 3.	See FSEIS Chapter 2 for a description of Alternative A and B that study growth less than Alternative 2.
47	**Boaz Gurdin**	
47-1	Provide bus lanes on 85th St and commuter buses to downtown Redmond and Microsoft/Overlake areas.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
48	**Kathryn Hammer**	
48-1	85th St at I-405 is already a traffic bottleneck with few alternative routes, and construction will make it impassable.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
48-2	Projected increase in transit ridership is too small to justify the construction impacts.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
48-3	Even the lowest density plan will cause these serious problems.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
49	**Kirsten Hansen**	
49-1	All construction should be required to be 100% electric and net-zero energy.	The comments are noted and forwarded to City decision makers. Sustainability measures are proposed as part of the Form-Based Code. See Chapter 2 and FSEIS Alternative B.
50	**Brian Harper**	
50-1	Transportation impacts make Alt 2 and 3 unacceptable.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures. FSEIS Alternative B incorporates additional TDM measures and has slightly lower growth than Alternative 2 to address transportation impacts.

Number	Commenter and Summary	Response
50-2	Alts 2 and 3 will cause excessive traffic delays and drivers will take alternate routes.	The comments are noted and forwarded to City decision makers. The SEIS notes that the traffic analysis is worst case and there may be alternative routes for those not wanting to stop in the Study Area. Please see DSEIS and FSEIS Section 3.6 Transportation.
50-3	Proposed traffic mitigation measures are insufficient.	See response to comment 50-1.
50-4	Oppose adding private shuttle service along the Cross Kirkland Corridor.	The comment is noted and forwarded to City decision makers. A Tier 2 transportation demand management measure could be to have a shuttle service. See Appendix B.
50-5	The significant unavoidable impacts to traffic associated with Alts 2 and 3 should halt any further consideration of these proposals.	See response to comment 50-1.
50-6	Proposed BRT station is an overrated transit investment, especially compared to light rail.	See response to comment 25-2.
50-7	BRT service will be overcrowded.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding transit demand.
50-8	BRT is not a valid reason to rezone the area. Speculation that plan will benefit only a few business and developers.	See response to comment 25-2.
50-9	While per capita greenhouse gas emissions are projected to decrease, net total GHG would nearly double.	The comment is noted. Both total emissions and per capita emissions are identified for growth in the Study Area. If growth is not located in the Study Area, it is possible it could locate elsewhere and be less transit-oriented. The link between transportation and land use and compact development has been identified in professional literature.[15] VISION 2050 the regional growth strategy identifies the benefit of transit focused growth as well.[16]
50-10	Alternatives in which school facilities are built to accommodate projected population increase should not be considered "likely to support additional education opportunities."	School impacts are addressed in Section 3.7 Public Services. The demand for education space is addressed. Mitigation measures identify different forms of urban schools that could apply. FSEIS Alternative B includes density bonus incentives for the inclusion of education space (e.g., schools, day care, other). See Chapter 2.

[15] Here are several examples: US EPA: https://www.epa.gov/smartgrowth/smart-growth-and-transportation. National Science Foundation: https://www.nsf.gov/discoveries/disc_summ.jsp?cntn_id=138170. Brookings: https://www.brookings.edu/research/we-cant-beat-the-climate-crisis-without-rethinking-land-use/. University of Oregon: https://www.jtlu.org/index.php/jtlu/article/view/1173.
[16] See: https://www.psrc.org/our-work/regional-planning/vision-2050/environmental-review.

Number	Commenter and Summary	Response
50-11	The plans are biased. Action alternatives in this plan will not be palatable to most Kirkland residents.	The proposals are responding to the investment in the BRT station, and tested a range of alternatives. There were a range of community opinions as well. See Chapter 7 Appendices.
50-12	Costco opposes zoning changes that would impact their store operations. Google's expansion plans would only benefit developers.	See response to letter 27 regarding Costco. Regarding Google or other development in the Study Area, they would be subject to regulations and incentives for community benefits.
50-13	Oppose growth beyond previously established targets to avoid traffic impacts.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation regarding transit demand.
50-14	Primary beneficiaries of the plan are Google, developers, and landowners, with no benefit to the majority of Kirkland residents.	The comments are noted and forwarded to city decision makers. Allowing growth near the transit station will allow for greater mobility, and housing and job opportunities. New development would meet codes and standards including water quality improvements. Transportation, water, sewer, and stormwater capital improvements have been identified and costs and revenues identified. The SAP and Form-Based Code will create opportunities for community benefits – new affordable housing, green space, school space, and pedestrian enhancements.
50-15	City should reject Alt 2 and 3 and focus on roadway improvements.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation regarding transit demand.
51	**Jess Harris**	
51-1	Concern about small businesses being priced out of the area or valuable auto-oriented businesses prohibited by new zoning.	Displacement is addressed in Section 3.3 Land Use Patterns and Socioeconomics. Allowed land uses are not yet specified; the form based code emphasize form over land uses. There are urban forms of auto dealers.
51-2	Impacts to LOS are not justified by benefits of alternative proposals, and new residents will not use BRT.	See response to comment 25-2.
51-3	Support for hybrid Alt 2 as referenced in the transportation section.	See FSEIS Alternative B which is a hybrid alternative.
51-4	Design review should be required for mid- and high-rise development.	The comments are noted and forwarded to city decision makers. The Form-Based Code will contain design standards. It is anticipated that design review would be required.
51-5	Energy efficiency requirements should go above and beyond LEED. Encourage district energy systems.	The comments are noted and forwarded to city decision makers. The FSEIS Alternative B includes Form-Based Code elements including sustainability incentives.

Number	Commenter and Summary	Response
51-6	Development should include spaces for small mom-and-pop retail and restaurant businesses.	The comments are noted and forwarded to city decision makers. The Form-Based Code elements would allow for a range of business sizes.
51-7	Google should plan their office buildings differently than the typical 3-story model.	The comments are noted and forwarded to city decision makers.
51-8	Incentivize family-sized and affordable housing units.	See response to comment 1-1.
52	**Christine Hassett**	
52-1	Question if there are existing or planned building in Kirkland taller than 150 feet, and what is the tallest building?	Totem Lake zoning allows for some buildings to be up to 160 feet. Evergreen Hospital Patient facility is approximately 150feet tall.
52-2	Appreciation for City's public involvement efforts.	The comments are noted and forwarded to city decision makers.
53	**Brad Haverstein, Commissioner, Kirkland Transportation Commission**	
53-1	Top three transportation-related elements commenter would like to see are: unbundling parking, reducing parking minimums and implementing parking maximums, and higher density zoning near the BRT station.	The comments are noted and forwarded to city decision makers. See FSEIS Alternative B for a hybrid approach to growth/heights. Parking reductions are part of the Action Alternatives per Exhibit 2-10. See other TDM measures addressed in Exhibit 3-21.
53-2	Equity-related concerns include: the disproportionate impact of climate change on vulnerable populations worldwide, transportation-related cost burdens that affect low-income residents in King County, and Kirkland's lack of diversity compared to other eastside cities.	The comments are noted and forwarded to city decision makers. See DSEIS and FSEIS Section 3.3 Land Use Patterns and Socioeconomics regarding vulnerable populations.
53-4	Shifting land use patterns to allow for more and higher-density housing would advance equity goals.	The comments are noted and forwarded to city decision makers. See response to comment 1-1 regarding affordable housing. A summary community benefits comparison is found in Exhibit 2-35 and in Appendix B regarding FSEIS Alternatives.
53-5	Unbundling parking can reduce housing costs for low-income households who rely on transit.	The comments are noted and forwarded to city decision makers. See TDM measures addressed in Exhibit 3-21.

Number	Commenter and Summary	Response
53-6	Alternatives should include analysis of how projected GHG emissions compare to City's goals and commitments.	The GHG analysis provides an order of magnitude comparison of alternatives. A qualitative review of the City's climate action plan is in DSEIS Section 3.1 Air Quality/Greenhouse Gas Emissions.
53-7	Alternatives should include analysis of the how adaptive signal timing can impact wait times for pedestrians at intersections.	The comments are noted and forwarded to city decision makers. This level of analysis is beyond the scope of this areawide EIS. The City can consider appropriate approaches to non-motorized improvements at design stages.
53-8	The DEIS Exhibits 3-65, 3-66, and 3-77 contain an error: in the legend the symbol for pedestrians and the symbol for bikes are swapped.	Comment noted. The figures are corrected in Chapter 4 of this FSEIS. Note that the figures were corrected in the public survey in Chapter 7 Appendices.
54	**Mark and Victoria Heggenes**	
54-1	Proposed tall building along 85th will cause unacceptable impacts to traffic and quality of life.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation.
54-2	New residents will not use transit and instead they will add to traffic congestion and school overcrowding.	See response to comment 25-2.
54-3	There is insufficient street parking near the proposed bus drop off site in the Highlands.	The comments are noted and forwarded to city decision makers.
54-4	The proposed bus drop off will impact traffic on 116th Ave NE and add noise to the quiet neighborhood, as well as create a safety hazard for pedestrians at the blind corner.	The SEIS evaluates improvements to the intersection that is located at the access to the future pick-up and drop-off at the BRT station. See Section 3.6.
54-5	Support for Alt 1 and opposition to proposed bus drop off.	The comments are noted and forwarded to city decision makers.
55	**Highlands Neighborhood Association Board**	
55-1	Question if housing demand in Kirkland will be met by high-density housing if people prefer lower-density housing with open space.	Low-density residential zoned areas would be retained in the Study Area and infill consistent with zoning would occur. Other areas already identified for a mix of uses would be a focus for zoning change. There is a need for a range of housing types in Kirkland. See Kirkland Housing Strategy Plan, April 2018. The plan does identify Transit-oriented development as a type of housing needed.
55-2	Question if the analysis of impacts to housing affordability is sound,	See response to comment 55-1.

Number	Commenter and Summary	Response
	and it comparable cities have been studied.	
55-3	Request for more open spaces, trails, parks, and playgrounds on City and private land.	See responses to comment 23-28 and 43-16.
55-4	Concern that Plan does not reflect neighborhood residents' opposition to high-rises.	FSEIS Alternative B is a hybrid alternative that responds to comments about growth and height. Also, see a range of opinions on heights in Chapter 7 Appendices.
55-5	Question if zoning changes to allow modest density increases throughout the city have been considered.	Alternative 1 No Action is essentially a continuation of current zoning. The proposal focuses on the Study Area and fulfills policy RH-25. The City can consider citywide growth and land use in its periodic review of its Comprehensive Plan.
55-6	Question if developers can be required to build to the maximum zoned density.	It is anticipated the Form-Based Code would set up minimum and maximum development thresholds.
55-7	Concern about tall buildings' impacts, like shadows and wind turbulence, on pedestrians.	The Aesthetics analysis considers building heights and shade and shadow. See DSEIS and FSEIS Section 3.5 Aesthetics. Wind is accounted in building design particularly for skyscrapers which are not proposed in the district.
55-8	Request that the City actively monitor parking in the Highlands neighborhood if spillover impacts arise.	The comments are noted and forwarded to city decision makers. The City will take a data driven approach to this issue in coordination with our transit agency and commercial area business partners. The City will work with them to monitor on-street parking and, if utilization grows to the point where parking availability is a problem for people living on residential streets, the City will implement tools to manage the parking to make sure residents have a reasonable level of on-street parking access. This could be through the use of tools such as time limited parking, residential parking permits or providing more parking supply within the commercial area.
55-9	Work with Sound Transit to provide protected bicycle parking facility at the Station.	The comments are noted and forwarded to city decision makers.
55-10	Question if useful lessons have been learned from the growth near the 124th St Transit Center in Totem Lake.	The comments are noted and forwarded to city decision makers. The City has learned the importance of urban design, mix of jobs/housing, the long-term nature of plans, and more.
55-11	Concern about imbalance between projected jobs and housing creating pressure on housing prices.	The housing and jobs are in closer balance in FSEIS Alternative B than for Alternatives 2 and 3. While jobs are more numerous in the alternatives than housing, the Study Area would also serve the wider Kirkland city limits.
55-12	Question if proposed growth in Station Area aligns with Comprehensive Plan goals.	See the evaluation of plans and policies in Section 3.4 Plans and Policies in the DSEIS and FSEIS.

Number	Commenter and Summary	Response
55-13	Question about how much growth, as projected in the Vision 2050 document, should Kirkland accommodate.	The City's growth target is set through the County and City consultations on the countywide planning policies with attention to the regional growth strategy in VISION 2050. The activity units for a regional growth center are addressed in in Section 3.4 Plans and Policies in the DSEIS and FSEIS. New growth targets are under final review and consideration for adoption in late 2021.
56	**Matt Holle**	
56-1	Oppose proposed zoning changes. Kirkland should remain a bedroom community.	The comments are noted and forwarded to city decision makers.
57	**Jeffrey Hoyt**	
57-1	Agree with Brian Granowitz's letter (44) opposing zoning changes allowing tall buildings that will cast shadows and impact quality of life.	The comments are noted and forwarded to city decision makers. See DSEIS and FSEIS Section 3.5 Aesthetics and mitigation measures.
58	**Stephanie Hurst**	
58-1	Instead of tall buildings, Kirkland needs more green space with pedestrian and bicycle access.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation regarding non-motorized access.
59	**Kathy Iverson**	
59-1	Question why plan conflicts with established plans for North and South Rosehill, and why Sound Transit is involved in Kirkland planning.	The process to plan a Station Area is consistent with 2035 Comprehensive Plan and several Neighborhood Plan goals and policies (including Station Area Plan-supportive policies in the Rose Hill and Norkirk Plans, and the updated Moss Bay and Everest Plans, which are anticipated to be adopted in December 2021). The Final Station Area Plan will set a vision and regulatory framework to accommodate growth in a manner consistent with existing Comprehensive Plan and Neighborhood Plan policies. The Station Area Plan may require changes to select Comprehensive Plan Land Use policies to reflect the final plan. See the evaluation of plans and policies in Section 3.4 Plans and Policies in the DSEIS and FSEIS. The subarea plan proposal reflects policy RH-25 to plan for and respond to transit investments. The City is responding to Sound Transit investment along I-405. The Sound Transit plans have been the subject of public votes.
59-2	Plan does not consider growth in Madison and Continental Divide plan. Totem Lake development is impacting North Rose Hill.	Pipeline development is accounted in city plans and the transportation model considered in the SEIS.
59-3	Question why health food options are relevant to alternatives.	Access to food is an equity consideration. See the Opportunities and Challenges analysis.

Number	Commenter and Summary	Response
59-4	Concern that neighborhoods will be unable to absorb increased parking demand.	The intent of any changes to parking standards would be to allow for adequate parking but not an oversupply.
59-5	Seniors do not benefit from bike and walking paths. Enhancing access to downtown and parks is a priority. Wayfinding maps are difficult to understand.	Parks are addressed in Section 3.7 Public Services. Walking is an activity for all ages and regions as found in the Washington State SCORP (2017).
60	**John Janssen**	
60-1	Anticipate impacts to LOS are horrible. Question about how the City weighs the trade-off between safety, traffic flow, and density.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation. Also see FSEIS Alternative B that slightly reduces growth below Alternative 2 and includes greater TDM measures as well as other transportation investments.
61	**Jill Keeney**	
61-1	Opposes Alt 2 and 3 due to concern about impacts of tall buildings.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.5 Aesthetics.
62	**Erika Klimecky**	
62-1	Oppose tall buildings outside urban development area, and buildings higher than the I-405 deck that would obscure views.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.5 Aesthetics.
62-2	Supports mid-rise development with small-scale retail.	The comments are noted and forwarded to city decision makers.
62-3	Prefers structured parking over surface parking.	The comments are noted and forwarded to city decision makers.
62-4	Wetlands behind Costco is unsuitable for building and should be converted to public green space.	Wetlands are protected by City critical area regulations and would not be developed. Opportunities for parks are addressed in FSEIS Alternative B Form-Based Code elements. See Chapter 2. Also see Section 3.7 Public Services.
62-5	Supports planting five trees for every one removed.	The comments are noted and forwarded to city decision makers. See also tree canopy mitigation in Section 3.2 Surface Water and Stormwater.
62-6	Concern about increased runoff from paved surfaces, and loss of trees and green spaces.	See Section 3.2 Surface Water and Stormwater. Redevelopment would be subject to modern stormwater requirements and tree protection standards. Also see Section 3.7 Public Services regarding parks
62-7	Project must include mitigation measures for traffic impacts and construction impacts.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation.

Number	Commenter and Summary	Response
63	**Teri Lane**	
63-1	Dense development should be focused in the downtown area before I-405 area.	The comments are noted and forwarded to city decision makers.
63-2	Thriving Rose Hill business and residential areas should remain as they are.	The comments are noted and forwarded to city decision makers.
63-3	Proposed bus station should be a transit hub for the surrounding area, with Rapid Ride service connecting downtown and Rose Hill.	The comments are noted and forwarded to city decision makers. See also response to comment 25-2.
63-4	Station would be more successful with commuter parking.	The comments are noted and forwarded to city decision makers.
64	**Leah Lang**	
64-1	Agrees with Brian Granowitz's letter (44). Opposed to tall buildings because of traffic impacts, obstruction of sky views, and change to the neighborhood.	The comments are noted and forwarded to city decision makers. See responses to comments to letter 44. Please see DSEIS and FSEIS Section 3.5 Aesthetics. Please see DSEIS and FSEIS Section 3.6 Transportation.
65	**Paula Lavin**	
65-1	Opposed to development around 85th & I-405 because traffic is already bad.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation.
66	**Jim & Sandy Lazenby**	
66-1	Opposed to rezoning four residential properties on the north side of Ohde Avenue that would allow condos and/or apartments.	The comments are noted and forwarded to city decision makers. This is not part of FSEIS Alternative B – the preferred alternative.
66-2	Preserve the character of the neighborhood.	The comments are noted and forwarded to city decision makers.
67	**John C. McCullough, McCullough Hill Leary, PS, on behalf of Lee Automotive Group**	
67-1	Support for Alt 3's transit-oriented development to capitalize on BRT investments.	The comments are noted and forwarded to city decision makers.
67-2	Objectives on page 1-5 should include the centerpiece TOD goals.	TOD goals are referenced in Section 3.4 Plans and Policies.

Number	Commenter and Summary	Response
67-3	Form based code would provide more clarity regarding allowed building heights.	Form-based code concepts are advanced with FSEIS Alternative B. See Chapter 2.
67-4	Oppose blue street concept on 120th Ave NE.	The comments are noted and forwarded to city decision makers.
67-5	SEIS should include analysis of how TOD in the Station Area would reduce VMT and GHG.	See response to comment 50-9.
67-6	Encourage development of larger residential units with incentives.	The comments are noted and forwarded to city decision makers.
67-7	Iconic large-scale buildings near the I-405/85th St interchange would create a gateway element.	The comments are noted and forwarded to city decision makers.
67-8	The extension of the transportation projections to 2044 should be emphasized and discussed in the SEIS.	The growth estimates to 2044 are noted in Chapter 2. These were employed in the Bellevue-Kirkland-Redmond (BKR) model. The BKR model goes to 2035 so the application of 2044 numbers in the model focused growth in a conservative manner.
67-9	SEIS should note the strategy of locating dense employment and residential areas near the BRT station as a traffic mitigation, as it would increase the transit mode split.	See the discussion of mode split in Section 3.6 Transportation of the DSEIS and FSEIS. In particular see Exhibit 3-16 in this FSEIS.
67-10	Transportation adequacy standards should be modified to reflect the plan's emphasis on multimodal transportation, rather than focus on LOS at intersections.	Comment noted. Alternative LOS standards are referenced in mitigation measures in Section 3.6 Transportation of the DSEIS and FSEIS.
67-11	SEIS should acknowledge the projected mix of land uses across the study area.	Comment noted. See Section 3.3 Land Use Patterns and Socioeconomics. See also the FSEIS Alternative B Form-Based Code concepts that show the mix of uses.
67-12	The Final SEIS should note that the planned action approval would also specify full mitigation measures for qualifying projects.	Comment noted. The reference to the Planned Action Ordinance mitigation measures is found in Chapter 2.
67-13	SEIS should include analysis of the effects of incentivizing beneficial development by offering height and density bonuses.	The FSEIS Alternative B Form-Based Code concepts reference density bonus concepts including community benefits. See Chapter 2.

Number	Commenter and Summary	Response
67-14	Instead of requiring setbacks for tall buildings, plan should focus evaluation of pedestrian level qualities.	Active streets and street types are described in FSEIS Alternative B Form-Based Code concepts. See Chapter 2.
67-15	SEIS should include acknowledgment that the Station Area Plan will supersede existing plans and policies in Rose Hill.	The Station Area plan is anticipated to be integrated into the Comprehensive Plan. There would be minor Comprehensive Plan amendments as noted in Section 3.4 Plans and Policies.
67-16	Characterize mitigation effects of TDM on intersection LOS, even if qualitatively.	See Section 3.6 Transportation of the FSEIS.
67-17	The trip capture rate will be influenced more by multimodal facilities than the jobs/housing balance. Plan should emphasize and incentivize near-term development of office/commercial uses.	The comments are noted and forwarded to city decision makers. The trips are influenced by the mix of uses.
68	**Patty Leverett**	
68-1	Oppose increasing height limits above 35 feet in residential zones in the Everest Neighborhood.	The comments are noted and forwarded to city decision makers. See response to comment 6-1.
69	**Andy Liu**	
69-1	Concerned about tall buildings blocking lake views.	See the view analysis in Section 3.5 Aesthetics.
69-2	Zoning should prohibit industrial uses associated with heavy trucks and noise.	The City's LIT zone is meant for light industrial uses. Changes to the LIT zone allowed uses may allow some flexibility for light-industrial compatible uses with the Action Alternatives.
69-3	Open space at intersection of 7th Ave & 112th Ave NE and adjacent to pathway should be converted to a park with a zipline and slides.	The comments are noted and forwarded to city decision makers.
69-4	Add sound wall to 85th St and the I-405 overpass.	Per the SEPA Checklist in DSEIS Appendix A, WSDOT has conducted the I-405 Corridor Program NEPA Review and considered future development to 2030. The I-405 Corridor program reviewed the number of parcels in proximity to the I-405 including at NE 85th Street and identified locations for noise mitigation.
69-5	Strongly support Alt 3.	The comments are noted and forwarded to city decision makers. Please see FSEIS Alternative B a hybrid alternative that blends aspects of all alternatives including Alternative 3 (e.g., in SE Quadrant).
70	**Lake Washington School District**	

Number	Commenter and Summary	Response
70-1	Data about schools and student generation rates is outdated and potentially inaccurate.	Comment noted. See Chapter 4 for table corrections.
70-2	Student generation rates from multifamily housing developments are likely to be greater than what is assumed in the SEIS. Data about housing types and number of bedrooms should factor into projections.	Comment noted. See Chapter 4 for table corrections using the latest LWSD capital plan.
70-3	School summary data and current school capacity surplus/deficiency information is inaccurate.	Comment noted. See Chapter 4 for table corrections.
70-4	School impact mitigation measures are inadequate. Development within SAP should include school facilities.	See Response to Comment 12-1. Use allowances and code incentives are included in FSEIS Alternative B including allowances for schools and density bonuses for the inclusion of education space. See Chapter 2.
70-5	Flexibility in zoning requirements is needed for expanding capacity at LWHS site.	The comments are noted and forwarded to city decision makers. While height changes are not proposed with FSEIS Alternative B other code flexibility is proposed.
70-6	SEIS should consider the provision of future school sites as a part of permitted development.	See response to comment 70-4.
70-7	It is important to plan for school site access and parking for school buses.	The comments are noted and forwarded to city decision makers.
71	**Peter & Janice Lyon**	
71-1	Tall buildings will obstruct views from the Highlands and reflect freeway noise into the neighborhood.	The Highlands neighborhood is not a focus for zoning changes. See the view analysis in Section 3.5 Aesthetics. See response to comment 69-4 regarding noise.
71-2	Question if noise impacts have been analyzed as part of the SEIS.	Noise was addressed in the SEPA Checklist associated with the scoping notice, and referenced available studies and codes. See DSEIS Appendix A. In addition, Section 3.3 Land Use Patterns and Socioeconomics addresses noise and land use compatibility.
71-3	Question if there is consideration of transitional height limits from 85th to Forbes Lake.	Heights are retained around Forbes Lake consistent with current zoning. Heights in FSEIS Alternative B are lower than for Alternatives 2 and 3 south of NE 90th Street.
72	**David Macias**	
72-1	Supports requiring construction be 100% electric and net zero	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.

Number	Commenter and Summary	Response
	energy, and existing buildings be retrofitted for energy efficiency.	
72-2	10% and 20% EV parking is too low considering potential of widespread transition to EV cars.	The comments are noted and forwarded to City decision makers. See TDM measures considered in the FSEIS; Exhibit 3-21.
72-3	Suggests creating public working spaces in the transportation hub.	The comments are noted and forwarded to City decision makers.
73	**Ken MacKenzie**	
73-1	A project of this size and scope needs a longer timeline for review and consideration.	The comments are noted and forwarded to City decision makers. The timeline for consideration was extended from mid-2021 to mid-2022. This allowed preparation of a fiscal analysis and an extended time to prepare a subarea plan and Form-Based Code.
73-2	Distribution list should include all Neighborhood Associations in Kirkland and the Kirkland Alliance of Neighborhoods.	The City's distribution of the notices was extensive and greater than the minimum required by SEPA rules (KMC 24.02.160). See the Fact Sheet.
73-3	The public comment period has been incomplete. Author did not receive response to an email with comments.	The comment letter is included in this FSEIS, and a response provided. Commenters are provided a notice of availability of this FSEIS.
73-4	The project will impact quality of life, increase traffic congestion, decrease mobility, cause school overcrowding, destroy neighborhoods, restrict shopping Alternatives, and eliminate local businesses.	The comments are noted and forwarded to City decision makers. The potential impacts of alternatives on air quality, transportation, land use, housing, displacement are addressed in Chapter 3 of the DSEIS and FSEIS. Mitigation measures are proposed to address anticipated impacts.
73-5	No Action alternative should be renamed to Enhanced Density Action to reflect recent zoning changes in North and South Rose Hill in support of the anticipated BRT station.	No Action means retention of current plans and growth under that plan; the current plans include a policy RH-25 to create a new subarea plan.
73-6	Data supporting job and household projections is not shown in the SEIS section 1.4.	The alternative growth estimates are based on the development typologies shown for each alternative. A residual land value analysis in a fiscal study shows most development types are currently feasible. See Appendix B.
73-7	Rezoning will displace light industrial jobs in favor of office jobs.	LIT zoning is retained and is an area where light industrial will be retained and enhanced.
73-8	Flex Office and Office Mixed Use areas in Exhibit 1-6 are inaccessible by walking or transit, and plan does not	See proposed pedestrian and bicycle facilities for each alternative in DSEIS and FSEIS Section 3.6 Transportation.

Number	Commenter and Summary	Response
	accommodate expected auto traffic.	
73-9	Industrial/Tech and Office Mid Intensity areas in Exhibit 1-7 are inaccessible by walking or transit, and plan does not accommodate expected auto traffic.	See multimodal investments proposed with each alternative in DSEIS and FSEIS Section 3.6 Transportation.
73-10	Plan does not address costs of anticipated school facility construction or associated traffic impacts.	Costs are not a required SEPA topic (WAC 197-11-448 and 450). However, a fiscal analysis was conducted to review the feasibility of investing in infrastructure and services. See Appendix B.
73-11	Disagreement with proposal to increase capacity of Lake Washington High School by adding one or two stories.	The comments are noted and forwarded to City decision makers. Height changes were included in Alternatives 2 and 3. FSEIS Alternative B. the preferred direction includes a height increase for the LWHS site. Increasing building height on current school sites may be most cost-effective way to increase school capacity, due to escalated land costs in Kirkland and nearby communities.
73-12	Section 1.4 does not include information about what kinds of jobs will be available.	Jobs are anticipated to include office, retail, and industrial. The typologies associated with each alternative identify the likely type of job.
73-13	Alt 2 and 3 growth projections are incompatible with Kirkland's character and the city is unprepared to accommodate them with infrastructure and services. Traffic congestion will become unbearable on 85th. Future workers in the SAP will be unlikely to live near their jobs.	The potential infrastructure investments and mitigation are proposed for each alternative. A fiscal analysis was conducted to review the feasibility of investing in infrastructure and services. See Appendix B.
73-14	Traffic mitigation measures for Alts 2 and 3 are inadequate.	See multimodal investments proposed with each alternative in DSEIS and FSEIS Section 3.6 Transportation. FSEIS Alternative B tests a range of TDM and other measures, as well as slightly reducing growth compared to Alternative 2.
73-15	Section 1.4 Exhibit 1-15 does not provide detail or explain benefits and costs.	See response to comment 73-10.
73-16	Delete clause about lessened need for onsite parking in Exhibit 1-15.	The description is accurate that with greater transit there could be a lesser need for parking. However, parking standards would reflect the demand for each use.
73-17	Delete Alt 3 district parking facility.	The preference for excluding a district parking facility is noted and forwarded to City decision makers. FSEIS Alternative B, the preferred concept, does not include such a facility.

Number	Commenter and Summary	Response
73-18	Alts 2 and 3 do not plan for or locate sites of parks and open space.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and incentives for parks and open space associated with FSEIS Alternative B. See also the parks mitigation measures in Section 3.7 Public Services.
73-19	Section 1.5 is too vague and must be replaced with actual statements and plans.	The SEIS has informed the preparation of a subarea plan and Form-Based Code that is necessarily more detailed.
73-20	Request to provide more detail about projected trip destinations. Structure of SEIS document and redundant information in sections 1 and 3 make SEIS difficult to understand.	SEIS Chapter 1 is a summary of the document. Regarding trip destinations, see DSEIS Exhibit 3-69. Trip Distribution West of I-405 and Exhibit 3-70. Trip Distribution East of I-405.
73-21	Alts 2 and 3 should state the extent of tree removal.	Acres of potential tree removal are noted for each alternative. See DSEIS Section 3.2 Surface Water and Stormwater.
73-22	Sections 1.6.3–1.6.5 contain too many could or would statements and should be deleted.	A programmatic areawide analysis for a 20-year plan does use likelihoods rather than precise predictions.
73-23	Transportation analysis should include more about LOS impacts at 85th & I-405 interchange.	See FSEIS Section 3.6 Transportation regarding I-405 ramps.
73-24	Plan does not address increased demand for transit or quality of service.	See FSEIS Section 3.6 Transportation regarding transit demand.
73-25	The writing in two sentences in Section 1.6.6 needs more clarity to be understandable.	The meaning is that the Action Alternatives are compared to the No Action Alternatives regarding on-street parking demand. If the Action Alternatives exceed on-street parking demand beyond any impacts identified for the No Action Alternative there would be an impact. The Summary is briefer than the discussion in Section 3.6 Transportation.
73-26	Exhibit 1-17 table does not identify underlying assumptions about growth and commuting, or how these assumptions compare to adjacent cities.	Growth assumptions are detailed in Chapter 2, and travel patterns are addressed in Section 3.6 Transportation. The focus is on impacts in the Study Area not what adjacent cities may assume.
73-27	Exhibit 1-17 should be based on traffic data collected before the pandemic.	The data was collected before the pandemic.
73-28	Alts 2 and 3 would bring more spillover parking in residential neighborhoods.	Comment noted. See Section 3.6 Transportation which describes that under Alternatives 2 and 3 there could be people circling while looking for parking within the new development buildings, on street, and in the surrounding neighborhoods on congested streets.

Number	Commenter and Summary	Response
73-29	Mitigation measures in section 1.6.6 are good ideas but inadequate to offset increasing congestion under Alt 2 and 3.	See response to comment 73-14.
73-30	The writing in section 1.6.6 is too conjectural and should be more realistic, clear, and specific.	A programmatic areawide analysis for a 20-year plan does use likelihoods rather than precise predictions.
73-31	Assumptions are too optimistic about the effectiveness of commute trip reduction programs.	Research on TDM programs shows they are effective. See FSEIS Section 3.6 Transportation.
73-32	Include specific citation and explanation of the relevance of research from CAPCOA.	The citation for the CAPCOA Research is: California Air Pollution Control Officers Association. 2010. Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures. Accessed December 21, 2021. Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf. The document is a source of research on greenhouse gas reductions associated with different mitigation strategies including transportation demand management.
73-33	TDM and parking strategies list should be removed as they are too conjectural.	Research on TDM programs shows they are effective. See FSEIS Section 3.6 Transportation.
73-34	Remove section about transportation mitigation on page 1-45 as it is too conjectural.	The transportation mitigation has been tested in the BKR model, a tool that allows the City to plan ahead for needed improvements. A fiscal analysis shows the infrastructure and service costs, and revenues are feasible.
73-35	Section 1.6.7 about parks does not provide concrete details about sites and costs.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and incentives for parks and open space associated with FSEIS Alternative B. See also the parks mitigation measures in Section 3.7 Public Services.
73-36	Plan does not address in concrete detail how school capacity would be increased.	Please see DSEIS and FSEIS evaluation in Section 3.7 Public Services. Alternatives 2 and 3 identified increases in height at LWSD. Alternative B includes incentives for inclusion of educational facilities in development. See FSEIS Chapter 2.
73-37	Section 1.6.8 Utilities should include planning for electricity.	See DSEIS Appendix A SEPA checklist addressing utilities. Also, the DSEIS Distribution List included Puget Sound Energy, the power supplier.
73-38	Section 1.6.8 Utilities should include planning for natural gas.	See response to comment 73-37.

Number	Commenter and Summary	Response
73-39	Discussion of sewer does not provide enough concrete detail about capacity improvements.	See FSEIS Section 3.8 Utilities and FSEIS Appendix B for the utility improvements needed.
73-40	Section about water is too vague except for where it contains jargon. It should include more concrete details.	See FSEIS Section 3.8 Utilities and FSEIS Appendix B for the utility improvements needed.
73-41	Section 2.6 does not consider impacts associated with Alt 2 and 3. Consider siting the BRT station elsewhere.	Section 2.6 is a summary of benefits and disadvantages. See Chapter 3 for more evaluation of the alternatives.
73-42	Provide information about underlying assumptions in GHG modeling and comparison to similar developments.	GHG modeling included the land uses, growth, and trips associated with the alternatives as described in Chapter 2 and Sections 3.1 and 3.6. The tools used provide an order of magnitude comparison of the alternatives. The King County worksheet and instructions available for use during the Draft SEIS preparation is available on the King County website.[17] The County's worksheet notes various federal and regional sources of information for the assumptions. The Draft SEIS authors for Air Quality (Fehr & Peers) input the land use (described in Chapter 2) into the King County worksheet for each alternative and calculated the embodied emissions and energy emissions. While the King County worksheet can produce transportation emissions, the authors separately calculated the transportation emissions using the more local BKR Model, vehicle miles travelled, and the EMFAC model. The methods and sources are noted on page 3-4 of the Draft SEIS.
73-43	SEIS statements about the mitigation effectiveness of roadside landscaping conflict with small setbacks in proposed high density zones.	Streets would also include more extensive landscaping in the right of way, particularly green streets.
73-44	Table in Exhibit 3-10 should include acres of parking by land use type. "Parks" should be a separate category from "public".	Exhibit 3-10 is based on assessor parcel data. The properties included as public are named Kirkland Public Works, Everett Memorial Park, and an electric substation.
73-45	Include analysis of plan's compatibility with Neighborhood Plans.	See section 3.4 Plans and Policies.
73-46	Information overlaps in sections 3.4.1 and 3.4.2 and is hard to understand.	Section 3.4.1 addresses air quality and section 3.4.2 addresses water quality.

[17] See SEPA Greenhouse Gas (GHG) Emissions Worksheet, March 2019: https://kingcounty.gov/~/media/depts/permitting-environmental-review/dper/documents/forms/SEPA-Greenhouse-Emissions-Worksheet-Instructions.ashx.

Number	Commenter and Summary	Response
73-47	Description of transit network should include travel times between important destinations.	See Exhibit 3-57 for bus headways.
73-48	The headway of bus line 255 is 15–20 minutes.	The route timing appears accurate in the DSEIS. See King County Metro information. Headways are typically better than 15 minutes for most of the day due to Northeastside Metro restructuring.
73-49	Rewrite sentence to say traffic will be impacted, not traffic could be impacted.	A programmatic areawide analysis for a 20-year plan does use likelihoods rather than precise predictions.
73-50	Traffic analysis should use data collected before the pandemic and all traffic analyses in the SEIS should cite time of data collection.	The traffic analysis used pre-pandemic information. All data presented in the SEIS was collected in February 2020 or earlier.
73-51	Make distinction between auto sales lots and retail parking lots.	The parking evaluation is areawide and not site specific. The City's parking standards are applied at a permit stage and the applicant would identify auto sales versus retail.
73-52	Section about Cross Kirkland Corridor Master Plan should be removed, as it mischaracterizes the community's vision.	Text is accurate. The Cross Kirkland Corridor (CKC) Master Plan and city policy contemplates using the CKC for north-south transportation solutions.
73-53	Exhibits on pages 3-139 to 3-141 are too vague and should be removed.	The maps of multimodal improvements are planning level, matching the programmatic level of detail of the SEIS.
73-54	Trip Generation projections should be based on only pre-pandemic data and include data about trips generated in Redmond.	The traffic analysis used pre-pandemic information. All data presented in the SEIS was collected in February 2020 or earlier. The analysis uses the BKR model that is a cumulative model with Bellevue, Kirkland, and Redmond.
73-55	Traffic analysis should use data collected before the pandemic and all traffic analyses in the SEIS should cite time of data collection.	The traffic analysis used pre-pandemic information. All data presented in the SEIS was collected in February 2020 or earlier.
73-56	Intersection-Specific Improvements section needs to demonstrate more clearly that mitigation measures will reduce impacts.	The mitigation section shows the results of mitigation on LOS. See Exhibit 3-78.
73-57	TDM and parking strategies that reduce parking spaces will impact quality of life for people who drive.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
73-58	SEIS does not provide enough concrete and convincing detail about proposed TDM and parking strategies and programs.	Research on TDM programs shows they are effective. See FSEIS Section 3.6 Transportation. The TDM research leverages Fehr & Peers' TDM+ Tool. That tool has two source documents: ▪ California Air Resource Board. 2018. Zero-Carbon Buildings in California: A Feasibility Study. Accessed December 21, 2021. Available: https://www.arb.ca.gov/board/books/2018/032218/pres1811.pdf ▪ California Air Pollution Control Officers Association. 2010. Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures. Accessed December 21, 2021. Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf
73-59	The paragraph about trip generation projections is too speculative and should be removed.	The results are based on the MXD tool as noted. It is not dropped from the document.
73-60	TDM trip reduction projections should demonstrate methods or be removed.	Research on TDM programs shows they are effective. See FSEIS Section 3.6 Transportation. See Response 73-59.
73-61	There is no section on electric service utility impacts and costs.	See response to comment 73-37.
73-62	There is no section on natural gas utility impacts and costs.	See response to comment 73-37.
73-63	SEIS should include detail about cost of expanding police services.	See response to comment 73-10.
73-64	SEIS should include detail about cost of expanding police services and associated tax increases.	See response to comment 73-10.
73-65	The description of mitigation measures for schools needs more concrete and specific detail.	See response to comment 50-10.
73-66	The description of mitigation measures for parks needs more concrete and specific detail.	See response to comment 73-35.
73-67	Plan should identify sites for parks and play fields. Form based code will not be responsive to community demand for parks and open space.	See response to comment 73-35.

Number	Commenter and Summary	Response
74	**Angela Maeda, Salt House Church**	
74-1	Double the amount of low-income housing in the development plan.	See response to comment 1-1.
75	**MainStreet Property Group LLC, David Boettcher**	See identical Letter 2.
76	**David Malcolm**	
76-1	Plan should include rerouting and improvements to the bike facilities network.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments.
76-2	Bike routes should be realigned to avoid too-narrow Central Way and the steep approach to the pedestrian bridge over I-405 at NE 80th St.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments.
77	**Beverly Marcus**	
77-1	Construction in the Plan area should be required to be 100% electric and net zero energy.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
78	**Cheryl Marshall**	
78-1	Increase density in BRT station area and raise height limits to 10 floors or more.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B.
78-2	Affordable housing would be welcome.	The comments are noted and forwarded to City decision makers. See response to comment 1-1.
78-3	Commenter moved to Kirkland for its walkability.	The comments are noted and forwarded to City decision makers.
79	**Ingrid Martin**	
79-1	Concern with lack of parking in proposed plans.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments including TDM measures.
79-2	Prefers Alternative 2.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B.
80	**Bob McConnell**	
80-1	Kirkland doesn't need tall buildings. Consider whether we need more people in Kirkland.	The comments are noted and forwarded to City decision makers. See also response to comment 25-2.

Number	Commenter and Summary	Response
80-2	Developers have too much influence. We do not need the population to increase.	The comments are noted and forwarded to City decision makers. See also response to comment 25-2.
80-3	Station area should be designed as a self-contained community to minimize trip generation.	The comments are noted and forwarded to City decision makers. Mixed uses are proposed near the station. Residential uses are proposed beyond commercial/retail uses to address noise and air quality but would be in walking distance.
80-4	Station area should include a convenient shuttle service to destinations in Kirkland.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments.
80-5	Preserve Kirkland's character.	The comments are noted and forwarded to City decision makers.
81	**Carolyn McConnell**	
	Oppose buildings taller than 45 feet and impacts of population increase.	The comments are noted and forwarded to City decision makers.
82	**Doug Murray**	
82-1	Support for density on 85th St and Alternative 3, with some caveats.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B.
82-2	SAP should include green spaces, walkability, and views for residents of multifamily buildings.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B and preliminary Form-Based Code concepts addressing parks and open space.
82-3	Add one or more substantially sized parks to accommodate increasing population.	See response to comment 22-5.
82-4	Zoning should include requirements for tree coverage to help the city achieve its 40% canopy goal.	The comments are noted and forwarded to City decision makers. See also mitigation measures in Section 3.2 Surface Water and Stormwater.
82-5	Consider height and massing restrictions to avoid obscuring views to the east for all areas in the SAP.	The comments are noted and forwarded to City decision makers. See also mitigation measures in Section 3.5 Aesthetics.
82-6	Mitigate impact to views by charging development fees on view-blocking projects, with revenue going to parks.	The comments are noted and forwarded to City decision makers.
82-7	Zoning regulations should include restrictions on night-time light pollution.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
83	**Erik Oruoja**	
83-1	Endorse Alternative 3 for capitalizing on transit.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B.
84	**Louise Pathe**	
84-1	Require construction in the Plan area to be 100% electric and net zero energy. Retrofit existing buildings for energy efficiency.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
85	**Bruce & Heidi Pelton**	
85-1	Oppose Alt 2 and 3. Tall buildings create an unappealing closed-in, dark atmosphere.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B. See also mitigation measures in Section 3.5 Aesthetics.
85-2	Concern about transition buffer between zones with tall buildings and area with homes on the south side of Ohde Avenue.	The comments are noted and forwarded to city decision makers. See Form-Based Code concepts associated with Alternative B in Chapter 2 and Section 3.5.
85-3	Proposed access to the uphill portion of the property is on Ohde Way, which has a dangerous intersection at Kirkland Way.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding mitigation.
85-4	Concern about transition buffer between zones with high-rise buildings and commenters' home.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B. See also mitigation measures in Section 3.5 Aesthetics.
85-5	High-rise buildings in Alts 2 and 3 would cast shadows on commenters' home in the morning.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B. See also mitigation measures in Section 3.5 Aesthetics.
85-6	300-ft tall buildings will reflect sunlight and create glare impacts in the afternoon.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B. See also mitigation measures in Section 3.5 Aesthetics.
85-7	Plan should consider costs of equipping fire fighters to respond to fires in mid- and high-rise buildings.	See response to comment 21-7. See also Appendix B for the fiscal study.
85-8	Question about available sewer capacity in the lift station and the City's ability to divert overflow to King County's sewer system.	See FSEIS Section 3.8 Utilities and FSEIS Appendix B for the utility improvements needed.

Number	Commenter and Summary	Response
85-9	Question about Kirkland's growth in relation to Growth Management Act targets.	See response to comment 25-2.
86	**People for Climate Action Kirkland Steering Committee**	
86-1	SEIS does not go far enough to address reducing GHG emissions.	The DSEIS provides an order of magnitude comparison of GHG emissions. The City has a Climate Protection Action Plan, Greenhouse Gas Emission Report, and Sustainability Master Plan. The Action Alternatives would reduce per capita GHG emissions over Alternative 1 No Action.
86-2	Support for high-capacity transit and reconfiguration of the 85th St interchange.	The comments are noted and forwarded to City decision makers.
86-3	Plan must consider GHG impacts and mitigation to address climate change and set the standard for the region.	The comments are noted and forwarded to City decision makers.
86-4	Require construction in the Plan area to be 100% electric and net zero energy. Retrofit existing buildings for energy efficiency.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
86-5	C-PACER funds give commercial building owners access to capital for retrofits to reduce GHG.	The comments are noted and forwarded to City decision makers. See response to comment 86-1. The referenced C-PACER program is in progress with the King County Council as of November 15, 2021.
86-6	To support equity for multi-family owners and tenants, create an incentive program to share energy efficiency savings.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
86-7	Establish a program to assist homeowners in identifying and selecting appropriate and cost-effective improvements.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
86-8	Heating and hot water retrofits should be 100% electric.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
86-9	Land use regulations should encourage installation of individual and community solar energy systems.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
86-10	Require 10% of parking stalls to be equipped with EV chargers and 20% to be installation ready.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.

Number	Commenter and Summary	Response
87	**Robert Pope**	
87-1	Opposes change and the influence of big businesses in Kirkland.	The comments are noted and forwarded to City decision makers.
88	**Robert "Scott" Powell**	
88-1	Commenter appreciates quality of life in Kirkland, including its diversity.	The comments are noted and forwarded to City decision makers.
88-2	Affordable housing brings crime and impacts property values and quality of life.	Studies have shown that affordable housing can help revitalize neighborhoods, and does not increase crime rates.[18]
88-3	There is no need to increase building heights and increasing density and affordability does not benefit transit.	Transit supportive densities have been studied nationally and in the region. [19] Transit-supportive densities generate more transit riders.
88-4	Request for map showing height limits under current zoning.	Comment noted. See FSEIS 3.5 Aesthetics that compares current heights to the FSEIS Alternatives.
88-5	Concern about transition between large buildings and residential neighborhoods. Do not change heights in areas adjacent to residential.	The comments are noted and forwarded to City decision makers. See Chapter 2 regarding Form-Based Code elements proposed as part of FSEIS Alternative B which addresses transitional design standards.
88-6	Concern about impacts to sunlight and trees.	The comments are noted and forwarded to City decision makers. See Chapter 2 regarding Form-Based Code elements proposed as part of FSEIS Alternative B which addresses upper story setbacks meant to ensure a human scale and sunlight.
88-7	Growth would increase emissions, and impact Lake Washington, the environment, and trees.	See DSEIS and FSEIS evaluation of air quality and water quality and trees in Sections 3.1 and 3.2.
88-8	Support Alt 1.	The comments are noted and forwarded to City decision makers.
88-9	As a compromise, Alt 2 should include transitional height requirements and limit growth of jobs and households to two times the projections in Alt 1.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B which is a hybrid alternative with heights that blend the three alternatives, and with growth at slightly lower than Alternative 2.

[18] See Standford Business Working Paper No. 3329, Diamond et al.: https://www.gsb.stanford.edu/faculty-research/working-papers/who-wants-affordable-housing-their-backyard-equilibrium-analysis-low.
[19] See locally PSRC guidance Transit-Supportive Densities and Land Uses (February 2015): https://www.psrc.org/sites/default/files/tsdluguidancepaper.pdf.

Number	Commenter and Summary	Response
88-10	Oppose Alt 3 because increasing density and population will impact public safety, quality of life, and the environment.	The comments are noted and forwarded to City decision makers.
89	**Cindy Randazzo**	
89-1	Oppose the project because it would be a detriment to neighborhoods without any benefits.	The comments are noted and forwarded to City decision makers. See the comparison of community benefits in Exhibit 2-35 and Appendix B regarding a fiscal and community benefit analysis.
90	**Matthew Sachs**	
90-1	Supports Alternative 3 because it does the most to increase housing supply and active transit.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B which is a hybrid alternative with heights that blend the three alternatives. It includes a blend of housing and jobs focused primarily next to transit station.
90-2	Support connectivity between the Highlands and the station area with on-demand shuttle service, funding for pedestrian connection between NE 90th St in the Highlands and the station, and funding the 116th Ave NE neighborhood greenway.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 addressing transportation mitigation options including transit, nonmotorized, and TDM investments.
90-3	Increase transit/shuttle service and create a fully separated bikeway between the station area and downtown Kirkland.	See response to comment 90-2.
91	**Kim Saunders, Salt House Church**	
91-1	Double the amount of low-income housing in the station area plan.	See response to comment 1-1.
92	**Rachel Seelig**	
92-1	Do not raise building height limits, because tall buildings adjacent to residences would impact the Everest neighborhood.	The comments are noted and forwarded to City decision makers. See response to comment 6-1.
93	**Susan Shelton, Salt House Church**	
93-1	Double the amount of low-income housing in the station area plan.	See response to comment 1-1.
94	**Sound Transit**	

Number	Commenter and Summary	Response
94-1	Sound Transit supports Kirkland's goal of advancing development of a thriving, transit-oriented community surrounding the NE 85th St BRT station.	The comments are noted and forwarded to City decision makers.
95	**Taylor Spangler**	
95-1	The Rose Hill area does not offer easy walkable connections to downtown.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 addressing nonmotorized TDM investments and better multimodal connections to Downtown.
95-2	Question about whether/why commenter's property is going to be upzoned. Concern about loss of privacy with adjacent tall buildings.	The comments are noted and forwarded to City decision makers. See Chapter 2 regarding Form-Based Code elements proposed as part of FSEIS Alternative B which addresses transitional standards for compatibility.
95-3	Another plan might call for converting commenter's driveway into a through street.	See FSEIS Section 3.6 addressing transportation mitigation options associated with FSEIS Alternative B.
95-4	Concern about traffic mitigation at 80th/120th intersection. Street will need extra lanes and complete sidewalks to accommodate growth.	See FSEIS Section 3.6 addressing transportation mitigation options associated with FSEIS Alternative B.
95-5	Concern about construction impacts including dust, road damage from large trucks, and traffic congestion.	See FSEIS Section 3.6 addressing transportation mitigation options associated with FSEIS Alternative B.
96	**Katie Stern**	
96-1	Concern about mitigation plan for cut-through traffic, congestion, and safety on NE 80th St., and incomplete sidewalks between schools.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 addressing transportation mitigation options.
96-2	Install traffic light at intersection of NE 80th/123rd Ave NE/124th Ave NE where planned development will impact traffic and pedestrian safety.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 addressing transportation mitigation options.
97	**Karen Story**	
97-1	Commenter cares about affordable housing.	The comments are noted and forwarded to City decision makers. See response to comment 1-1.
97-2	SAP would conflict with 2035 comp plan and community's opposition to high-rises.	See response to comment 25-2.

Number	Commenter and Summary	Response
97-3	Families continue to desire single-family homes with yards, so building more supply of multifamily housing will not relieve home price increases.	See response to comment 55-1.
97-4	Agrees with zoning highest densities near transit, but would rather see modest density throughout the city.	The comments are noted and forwarded to City decision makers. See also FSEIS Alternative B, the preferred concept, which blends elements of all three alternatives.
97-5	Developers should be required to build to maximum zoned density.	The comments are noted and forwarded to City decision makers.
97-6	Low-rise housing is better for social life and community health. Six-story buildings offer an ideal mix of community benefits.	The comments are noted and forwarded to City decision makers. See also FSEIS Alternative B, the preferred concept, which blends elements of all three alternatives.
97-7	Oppose Alt 3 and wants height limits in Alt 2 to be reduced to be consistent with elsewhere in Kirkland. Higher buildings are not needed to meet GMA growth targets.	See response to comment 25-2.
98	**Kent Sullivan**	
98-1	Plan underestimates challenges to creating a pleasing and welcoming environment, including the plan area's hilly topography.	The comments are noted and forwarded to City decision makers. See also in Chapter 2 FSEIS Alternative B, the preferred concept, which has conceptual Form-Based Code design standards.
98-2	The orientation and setbacks of existing buildings in the plan area are impediments to creating a neighborhood feel.	See response to comment 98-1.
98-3	Loud noise from I-405 will prevent the site from having a serene natural feel, like that depicted in the concept illustrations.	The Action Alternatives focus non-residential growth near I-405 and residential beyond to reduce noise impacts. See Section 3.3 Land Use Patterns and Socioeconomics.
98-4	The station area will not be attractive to pedestrians or casual bicyclists.	Extending and connecting pedestrian and bicycle facilities is meant to make it easy and convenient to travel by non-motorized means. A full range of transportation mitigation is included in DSEIS and FSEIS Section 3.6.
98-5	The scar of I-405 makes the area feel like a semi-industrial near-wasteland.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
98-6	Plan is too optimistic that auto commuters will shift to using the BRT line. Service frequency of buses is too low to be practical for work commuters.	Sound Transit has evaluated the BRT line for anticipated ridership. A station area offering transit supportive density is also supportive of different modes of travel.
98-7	Precedent images in the plan are misleading since those projects did not face the same challenges as the station area.	Example developments reflect development types in the region with different levels of ease or difficulty in development.
99	**Syd** *[No last name given]*	
99-1	Commenter objects to proposals.	The comments are noted and forwarded to City decision makers.
100	**Jeanne Tate, Salt House Church**	
100-1	Double the amount of affordable housing in the plan.	See response to comment 1-1.
101	**Paula Templin, Salt House Church**	
101-1	Double the amount of affordable housing in the plan.	See response to comment 1-1.
102	**Susan Tonkin de Vries**	
102-1	Oppose Alt 2 and 3 because proposed development is out of scale for the area and would impact neighbors while bringing minimal benefit.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B that includes design standards in a Form-Based Code. See also the evaluation of community benefits in Appendix B
102-2	Question about how projected growth in the Station Area relates to GMA 2044 targets.	See response to comment 25-2.
102-3	Impacts to traffic congestion at I-405 on- and off-ramps were not analyzed.	See FSEIS Section 3.6 addressing ramps.
102-4	Question if expected congestion will affect air quality metrics like particulate matter.	See Section 3.1 Air Quality/Greenhouse Gas Emissions. GHG emissions from buildings and transportation include particular matter and others. Mitigation measures identify means to reduce adverse impacts to air quality.
102-5	Alt 3's tall buildings would be out of place and likely be eyesores. Show massing diagrams that illustrate how buildings block sightlines from street level.	Massing diagrams are included for each alternative in DSEIS Section 3.5 Aesthetics. Street level views are included in FSEIS Section 3.5 Aesthetics regarding Alternative B.

Number	Commenter and Summary	Response
102-6	Development and employment opportunities will mainly benefit workers from outside Kirkland, with minimal benefit to residents.	The comments are noted and forwarded to City decision makers. The home location of employees is not known at this time. It is a 20-year plan.
103	**Elizabeth Tupper**	
103-1	Support for increasing density and height limits along NE 85th and in the Rosehill and Highlands neighborhoods. Tall buildings near the Transit Center will provide affordable housing and enhance the pedestrian environment.	The comments are noted and forwarded to City decision makers.
104	**Elizabeth Tupper**	
104-1	Survey felt misleading and designed to get a desired response.	The intent of the survey was to share an overview of alternatives that are addressed in greater detail in the SEIS.
104-2	Preference for Alt 1 because of slower growth and lower impacts to traffic congestion.	The comments are noted and forwarded to City decision makers.
104-3	Survey does not define affordable housing in dollar terms.	Affordable housing is defined in the DSEIS on page 3-36 similar to the City's definition in its Housing Strategy Plan.
105	**Al Vaskas**	
105-1	Preference for Alt 2, but with condominiums instead of rental units because home ownership benefits the community.	The comments are noted and forwarded to City decision makers. Condominiums are allowed in the Action Alternatives. State and federal laws restrict the City from mandating ownership housing, whether single-family or multifamily.
106	**Don Volta**	
106-1	Strong support for Alt 3.	The comments are noted and forwarded to City decision makers.
106-2	Support for Alt 3's north-south bicycle and pedestrian routes. Consider linking Slater Ave NE directly through the station area to 116th Ave NE/NE 80th St.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B transportation mitigation in FSEIS Section 3.6.
106-3	Exhibit 3-56 bike facilities map should show bike/ped path connecting park-and-ride lot at Kirkland Way and NE 85th St to Slater St./116th Ave NE. This trail is shown in Exhibits 3-56, 3-66, and 3-67.	The trail referenced is represented on alternative maps for non-motorized features. It runs from the kiss and ride north to 87th/ 116th, and continues in the 116th ROW north very near the western end of Slater Avenue.

Number	Commenter and Summary	Response
106-4	Exhibit 3-67 shows east-west bike routes with grades too high to be useable. Adding bike lanes to both sides of NE 85th St would be preferable.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B transportation investments in non-motorized facilities in FSEIS Section 3.6.
106-5	An error on page 3-154: in the Pedestrian and Bicycle paragraph the reference to Exhibit 3-76 should be to 3-66.	Comment noted. See Chapter 4 for errata.
107	**Susan Vossler**	
107-1	Reduce emissions by requiring that all new construction be 100% electric and net zero energy.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
108	**Dan & Cass Walker**	
108-1	Prefer Alt 1 and height limits of six stories.	The comments are noted and forwarded to City decision makers.
108-2	Support additional affordable housing.	See response to comment 1-1.
109	**Vivian & Robert Weber**	
109-1	Require new construction be 100% electric and net zero energy, with methods such as passive house.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
109-2	Incentivize energy retrofits to existing buildings, including replacing natural gas appliances with electric.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
109-3	Require EV chargers in 50% of parking spaces and consider how growth of ride-sharing services will affect demand for parking.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
109-4	Consider the Washington STRONG Act (SB5373 & HB1513) and support environmental justice.	The comments are noted and forwarded to City decision makers. Equity has been a consideration in Alternative Objectives. See also Exhibit 2-35.
109-5	Construction and retrofits should prioritize hiring people who have suffered economically from the pandemic.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
109-6	Support social justice and diversity by reserving 25% of housing units for low-income people of color.	See response to comment 1-1.
110	**Brad Weed**	
110-1	City needs a measurable and actionable sustainability plan.	The comments are noted and forwarded to City decision makers.
110-2	Skepticism that plan will result in reduction in VMT in Kirkland.	Transportation emissions would increase though per capita rates are lower in the Action Alternatives. See Section 3.1 Air Quality/Greenhouse Gas Emissions.
110-3	Suggest a smaller alternative along with growth more widely distributed around the city, with missing middle housing. Portland is a model for dispersing TOD nodes in neighborhoods instead of a few large centers.	The comments are noted and forwarded to City decision makers. Missing middle housing is allowed in nearly all single-family zones.
110-5	GHG analysis in DEIS uses nearly 20-year-old data and should be updated or deleted.	The GHG analysis provides an order of magnitude comparison of alternatives. The tool is commonly used for programmatic EISs; updating the numbers would not fundamentally change the comparisons between alternatives. The tool is still on the County's website with instructions from as recent as 2019. See also response to comment 73-42 regarding the King County Worksheet as well as the use of the EMFAC model for transportation GHG emissions.
110-6	Air quality analysis should consider particulate emissions, the potential of EVs to emit extra particulate matter from tires, and possible induced demand.	See Section 3.1 Air Quality/Greenhouse Gas Emissions. GHG emissions from buildings and transportation include particular matter and others. Mitigation measures identify means to reduce adverse impacts to air quality.
110-7	SEIS should spotlight transportation equity and justice for those who live and work near the freeway.	Equity and other community benefits are addressed in Action Alternatives. See Chapter 2.
111	**Steve Wilhelm**	
111-1	Proposed development along 85th is unnerving.	The comments are noted and forwarded to City decision makers.
111-2	Ensure construction is 100% electric and net zero energy, and provide an energy retrofit program for existing buildings.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.

Number	Commenter and Summary	Response
112	**Bob Willar**	
112-1	Concern about impacts of tall buildings to adjacent residential properties and to Kirkland's character.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B which includes form-base code elements that can address transitional standards.
112-2	Commenter does not understand motivation for Alt 2 and 3. Kirkland is in compliance with GMA growth targets.	See response to comment 25-2.
112-3	Kirkland residents value the city's intimate and neighborly character which would be impacted by tall buildings.	The comments are noted and forwarded to City decision makers.
112-4	Kirkland is in compliance with GMA growth targets. Large buildings do not make sense in the Everest Neighborhood.	See response to comment 25-2.
112-5	Open spaces are important. Tall buildings will create forbidding canyons in Kirkland's neighborhoods. High-rise condos and apartments might be a fad.	Action Alternatives include design standards through a Form-Based Code. See conceptual Form-Based Code elements associated with Chapter 2 FSEIS Alternative B. The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and incentives for parks and open space associated with FSEIS Alternative B. See also the parks mitigation measures in Section 3.7 Public Services.
112-6	Do not create places like Seattle and Bellevue in Kirkland.	The comments are noted and forwarded to City decision makers.
112-7	Kirkland has provided space for condos and apartments. Demand appears to be for single family homes.	The comments are noted and forwarded to City decision makers.
113	**Oksana Willeke**	
113-1	Kirkland is in compliance with GMA growth targets. Large buildings do not make sense in the Everest Neighborhood.	See response to comment 25-2.
113-2	Open spaces are important. Tall buildings will create forbidding canyons in Kirkland's neighborhoods.	Action Alternatives include design standards through a Form-Based Code. See conceptual Form-Based Code elements associated with Chapter 2 FSEIS Alternative B.
113-3	High-rise condos and apartments might be a fad.	The comments are noted and forwarded to City decision makers.
113-4	Do not create places like Seattle and Bellevue in Kirkland.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
114	**Scott Willeke**	
114-1	Concern about impacts of tall buildings to adjacent residential properties and to Kirkland's character.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B which includes form-base code elements that can address transitional standards.
114-2	Commenter does not understand motivation for Alt 2 and 3. Kirkland is in compliance with GMA growth targets.	See response to comment 25-2.
114-3	Kirkland residents value the city's intimate and neighborly character which would be impacted by tall buildings.	See response to comment 114-1.
114-4	Kirkland is in compliance with GMA growth targets. Large buildings do not make sense in the Everest Neighborhood.	See response to comment 25-2.
114-5	Open spaces are important. Tall buildings will create forbidding canyons in Kirkland's neighborhoods.	Action Alternatives include design standards through a Form-Based Code. See conceptual Form-Based Code elements associated with Chapter 2 FSEIS Alternative B.
115	**Lisa Hodgson, P.E., and Dylan Counts, Washington Department of Transportation**	
115-1	Potential queuing could back up to the off-ramp from I-405. WSDOT requests that the City provide a more detailed quantitative analysis on the operational transportation effects of all of the SAP alternatives, particularly for the general purpose and express toll lane ramp terminal intersections at the redesigned I-405/NE 85th Street interchange.	See FSEIS Chapter 3.6 Transportation. The analysis focuses on Alternatives A and B (within Alternatives 1 and 2), approved for study by the City Council to narrow the range to more likely growth levels and to test mitigation needs.
115-2	The City should continue to work with WSDOT to ensure land development supports multimodal transportation and all safety issues are addressed.	The comments are noted and forwarded to City decision makers.
115-3	WSDOT requests that the City further identify and quantify additional mitigation projects and/or TDM strategies to address	See FSEIS Chapter 3.6 Transportation. The analysis focuses on Alternatives A and B (within Alternatives 1 and 2), approved for study by the City Council to narrow the range to more likely growth levels and to test mitigation needs.

Number	Commenter and Summary	Response
	adverse impacts to LOS on I-405 under Alternatives 2 and 3.	
115-4	Support for Alt 3 with intense transit-oriented development, sustainable infrastructure, and green building design.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B is similar in growth levels to Alternative 2 and blends elements of Alternatives 1, 2, and 3, but is intended to focus transit-oriented development, sustainable infrastructure, and green building design next to the BRT investment in particular.
116	**Macy Zwanzig**	
116-1	Double the amount of affordable housing in the plan.	See response to comment 1-1.

Sources: City of Kirkland, Mithun, BERK, 2021.

Letter 1

From: Jeremy McMahan
Sent: Monday, February 8, 2021 10:58 AM
To: Allison Zike
Subject: FW: 85th Street Station Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jason Bendickson [redacted]
Sent: Monday, February 8, 2021 10:12 AM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: 85th Street Station Plan

Honorable Kirkland Council and Planning Commission Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

My name is Jason Bendickson and I work at Salt House Church in Kirkland, WA.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. Therefore we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.

- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St. 1-1

I look forward to hearing from you. Thank you for your consideration

Jason Bendickson (he/him)
[redacted]

Letter 2

MAINSTREET PROPERTY GROUP LLC

February 1, 2021

Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Re: NE 85th Street Station Area Plan (SAP) – EIS Comments

Dear Allison,

I am writing you to provide comments on the scoping of the environmental impact statement (EIS) being prepared by the City of Kirkland for the NE 85th Street Station Area Plan (SAP). We are the buyers of the Crescent Lighting property located at: 12631 NE 85th Street.

1) **Zoning / Land Use**

The City should maintain consideration for the land uses within the area where the Crescent Lighting property is located. Per the comprehensive plan, this property is classified commercial however, within the SAP, this area/land use is referred to as Mixed Use (Exhibit 1-5) but also as Residential Mid Intensity (Exhibit 1-7). Clarifying what would be a permissible use(s), included a predominately office development should be considered. In both Alternatives 2 & 3 the height for this specific property is proposed to be 85'. During a recent stakeholders meeting sponsored by Jack McCullough, it was noted by City staff that the creation of jobs is paramount to the success of this plan. A close second was the creation of affordable housing. It is my understanding a nexus study is on the horizon that may result in a commercial linkage fee that would also help contribute to the City's stock of affordable housing. 2-1

Within the SAP's mixed-use zones, the City should not require a percentage or mandatory proportion of any specific product type, just that the inclusion of a mixes of uses be required. This could be office, retail, housing or any mix of the two or three. Overprogramming the requirements for properties within this zone has the potential to deter improvements, hinder economic growth and preventing the City from achieving the goals of the SAP. Furthermore, there should not be limitations on plate sizing or FAR maxes.

As it pertains to building form and transition zoning, we agree that an element of upper story setbacks has the ability to help soften the edges around more intensive zones. There is a finite amount of property within the SAP and maximizing this area's potential to achieve the City's goals is vital. We believe the City should evaluate the land uses immediately adjacent to the SAP and evaluate up zoning the parcels so that the tail isn't wagging the dog. This would help smooth the transition between intensities without relying on the properties within the SAP to be required to shoulder the full burden of creating the desired transitions. 2-2

MAINSTREET PROPERTY GROUP LLC

2) **Parking**

Considering the future BRT Station is within the heart of the SAP, the City should not be prescriptive with respect to parking. Each proposed development should be reviewed independently to evaluate its uses, the potential for shared parking, parking management strategies, alternative modes of transportation, shuttle services and paid parking to name a few. Permitting developers to right-size the quantity of parking will lead to a more successful application of the SAP. 2-3

3) **128th Ave NE - proposed to be a Green Street**

As the city has stated, a curb cut onto NE 85th Street will not be permitted from the Crescent Lighting property. This is a large piece of property with the potential to generate a significant number of trips. From my understanding of Green Streets there are expected to promote more bicycle and pedestrian activity. The City should consider bicycle and pedestrian calming features in the area of the Crescent Lighting property to minimize any potential for conflict between those utilizing the Crescent Lighting property and those within the Green Street. 2-4

Thank you for the opportunity to comment.

MBoettcher

Marc Boettcher
MainStreet Property Group LLC

Cc: Kim Faust

Letter 3

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:38 PM
To: Allison Zike
Subject: FW:

Follow Up Flag: Follow up
Flag Status: Flagged

From: Anne Anderson [redacted]
Sent: Friday, February 19, 2021 8:17 AM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject:

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

I am Anne Anderson, a Rose Hill resident of 37 years and the Church Council President of Salt House Church. I also work at Seattle Children's Hospital, and until the pandemic was a regular bus rider, catching the bus from NE 80th or from the Houghton and South Kirkland Park and Ride.

I have seen dramatic changes in this neighborhood over the years. My children attended Rose Hill Elementary from 1992 to 2007. During that time it was a Title I school, with a high percentage of free and reduced lunch, which led to a very diverse student population. No longer is that the case as our area has become much more affluent. I worry about the lack of affordable housing, when previously a family could afford to buy or rent a rambler that is now being sold for $800K as a teardown. My input below is based on living in this neighborhood and being a member of the Salt House Church.

I appreciate being allowed to share input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.

- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St. 3-1

I look forward to hearing from you. Thank you for your consideration

Anne Anderson

Letter 4

From: Mike Anderson [redacted]
Sent: Wednesday, February 3, 2021 3:51 PM
To: Allison Zike
Subject: Feedback for NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

In light of Covid and how that has rapidly changed the work and home environment I believe that some of the premises this project was based on needs to be revisited before proceeding.

Examples:

- Employees moving out from the city in high density areas to work at home suburbs and rural areas. When given a chance employees are not moving into high density areas.
- The cost for this project and where is the money coming from? Currently the Fed gov. is providing large economic relief aid for Covid which will need to be paid for in coming years. The State of Wa.doesn't have excess money to dole out that I am aware of.
- Cost overruns. Just take a look at Sound Transit which is hurting for revenue because of less commuting.

4-1

Thank you,
Mike Anderson

I own a home in Kirkland.

Letter 5

From: Minah Andrilenas [redacted]
Sent: Wednesday, January 13, 2021 1:22 PM
To: Allison Zike
Subject: 85th Street Station Area Plan consideration

Follow Up Flag: Follow up
Flag Status: Completed

Hello Allison,

Thank you for your work and service for the citizens of Kirkland. The EIS of this project are remarkable, lots of information.

But after participating in the community discussion last week, I have a few concerns.

As I explore the impact of covid and the likely increase of pandemics in the future, I would like to know how Kirkland is addressing this issue, especially in light of the increased density currently being implemented in the downtown corridor and planned for the 85th Street Station Area Plan. And how does the city have voice over how people will be moving around in the new plans?

5-1

In addition, as was presented in the community discussion, a great consideration in planning of the city of Kirkland is diversity. Previous planning demonstrates more of a diversity of nationality, not of socioeconomic status. How is Kirkland expanding the concept of diversity in their planning?

Diversity, in my opinion, would include provision for those who teach in our schools, work in our grocery stores, clean our homes, deliver our mail, power wash our homes and possibly those who work for the city of Kirkland!
How is the city of Kirkland supporting affordable housing which goes beyond the current minimum requirements of the city for developers?

5-2

Thank you for your work and consideration of the value of all those living and working in Kirkland.

Looking forward to seeing how current events adjust city planning!

Sincerely,
Yasminah Andrilenas

Sent from Mail for Windows 10

Letter 6

From: David and Anna Aubry [redacted]
Sent: Tuesday, February 16, 2021 2:43 PM
To: Allison Zike; City Council; Planning Commissioners
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Re: NE 85th Street Station Area Plan and the Everest Neighborhood

The latest version of Kirkland's Comprehensive Plan for the Everest Neighborhood explicitly states, "Along transition areas between uses, higher density and commercial development should minimize impacts on low-density single-family neighborhoods with techniques such as landscape buffers, tree retention, ***the size, width, and height of structures,*** *(emphasis added)* compatible uses, adequate parking on site, and low lighting and noise levels". Neither Alternatives 2 nor 3 would comply with that in the Everest Neighborhood.

It simply is neither reasonable nor acceptable to place 45-foot-tall structures immediately adjacent to single-family residences. And, it is neither reasonable nor acceptable to place 85-foot-tall structures immediately adjacent to a recent low-rise condominium development. The current height limit for the LI zone is 35 feet. We have buildings in our neighborhood in LI zoned areas, and those buildings are 35 feet or less in height and are in compliance with the plan referenced above. There is absolutely no logical reason to change that and negatively impact the Everest Neighborhood or any other neighborhood. 6-1

The goal should not be to "create a new neighborhood" but to preserve and support Kirkland's existing residential neighborhoods.

Anna Aubry
[redacted]

Sent from Mail for Windows 10

Letter 7

From: David and Anna Aubry [redacted]
Sent: Wednesday, February 17, 2021 12:05 PM
To: Allison Zike; City Council; Planning Commissioners
Subject: NE 85th DSEIS comments

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing to comment on the DSEIS for the NE85th Station Area Plan. While the DSEIS is thorough and professional in its review and analysis of the quantifiable aspects of the impact of the various Alternatives reviewed in the Plan, it signally fails to measure, much less quantify, the impact of the more radical Alternatives in the Plan upon Kirkland's unique character. The major reason for this is that such impacts are simply ***notquantifiable*** employing the metrics used for most such analyses._

Many of the changes discussed under Alternatives 2 and 3 would materially alter Kirkland's Unique Character. If one wants an idea of some of these changes' potential impacts, one only has to drive a couple of miles east into Redmond. There one will see a soulless town, given over to what appears to be the motto of the Olympic Games – Faster, Higher, Stronger.

Big buildings do not a City make – residents and community do. -

Many residents including us, came to Kirkland precisely because of its charm, character, and sense of community. This character must be preserved or we cease to be Kirkland. All wisdom is not new; older structures and methods should not be replaced simply because something new comes along. 7-1

All Alternatives in the DSEIS are identified as being required to encourage historic preservation - ***"historic preservation would continue to be encouraged. Historic preservation is discussed in the existing Comprehensive Plan Community Character element, which is being carried forward to the updated Comprehensive Plan with no substantive amendments."*** HISTORIC PRESERVATION INCLUDES PRESERVATION OF KIRKLAND'S UNIQUE CHARACTER AND UNIQUE RESIDENTIAL NEIGHBORHOODS. ADOPTION OF ELEMENTS OF ALTERNATIVES 2 OR 3 WILL GROSSLY VIOLATE THE "PRESERVATION" GOAL. [my comment in CAPS]

We have been long-time active participants in Kirkland's evolution. We recognized the need for a dense core with more services close at hand. We accepted and supported the redevelopment of Totem Lake and Park Place. We participated in the development of the Everest Neighborhood Comprehensive Plan. We participated in the Vison 2035 process. Yet, before the ink was even dry on Vision 2035, we are going to toss that plan aside for a bus stop on I-405?? ***Make no mistake – this is only a bus stop***. 7-2

We appear to be approaching a point where public transportation, which should be serving communities and residents is now demanding that we serve its needs by providing more riders. Does this make any sense??

What, indeed is the motivation for Alternatives 2 and 3? Even with Alternative 1, no changes in the existing plan, Kirkland will meet or exceed its GMA-mandated job-and-residence growth goals. There is simply no justification for putting the elements of Alternatives 2 & 3 in our Neighborhoods or City.

Looking at the Everest Neighborhood specifically, both Alternatives 2 & 3 propose placing tall buildings into Light Industrial areas. Especially in the Everest Neighborhood, north and west of Everest Park, allowed building height would be increased from the current 35 feet to 45 or to 65 feet at the north end of the Neighborhood.

How does one transition from a 6 or 7 story building to residences next door or across the street? All Comprehensive Plans require that other land uses transition into residential areas. Suggested methods are building size step-downs, buffering, etc. How does this occur on such small pieces of property so close to residences? 7-3

All of us know and understand that redevelopment occurs, but not on this scale, and not in our Residential Neighborhoods. Even Google, with all its money, built offices in Everest on a human scale.

Surely Kirkland can do better than these proposals – we must, for many elements of Alternatives 2 & 3 are unacceptable.

David Aubry

Letter 8

From: JoAnne Baldwin [redacted]
Sent: Friday, February 19, 2021 9:54 AM
To: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
Subject: Feedback on the SAP DEIS from Kirkland Resident, JoAnne Baldwin
Attachments: image006.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning - I'd welcome the chance to talk with you about the following, as I'm very concerned about the current SAP DEIS plan.

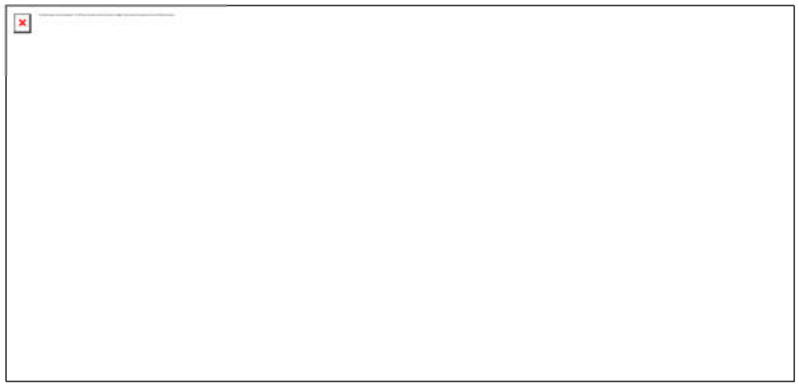
Both alternatives 2 and 3 call for rezoning PLA 5A, B, C, & D, highlighted below, changing the largely multi-family residential area of the Moss Bay neighborhood to mixed use, and substantially increasing the allowable heights of the buildings, currently 30 to 40 feet, to 65 or 85 feet. I'm strongly opposed to this, any other benefits of the SAP are overshadowed by this. 8-1

Exhibit 1-5. Growth Concept for Action Alternatives

Source: Arthun, 2020

When Urban went in, with substantially increased height rezoning, I knew that this would eventually be proposed for our residential multi-family area of the Moss Bay neighborhood, which happens to be across 6th St from Urban. Again, I am strongly opposed to changes in heights allowed in PLA 5A, B, C, & D. We would end up living in dark canyons surrounded by 85' tall buildings. My condo specifically has a deck that looks out across the lake and my space has ample lighting, which would be significantly affected if office buildings or multi-use were to go up next to us.

The office park, below highlighted with orange, next to my condominium complex, highlighted with blue, was grandfathered into our residential area but was zoned residential. The office park owners wanted spot rezoning to allow them to upgrade their office buildings, which the nearby residents were not in favor of. Instead of going to court over this, we met with the city and the owners of the office park and we came up with a compromise that spot zoned their lot so they could do that. If the city changes the zoning in our area, I'll feel that the compromise we negotiated in good faith, and avoided litigation, was taken advantage of.



8-2

For office buildings in our zones, primarily on 6th St across from Urban, such as the Tableau\FileNet building at 720 4th Ave, their current zoning\height, setback, parking, etc. requirements make for a good transition from downtown Kirkland & Urban to our multi-family residential neighborhood. **The residents in our area of the Moss Bay neighborhood don't want tall buildings pushing into our neighborhood, preventing us from seeing the sky and enjoying the greenery and open space that we really appreciate about Kirkland.**

8-3

Please don't negatively affect our neighborhood by changing the zoning and allowing 65' or 85' tall buildings.

Thank you,

JoAnne Baldwin

Resident of Kirkland, [redacted]

Letter 9

From: Preetesh Banthia [redacted]
Sent: Sunday, February 14, 2021 8:03 PM
To: Allison Zike
Cc: City Council; Planning Commissioners; Heena Macwan
Subject: Rezoning Kirkland west of Everest

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison and team,

We are writing as residents of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion our neighborhood. Keeping long-standing policies and practices in mind, having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to those residential properties and our neighborhood. It is an intrusion into the neighborhood in a way that land use polices expressly say are not to occur.

9-1

I and my family moved from Bellevue to here because of the charm Everest neighborhood and Kirkland offers and hope that is not taken away with these projects going forward. We oppose Alternatives 2 and 3 and hope those are not considered further.

Thanks for listening to our voices,
Preetesh and Heena [redacted]

Letter 10

From: Christy Bear [redacted]
Sent: Monday, February 15, 2021 10:49 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I'm Christy Bear from Bellevue, 98005 emailing you as a frequent shopper and visitor of Kirkland. I'm requesting that all construction in the NE 85th St Station Area Plan area be required to be 100% electric and net zero energy, and that existing buildings in the area be included in an aggressive energy retrofit and electrification program. 10-1

It's time to take bold and necessary steps for protecting our climate!

~Christy

Letter 11

From: Bradford Beckmann [redacted]
Sent: Saturday, January 9, 2021 11:13 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison,

My name is Brad Beckmann and my family lives at [redacted] in Kirkland. I am extremely excited for the upcoming BRT station and the station was a significant reason why my wife and I moved from [redacted] in Redmond last year. Specifically we wanted to be closer to the upcoming station while still staying in the Rose Hill Elementary district.

I was looking forward to the workshop on Thursday night and had registered, but the news over the past few days distracted me and I completely forgot to attend. I did watch the video recap and looked over the presentation materials...thank you for posting them. I also filled out the survey.

I apologize for the long email, but I have a several comments and questions.

Comments:
- I am a strong advocate for the mid-block pedestrian streets going east-west. Even if the "Transit Oriented Hub" alternative is not selected, I really hope this happens. In particular, I hope we add a mid-block ped street between 122nd Ave and 120th Ave south of 85th St (the block that includes the Kirkland Cemetery). 11-1
- I noticed that the maps in the presentation did not include several existing pedestrian mid-block pathways such as the one that connects 125th Pl to Rose Hill Meadows park and the pathway that connects 124th Ave to 122nd Ave west of Rose Hill Meadows Park. Can you add these pathways to the next version of your presentation? 11-2
- Next time the plan is presented to the public, I think it would be good to remind folks how fast the BRT will transport people from 85th street to the downtown Bellevue transit station in rush hour. If I recall, the expectation is quite fast (approx. 5-7 minutes correct?). Also assuming the bus is in-sync with the light rail, how fast will folks be able to get to downtown Seattle? I assume it is something on the order of 20-25 minutes, correct? Those are amazing post-pandemic travel times and I think are important to stress to folks. They also emphasize that one should consider the amount of public infrastructure investment put forth by ST when voting for a development plan. 11-3

Questions:
- Why is there a higher density of mid-block pathways north of 85th St versus south of 85th St? Can you add additional mid-block pedestrian pathways between 126th Ave and 128th Ave so that one can walk directly to Rose Hill Elementary from Rose Hill Meadows Park without walking on 85th or 80th? Also why does the map not show the mid-block pathways south of 85th St connecting to the new pathway that is east and parallel to I-405? Meanwhile the mid-block pathways north of 85th have more connections to this pathway. I believe pedestrians will strongly prefer these mid-block pathways versus walking on 85th St and contending with the auto traffic/noise. 11-4
- What happens to the New Bethlehem Woman and Family Homeless Shelter on 120th Ave? As a member of Holy Family Parish and a donor to the project, I am really hoping that the BRT station enhances the women and kids at this shelter. I know it took a lot of effort to build the shelter. Will the development plans maintain this building? Will it be enhanced? 11-5
- Have you considered relocating the Kirkland Cemetery? 11-6

Thanks and please let me know if anything I mentioned is unclear.

Brad Beckmann

Letter 12

From: Brandon J. Bemis [redacted]
Sent: Monday, February 15, 2021 12:08 PM
To: Allison Zike; City Council; Planning Commissioners
Subject: comments /feedback on NE 85th St rezone proposals

Follow Up Flag: Follow up
Flag Status: Flagged

Please record this as my feedback.

Below are my concerns regarding the NE 85th St rezone proposals inside the ½ radius.

Kirkland's Comprehensive Land Use Plans have always prioritized fostering and protecting Kirkland's residential neighborhoods. This protection has required buffering between residential and other land uses.

I am writing as a resident of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion our neighborhood. Keeping long-standing policies and practices in mind, having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to those residential properties and our neighborhood. It is an intrusion into the neighborhood in a way that land use polices expressly say are not to occur.

I have serious concerns about the scale of the buildings that would be allowed in areas of the Everest Neighborhood under Alternatives 2 and 3 of the NE 85th St rezone proposals. Alternatives 2 and 3 would allow 45-85-foot-tall buildings in areas to the north and west of Everest Park, and at the intersection of Kirkland Way and NE 85th. It is neither reasonable nor acceptable to place either 45- or 85-foot-tall structures immediately adjacent to single-family residences or low-rise condominiums.

We believe the current height limit for the LI zone is 35 feet; there is no good reason to change that and negatively impact the Everest Neighborhood or any other neighborhood with 45- or 85-foot-tall structures immediately adjacent to residences, as called for by Alternatives 2 and 3. 12-1

Many residents including us, came to Kirkland precisely because of its charm, character, and sense of community. This character must be preserved or we cease to be Kirkland. Big buildings do not a City make – residents and community do. Having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to residents and to our community.

It is difficult to understand what the motivation for Alternatives 2 and 3 is. Kirkland is already in compliance with GMA goals for population growth and density. The curve for jobs growth is approaching where it should be for GMA compliance.

Have we considered what kind of City we want to be in the future? If we want to preserve Kirkland's intimate and neighborly character, as called for in the Draft Supplemental Environmental Impact Statement, how does building tall buildings outside core urban areas such as Downtown and Totem Lake advance that agenda? Do we want to be another Redmond or Bellevue? If we did, then most of us would not have chosen Kirkland as a place to live. Do we have enough schools to accomdate 30k new residents? 12-2

What exactly would we accomplish with Alternatives 2 or 3? We are already on track to meet or exceed our Growth Management Act goals under current zoning. Larger structures might make sense east of 405, along NE8th – they make no sense in the Everest Neighborhood.

The Comprehensive Plan states that streets are important Open Spaces for residents. Are not yards and gardens also important Open Spaces for residents? Such Open Spaces are important for more than just the people who live on those lots. What will happen to the sense of space if tall buildings create forbidding canyons in our Neighborhoods? 12-3

People make communities, not buildings. The current fashion for high-rise single-occupant condos and apartments may be a transient fad. Do we want our residents fleeing to other areas to live and gain space, just as many of us fled places like Seattle and Bellevue? Kirkland does not have to be all things to all people – people who want to live in places like Seattle and Bellevue can do so. Do not recreate such places here in Kirkland. 12-4

Kirkland has provided space for many single-occupant condos and apartments. Do we need more, or is the demand what it appears to be – for single-family detached homes.

Lastly, I highly encourage City Counsel to rethink their comments that they stated they have more households / residential homes vs. businesses in Kirkland and they want more business growth. Given the pandemic the trend is flipping in opposite direction now and people are working out of their houses. This means Kirkland now has more businesses then pre-covid and simple solution is to register their homes as businesses. 12-5

thanks Brandon, Kirkland resident since 1998

From: Brandon J. Bemis [redacted]
Sent: Tuesday, January 5, 2021 4:32 PM
To: Allison Zike
Subject: Re: Fw: NE 85th St Station Area Plan: Upcoming Engagement Opportunities [December 2020]
Attachments: edits on allowed building height - alternative 3.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Thanks Allison, for your email response. **Yes this email confirms i would like my comments included on this email to be part of the DSEIS record.**

In addition, I reviewed option 3 height limits and I have some serious concerns with the two parcels in "yellow" stating 45feet max height, which is located north of 3rd lane south on (west) side of 8th street south, and the warehouse where Basecamp, chainline and Laser building occupies on (east)side of 8th street south. (see my edits with PDF file)

As stated below i am okay with gently blending into single faimily, but to jump from an open green space, to 25 feet single family then to 45 feet and back to 25 feet, is a drastic jump and is choppy. The zoning should gently blend off 85th street and 6th street into Everest neighborhood, but not have up-zonning of 45feet in the middle of the neighborhood. The neighborhood just built a covered train pad part of the Kirkland rotary club off the trail for residents to enjoy next to the parcel. If allowed, concerns of blocking sunlight, ingress/egress concerns, additional storm water run off from buildings, and limited street parking off 8th street south. We would rather see 2-3 story townhomes max 25-30feet like built on the other side of google off 7th Ave South, and not a megan 45 feet multi-family. This doesnt blend into single family very well.

I appreciate listening to my concerns and please records these as my comments.

Brandon

On Tue, Jan 5, 2021 at 2:06 PM Allison Zike <AZike@kirklandwa.gov> wrote:

Brandon

Thank you for your comments. We have just published the Draft Supplemental Environmental Impact Statement (DSEIS), which includes analysis of the three alternatives being studied for the Station Area. This information provides many details about the alternatives and may also answer some of your questions below. The DSEIS can help community members learn more about the alternatives, as we seek input to help us start make choices about what options the community supports for the Station Area.

The DSEIS is available now available on the project website: www.kirklandwa.gov/stationareaplan. We appreciate your time providing us with feedback; and want to make sure you aware of the below upcoming events where we hope to learn more from the community.

The Station Area Plan Draft Supplemental Environmental Impact Statement (DSEIS) is now available and the formal public comment period ends February 5, 2021. If you would like your previous comments to be received as part of the formal DSEIS comment period, please respond to this email and confirm to be part of the DSEIS record. Comments received during the comment period require a response in the Final Supplemental Environmental Impact Statement, which will be adopted with the final Station Area Plan.

A virtual Community Workshop is still scheduled for January 7, 2021. A link to register for the open house is now available on the project webpage at www.kirklandwa.gov/stationareaplan. Advance registration for the workshop is required.

I believe I also have a voicemail from you. If you remain interested in speaking via phone, please let me know and we can schedule a time to chat. Thank you.

Allison Zike, AICP | Senior Planner

City of Kirkland | Planning & Building Department

azike@kirklandwa.gov | 425.587.3259

From: Brandon J. Bemis [redacted]
Sent: Tuesday, December 29, 2020 10:24 AM
To: Allison Zike <AZike@kirklandwa.gov>
Cc: brandon.bemis [redacted]
Subject: Re: Fw: NE 85th St Station Area Plan: Upcoming Engagement Opportunities [December 2020]

12/29/2020

Allison, I have some additional comments/questions.

Generally I am okay with some increased density as long as it includes parking, is close to 85th transit station, and gently blends into single family with lower heights, and includes amenities for the neighborhood as part of the trade off from developer to the existing residents.

Can you clarify what "incremental infill" means and what can be built in those areas?

I have attached two slides with “mark ups” what my proposal to add additional classifications regarding the parcels between 6th street south and 8th street south in front of Everest Park. I would propose to carve out the 16 homes I have outlined in the slides as a “residential neighborhood” vs. “incremental infill” areas to be

consistent with rest of the planning areas. The city recently approved and finalized building permits for these new residential homes between 2015-2019 for 9 homes on 3rd lane south and 4th lane south an additional 1990s and 2000s homes in between. These homes are basically min-neighborhoods and should not be lumped into “incremental infill”. This creates confusion and lack of identity and the 16 residents do not want to be lost in the transition. I inserted blue boxes for the residential homes and the 3 commercial parcels for Nytec, Lakeview Montessor School and vacant spec office land for sale. We have fencing up that seperates the residential homes and the commerical off 6th street. This has really created a nice residential look and feel. We support the current low rise office use off 6th street south as it blends gently into single family located off 8th street south, **however we feel its very important to put guard rails around our mini-neighborhood located 8th street south/3rd & 4th lane parcels.**

I read on the preliminary alternative matrix for **moss bay/norkirk/everest/highlands** #1 no change, #2, some smaller scale residential/office/industrial. Both of these options seem acceptable as this is pretty much how 6th street current use is with lake washington montessori school, Nytec inventor lab both occupy small low rise 1 story office/industrial.

However #3 concerns me as it allows mid-rise office, residential, mixed use (up to 6 stories). This would really change the look and feel of the neighborhood and go against gently blending into single family with lower heights.

I appreciate you addressing my questions/concerns and taking a hard look at carving out 3rd and 4th lane sub-neighborhoods off 8th street south and classifying them as “residential neighborhood”.

Thanks Brandon

On Mon, Dec 28, 2020 at 4:53 PM Brandon J. Bemis [redacted] wrote:

> Questions on the NE 85th Street Station Area Plan (pre Jan 7th meeting)
>
> Hi there Allison, I left you a VM today as well, as David Aubry from Everest Neighborhood forwarded your email over as I am trying to educate myself on proposed changes to the neighborhood.
>
> Overall I see "the 4 corners growth plan" a positive plan into the future adding more value to the city of Kirkland, especially with Google recently purchasing of the Lee Johnson site, as it will drive more density, employment, and connect Kirkland to Bellevue/Redmond light rail with new 85th street station, however i have some questions/concerns i wanted to get some answers to prior to the Jan 7th meeting. I am happy to see tech growth here in Kirkland, and if this is done nicely, it really could be very cool and with a high-tech Palo Alto feeling.

After reading over the links i have some follow up questions:

1.) Under three goals, (a.) development near transit, b.) connected Kirkland and c.) inclusive district).

Can you expand on what inclusive district means?

Also, what type of development near transit do you foresee into the future? Is this more commercial like data centers to support google or more housing, multi-family, office, retail etc...

Is there a plan for affordable/low income housing?

What is the timeline for all of this phase 1 and phase 2 etc.. ?

2.) Map says Everest Industrial / high Tech. I assume high-tech has to do with Everest being surrounded by Google now with recent purchase of Lee Johnson. **Where are the 5G sites proposed?**

Should the residents be concerned about 5G exposure?

3.) Everest Park - Why does the new proposed re-zonning line go through the middle of Everest park?

Are there future plans to remove the North side of the park with new zoning? (see link to map)

https://berk.maps.arcgis.com/apps/MapSeries/index.html?appid=1bac9d1724e54a79ac50e67a0171f2ec

4.) What does zoned parking mean?

Is this like Seattle where you have to have a zone permit on your car to park on streets? What if friends come over, do they need a permit to park or they will get a ticket?

5.) Phase 2 – when? The maps show new future shuttle routes, new biking routes, and a priority pedestrian Route (yellow area) goes down 8th street in front of Everest Park.

How would this change from current setup with sidewalks and biking lanes?

If private private property do we need to be concerned with eminent domain?

Is the vision of biking and walking mostly for Google employees to navigate between campuses? A while back i heard an idea of Gondola ride connecting Google campuses on 85th street. Is this concept still getting tossed around?

If not, should current residents be concerned about the possibility of increased crime due to more visibility of luxury homes through some of the existing residential neighborhood and pockets/streets coming down from the sound transit 85th transit hub?

Is the city planning on adding security cameras on these new walking & biking paths?

6.) Proposed zoning changes & recent homes built in the Everest neighborhood

There are a lot of luxury homes recently built in Everest neighborhood that seems to have been included in the new proposed zoning.

I am concerned this up-zoning of 10-stories as i believe that adds value to the land, however concerned it will change the look and feel of the neighborhood if not done properly. My vision as this well done, high-tech "inclusive district" could turn out to be really cool and increase all property values tremendously if planned correctly.

7.) What is the permanent plan for the truck eating bridge ? I saw the recent added signs however the very next week saw a truck hit the bridge.

8.) Lastly, If you live on a private lane (not city street) and near the boarder, do we have ability to be excluded from these proposed zoning changes and move the line further to the north closer to undeveloped land, closer to 85th Street?

Thanks Brandon [redacted]

This does not blend into the single family homes going up Kirkland Ave and will block sun light. This should be limit to 30ft to 35ft max.

This does not blend into single family. It will darken & block light to the surrounding single family homes located on 3rd lane south and 4th lane south. Also concerned about storm water run off. **Should be adjusted to 30ft to 35ft height max**

Letter 13

From: Jeremy McMahan
Sent: Monday, February 8, 2021 10:58 AM
To: Allison Zike
Subject: FW: 85th Street Station Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jason Bendickson [redacted]
Sent: Monday, February 8, 2021 10:12 AM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: 85th Street Station Plan

Honorable Kirkland Council and Planning Commission Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

My name is Jason Bendickson and I work at Salt House Church in Kirkland, WA.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. Therefore we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.

- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St. 13-1

I look forward to hearing from you. Thank you for your consideration

Jason Bendickson (he/him)
[redacted]

Letter 14

From: Mari Bercaw [redacted]
Sent: Monday, February 1, 2021 8:43 AM
To: Allison Zike
Subject: Station area plan

Follow Up Flag: Follow up
Flag Status: Completed

Hello Allison,
I previously voted for 20 stories in Rose Hill. I would also like to encourage the city to allow more growth spread out. 14-1
For example, allowing triplex or fourplex to be built within a 2 or 3 miles radius of the new station. To allow this the height limit may be raised to allow a third story-- some single family homes are already 3 stories. 14-2

I also want it noted, I absolutely do not approve of spending half a billion dollars (the most money of all the new stops) on one of the lowest predicted ridership bus stops. Just the interest on that amount of money you could propably give people, who normally commute by bus and who would use this bus stop, Uber vouchers, which would be good door to door--for decades! 14-3

Wishing you health and happiness,
Mari Bercaw

From: Mari Bercaw [redacted]
Sent: Tuesday, January 26, 2021 8:21 PM
To: Allison Zike
Subject: station area plan

Follow Up Flag: Follow up
Flag Status: Completed

Hello Allison,

I think Alternative 2 proposes buildings up to 10 stories on the east side of 405 is be the best of the 3 options. 14-1

Thanks for all your work!
Wishing you health and happiness,
Mari Bercaw

Letter 15

From: Christy Bibler [redacted]
Sent: Friday, February 19, 2021 4:27 PM
To: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
Cc: Brian Granowitz; [redacted]
Subject: Feedback on the SAP DEIS from Su Wei Lee, Kirkland minority woman

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I'm writing to express my support for the feedback emailed by both Mr. Brian Granowitz and Mr. Seth Bibler. We live in the same complex & neighborhood. Given that I share the same views as they do, I won't reiterate them here.

Instead, I'll share my experience from the perspective of a minority woman.

I'm an American resident woman of Southeast Asian heritage -- and I wholeheartedly think that Kirkland (especially Moss Bay) is one of the finest neighborhoods in the world.

I say this not lightly as I've lived in many modern cities that are highly diverse and have dense populations. This includes Kuala Lumpur, Singapore, Sydney, San Francisco, and Hong Kong.

As a minority woman, Kirkland is one of the rare places in the world that makes me feel safe enough to walk outdoors at night. Any other woman I've spoken to has said the same, which is why we have chosen to live in Kirkland instead of comparable cities like Bellevue or Redmond. This includes women strangers (East and South Asian) that I've met while waiting for buses in Bellevue, Redmond and Seattle. We'd huddle together for safety since it's at night, and we'd talk about loving how it's safe to walk home alone when the bus drops us off in Kirkland. 15-1

Please **do not take this away from us** by introducing rapid development!

Kirkland may be predominantly Caucasian/white, but has made me feel more welcomed and at home than any of the other Asian-dominant cities. I have made friends of all ages just being patrons of local stores -- the charm and character of Kirkland enables this feeling of "togetherness".

During the BLM protests last year, neighborhoods like Bellevue were subjected to looters and vandalism. We did not get that in Kirkland. This is the identity and charm of Kirkland. The community looks out for one another. The community is close-knit. Any resident I've ever bumped into at another city always speaks of being a Kirkland resident with a pride akin to belonging to a special club.

That said, I do support development in Kirkland. I just do not support the "Action Plans" that the SAP DEIS study has produced. Additionally, we found it worrisome when the consultants (Mithun) who presented the study also seem to be architects that may stand to benefit more from rapid development over the residents who actually live here. 15-2

What makes the Moss Bay-Rose Hill part of Kirkland special is that it is not congested like other similar neighborhoods, yet it has all the wonderful amenities, infrastructure, beautiful marina, urban forests, outstanding air and water quality, gorgeous sunsets (thanks to not having high-rise buildings blocking the view), and the community's beloved Costco.

It's a beautiful part of town that is flanked by many mature trees that provide a self-sustaining ecosystem to wildlife. Any new man-made garden installments (brought up during council meeting) put in will not be able to replace such precious ecosystems that have taken decades to establish. The Urban Forestry Strategic Management Plan 2013 (Resolution R-4986) supports that our urban forests are a community resource. Moss Bay only recorded a 22% tree canopy cover in 2018. We must do our part to protect this already dwindling community resource. 15-3

One of the most impressive features of Kirkland is that it does not have high-rise towering buildings. I have lived in cities that shift from low to high density developments.

I have witnessed & experienced, first-hand, several of these once-unique neighborhoods losing their charm -- becoming just another done-before congested city with no character.

It usually happens this way:-

- The intent is to add more residential units (with taller condos/mixed developments) to make housing more affordable. But what happens is pricing always quickly rises beyond affordable, as deep-pocketed entities will just purchase more of them anyway.
- Then the influx of new people move in -- and just like a company that hires too much too fast, the "culture" and identity is instantly lost.
- Air quality decreases due to the density of just having more people and cars (no matter what the carbon footprint calculation says).
- Traffic becomes a nightmare. Crime goes up inevitably -- and at night, the streets are no longer safe for someone like me.

To preserve Kirkland's identity, I believe we should not be hasty in adding rapid development + high-rise/high-density buildings. Growth is great for Kirkland, but not at the pace proposed by the action plans. I fear we'd lose our uniqueness and end up becoming just a copycat of Bellevue/Redmond. 15-4

Kirkland is unique. Kirkland is safe. Kirkland is home.

Please do not destroy our home.

Sincerely,

Christy S.W. Lee
* I live and work in Kirkland

Letter 16

From: Seth Bibler [redacted]
Sent: Friday, February 19, 2021 4:12 PM
To: Brian Granowitz; Rodney Rutherford
Cc: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen; [redacted]
Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

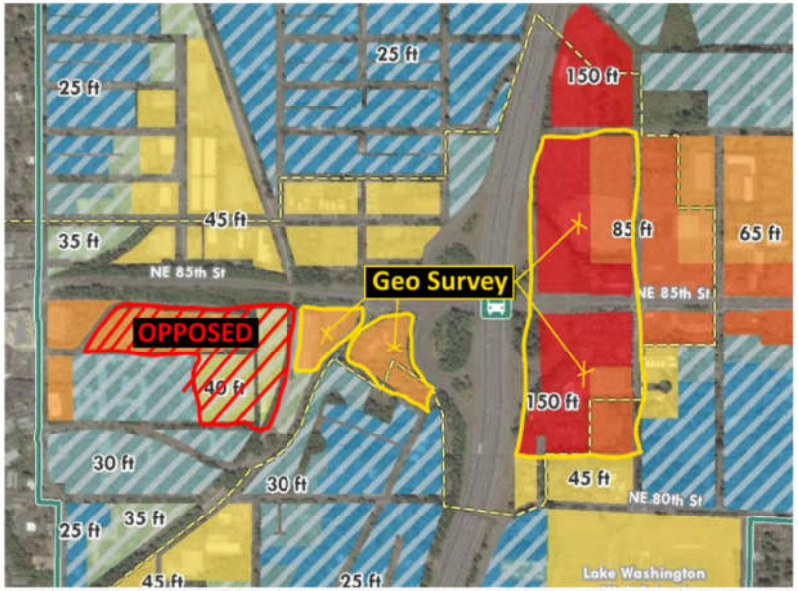
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Madams and Sirs,

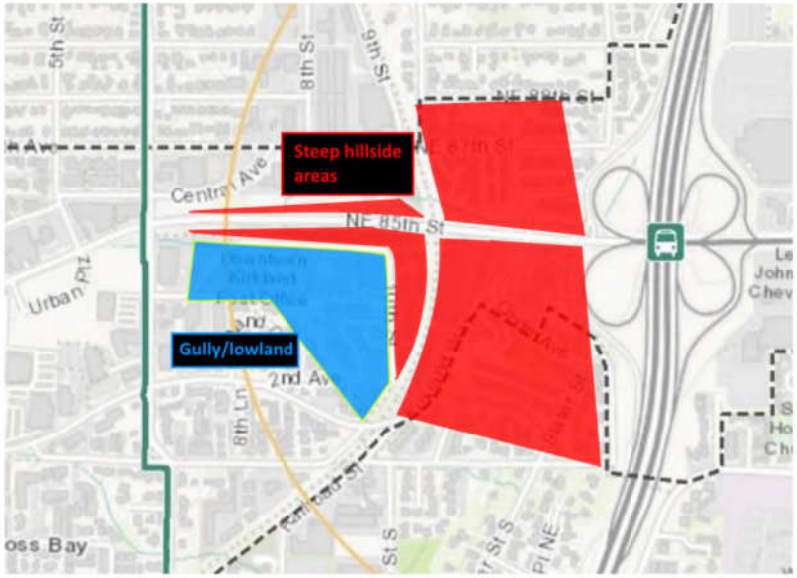
I'm a neighbor of Brian and am also writing as a resident and property owner with my wife (added to CC) in the proposed zone changes in Moss Bay, PLA 5D. I live and work in Kirkland. To me, many the proposed changes for Moss Bay and the towers on Rose Hill do not make sense and I am opposed to. Details on both opposing and supporting elements below.

Moss Bay – Proposed Zone Changes

Regarding Moss Bay: The primary problems in Moss Bay can be summed up as: the road is already insufficient for current use by residents, businesses, and the post office; compounded by steep hillsides that come from being in a deep gully between 85th St to the north and the hill leading up to the freeway to the east.
The following diagram summarizes my feedback on the proposed changes, with a list detailing them below (Geo survey is detailed in the Rose Hill section).



Another important bit of context is the lowlands in which our homes live and the steep hillsides they are surrounded by, as illustrated in the following.



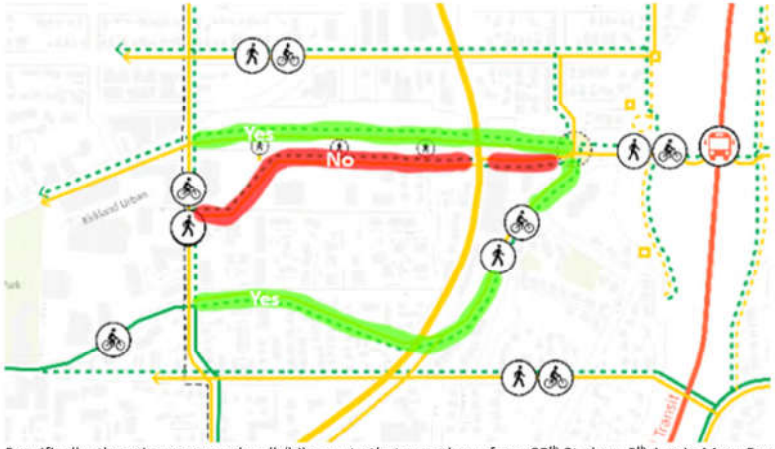
My opposition to these changes is detailed as follows:

1. It is hard to tell which version of mixed used zoning is being proposed for PLA 5C and PLA 5D, so I will talk about both: Putting mixed use/retail along 5th Ave is a strange idea. Has anyone on the consulting firm or any of the city planners been down here to have a look? Its right up against a hillside (85th). It is out of the way and no retailers would want storefront property down here. Mixed use/offices would also be undesirable down in this gully. Problems are described following this. 16-1
2. The hillside also would block any sort of views from the tower windows, especially back by the 5th Ave + 10th St. corner. Adding towers down here would block off a lot of open sky since we are boxed in on 2 sides (85th and the hillside just east of 10th St). 16-2
3. The road comprised of 5th Ave, 10th St., and 2nd Ave service all of PLA 5C, PLA 5D, PLA 5A, and PLA 5E. It loops through our neighborhood with only 2 outlets. The roads are narrow and street parking is insufficient; it is already overloaded. We frequently must drive down the middle of the road to clear parked cars and stop/wait for opposing traffic. The congestion is especially challenging with Post Office. The loop entrance near 6th is busy during the day, and sometimes gets backed up and blocked. Infrequently all the way to the entrance/light at 6th. The following diagram illustrates this problem. 16-3

4. All the properties along that loop described by (3) would be negatively affected by the additional traffic and reduced skyline from towers added in along 5th Ave. Most of those properties are high density residential: many homes would be negatively impacted. 16-4
5. We have many old-growth trees on our property and in the other properties in the proposed zone changes that would be threatened by development. Regardless of how many promises they make; developers always rip mo or all the old trees out. 16-5
6. We have a local ecosystem including a small stream between PLA 5A, PLA 5C, and PLA 5D with birds, rodents, and other forest creatures that would be threatened by further development. 16-6
7. Our property, Kirkland Parkplace (PLA 5D), is directly in the proposed zone change area. We have 24 units, and several of them are owned by elderly on fixed incomes that would suffer hardship if they found themselves being forced to sell to developers. 16-7

Moss Bay – Proposed Walk/Bike Infrastructure

As a 2x IRONMAN triathlete, cyclist (I regularly do multi-century rides like STP and RSVP), and occasional bike commuter, I know how important great bike infrastructure is! Especially for the safety of cyclists. And how getting more people on bikes helps the community in terms of healthier lifestyles and. In general, I support it. However not down in Moss Bay's PLA 5C and PLA 5D. The proposed improvements along 85th and Kirkland Way are more appropriate and sufficient. I have illustrated which sections I am talking about in the following diagram. 16-8



Specifically, there is a proposed walk/bike route that runs down from 85th St along 5th Ave in Moss Bay. The south side of 85th St. is not like the north. The hillside is very steep on this side. The property along such a path is already heavily developed and there is no room for the kinds of supporting walkways, ramps, spirals, or other structures needed to properly support bike traffic. By contrast, the northern side of 85th St has been developed to have a more gradual slope. And even so that side is also is very steep. 16-8 cont.

In addition, a path along PLA 5C and 5D (5th Ave and uphill/east of there) would increase crime, since it is down in a gully, criminals often like to pass through here. Especially since there is no street lighting on 5th Ave past the Post Office. It is very dark at night. My car has been broken into on the street, and one of my neighbors has had a van broken into and another stolen. We have been looking to the bike and walk path improvements that go *around* our neighborhood in Moss Bay to help keep that kind of traffic out. 16-9

Rose Hill – Large Buildings

On the Rose Hill side the large buildings next to the freeway pose the following concerns.

1. Has a geological survey been done to ensure that the hillside can support such large structures? If not then I request that one be made before zoning changes. As a resident that owns a primary residence directly below this site, at the bottom of the steep hill, I am concerned. The last thing anyone wants is a landslide triggered by overdevelopment uphill, resulting in high amounts of property damage, injuries, and loss of life. 16-10
2. The taller buildings in such proximity to the freeway could reflect sunset light and freeway noise downhill and west of the freeway. 16-11
3. They would increase the amount of rush hour traffic at the 85th St exit. Not everyone will take mass transit, or bike commute, no matter how nice or close the new bus mall is, or how disincentivized by not improving privat vehicle infrastructure. 16-12
4. Post COVID many office workers will work from home most of the time. Our need for such big structures will decrease. I base this on evidence that I have seen from my employer, and others in the area, and many articles on the topic. They say that – even with vaccines – COVID will not be going away any time soon, and we will be adjusting for years. 16-13

Rose Hill – In General

The other proposed changes for Rose Hill make sense to me. I like the idea of increasing use of that land via mixed-use/retail and mixed-use/office. It would give the opportunity the city is looking for to increase affordable housing and create urban lifestyle centers that promote healthier living. That said I have the following concerns about the increase in population:

- Roads: The number of private vehicles will increase. We need to plan for and implement changes that are appropriate so "rush hours" do not become worse than they already are. 16-14
- Schools: Do not overload the school system with these buildings (or anywhere else). Plan for the increase in demand and add new school(s)/capacity appropriately. 16-15
- Eco-footprint: Increasing density will increase pollution per unit of land. In the proposal everyone likes to use "per capita", but "per unit of land" (acre, sq mile, etc.) makes *more* sense. The load of all these new concentrations of people will also increase the amount of pollution being generated: air, land, water. And can have lasting negative impacts on the greener low-density zones nearby. 16-16
- Infrastructure: Is the city sure (or have plans to) have capacity in terms of basic utilities… power, water, sewer, etc. as well as police, fire, and so on. This looks like a much bigger change than Kirkland Urban and other projects around the downtown area, which are already putting pressure on these basics, presumably. 16-17
- Costco and existing retailers: I would hate to see Costco relocated. It is very convenient to have nearby and benefits our local business as well. People stopping in at Costco also visit other businesses nearby. 16-18

In Closing

Everything looks nice and flat when viewing it on a map on your computer's screen. But having lived down here for a length of time I know how very steep the hillsides are. And over time with a good feel for the existing neighborhood and the established ecosystem we have, many of the proposed changes do not make sense. I am strongly opposed to most of the suggested changes for Moss Bay. In addition, I am conditionally opposed to the proposed changes in Rose Hill, primarily the tall buildings along the freeway, but also the increased load on our environment and infrastructure, as previously outlined.

What improvements should the city do?

If the city would like to improve our neighborhood (highest priority first):

1. Add streetlights to 5th Ave in PLA 5C and 5D to help prevent crime and increase safety. At night it is pitch black. I am strongly in favor of this. All the other roads have lights. Even the walking path between PLA 5A, 5C, and 5D has lights. Yet somehow this stretch does not. 16-19
2. Extend the sidewalk to cover all of 5th Ave in the same area, as there is no safe place to walk along it now. However, in doing so do not take street space or remove parking in the process. I am moderately in favor of this. 16-20
3. Install a height warning system on Kirkland Way for both approaches to the truck eating bridge. Signs will not be enough. Drivers need a warning system that detects the height of their truck. I would imagine it pays for itself quickly when considering how often emergency services must respond to incidents. 16-21

I greatly appreciate your time and attention to my input. The feedback deadline extension has allowed me to better collect and communicate my concerns.

Thank you,
Seth Bibler

- Resident owner in Kirkland
- Works in Kirkland

[redacted]

The following is a duplicate of Letter 44

From: Brian Granowitz [redacted]
Sent: Monday, February 15, 2021 1:05 PM
To: Rodney Rutherford <rrutherford@kirklandwa.gov>

Cc: azike@kirklandwa.gov; jmcmahan@kirklandwa.gov; PlanningCommissioners@kirklandwa.gov; CityCouncil@kirklandwa.gov; psweet@kirklandwa.gov; abolen@kirklandwa.gov
Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Hello Mr. Rutherford,

I'm CC'ing other city people so they know about this email conversation.

I appreciate your reply. "Specific practical impacts" are not always how many intersections will fail or similar measurements. Often, people move to communities because they like the look, scale, and feel of a neighborhood. Dramatically changing a neighborhood, not in a way residents want, is at least as important as the specific practical impacts.

That said, off the top of my head, the changes proposed in alternatives 2 and 3 would:

- Dramatically changing the look, scale, and feel of our multi-family residential area of the Moss Bay neighborhood.
- Create canyons of darkness where we live and work.
- Make it difficult to see the sky, except through slivers between 85' tall building.
- Overwhelm our already overloaded roads, pre and post pandemic.
- Overwhelming our already limited parking, pre and post pandemic.
- The sidewalks around what is now Urban, used to be a nicer places to walk. Now the building are on top of the sidewalks (I think it's called zero lot), there is almost no vegetation between the building and the sidewalk for us to appreciate, for birds and other animals to eat and live in. I can only imagine what is being contemplated for buildings in our neighborhood where the proposed new height is 65 or 85'.
- I'm sure there are others, but I'm not in construction or planning and more issues are not coming to me right now.

I thought that redoing the Kirkland Park Place Center (KPPC), now Urban, was a good idea, KPPC was looking a little run down. But the height and size of the Urban buildings is out of scale with Kirkland, negatively impacts the feel of downtown Kirkland, and Urban is only about half done. I think the City of Kirkland more often sides with the desires of developers, who often don't live in the city and just want to maximize their profit, and doesn't as much look out for the what type of Kirkland current residents want.

We can't evaluate how Urban will really impacting traffic, as Urban isn't done yet, we're in the middle of a pandemic, and most people are working from home. But once it's finished and the pandemic is over, trying to get in and out of our neighborhood, with the traffic Urban is going to add, will be even more problematic, and traffic was already bad. Many more intersection that lead in and out of our neighborhood will fail.

Adding bigger\taller building to our neighborhood will only make traffic worse. I'd like to think that the improved mass transit at 405 will help, but estimates from the City of Kirkland puts ridership at just 250 to 300 daily once BRT service begins in 2025

We can't evaluate how Urban will really impacting parking for the same reasons. But I used to work at the Google\Tableau\FileNet building at 720 4th Ave, and many of my coworkers didn't have parking at the building and were force to park in my neighborhood, overwhelming the streets and parking in the area. Residents of the area were often forced to park many blocks from our homes because of this.

My company moved to Urban and the same situation exists, many of my coworkers don't have parking at the building, mass transit to the building is inadequate, and again, estimates from the City of Kirkland puts ridership at just 250 to 300 daily once BRT service begins in 2025. Adding bigger\taller building to our neighborhood will make parking even worse.

My neighborhood is composed primarily of multi-family residential homes that are about 40' tall, by zoning requirements. By living in multi-family dwelling units, we're doing our part to reduce sprawl, be friendly to the environment, help with affordable housing stock in the city.

If the City of Kirkland wants to address low income and affordable housing, without drastically changing the look, scale, and feel of Kirkland, I recommend changing the zoning in other areas\neighborhoods that are primarily multi-million dollar single family homes on good size lots, to allow for multi-family residences with zoning similar to ours, and add requirements for low income and affordable housing. I feel that since our condos are modest in comparison, the city sees us as easy targets, without the same resources that people in neighborhoods with multi-million dollar single family homes have.

We like our area of the Moss Bay neighborhood as is. I, and I assume my neighbors, are willing to talk with you about how we can increase low income and affordable housing, more housing in general, in Kirkland.

Thanks,

Brian

From: Rodney Rutherford <rrutherford@kirklandwa.gov>
Sent: Sunday, February 14, 2021 2:45 PM
To: Brian Granowitz [redacted]
Subject: Re: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood
Importance: High

Mr. Granowitz, thank you for sharing your concerns about the DSEIS for the Station Area Plan. I'd like to dig a bit more deeply to ensure that I fully understand the specific impacts that you're concerned about. You've provided extensive detail about the proposed policy changes that concern you, but very little about the specific practical impacts that you anticipate these policies would create. The only specific negative impact I noted from your comments is that it would create "canyons of darkness," but please highlight anything else I may have missed. Are there any other negative impacts you would anticipate from the proposal that should be addressed?

Also, thank you for pointing out the ways in which documents should be made more accessible to people with color perception deficiencies.

Rodney Rutherford
Planning Commissioner

This message only conveys Rodney's personal opinion, insights, perspective, and interpretation. This message does not represent an official or authoritative position of the City of Kirkland or its Planning Commission. City staff are best qualified to answer technical questions on current or proposed policies. (Learn more about the Planning Commission.)

From: Brian Granowitz [redacted]
Sent: Sunday, February 14, 2021 2:12 PM
To: Allison Zike <AZike@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Bolen <ABolen@kirklandwa.gov>
Cc: Brian Granowit [redacted]
Subject: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Hello,

I'd welcome the chance to talk with you about the following.

I'm writing about the Station Area Plan (SAP) DEIS, https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/stationareaplan_draftseis_complete1-5-2021.pdf.

Both alternatives 2 and 3 call for rezoning PLA 5A, B, C, & D, highlighted below, changing the largely residential area of the Moss Bay neighborhood to mixed use, and substantially increasing the allowable heights of the buildings, currently 30 to 40 feet, to 65 or 85 feet. I'm strongly opposed to this, any other benefits of the SAP are overshadowed by this.

Exhibit 1-5. Growth Concept for Action Alternatives

Source: Mithun, 2020.

When Urban went in, with substantially increased height rezoning, I knew that this would eventually be proposed for our mostly residential Moss Bay neighborhood, which happens to be across 6th St from Urban. Again, I am strongly opposed to changes in heights allowed in PLA 5A, B, C, & D. We would end up living in a canyon surrounded by 85' tall buildings.

The office park, below highlighted with orange, next to my condominium complex, highlighted with blue, was grandfathered into our residential area but was zoned residential. The office park owners wanted spot rezoning to allow them to upgrade their office buildings, which the nearby residents were not in favor of. Instead of going to court over this, we met with the city and the owners of office park and we came up with a compromise that spot zoned their lot so they could do that. If the city changes the zoning in our area, I'll feel that the compromise we negotiated in good faith, and avoided litigation, was taken advantage of.

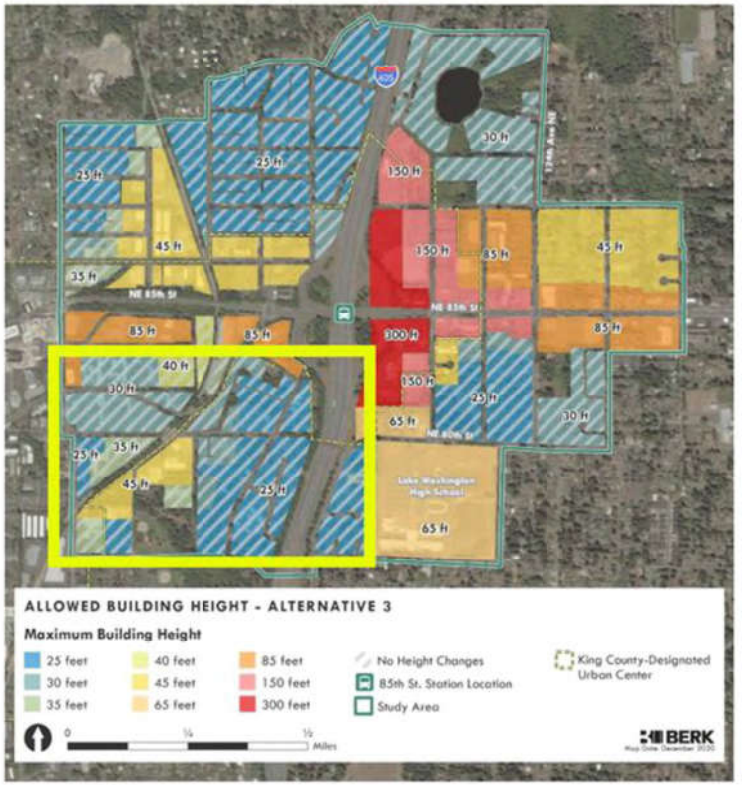
For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

Also, the DEIS describes the neighborhoods that will be affect as commercial areas such Rose Hill, this is misleading. Our neighborhood is a residential area in the Moss Bay neighborhood, again, zones PLA 5A, B, C, & D. It makes me question the research for the alternatives, who was consulted, such as the residents of my neighborhood. None of my neighbors knew about this effort until early February, and apparently this effort has been in the works since early 2020. And the survey that is available for this effort only asks questions about the effect to Rose Hill and Norkirk, our Moss Bay neighborhood isn't represented in the questions, the feedback\data will be inaccurate.

> **"Alternative 2**: This alternative would create a Station Area Plan and Form Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on ***existing commercial areas such as Rose Hill***. For the year 2044, the anticipated total . . . "

None of the other zones in the Moss Bay neighborhood, highlighted below in yellow, have proposed height changes, why just our area, how is this justified, and which residents in the area where talked with during the last year or more of planning? None of my neighbors knew about this until early February.

Exhibit 1-10. Alternative 3 Building Heights



Source: Mithun, 2020.

Please don't ruin our neighborhood by changing the zoning and allowing 65' or 85' tall building.

- I'd welcome the chance to talk with you about this.

By the way, the information in the plan, especially the charts\images in the https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan are impossible for a color blind person, such as myself, to read; I had help. It's not accessible to the 10% of men who are color blind.

Thank you,

Brian Granowitz
Kirkland, WA
* I live and work in Kirkland.

Letter 17

From: Jennifer Bosworth [redacted]
Sent: Monday, February 1, 2021 9:48 AM
To: Allison Zike
Subject: 85th Street Station Comments

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I am in full support of achieving all the goals in the 3 variations of the 85th Station plans. But the one thing I cannot stop thinking about, is a feeling of lost opportunity in all of the design options. While 85th St has had some improvements (lighting, sidewalks, plantings, turn lanes), it really still only has two great features. The first being that it is basically another highway to and from Redmond and all things east of Kirkland. But the second, is that the views from 85th St are the most dramatic in all of Kirkland (toward the west, until you get to the crest at 132nd where views can also be good to the east). Because of this, I feel like all of the plans just don't feel right, when we could be opening up the interchange area at 85th and creating more of a park like open space here - think the covered areas of 520 with views west near Lake Washington. Building height should be lowest near the freeway, with height increasing toward the east and the crest of 85th to maintain views from 85th east of the freeway. I would also like to see growth/density in the block to the north of 85th (east of 405). The topography dips more in this area, and so building height would have less visual impact. 85th will continue to serve as a connector between Redmond and Kirkland, and because it is such a busy street, it seems that it would better to treat it more like a freeway than a business hub. Push the hub to the north, so that it is easier for people to access businesses. 17-1 17-2 17-3

Those are my thoughts. I sincerely hope that the City of Kirkland takes a step back and re-evaluates the plans that have been presented. Especially with the shift in work culture that is likely to evolve post Covid. My worst fear is all this office and living space being developed along the east side of 405 near 85th, and then it sits empty, serving no purpose but to block the one thing 85th has going for it - big open views to the west.

Thanks for reading!

Sincerely,
Jennifer Bosworth
[redacted]

Letter 18

From: Margaret Bouniol Kaifer [redacted]
Sent: Sunday, February 14, 2021 3:19 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison-
I used to be a Kirkland planner for many many years. I just tried to take the online survey about the DEIS and found it very confusing. I ended up backing out of the survey because I wasn't sure my opinions were being accurately reflected in the survey answers. Guess I'm just used to reviewing environmental checklists instead! Maybe I've been away from the profession too long but I think I have a better grasp of planning issues than the general Kirkland public. So if I found the survey challenging, I'm guessing other lay people might also. I'm guessing a consultant prepared the survey? 18-1

That said, I'm pretty sure I support a combo of alternative 2 and 3 but mostly leaning to alternative 3. Growth should be concentrated into areas that are supported by *adequate* transit. I believe in the GMA. Transit on the Eastside is a term use loosely because there really isn't a lot to choose from - especially if you want to navigate the metro area by something other than a car. If I want to catch a bus I have to drive several miles to a park&ride. Most options ignore an older population who become less mobile as they age. 18-2

Thanks for listening.
-Margaret

Sent from my iPhone

Letter 19

From: Kelli Curtis
Sent: Friday, February 19, 2021 10:54 PM
To: Allison Zike
Subject: Fwd: Engaging Homelessness and Fair & Equitable Housing Practices/Plans in Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: Peder Brakke [redacted]
Date: February 19, 2021 at 10:47:29 PM PST
To: Penny Sweet <PSweet@kirklandwa.gov>, Jay Arnold <JArnold@kirklandwa.gov>, Neal Black <NBlack@kirklandwa.gov>, Kelli Curtis <KCurtis@kirklandwa.gov>, Amy Falcone <AFalcone@kirklandwa.gov>, Toby Nixon <TNixon@kirklandwa.gov>, Jon Pascal <JPascal@kirklandwa.gov>
Subject: Engaging Homelessness and Fair & Equitable Housing Practices/Plans in Kirkland

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council Member Neal Black
Council Member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

My name is Peder Brakke and I serve as the Area Director for Northlake Young Life (serving Redmond, Kirkland, and Duvall) and also a member of Salt House Church (11920 NE 80th St, Kirkland).

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As our church congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold the northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.

- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

As it is, speaking from my Young Life role, it is so very difficult to hire a full-time person to do needed work in the community because it's nearly impossible for them to find a place to live in the area, even with a sizable COLA. In many cases, we are lucky to have great connections to community members that have supported individuals by significantly lowering rent prices... but not every individual or family has that. The equity gap is real. We must do more as a city.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St. 19-1

I look forward to hearing from you. Thank you for your consideration

Peder
--
Peder Erik Brakke
[redacted]

Letter 20

From: Curtis B [redacted]
Sent: Monday, February 15, 2021 2:54 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

I am providing this feedback on the NE 85th Street Station Area Plan options, presented during the January 7th meeting, on behalf of the homeowners on 118th Ave NE: 8025, 8031, 8033, 8035, and 8037.

While we have provided feedback on many aspects of the previous plan version, such as transportation and use, this will focus only on the zoning lines and height proposals as they are the areas that are egregious and unacceptable.

Purpose:

1. Demand our properties be removed from all proposed rezoning options, especially those that group ours with Lee Johnson's, and request 118th homeowner protection guidance be reinstated. 20-1
2. State our strong opposition to the new building height limits proposed in Alternative 2 and 3 and how they have been presented to mislead residents giving feedback on these developer-requested options Alternative 2 should be restored to the 75' range that was discussed with the community previously. 20-2

Remove Our Properties from Rezoning Options and Reinstate Protections for Existing Homeowners

Remove our homes from any zoning change proposals:

The January 7th meeting was the first time that we have seen a proposal to rezone that included any properties on our street. None of the homeowners requested it nor were any of the homeowners contacted or consulted by anyone in the Planning Commission. There is no legitimate reason that it would need to be rezoned as part of this process.

The zoning line was drawn around Lee Johnson's latest property lines but also expressly included our homes. The is no legitimate reason to have done this. We can only be view this as a solicited gift to Lee Johnson dealership owners to increase their profit from the land sale to Google. We were shocked when we saw this and have been furious since. The action is a clear statement that the Planning Commission wants to give Lee Johnson and Google developers the green light to engage in whatever tactics they feel like, spending the coming years making our lives hell to force us from our homes.

This latest unethical action is continuing a pattern. In the first round of public planning meetings for 85th street zone, we learned that Lee Johnson was requesting that their entire property have its zoning height changed to 160' with an expectation of at least 75'. Two years prior they had purchased the home at 8026 from home builders who were going to build three family homes. Tod Johnson told us the plan was to use it as a green offset so one inside the current property could be repurposed to pavement. As we planned several possible joint projects to do as part of the effort, (like a fence

replacement), I contacted him repeatedly during the next (almost) 2 years asking about the status. He lied to us multiple times stating that he didn't know the status. He had been lying because he didn't want us to be aware that he was in talks with the city about moving the dealership and developing a large apartment/condo complex far above existing zoning limits. Then, in September of 2018, when the City Council asked the Planning Commission to pause until they can better consider all the areas around the bus stop, one of the Lee Johnson/LMJ Enterprises negotiators got up and complained to the commission that he was upset that the backroom deal that they had negotiated was going to be delayed and they had better hurry up and deliver on what had been agreed to when planning started again in the spring. This indicated that the feedback being solicited from the public was a formality as the selling of Kirkland zoning plans were being done behind closed doors. The new, previously rejected, Alternative height limits seem to indicate that this is still happening. This highlights a serious issue of (at best) unethical actions of Lee Johnson and at least one Planning Commission member.

We then stopped receiving any email notifications about Planning Commission meetings from the city, though I continued to receive email for City Council meetings. We also stopped receiving any mailers about the 85th street planning activity. No house on our street received any further attempt to make them aware of community feedback options being requested or make us aware of the Planning Commission meetings. I would not have even been aware of the January meeting if it wasn't for the email from the South Rose Hill Community email update. I do not know why I was dropped off planning mail lists or why the Commission chose to no longer send out physical mail or if they just chose to exclude our addresses. Regardless, it only adds to the outrage and to the ethical questions surrounding why these lines were drawn to include our homes and no effort was made to make us aware of it.

Over the 20 years we've lived here, the families put a massive amount of time, energy, and money into maintaining and improving our homes and surrounding property. All of them are better now than they were when they were new (airport-level sound abatements, material improvements inside and out, total landscaping changes, etc). Some of the homeowners have transformed every inch of their property over the course of 10+ years, mostly completed by their own hand. These are not just interchangeable wooden boxes, these are homes our families have grown up in, they are homes we have poured our lives into. The fact that zoning on these plans (Alternative 2 & 3) show an intent to subject us to potentially years of targeted harassment, and to give our lives away for the profit of a bald-faced lying, used car salesman is enraging and should be rejected by Planning Commission members who are working for all of Kirkland, not just an aggressively unethical and immoral business owner.

Request that any line for proposed zoning height increases excludes the property 8026 as that should be sold back to homebuilders:

The Planning Commission continues to talk about needing a more homes and Lee Johnson has done the opposite. They have bought and torn down at least 5 homes around us in the past 20 years. 8026, the most recent home that was purchased and demolished, was bought from a developer who was going to build a home for 3 families. Instead, it has just remained a bare, unmanaged lot with a garbage pile where neighbors have had to chase off drug sellers and buyers who started to use it as a drop spot. This is just one of the many things Lee Johnson owners have done, or rather couldn't be

bothered to do, that shows their lack of concern about the community and its members that don't pad their pocketbook.

Any rezoning line that is drawn should exclude not only our homes but also 8026. Any agreement made with Lee Johnson should require that 8026 be sold back to builders so it can provide the additional homes that the commission has stated that we need. 20-3

Reinstate guidance that protect homeowners on 118th Ave NE:

In the 2018 rezoning plans there was the recommendation that any rezoning height be set at 85th street and should reduce to follow the land rise as the zoning rules do now.

Language also included that statement that access from 118th street should remain for emergency access only to prevent the residential street from becoming a throughway and a parking lot for the potential condo/apartment building. This action was also intended protect homeowners on 116th and 80th to ensure traffic is using the 85th street 405 exit instead of the 70th street exit. 20-4

Given the valid concerns about developers building up to the edge of the property, creating a wall of apartments, clarifications were also made about increasing offsets, requiring visual barriers, like trees, and ensuring the height limits next to residences was kept at a minimum.

We request that these guidance aspects be reinstated in proposals and requirements.

Opposition to Alternative 2 & 3:

The Alternative height limits were created after having already been rejected by the public:

The first version of the requested options for the 85th Street Plan had the Alternative 2 height limit set at 75' and an Alternative 3 set at 160'.

The feedback provided by the public during the feedback sessions were that they did not want anything like 160' and that 75' (2 business story and 5 residential) was the maximum height they would want on the eastside of 405. They stated that the height should adjust with the land as they didn't want to "see a wall of buildings from 405" as it would be counter to the aspects that they loved about living in Kirkland and wanted to see continue. It was also stated by everyone on the calls that they did not want to see Kirkland become Bellevue. Those who wanted to live in an area like Seattle or Bellevue are free to move to those areas. 20-5

The community feedback was actively discarded as this new plan doubles the height of the two alternatives previously discussed. Kirkland residents stated unequivocally that they didn't want to see these huge buildings here and rejected that we should even consider 160' buildings, so we can only assume these numbers originated from developer demands. Developers who do not care about Kirkland or its residents, only about how much they can make per square foot. Especially telling is that neither alternative considers existing zoning that takes into account geographic aspects when looking at the height limits; they are simply proposing the maximum height over the entire property.

During the January 7th call we again saw that public feedback is being treated as a required but unimportant check box. The breakout sessions for residents to give feedback were the exact same

'vision' questions as had been asked in years prior, when the proposals for massive increases in building sizes were rejected. The amount of time given wasn't even enough for a small group to get halfway through the questions. Then, after the breakout, participants simply took to speaking up as no comment time was officially allotted. One resident spoke up about having a screenshot of a commission member's screen showing effectively that they were pushing for or had decided on larger buildings. That commission member literally shouted her down, leaving everyone on the call suspicious as to why that extreme action would be taken, why no other Planning Commission member stopped or reprimanded him, and why none offered to provide clarification on whatever it is that she saw. This happened to be the same Commission member who was in the breakout session I was in where I expressed how infuriated I was to see that they had include our property in the proposed rezoning heights with the Lee Johnson property and needed to understand why this happened. There he chose to be silent.

These many issues indicate that Alternative 2 and 3 were not designed in good faith, were designed for and likely by few developers, not for or by Kirkland. They need to be rejected.

Alternatives Designed Deceptively:

The Alternatives seem to have been specifically designed to be deceptive and present Alternative 2 as the only reasonable choice for growth.

This is the standard "Goldilocks" marketing strategy. The previous extreme option of ~150' was fully rejected by the community so instead of removing it as an option, it was moved to be the middle option. Alternative 2 was moved up to 300' and no other options are mentioned, leading people to assume that 'do nothing', 150', or 300' are the only options. 300' is especially absurd and counter to all the feedback Kirkland residents have provided, and the first option is designed to appear to do nothing to improve the area, so the middle 150' option must be the only real choice. The fact is of course that 150' and 300' are arbitrary values made up by those lobbying for massive increases in zoning. The 'choose the middle' option should have remained at the 75' where it was.

The naming of Alternative 1 is purposefully misleading. Instead of something like "Leverage Existing Zoned Growth" it is named "No Action", implying nothing will be done to improve the area. Whereas Alternative 2 "Guiding Transit-Oriented Growth" and Alternative 3 "Transit-Oriented Hub" specifically imply reasonable action to better the area. We do not need to have 150-300' giant buildings for "Guiding Transit-Oriented Growth". This is clearly designed to imply that the city can't do anything to develop the area around the bus stop for bikers, pedestrians, etc., unless the public supports giving developers the gift of having at least 150' buildings. 20-6

Additionally misleading is that the plan does not include images showing the existing zoning for Alternative 1 but do for 2 and 3. Most residents probably do not realize that many existing zones support larger buildings than are currently built on the property.

The numbers of units that each option gives for affordable housing presented on the call is purposefully misleading and inaccurate to justify allowing building heights as tall as possible. It assumes every building is going to be housing, something the Planning Commission knows is false. Especially as the Lee Johnson property, where the extreme heights are being proposed, is being sold to Google for a new campus location. It also doesn't take into account the fact that concessions have consistently been made to developer demands so the number required is optimistic and unlikely.

Finally, it is a red herring. It isn't the primary goal of this project and is fully counter to goals of any developer and those working for them to push the extreme heights. It is simply being used as a guilt bludgeon to wield against anyone opposed to the alternatives because "If you oppose whatever absur heights request we make, you are opposing needed affordable housing!". It is especially ironic as these alternatives are currently designed to encourage the developers to take our homes away from us. 20-6 cont.

Slippery Slope:

As was stated by other residents, concessions made here will not remain in this area. It would be planting both feet on a polished ice slope, setting a precedent that every future developer throughout Kirkland will point at. As Commission and Council members change out and pressure wears them down, it will spread. Allowing these options is a statement that Kirkland planners are starting the process to allow Kirkland to try to be like Bellevue.

We all need discussions of real alternatives which reflect choices that are reasonable for Kirkland vision statements and resident feedback, not just ones that meet developer's profit dreams. The alternatives should revert to discussing options closer to 7-10 stories tall. Developers are plenty eager to build on any land they can get so we do not need insane concessions that have us discussing 15-30 stories and reducing/removing other requirements like parking. 20-7

We adamantly oppose Alternative 2 and Alternative 3 height rezoning options. We ask that the Planning Commission or the City Council reject these developer requested options and consider the more rational proposals made that reflect to the universal feedback from Kirkland residents.

Regards,

Curtis Brown
President, Spruce Villas Owners Association
Kirkland homeowner of 20 years

Letter 21

To the Planning Department,

My first concern involves citizen representation. I have been involved in many citizen feedback opportunities with the Kirkland Planning Commission and the Kirkland City Council. In the long run I cannot say for sure whether my input made any difference at all. I realize as a retired person living in Houghton for 40 years my life experience won't be as relevant as someone younger who will be living in Kirkland for the next 40 more years.

When participating in the Park Place rezoning process several years ago, I felt that the Kirkland City Council members already had their minds made up before they even had the chance to listened to citizen input. The council is so small with only a few people needed to make a quorum, just one person can change the fate of Kirkland. One of the meetings I attended a council woman 'voted her conscience' despite what citizens were saying. If that is the way it is, then citizen input seems unnecessary. Hundreds of people participated in the Park Place planning process and it didn't seem to affect the outcome at all. Once Kirkland Urban plans replaced those for Park Place, people had given up on being part of the process because the planning code had already been changed.

21-1

The other thing that concerns me is that planning is such a fluid process. We were told that Park Place redevelopment was an exception and that is why they were allowed a zoning change that included taller building heights. But then the developers asked for additional exceptions so they could build more apartments. The owner of the next property asked for exceptions to the zoning plan as well. We were told that taller office buildings and more density was necessary so that small and medium start-up businesses in Kirkland had room to grow here instead of being forced to relocate to another city. Is that what

happened? Then why are big companies taking over much of Kirkland Urban office space? I often think, why bother even having a plan or telling the citizens what the plan is and asking for their advice? For example, what actually was developed at South Kirkland Park and Ride ended up very different from what the planners imagined and presented to interested citizens that came to the first open houses. When things changed it had nothing to do with citizen input. It is laughable now to think that Planning Commission talked about 'shared parking' between park and ride users and people that lived in the housing. And the pictures showed large trees and thin people standing around a coffee shop but that isn't what happened at all. The need for parking far outstripped the availability within a few years after the garage was built. Of course, the public was also told that Totem Lake area was where the most development would be planned to accommodate projected growth in Kirkland after Kirkland Urban was designed. Now the city is thinking about ten story buildings on Rose Hill? Plans regarding building height limits or setbacks or green spaces can always change despite whatever zoning ideas you are presenting this year. Just look at Bellevue or Redmond—the buildings get taller and taller. That is exactly what the citizens at many of the meetings I went to were concerned would happen in Kirkland and they were vehement about not wanting Kirkland to follow Bellevue's lead. Unfortunately, that could be the direction this project on 85th could be pointing in. I am always willing to give input from my perspective, but I do so with the knowledge that it doesn't make any difference.

21-1 cont.

I vote for Alternative #1/ No Change. It still allows for plenty of growth now to meet current needs for our share of the growth management load. There seems to be more room for development in the Totem Lake area that is also on the STRIDE BRT line. Also, some of the areas in downtown Kirkland need redevelopment because the buildings are old

21-2

and do not meet earthquake standards. Better bus service from downtown Kirkland and other neighborhoods to the new 85th Street interchange are more useful for all of Kirkland than building ten-story buildings right next to the freeway. 21-2 cont.

I cannot read very well so I will just give bullet points and you can figure out how it all goes together. Skip the rest of the letter if you think you have heard everything I have to say in previous letters.

- I believe that the 85th interchange may never be built. It is far too expensive for Sound Transit especially since they need to spend more money elsewhere. The cost overruns have been horrendous. The location is extremely problematic and there are not enough bus lines to the neighborhoods and other cities around Kirkland for the system to work. The walkability is questionable. My husband walked the mile uphill from our house to the freeway flier stop for years. I can tell you that very few other people were doing it. Kirkland is fairly hilly and that makes people less likely to walk to transit. If the 255 gets rerouted at some point, people in Everest and Houghton will have a hard time getting to the 85th Street interchange. I took a Metro survey that included a question about moving the 255 bus line off 108th Ave NE. So, I know Metro has at one time thought of doing that. I wonder how much of a challenge it is for the members of City Council and Planning Commission to walk to a bus stop and take a bus to Costco from their houses. City planners should walk the walk before they talk the talk. And before everything was shut down, how many of you took a bus for a night time meeting at City Hall that might end at 10:00 p.m.? I know I didn't like to. 21-3
- We are seeing some major transportation shifts at the moment that make it hard to plan a transit-oriented development.

Recently I was told that there is no longer bus service on Avondale road. This is probably true of other places where people live and still need to get to work. At City Hall I did go to a transit related meeting a couple years ago and people were angry that commuter buses were full and they saw almost empty buses going into neighborhoods. People who lived in the neighborhoods but were dependent on buses because they were blind, or elderly or didn't have a driver's license were angry that bus routes were being cut or rerouted to accommodate commuters. We might need some trial runs (after we don't have to wear masks anymore) to see how easy it is for people to get to the 85th Street station area by bus or walking (in the pouring rain) before we make any final decisions. Then we would be better equipped to put in suggestions to improve the plan you are developing. 21-4

- We are going to see shifts in ridership needs in the next few years as demographics change. There is no guarantee that people working at an office in Kirkland will be able to rent an apartment next door, or vice versa. That seems to be a belief that planners hold onto. How is the new 'work at home' lifestyle going to affect long held planning concepts? One of my relatives moved to Redmond to be closer to family but the rest of his company is still in Chicago, California, and India. Companies are seeing how possible it is for their workers to commute by computer now that it has been forced upon us by a pandemic. The Washington Post had an article about a couple moving from New York City to the suburbs where they could live in a bigger house for less money than the rent on their tiny city apartment. They no longer needed to be within an easy commute to work. 21-5

- The changes to the real estate market in Seattle and Bellevue with so many new buildings yet to be leased is going to affect what we decide to do in Kirkland and how many office buildings we actually need in the Downtown/Rosehill area. Anyone have a crystal ball? 21-6

- There is a major money problem with this increased development that is a quite a conundrum. The voters have to approve more taxes or bonds in order to add parks and the maintenance needed, build schools to accommodate increased student enrollment (the COVID baby boom?), support the fire services needed to be available to save people in taller buildings, add bus routes to get commuters to the 85th Street transit station from home or office, and support the growth in hospital beds needed at Evergreen. Sometimes bond issues in the past have not passed. I don't understand how owners of ten story office and apartment buildings pay the same taxes I do for services in Kirkland. Washington State tax structure is a mystery! Additionally, the Federal government has to provide infrastructure dollars for roads and sidewalks and other related projects. Trump promised investment in infrastructure but as far as I know the dollars didn't end up in Washington State. After the COVID crisis is over will tax payers be willing to be taxed as they recover from their own personal challenges? Will renters be willing to vote for or against taxes? The more my house value increases the more taxes I have to pay on it. That can be a burden for retired folks. When you talk about planned growth you cannot plan increased density without carefully predicting how you are going to support the infrastructure. The city might 21-7

be wise to take a 'wait and see' approach before attempting to alter the existing zoning code beyond the Alternative #1 plan. 21-7 cont.

- One of the things I heard on the radio is that some school districts are cutting school bus routes as budgets get tighter. What is going to happen if all the kids go back to school? Friends have told me in the past that transit buses were not available in their neighborhoods to take their children to school. So where does that leave us? Either people make their children walk and bike to school despite the weather or other safety concerns, they drive them to school, or the students drive themselves to school. Maybe you haven't noticed in the past, but when school was in session the neighborhood streets around Lake Washington High School, Redmond High School or Inglemoor High School were lined with parked cars. When Planners talk about parking management plans, I think, 'good luck with that'. 21-8

- If you are going to increase density than you should not change the parking requirements that are now in the code. Even with the current parking code you have to recognize there is still a big need for street parking. People don't always want to spend the extra money for a spot in an apartment garage or they have more than one car per apartment that they need a space for. If you are working in an office, you may still need a car at work even if the office is near the freeway interchange station. Many people are required to travel to different sites for work. People working part time or shift jobs in retail may not live in the local neighborhood or even somewhere accessible to bus transportation. For almost every after-work activity you need a car, especially if you have children. Or if you ski or hike or play soccer on the weekends how 21-9

are you going to get there? Not by Uber or Greyhound. You usually cannot even take Uber or Lyft or a Taxi if your child is under two and needs to face backwards in a car seat. Ride-share services are too expensive to use for errands in any case. Even if you lived in a new development near the 85th Street interchange, you would probably want a car (electric?) to bring your stash of toilet rolls home from Costco. This will be especially true if Costco moves as a result of this development plan. (Great future location for a park and ride lot--most of the Puget Sound Transit STRIDE freeway stops have one.)

21-9 cont.

- The more retail you put in, the more street parking you need – not greenways for pedestrians. Even though that is a lovely idea! Usually parking garages in mixed-use developments don't offer free parking for employees. And as I have mentioned over and over, many employees may need a car to pick up a child from school or daycare or a dog from the vet or shop for an elderly relative. If you are single, then living car-free and taking the bus between work and home might be great most of the time. Unless of course, you are a shift worker and the bus transfers don't work out well. Some people will be lucky enough to find an apartment they can afford right next to their place of employment. Good for them! Glad you are planning that and I hope it works out.

21-10

- As a shopper or restaurant patron, I choose not to park in a garage because I am afraid of hitting a pillar. I have already damaged my car three times just hitting something in my own driveway! In any case, I usually shop online and with the pandemic I have gotten used to ordering groceries for my household and two others and picking them up in the parking lot

21-11

at a supermarket. I would never do this at Kirkland Urban QFC because in has an underground garage. Which means I am driving extra miles to shop at a store that is farther away.

21-11 cont.

- Many of us have changed our habits this year and probably won't go on with life as it was a year or two ago. Mixed-use retail may be very useful for those living in an apartment or working in an office in this planned development area. I am glad that is part of the plan. It can be very convenient for getting a quick dinner or accessing other services like a salon when it is a few steps from your door. When you are single and live in a 500-800 square foot apartment with a dog you don't have room to stock up on huge quantities of food or buy a lot of stuff. And if you are using bus transportation to get around because you live car-free then you most likely are ordering online and having your purchases delivered. In my opinion, the best thing would be to have large enough retail spaces to accommodate medical offices. My favorite would be Northwest Allergy and Asthma. Everyone in Kirkland has to drive to Redmond just to get allergy shots before work or after school. You cannot take the bus there because they close so early. Almost everyone has to go to the dentist or eye doctor at some time so that would be helpful to have in an apartment or office building. The Planning Department has no control over the retail that will be leased but it does have some say in the size of the retail spaces.

21-12 cont.

- I don't see any new plans for a park and ride lot location in Kirkland city limits to accommodate people in the outer reaches of Kirkland that want to catch a bus to this transit station. Maybe Kirkland can work on making more agreements with local

21-13

churches for weekday parking spaces. Houghton Park and Ride lot and South Kirkland Park and Ride lot could use improvements but I haven't heard any whispers about redevelopment at these locations. Do we really have any idea how full Brickyard and Kingsgate Park and Ride lots will be once the STRIDE route is finished? That is another reason you should stick with alternative #1 plan/no change. There is only so much that can be modeled on a computer when it involves changes in habit. I want to see the transportation engineer's idea of what the traffic will look like if alternative #1 is built out to the fullest amount in the next 5 years. I have seen how quickly buildings are going up in Redmond. We could have housing developments finished way before an 85th Station gets built, if it ever is.

21-13 cont.

- I have been looking at apartments in Redmond. What is called 'affordable' really isn't especially affordable for a family. And what is designated 'affordable' at one apartment is the same price as another market-rate apartment in another building. Ten percent is such a limited quantity that telling us that an eight-story building is providing more housing in the 'affordable' category is bogus. What you really need to plan is more housing around this development area that focus on lower income citizens. One of my biggest worries is how developing this area is going to affect all the surrounding neighborhoods that have older single-family homes. The increase in traffic intensity on 80th and 108th Ave/ 6th Street is of concern. Will you really have a buffer between a six-story building and a single-family home? If you want to find more houses as people move to this area, I feel you should be looking more to fill in neighborhoods with duplexes, row houses, condos, cottage houses and carriage houses. It just

21-14

21-15

doesn't make sense to have developers knock down older homes with gardens and build monster houses. I would rather see two families living on the same size lot. Supposedly 30% percent of the people living in King County are single. Quite a few more are dual income/ no kids. Stacked apartments are perhaps a great choice for them. What I really like about Kirkland is that it is a great place to raise a family. Most of the apartments I looked at in Redmond said 'dog friendly' but not child or family friendly. People with children moving to this area for jobs often want a home to rent or own rather that an apartment in a huge apartment building. If we want to accommodate growth, we need to zone for family friendly housing in different shapes and sizes.

21-15 cont.

21-16

- It is great that you are getting so many people involved using ZOOM but it doesn't have the same energy as you get when neighbors band together at City Hall to advocate for their neighborhood or other entity. I like the open houses too when you can look at all the boards with pictures and ask questions. For me, making a meeting at City Hall at 7 pm is more likely than being able to go on the computer at 6 pm for ZOOM when we normally eat dinner. I hope you can schedule the next meeting for a little later.

21-17

- I look forward to hearing what other neighbors feel is the best way for Kirkland to grow and still retain its small-town family friendly atmosphere.

Sincerely,
Margaret Bull

From: Margaret Bull [redacted]
Sent: Tuesday, January 12, 2021 9:23 PM
To: Allison Zike
Subject: RE: transit center walking route
Attachments: IMG_20210109_150820805 (003).jpg; IMG_20210109_150217383 (003).jpg

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison,

After looking at the 85th street information, I have a major concern regarding development in Kirkland. I don't think it is family friendly. Looking at multifamily housing in Redmond in the last year or so, I noticed that most of the community space in the multistory apartments is not conducive to child's play. This is a big problem for people living there with children or for weekend dads. Exercise rooms are not geared for children because the equipment isn't safe. Roof gardens and barbeque areas are also hazardous and not designed with children in mind. That means during this 'stay-home' period children have no place to run-around. The big park in the middle of Redmond doesn't have play equipment and Anderson park is too far for most people to walk to with small children. Even the open city hall lawn is limited as a play area. There is not a play structure and the reflection pool doesn't allow wading.

21-18

I really believe in pocket parks or play areas designed for condo and apartment living. It used to be expected that condo/apartment developments include a clubhouse, play area and pool. But not anymore. In many places in Redmond children are having to play in the streets or the parking lots. I have included two photos of amenities in a condo project in Redmond that I feel is needed in more areas. They are not very big and yet still provide a place for families to bring children without having to go far from home. I would like to see similar play areas included in developments. If you can put in fire pits and water features and sculpture why not require play areas? When I look at the Villages at Totem Lake I cannot help but wonder where a child is going to safely exercise that lives in one of those apartments. You cannot tell me a tired parent is going to walk a three year old to the park by the lake after work.

I don't want Redmond's poor planning be an example for Kirkland. If developments have to provide parking, can't you require some child centered amenity? It seems housing is designed for young single people. And one of your goals is for people to not have cars at their apartments so you limit parking availability on purpose. I have taken my kids on the bus to go to swim lessons at Peter Kirk pool or to Bellevue library in the past. Have you ever tried to hold onto two little kids and get on the bus holding library books, groceries, or swim equipment? It is very stressful especially if you are on a tight schedule. It is even worse on Sundays trying to take the bus to church. They don't run very often and you don't have any churches in your plans for the city's idea of an ideal place to live car-free. You bet there will be plenty of coffee shops and nail salons. Admittedly, in the downtown there happen to be several churches but that isn't because of current planning guidelines. Perhaps the city designers in the past thought it was important to a well rounded city environment.

21-19

Office buildings should include childcare facilities so that people don't have to drive their cars as much, mothers can nurse on their lunch hour and fathers can be responsible for their child's welfare despite long hours. You cannot add childcare facilities easily to a development due to play area requirements and evacuation requirements. It is best to include it in the planning stages. There is a great deal of competition for current child care enrollment. If the city is going to continue to grow than childcare is a major concern.

21-20

Kirkland is always stressing the importance of inclusion but lacks a vision with how best to consider children in that inclusivity. Kirkland may not have the budget to care for all its current parks nor develop pocket parks in the green scape

that is often mentioned. I think developers need to step up and provide safe child friendly spaces that don't have to be cared for by public funds. Maybe you can find ideas for this concept in other parts of the world.

21-20 cont.

Kind Regards,
Margaret Bull

Letter 22

From: Carl Burch [redacted]
Sent: Friday, February 19, 2021 11:51 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

I just submitted my questionnaire on-line, but in case it didn't submit I wanted to register comments by e-mail as well.

I live squarely within this study area, on NE 75th Pl just west of Lake Washington High School. I strongly favor the proposal to increase development - with Alternative 3 preferred to 2 preferred to 1. Being next to a major interchange, with associated transit, make this an ideal and exciting location for high-density development! Kirkland really needs more of this! 22-1 22-2

Mostly, I'm looking forward to improved transit and pedestrian access. I also love the idea of a walkable commercial district - i.e., fewer strip malls and car dealers, and instead introducing sidewalk-facing businesses. I personally care less about increased housing density, but I recognize that this is one of the best locations for it in Kirkland, and it would be necessary to facilitate the other improvements here, so I support it. 22-3

One thing I didn't see in the plan was traffic calming on side streets. I believe 80th St, 116th Ave, and 124th Ave should be seen as residential streets rather than arteries, but today their construction encourages speeding. I hope we can eventually narrow these streets (possibly with separated bike lanes) and undertake other measures like on-street parking, roundabouts, or stop signs - hopefully without resorting to speed bumps. 22-4

I also want to highlight that for those of us who live southeast of the interchange, there is no park within reasonable walking distance (unless you count the cemetery or high school). I wish this could be addressed. 22-5

Phase 2 Draft EIS comments

Letter 23

Susan Busch 2/19/2021

Summary Comments

- A variation of Alt. 2 is preferred. Alt. 1 does not address the growth pressure that Kirkland will face in the future. Alt. 3 proposes a level of development greater than can be accommodated and mitigated within the Station Area boundary. It will create too much secondary impact beyond the area being studied. 23-1
- Design of the BRT station and its immediate surroundings is critical to the SAP success. 23-2
- A dense network of multi-modal connections that serve the station is necessary- pedestrian ways, bicycles, and people movers- and SOV use must be curtailed. 23-3
- Reduction in parking ratios is acceptable when combined with multi-modal options. 23-4
- Strong design standards will be required. 23-5
- More robust Green/ Blue Street concept should be part of preferred alternative regardless of level of development. 23-6
- The need for additional public service facilities - schools, parks and public safety- should be assumed at the outset and included in the preferred plan. 23-7
- When the preferred alternative is presented to the public in Phase 3, more graphics are needed to accurately convey the scope of development that is proposed. Suggest presentations be broken down by topic- transportation, zoning, streetscape, etc., starting with an overview and ending with the fully layered plan. This SAP will affect the City as a whole, and it's very hard to grasp the future impacts. A comparison to Kirkland Urban will be helpful. 23-8

Detailed Comments

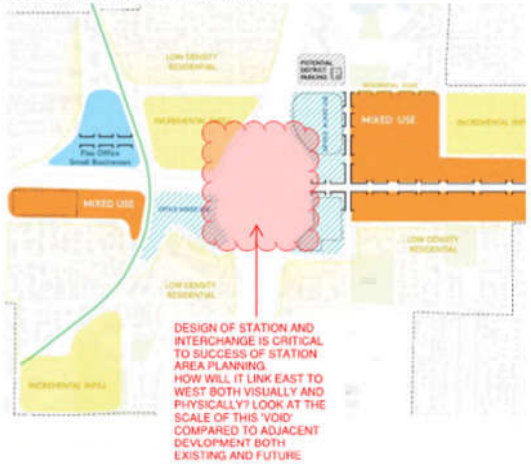
1. Timeline
   Preferred alternative should provide data at 2035 and 2044 milestones, not jump ahead to 2044. Preferred plan should include a correlation to WA State Climate goals example-carbon free buildings by 2030 and no fossil fuel by 2050. 23-9
2. Transition to Adjacent Zones and Uses
   a. The preferred alternative should provide more detail regarding compatibility of new zoning and unchanged zoning. Provide complete zoning maps and height diagrams showing existing to remain within the SAP boundary (not just hatch) and also adjacent zones and heights outside of the boundary. 23-10
   b. Sectional diagrams will demonstrate the transitions from 300' and 150' height to adjacent mid and low rise uses that will need to be resolved. It will also demonstrate the effect of topography across the station area.
   c. Indicate relationship of proposed height and zoning to Kirkland Urban as comparison. This will help the public understand the proposed scale relationship of new to existing. 23-11
   d. It would be interesting to look at the existing Industrial/Tech use along 6th ST S and the Corridor and how it can be tied to the proposed Industrial/ Tech zone north of 85th. Rather than think of this as an area of large campus like buildings (Google) encourage grittier and finer-grained infill with incubator businesses and maker spaces. 23-12
   e. In all alternatives, the extreme birds eye 3D views used to show zoning potential and shading do not accurately convey the scale of potential development. Close-in and Street level views are needed. 23-13
3. Design Standards-
   The Draft EIS states it will use a form-based code with streamlined environmental review for future development under the SAP.
   This will require the SAP to include detailed design standards. 23-14

The preferred plan should include an outline of potential design standards together with illustrative graphics for public review. These standards should result in an outcome similar to below:

> ***The Form-Based Codes Institute, a program of Smart Growth America, defines a form-based code as the following:***
> *A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code…. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. In short, a form-based code puts the emphasis on making sure the buildings in a neighborhood are compatible with their surroundings, while letting the mix of actual activities in them be more eclectic*

23-14 cont..

4. Parcel size
   Some of the parcels that will be developed are the size of multiple city blocks. In the preferred alternative an overlay of a pedestrian scale block grid throughout will keep the buildings to a more appropriate scale. It will improve multi-modal connections, and increase light and air to the street. It will also help with the transitions to neighboring lower density neighborhoods. 23-15
5. Streetscape Continuity-
   Consistent and continuous right-of-way design will identify this as a cohesive district rather than a disparate set of large developments. Guidelines should be developed for continuous urban design of curb, gutter, sidewalk, planting and pedestrian amenities- lighting, seating, etc.—throughout. 23-16
6. BRT Station and Interchange
   a. The lack of information for the interchange itself makes it hard to fully evaluate the potential success of the Station Area Plan, regardless of which alternative is selected. Proper design of this void must knit east and west together, not act as a barrier that discourages access to the station by pedestrians and bikes. 23-17
      Per the draft this is the area where traffic impacts will remain an issue despite mitigation and 'significant unavoidable adverse impacts are expected for auto, freight, and safety'.
      This is the beginning and end of 'the Last Mile' and should be at the forefront of the urban design plan, and not left to the transit agencies.



7. View Corridors
   Protected public view corridors are minimally identified. Photographs of existing views at each designated location should be provided, plus overlays of potential development on each view. 23-18
8. Transit
   a. Design of the BRT station must be safe, accessible, and aesthetically pleasing to encourage ridership. Improvements in transit service infrastructure must be coordinated King County Metro and Sound Transit for the preferred alternative, and extended to all routes and transit facilities in the City as well. It should be the rule, not optional, for *'all new transit stops are designed to minimize delay and maximize comfort by providing convenient loading and access at all bus doors and necessary sidewalk width to accommodate future stop amenities such as benches, transit shelters and trash receptacles'*. 23-19
   b. Future Light Rail
      Are there plans for light rail along the I-405 corridor in the next 25 years? Should this be considered in the EIS? 23-20
9. Pedestrian Bike Network-
   Alternate 3 indicates a tighter network of ped/ bike connections than Alt 1 and 2.
   This level of connection should be included in the preferred alternate, regardless of the density of development. 23-21
   Any new development should include outdoor, public connections (similar to those along the Lake Washington waterfront), not within private buildings.
10. Utilities
    Utility analysis does not address above ground power and franchise utilities. Utilities should be undergrounded throughout for aesthetics and for climate change resilience. 23-22
    View corridors and street tree plantings should be free of overhead lines. 23-23
    Green/ Blue streets should be coordinated with below grade utilities so they don't preclude tree planting and green storm water infrastructure. 23-24
11. Trees-
    In-lieu fees for loss of tree canopy are not valid in environmental analysis if they are planted elsewhere in the City. 23-25
12. Schools-
    Alternate 2 and 3 indicate added height across LWHS campus. The justification for this change is unclear. 23-26
    Confirm whether alternate uses within the current campus footprint are being suggested, or will this be a new 4 story campus to accommodate a shortfall in school capacity. 23-27
13. Parks-
    Preferred alternative should identify public park space independent of open space required by development incentives. 23-28
14. Equity
    Preferred Alternative should demonstrate a synergy between new jobs and housing—will projected incomes be able to afford projected rents without a commute? 23-29

Letter 24

From: Peggy Bush [redacted]
Sent: Wednesday, February 17, 2021 8:32 PM
To: Allison Zike
Subject: 85th and 405

Follow Up Flag: Follow up
Flag Status: Flagged

Hello
I'm writing to share my opinion about building and expanding in that area. My biggest concern is that Kirkland is losing its small town feel. I have not gone down to Hectors in awhile but I dread seeing what is going to happen to that charming street and boutique style stores. We do not need to become another Bellevue! 24-1

Traffic on 405 is already horrendous mostly because of the ridiculous HOV lanes causing people to slam on their brakes while cars cross over 4 lanes. If the same city council members that approved those changes are promoting more building on the 405/85th section, I say don't make any changes. Building height should never be more than 4 stories. We don't need more high rises in our area. 24-2
Thank you
Peggy Bush
[redacted]

Letter 25

From: Jeremy McMahan
Sent: Wednesday, February 17, 2021 8:05 AM
To: Allison Zike
Subject: FW: Concerns about planning for Kirkland NE 85th St Station - Everest Neighborhood Impact

Follow Up Flag: Follow up
Flag Status: Flagged

From: Sylvia Chen [redacted]
Sent: Wednesday, February 17, 2021 12:43 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Concerns about planning for Kirkland NE 85th St Station - Everest Neighborhood Impact

Dear Kirkland Planning Commission,

[If my email can be omitted from publicly shared files, I would appreciate it.]

My family and I are residents of the Everest Neighborhood. I am writing to share with you my list of concerns regarding the 85th St Station plan. I have submitted this to Allison Zike and the Kirkland City Council, but I hope the Kirkland Planning Commission can review this to see how the Planning Commission can provide additional advocacy for resident concerns on these matters and help preserve the neighborly essence of Everest Neighborhood and Kirkland.

Please find below my list of concerns:

1) I am concerned about the proposed rezoning in our neighborhood. I am in favor of Alternative 1 No Action and I am strongly opposed to Alternatives 2 and 3, which would allow 45- or 85-foot-tall buildings in the areas to the north and west of Everest Park, and at the intersection of Kirkland Way and NE 85th. My opposition to Alternatives 2 and 3 is due to the following objections:

- We believe the current height limit for the LI zone is 35 feet; it is neither reasonable nor acceptable to place either 45- or 85-foot-tall structures immediately adjacent to single-family residences or low-rise condominiums. This increase in structural height allowances would be intrusive and detrimental to residents, residential properties, and our neighborhood community in a way that land use policies expressly say are not to occur. 25-1

- Since Kirkland is already in compliance with Growth Management Act (GMA) goals for population growth and density and the curve for jobs growth is on track to meet or exceed where it should be for GMA compliance, there does not appear to be a need for the changes proposed in Alternatives 2 and 3. Additionally, if the changes in Alternatives 2 or 3 were to take effect, there would be a risk of non-compliance for GMA resulting from those changes, as well as increased demand and stress on our school system which is already over capacity. 25-2

- The preservation of Kirkland's intimate and neighborly character is called for in the Draft Supplemental Environmental Impact Statement; the increase in structural height allowances in Alternatives 2 and 3 would directly negate this stated intent of preservation. 25-3

Kirkland's Comprehensive Land Use Plans have always prioritized fostering and protecting Kirkland's residential neighborhoods by requiring buffering between residential and other land uses. As a resident of Everest Neighborhood, I sincerely hope that this prioritization will be retained and honored so we can continue to enjoy the neighborhood we chose to live in and our nearby surroundings. 25-4

2) Exhibit 2.7 (Growth Concept) in the planning doc is very concerning since it indicates "Incremental Infill" that looks like it will occupy the northern half of Everest Park. It seems that other Exhibits preserve the entirety of Everest Park and its perimeter. We oppose any planning/measures that intend to replace some or much of Everest Park with "Incremental Infill". We should not further reduce greenery in the Kirkland community and Everest Park is well-loved and well-used by our surrounding neighborhoods. 25-5

3) Regarding the roundabout planned for NE 85th St & Kirkland Way/114th Ave NE; after further research including a discussion with my sister who has worked as a traffic engineer in NY and PA, I understand that roundabouts are designed to be safer and more efficient. That being said, I would lik 25-6 to submit a request for roundabout beautification (if not already in progress) to help enhance and celebrate the neighborly character of Kirkland.

4) Has there been additional analysis taking into account the recently announced Google expansion into the current Lee Johnson property (multi-acres at 11845 NE 85th St) and the planning for Kirkland 25-7 NE 85th St Station (especially for traffic/congestion issues)?

5) Can there be more assurances and provisions for appropriate funding/logistics for education expansion (elementary/middle school/high school) to support additional growth from this planning since much of the current school system is already over capacity? 25-8

Sincerely,

Sylvia Chen

From: Sylvia Chen [redacted]
Sent: Wednesday, February 17, 2021 12:24 AM
To: Allison Zike
Subject: Re: Concerns about planning for Kirkland NE 85th St Station - Everest Neighborhood Impact

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Allison Zike,

This is an addendum to my initial comments submitted on January 26, 2021. [If my email can still be omitted from publicly shared files, I would appreciate it.]

I am writing to supplement my initial input on the NE 85th St rezone proposals on January 26, 2021. I am a resident of the Everest Neighborhood and I am concerned about the proposed rezoning in our neighborhood. I am in favor of Alternative 1 No Action and I am strongly opposed to Alternatives 2 and 3, which would allow 45- or 85-foot-tall buildings in the areas to the north and west of Everest Park, and at the intersection of Kirkland Way and NE 85th. My opposition to Alternatives 2 and 3 is due to the following objections:

- We believe the current height limit for the LI zone is 35 feet; it is neither reasonable nor acceptable to place either 45- or 85-foot-tall structures immediately adjacent to single-family residences or low-rise condominiums. This increase in structural height allowances would be intrusive and detrimental to residents, residential properties, and our neighborhood community in a way that land use policies expressly say are not to occur.

- Since Kirkland is already in compliance with Growth Management Act (GMA) goals for population growth and density and the curve for jobs growth is on track to meet or exceed where it should be for GMA compliance, there does not appear to be a need for the changes proposed in Alternatives 2 and 3. Additionally, if the changes in Alternatives 2 or 3 were to take effect, there would be a risk of non-compliance for GMA resulting from those changes, as well as increased demand and stress on our school system which is already over capacity.

- The preservation of Kirkland's intimate and neighborly character is called for in the Draft Supplemental Environmental Impact Statement; the increase in structural height allowances in Alternatives 2 and 3 would directly negate this stated intent of preservation.

Kirkland's Comprehensive Land Use Plans have always prioritized fostering and protecting Kirkland's residential neighborhoods by requiring buffering between residential and other land uses. As a resident of Everest Neighborhood, I sincerely hope that this prioritization will be retained and honored so we can continue to enjoy the neighborhood we chose to live in and our nearby surroundings.

Sincerely,

Sylvia Chen

P.S. Regarding the roundabout planned for NE 85th St & Kirkland Way/114th Ave NE; after further research including a discussion with my sister who has worked as a traffic engineer in NY and PA, I understand that roundabouts are designed to be safer and more efficient. That being said, I would like to submit a request for roundabout beautification (if not already in progress) to help enhance and celebrate the neighborly character of Kirkland.

From: Sylvia Chen [redacted]
Sent: Tuesday, January 26, 2021 12:03 AM
To: Allison Zike
Subject: Concerns about planning for Kirkland NE 85th St Station - Everest Neighborhood Impact

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison Zike,

[If my email can be omitted from publicly shared files, I would appreciate it.]

We live in the Everest neighborhood. Thank you for sharing the 85th St Station plan in Kirkland and providing a way to submit comments and concerns. Can the following please be addressed?

1) Exhibit 2.7 (Growth Concept) in the planning doc is very concerning since it indicates "Incremental Infill" that looks like it will occupy the northern half of Everest Park. It seems that other Exhibits preserve the entirety of Everest Park and its perimeter. We oppose any planning/measures that intend to replace some or much of Everest Park with "Incremental Infill". We should not further reduce greenery in the Kirkland community and Everest Park is well-loved and well-used by our surrounding neighborhoods.

2) There is an assumption throughout the planning doc of "A roundabout at NE 85th Street & Kirkland Way/114th Avenue NE." I'm not sure how this can feasibly work with larger trucks, buses and high levels of traffic on 85th St; pre-pandemic traffic was much higher with 25+ cars in queue in each of all directions so the roundabout seems like a bad plan.

3) Has there been additional analysis taking into account the recently announced Google expansion into the current Lee Johnson property (multi-acres at 11845 NE 85th St) and the planning for Kirkland NE 85th St Station (especially for traffic/congestion issues)?

4) Can there be more assurances and provisions for appropriate funding/logistics for education expansion (elementary/middle school/high school) to support additional growth from this planning since much of the current school system is already over capacity?

Thank you,
Sylvia Chen

Letter 26

From: Lisa Chiappinelli [redacted]
Sent: Friday, February 19, 2021 6:45 PM
To: Allison Zike
Subject: Proposed buildings/construction 85th

Follow Up Flag: Follow up
Flag Status: Flagged

Hi there,

We are new to the Kirkland area, moved here for a job mid-2019, and a few years away from retirement. We love the area for the land, views, mountains, lake, but housing is crazy expensive (and we come from the Tri-State NY/NJ/CT area) and the roads are already congested out here. I don't see how building more apartments (affordable is going to be a laugh), roads, bus hubs, is going to solve anything, in fact I would imagine it would make it worse. And putting in high rises seems to be so out of character for the town, I can't see it. Think about coming down 85th Street and the beautiful mountain views are obstructed by...high rise buildings? 26-1

Not that my opinion will count for anything but not in favor of any new construction in that area, especially as proposed and especially as more companies will be allowing work from home after the pandemic. What about the new buildings that have gone in and are currently under construction in town since we've been here, are they fully occupied? There are at least four tower cranes in use, are more buildings needed? 26-2

Thanks for your work around this project but in my opinion it will so negatively impact this community if you go forward.

Regards,
Lisa Chiappinelli

COSTCO WHOLESALE

Letter 27

February 8, 2021
Email: azike@kirklandwa.gov

Allison Zike, AICP
Senior Planner
City of Kirkland
Planning & Building Department
123 5th Avenue
Kirkland, WA 98033

RE: NE 85th St. Station Area Plan
Draft Supplemental Planned Action EIS

Dear Allison:

Thank you for including Costco in the public outreach process for the NE 85th Station Area Plan. With this letter we are providing comments on the Draft Supplemental Planned Action EIS (SEIS) to the 2035 Comprehensive Plan.

As we stated previously, Costco has been a member of the Kirkland community since it opened its consumer warehouse in August 1985. Costco's Kirkland facility provides living-wage jobs for hundreds of employees, and Costco sales-tax revenue is one of the major sources of City general fund revenue. In order to remain viable, over the years, Costco has expanded the building footprint on several occasions and has added other consumer services, such as the fuel facility that was constructed May 24, 2012. To provide long-term certainty, Costco requests that the new comprehensive plan and development regulations continue to accommodate Costco's development requirements.

Costco requests that the SEIS and 2035 Comprehensive Plan Update be modified to recognize Costco's existing large-format retail land use and that the City's future comprehensive plan and development regulations include a commercial zoning designation on Costco's property that will accommodate Costco's future expansions and facilitate Costco's continued presence in Kirkland. While Costco does not have any current plans to expand or modify its warehouse or fuel station, we have requested the following thresholds and uses be included in the SEIS and incorporated into the Planned Action and Comprehensive Plan update. 27-1

- Warehouse Expansion: Potential increase up to 200,000 square feet
- Fuel Station Expansion: Potential increase up to 20 dispensers
- Parking Structure Addition: Add 3-4 level parking structure to fit 1,000 parking stalls onsite
- Car Wash Addition: Construct new car wash in the parking lot, possibly near the fuel station

It is also important that the proposed future transportation plan include reasonable routes for vehicular access to and from the Costco site. For example, some of the proposed green and blue streets, with open swales other similar features, while environmentally laudable, are likely not compatible for Costco-associated vehicular traffic volumes. 27-2

999 Lake Drive • Issaquah, WA 98027 • 425/313-8100 • www.costco.com

The SEIS identifies the City's policy to preserve Costco as a large regional retailer (Policy RH-27). However, the proposed Office Intensity and Office Mixed Use zoning designations would likely render a Costco consumer warehouse a non-conforming use, which would limit future expansion and growth opportunities. Likewise, the study alternatives assume greater development densities overall. However, the SEIS does not specifically confirm the thresholds for potential Costco expansion or whether those thresholds have been included in the scope of the analysis. The City's confirmation is requested. 27-3

The simple fact is that a Costco-consumer warehouse is fundamentally different than the use types that are being considered in the draft EIS. It is also unrealistic to assume that Costco could somehow cease operations for a period of several years so that the store could be rebuilt into some type of mixed use development. While nationwide there are some examples of mixed-use integration of Costco warehouses, those developments were purpose-built from the ground up and did not include tearing down an existing, operating Costco business,

It is not clear that proposed Alternatives 2 and 3 are compatible with a Costco consumer warehouse or the objectives listed above and if adopted could lead to zoning and development regulations that create land use non-conformities or make it difficult for Costco to adapt in the future. Specifically:

- Split Typologies – Alternatives 2 and 3 split Costco's property in half with Office Intensity and Office Mixed Use Intensity typologies. Split classifications can result in conflicting land use tables and development standards that could severely restrict the continued use and future development of the property. We request measures to protect existing business from this conflict, such as adopting the Station Area Plan as an overlay district on existing zoning. 27-4

- Transportation Demand Management (TDM) – We request consideration of the impact of TDM strategies on existing businesses. Costco's operation relies almost exclusively on vehicle trips due to the size and quantity of goods purchased at the warehouse. Additionally, fuel sales are an integral component of Costco's operation. Strategies such as metered parking lots and parking maximums should not be required in all cases, as these transportation demand management strategies would directly conflict with Costco's operating parameters. 27-5

- Drainage Concepts: The SEIS discusses converting SE 120th Avenue NE into a "blue street" with open drainage facilities. The SEIS should evaluate the feasibility of right-of-way acquisition and demolition required to construct multiple vehicular lanes, bike lanes, and a drainage channel. 27-6

- Potential District Parking – We request removal of the Potential District Parking from Costco's north parcel on the Mobility Concepts Map (Exhibit 2-16). Costco's fuel station and parking lot currently occupy the site and there have been no discussions with any public entity about constructing district parking on it. 27-7

- Mobility Concepts – The pedestrian grid depicted on the Mobility Concepts Map (Exhibit 2-16) should be flexible and take into account Costco's existing warehouse. 27-8

Costco believes that the City can both plan for its further transit-oriented subarea while also creating a regulatory environment that will allow Costco's continued presence as a viable business and member of the Kirkland community. For example, the City could consider keeping a large-format retail zoning designation on Costco's property with the addition of an overlay zone or other form of development incentive to allow ready conversion to office or mixed-use development, should Costco cease operations on the site at some point in the future. Until then, it is important to retain zoning on Costco's property that does not render it a non-conforming use or structure; that allows for ready expansion and redevelopment consistent with Costco's business plans, without undue regulatory process (e.g. rezones or conditional use permits); and continues to provide reasonable vehicular access into and out of the Costco site. 27-9

Thank you for considering this information. We look forward to participating in the next steps of the planning process and are free to answer any questions at your convenience.

Sincerely,

Dave Messner

[redacted]

Letter 28

Sharon Cox
[redacted]

From: Sharon Cox [redacted]
Sent: Monday, February 15, 2021 9:16 AM
To: Allison Zike; City Council
Subject: 85th & I405 design changes. VOTE FOR ALTERNATIVE 1 - NO SIGNIFICANT CHANGES

Follow Up Flag: Follow up
Flag Status: Flagged

I have lived in downtown Kirkland for 18 years. I pay property taxes every year.

We have dealt with non stop construction in downtown Kirkland for the last 3 years. The office space and apartments are not near capacity.

Since the pandemic more people are working at home and the indication is the tech sector and many others will continue to do so after pandemic ends. The office space requests for downtown Seattle have dropped to 30%, more than any other city in the country. If you complete a study here I suspect the demand for Kirkland office space and apartments closely mirrors Seattle. 28-1

There also has been massive construction of retail, office, and housing space in Totem Lake.

Kirkland does not need another 5 or 10 story building going over the maximum height requirements. The citizens of Kirkland do not want this. 28-2

The traffic in this area is horrible, especially around 85th street and 405 due to residents heading to Costco, downtown Kirkland, and Redmond. There has been no upgrades or widening of any of the roads since I have lived here. 28-3

And you will not meet your carbon neutral requirements by adding more cars to the area with larger buildings. No one is going to take the bus and give up their cars. Bellevue thought the same thing and this did not happen. You should be able to confirm this with them. 28-4

Kirkland neighborhoods do not want to become another Bellevue with high rise office space and condos. This city is so much better than Bellevue who used to have a height restriction of 2 floors. Look what's happened to them because they ditched that.

The citizens who pay property taxes in Kirkland do not want high rises and more traffic. We do not want more pollution.

When increasing height restrictions were being discussed for downtown Kirkland I testified at a building code hearing and it was clear the board was listening to the developers lawyers who were also present, and not the citizens of Kirkland. It appears the City Council is in the back pocket of these developers and are not representing the citizens of our city. We can not afford to hire lawyers therefore our voices get drowned out. 28-5

We do not need more office and residential space. We have lots of empty buildings now. We need to meet carbon neutral guidelines put out by the State of Washington and we will not accomplish this by continued construction and traffic and use of resources to heat and cool buildings, etc.

See my post on the neighborhood website. Many agree with me.

Sincerely,

Letter 29

From: Susan Davis [redacted]
Sent: Friday, February 19, 2021 11:04 AM
To: Allison Zike; Jeremy McMahan
Cc: Adam Weinstein
Subject: 85th Station Area Plan DEIS Public comment

Follow Up Flag: Follow up
Flag Status: Flagged

Hello. I wanted to provide feedback on the DEIS for the 85th Station Area Plan. Please provide this email to the planning commissioners and the city council members.

I am only supportive of Alternative 1. 29-1

Low income Housing is needed in our city:
The city needs to look at upzoning Kirkwood Terrace owned by King County Housing Authority which is next to the Lee Johnson/Google 10 acre property and the New Bethlehem/Helen's family and women's Homeless shelter and day center. This KCHA small apartment complex encompasses 2.5 acres and only has 28 units. This property should be at least 3 stories as the need for low income housing in the area should make this a priority especially since our city has low income housing policies. This parcel could easily be rebuilt to 3 or 4 stories with 200 apartments and residential suites (limited parking provided to encourage usage of bus station or no car ownership to live in complex) with little impact to the surrounding area if placed close to the Lee Johnson parcel. Low income (0 to 50% AMI) housing is not required by developers so I think the city/county needs to step up and redevelop existing publicly owned apartment properties. The city is aware that we need more very low to low income housing so this should be a priority. The developers do not have to and should not have to provide very low to low income housing. The city/county/state receives plenty of federal/state/county/city funds to redevelop the large portfolio of existing KCHA, ARCH and Imagine owned properties. If the city can spend $23 million on a pedestrian only bridge the city can surely meet some of the needs of housing low income residents. 29-2

Traffic:
I believe that the impacts to transportation outlined in the DEIS are severe enough that they alone render unwarranted all of the proposed changes in Alternatives 2 and 3 that would result in an increase in population in the station area over and above those expected with Alternative 1.

The additional impact of Alternative 2 as outlined in exhibit 3-74, however, seems to be a complete showstopper, and the impact of Alternative 3 is beyond the pale. The projected additional delays, with the five signaled intersections on NE 85th averaging a 72 second increase with Alternative 2, are truly astounding. Worse still, the footnote to these exhibits indicates that three of the intersections for Alternative 2 (five for Alternative 3) would exceed 150 seconds, and the actual delay is expected to cap out there because "drivers are likely to seek out alternate routes instead of waiting at an intersection with extremely long delays". Drivers seeking alternate routes is then also discussed as a mitigation strategy however any driver who knows this area knows that there are few if any viable alternatives to be found. Indeed, it is noted in this section of the DEIS on 3-162 that "the lack of east-west travel routes across I-405 also causes vehicle trips to be concentrated along NE 85th Street" but that while creating additional east-west vehicle connections would help, it is "not proposed or recommended". 29-3

Impact to NE 80th Street:
I do not agree with the DSEIS where vehicular traffic that uses 85th Street will use NE 80th street when traffic gets backed up on 85th Street. This street is a school walk route for three schools and is only two lanes. This street is 29-4

surrounded by single family residential with driveways where residents are backing into NE 80th street. If this street is going to be an overflow street/alternative route for NE 85th backups many safety improvements need to be made. Example a 4 way stop at 124th Ave NE/123rd Ave NE and NE 80th (this is a dangerous intersection for drivers and pedestrians) , speed bumps and 20 MPH at all times. 29-4 cont.

Schools:
In the DEIS, those "education opportunities" amount to nothing more than the proposal to build new schools and/or expand existing ones to accommodate all the additional students the plan would result in. Describing the need to pass new bond measures to fund school construction that would (in the case of modifications to existing schools) impact current students as an "education opportunity" is dubious at best. No proposal in the action plans would improve the quality of education for students. 29-5

Why:
It is difficult to understand what the motivation for Alternatives 2 and 3 is. Kirkland is already in compliance with GMA goals for population growth and density. The curve for jobs growth is approaching where it should be for GMA compliance.

The DEIS concludes that "even with some combination of these potential mitigation measures, queueing would likely still be an issue throughout the Study Area and on the I-405 off ramps, which would also influence safety. Therefore, significant unavoidable adverse impacts are expected for auto, freight, and safety." That last sentence is the single most important one in the entire DEIS. Given that Alternative 1 (No Action) would see the plan area already contributing new households and jobs in excess of those called for in the Comprehensive Plan, these significant unavoidable adverse impacts on traffic and safety should have been enough to halt any further consideration of the action plans. It makes it crystal clear that only those modest proposals in the action plans that would not contribute to any additional population in the area should be considered. Any zoning changes that would raise height limits and otherwise allow for further population increases beyond Alternative 1 (No Action) would be irresponsible and a great disservice to the residents of Kirkland. 29-6

Who will ride the bus at 85th Street Station:
The DEIS acknowledges, as it notes that even with no action taken, it will not serve residents and workers in this area well, as "transit ridership on the I-405 BRT North is expected to result in passenger loads exceeding King County Metro/Sound Transit guidelines", and "buses would be crowded (with a ratio of passengers to crowding threshold of 1.27) before reaching the 85th Street station".
Attempting to plan a new urban center around a bus stop is already questionable, but when you factor in that this bus stop is located at a major traffic interchange creating unavoidable adverse impacts on traffic and safety. 29-7

Who benefits:
The proposed height increases and changes to mixed residential zoning would have the greatest impact on the land currently occupied by Costco and Lee Johnson's auto dealership. I have seen a letter from Costco to Allison Zike, Senior Planner for the City of Kirkland, wherein they make it clear that they are opposed to zoning changes that would impact their ability to continue to operate their store. We now know that the Lee Johnson property has been sold to Google, with the obvious implication that they will want to build new office buildings there to further expand their Kirkland workforce. It is clear how they would benefit from greatly increased height limits for this property, but it's not clear, aside from a few land developers, who else would actually benefit from this. 29-8

The majority of Kirkland residents would receive no benefit whatsoever, while a very large number of residents would see nothing but adverse impacts. If the Kirkland City Council wants to serve the residents of Kirkland, the decision is clear: reject both Alternative 2 and Alternative 3. The only aspects of those plans that should even be considered any further are additional improvements to sidewalks and bike lanes to improve the safety and ease of pedestrians and cyclists traveling to or through this area, and improvements to intersections in the plan area.

Thank you for your time.

Susan Davis

Sent from Mail for Windows 10

From: [redacted]
Sent: Friday, January 29, 2021 10:03 AM
To: Jeremy McMahan
Cc: Allison Zike
Subject: RE: Website needs to show 2035 plan and other comments

One more comment. I am not advocating to house low income people in one area. I believe we should house more low income and cost of land is expensive we should build denser on existing public housing parcels. How is thisnot good idea. Ask a low income person if they want to live on the streets or a hotel or in a low income apartment. They will choose the apartment. And all of these KCHA parcels are distributed throughout neighborhoods. Low income people need housing asap. These affordable units provided by developers will not be available anytime soon and they will not be low income. 29-9

On Jan 29, 2021 9:31 AM, [redacted] wrote:

Thank you Jeremy. I feel like you are taking this feedback from myself (*and many others) that there has not been enough public outreach as there is something wrong with those who feel this way. The city works for the residents. This project has not had enough outreach and honest advertising on the options. The city does not even list the options on the posters. List the fact 10 to 20 storie instead of just a picture and website.

The high school class project for 23 students is neat but it is NOT a replacement for good outreach to the 88,000 residents and 40,000 commuters who use 85th. 29-10

Posting a few posters in public areas at apartments and retirement homes during a pandemic is not active outreach. City outreach to current private property owners (home owners) has been lacking. A few commercial land owners are the few who will profit from this rezone at the expense of the community.

I hope the planning department learns from this and actively engages all residents with clear concise information on projects that will greatly impact our quality of life and services. Ex over crowded schools, more traffic congestion, etc. will happen with a rezone to 10 to 20 stories.

Thank you
Susan

From: [redacted]
Sent: Thursday, January 28, 2021 8:34 AM
To: Jeremy McMahan <JMcMahan@kirklandwa.gov>
Cc: Adam Weinstein <AWeinstein@kirklandwa.gov>; Allison Zike <AZike@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: RE: Website needs to show 2035 plan and other comments

Hi Jeremy. I wanted to follow up on the email I sent over a week ago (see below) as I have not heard back from you. Please let me know. Thank you Susan Davis

On Jan 17, 2021 7:21 PM, Susan Davis [redacted] wrote:

Thank you for your response. I would like to see the public comment, surveys and the flyers/pamphlets, feedback, survey results, number of people reached and how many were living in Kirkland, age and their addresses, etc used to engage the following groups that you mention in your email: legal notices (which newspapers and text for legal notice?), outreach to multi-family, affordable, and supportive living facilities; work with students at Lake Washington High School and non English speaking. The Station area plan on the city website does not cover any of the data and feedback from these sources. And what are the odds these high school students fully understood the impacts and told their parents about these city plans? Do you remember when you were in high school? I'm sure the students were logged in to their class but were multi tasking to complete their homework or do something that was not "boring" like listening to a city presentation on increasing density. I think these outreach efforts are a stretch to show that the city has made an effort to reach those who will be impacted. 29-11

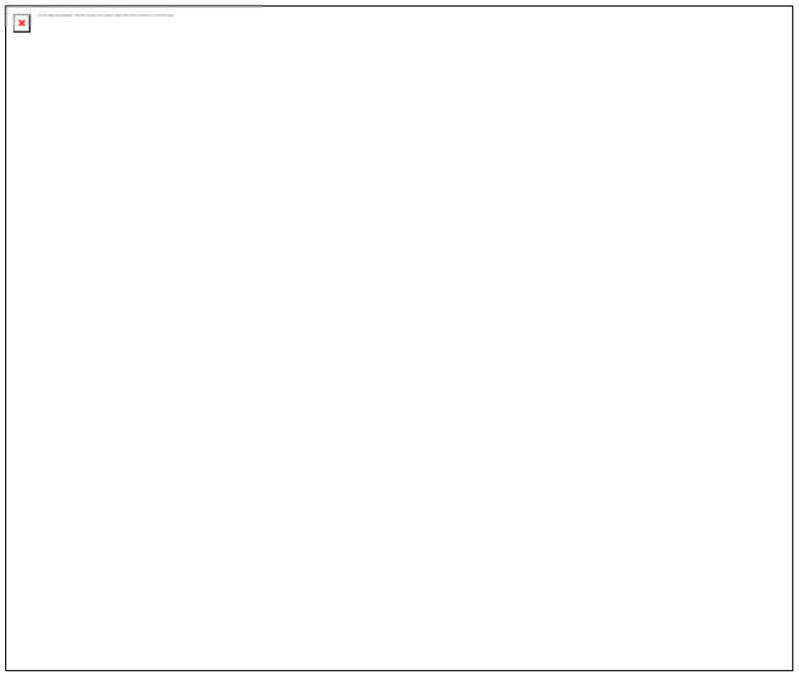
Additionally I believe this rezone during covid is preventing many residents to supply feedback due to lack of time or resources during covid (stress, newspaper subscriptions, quarantine, stay home, no internet, remote school with kids, working long hours or struggling to find a job, national political issues) and that the decisions should be held off until later this year. As you stated in your email below current zoning allows for an urban center.

I also believe a study session with the planning commissioners and the city council in mid-January is inappropriate until the city ends public comment time period. The consultants summarizing the 6 days of the survey "results" for the planning commission meeting seemed like a waste of time as the survey is not yet closed. 29-12

Kirkwood Terrace is a public housing parcel right next to Lee Johnson. I think the city needs to coordinate with KCHA regarding increasing the density on this parcel. Low Income housing needs to be provided by the public authorities not private companies on their parcels as in the long run public housing is a more efficient and more versatile tool to help house people. 29-13

Thank you for your time

Susan



From: Susan Davis [redacted]
Sent: Friday, January 8, 2021 9:23 AM
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Allison Zike <AZike@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Website needs to show 2035 plan and other comments

Happy New Year City Council, Kurt and Planning Department, I want to follow up from my comment in last night's 85th street forum. The city website is not very user friendly to obtain important documents like our 2035 plan that is associated with 2015 planning effort – I would love if the page can be like our former website and have all of the documents in one easy location and easy to find via a search of the website. I believe the city has to have these in an easy accessible area for all residents and actively engage the community for any changes (WAC 365-196-600 Public participation). Example of docs that should be in the page (like before) Draft EIS, Final EIS, Public comments files, capacity chart by neighborhood, assumptions made by analyst on which parcel would develop analysis, etc. 29-14

As I have stated in other emails to the planning department I do NOT believe the city has done a good job getting out the word of the rezone potentially up to 20 stories - especially the people that are within or in the ½ mile radius. I have posted flyers all over these 5 impacted areas over the past 3 weeks to get the word out. I believe this is a big decision that will impact our city and especially those who live near this area. I think the city needs to actively post large signs that clearly state in big red font that this area may be zoned up to 20 stories and to comment now and state the facts about BRT – no park n ride, the bus only goes along 405, no direct route to Seattle, etc. Again be upfront with the alternatives not just a "85th has three alternatives" comments without stating the 3 alternatives – even bullet points would work no changes, up to 10 stories and up to 20 stories. 29-14 cntd.

Another issue that has come up and I stated this in last night's forum was a city planning commissioner Rodney Rutherford's public comments on the next-door app. Screen prints attached. Rodney was spouting off on nextdoor.com before the draft EIS that he wants 14 stories. And I stated 6 is plenty as Redmond which has rail and mostly 4 to 6 stories in their downtown core and 8 near the rail stop. His reply my reason is "not compelling enough". These statements he made are really discouraging and angering residents. Plus he stated 85th was ready part of the urban center. I had to remind him it is not yet one, and this is why the PSRC is making the city perform an EIS. Personally I think Rodney needs to remove himself from the discussion/recommendation when it comes to the planning commission discussion on this rezone since right by the 405 Google just purchased the Lee Johnson 10 acres which Rodney is employed by Google and his home is a few blocks directly east. He has a conflict of interest and potential financial gain for himself or his employer. Plus he is already showing what he wants to happen before any environmental study and added outreach is completed. This area right next to 405 he wants 14 stories. And he posted he is a planning commission member when he was making these posts. See screen prints. 29-15

These comments were made in late December before the DEIS and I think these were totally inappropriate. I also believe that Rodney should not be able to be involved in the discussion. I orginally sent my concerns on this to Allison and Adam but never heard back from them. When I stated this last night I believe Adam denied this statement made by Rodney however here is the proof. And if you look on the next-door app conversation you can see he angered many people.

I feel like the city needs to actively work with ARCH, Imagine Housing and King County Housing Authority to develop on the current properties owned to increase the low income and affordable housing. These organizations hold a lot of real estate and many of the real estate is not fully used to it's current zoning and near walking distance to a major transit stop and walking distances to schools (ex Juanita Trace), and sell the high value properties (Houghton Court and Kirkland Place) so these funds can be used to add housing at the other properties. We should create more housing on existing king county owned properties and build residential suite units so we can house more people. The city keeps stating that upzoning will create more affordable housing as the developer is required to build 10% (and they get a lot of extras for this). We need to re-evaluate if this is the way to affordable housing as the target market is 80% AMI or a person who makes $80,000 per year. This is never going to fill the need as we have many people who only earn minimum wage. We can build 30,000 units and ruin the feel and accessibility of our community to create 3,000 units that serve people who make a decent wage. Or we can decide to charge a per unit impact fee that goes towards developing these already owned properties and adding more housing on these properties. We have a .1% increase in sales tax for affordable housing I hope that the city encourages King County to use these funds to house our most vulnerable that need help now before their lives turn for the worst – age 18 to 24 single people especially those who were from the foster system and are now homeless. Studies show the longer somebody is homeless the harder it is to get them off the streets. 29-16

The Kingsgate park n ride TOD should be the building that is built to the highest height possible so it can contain 100% low income housing with mostly residential suites. Please avoid the private party partnership like with the South Kirkland PnR as from lessons learned this was not a good use of our public land. I suggest the city starts reaching out to high net worth sponsors (we have many billionaires in the area) that can leave a legacy by donating to the TOD and creating this housing. Also reach out to Facebook, Google, Microsoft (has pledged $500 M), and Amazon (recently pledged $2 Billion for 3 cities) to make this project a success. 29-17

We have invested $100s of millions of our tax dollars into the Totem Lake area which is our urban center. The city is even spending $23 million on a pedestrian only bridge which I believe is a waste of our tax dollars. I believe a big capital outlay like this bridge should have been on the ballot especially since the original projected cost was $12.5 million. I think the city council knows this would not have passed if it was on the ballot because it is not an effective and efficient use of our hard earned tax dollars. This $23 million could have been used for a new fire station or for more low income housing. I hope the city council sticks to our 20 year growth plan with Totem Lake being the Urban growth center. The tax payers need a good return on their tax dollars in this area. 29-18

Additionally I would like to give feedback on the new website's search option. This search tool is lacking. It does not give precise results and also the results many times have nothing to do with the search words. I don't think this search tool is powered by Google like our previous website. I believe it should be powered by Google to be more accurate and to have an advanced search option. And we would be supporting a local company Google! See images. 29-19

I would like to hear back from the city council on how you will help increase the community outreach, what you plan to do with this planning commissioner's comments and when you think the search option and documents that are necessary to show our 20 yr plan will be added to the website. 29-20

Thank you for helping Kirkland residents to be more engaged in important matters tha impact all of us for generations to come, and using our tax dollars effectively and efficiently. Susan Davis

[redacted]

Sent from Mail for Windows 10

From: Susan Davis [redacted]
Sent: Sunday, January 17, 2021 7:22 PM
To: Jeremy McMahan
Cc: Adam Weinstein; Allison Zike; City Council; Kurt Triplett
Subject: RE: Website needs to show 2035 plan and other comments

Thank you for your response. I would like to see the public comment, surveys and the flyers/pamphlets, feedback, survey results, number of people reached and how many were living in Kirkland, age and their addresses, etc used to engage the following groups that you mention in your email: legal notices (which newspapers and text for legal notice?), outreach to multi-family, affordable, and supportive living facilities; work with students at Lake Washington High School and non English speaking. The Station area plan on the city website does not cover any of the data and feedback from these sources. And what are the odds these high school students fully understood the impacts and told their parents about these city plans? Do you remember when you were in high school? I'm sure the students were logged in to their class but were multi tasking to complete their homework or do something that was not "boring" like listening to a city presentation on increasing density. I think these outreach efforts are a stretch to show that the city has made an effort to reach those who will be impacted.

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Kirkwood Terrace is a public housing parcel right next to Lee Johnson. I think the city needs to coordinate with KCHA regarding increasing the density on this parcel. Low Income housing needs to be provided by the public authorities not private companies on their parcels as in the long run public housing is a more efficient and more versatile tool to help house people.

Thank you for your time
Susan

Sent from Mail for Windows 10

From: Susan Davis [redacted]
Sent: Friday, January 8, 2021 9:23 AM
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Allison Zike <AZike@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Website needs to show 2035 plan and other comments

Happy New Year City Council, Kurt and Planning Department, I want to follow up from my comment in last night's 85th street forum. The city website is not very user friendly to obtain important documents like our 2035 plan that is associated with 2015 planning effort – I would love if the page can be like our former website and have all of the documents in one easy location and easy to find via a search of the website. I believe the city has to have these in an easy accessible area for all residents and actively engage the community for any changes (WAC 365-196-600 Public participation). Example of docs that should be in the page (like before) Draft EIS, Final EIS, Public comments files, capacity chart by neighborhood, assumptions made by analyst on which parcel would develop analysis, etc.

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alternatives not just a "85th has three alternatives" comments without stating the 3 alternatives – even bullet points would work no changes, up to 10 stories and up to 20 stories.

Another issue that has come up and I stated this in last night's forum was a city planning commissioner Rodney Rutherford's public comments on the next-door app. Screen prints attached. Rodney was spouting off on nextdoor.com before the draft EIS that he wants 14 stories. And I stated 6 is plenty as Redmond which has rail and mostly 4 to 6 stories in their downtown core and 8 near the rail stop. His reply my reason is "not compelling enough". These statements he made are really discouraging and angering residents. Plus he stated 85th was ready part of the urban center. I had to remind him it is not yet one, and this is why the PSRC is making the city perform an EIS. Personally I think Rodney needs to remove himself from the discussion/recommendation when it comes to the planning commission discussion on this rezone since right by the 405 Google just purchased the Lee Johnson 10 acres which Rodney is employed by Google and his home is a few blocks directly east. He has a conflict of interest and potential financial gain for himself or his employer. Plus he is already showing what he wants to happen before any environmental study and added outreach is completed. This area right next to 405 he wants 14 stories. And he posted he is a planning commission member when he was making these posts. See screen prints.

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housing. I hope the city council sticks to our 20 year growth plan with Totem Lake being the Urban growth center. The tax payers need a good return on their tax dollars in this area.

Additionally I would like to give feedback on the new website's search option. This search tool is lacking. It does not give precise results and also the results many times have nothing to do with the search words. I don't think this search tool is powered by Google like our previous website. I believe it should be powered by Google to be more accurate and to have an advanced search option. And we would be supporting a local company Google! See images.

I would like to hear back from the city council on how you will help increase the community outreach, what you plan to do with this planning commissioner's comments and when you think the search option and documents that are necessary to show our 20 yr plan will be added to the website.

Thank you for helping Kirkland residents to be more engaged in important matters tha impact all of us for generations to come, and using our tax dollars effectively and efficiently. Susan Davis
[redacted]

Sent from Mail for Windows 10

From: [redacted]
Sent: Tuesday, January 5, 2021 8:53 AM
To: Allison Zike
Cc: aweinstien@kirklandwa.gov
Subject: Re: NE 85th St. Station Area Plan: Upcoming Comment Period

Follow Up Flag: Follow up
Flag Status: Completed

Hi. I would like confirmation that this email was received and how the issues I bring up will be addressed. Also could I please get the link for the DEIS? Thanks Susan

On Dec 21, 2020 1:35 PM, [redacted] wrote:

Hi. Added Adam.
Thank you for the email. The city is not doing enough to get the word out. Yes I am posting flyers because the city is not getting the word out to those who would be greatly impacted. WHY doesn't the city post those big wooden boards on CKC, to entrance of Highlands, Rose Hill etc (those same boards that were posted over 2 years ago for our neighborhood plans). The FB post link was broken and you could not tell from the post what the alternatives were and big font needed 20 stories please read. I believe a post card to all within 500 ft of the proposed area and the email list serv should state in big red font - do you want 20 stories in Kirkland. The city needs to leverage those wood signs placed in high traffic areas (walking and driving areas). And the city needs to point out that there is no park n ride, the bus shares the express tolls lanes with other toll paying vehicles and this stop ONLY served 405 BRT stops. There isn't a direct bus over 520 or a direct bus to Redmond via 520.

Personally I am very disappointed in outreach. I was reading all of the city's summary of "outreach" efforts were quite interesting esp since only 35 people (and businesses participated) we have 86,000 residents.

Also I sent an email in February 2020 when PSRC rejected the city's application to extend to 85th and Urban center and not do an EIS. I never heard back from the city. I'll forward that email.

Additionally we have a planning commission member Rodney Rutherford spouting off on nextdoor.com before any EIS, etc that he wants 14 stories. And I stated 6 is plenty as Redmond which has rail and mostly 4 to 6 stories in their downtown core and 8 near the rail stop. His reply my reason is not compelling enough. Yep. These statements he made are really discouraging and angering residents. Plus he stated 85th was ready part of the urban center. I had to remind him it is not yet one, and this is why the PSRC is making the city perform an EIS. Personally i think Rodney needs to remove himself from the discussion/recommendation when it comes to the planning commission discussion on this rezone since right by the 405 Google just purchsed the Lee Johnson 10 acres which Rodeny is employed by Google and his home is a few blocks directly east. He has a conflict of interest and potential financial gain for himself or his employer. Plus he is already showing what he wants to happen before any environmental study and added outreach is completed. This area right next to 405 he wants 14 stories. And he posted he is a planning commission member when he was making these posts. See screen prints. The tall buildings preventing air pollution and noise to neighborhood gave me a good laugh. Sound waves go in all directions and wind can move pollution anywhere.

Thank you for your time. Susan

Letter 30

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, February 23, 2021 12:30 PM
To: Allison Zike
Subject: Service Request #12042 (85th Station Area Plan) Notification -

Follow Up Flag: Follow up
Flag Status: Flagged

The service request ID 12042 filed on 2/16/2021 12:26 PM has not been addressed within the allotted time.

Escalation Details

Date/Time	2/23/2021 12:29 PM
User	admin
Comments	Notification of service request escalation sent to azike

Service Request Details

ID	12042
Date/Time	2/16/2021 12:26 PM
Type	85th Station Area Plan
Address	[redacted]
Comments	Traffic in this corridor is a nightmare, especially during commute times. With all the new construction in Totem Lake and downtown, there must be plenty of office space and dwellings. Let's keep Kirkland livable by limiting growth to what the available roadways can handle. I worry about a natural disaster, like an earthquake...how would we evacuate? Christine R. Deleon

30-1

30-2

View in QAlert

Letter 31

From: Kelli Curtis
Sent: Tuesday, February 16, 2021 11:29 AM
To: Amy Bolen
Cc: Allison Zike
Subject: Fwd: NE 85th Street Changes

Follow Up Flag: Follow up

Another!

Begin forwarded message:

From: Robbi Denman [redacted]
Subject: NE 85th Street Changes
Date: February 16, 2021 at 11:21:06 AM PST
To: psweet@kirklandwa.gov
Cc: nblack@kirklandwa.gov, jarnold@kirklandwa.gov, kcurtis@kirklandwa.gov, afalcone@kirklandwa.gov, tnixon@kirklandwa.gov, jpascal@kirklandwa.gov

Roberta J Denman
[redacted]

February 17, 2021

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

I am a member of Salt House Church near Lake Washington High School and one of our missions is to be active in addressing homelessness in our community. You probably already know that we sold some of our church property to the city so that Kirkland Place shelter for women and children could be built and have ongoingly leased our basement to the New Bethlehem Day Center.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high.
However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

31-1

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St.

I look forward to hearing from you. Thank you for your consideration.

Sincerely,

Roberta J. Denman

Kelli Curtis (she/her) | Council Member | City of Kirkland
kcurtis@kirklandwa.gov | (425) 587 3532 | [redacted]

Letter 32

From: Ken DeRoche [redacted]
Sent: Tuesday, February 16, 2021 11:56 AM
To: Planning Commissioners; Allison Zike; City Council; Penny Sweet; Amy Bolen; Rodney Rutherford
Cc: Brian Granowitz
Subject: Feedback on the DEIS Station Area Plan from Ken DeRoche, Kirkland Parkplace resident

Follow Up Flag: Follow up
Flag Status: Flagged

As long time residents and owners of one of the 24 condos in Kirkland Park Place (5th Ave & 10th St), we are very concerned about the proposed rezoning of our small corner section in the current PLA5D zone under proposal alternatives 2 and 3 to allow building heights up to 85ft.

32-1

Alternatives 2 and 3 would retain the current maximum height of 40ft for the other residential condo properties within our current PLA5D zone (east of 10th street and south of 4th Ave) while singling out our corner along 5th Ave for larger scale development.

Since these proposals would rezone our corner to become part of a more highly developed commercial zone, it concerns us greatly that this would put pressure on or force residents of our properties to leave in order to make way for larger scale office development. It would destroy our quiet neighborhood, and greatly increase traffic along the narrow 5th Avenue section east of 6th Street. It also concerns us that larger scale development along this narrow corridor would create a canyon of Kirkland Urban size buildings without sufficient leeway to mitigate the shadow effects and increased traffic burdens of those higher buildings.

32-2

Ken & Jill DeRoche
[redacted]

Letter 33

From: Jivko Dobrev [redacted]
Sent: Tuesday, January 5, 2021 3:50 PM
To: Allison Zike
Subject: Re: NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

Good Afternoon Mrs. Zike

Thank you for your response and the details. I have registered for the Community Workshop already.
Hereby I ask you to include my original comments into the DSEIS record. I hope my comments will help to preserve our beautiful Kirkland.

Thank you and looking forward for the next steps in the process.
Jivko Dobrev

On Jan 5, 2021, at 1:40 PM, Allison Zike <AZike@kirklandwa.gov> wrote:

Thank you for your comments. We have just published the Draft Supplemental Environmental Impact Statement (DSEIS), which includes analysis of the three alternatives being studied for the Station Area. This information provides many details about the alternatives and may also answer some of your questions below. The DSEIS can help community members learn more about the alternatives, as we seek input to help us start make choices about what options the community supports for the Station Area.

The DSEIS is available now available on the project website: www.kirklandwa.gov/stationareaplan. We appreciate your time providing us with feedback; and want to make sure you aware of the below upcoming events where we hope to learn more from the community.
The Station Area Plan Draft Supplemental Environmental Impact Statement (DSEIS) is now available and the formal public comment period ends February 5, 2021. If you would like your previous comments to be received as part of the formal DSEIS comment period, please respond to this email and confirm to be part of the DSEIS record. Comments received during the comment period require a response in the Final Supplemental Environmental Impact Statement, which will be adopted with the final Station Area Plan.
A virtual Community Workshop is still scheduled for January 7, 2021. A link to register for the open house is now available on the project webpage at www.kirklandwa.gov/stationareaplan, and the DSEIS will be available on the webpage after publication. Advance registration for the workshop is required. Please feel free to forward this email, or the attached poster, to your community members.
Thank you, and please feel free to send along any further comments or questions.

Allison Zike, AICP | Senior Planner
City of Kirkland | Planning & Building Department
azike@kirklandwa.gov | 425.587.3259

From: Jivko Dobrev [redacted]
Sent: Monday, December 21, 2020 12:49 PM
To: Allison Zike <AZike@kirklandwa.gov>
Subject: NE 85th Street Station Area Plan

Good Afternoon Mrs Zike

My name is Jivko Dobrev, our family owns a house at [redacted].
Our house falls within the area affected by the "NE 85th Street Station Area Plan".

The project's web page seemed to change not long ago (initially at https://www.kirklandwa.gov/depart/planning/Development_Info/projects/Bus_Rapid_Transit_Station_Area_Plan.htm, now at https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan#DraftSEIS). The initial page listed the period 12/18 to 01/25 as a period to provide feedback and opinions, not sure if this is still valid.

In addition the old page listed 3 alternatives related to decision to allow 20-story buildings in the area. If I recall correctly there were a couple of alternatives of which we strongly support Alternative 1 - No change in zoning (i.e. no 20 story buildings and hopefully no buildings taller than 3 floors)

I've registered for the upcoming meeting on 01/07, but wanted to provide our family's feedback in writing in a hope that it will be heard.

Our family strongly supports Alternative 1 - no changes in code, no tall buildings, no urbanization of our nice residential area.
Some of our arguments are the following:
(1) Kirkland is and has always been a suburb with nice residential charm where people live in single family houses and small apartment complexes. It has been a great place to live, grow our kids and enjoy the charm of the Northwest. 33-1
(2) The upcoming transit station seems highly inefficient - King County Metro and Sound Transit offer only transportation to Lynnwood/Everett and to Renton. Anyone who would commute to Seattle will have to switch in Downtown Bellevue. As a person who has commuted to Seattle for a long time I can say this will be very inconvenient and will take a lot of time. I humbly claim that the transit station on 85th will not be useful. There's a whole Park and Ride just a mile south (Houghton P&R) which is usually empty because no useful bus line stops there. 33-2
(3) Building 20-story tall concrete buildings in the middle of Kirkland will turn the area into a very unpleasant place to live - noisy, polluted, crowded. It will bring more traffic, crime and chaos. Just look at Downtown Bellevue for an example (I've worked there for the last 4 years and can tell a lot of stories). 33-3
(4) Speaking of traffic - it is already very difficult and overloaded. Where will the residents of the 20-story buildings park? How do they get in and out of the area? Again - look at Downtown Bellevue where 2-3 blocks take more than 20 minutes in peak hours! 33-4
(5) Speaking of parking - our 126th Ave behind Safeway is already overloaded with cars parked on the street which often limit it to 1-lane and create extreme hazard for even coming out of our garage. Without parking and with the tall buildings, residents and commuters will use our street as a parking lot. Nobody will be able to come visit us, cars will endanger our small kids playing on the street all the time. Again - look at the Downtown Bellevue for an example of how bad things would be. 33-5
(6) Our residential houses will lose any privacy and will be claustrophobically surrounded by skyscrapers whose residents will be able to peek at our windows all the time. There will be no light, no sun - just dust, noise, cars and pollution. 33-6

(7) Residential houses and tall 20-story buildings don't mix! There's no place in the world where such mix co-exists. We will be like the beginning of the movie "UP". For a couple of years the residential houses will be demolished and replaced by tall concrete buildings of an urban jungle. Another Downtown Bellevue / Downtown Seattle will emerge and that's the end of the Kirkland as we know it. What should we tell our kids - why do we have to move away? Why destroy our way of life and our American Dream? 33-7

(8) Downtown Kirkland has already turned into a concrete jungle. I tried to visit First Tech and Keybank recently - there's no place to park. (I've got a ticket for parking near mailboxes - interestingly enough the cars parking close to our own mailbox NEVER GET A TICKET!) Walking would take too long. Claims that it is a pedestrian/walking zone are not sustained. I used to take my kids for a walk in Downtown Kirkland and it was a very nice place. It's not a nice place anymore with tall buildings hanging overhead casting a shadow of doom. We don't see the sky anymore, but instead it's crowded, noisy, cars all over and very unsafe. 33-8

I can bring many more arguments to the table. I have spent my first 30 years of my life living in a concrete jungle. We don't want this for our kids and we humbly beg you - don't let this come to our City! Please don't turn our beautiful Kirkland into a skyscraper urban hell!

Please let me know if you have questions. If there's an official way to submit opinions, please let me know.
Thank you and have a great day!
Jivko Dobrev
[redacted]

Letter 34

From: Kara Dodge [redacted]
Sent: Monday, January 11, 2021 9:30 PM
To: Planning Commissioners; Allison Zike
Subject: BRT Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Commission Members and Ms. Zike,

I am writing to you as a nearly 10-year resident of the beloved city of Kirkland, imploring you NOT to build 20-story buildings in the BRT Station Area. I have always chosen to live in Kirkland over Bellevue, specifically because of the congestion, skyscrapers and lack of beauty in the downtown area of that city. I beg you to preserve the uniqueness of Kirkland by pacing the growth the way one would weight loss—slow and steady to win the race. 34-1

Alternative #2 provides the growth and increase in tax revenue I'm sure the city would like to see, while remaining within the look and feel that make Kirkland a desirable place to live. More specifically, let's look at NE 85th, since that's where these buildings would go. Traffic is ALREADY a nightmare there (Covid and people working from home and kids not going to school notwithstanding). Add the 6-story building where Petco is now, and a couple of 20-story buildings and people will spend their lives in traffic. Please don't mistake NE 85th for Bellevue's NE 8th. That's an often six-lane road, with other broad roads to which it connects. I cannot think of a two-lane street that connects perpendicularly to 85th. Until you have 6-lane roads with dedicated left turn lanes that connect only to 4-lane roads with dedicated left turn lanes, you have NO business making a city as congested as these buildings will make Kirkland. 34-2

It's a dream world to think a BRT station will suddenly make that kind of density livable. Bus ridership is not a lifestyle on the West Coast the way it is on the East, nor do I think it soon will be. People live here because of the green, open spaces. Why take that away? Furthermore, I keep hearing people say "I've lived in Manhattan, big buildings are normal." But ONLY in Manhattan. Go out to the Burroughs, and you'll find walk-up apartments, row houses and townhomes. Bellevue and Seattle are already our Manhattans. We needn't become another one. It's out of place, and not a peaceful or pleasant way to live. 34-3 34-4

Furthermore, IF you feel we must have large buildings, then I implore you to consider the kinds of apartments and condos being built. The vast majority of the buildings contain 1- and 2-room units, with the occasional 3-bedroom. Yet that only serves a tiny demographic of the population. Once people have a family, they want a *house,* even if just a small one. And a yard. If they can't have that, how about at least making apartments 1,800 sq feet? When we talk about missing housing, what I believe is missing are houses that are 1,800-2,400 sq feet. I can't think of a new home built in the Highlands, where I live, that is less than 3,200 sq feet. Why? If space is at such a premium, put an end to the massive homes being built right now. Start THERE. Not with 20-story buildings. 34-5

I am from Huntington Beach, CA, and I need look no further than the many mistakes made by the City Council there to know how awry idealistic planning and building can go. Build a large apt complex with 1.4 parking stalls per unit, and people will HAVE to take the bus! Nope. They'll just fight over parking, and when it proves insufficient, leave. The city might collect from the developer, but then we're left with unoccupied space, and how does that benefit anyone? Even if people DO ride the bus, they still own a car that has to go somewhere. 34-6

Let's not ask the cart to pull the horse. Ok, Sound Transit wants to put in a rapid bus line. Let them do it. Why destroy a bedroom community over it? 34-7

My husband and I currently rent our home. We owned a home in the Highlands for 5.5 years, moved back to CA so our children could better know their grandparents, and came back. We feel incredibly blessed to live in the Highlands again. And, at this point, I feel blessed to not yet have chosen where we'll buy when we do that again fairly soon. While I love all that Kirkland has to offer, if what it offers right now is gone, I'll be taking my property tax dollars, volunteer work in the community, and money spent at local businesses, and taking it somewhere that actually values quality of life. And that breaks my heart.

Thank you,
Kara Pietila

Sent from my iPad

Letter 35

From: baridorward [redacted]
Sent: Monday, February 15, 2021 12:15 PM
To: City Council
Subject: bus transit center at 85th and 405

Dear City Council for City of Kirkland,

I am writing to you to show my opposition to the proposal for a new transit center as well as the possibility of a 10 story complex.

Part of the attraction for Kirkland was it's unique structure and not a City of impersonal high rises like our neighbor to the south Bellevue. A lot of this uniqueness is disappearing with the look created by the the new Urban and the new complex starting on Lake Street. The new complex at Totem East has a community feel about it unlike Urban. 35-1

I do not feel we need a 10 story complex at an already very busy intersection.

Thank you for considering my opinion in your decision making.

Bari Dorward
[redacted]

Sent from my T-Mobile 4G LTE Device

Letter 36

From: Jeremy McMahan
Sent: Tuesday, February 9, 2021 9:31 AM
To: Allison Zike
Subject: FW: Input to I-405/NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: KEITH DUNBAR [redacted]
Sent: Tuesday, February 9, 2021 9:30 AM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Input to I-405/NE 85th Street Station Area Plan

Dear Kirkland City Council and Kirkland Planning Commission members,

Please include the following comments in the public input record for this project.

I support Alternative 1, which continues the present zoning scheme, for the 1-405/NE 85th Street Station Area Plan. 36-1

My reasons are as follows:

1. Kirkland has already surpassed the 2035 growth targets for the Growth Management Act with either housing
that is already built, in construction, or proposed. We don't need to encourage any more extensive growth in our city
during this period of time. 36-2

Alternatives 2 or 3 would add thousands of new residents to Kirkland. We are already adding lots of new residents to our
community from the actions that the City has already taken.

2. There is already a major new high density development footprint that is very evident in the Totem Lake Area. That
coupled with increased growth and building heights in the downtown core area, provides more than enough 36-3
capacity, and varied housing types, to accommodate additional growth in our City. These developments already
welcome new neighbors to our City at a variety of housing price points (both rental and purchased). If the City wanted to make sure
there was affordable housing within our community, it could institute some rent control pricing for 36-4
a fixed number of units
in large scale apartment and townhouse projects.

3. I am very concerned that implementation of either Alternative 2 or 3, and the density and development it 36-5

promotes, may very well prompt two very important Kirkland businesses, Costco (Kirkland namesake) and Lee Johnson
Chevrolet, to move out of our area. It's obvious that they occupy the two largest tracts of land that are immediately
adjacent to the I-405 corridor. They are reflected as "Office Commercial" on the various visioning diagrams. 36-5 cont.
These are two prominent long-term businesses that have called Kirkland home for many years, and are important assets
to our community economically, and serve the commercial needs of our residents. Don't drive them away from
our City.

4. Increased population at the 85th street exit will only exacerbate traffic issues not only at that intersection,
but on I-405. It is unrealistic to think that new residents of the planning area will all ride the bus and forsake
private automobiles. Traffic will increase in the immediate and surrounding area and add hundreds, if
not thousands, of daily vehicle trips onto surrounding City streets, and onto I-405. Not all, or even a majority, of the workers 36-6
in new office complexes and retail commercial outlets envisioned by Alternatives 2 or 3 will come from the immediate
neighborhoods or the surrounding community. They will commute there just as many people commute throughout our various
eastside communities commute daily to work from their place of residence. Count on it.

5. Alternative 3, would allow for some high rise buildings to reach heights of up to some 20 stories. This
type of massive and large scale development is very uncharacteristic for our Kirkland community.
We are NOT Bellevue or Renton, and do not covet their respective community decisions about
density, building heights, and community character. We are Kirkland, and want to retain our 36-7
individuality and
our community character. Maybe the planners stuck this one in there to make Alternative 2 seem more palatable;
more of a red herring if you will.

6. Retaining existing zoning does not at all preclude the City to make appropriate changes in the area to accommodate the
new bus rapid transit station along I-405. This could include traffic modifications including turn lanes,
roundabouts, bike lanes, street landscaping improvements, pedestrian walkways, acquiring and designating parking
areas for park and ride users, and encouraging Metro and Sound Transit to provide frequent 36-8
transit service
(think shuttles) to the new 85th Street Station from the Kirkland Transit Center. These and other steps are all
possible within existing ordinances, zoning and other land use actions available to the City.

I urge the council to retain existing zoning, and adopt Alternative 1, No Action for the Station Area Plan.

Thanks for listening,

Keith B. Dunbar
[redacted]

Letter 37

From: Paul Elrif [redacted]
Sent: Monday, January 18, 2021 8:09 PM
To: Allison Zike; John Tymczyszyn
Subject: Comments from today's call

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison and John,

Per your request(s) from the call, I am sharing my thoughts from the meeting. Here is it copied and pasted from the chat window. (If you add this to your database, please do not make my name/email part of public record.)

> *I'll ask my question here since this is my reason for joining the call to hear this presentation: We were told the NE 85th St work that was done a few years aback would be traffic calming* 37-1
>
> *There was no traffic calming. There has been a significantly increasing number of vehicles with very loud modified exhaust. 20 + years ago it was possible to leave the windows open and still get a fill night's rest. Now, there constant drone of loud cards and trucks makes it impossible.*
>
> *I am curious if sound abatement from these vehicles is a priority for the city with these massive building project and for law enforcement, and if so, what is being done. More traffic is not going to improve quality of life. What is the plan? If this is not the right time to ask. it would be good to know when that time is. :)* 37-2

That said, it would be trivial for you to just set up a sound pressure meter on 85th just to get a sense of how bad the noise is.

Best regards,
Paul

Letter 38

From: Lana Fava [redacted]
Sent: Tuesday, January 26, 2021 7:54 PM
To: Allison Zike
Subject: 85th Street Development Plan

Follow Up Flag: Follow up
Flag Status: Completed

Hello,
I just wanted to let you know my opposition to any changes to the zoning in the Everest neighborhood. I live in The Crest Townhomes and the thought of having a 6 or 8 story building across from me is abhorrent. We are lucky to live in a low density and beautiful area. Please keep it that way. 38-1

Thank you,
Lana Fava
[redacted]

Letter 39

From: Curtis Fleck [redacted]
Sent: Tuesday, January 5, 2021 1:59 PM
To: Allison Zike
Subject: Draft E15

Follow Up Flag: Follow up
Flag Status: Completed

To Allison Zike, AICP, Senior Planner,
Hello,
I represent the Overlook Village Condo Association which has, for many years, shared a fence and boundary with the Lee Johnson property.

It has come to our attention that since that property has been sold to Google, a drastic change could be coming to our neighborhood. 39-1

In the past, when Lee Johnson asked that their property be rezoned for additional building stories, I attended a City Council meeting to give our input and how we objected to that change.

Regarding the draft E15, we prefer Alternative 1 with Alternative 2 a distant second choice. Alternative 3 is not an acceptable alternative to our neighborhood. We already have the New Bethlehem Project built on one of our community's boundaries, thus losing privacy and trees. We are a quiet neighborhood of 11 two story homes. The noise and construction intrusions of the New Bethlehem Project were horrendous and now the homes directly bordering that building have lights shining into their houses. 39-2

Please consider the welfare of our Overlook Village neighborhood when making your decisions.

Sincerely yours,
Alice Fleck, Board Secretary

February 2, 2021

Letter 40

City of Kirkland, Planning and Building Dept
Alison Zike, AICP, Senior Planner
Planning Commissioners

RE: Comments on Draft EIS for NE 85th Street Station Area Plan

Dear Ms. Alison Zike & Planning Commissioners,

As homeowners on Ohde Ave since 1993, my wife Margaret and I greatly appreciate the City's engagement with the Everest Neighborhood Association and encouragement to comment on the Draft EIS for the NE 85th Street Station Area Plan. Our 2-story house is one of four single family homes on the north side of Ohde with adjoining properties that border the southwesterly freeway interchange and Pedestrian Walkway. Being west-most of these four homes, our northwesterly property lines adjoin green space around the 3-story office building on the corner of NE 85th Street and Kirkland Way.

Being recently retired, having strong ties to the region, and desire to continue living here for the foreseeable future, our interests include what is best for the Everest Neighborhood and Kirkland Community at large, as well as ourselves, over the long term.

Regarding Kirkland and Everest Neighborhood interests, we trust and hope that the City's planning discussions are considering, and incorporating where appropriate, pertinent components of the present Kirkland 2035 Plan? Is our understanding correct that the 2035 plan was developed with good community engagement and benchmarked with the state's Growth Management Act? Appreciating the extraordinary scope and impacts of the new Station, it is easy to imagine its unique interests having the potential to overshadow previous planning work that still has great merit. 40-1

In any case Margaret and I would like to assert our interest in seeing the relatively small Everest Neighborhood, with family-based attributes it brings to the Kirkland Community overall, be preserved to the greatest extent possible in its attachment to the new Station. 40-2

Specifically, to our combined interests, we are concerned that Plan Alternatives 2 and 3 for the north side of Ohde Ave (the four homes located here) currently propose 30 feet and 50 feet increases in allowable building heights – to 65 and 85 feet respectively, while proposed zoning and building height limits on the south side of Ohde remain unchanged. For transitional consistency between these four residential properties and surrounding neighbors to the south, is it possible to make building height limits for this small area on the north side of Ohde Ave the same as those on the south? 40-3

Looking forward to next steps, thank you for keeping us engaged in planning review and comment processes.

Sincerely,

Syd & Margaret France

[redacted]

Cc: David Aubry, Chair, Everest Neighborhood Association

Letter 41

From: kathy frank [redacted]
Sent: Saturday, February 6, 2021 11:46 AM
To: Allison Zike
Subject: Comments on the Draft SEIS for the NE 85th St. Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Allison,

I've read over the draft SEIS referenced above, and as much as I find it overwhelming, I've managed to come up with some coherent comments, I hope! My brain shuts off at anything too technical.

I noticed right away that the SEIS states the size of the buildings being considered looks larger than previously stated--it says 150'-300', which can translate to as many as 15 to 30 stories, not 10 to 20. Buildings of that height would be a horrendous eyesore in that area and just about anywhere in Kirkland. Much more infrastructure would be required to accommodate a growing pedestrian population in that area and make that BRT accessible. Shorter buildings throughout the proposed station area (no more than 8-10 stories), pedestrian access throughout (including under 405, between downtown Kirkland and 120th), with low-income apartments being included in those buildings (!!). Right now it sounds like mostly offices. 41-1

All in all, I think this is a very poor plan that is being considered in order to utilize the BRT system that in itself was poorly planned, as it will have no parking and be difficult for people to access in order to make it a viable alternative to driving. The ultimate goal is commendable: If pedestrian and public transportation options were more available, more people would use them, and we could all enjoy cleaner air and better quality of life. The "village" quality enjoyed in other countries like France and elsewhere could happen here, and that's what we need. At some point we just need to say NO to letting this town become Seattle. Let Seattle be Seattle and Kirkland be Kirkland! 41-2

Thanks for your time.
Kathleen Frank
[redacted]

1

Google LLC
1600 Amphitheatre Parkway
Mountain View, CA 94043

650 253-0000 main
Google.com

Letter 42

February 18, 2021

Allison Zike, ACIP, Senior Planner
Jeremy McMahan, Deputy Director
City of Kirkland Planning Department
123 5th Avenue, Kirkland, WA 98033

Via email to JMcMahan@kirklandwa.gov *and* AZike@kirklandwa.gov

Re: NE 85th Street Station Area Plan Draft Supplemental Environmental Impact Statement

Ms. Zike,

Thank you for this opportunity to comment on the NE 85th Street Station Area Plan Draft Supplemental Environmental Impact Statement ("DSEIS"). We have reviewed the DSEIS carefully and have several comments to further the City's study of the appropriate contents of the Station Area Plan ("SAP") in the final SEIS.

Before we dive into specific comments, we first wanted to commend the City on its public outreach efforts for the DSEIS. Amidst the logistical hurdles presented by the COVID-19 pandemic, we have been impressed by the City's outreach about the availability of the DSEIS by email and other sources, and by the City's thoughtful approach to the virtual community workshop. The strong community engagement resulting from these efforts will undoubtedly make the final SEIS and ultimate SAP better. 42-1

We also wanted to clarify Google's interest in the SAP. Google is a major employer in Kirkland with offices at our 6th Street Campus, in the newly opened and soon-to-be opened buildings at Kirkland Urban, and elsewhere within the City. Googlers love working in Kirkland, and we hope to continue to be a good neighbor and to have a positive impact on the City. We support the Station Area Plan's vision for further employment growth. Station area development, including increased office space for highly coveted technology jobs, will bring more spending to support small businesses and services in Kirkland, as well as increased fiscal revenues. The jobs anticipated are diverse across wage bands adding employment opportunities for entry level and middle wage jobs as well. 42-2

The City's vision for the SAP area with additional commercial density, and improved bike, transit, and pedestrian connections is exciting as it is an opportunity for an enhanced transit-oriented development activity node that the community and Googlers alike will enjoy. As a major employer, we support this vision fully.

Google also has a specific interest in the Lee Johnson Chevrolet and Mazda property on the corner of NE 85th Street and 120th Street that is in the heart of the SAP area. Google hopes the SAP will support its goal to expand its presence in Kirkland with a new office campus on this property that would bring thousands of additional jobs to the City over the next decade plus. However, Google does not own the Lee Johnson property and future expansion plans will depend on what the City approves in the final SAP and associated zoning changes that allow for increased commercial growth at that location next to the transit station. We know the 42-3

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City will approve the plan and in a sequence that is best for the community in the long-term, and we are excited about the potential to be an integral part of the new NE 85th Station Area neighborhood. 42-3

Last, we wanted to express strong support for the City's stated objectives for the SAP. The City's objective to create the most "opportunity for an inclusive, diverse, and welcoming community" is laudable. Google too has a goal to design for diversity, equity, and inclusion, and to actively engage and incorporate ideas from all perspectives in a new campus setting. The objective to enhance the quality of life for people who live, work, and visit Kirkland is also compelling. We are particularly excited about the opportunity to deploy sustainable measures in building design, targeting innovative green systems that go beyond just LEED certification. We think these ecologically positive measures can enhance the quality of life in Kirkland. 42-4

We also wanted to offer the following specific comments on the DSEIS:

- **New Preferred Alternative**: The final SEIS should identify an additional preferred hybrid alternative (i.e., an "Alternative 4") that reflects the anticipated contents of the SAP. The new preferred alternative should be a combination of action Alternatives 2 and 3, melding the positive features of each, and describing specific, appropriate mitigation measures to offset impacts. 42-5

- Growth Targets: The preferred alternative should support strong job growth in Kirkland that will help the City catch up with the job targets identified in the existing Comprehensive Plan and meet the new targets to be identified as part of the PSRC's current efforts to reset housing and job targets. While 2044 is the SEIS timeline, PSRC is updating growth targets through 2050. The City has lagged on its growth targets for jobs, and the Station Area Plan provides a generational opportunity to gain ground and attract jobs to the transit oriented district. The preferred alternative should plan for at least 20,000 jobs in the Station Area with at least two-thirds of those jobs planned to be realized on the east side of I-405. This job density is appropriate for the urban transit-oriented development setting created by the 85th Street BRT Station regional transit investment and the Greater Kirkland Urban Center designation. 42-6

- **Building Form**:

  - Height and Transitions: The preferred alternative in the final SEIS should allow building heights up to 220 feet in the densest areas on the east side of I-405 adjacent to the highway. This will allow for buildings with innovative Type IV-B timber construction of between 10-12 stories in height. The planned Form-Based Code ("FBC") should require individual sites to provide height or setback transitions to lower-density zones and uses, but should encourage these types of transition mitigation measures to be deployed and planned on a site-by-site basis considering the specific context of the site and surrounding zones and uses rather than using prescriptive height limit steps or setbacks within sites. Overall, the final SEIS and FBC should minimize setbacks and overly prescriptive standards to reflect the fact that the Station Area will be an urban area, if it is to support true transit-oriented development with the densities envisioned.

  - Floorplates: For office developments, the preferred alternative in the final SEIS should account for large floorplates averaging 50,000 gsf that are supportive of tech workers and less dense workspaces that will be expected post-COVID. 42-7

  - Site Coverage: The final SEIS should anticipate site coverage limits, but recognize that functionally pervious surfaces, like green roofs and greenspaces created above structures or below-grade infrastructure like parking garages should not count toward site coverage limits.

  - Open Space and Pedestrian Connections: The final SEIS and FBC should allow flexibility in the location of any open spaces required as part of private development, so that projects can be planned effectively in response to specific site conditions, and at the same time meet the City's

goals for increased pedestrian connections and reduction of the parks and open space deficit identified in the Station Area. 42-7

- Incentives: Any incentives for additional development capacity identified in the final SEIS and FBC should focus on sustainability measures that could include LEED certification, photovoltaic panels, and district energy systems, among others, to ensure future buildings and developments meet the City's goals for a more sustainable future with reduced GHG emissions. Any incentive-based system for maximizing development capacity should also include both performance and fee-in-lieu options to encourage the most flexibility as individual sites develop. 42-8

- **Traffic and Transportation**:
  - Intersections: The final SEIS should analyze impacts at all signalized intersections and major unsignalized intersections within the SAP to get a better understanding of the full range of traffic impacts anticipated from the growth anticipated in the Alternatives. The final SEIS should also provide underlying data, maps, and additional information about the methodology and assumptions in the various traffic models employed by the City's transportation consultant. 42-9
  - BRT Station Design. The EIS should fold in the WSDOT/ST station design plans, and consider ways to mitigate impacts on access to the site. For example, use of the BRT lanes by private shuttle services presents an opportunity to mitigate impacts, while bringing commuters to the station. 42-10
  - AM Peak Hour: The final SEIS should add an analysis of am peak hour existing conditions and impacts for each of the Alternatives. 42-11
  - 118th: The final SEIS should assume full vehicular access to/from the Lee Johnson site and NE 80th Street via 118th Ave NE. 42-12
  - Parking: The final SEIS should carry forward specific thresholds for minimum parking reductions for office and multifamily development as a mitigation measure to reduce traffic impacts and promote sustainable growth via reduced GHG emissions from vehicle trips. 42-13
  - Mitigation Measures: The final SEIS should study the specific mitigation potential of the Transportation Demand Management strategies identified. It should also study any additional physical infrastructure mitigation measures at needed study intersections to reduce impacts associated with increased traffic. 42-14
  - Limited Future Analysis: The city will rely on the SEIS to adopt a planned action ordinance. Therefore, as part of the SEIS process, the city's goal should be a complete analysis so that if a project specific proposal falls within the SAP land use assumptions then no additional traffic analysis (besides driveway or site access operational analysis) would be required. 42-15

- **Bicycle Connections**: The preferred alternative in the final SEIS should carry forward the plans for increased bicycle connections and infrastructure identified in Alternative 3. The City's long-range plans for bicycle infrastructure and its CIP should also be updated along with the SAP so that the City could deploy impact fee revenue or revenue from other sources for installation of this important multi-modal infrastructure. 42-16

- **Surface and Stormwater**: The SEIS should consider a plan to implement the identified stormwater infrastructure necessary to support development within the Station Area rather than rely on individual developments to implement the system incrementally. 42-17

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- **Utilities**: The final SEIS should carry forward the recommendation that the City update its General Sewer Plan and Comprehensive Water Plan to account for the planned densities, and the recommendation that the City find funding mechanisms for implementation of regional improvements that anticipate the future impacts to sewer and water. Strategies such as partnerships or local improvement districts should be explored as an equitable means for funding. Any impact fees collected by the City for these improvements should be pro-rated on usage basis or some other equitable means, accounting for current system inadequacies based on current development, and not just the impacts to increased densities for future projects. 42-18

- **Affordable Housing**: The SEIS should identify updates to the city's Multifamily Housing Tax Exemption Ordinance to expand the "residential target areas" where the tax exemption applies to additional areas in the Station Area wherever additional multifamily density is allowed. As the SEIS notes the limited use of Kirkland's MFTE program, the SEIS should evaluate changes to its adopted MFTE guidelines to improve utilization and increase housing unit production. We also offer the following observations:
  - The SEIS should evaluate the extent to which each of the policy tools identified is likely to stimulate the product of housing units aligned with anticipated demand segments. Tools cited include increased inclusionary housing requirements or fees for residential projects, which will substantially increase supply and should be a major focus of the affordable housing program. 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. Some jurisdictions have over-priced the market and therefore developers did not opt to use the incentive tiers. 42-19
  - The SEIS should specify which housing tools will be implemented to align policy under each Action Alternative with anticipated housing growth for the Alternative.
  - The SEIS should indicate the number of existing market-rate and affordable housing units in the study area. Policies should acknowledge that sites that can be developed without the demolition of affordable housing should allow for the greatest net development capacity.

Again, thank you for this opportunity to comment. We look forward to working with the City as it develops the final SEIS and SAP. Please do not hesitate to contact me if you have any questions about our comments.

Sincerely,

DocuSigned by:
Mark Rowe
C8F8A3DF15154EE...

Mark Rowe
Real Estate Project Executive, Americas Northwest Region
Kirkland, Washington, USA

Letter 43

From: Jill Gough [redacted]
Sent: Friday, February 19, 2021 9:09 PM
To: Allison Zike
Subject: Questions on the Draft SEIS

Follow Up Flag: Follow up
Flag Status: Flagged

My understanding is that Alt 1, the No Action Plan meets the current requirements based on the regional growth plan. Why is the city looking to grow faster than necessary? 43-1

I believe the "objectives" are already biased against finding in favor of Alt 1. Please review the objectives and consider the quality of life of the citizens of Kirkland.

If Costco is going to leave if the Alt 2 or Alt 3 go through, the carbon footprint for Alt 2 and Alt 3 could go up with Kirkland residents having to travel further to get to Costco. 43-2

Under 2.5.4 Key Elements by Alternative, Exhibit 2-24 Comparison of Alternatives Key Elements

Column Relationship to Equity and Inclusive District: Regarding carbon footprint. The comparison of the three alternatives says the No Action is unlikely to reduce the district's carbon footprint and then says the Alternative 2 and 3 will have positive results in reducing the carbon footprint. I took the online survey and under the Environment section it stated the following: "All alternatives include intensified land use which comes with higher energy emissions compared to existing conditions." With vehicles being stuck in traffic because the LOS on the roads will be severely impacted, the carbon footprint should be more that Alt 1. Please show me where is the SEIS is the justification for this 43-3

Under No Action Alternative it states under Summary that "it would include substantial retail employment", but under Relationship to Equity and Inclusive District it says "likely preserves existing retail jobs." Please correct the Relationship to Equity and Inclusive District to including that indicates the No Action alternative will substantially increase retail jobs. 43-4

When reading the summaries, it appears that those proposing Alternative 2 and 3 are not concerned out the existing neighborhoods of Rose Hill, though they seem a little more concerned about South Rose Hill because it specifically states under Alternative 3 Summary "and limited changes to residential areas such as Highlands and South Rose Hill." Has anyone evaluated the impacts of quality of life for current residents of North Rose Hill? Where is this included in the SEIS? 43-5

Why is building educational facilities considered one of the being rated? Instead of building, each alternative should look at better utilizing existing facilities. Lake Washington High School is within the study area and rarely occupied at night. Also Lake Washington Technical College and Northwest University are nearby. 43-6

The pandemic not only is changing our way of life now, but will also change our future. More people will be working from home, so the need for office space will be substantially lower. More companies will likely adopt a "hoteling" type workspace which requires less office space per person and doesn't anticipate everyone in the office at the same time. Has this been considered in the Draft SEIS? If yes, where. If not, include how these impacts are going to change how companies will operate going forward. Maybe this Draft SEIS should go on hold for a few years to see how we come out of the pandemic. 43-7

3.4 I disagree with the statement "Views of Downtown and Lake Washington from east of I-405 are generally blocked by topography, vegetation cover, and the freeway. Along NE 85th Street, the existing I-405 overpass blocks views looking westward down the corridor." My commute is/was early morning traveling westbound on NE 85th ST and when the 43-8

weather is good, there are beautiful views. The lake can be seen as well as the Olympics. With Alt 2 and Alt 3, the view will be a narrow little corridor with tall building on both sides. 43-8

Transportation

Under paragraph 3.6 it states "Due to the forecasted increase in delay and queuing along NE 85th Street, it is likely that a portion of drivers who are not stopping within the Study Area would choose alternate routes to avoid congestion." This same phrase is used again in paragraph 3.6.3. This statement seems to acknowledge that North Rose Hill would be cut off from downtown Kirkland. NE 85th ST is the route to downtown Kirkland and the waterfront. I did not purchase my homes in an urban area for a reason. How are Alt 2 and Alt 3 going to support existing quality of life for those of us that live in North Rose Hill? 43-9

Any higher housing density allowed off of on 128th Ave NE will impact the new greenway, which according to the city's policy has a goal of 1000 ADT. They will be installing a diverter on a street that had over just over 1200 ADT, so would expect the city to add a diverter at 85th and 128th Ave NE if they exceed that. Alt 2 and Alt 3 seems to allow higher density occupancy in the area. Please address how the proposed increased density will impact traffic volume on the 128th Ave NE Greenway? 43-10

There is reference to a NE 87th ST Greenway being implemented. As far as I am aware, the city is currently implementing only the NE 75th ST and 128th Ave NE. Please correct the reference to NE 87th ST greenway if it is currently not being implemented. (3.6.1 Bicycle Network) 43-11

The SEIS states "Three study intersections along the NE 85th St corridor operate at LOS D; all of the remaining study intersections operate at LOS C or better. All of the analyzed intersections are operating at an acceptable LOS." What is considered "acceptable" and what is the standard (i.e. AASHTO)? Is a D considered "passing"? 43-12

If the city decides to change a policy on Level of Service (LOS) by what the SEIS suggests (3.6.3 Level of Service Policy), the city would be basically saying that the time of the residents on Rose Hill is not as valuable as the other residents of Kirkland. Basically, let them sit in traffic. Does the city view the quality of life for the Rose Hill residents as not as important as other residents? This particular "mitigation" is not a mitigation, but trying to circumvent policy to push something through. 43-13

When reading through the Transportation section, several references indicate that the traffic volumes were "conservative". Does that mean underestimated? 43-14

There were several intersection mitigations that were applied to Alt 2 and Alt 3, but not Alt 1. For a true evaluation, these mitigations should be looked at for all alternatives. Please show how these potential mitigations would improve traffic in the area under Alt 1. Exhibit 3-78. 43-15

Public Services

Under paragraph 3.7.3 it appears that the Action Alternatives under Parks, the SEIS considers providing for improving walkways and bicycle routes to parks outside the SAP zone. This may over tax existing parks. How is the city planning on providing the green space for all the additional residents associated with Alt 2 and Alt 3 without putting additional burdens on already heavily used parks? This increase of population will over tax the parks on the waterfront which is a high value for all those that live here. 43-16

3.7.4 I disagree with the statement "With implementation of mitigation measures and regular periodic review of plans, no significant unavoidable adverse impacts to public services are anticipated." There are unavoidable adverse impacts to access to the waterfront with the proposed increased in population from Alt 2 and 3. Please address what the increase in population and employment associated with Alt 2 and Alt 3 will have on access to the waterfront for all existing Kirkland residents. 43-17

Utilities

This section does not talk about the impacts besides mentioning that the utilities master plans would need to be updated and planned capital improvements. It also states that "the City should finance and build the necessary capital facilities to mitigate" for sewer the additional flows and for water domestic demand and fire flow (3.8.3). Is this burden 43-18

to build this infrastructure going to be placed on the current tax payers of Kirkland? If yes, then the city needs to be very transparent and let the voters in Kirkland decide if they want to pay for building this infrastructure to support growth proposed in this SEIS. 43-18

I spent several hours reviewing this document, but couldn't get through it all. There is a significant impact to the residents of Rose Hill if Alt 2 or Alt 3 go through.

Respectfully,

Jill Gough

From: Jill Gough [redacted]
Sent: Wednesday, February 3, 2021 6:29 PM
To: Allison Zike
Subject: NE 85th ST Station Ara Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Under paragraph 1.4, a quick comparison of the alternatives is not possible because under the No Action alternative allowed building heights are not shown. Please provide the current allowable heights for the No Action alternative. 43-19
Jill Gough

From: Jill Gough [redacted]
Sent: Wednesday, February 3, 2021 6:39 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Paragraph 1.4 Objective
The objectives are not reasonable to use as the evaluation criteria of the alternatives. The objectives will lead the evaluation away from the No Action Plan automatically as the two action alternatives have more opportunity for affordable housing because of the height of the buildings being allowed. 43-20
Jill Gough

From: Jill Gough [redacted]
Sent: Wednesday, February 3, 2021 7:08 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Exhibit 2-24 Under No Action Alternative
Under column Summary it is mentioned that "substantial retail employment" would be a result under the No Action Alternative. Correct the comment under Relationation to Equity and Inclusive District which states "Likely preserves existing retail jobs" to reflect the substantial growth in retail employment expected. 43-4
Jill Gough

From: Jill Gough [redacted]
Sent: Wednesday, February 3, 2021 8:24 PM
To: Allison Zike
Subject: Re: How do you want Draft SEIS comments?

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks for your quick response. I sent a few individually today, but will compile all future comments and submit in one email. Jill

On Wed, Feb 3, 2021, 7:15 PM Allison Zike <AZike@kirklandwa.gov> wrote:

> Hello Jill,
>
> Thank you for taking the time to learn more about this project, and provide us with your comments. It would be great to receive your comments all in one email, if possible. Each email is an individual record, so if it is easy for you, combining your comments make the processing of comments easier on our end. I look forward to hearing more from you!
>
> Thank you,
>
> **Allison Zike, AICP** | Senior Planner
>
> City of Kirkland | Planning & Building Department
>
> azike@kirklandwa.gov | 425.587.3259
>
> **From:** Jill Gough [redacted]
> **Sent:** Wednesday, February 3, 2021 7:02 PM
> **To:** Allison Zike <AZike@kirklandwa.gov>
> **Subject:** How do you want Draft SEIS comments?
>
> Allison,
>
> I will probably be providing a number of comments on the Draft SEIS for NE 85th St. Do you want them all in one email or each comment in a separate email?

Do you need my name at the bottom of each email? Is it needed to document the author or are you just including the text of the comment?

Thanks for extending the comment period to February 19th, It is a lot to look at.

Jill Gough

Letter 44

From: Brian Granowitz [redacted]
Sent: Monday, February 15, 2021 1:05 PM
To: Rodney Rutherford
Cc: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Rutherford,

I'm CC'ing other city people so they know about this email conversation.

I appreciate your reply. "Specific practical impacts" are not always how many intersections will fail or similar measurements. Often, people move to communities because they like the look, scale, and feel of a neighborhood. Dramatically changing a neighborhood, not in a way residents want, is at least as important as the specific practical impacts.

That said, off the top of my head, the changes proposed in alternatives 2 and 3 would:

- Dramatically changing the look, scale, and feel of our multi-family residential area of the Moss Bay neighborhood.
- Create canyons of darkness where we live and work.
- Make it difficult to see the sky, except through slivers between 85' tall building.
- Overwhelm our already overloaded roads, pre and post pandemic.
- Overwhelming our already limited parking, pre and post pandemic.
- The sidewalks around what is now Urban, used to be a nicer places to walk. Now the building are on top of the sidewalks (I think it's called zero lot), there is almost no vegetation between the building and the sidewalk for us to appreciate, for birds and other animals to eat and live in. I can only imagine what is being contemplated for buildings in our neighborhood where the proposed new height is 65 or 85'.
- I'm sure there are others, but I'm not in construction or planning and more issues are not coming to me right now.

I thought that redoing the Kirkland Park Place Center (KPPC), now Urban, was a good idea, KPPC was looking a little run down. But the height and size of the Urban buildings is out of scale with Kirkland, negatively impacts the feel of downtown Kirkland, and Urban is only about half done. I think the City of Kirkland more often sides with the desires of developers, who often don't live in the city and just want to maximize their profit, and doesn't as much look out for the what type of Kirkland current residents want.

We can't evaluate how Urban will really impacting traffic, as Urban isn't done yet, we're in the middle of a pandemic, and most people are working from home. But once it's finished and the pandemic is over, trying to get in and out of our neighborhood, with the traffic Urban is going to add, will be even more problematic, and traffic was already bad. Many more intersection that lead in and out of our neighborhood will fail.

Adding bigger\taller building to our neighborhood will only make traffic worse. I'd like to think that the improved mass transit at 405 will help, but estimates from the City of Kirkland puts ridership at just 250 to 300 daily once BRT service begins in 2025

44-1
44-2
44-3

We can't evaluate how Urban will really impacting parking for the same reasons. But I used to work at the Google\Tableau\FileNet building at 720 4th Ave, and many of my coworkers didn't have parking at the building and were force to park in my neighborhood, overwhelming the streets and parking in the area. Residents of the area were often forced to park many blocks from our homes because of this.

My company moved to Urban and the same situation exists, many of my coworkers don't have parking at the building, mass transit to the building is inadequate, and again, estimates from the City of Kirkland puts ridership at just 250 to 300 daily once BRT service begins in 2025. Adding bigger\taller building to our neighborhood will make parking even worse.

My neighborhood is composed primarily of multi-family residential homes that are about 40' tall, by zoning requirements. By living in multi-family dwelling units, we're doing our part to reduce sprawl, be friendly to the environment, help with affordable housing stock in the city.

If the City of Kirkland wants to address low income and affordable housing, without drastically changing the look, scale, and feel of Kirkland, I recommend changing the zoning in other areas\neighborhoods that are primarily multi-million dollar single family homes on good size lots, to allow for multi-family residences with zoning similar to ours, and add requirements for low income and affordable housing. I feel that since our condos are modest in comparison, the city sees us as easy targets, without the same resources that people in neighborhoods with multi-million dollar single family homes have.

We like our area of the Moss Bay neighborhood as is. I, and I assume my neighbors, are willing to talk with you about how we can increase low income and affordable housing, more housing in general, in Kirkland.

44-3 cont.
44-4

Thanks,

Brian

From: Rodney Rutherford [redacted]
Sent: Sunday, February 14, 2021 2:45 PM
To: Brian Granowitz [redacted]
Subject: Re: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood
Importance: High

Mr. Granowitz, thank you for sharing your concerns about the DSEIS for the Station Area Plan. I'd like to dig a bit more deeply to ensure that I fully understand the specific impacts that you're concerned about. You've provided extensive detail about the proposed policy changes that concern you, but very little about the specific practical impacts that you anticipate these policies would create. The only specific negative impact I noted from your comments is that it would create "canyons of darkness," but please highlight anything else I may have missed. Are there any other negative impacts you would anticipate from the proposal that should be addressed?

Also, thank you for pointing out the ways in which documents should be made more accessible to people with color perception deficiencies.

Rodney Rutherford
Planning Commissioner

This message only conveys Rodney's personal opinion, insights, perspective, and interpretation. This message does not represent an official or authoritative position of the City of Kirkland or its Planning Commission. City staff are best qualified to answer technical questions on current or proposed policies. (Learn more about the Planning Commission.)

From: Brian Granowitz [redacted]
Sent: Sunday, February 14, 2021 2:12 PM
To: Allison Zike <AZike@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Bolen <ABolen@kirklandwa.gov>
Cc: Brian Granowitz [redacted]
Subject: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Hello,

I'd welcome the chance to talk with you about the following.

I'm writing about the Station Area Plan (SAP) DEIS, https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/stationareaplan_draftseis_complete1-5-2021.pdf.

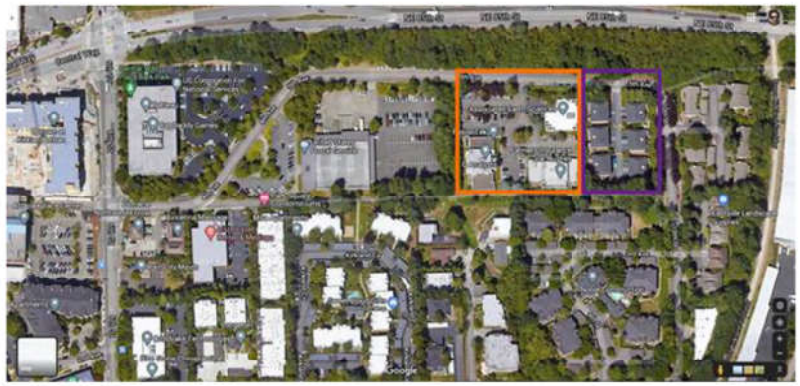
Both alternatives 2 and 3 call for rezoning PLA 5A, B, C, & D, highlighted below, changing the largely residential area of the Moss Bay neighborhood to mixed use, and substantially increasing the allowable heights of the buildings, currently 30 to 40 feet, to 65 or 85 feet. I'm strongly opposed to this, any other benefits of the SAP are overshadowed by this. 44-5

Exhibit 1-5. Growth Concept for Action Alternatives

Source: Mithun, 2020.

When Urban went in, with substantially increased height rezoning, I knew that this would eventually be proposed for our mostly residential Moss Bay neighborhood, which happens to be across 6th St from Urban. Again, I am strongly opposed to changes in heights allowed in PLA 5A, B, C, & D. We would end up living in a canyon surrounded by 85' tall buildings.

The office park, below highlighted with orange, next to my condominium complex, highlighted with blue, was grandfathered into our residential area but was zoned residential. The office park owners wanted spot rezoning to allow them to upgrade their office buildings, which the nearby residents were not in favor of. Instead of going to court over this, we met with the city and the owners of office park and we came up with a compromise that spot zoned their lot so they could do that. If the city changes the zoning in our area, I'll feel that the compromise we negotiated in good faith, and avoided litigation, was taken advantage of. 44-6



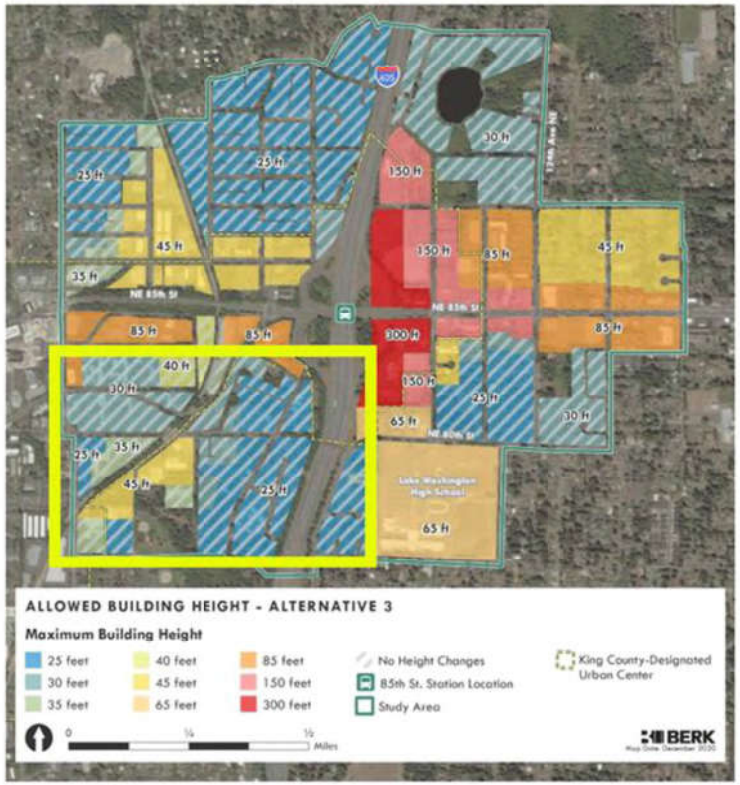
For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness. 44-7

Also, the DEIS describes the neighborhoods that will be affect as commercial areas such Rose Hill, this is misleading. Our neighborhood is a residential area in the Moss Bay neighborhood, again, zones PLA 5A, B, C, & D. It makes me question the research for the alternatives, who was consulted, such as the residents of my neighborhood. None of my neighbors knew about this effort until early February, and apparently this effort has been in the works since early 2020. And the survey that is available for this effort only asks questions about the effect to Rose Hill and Norkirk, our Moss Bay neighborhood isn't represented in the questions, the feedback\data will be inaccurate.

> **"Alternative 2**: This alternative would create a Station Area Plan and Form Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on ***existing commercial areas such as Rose Hill***. For the year 2044, the anticipated total . . . " 44-8

None of the other zones in the Moss Bay neighborhood, highlighted below in yellow, have proposed height changes, why just our area, how is this justified, and which residents in the area where talked with during the last year or more of planning? None of my neighbors knew about this until early February.

Exhibit 1-10. Alternative 3 Building Heights



Source: Mithun, 2020.

Please don't ruin our neighborhood by changing the zoning and allowing 65' or 85' tall building.

- I'd welcome the chance to talk with you about this.

By the way, the information in the plan, especially the charts\images in the https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan are impossible for a color blind person, such as myself, to read; I had help. It's not accessible to the 10% of men who are color blind. 44-9

Thank you,

Brian Granowitz
Kirkland, WA
* I live and work in Kirkland.

Letter 45

From: Gayle Gray [redacted]
Sent: Thursday, February 18, 2021 3:49 PM
To: Allison Zike
Subject: No more high rise

Follow Up Flag: Follow up
Flag Status: Flagged

Please vote for no more high-rise buildings. Totem Lake looks terrible. We don't want Kirkland to look the same way. 45-1 45-2
Kirkland wants their trees, so save the space and plant trees. 45-3
Thanks
Gayle
Sent from Mail for Windows 10

Letter 46

From: MATTHEW GREGORY [redacted]
Sent: Thursday, January 28, 2021 10:26 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

City Planners:

For the 42 years I have lived, worked, worshiped, shopped, and volunteered in the city of Kirkland, the intersection of NE 85th Street and 120th Ave NE has continued to decline in several ways. Alternatives 2 and 3 fail to blend increased density from this intersection, only increase it.

The increased traffic from LWHS growth, the Costco expansion of the gas station, and the volume of traffic headed east to Redmond from I-405 have cause several road modifications that have attempted to only mitigate poor vehicular circulation. LWHS traffic is backed up there when school gets out. Eastbound traffic getting onto northbound I-405 is backed up. The affect of further concentration of density at this intersection need to be better addressed in the DEIS

The portal entry to the city here is not welcoming with the current uses of a gas station, fast food restaurant and two vehicle sales/rentals. Weekly (not during the pandemic) groups of high school students and disabled adults are on narrow pedestrian paths gathered and high vehicle pollutant areas to use transit while vehicles are backed up at rush hour and business hours to either get on off the freeway or get to Costco. Further concentration of density at this intersection needs to be better analyzed in the DEIS. 46-1

Increased density in allowing mixed used residential, increase building height, and more retail encourage pedestrian activity at an intersection that is not welcoming due to the proximity to the freeway interchange and the DEIS should study.

Alternatives 2 and 3 are extreme population increases. Current 9,000, Alt 1 16,000 (100%), Alt 2 45,000 (500%) and Alt 3 56,000 (6,000). Where are the 200 or 300% alternatives? The Draft SEIS fails to look a more modest growth, especial at this intersection. 46-2

Matt Gregory
[redacted]

Sent from Mail for Windows 10

Letter 47

From: Boaz Gurdin [redacted]
Sent: Monday, February 8, 2021 5:45 PM
To: Allison Zike
Subject: Bus lanes for NE 85th St

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I'm wondering if you are considering bus/shuttle lanes on NE 85th Street as part of your NE 85th St Station Area Plan?

Providing a quick bus/shuttle connection for Stride riders to reach jobs in Downtown Redmond and Microsoft/Overlake areas seems critical if we want to reduce car traffic. Bus/shuttle lanes continuing on Redmond Way (to Downtown Redmond) and 148th (to Microsoft/Overlake) could be coordinated with the Redmond 2050 plan. These bus/shuttle lanes would also support Kirkland-Redmond bus/shuttle commutes in both directions. 47-1

Thanks for considering this idea.

- Boaz

Letter 48

From: Kathryn Stuart Hammer [redacted]
Sent: Tuesday, February 2, 2021 1:44 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

Hello:

I grew up in a big city and I am very much in favor of well planned development and and making urban areas more efficient and beneficial for everyone. But I have some serious concerns about the 85th Street Station plans, **even for the lowest density plan.**

1. 85th St and 405 is Already a Bottleneck. The only east-west streets crossing the 405 and leading directly to downtown Kirkland and the waterfront are 70th and 85th. There are currently no alternative routes to use during construction. Its already a bottle neck and construction is likely to divide the city of Kirkland into two parts that are essentially impassable. This should not happen. 48-1

2. The Potential 300 Riders Per Day is Too Few to Justify the Massive Construction Headaches and Snarling of Car, Bike, and Pedestrian traffic due to limited EAST WEST options for travel. Since there are roughly a hundred thousand people or more already living and moving around the area it seems that 300 riders per day is too few to justify the enormous inconvenience. Plus there are serious safety concerns for pedestrians and bikers. Its easier for local neighbors to use other park and ride options in Totem lake and in South Kirkland. 48-2

3. Even the Lowest Density Plan will cause these serious problems. 48-3

I hope you will keep the above in mind and do your best to keep our area traversable. Don't let it become a monstrous commuter bugaboo nightmare!

Thank you for inviting us to share our concerns!

Kathryn

Letter 49

From: Kirsten Hansen [redacted]
Sent: Monday, February 8, 2021 12:35 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello - Please require that all construction be 100% electric and net zero energy. 49-1
Thank you,
Kirsten Hansen

Letter 50

From: Brian Harper [redacted]
Sent: Tuesday, January 12, 2021 1:36 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for reading this feedback on the NE 85th Street Station Area Plan Draft SEIS. I have lived in Kirkland for over twenty years, and currently own a home on Kirkland Ave within the boundaries of this area. I walk and drive within and through the area on a daily basis, including patronizing businesses in the area, entering and exiting I-405, and driving through the area to reach downtown Kirkland or Redmond. I am a light user of public transit, most frequently using it to travel to and from downtown Seattle.

My comments are divided into two parts. First I'll address one specific area of impact in the Draft Supplemental Environmental Impact Statement (henceforth abbreviated DEIS), and then I'll comment on the purpose and genesis of the Station Area Plan. I have included numerous endnotes that refer back to the DEIS by exhibit and/or page number.

The upshot (TL;DR) is that the impact of either Alternative 2 or Alternative 3 on transportation would be completely unacceptable, so much so that it leads me to question why these plans are even still being considered. 50-1

Kind regards,
Brian Harper

Comments on Transportation Environment, Impacts, and Mitigation
While I have concerns with a few other areas of the DEIS, they are all relatively minor in relation to my concerns with the impacts to transportation, so I have chosen to limit my comments to this one area of impact. Additionally, I believe that the impacts to transportation outlined in the DEIS are severe enough that they alone render untenable all of the proposed changes in Alternatives 2 and 3 that would result in an increase in population in the station area over and above those expected with Alternative 1 (No Action).

I believe few people who regularly drove through this area before March of 2020 would describe the traffic as anything but heavily congested. The pandemic has temporarily reduced traffic, but even now in January of 2021 it is often heavily congested, and there is little reason to believe that it won't ultimately return to its pre-pandemic levels. The expected increase with Alternative 1 as outlined in exhibit 3-72 of the DEIS is therefore already concerning. The additional impact of Alternative 2 as outlined in exhibit 3-74, however, seems to be a complete showstopper, and the impact of Alternative 3 is beyond the pale. The projected additional delays, with the five signaled intersections on NE 85th averaging a 72 second increase with Alternative 2, are truly astounding. Worse still, the footnote to these exhibits indicates that three of the intersections for Alternative 2 (five for Alternative 3) would exceed 150 seconds, and the actual delay is expected to cap out there because "drivers are likely to seek out alternate routes instead of waiting at an intersection with extremely long delays"[i]. Drivers seeking alternate routes is then also discussed as a mitigation strategy[ii], however any driver who knows this area knows that there are few if any viable alternatives to be found. Indeed, it is noted in this section of the DEIS on 3-162 that "the lack of east-west travel routes across I-405 also causes vehicle trips to be concentrated along NE 85th Street" but that while creating additional east-west vehicle connections would help, it is "not proposed or recommended"[iii]. 50-2

To summarize: **Alternative 2 and Alternative 3 will make traffic so bad in this area that delays at the 3 or 5 of the major intersections will be the worst that our model is equipped to quantify, so bad that drivers will try to avoid them by taking alternate routes.** We cannot identify what those alternate routes are, nor can we tell you how bad the impact will be on those hypothetical alternatives, and we are not proposing that we do anything to address the problems these plans create for those other routes if they do in fact exist. Who could possibly justify a plan like that? 50-2 cont.

Proposals to mitigate the traffic are in many cases insufficient, or unaccounted for elsewhere in the plan. The proposed intersection improvements, if they are all undertaken, would result in minimal improvement but are not enough to move any of them above their failing E & F grade levels (exhibit 3-78).[iv] Much of the rest of the proposed mitigation involves encouraging SOV drivers to use transit, but even if we are to believe that this would be successful enough to completely mitigate the impacts, the resulting increased impact on transit is not then accounted for anywhere. In fact, without shifting more trips from SOV vehicles to buses, the transit impact has already been noted as severe enough to require its own mitigation strategies. Finally, there is the laughable (if not downright shameful) proposed strategy to simply lower the bar by changing the Level of Service policy so that the extreme congestion and its impacts are simply deemed acceptable[v] never mind how awful it is in the real world. 50-3

As for the impact to transit, I was alarmed to see that one of the mitigation proposals noted to reduce vehicle trip generation was to add a private shuttle service along the Cross Kirkland Corridor.[vi] When it was previously proposed to use the Cross Kirkland Corridor for the new BRT line, there was coordinated and vocal opposition to turning the trail into a roadway. This shuttle service would be to the near exclusive benefit of Google employees. If the dramatic expansion of Google's footprint in Kirkland is to negatively impact transit in the area, then surely Google should be responsible for mitigating this without adversely affecting area residents. The CKC is of far greater value to the character, charm, and appeal of the city of Kirkland than the new BRT station will be. Converting a central section of it to a sidewalk next to a roadway for the sole benefit of one of the richest corporations in the world should not even be a consideration for our city. 50-4

Ultimately, even with all the highly questionable mitigation strategies, the DEIS concludes that "**even with some combination of these potential mitigation measures, queueing would likely still be an issue throughout the Study Area and on the I-405 off ramps, which would also influence safety. Therefore, significant unavoidable adverse impacts are expected for auto, freight, and safety.**"[vii] That last sentence is the single most important one in the entire DEIS. Given that Alternative 1 (No Action) would see the plan area already contributing new households and jobs in excess of those called for in the Comprehensive Plan[viii], these significant unavoidable adverse impacts on traffic and safety should have been enough to halt any further consideration of the action plans. It makes it crystal clear that only those modest proposals in the action plans that would *not* contribute to any additional population in the area should be considered. **Any zoning changes that would raise height limits and otherwise allow for further population increases beyond Alternative 1 (No Action) would be irresponsible and a great disservice to the residents of Kirkland.** I also wonder whether proceeding with those changes with the full knowledge that they will negatively impact safety might expose the City of Kirkland to legal liability resulting from injury accidents in this area. 50-5

Comments on the Plan Purpose

As stated, the genesis of the proposed action plans is the construction of a new BRT station at NE 85th St., which is described as a "Once-in-a-generation transit investment"[ix]. I find this statement highly over-blown. The Sound Transit 3 Regional Transit System Plan neglected to include an extension of the light rail system to serve the downtown Kirkland area (or indeed any part of Kirkland aside from the South Kirkland Park & Ride, which is located at its southern border). A light rail station conveniently located underneath the downtown Kirkland area (or even the nearby Kirkland Urban development) could have been considered a once-in-a-generation transit investment, but sadly we did not have that option to vote on in the ST3 bill that voters passed 50-6

Instead, Kirkland and Bothell/Woodinville were given the "consolation prize" of a new bus rapid transit line. I have traveled extensively and have seen and used BRT routes in several different cities, and have used many light rail and subway systems, and I believe it is fair to say that BRT is an extremely poor substitute for light rail. It can't handle anywhere near the ridership nor provide anywhere near the level of service that light rail can. Indeed, this very EIS seems to acknowledge this, as it notes that even with no action taken, it will not serve residents and workers in this area well, as "transit ridership on the I-405 BRT North is expected to result in passenger loads exceeding King County Metro/Sound Transit guidelines", and "buses would be crowded (with a ratio of passengers to crowding threshold of 1.27) before reaching the 85th Street station"[x]. 50-7

The new investment is simply a bus stop at a major freeway/arterial interchange. Using it as the reason to rezone a critical area of Kirkland seems entirely backwards. Good city and transportation planning would have meant adding transit investments to serve people where they are already living, working, shopping, and recreating, and where a resulting reduction in vehicle traffic would improve the quality of lives for those people. Attempting to plan a new urban center around a bus stop is already questionable, but when you factor in that this bus stop is located at a major traffic interchange, and thus the center of this development area is a noisy combination of roadways and overpasses, it borders on the absurd. It leads me to question whether the BRT station is truly an inspiration for improvements intended to improve the quality of life for Kirkland residents and visitors, or whether it is being used as an excuse to improve the fortunes of a select few businesses and land developers. Indeed, a good deal of the supporting materials I have seen so far express a strong bias toward the action plans, with dubious comparisons and conclusions drawn to justify them. For example, in the slide deck that was shared to participants of the January 7, 2021 Community Workshop[xi], on the slide comparing the three alternatives, Alternative 3 is shown as being "Strongly Aligned" with the "Minimize Carbon Footprint" goal while Alternative 1 (No Action) is shown as being "Less Aligned"[xii]. The rationale given on a subsequent slide is that Alternative 3 is predicted to result in a 43% reduction in per capita green house gas emissions.[xiii] What it fails to note is that while the *per capita* emissions may be lowered, the population (residents and non-resident workers) would increase by over 600%[xiv], with *net* emissions would still be *nearly twice as high*[xv]. In another example from the same slides, Alternative 3 is claimed to be "Likely to support additional education opportunities" while Alternative 1 (No Action) is shown as "Unlikely to support additional education opportunities". In the DEIS, those "education opportunities" amount to nothing more than the proposal to build new schools and/or expand existing ones to accommodate all the additional students the plan would result in. Describing the need to pass new bond measures to fund school construction that would (in the case of modifications to existing schools) impact current students as an "education opportunity" is dubious at best. No proposal in the action plans would improve the quality of education for students. These are just two examples from this presentation. While this bias is far more prevalent in supporting materials, the DEIS itself is not without notable examples as well, such as comparing Alternative 1 conditions while comparing Alternatives 2 and 3 to Alternative 1. 50-8 50-9 50-10

It troubles me that this bias is so clear and obvious, as it implies that either the authors of the actions plans, the instigators for those plans, or both parties, are aware that the action alternatives in this plan will not be palatable to most Kirkland residents and that they therefore will need to sell them in order to avoid or minimize backlash. If I have completely misinterpreted these examples, and there is no such bias from the planners and/or members of the city council, then I offer my apologies for the accusation, and hope that you will still at least consider my specific comments on the unacceptable impacts to transportation. 50-11

Conclusions

The proposed height increases and changes to mixed residential zoning would have the greatest impact on the land currently occupied by Costco and Lee Johnson's auto dealership. I have seen a letter from Costco to Allison Zike, Senior Planner for the City of Kirkland, wherein they make it clear that they are opposed to zoning changes that would impact their ability to continue to operate their store. We now know that the Lee Johnson property has been sold to Google, with the obvious implication that they will want to build new office buildings there to further expand their Kirkland workforce. It is clear how they would benefit from greatly 50-12

increased height limits for this property, but it's not clear, aside from a few land developers, who else would actually benefit from this.

The city has no need or obligation to accommodate, let alone encourage, population growth well beyond what we are already projected to see, and hat has already been targeted in previously agreed on plans. Approving either of the action plans would be an irresponsible acceleration of growth. The charm and character of Kirkland would surely be negatively impacted, if not destroyed, by the addition of fifteen or twenty story buildings at the intersection of I-405 and NE 85th Street. The nightmarish traffic that would result in this area would contribute to a significant degradation of the quality of life for current residents of the area and many who live outside the area but who need to travel to and through it. When I ask who would really benefit from all of this, I find that the primary beneficiaries would be Google, who would see the value of their land purchase increase significantly, land developers who either own or could purchase land in areas such as the Costco property, and the construction firms that would build the new properties. The majority of Kirkland residents would receive no benefit whatsoever, while a very large number of residents would see nothing but adverse impacts. If the Kirkland City Council wants to serve the residents of Kirkland, the decision is clear: reject both Alternative 2 and Alternative 3. The only aspects of those plans that should even be considered any further are additional improvements to sidewalks and bike lanes to improve the safety and ease of pedestrians and cyclists traveling to or through this area, and improvements to intersections in the plan area.

50-13

50-14

50-15

[i] DEIS, 3-152 and 3-156
[ii] DEIS, 3-162
[iii] DEIS, 3-162
[iv] DEIS Exhibit 3-78, 3-163
[v] DEIS, 3-161
[vi] DEIS, 3-164
[vii] DEIS, 3-167
[viii] DEIS, 3-43
[ix] DEIS, 1-1
[x] DEIS, 3-150
[xi] https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/new-folder/station-area-plan_community-workshop-2-slides1-7-2021.pdf
[xii] Community Workshop #2 Presentation, slide 34
[xiii] Community Workshop #2 Presentation, slide 37
[xiv] DEIS Exhibit 3-94, 3-182
[xv] DEIS Exhibit 3-6, 3-8

Letter 51

From: Jess Harris [redacted]
Sent: Monday, February 15, 2021 10:48 AM
To: Allison Zike
Subject: Comments on NE 85th St Station Area

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,
I have the following comments on the plan and other ramblings. Sorry I have not referenced page numbers but hopefully the comments can easily be attached to the appropriate sections.
Key concerns:
1. Loss of existing businesses related to auto services and animal services along NE 87th west of the CKC and 6th. The concepts indicate flex office/business in this area. Particularly the auto businesses are typically prohibited when creating pedestrian and walkable zoning so it would be an exception of some sort. I still think these businesses are valuable for the future. A few examples, Jay's Auto, The Dance center, the animal hospital, DERU market. I suspect these types of businesses would be priced out of the area and we will need to go to Totem Lake or farther for these types of services. Perhaps a "craft" district that would foster these types of businesses would work.
2. The LOS estimates for the alternatives are alarming. I see little merit to alternative 3 unless the high rise development provides some genuine public services or does something exceptional with respect to green buildings, the public realm and particularly something special to address the transportation impacts. Unfortunately, I believe that high rise residential results in luxury units which can mean traffic and buildings that do not do much for the public realm. The tenants will not likely use the BRT.
3. I definitely support a balanced approach to reduce office in a way to reduce the transportation impacts. I support the hybrid Alt 2 that was referenced in the transportation section.
4. Design review should be required for the mid to high rise development if not envisioned already.
5. Reducing carbon emissions needs to be addressed. Relying on third party programs like LEED or Built Green is okay, but the City can better define and set their own standards in addition to the independent programs. Energy efficiency beyond energy code and the use of Environmental Product Declarations (EPDs) should be required for most development. For instance LEED does not result in better energy efficiency necessarily because of the strong energy code in Washington State. Create incentives for district energy especially for campus office developments. Create policy to allow infrastructure to be shared across public rights of way which is a barrier to many district systems.
6. Loss of mom and pop and independent retail and restaurants in a trend everywhere. Creating ground level spaces with smaller floor area or creating max size limits for retail can help. Of course, chain stores are important for the economy of the city; however, I would like to create an area that attracts small stores and restaurants.
7. Break the mold of the 3 story office development (e.g. Google). They need to come up with a different model for their campuses. Houghthon is okay and the CKC improvements with the volleyball and basketball court are good but I don't think we need that at the Lee Johnson site.
8. Create incentives for family sized and affordable residential units. Seattle allows more height in exchange for 3 bedroom units.

51-1
51-2
51-3
51-4
51-5
51-6
51-7
51-8

Thank you!
Jess Harris, Highlands resident

Letter 52

From: Christine Hassett [redacted]
Sent: Tuesday, January 12, 2021 1:32 PM
To: Allison Zike
Subject: Tall buildings in Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Hello, Allison-

RE: 85th Street Station

You likely don't remember me, but we corresponded via email and had a phone chat last year as earlier reviews of the project were presented.

I was part of the Zoom meeting last week, as well, and made some comments in our small group. I will also fill out the survey.

I have a couple of questions: Are there any buildings 150 ft or higher in Kirkland today or have been approved for future construction? What is the highest building in Kirkland today? Just wanted to have that background for sure. 52-1

Thanks for being part of the Zoom meeting--I know it's part of your job to be there, but I think for you to hear the voices real time is important and you did help get things back on track when needed and make appropriate commitments.

Personally, I think the person who said people haven't been adequately advised of the project status and meetings were wrong. If I can be in Michigan and keep track of this project, locals can certainly engage. I did see my comments in the notes of one of the meetings, so I know the feedback is being recorded and available for all to reference. You team was put on the spot over this and handled their response very well. 52-2

Thank you
Christine Hassett

Letter 53

From: Brad Haverstein
Sent: Saturday, January 30, 2021 5:22 PM
To: Allison Zike
Cc: Kurt Ahrensfeld
Subject: Transportation suggestions for NE 85th station area plan

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison,
Thanks again for your presentation at Wednesday's transportation commission meeting. I have some feedback on the plan I didn't get a chance to bring up in the meeting so I thought I would send you a follow up email. I'm CC'ing Kurt so he can make sure I'm not pestering you. 😄

There were three questions in the agenda, and I have a response for each one.

What are the top three transportation related elements you like within each alternative, and would like to see incorporated into the preferred alternative?

The top three transportation related elements I'd like to see in the final plan are:

1. **Unbundling parking** - Unbundling parking can encourage residents in the study area to do more traveling via modes that don't negatively impact others: walking, biking, and public transit. I've personally experienced how well this works as an incentive to go down to a one-car or no-car household.
2. **Reduced parking minimums and implementation of parking maximums** - All the evidence we have says that this is the single most effective thing we can do to reduce dependence on private motor vehicles and help other modes be more competitive. 53-1
3. **Increased height / denser zoning near the BRT station** - In my view, the density of the surrounding area is the primary factor which will determine if the BRT station is successful. I think the height limits in alternative 3 best serve the goals of the project.

Which transportation elements best promote the project's equity goals?

I was disappointed that the impact statement did not identify any major equity differences between the three alternatives. In my view there are significant equity issues at stake:

1. **The disproportionate impact of climate change on vulnerable populations worldwide** - Kirkland residents bear a greater responsibility for climate change because our per-capita GHG emissions are much higher than the global average. 53-2
2. **The extra burden that land use and transportation in King County place on low-income residents** - In the Puget Sound region people who are not wealthy are forced to drive longer to get to work, spend more of their income and time on unavoidable commuting costs, and endure more of the air quality impacts of our transportation system.

3. **The diversity gap between Kirkland and other Eastside cities** - Kirkland is one of the least diverse cities in King County, a gap that is largely driven by housing costs and historical redlining. 53-2 cont.

The transportation elements in the action alternatives are not designed to specifically address these issues, so they aren't perfect. But in my view the following elements do the best job of moving the needle on these problems without creating equity issues of their own:

1. **Increased housing density and requiring more affordable housing units** - Inadequate housing supply is a major driver of housing prices in King County and whatever additional housing we build reduces the pressure forcing low-income residents further away from our job centers. Shifting the land use mix to provide more housing, as opposed to office space, would also serve our equity goals in my opinion. 53-4
2. **Unbundling parking** - Lower income people in our region have less access to public transportation, and so less choice about whether to drive for transportation. While other strategies to place a price on parking can unintentionally place a greater burden on auto-dependent employees in the station area, unbundling parking primarily affects people who live in Kirkland and have choices about how to get around. It can also lower housing prices since residents now have a choice about whether to pay for parking as part of housing costs. 53-5

Are the alternatives missing any key transportation elements?

There are two missing pieces that I'd like to see the plans include:

1. **Placing the alternatives in context of our GHG emission goals** - As I mentioned at the commission meeting, Kirkland has made a number of commitments to reduce its GHG emissions in the past, most recently in the Sustainability Master Plan. Just based on the impact statement it is difficult to tell which alternative(s) place us on track to meet our goals and which do not. I'm hoping staff will provide a clear briefing to City Council comparing whether each alternative puts us on track to meet our commitments. 53-6
2. **Standards for pedestrian wait times at intersections** - One of the recommendations for addressing vehicle LOS impacts at intersections was increasing use of adaptive signal timing. Adaptive signals can seem like a silver bullet, squeezing more performance out of the existing street space, but they often increase the LOS for motor vehicles by increasing wait times for pedestrians and narrowing the window when streets can be crossed, or forcing pedestrians arriving at the intersection mid-cycle to wait. I'd like to see staff establish some basic goals around how long the maximum wait times will be at intersections in the study area to make sure we don't overuse adaptive signal timing. I bring this up because there may be pressure for the city to heavily optimize the signal timings due to the significant LOS changes for vehicles. 53-7

Other thoughts

Finally, I just wanted to note that exhibits 3-65, 3-66, and 3-77 in the impact statement contain an error. In the legend the symbol for pedestrians and the symbol for bikes are swapped. Exhibits 3-66 and 3-77 were also used in the outreach survey and I noticed the typo there as wel. 53-8

Thanks again for all the time you and our consultants have put into this impact statement. This is some great work and I'm really excited about some of the proposed changes. Please don't feel obligated to respond to any of these ideas specifically. I know you are getting a lot of feedback and will be busy iterating on the plan.

-- Brad Haverstein, Commissioner, Kirkland Transportation Commission

Letter 54

From: Mark Heggenes[redacted]
Sent: Thursday, January 14, 2021 1:40 PM
To: Planning Commissioners; Allison Zike
Subject: BRT Feedback - NO on Alt 2 and Alt 3 & NO drop off in Highlands

Follow Up Flag: Follow up
Flag Status: Completed

Hello planning team,

My wife and I live in the very SE corner of the Highlands and both agree (along with FOUR other households on our street) the BRT station and proposed zoning changes are a nightmare and will destroy our lovely community. I moved from Ballard 12 years ago to avoid these exact types of density issues.

It's honesty hard to fathom why adding 10-20 story buildings (apartments) along 85th is even being considered. How does this add to the quality of life for current residents? The increased traffic and inevitable congestion will decimate the quality of life and ability to move freely in Kirkland - this is coming from someone who regularly bikes over 1,000+ miler per year and regularly walks to downtown Kirkland. Garbage, increased crime, vandalism, pollution and noise will follow if allowed. 54-1

Although a nice ideological dream, thinking everyone will ride the bus and therefore reduce the traffic congestion of people trying to use I-405 is not realistic. The proposed zoning changes will make leaving and coming home from work (or play) more miserable than it already is. We need help to reduce congestion, not add to the mess. Current residents are paying for this growth in taxes and at the expense of quality of life and loss of community. Our kids are paying for this by over crowded schools, less open space and more pollution. 54-2

My wife and I also live within half of a block of the proposed drop off location in the Highlands for the new bus stop. I am very much against this.

1. There is no parking available. With the addition of the new town homes on the corner where 116th Ave NE and 87th street meet (also the location of the proposed drop-off), the residents have soaked up the remainder of the available parking. There used to be a few spots here and there, not anymore. Where are these people going to park? In my yard? The congestion caused by people circling the few available streets near the proposed drop off will be a terrible. 54-3
2. 116th Ave NE is the only way in or out of the Highlands! How do think this will affect traffic? I'll tell you: it will be terrible. How is this even being considered? We need LESS traffic, not more.
3. The Highlands is a quiet neighborhood; the bus stop and the drop off will negatively alter this dynamic and destroy the quality of our beautiful neighborhood. 54-4
4. This is a blind 90 degree corner. Accidents will happen, guaranteed. Someone is going to be run over and the city will be sued

Please choose ALT 1 and ditch the proposed drop off in the Highlands. 54-5

Thank you,
Mark and Victoria Heggenes

Letter 55

From: Matthew Sachs [redacted]
Sent: Thursday, February 11, 2021 9:06 PM
To: Allison Zike; Planning Commissioners; Rodney Rutherford
Cc: HNA Board
Subject: Highlands Neighborhood Association board comments on Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

The 10-person elected Highlands Neighborhood Association board has the following questions and concerns about the NE 85th Street Station Area Plan.

Is the demand for housing in Kirkland going to be satisfied by high-density housing, or is there a distinct demand for medium-density housing such as single family, ADUs, and townhomes? If people want a yard or a garden, is the high-density housing going to help with that demand and help with rising SFR prices in the city? 55-1

Do we have a confident understanding of how the different DEIS alternatives will impact housing affordability? Have we studied how density increases in peer cities, such as Bellevue, have impacted the prices for various types of housing? Are there any studies about how different approaches to density and creation of housing stock have impacted home prices? 55-2

Access to open space, to places for children to play, for people to interact with neighbors, and to do things like gardening, are important. Can we add more parks, trails, and community gardens in the North Rose Hill area as a mitigation for higher density? How about a fenced-in playground for young children like the Tot Lot? Open space can also be added to multi-story buildings in the form of Central courtyards; it doesn't all have to be parks on city owned land. 55-3

One of our board members who participated in the Kirkland 2035 planning process remembers many residents saying they "didn't want to be another Bellevue with high rises" and she is concerned about the perception of disregarding resident input. 55-4

Increasing density near transit is a powerful tool for reducing car dependence and increasing sustainability. As an alternative tool to increase density within walking distance of the STRIDE Station, have we considered a modest density increase throughout the city, spreading the load and creating a more people-scale cityscape? 55-5

Can we require developers to build to zoned density when they redevelop, instead of, for example, putting a single large home on a lot zoned for three units? 55-6

We are concerned about the potential impact of tall buildings on pedestrians, such as shadows, wind funneling and turbulence. 55-7

Several Highlands neighbors expressed concern about commuters parking in our neighborhood to access the BRT. The draft EIS suggests that the city "Implement requirements for robust monitoring and management of parking and the TDM measures in the Study Area to ensure that people are not parking in the surrounding neighborhood to avoid these parking management measures." Based on projections that most riders will access the station via transfer from local bus, on foot, or by bicycle, this may not be a problem. However, we ask that the city monitor the parking situation in the Highlands neighborhood and work in partnership with impacted neighbors should street parking in the Highlands become problematic. 55-8

In order to encourage people to access the station by bike, and thus reduce carbon impacts and parking and traffic problems, please work with Sound Transit to provide a secure and weather-protected bicycle parking facility, either on Station property or city property. Sound Transit's BikeLink on-demand lockers are one approach to consider. The facility should include accommodations for electric and cargo bikes. 55-9

55-9 cont.

Can we get any useful data from our experience with the 124th St Transit Center in Totem Lake? What have we learned from the growth that has taken place there? 55-10

I'm concerned about the mismatch between housing and jobs in these proposals. If there are too many jobs for the number of households, where will all those extra people live? It creates more pressure on housing prices. It seems to me that the average household can support two jobs.
Alternative 1: up to 2,782 households and 10,859 jobs = 4 jobs per household
Alternative 2: up to 8,509 households and 28,688 jobs = 3.4 jobs per household
Alternative 3: up to 10,909 households and 34,988 jobs = 3.2 jobs per household 55-11

The Kirkland Comprehensive Plan calls for a 2035 growth target of 8351 units (VII.7 "Housing Goals", "Housing Supply"). Under Alternative 3, a net additional 8127 units compared to Alternative 1 will be created just within the Station Area. Does that level of growth concentrated in Kirkland align with the goals of the Comprehensive Plan, as well as larger regional goals? 55-12

The Cascadia Vision 2050 document (https://connectcascadia.com/wp-content/uploads/2020/09/Cascadia-Vision-2050_Published.pdf) suggests the following model (p14-15) to sustainably accommodate growth in the region:

- "hub cities in currently underdeveloped areas within Cascadia" "built on underdeveloped land 40-100 miles from urban cores" with "dense housing for 300k-400k people" and "200k jobs";
- "an additional 800k people in Cascadia's existing mid-sized cities". (In order to accommodate this without an unsustainable level of car commuting, the report calls for "more jobs within the mid-sized cities themselves" and "a transit option that is both more convenient and more sustainable than driving".)

How much of this projected growth should Kirkland absorb? 55-13

We look forward to working further with City staff to create a Station Area Plan we can all feel good about.

--The Highlands Neighborhood Association board, [redacted]

Letter 56

From: Matt Holle [redacted]
Sent: Tuesday, January 5, 2021 4:09 PM
To: Allison Zike
Subject: RE: NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

Thank you Allison.

Regarding this, yes, please include my comments as part of the DSEIS record.

Thanks again.

-matt

From: Allison Zike <AZike@kirklandwa.gov>
Sent: Tuesday, January 5, 2021 1:39 PM
To: Matt Holle [redacted]
Subject: RE: NE 85th Street Station Area Plan

Thank you for your comments. We have just published the Draft Supplemental Environmental Impact Statement (DSEIS), which includes analysis of the three alternatives being studied for the Station Area. This information provides many details about the alternatives, anticipated impacts, and mitigation measures. The DSEIS can help community members learn more about the alternatives, as we seek input to help us start make choices about what options the community supports for the Station Area.

The DSEIS is available now available on the project website: www.kirklandwa.gov/stationareaplan. We appreciate your time providing us with feedback; and want to make sure you aware of the below upcoming events where we hope to learn more from the community.

The Station Area Plan Draft Supplemental Environmental Impact Statement (DSEIS) is now available and the formal public comment period ends February 5, 2021. If you would like your previous comments to be received as part of the formal DSEIS comment period, please respond to this email and confirm to be part of the DSEIS record. Comments received during the comment period require a response in the Final Supplemental Environmental Impact Statement, which will be adopted with the final Station Area Plan.

A virtual Community Workshop is still scheduled for January 7, 2021. A link to register for the open house is now available on the project webpage at www.kirklandwa.gov/stationareaplan, and the DSEIS will be available on the webpage after publication. Advance registration for the workshop is required. Please feel free to forward this email, or the attached poster, to your community members.

Thank you, and please feel free to send along any further comments or questions.

Allison Zike, AICP | Senior Planner
City of Kirkland | Planning & Building Department
azike@kirklandwa.gov | 425.587.3259

From: Matt Holle [redacted]
Sent: Wednesday, December 16, 2020 11:54 AM
To: Allison Zike <AZike@kirklandwa.gov>
Subject: NE 85th Street Station Area Plan

I'm am strongly against any of these proposed zoning changes.

We chose to opt out of light rail (on the cross-Kirkland corridor) while both Redmond and Bellevue did not. These cities should be the default locations for large business facilities, and Kirkland should be a housing community. 56-1

-matt

Letter 57

From: Jeffrey Hoyt [redacted]
Sent: Monday, February 15, 2021 7:59 AM
To: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
Cc: Brian Granowitz
Subject: Fwd: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

To all concerned parties,
I strongly agree with all that Mr. Graniwitz shared in his email below. My neighbors and I didn't purchase our homes expecting that zoning would be changed to allow for taller buildings and increased density of commercial use buildings. Not only will this create "canyons of darkness" in our residential neighborhood, but the proposed zoning change will impact residents negatively on several fronts. There is no upside to this proposed change for those of us that live in the area Mr. Granowitz references in the letter below. 57-1

Best regards,
Jeffrey J Hoyt
[redacted]

---------- Forwarded message ---------
From: **Brian Granowitz** [redacted]
Date: Sun, Feb 14, 2021 at 2:12 PM
Subject: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood
To: azike@kirklandwa.gov <azike@kirklandwa.gov>, jmcmahan@kirklandwa.gov <jmcmahan@kirklandwa.gov>, PlanningCommissioners@kirklandwa.gov <PlanningCommissioners@kirklandwa.gov>, CityCouncil@kirklandwa.gov <CityCouncil@kirklandwa.gov>, psweet@kirklandwa.gov <psweet@kirklandwa.gov>, abolen@kirklandwa.gov <abolen@kirklandwa.gov>
Cc: Brian Granowitz [redacted]

The following is a duplicate of Letter 44

Hello,

I'd welcome the chance to talk with you about the following.

I'm writing about the Station Area Plan (SAP) DEIS, https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/stationareaplan_draftseis_complete1-5-2021.pdf.

Both alternatives 2 and 3 call for rezoning PLA 5A, B, C, & D, highlighted below, changing the largely residential area of the Moss Bay neighborhood to mixed use, and substantially increasing the allowable heights of the buildings, currently 30 to 40 feet, to 65 or 85 feet. I'm strongly opposed to this, any other benefits of the SAP are overshadowed by this.

Exhibit 1-5. Growth Concept for Action Alternatives

Source: Mithun, 2020.

When Urban went in, with substantially increased height rezoning, I knew that this would eventually be proposed for our mostly residential Moss Bay neighborhood, which happens to be across 6th St from Urban. Again, I am strongly opposed to changes in heights allowed in PLA 5A, B, C, & D. We would end up living in a canyon surrounded by 85' tall buildings.

The office park, below highlighted with orange, next to my condominium complex, highlighted with blue, was grandfathered into our residential area but was zoned residential. The office park owners wanted spot rezoning to allow them to upgrade their office buildings, which the nearby residents were not in favor of. Instead of going to court over this, we met with the city and the owners of office park and we came up with a compromise that spot zoned their lot so they could do that. If the city changes the zoning in our area, I'll feel that the compromise we negotiated in good faith, and avoided litigation, was taken advantage of.

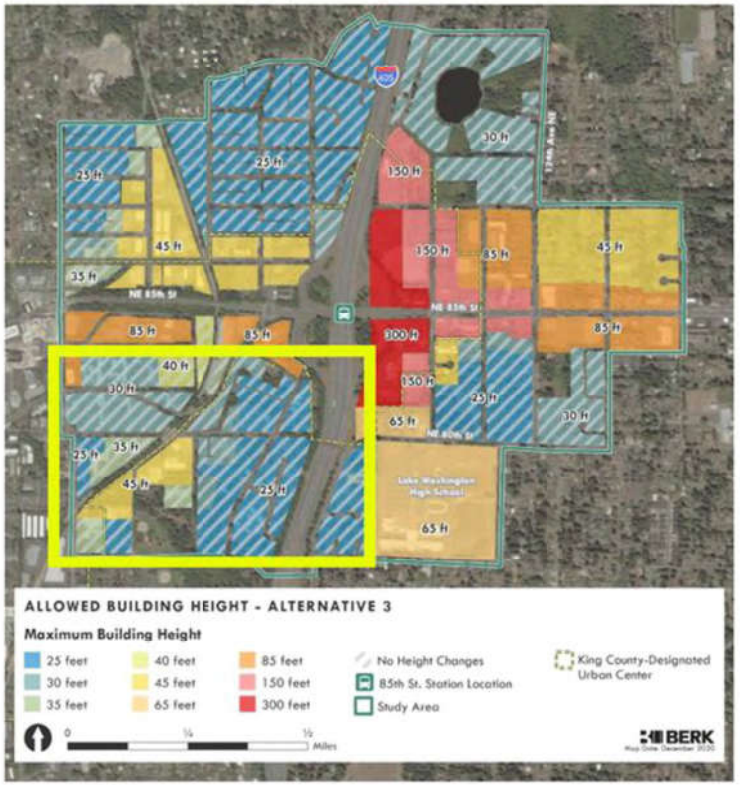
For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

Also, the DEIS describes the neighborhoods that will be affect as commercial areas such Rose Hill, this is misleading. Our neighborhood is a residential area in the Moss Bay neighborhood, again, zones PLA 5A, B, C, & D. It makes me question the research for the alternatives, who was consulted, such as the residents of my neighborhood. None of my neighbors knew about this effort until early February, and apparently this effort has been in the works since early 2020. And the survey that is available for this effort only asks questions about the effect to Rose Hill and Norkirk, our Moss Bay neighborhood isn't represented in the questions, the feedback\data will be inaccurate.

> **"Alternative 2**: This alternative would create a Station Area Plan and Form Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on ***existing commercial areas such as Rose Hill***. For the year 2044, the anticipated total . . . "

None of the other zones in the Moss Bay neighborhood, highlighted below in yellow, have proposed height changes, why just our area, how is this justified, and which residents in the area where talked with during the last year or more of planning? None of my neighbors knew about this until early February.

Exhibit 1-10. Alternative 3 Building Heights



Source: Mithun, 2020.

Please don't ruin our neighborhood by changing the zoning and allowing 65' or 85' tall building.

- I'd welcome the chance to talk with you about this.

By the way, the information in the plan, especially the charts\images in the https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan are impossible for a color blind person, such as myself, to read; I had help. It's not accessible to the 10% of men who are color blind.

Thank you,

Brian Granowitz

Kirkland, WA

* I live and work in Kirkland.

Letter 58

From: S Hurst [redacted]
Sent: Sunday, February 14, 2021 7:14 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Kirkland does not need any more tall buildings. What Kirkland needs is more green space with plenty of pedestrian and bicycle access. Please ensure that future generations can enjoy public spaces and more green areas! 58-1

Thanks and best,
-Stephanie Hurst

Letter 59

From: [redacted]
Sent: Sunday, January 17, 2021 2:54 PM
To: Allison Zike
Cc: [redacted]
Subject: 85th St. plan

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison,

I have attended the 1-7 and the 1-14 zoom sessions of this 85th plan. I have the following questions.
I know you are very busy, but hopefully can answer these things that I don't understand.
I have assumed that both of these sessions were orchestrated by Sound Transit as informational to both the public and to the planning commission. IF this is in error, please advise.

1. Why does the plan negate the already in place neighborhood plans for North and South Rosehill which addressed growth and zoning. And which was supposedly in place till 2035? This took time from staff and community and was well thought out. And why is Sound Transit involved in Kirkland neighborhood planning? 59-1

2. This new plan does not in anyway take into account the already in place building and growth that currently exists with the Madison and Continental Divide plan and those in place for South Rose Hill. All NRH growth is already impacted by the Totem Lake condo's and apartments as well as the upcoming Revel and other projects. 20 story buildings are best left to Bellevue. What a novel idea to provide mixed housing in the form of duplex, cottages ,single family homes, and low rise apartments all situated together in the same area instead of rows of high rises with commercial lead in's as the ground floor occupants. 59-2

3.What possible reasoning is in place if we choose Alternate plan 1 to do with health food options? And assumes, alt #2 and 3 is enhancing this? 59-3
This statement is very off putting to a lot of folks. And makes no sense.

4. Why is there no plan for parking for those interested in using the 405 interchange. Neighborhoods are unable to absorb this. 59-4

5. I am unable to access the survey from the link given at these meetings. Could you give me the right link? Thanks

6. What benefits will there be specifically toward senior populations? Bike paths and walking paths designated do not particularly impact older populations who do not use them. Ease of accessing downtown Kirkland and the park systems is a priority. The complicated maps for navigating access are not well understood. 59-5

Appreciate the time and thought given to involve public input.
Kathy Iverson

Letter 60

From: John Janssen [redacted]
Sent: Tuesday, January 12, 2021 8:54 PM
To: Planning Commissioners; Allison Zike
Subject: Station Area Plan - comment on projected peak traffic delays

Follow Up Flag: Follow up
Flag Status: Completed

Based on this document ->
Kirkland NE 85th St Station Area Plan and Planned Action DEIS
Page 60
Exhibit 1-19. Alternative 2 and 3: 2044 PM Peak Hour LOS and Delay, With and Without Mitigations

Comment -
The majority of intersections listed in the exhibit indicate a service level of F, even with improvements, for both Alternatives 2 and 3. Such extended traffic delays sound horrible, and a complete gamble to bank on currently neither proposed nor analyzed possibilities that might lead to better than nasty results. By comparison, Alternative 1 looks far less bad, and I assume safer (or less unsafe, depending on perspective). What weight does the city give to projected safety and lack of traffic jams vs. increased density? 60-1

Regards,
John Janssen
[redacted]

1

Letter 61

From: JILL KEENEY [redacted]
Sent on: Thursday, February 18, 2021 11:48:21 PM
To: azike@kirklandwa.gov
Subject: NE 85th rezone

Ms. Zike,
Kirkland does not need more massively tall buildings and so I object to Alternatives 2 and 3 of the NE 85th St. rezone. Our city is getting more and more shade due to tall buildings already being constructed particularly along Central Ave which then create traffic 'tunnels' due to the tall buildings. As a resident of the north end of the Everest Neighborhood this proposed rezone directly affects my neighborhood. We have a few condos and apartments at the north and south ends of our neighborhood. None are excessively tall or imposing. They blend well with the single family homes nearby. 61-1

I am, in my modest 2000 square foot house, already surrounded on three sides by five huge houses of 3000 to 4000 square feet of floor space and 10 foot ceilings. I do ***not*** support the construction of 45 to 85 foot tall buildings but the current 35 foot height limit.

Jill Keeney
Everest Neighborhood

Letter 62

From: Erika Klimecky [redacted]
Sent: Saturday, January 23, 2021 5:15 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

Greetings,
I've lived in the Totem Lake area of Kirkland, For 29 years and have comments and concerns about the plan for the 85th St. Station area plan.

Most of my concerns revolve around building size, building height, and environmental impact.
I believe the area inside the urban development area is the only space that should allow buildings to be as high as proposed. I would also caution building anything higher than the 405 bridge deck, as that really wrecks the view to anyone passing through the area, as well as local residents and pedestrians/ drivers on 85th.
As long as buildings stay below the bridge deck, I don't have a problem with it. The idea of driving through high rise buildings next to the freeway is neither visually appealing nor appealing for environment or health reasons for the people living in those apartments. 62-1

I believe the proposed area for tall buildings is far too broad. I believe it should stay inside the designated urban area. The plan proposes to put 12-story buildings right in the middle of five residential areas, which I don't believe is beneficial to anyone, and does not reflect Kirkland's current identity.

I do think that 2 to 4-story high density mixed use buildings are great idea, specifically if it is close enough to the transit station for residents to walk to it. 62-2
Especially if it encourages reasonable parking spaces for the shops that go in the lower levels. especially if the shops that go in the lower levels serve the people that live in the next juice area. Grocery stores, barbershops, exercise, etc. Both Juanita, and new Totem Lake developments put a ton of surface parking as first priority, rather than green space. I would encourage tiered level parking rather than more miles of pavement. 62-3

My environmental concerns are several:
The swampy area behind Costco is not suitable for building, from what I know. I would hope that space gets used to make a large flood-free public green space for the community. 62-4

I would hope that for every tree that's taken down, five are replanted in its place. 62-5

I would hope that for every square foot of pavement that is added, and equivalent green space is also added.

The amount of pavement that will be added during this project seems pretty large. Water runoff down into the neighborhoods is a concern. And maintaining green spaces is an even larger concern. We tend to lose a lot of trees and green space when these projects go in, I think that's a huge detriment to Kirkland. 62-6

My final two thoughts are this:
1) Construction of this specific project had better solve and vastly improve traffic flow in that corredor. Adding thousands of residents without consideration of how much more traffic will be created, defeats the purpose of putting in the station. 62-7

2) Construction time should be as rapid as possible, since current traffic issues on the 405 / 85th interchange is already terrible. Any construction will completely destroy vehicle flow for the entire city for the duration of the construction project. Please, please take the duration of construction into consideration for whichever plan is put into place. 62-7

Thank you for considering these ideas.

-Erika Klimecky

Letter 63

From: Teri Lane [redacted]
Sent: Sunday, January 24, 2021 4:32 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

I think the City of Kirkland has the wrong proposals being presented.

According to the Growth Management Plan, growth begins in the inner city and works its' way outward. Before the City builds 20 story buildings along I-405, in the worst air in the area, they should first allow 20+ story buildings in the downtown area. Perhaps by 2050 or after, the growth from the downtown area may finally reach the I-405 area. The Rose Hill business and residential areas should remain as they are. They work well and businesses are thriving. The City should be rezoning downtown and focusing the growth there. The newly proposed bus station at NE 85th should be a "transit hub" for the immediate kirkland area. Employ the "Rapid Ride" program for the downtown and rose hill areas to access the NE 85th St bus station which has no parking (the station would be more successful WITH commuter parking!). 63-1 63-2 63-3 63-4

The City needs re-evaluate their thinking. WE don't want 20-story building on the freeway! How ridiculous!

Please don't ruin the wonderful Kirkland area. We love our community "as-is". We don't need growth to the ninth degree in Kirkland today. Save growth for future generations!

Thank you!

Letter 64

From: [redacted]
Sent: Wednesday, February 17, 2021 8:17 PM
To: Brian Granowitz; Rodney Rutherford
Cc: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am in strong agreement with Mr. Granowitz's comments below, opposing the Station Area Plan. I live and work in Kirkland and am concerned about the possibility of taller buildings going in—particularly concerned about increased traffic, not being able to see the sky because of tall buildings, and the overall changes in the character of the neighborhood. Enough tall buildings already. 64-1

Thank you,
Leah Lang

Sent from Mail for Windows 10

From: [redacted]
Sent: Monday, February 15, 2021 1:04 PM
To: Rodney Rutherford
Cc: azike@kirklandwa.gov; jmcmahan@kirklandwa.gov; PlanningCommissioners@kirklandwa.gov; CityCouncil@kirklandwa.gov; psweet@kirklandwa.gov; abolen@kirklandwa.gov
Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Duplicate of Letter 44

Hello Mr. Rutherford,

I'm CC'ing other city people so they know about this email conversation.

I appreciate your reply. "Specific practical impacts" are not always how many intersections will fail or similar measurements. Often, people move to communities because they like the look, scale, and feel of a neighborhood. Dramatically changing a neighborhood, not in a way residents want, is at least as important as the specific practical impacts.

That said, off the top of my head, the changes proposed in alternatives 2 and 3 would:

- Dramatically changing the look, scale, and feel of our multi-family residential area of the Moss Bay neighborhood.
- Create canyons of darkness where we live and work.
- Make it difficult to see the sky, except through slivers between 85' tall building.
- Overwhelm our already overloaded roads, pre and post pandemic.
- Overwhelming our already limited parking, pre and post pandemic.
- The sidewalks around what is now Urban, used to be a nicer places to walk. Now the building are on top of the sidewalks (I think it's called zero lot), there is almost no vegetation between the building and the sidewalk for us

to appreciate, for birds and other animals to eat and live in. I can only imagine what is being contemplated for buildings in our neighborhood where the proposed new height is 65 or 85'.
- I'm sure there are others, but I'm not in construction or planning and more issues are not coming to me right now.

I thought that redoing the Kirkland Park Place Center (KPPC), now Urban, was a good idea, KPPC was looking a little run down. But the height and size of the Urban buildings is out of scale with Kirkland, negatively impacts the feel of downtown Kirkland, and Urban is only about half done. I think the City of Kirkland more often sides with the desires of developers, who often don't live in the city and just want to maximize their profit, and doesn't as much look out for the what type of Kirkland current residents want.

We can't evaluate how Urban will really impacting traffic, as Urban isn't done yet, we're in the middle of a pandemic, and most people are working from home. But once it's finished and the pandemic is over, trying to get in and out of our neighborhood, with the traffic Urban is going to add, will be even more problematic, and traffic was already bad. Many more intersection that lead in and out of our neighborhood will fail.

Adding bigger\taller building to our neighborhood will only make traffic worse. I'd like to think that the improved mass transit at 405 will help, but estimates from the City of Kirkland puts ridership at just 250 to 300 daily once BRT service begins in 2025

We can't evaluate how Urban will really impacting parking for the same reasons. But I used to work at the Google\Tableau\FileNet building at 720 4th Ave, and many of my coworkers didn't have parking at the building and were force to park in my neighborhood, overwhelming the streets and parking in the area. Residents of the area were often forced to park many blocks from our homes because of this.

My company moved to Urban and the same situation exists, many of my coworkers don't have parking at the building, mass transit to the building is inadequate, and again, estimates from the City of Kirkland puts ridership at just 250 to 300 daily once BRT service begins in 2025. Adding bigger\taller building to our neighborhood will make parking even worse.

My neighborhood is composed primarily of multi-family residential homes that are about 40' tall, by zoning requirements. By living in multi-family dwelling units, we're doing our part to reduce sprawl, be friendly to the environment, help with affordable housing stock in the city.

If the City of Kirkland wants to address low income and affordable housing, without drastically changing the look, scale, and feel of Kirkland, I recommend changing the zoning in other areas\neighborhoods that are primarily multi-million dollar single family homes on good size lots, to allow for multi-family residences with zoning similar to ours, and add requirements for low income and affordable housing. I feel that since our condos are modest in comparison, the city sees us as easy targets, without the same resources that people in neighborhoods with multi-million dollar single family homes have.

We like our area of the Moss Bay neighborhood as is. I, and I assume my neighbors, are willing to talk with you about how we can increase low income and affordable housing, more housing in general, in Kirkland.

Thanks,

Brian

From: Rodney Rutherford <rrutherford@kirklandwa.gov>
Sent: Sunday, February 14, 2021 2:45 PM
To: Brian Granowitz [redacted]

Subject: Re: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood
Importance: High

Mr. Granowitz, thank you for sharing your concerns about the DSEIS for the Station Area Plan. I'd like to dig a bit more deeply to ensure that I fully understand the specific impacts that you're concerned about. You've provided extensive detail about the proposed policy changes that concern you, but very little about the specific practical impacts that you anticipate these policies would create. The only specific negative impact I noted from your comments is that it would create "canyons of darkness," but please highlight anything else I may have missed. Are there any other negative impacts you would anticipate from the proposal that should be addressed?

Also, thank you for pointing out the ways in which documents should be made more accessible to people with color perception deficiencies.

Rodney Rutherford
Planning Commissioner

This message only conveys Rodney's personal opinion, insights, perspective, and interpretation. This message does not represent an official or authoritative position of the City of Kirkland or its Planning Commission. City staff are best qualified to answer technical questions on current or proposed policies. (Learn more about the Planning Commission.)

From: Brian Granowitz [redacted]
Sent: Sunday, February 14, 2021 2:12 PM
To: Allison Zike <AZike@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Bolen <ABolen@kirklandwa.gov>
Cc: Brian Granowitz [redacted]
Subject: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

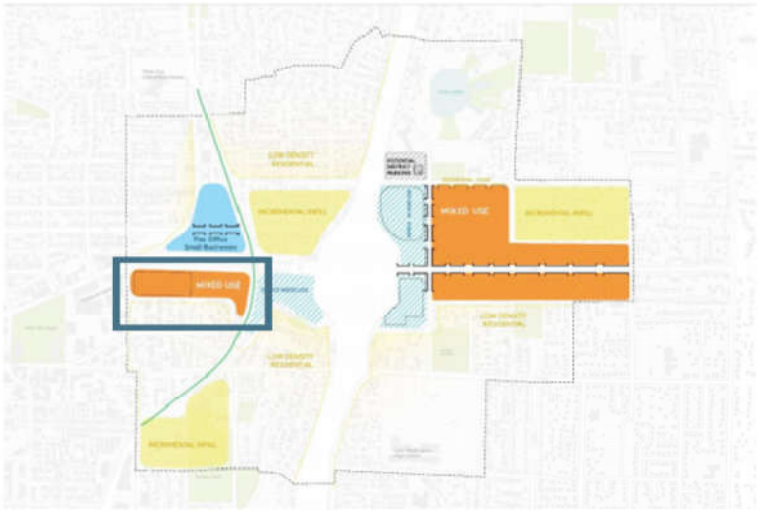
Hello,

I'd welcome the chance to talk with you about the following.

I'm writing about the Station Area Plan (SAP) DEIS, https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/stationareaplan_draftseis_complete1-5-2021.pdf.

Both alternatives 2 and 3 call for rezoning PLA 5A, B, C, & D, highlighted below, changing the largely residential area of the Moss Bay neighborhood to mixed use, and substantially increasing the allowable heights of the buildings, currently 30 to 40 feet, to 65 or 85 feet. I'm strongly opposed to this, any other benefits of the SAP are overshadowed by this.

Exhibit 1-5. Growth Concept for Action Alternatives



Source: Mithun, 2020.

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The office park, below highlighted with orange, next to my condominium complex, highlighted with blue, was grandfathered into our residential area but was zoned residential. The office park owners wanted spot rezoning to allow them to upgrade their office buildings, which the nearby residents were not in favor of. Instead of going to court over this, we met with the city and the owners of office park and we came up with a compromise that spot zoned their lot so they could do that. If the city changes the zoning in our area, I'll feel that the compromise we negotiated in good faith, and avoided litigation, was taken advantage of.

For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

Also, the DEIS describes the neighborhoods that will be affect as commercial areas such Rose Hill, this is misleading. Our neighborhood is a residential area in the Moss Bay neighborhood, again, zones PLA 5A, B, C, & D. It makes me question the research for the alternatives, who was consulted, such as the residents of my neighborhood. None of my neighbors knew about this effort until early February, and apparently this effort has been in the works since early 2020. And the survey that is available for this effort only asks questions about the effect to Rose Hill and Norkirk, our Moss Bay neighborhood isn't represented in the questions, the feedback\data will be inaccurate.

> **"Alternative 2**: This alternative would create a Station Area Plan and Form Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on ***existing commercial areas such as Rose Hill***. For the year 2044, the anticipated total . . . "

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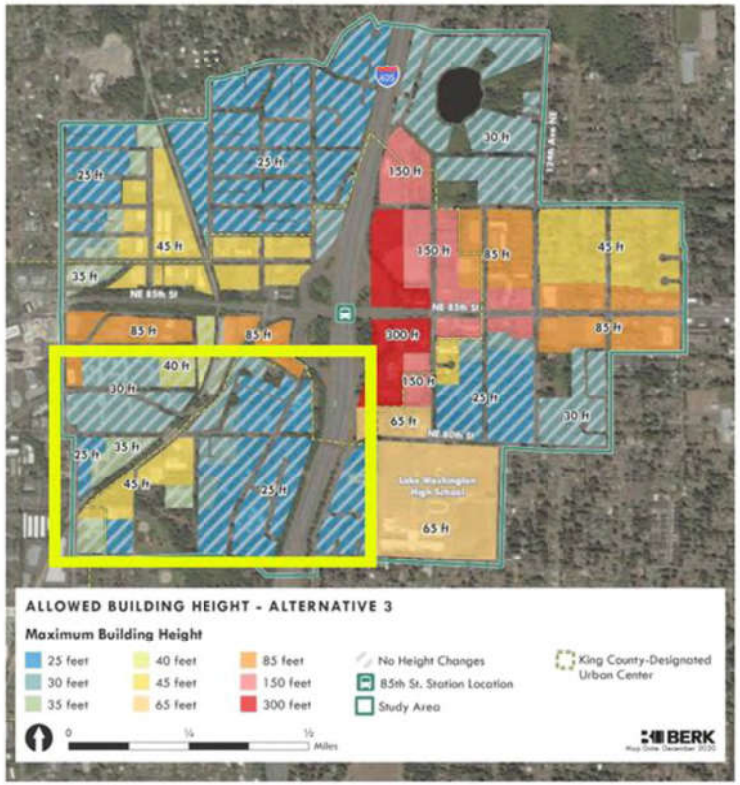
Exhibit 1-10. Alternative 3 Building Heights



Source: Mithun, 2020.

Please don't ruin our neighborhood by changing the zoning and allowing 65' or 85' tall building.

- I'd welcome the chance to talk with you about this.

By the way, the information in the plan, especially the charts\images in the https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan are impossible for a color blind person, such as myself, to read; I had help. It's not accessible to the 10% of men who are color blind.

Thank you,

Brian Granowitz
Kirkland, WA
* I live and work in Kirkland.

Letter 65

From: [redacted]
Sent: Monday, February 15, 2021 1:30 PM
To: Allison Zike
Subject: 85th and 405

Follow Up Flag: Follow up
Flag Status: Flagged

I would lime nothing done to the area where 85th and 405 meet. The traffic is bad already! 65-1

Sent from Xfinity Connect Application

Letter 66

2/14/21

City of Kirkland Planning and Building Department

Allison Zike AICP Senior Planner and Planning Commissioner

RE: Comments on draft EIS for NE 85th Street Area Plan

Dear Ms. Allison Zike and Planning Commissioners:

This letter is in response to the portion of your plan to rezone the four homes on the North side of Ohde Avenue. My wife and I strongly disagree to the rezone of our property at 11516 Ohde AVE and in discussions with our neighbors who are also affected by the changes you are proposing, they are also of the same opinions and do not want the proposed rezone. This change as discussed with our neighbors Syd and Margaret France is that the lasts information is that the residential zoning will remain, however the height limit ordinance will be changing substantially. 66-1

I am a retired contractor who constructed 400-500 homes per year, along with large condos/apartment complex. Your plans to me suggest that the change in height leaves an open door in the future for condo's and/or apartments. This also suggest the same or similar situation will come to light in the future, which none of us living on the north side of Ohde AVE want to happen to our homes or neighborhood.

Our home has been a family home for 4 generations, we as well as our neighbors Syd and Margaret intend to pass on our properties to our children. I want to strongly suggest that you please leave the integrity and continuity of our property's and the Everest Neighborhood as is and respect what goes on here that makes The Everest Neighborhood an appealing place to live, hopefully for many more years. 66-2

Thank you for your time and attention to this matter and I look forward to hearing from you.

Respectfully,

Jim and Sandy Lazenby

[redacted]

Letter 67

February 18, 2021

VIA ELECTRONIC MAIL

Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, Washington 98033

Re: Kirkland NE 85th Street Station Area Plan and Planned Action
Comments on Draft Supplemental Environmental Impact Statement

Dear Ms. Zike:

We are writing on behalf of Lee Johnson Automotive Group to provide comments on the Draft Supplemental EIS (DSEIS) for the Kirkland NE 85th Street Station Area Plan and Planned Action (the "Station Area Plan"). The Station Area Plan is a forward-looking planning effort designed to take best advantage of the regional investment in Bus Rapid Transit (BRT) and the planned station at the I-405/NE 85th Street interchange, as well as promoting a more pedestrian-oriented and sustainable future for the City of Kirkland and the community. We applaud the City's efforts in connection with this important planning effort.

In general, we believe that the DSEIS is a comprehensive and thoughtful review of the possible environmental impacts associated with the Station Area Plan. Our comments are more in the nature of suggested refinements or clarifications of the document, not a criticism of it. We would look forward to our comments being considered in the preparation of the Final SEIS.

As an initial matter, we strongly endorse Alternative 3 presented in the DSEIS. Alternative 3 provides the best opportunity to capitalize on the regional investment in BRT high-capacity transit coming to the area, and to support the connectivity, pedestrian and sustainability goals outlined in the DSEIS. The 85th Street BRT station will be the only high-capacity transit station in the City of Kirkland and the community that develops immediately around the station will survive for generations. The City should ensure that this development is sufficiently robust to make the best long-term use of this unique transit opportunity. 67-1

For ease of reference, we have organized our comments by page number in the DSEIS. Our comments are as follows:

701 Fifth Avenue • Suite 6600 • Seattle, Washington 98104 • 206.812.3388 • Fax 206.812.3389 • www.mhseattle.com

Page	*Issue*	*Comment*	
1-5	Objectives	We suggest that the objectives of the Station Area Plan (and thus of the SEIS) should include the transit-oriented development goals that form the centerpiece of the plan, based on the planned BRT station and enhanced connectivity throughout the planning area and downtown Kirkland.	67-2
1-10	Alternative 2	We note that building height and number of stories will depend upon the nature of the development. A 150-foot-tall office or R&D will have floor-to-floor heights in the 13-foot to 16-foot range, thus resulting in a building that may be 9 to 11 stories. On the other hand, a 150-foot-tall residential building may have 10-foot floor-to-floor heights, resulting in a building that is about 15 stories. Within a form-based code, a reliance on building height provides more clarity than a reference to number of stories, which will vary.	67-3
1-12	Alternative 3	Same comment.	
1-21 1-26	Blue Street	While the concept of a Blue Street on 120th Avenue NE reviewed in the DSEIS might provide both practical and symbolic sustainability benefits, we think it is inappropriate in the context of a planning area EIS to adopt such a prescriptive approach to stormwater infrastructure. The goals promoted by the Blue Street concept may be met by a variety of other alternative implementation strategies, and we suggest that such alternatives be explored in the Final SEIS. We also note that the proposed location of the Blue Street may seriously conflict with the capacity requirements of 120th Avenue NE to serve critical mobility needs for bicycles, pedestrians and vehicles in the densest portion of the planning area. The DSEIS does not address this potential locational conflict.	67-4
1-23	Greenhouse Gases	The Final SEIS should discuss the regional greenhouse gas reduction benefits of locating jobs and housing near a high-capacity transit station. This central goal of the Station Area Plan will itself provide these important benefits. Similarly, in the transportation context, the Final SEIS should discuss the corresponding reduction in vehicle miles traveled in this connection (see page 3-3).	67-5
1-31	Housing	The DSEIS should note that larger residential units and commercial unit flexibility can be achieved by means other than prescriptive requirements. For example, Seattle has successfully implemented incentives in its downtown zoning to promote larger units without having to resort to mandates. The DSEIS should acknowledge that such incentives may be successful and encourage the decision-maker to consider a menu of such options.	67-6

1-34	Aesthetics	The I-405/NE 85th Street interchange serves as an important gateway to the City of Kirkland. In such a location, the development of larger-scale iconic buildings can provide an important gateway element at the skyline. This may provide an important positive aesthetic impact of the structure heights considered in Alternatives 2 and 3.	67-7
1-35	Land Use Transitions	The use of height transitions to mediate between zones of different scale is a familiar urban design strategy. The Final SEIS should acknowledge that the plan alternatives provide such transitions across the plan area, not necessarily on particular development sites. Especially on the highest-density parcels closest to the BRT station, imposing such transitions on a parcel itself would only serve to compromise the TOD goals of the Station Area Plan.	67-8
1-36	Transportation	Although the DSEIS does acknowledge that its transportation analysis squeezes an extra 9 years of projected growth (out to 2044) into the 2035 horizon year of the BKR model, we think that this important and highly conservative approach should be further emphasized in the document. For example, it would be useful to qualitatively characterize the magnitude of this 9-year difference and discuss how that would reduce projected impacts at all studied intersections. This comment also applies to the discussion at page 3-142.	67-8
1-39	Transportation	The Final SEIS should note that a key transportation mitigation element of the Station Area Plan involves the location of new job and housing density near a BRT station. This strategy will inevitably serve to substantially increase the transit mode split, as compared to the No Action Alternative. This comment also applies to the discussion at page 3-135.	67-9
1-43	Adequacy Standards	The DSEIS alludes to the potential for modifying transportation adequacy standards for the planning area, such as in other areas in the region served by high-capacity transit. We believe that such changes will be required to realize any of the action alternatives, and the DSEIS should discuss programmatic changes to such adequacy standards that reflect the plan emphasis on a broader variety of mobility modes, rather than the present-day focus on vehicular level-of-service at intersections. In this regard, it would be appropriate for the Final SEIS to discuss such alternative means of evaluating mobility adequacy in light of the plan goals. This comment also applies to the discussion at page 3-135.	67-10
1-44	Mix of Land Uses	The Station Area Plan assumes that an appropriate mix of residential and commercial land uses may occur across the entire plan area, and not just on individual sites. This point should be acknowledged in the Final SEIS.	67-11

2-2	Planned Action	The Final SEIS should note that the planned action approval would also specify full mitigation measures for qualifying projects.	67-12
2-13	Density Amenities & Benefits	A frequent planning strategy is to provide for a base level of density and to allow "bonus" density above the base to be achieved by various pedestrian amenities, affordable housing, achievement of sustainability goals, open space and the like. We suggest that the Final SEIS also review such a planning structure for the Station Area Plan. For example, under Alternative 3, these amenities could be used to "earn" the development rights for the density component between 225 feet and 300 feet of height.	67-13
3-101	Aesthetics	As referenced in the DSEIS, the use of upper-level structure setbacks is one strategy to diminish apparent scale, but such setbacks will not be effective given the height of buildings contemplated in Alternatives 2 and 3. For taller buildings like these, area-wide scale transitions can occur across the planning area (see comment above), while the human perception of scale will occur in the pedestrian zone. The Final SEIS should focus some evaluation of pedestrian-level measures to enhance the human scale of structures, rather than building setbacks. This same comment applies to the discussion at page 3-111.	67-14
3-111	Plans & Policies	The Station Area Plan contemplates a type of development, including pedestrian and transit mobility and sustainability elements, that goes well beyond existing planning documents for Rose Hill. This is appropriate, given the advent of regional BRT service to the planning area. The Final SEIS should acknowledge that the Station Area Plan requires a new approach to planning policies and design guidelines for this new planning area, independent of existing plans and policies, and clarify that this new approach will update the existing policies within the planning area.	67-15
3-165	TDM	The DSEIS notes the substantial mitigation benefits offered by the adoption of TDM measures in the planning area. It would be helpful to characterize the scale of beneficial impact at intersections that might be achieved through such TDM measures, even if only qualitatively.	67-16
3-166	Jobs/housing balance & phasing	We suggest that a "jobs/housing balance" within this planning area is unlikely to increase the assumed trip capture rate given the size and location of this planning area; such effects are more likely to be seen in very dense downtown areas. It is more likely that the enhanced connectivity provided by the pedestrian and bicycle connections contemplated by the Station Area Plan, as well as the new BRT station, will contribute to that goal at a broader scale. see 3-182. We also note that it would be beneficial for the Station Area Plan to emphasize and incentivize the near-term development of office	67-17

		and commercial uses in the planning area. Those uses will tend to generate greater tax benefits for the City, and those funds can be used to invest in additional services and infrastructure for the planning area.

67-17 cont.

We appreciate the opportunity to provide these comments.

Sincerely,

John C. McCullough

cc: Lee Johnson Automotive Group

Letter 68

From: Patty Leverett [redacted]
Sent: Monday, February 15, 2021 6:45 PM
To: Allison Zike
Subject: Everest rezones for the N.E. 85th St. Sound Transit bus stop process

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing as a long time (42 years:) resident of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion of our neighborhood. Keeping long-standing policies and practices in mind, having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to those residential properties and our neighborhood.

68-1

It is an intrusion into the neighborhood in a way that current land use policies expressly say are not to occur. We believe the current height limit for the LI zone is 35 feet; there is no good reason to change that and negatively impact our charming residential community.

Thank you in advance for your thoughtful consideration. We love Kirkland and hope to remain living here for a long time!!

Respectfully,

Patty Leverett [redacted]

[redacted]

1

Letter 69

From: Andy [redacted]
Sent: Thursday, February 4, 2021 11:23 PM
To: Allison Zike
Subject: Feedback for BRT project

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison

Thanks for sending us the notice paper at our front door. We are living in 87 street near Kirkland Corridor. We are very excited about this project as we all work in Bellevue. So BRT station will benefit us for sure.

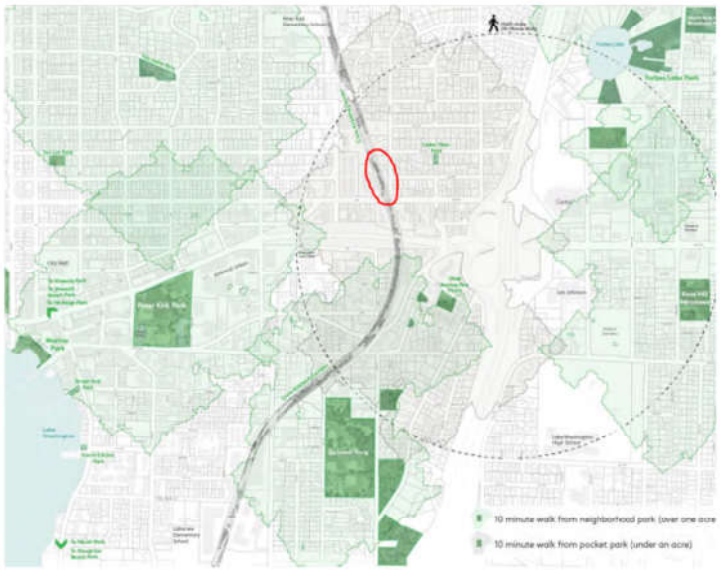
We are also very excited on the rezone plan, we have some questions/commons:

1. we have some concern on the building height planning for those area.

45Ft is ok for the builder down the hill new downtown area. but for the build such as mcleod autobody or paint sundries solution, they are at uphill. if that build changed to 45 ft. I'm afraid our lake view will be blocked(because we can't recontruct our house, although the planning also increase the height limit). please double check on that. 69-1

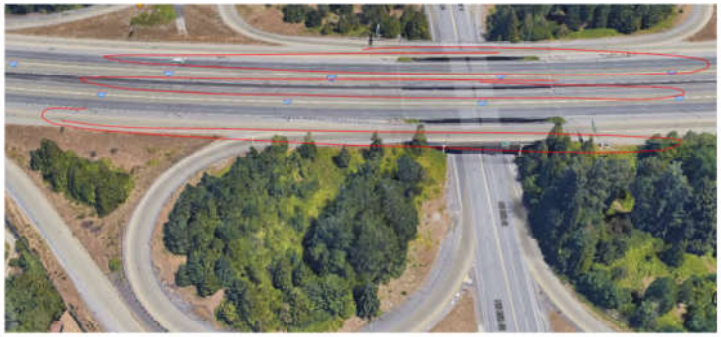
Meanwhile, I also hoping this area can be rezone to **non industry use**. hope in the future, it allows tech company to acquire this land. Besides, current industry brings too many engineering truck or 18 wheel which bring road noise. 69-2

2. for open space:
Could you please consider to change this red circle area into a public park? currently, here has some open space and has high pedestrian traffic, as you can see, highlander area are lacking of open spaces. A park with slide or zipline should be ideal to this park. Currently, this place are badly planned. 69-3



3. add sound barrier wall to 85 street and 405.
we hope that the 85 street to the west of i405 can install a sound barrier wall. We measured the noise on the corridor, the noise can still be heard on 110 AVE. most of the noise is came from 85 Street. 69-4

Same thing to 405, Although 405 have sound proof wall. but on top of the bridge, there is no sound proof wall. We are hoping with the BRT station developing, a sound proof wall can be installed on top of the bridge. 69-4 cont.



Overall, we are strongly support solution 3 as it will bring more job and business opportunity thus benefit the house price. 69-5

Thank you for all the work!
Andy

Lake Washington School District

Support Services Center
15212 NE 95TH Street • Redmond, WA 98052
Office: (425) 936-1100 •Fax: (425) 883-8387
www.lwsd.org

Letter 70

February 19, 2021

VIA EMAIL
azike@kirklandwa.gov

Allison Zike, AICP
Senior Planner, Planning and Building Department
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

RE: LWSD Comments on Draft Supplemental Environmental Impact Statement for the NE 85th Street Station Area Plan and Planned Action

Dear Ms. Zike:

The Lake Washington School District (the "District") submits these comments regarding the Draft Supplemental Environmental Impact Statement ("DSEIS") for the Kirkland NE 85th Street Station Area Plan and Planned Action (the "Proposal"). The District's boundaries include the Proposal area and nearly all of the City of Kirkland. The District has concerns that the alternatives analyzed in the DSEIS do not adequately mitigate impacts to address school capacity, particularly given that most of the District schools in this area are currently or will soon be overcapacity. As detailed below, additional mitigation beyond the collection of school impact fees and height increases at Lake Washington High School ("LWHS") as contemplated in the DSEIS is needed to ensure that school capacity is available to serve the Proposal.

The District is the fastest growing school district in King County and one of the fastest growing districts in the state.[1] Enrollment growth has resulted in current or projected overcrowding in many District schools, including those in Kirkland and serving Kirkland-resident students, and the need for additional schools to serve projected future growth. The District is working hard to address existing school infrastructure needs in a rapidly growing environment but will be unable to solve this problem without access to new building sites in growth areas. These challenges will only be exacerbated by the increased growth contemplated by the Proposal.

Student Generation Rates and LWSD Service Area Data:

To ensure the SEIS accurately captures the impact the Proposal will have on the District and its ability to serve student needs, the DSEIS should be revised to reflect the 70-1

[1] See District, Six-Year Capital Facilities Plan 2020-2025, at 3 (adopted June 1, 2020), *available at* https://resources.finalsite.net/images/v1611169199/lwsdorg/apu1xkoz2yms4pn2lvjf/LWSDBoardAdopted2020-2025CFP.pdf ("2020 CFP").

most accurate and current data from the District. The DSEIS uses outdated data from the District's 2019 CFP and potentially inaccurate assumptions and data from the Office of Superintendent of Public Instruction.[2] In particular, the DSEIS (Exhibit 3-97) should start with the District's most current student generation rates in the District's 2020 CFP. However, even use of this data must be qualified for the Proposal and considered highly conservative. 70-1 cont.

The projected student counts in the DSEIS, even if updated to reflect the District's 2020 student generation rates, likely understate the actual number of students that would be generated by the Proposal. The District's multi-family student generation rates are low relative to adjacent districts, in part because the District has not historically (and particularly in recent years) experienced much multi-family product of the kind contemplated by the Proposal. We expect that average student generation from multi-family units will increase in the coming years as multi-family units are constructed at a greater frequency than single family units and are built with more bedrooms, thus providing a more affordable and attractive housing option for families than single-family homes in the area. That has been the case in adjacent districts with a greater diversity of demographic multi-family units. For example, Issaquah School District, which is adjacent to the District and demographically similar, has student generation rates for multi-family development at the rate of 0.461 (for grades K-12).[3] In contrast, the District's current generation rate for multi-family development is 0.151.[4] We also know that townhomes are starting to generate more students on average than typical stacked apartment or condo units. In addition, if any units will be designated as affordable housing, these likely will generate significantly more students than the average. We request the City estimate the units by type (apartment/condo, townhome, affordable housing, bedroom count, etc.) so that we can better estimate the number of students anticipated. The SEIS should include this updated estimate when considering both impacts to school facilities and necessary mitigation. 70-2

Other District-specific information cited in the DSEIS, such as school summary data and current school capacity surplus/deficiency information, does not appear to us to be accurate based upon current information. We are working, at the City's direction, with the City's consultant to provide accurate information for use in the SEIS. This SEIS should incorporate this information to accurately reflect the District's current capacity and service data. 70-3

School Mitigation:

The District appreciates the City's ongoing concern for school capacity needs and that the DSEIS acknowledges the need to mitigate the Proposal's impacts to schools. As the DSEIS recognizes, we will continue to need growth to pay its fair share for growth-related school capacity through the City's collection of school impact fees from new housing units. And, to more efficiently use the scarce property available for school development, we also need more flexibility in local zoning codes such as the ability to build higher. However, we 70-4

[2] *See, e.g., id*, at 3-174-178, 3-184.
[3] Issaquah School District No. 411, 2020 Capital Facilities Plan, at 11 (adopted May 28, 2020), *available at* http://apps.issaquah.wednet.edu/documents/events/1158/5-28-2020%20CFP%202020_FINAL1.pdf.
[4] 2020 CFP at 8, Appendix C.

are concerned that the mitigation contemplated by the DSEIS—continued collection of school impact fees and height increases at LWHS—does not alone appropriately mitigate the impacts of the Proposal on school infrastructure. The addition of 6,600 to 9,000 dwelling units, under either Alternatives 2 or 3, will require new school spaces at all grade levels. The District's biggest challenge currently is finding developable land for new school capacity in the areas of our District where growth has already occurred and is planned for the future – like that in this Proposal. We see this as an opportunity for us, as government partners, to work collaboratively so that needed schools are sited and constructed concurrent with the development contemplated by the Proposal. 70-4 cont.

While we appreciate and support proposed height allowances for the LWHS site, this in itself is likely an inadequate measure, especially in the near term. The current structural condition of LWHS likely is unable to sustain additional height without a complete rebuild of the newly remodeled school. An alternative could be to build new structures on the site which could be used to add capacity or for programs separate from the existing high school. The viability of either alternative is likely extremely limited by site challenges and expense for related parking requirements. Nonetheless, to preserve future opportunities to provide for intensification of the LWHS site for school purposes, the City should consider, in addition to height increases, other zoning code changes such as allowing decreased setbacks and increased impervious surface limits. These changes, while likely not addressing immediate capacity needs, will allow for future development flexibility at the site. 70-5

The SEIS should include an additional mitigation measure to address P-12 capacity to serve the Proposal. There is a current significant need for an elementary school in this area that will only grow with the anticipated new students under either Alternative 2 or 3 of the Proposal. The District is unaware of available, buildable land for this purpose and, as described above, it is unclear if the LWHS site could satisfy a portion of this need even with further zoning changes. To address these impacts, the SEIS should consider the provision of future school sites as a part of permitted development. This concept could include identifying or securing a future building site as a condition of private development contemplated by the Proposal or phasing development so it keeps pace with actual school funding and construction. The District anticipates that it will need an average of 145 square feet of buildable space per student based on current programmatic service standards. For purposes of financial and programmatic feasibility, this space must be cumulative versus piecemeal. The District is amenable to nontraditional school models to address these overcapacity issues, including, for example, a multi-grade (P-12) standalone tower concept. The District would welcome the opportunity to discuss further with the City what nontraditional approaches might be workable on any buildable sites that the City identifies within the Proposal's geographic area. 70-6

Other Comments:

The District understands that the DSEIS contemplates robust traffic mitigation as a part of the Proposal. Adequately planned access in and around the area within the Proposal is critical for purposes of serving, versus burdening, any new school infrastructure needed in response to permitted new development. In addition to this planning, the District requests 70-7

consideration of whether parking areas associated with the Station can be accessible and utilized by school buses serving the area. 70-7 cont.

In sum, the Proposal, allowing for more intensive development than that currently planned for, could significantly impact the District's existing capacity challenges and further compromise our ability to support the City's permitted and planned growth. We appreciate our ongoing partnership with the City and welcome the opportunity to be part of the planning process and provide additional information on how the proposed changes impact the District as the City moves forward.

Sincerely,

Brian Buck
Executive Director, Support Services

Letter 71

From: Janice Lyon [redacted]
Sent: Thursday, January 7, 2021 10:37 PM
To: Allison Zike
Subject: Sound Mitigation and Building Height Question

Follow Up Flag: Follow up
Flag Status: Completed

Thanks for the public comment today...very enjoyable.

In reviewing proposal 2 and 3, which allow for building heights of 150 to 300 feet on the east side of the freeway, I'm concerned about both the **view corridor** to the **east** (looking from the Highlands to the cascades) and the impact that tall buildings on one side of the highway will have on impacting sound magnification from the freeway. It seems reasonable to assume that a one-sided wall created by tall buildings will amplify sound reverberating to the west and into the Highlands neighborhood. Freeway noise is already substantial in the Highlands and much of it is actually generated from the area near the 85th street cloverleaf. 71-1 71-2

Can you tell me if sound studies have been done to ascertain the impact of each proposal on the volume of freeway noise?

Lastly, we did not get to all the questions during the breakout session, one of which I believe was a discussion on building height closer to 85th street. Is there discussion of having taller buildings closer to 85th and tapering down as you get closer to Forbes Lake? 71-3

Thanks for your help,

Peter and Janice Lyon
[redacted]

[redacted]

1

Letter 72

From: David Macias [redacted]
Sent: Sunday, February 14, 2021 5:37 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

I support the idea all construction in the Plan area be required to be 100% electric and net zero energy and that existing buildings in the area be provided a strong aggressive energy retrofit and electrification program. 72-1

Also, I think the 10% and 20% accommodation for EV parking is too conservative given the possibility of greater EV sales from Detroits awakening to the market opportunity and local family income levels. 72-2

Finally, its probably safe to say commuter workstyles will not completely return to pre-COVID normals, meaning there will be a greater share of those opting to work remotely. But, what many have learned is at-home is often not as peaceful as coffee shop or library, etc. The design team should explore public spaces in the transportation hub that have working areas that are out of home, but not all the way to Seattle, think Tokyo's subway stations. The hub or hubs can serve as a Kirkland-based meet and work hub. 72-3

Letter 73

From: Ken MacKenzie [redacted]
Sent: Thursday, February 18, 2021 11:57 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Allison,

This email includes my initial comments on this document:

> Kirkland NE 85th St Station Area Plan and Planned Action
> Draft Supplemental Environmental Impact Statement
> January 2021

Please include me as a party of record.

I look forward to your response.

Thank you,

-Ken MacKenzie

Numbered comments:

1. Page v, "Fact Sheet"
   The "Date of Final Action" of "Spring 2021" is inappropriate. A project of this size and scope with this much impact on the environment and the community requires much more review and consideration. A 2 year period for review and comment would be aggressive. 73-1
2. Page vii, "Distribution List"
   All Neighborhood Associations in Kirkland and the Kirkland Alliance of Neighborhoods needs to be added to the distribution list. It's critical that planners recognize that the impact of this proposed project will be felt throughout all of Kirkland. 73-2
3. Page 1-4, section 1.3
   The public comment period associated with this project has been incomplete. I sent you an email timestamped at 4:36pm on June 16, 2020 with the subject "NE 85th St. Station Area Plan SEPA comments". I am unable to find any response email from you or anyone else associated with the project. 73-3
4. Page 1-5, Section 1.4, "Objectives"
   A listed objective is to "... create the most: ... and quality of like for people who live, work, and visit Kirkland". In fact, all changes in this document hamper the "quality of like for people who live, work, and visit Kirkland" by increasing traffic and transit congestion, restricting mobility through the proposed development area, creating additional school overcrowding, destroying peaceful residential neighborhoods, and restricting shopping and recreational service options, and eliminate local businesses in favor of national brands and franchises by driving up the cost of shop rental. 73-4
5. Page 1-5, Section 1.4, "Alternatives"
   It needs to be noted that the recent updates to zoning codes in North and South Rose Hill were justified, in part, 73-5

by the need to support the BRT. Thus, the "No Action" alternative should be relabeled to reflect the reality that the zoning surrounding the proposed station has been changed to allow more height and density. "2019 Enhanced Density Action" would be appropriate. The point is that "No Action" sounds passive where the reality is that Kirkland has already moved aggressively to support the investment in the BRT by Sound Transit. Further, many in the Community feel that the support given is appropriate and sufficient. Sound Transit needs correct information about the support provided thus far rather than be led to believe that no support has been offered. 73-5 cont.

6. Page 1-5, Section 1.4, "Alternatives"
   There is also no information backing up the jobs and household assertions for any alternative. They appear to be guesses. 73-6
7. Page 1-5, Section 1.4, "Alternatives"
   There is no information about what categories of jobs will be available for alternatives 2 & 3 and how they compare to jobs that are available today. For example, warehouse, distribution, and light manufacturing has historically been an important part of Kirkland and offered good jobs to people with a wide range of education and experience. Converting all of these jobs into office jobs by fiat of zoning which forces redevelopment of today's light industrial areas into mixed residential and "flex office" and "tech" will restrict Kirkland's workforce to people who like to sit all day, wear sandals to work, and have significant education. This will make Kirkland's workforce less diverse. While page 1-8 talks about how light industrial will be preserved, this is in name only as once the land becomes available for other uses, today's distribution facilities, manufacturing, and repair businesses will be destroyed when the buildings they rent are torn down and land they use are replaced with "modern" mixed residential buildings that have limited and expensive ground floor uses. 73-7
8. Page 1-8, Section 1.4, "Land Use Patterns and Building Height"
   The "Flex Office" and "Office Mixed Use" areas in Exhibit 1-6 are too far from the station for pedestrian access and the access streets are too narrow for effective/efficient transit access. Thus this new use of these areas will require auto access for workers and the plan does not accommodate this traffic or parking requirement increase. 73-8
9. Page 1-10, Section 1.4, "Land Use Patterns and Building Height"
   The "Industrial/Tech" and "Office Mid Intensity" areas in Exhibit 1-7 are too far from the station for pedestrian access and the access streets are too narrow for effective/efficient transit access. Thus this new use of these areas will require auto access for workers and the plan does not accommodate this traffic or parking requirement increase. 73-9
10. Page 1-10, Section 1.4, "Land Use Patterns and Building Height"
    The note at the bottom of the page: "...the alternative considers adding a story in height at the Lake Washington High School. See Exhibit 1-8." is naive. First, the plan does not include the cost of expanding the school. Second, this would require replacement of a new and several newer buildings that are well within their service life at a cost that is not contemplated by the plan. Third, a school campus is a system and adding more classroom space also requires supporting auxiliary facilities, the cost of which is not part of this plan. Forth, adding so many students to a school increases congestion in the entire area and the impact of this added congestion is not discussed in the plan. 73-10
11. Page 1-12, Section 1.4, "Action Alternative 3"
    This is so shortsighted. As noted in the comment on page 1-10, the naivety of the suggestion that "all you have to do is add a story to Lake Washington High School" is amplified and the lack of thought and consideration renders the idea of simply adding two stories laughable. This notion is completely inappropriate, shortsighted, impractical, and just plain wrong. The authors clearly simply threw up their hands with a prayer to the gods of urban planning asking for a free lunch consisting of school buildings, infrastructure, and congestion relief. This section must be some kind of hopeful joke. 73-11
12. Page 1-15, Section 1.4, "Growth"
    This section offers no information about the kinds of jobs that will be available. 73-12
13. Page 1-15, Section 1.4, "Growth"
    The growth projections outlined for Alternatives 2 and 3 are completely incompatible with Kirkland and would damage the quality of life for everyone who lives in Kirkland - both the new arrivals and, especially, the current residents. Kirkland is not prepared to provide government services, utility services, transit services, school services, business services, or recreational opportunities for this many new people in this time frame. Further, 73-13

given the planned and "now under construction" urban growth in other areas of King County, there is no need for Kirkland to contemplate even attempting to add this many people and destination jobs, especially at this location.

Because of geography, this location today and tomorrow will be a thoroughfare, not a destination. Everyone who uses 85th St today will use it tomorrow and more use will be added by the growth in downtown Redmond. The current congestion on 85th St will simply become unbearable if more residences and destination jobs sites are built at or near the I-405 intersection. The report offers no evidence that the BRT station will handle any significant part of the traffic load - though it clearly wishes it would. 73-13

There is a clear hope in this report that most everyone who works in this area will live there. But we know that this just doesn't happen, especially over the long haul. People are likely to rent or buy near where they work at first. But then they get another job somewhere else and the kids are settled in a school or the partner is happy with their job, so getting to the new job requires a drive. They'd like to take the bus, but it takes too long and they can't get home in time to pick up the kids from day care. Kirkland is not geographically situated to be a closed society and completely self-sufficient. Big cities might be, where big means well over a million, where the geography and history is just right. Kirkland today and tomorrow will offer a place to work, live, and play, but not to the same person. And that's nothing to feel guilty about.

14. Page 1-16, Section 1.4, "Transportation Investments"
    This list of improvements is woefully short of what's required for alternatives 2 & 3. All people who used 85th St regularly during pre-Covid times can easily testify that this list (and exhibit 1-12 on page 1-17) is unlikely to help alleviate the current congestion problems and know clearly that there's no change they would make a dent in the congestion problems associated with alternatives 2 & 3. 73-14
15. Page 1-18, Section 1.4, Exhibit 1-13
    Since there is no detail and no explanation of benefits and costs, this comes across looking like a sales glossy and should be deleted. 73-15
16. Page 1-20, Section 1.4, Exhibit 1-15
    The assertion: "Parking: As the Study Area will benefit from proximity to planned high capacity transit and regional bike trail access, there may be a lessened need for onsite parking." The use of the term "may" is the tip off that this assertion has no value and should be removed. It's just window dressing. 73-16
17. Page 1-20, Section 1.4, Exhibit 1-15
    The prayer: "District parking facility (Alternative 3 only): A district parking facility is conceptually located within Rose Hill commercial area that provides shared access to parking for commercial area users, visitors and residents in mixed use areas but would not be available for commuters." is absurd. What does it mean for a facility to be "conceptually located"? It's either in the plan or not. Since it's not, this should simply be deleted. 73-17
18. Page 1-21, Section 1.4, "Parks, Open Space, and Environment"
    This section is filled with so much hope and conjecture that it must be removed and replaced with actual plans - examples: "There may be opportunities for park acquisition, or implementation of public or private pea patches in new developments" and "At a site level the Form-Based Code would create standards for a pedestrian oriented public realm, and buildings could be required to meet a green factor." There is no planned new park space. The report needs to identify this and condemn alternatives 2 & 3 because they add people and do not add required open ground-level park space. 73-18
19. Page 1-22, Section 1.5, "Key Issues and Options"
    This section is way too vague and prayerful to be useful. It must be replaced with actual statements and plans. 73-19
20. Page 1-24, Section 1.5, Exhibit 1-16
    What are the destination transit assumptions for each alternatives? What % of each kind of transit is destination traffic where people are accessing a job or service or recreational opportunity from outside the area. What % of commute traffic to other outside areas originates in the station area. It seems likely from the table that this area is presumed to be self sufficient where most job-home, home-shop, home-park, and home-school happen within the area. Please provide the numbers.

    There is some (but not enough) information in chapter 3 that addresses the comments. The document has a 73-20

major organization issue with too much material repeated in both chapter 1 and 3. It must make maintaining the document a true headache and it certainly makes understanding it massively difficult. Chapters 1 and 3 need to be combined and all the duplication eliminated. 73-20 cont

21. Page 1-27&28, Section 1.5, "Tree Canopy"
    The report needs to be more honest that Alternatives 2&3 will cause the removal of pretty much all trees within the area and the ground level will be mostly concrete and only a few sidewalk trees will be restored. Those trees won't grow quickly because the tall and dense buildings will shade them. Since all new residences will be multi-family, the only green stuff will be some small shrubs and a few dwarf trees on building roofs. 73-21
22. Pages 1-30 through 1-35, Sections 1.6.3-1.6.5
    This material is so full of "could be" and "would allow" and "would potentially" that it has no value and should be deleted. 73-22
23. Page 1-36, Section 1.6.6, "Transportation"
    This section needs to be examine the impact on 85th St by the rework of the I-405 interchange with 85th St. It's clear from the design that peak-time backups will get worse once the number of connections between I-405 and 85th Street are cut in half. This will cause even worse peak-time backups onto 85th Street where cars and buses wait to enter I-405. After the interchange rework, there will be half as many opportunities for cars and buses to enter I-405 and 85th St will be even more congested. 73-23
24. Page 1-36, Section 1.6.6, "Transportation"
    Today, bus transit access through the 85th St corridor is poor and bus access to Lake Washington High School is poor. This plan does not address the increased transit load and related congestion on 85th Street. 73-24
25. Page 1-37, Section 1.6.6, "Transportation"
    The list under the text: "The following conditions would be considered to result significant impacts for the two Action Alternatives:" needs to be edited and overhauled to force it to be sensible. In particular, I can't make sense of: "— Result in on-street parking demand exceeding supply beyond the level anticipated under Alternative 1 No Action." 73-25
26. Page 1-37, Section 1.6.6, "Transportation", Exhibit 1-17
    What are the assumptions that underlie this table? It does not comport with the vast increase in population and new jobs that are projected as part of Alternatives 2&3. What % of station area residents are assumed to work, shop, and go to school in the area verses what % of the people who work in the area are assumed to live there? How do these assumptions compare to the numbers today for Kirkland and Bellevue and Redmond, and Bothell? 73-26
27. Page 1-37, Section 1.6.6, "Transportation", Exhibit 1-17
    This table, and all other sections that analyze and project traffic vehicle counts and intersection congestion need to be updated to reflect the traffic situation before the onset of the Covid pandemic in order to more accurately reflect reality. It appears that they contain and build on data obtained during the pandemic. We all know that traffic congestion and bus service has been dramatically impacted by changes in work and school during the pandemic. 73-27
28. Page 1-38 and 39, Section 1.6.6, "Transportation"
    The statement under: "Also, the NE 85th Street SAP assumes a few changes that would encourage..." are unacceptable. Today, reduced parking for some developments work because residents and workers park on the street in the surrounding neighborhood. Under Alternative 2 & 3, the few surrounding neighborhoods with on-street parking would be overrun. 73-28
29. Page 1-38, Section 1.6.6, "Transportation"
    The "Intersection Specific Improvements" listed are woefully short of what's required for Alternatives 2 & 3. They are tiny adjustments that will be ineffective in the face of the huge traffic congestion generated by the vast number of new residents and commuters contemplated by these alternatives. But they are good ideas to alleviate the traffic problems that we experienced before Covid reduced commuter traffic and eliminated school traffic. 73-29
30. Page 1-38, Section 1.6.6, "Transportation"
    The last paragraph illustrates the disease of uncertainty and conjecture that this entire document suffers from: "Another measure the City could consider implementing is additional intelligent transportation systems (ITS) elements into the corridor beyond..." The City of Kirkland is struggling to evaluate a proposal that is detrimental 73-30

to its very soul and seeing mere suggestions about possible actions and mitigations is useless. The entire document needs to be purged all sentences that include words like "may", "might", and "could". It's not a "feel good" advice document providing recommendations and sales ideas about some idealized future state - it's supposed to be a clear and concise analysis of the impacts of a proposal. The document should be completely reworked to be realistic, clear, and specific. 73-30 cont

31. Page 1-41, Section 1.6.6, "Transportation", "Regulations and Commitments"
    In the paragraph starting: "Washington State Commute Trip Reduction (CTR) law", there's no mention about how practical and effective this would be in an outlying area with generally poor transit service compared to areas of Seattle. Clearly, it can work well in a downtown area with lots of frequent transit service. What assumptions underpin the wishful (there they go again) statement: "As more businesses subject to CTR locate in the Study Area, it is expected that decreases in single-occupancy vehicle (SOV) commute rates would result."? 73-31
32. Page 1-41, Section 1.6.6, "Transportation", "Additional Transportation Demand Management and Parking Strategies"
    Please explain how the paragraph beginning with "Research by the California Air Pollution Control Officers Association (CAPCOA),..." is relevant. Is this research related to downtown areas or outlying satellite districts such as this? What is the impact of weather (Kirkland weather is really different from metropolitan areas in CA). Chances are that research in CA is not directly applicable to Kirkland. Please help us appreciate how it works in this case. Also, please provide a useful reference to the exact research being cited. 73-32
33. Page 1-41 through 43, Section 1.6.6, "Transportation", "Additional Transportation Demand Management and Parking Strategies"
    This is another one of the wish-lists and conjecture that this document is getting famous for. Please remove the vague possibilities and restrict the list to proven approaches with concrete and proven benefits for this particular development proposal with a separate conclusion/benefit quantified for each of the three alternatives being contemplated. The vague "%" improvements in exhibit 1-20 are insufficient as they appear to be guesses. 73-33
34. Page 1-45, Section 1.6.6, "Transportation", "With mitigation, what is the ultimate outcome?"
    This section is pure conjecture and has no value when attempting to evaluate the Station Area Plan. Please remove it. 73-34
35. Page 1-47, Section 1.6.7, "Public Services", "What are some solutions or mitigation for impacts?"
    The paragraph on Parks is vague. Exactly what space is available? What's the cost? Where is it? Please replace the empty description of the possibilities with something real. Otherwise, it seems best to assume that there will be all these new residents and no new park space. This situation hurts all nearby residents - Kirkland and Redmond. 73-35
36. Page 1-47, Section 1.6.7, "Public Services", "What are some solutions or mitigation for impacts?"
    The paragraph on schools must be a joke. It makes it seem like all the planning processes are in place and that all will turn out well. This is hardly the case. If the numbers in this report can be believed, an entire new Elementary School is required. Where will it be built? How much will it cost? Please be aware that development impact fees do not buy land and build schools - Kirkland/LWSD property taxpayers do. Maybe California has some magic formula - wait, I know they don't as I was a taxpayer in San Fransisco and Mill Valley and had a kid in public schools. California pays for schools just like we do. This document needs to get serious about schools. Today, LWSD schools in this area are overcrowded and the district lags behind growth. This document needs to tackle schooling and education in a serious way rather than dismissing it as if some other government group will solve it at no cost. Where is the space in the Station Area or surrounding nearby areas for the required new school buildings? When you think about this, please note that the schools in this area have used up their land and simple building additions are not equitable proposals. For example, please visit Mark Twain Elementary School and report back on where they would find space to double the school size. 73-36
37. Page 1-49, Section 1.6.8, "Utilities"
    I don't see a section for Electricity. How could you miss this? Will the existing grid handle the new load? What's the cost of any required enhancements? Who will pay? What impact will this have on which ratepayers? 73-37
38. Page 1-49, Section 1.6.8, "Utilities"
    I don't see a section for Gas. It's possible that someone assumed that no buildings will use natural gas. Maybe some will. In any event, the plan, costs, and impact mitigation needs to be included. 73-38

39. Page 1-49, Section 1.6.8, "Utilities", "Sewer"
Is it possible to provide the needed capacity improvements? Is the current system expandable enough? What's the cost? What's the fallback plan if it can't be expanded? Maybe sewer capacity problems or expansion costs are prohibitive? We know for sure that the Kirkland sewer system design did no anticipate this sort of growth at this location. The discussion on page 1-50 is too vague and leave the impression that maybe the system cannot be feasibly expanded. 73-39

40. Page 1-49, Section 1.6.8, "Utilities", "Water"
This section is too vague, except for "The City has identified replacement of the undersized main serving the 510 pressure zone as a recommended capital improvement project." which is obtuse because regular folks have no idea what the "510 pressure zone" is. Please explain and include costs for each alternative and how the cost will be handled. The note on page 1-50 about RCW requiring building permit applicants to demonstrate adequate water is clearly empty filler text. Please make this section real by taking the water supply problem for this huge population and office expansion seriously. 73-40

41. Page 2-30, Section 2.6, "Benefits and Disadvantages of Delaying the Proposed Action"
As presented the benefits of delaying the proposed action far outweigh the disadvantages. This section does not talk about the negative impact of Alternatives 2 & 3 on the quality of life in Kirkland and people in Kirkland accepted and chose when they invested in Kirkland.

One alternative that needs to be explored is relocating the BRT Station. Some advocated putting one at I-405 and 85th St because it would be close to the overbuilt downtown Kirkland and could be sold as a convenient transit connection. Is there any real data to support that relationship? Will people who live in one of the new apartment buildings downtown find BRT useful? I can find no publicly available study on the subject. Would Totem Lake be a better location for a BRT? 73-41

This document needs to build a case that the Station Area is best located at 85th St and I-405. As it is, the document mostly apologizes for the location on 85th St and, after reading it, I came away agreeing that it's a bad idea.

42. Pages 3-5 through 3-8, Section 3.1.2, "Impacts"
The greenhouse gas predictions for alternatives 2 and 3 appear to depend on most all residents working within walking distance or close transit ride of their home and also shopping close by. There also appears that there might be an assumption that bikes and electric bikes will be used by a significant number of people. What study relevant to Kirkland weather supports that assumption? But for all alternatives, it's impossible to determine the underlying assumptions since the section presents simple numbers without support. Please provide the underlying assumptions and models as well as a demonstration that they are likely to be accurate. For example, the document needs to provide information about other similar developments and how travel/transit patterns have played out over time, including data on the types of jobs, residences, and schools, along with population and information about the surrounding area. 73-42

43. Page 3-8, Section 3.1.3, "Mitigation Measures", "Incorporated Plan Features"
The section includes the assertion: "Dense landscaping along roadways can reduce air pollutants by up to 50%" followed by "As part of the Station Area Plan and Code associated with the Action Alternatives, the City is proposing green streets with optimal implementation of landscaping to contribute towards meeting the citywide tree canopy goal." The assertion and the proposal don't seem connected and it's clear from the density proposed in the Station Area Plan, including urbanesque zero front yard setbacks that there will not be sufficient space for "Dense landscaping". Please update the plan to reflect the reality of the sort of landscaping that's possible in the proposed urban environment. 73-43

44. Page 3-26, Section 3.3.1, "Affected Environment", "Current Land Use"
Please update Exhibit 3-10 to clearly delineate acres used for parking associated with: (1) car sales and repair; (2) retail/restaurant; (3) office; (4) education. Also please create a "parks" category that is separate from "public" and add a footnote to explain "public". 73-44

45. Page 3-54, Section 3.4.1, "Affected Environment", "City of Kirkland Comprehensive Plan"
To meet the goal of exploring environmental impacts, this document must include a careful and thorough analysis of the impact of each alternative on the Neighborhood Plan every nearby and impacted

73-45

neighborhood. The current draft EIS glosses over these impacts. The Neighborhood Plans must be treated seriously and with the respect that they earned through careful crafting by the public and the Planning Department followed by review and approval by the Planning Commission and the City Council. 73-45

46. Page 3-69, Section 3.4.2, "Impacts", "Exhibit 3-34. Kirkland Subarea Plan Evaluation Matrix"
This exhibit overlaps with the material presented in section 3.4.1 in a way that makes understanding the plan unnecessarily difficult. These two sections need to be rationalized and likely combined so that the neighborhood impacts are clear. 73-46

47. Page 3-121, Section 3.6.1, "Transportation", "Affected Environment", "Exhibit 3-57 Existing Bus Routes"
The transit network serving Kirkland and surrounding areas provides infrequent connections which results in extremely long travel times if any transfer is required. The most recent large scale changes increased travel times for most all trips involving more than one route. The Draft EIS needs to be updated to show average travel time between important destinations rather than simple good-looking headway times. This would provide a useful basis for evaluating the impact of the various alternatives and help everyone understand whether the transit dependencies built into this plan yield an improved Kirkland environment or damage the Kirkland environment. 73-47

48. Page 3-121, Section 3.6.1, "Transportation", "Affected Environment", "Exhibit 3-57 Existing Bus Routes"
The headway time in the table for the 255 line is incorrect - in practice, it's more like 15-20 minutes, and worse in the afternoon. 73-48

49. Page 3-126, Section 3.6.1, "Transportation", "Study Intersections"
The sentence "Traffic operations could be affected by land use changes in the Study Area" must be corrected to be a definitive statement, e.g., "Traffic operations will be impacted by land use changes in the Study Area." 73-49

50. Page 3-126 and 3-127, Section 3.6.1, "Transportation", "Study Intersections"
Traffic operations must the analyzed using data collected before the onset of the Covid pandemic. Data collected during the pandemic is not representative. The document must both state the data collection dates clearly in every section throughout the document. 73-50

51. Page 3-127, Section 3.6.1, "Transportation", "Parking"
The document must be updated to be accurate and clear about parking associated with car sales and repair verses retail shops and restaurants. Car sales requires large and convenient parking for inventory. 73-51

52. Page 3-134, Section 3.6.1, "Transportation", "Cross Kirkland Corridor Master Plan"
This section provides an inaccurate picture of the community's vision for the trail. The attempt to convert the trail to use by mass transit died. The section should be removed from the document. 73-52

53. Pages 3-139 through 3-141, Section 3.6.1, "Transportation"
These exhibits, and the corresponding exhibits in section 1 should be removed from the document because they are too vague and imprecise to be useful. 73-53

54. Pages 3-142 through 144, Section 3.6.1, "Transportation", "Trip Generation"
This section must be updated to base projections on pre-Covid measurements and include information about "through traffic", e.g., Kirkland traffic to/from Redmond, and Redmond traffic to/from I-405. The trip counts seem quite low. The large scale development in downtown Redmond as well as continued development in outlying areas of Redmond is driving higher trip counts through the 85th St corridor to/from I-405 as well as Kirkland Neighborhoods. The timeframe of underlying traffic measurements needs to be shown in the document and only pre-Covid data can be used for projections. 73-54

55. Page 3-147 through 3-157, Section 3.6.1, "Transportation", "Traffic Operations – Auto and Freight" (for every Alternative)
Traffic operations must the analyzed and projected using baseline data collected before the onset of the Covid pandemic. Data collected during the pandemic is not representative. The document must both state the data collection dates clearly in every section throughout the document and only use pre-Covid traffic data. 73-55

56. Page 161, Section 3.6.1, "Transportation", "Intersection-Specific Improvements"
The sentence "Another potential approach to reduce the auto and freight intersection impacts is to make capital improvements to increase the capacity of the intersections and roadways in the Study Area." needs to be reworked to specify a clear proposal that will eliminate the impact being discussed. This style of incomplete proposals permeates this page as well as page 3-162 and pretty much all discussions of traffic throughout the document. As it is, the reader is left with a "maybe it will, maybe it won't" impression that is insufficient in the 73-56

face of the challenges posed by the overall proposal. The community needs clear thinking and complete solutions if it is to be confident about the proposal, not wishy-washy ideas and random thoughts and hopes. 73-56

57. Page 3-153, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies"
Wholesale elimination of parking spaces is an inappropriate solution because it degrades the quality of life for people who live more than walking distance (consider rainy cold nights) from a destination shop, store, restaurant, or work. The idea that people can "just hop on the bus" is naive and clearly the product of thinking by people who don't live in Kirkland and need to buy some milk on Tuesday night at 9PM in January. 73-57
58. Page 3-164, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies"
For example, the sentence "Provide private shuttle service as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the Google campus, Kirkland Urban, and other destinations, and to provide an attractive transportation alternative for locations that are less served by fixed-route transit." is yet another wishy-washy hope that positions itself as a solution. First, who will pay the fare and what will it be? Second, will the shuttle be profitable? Third, why not Metro - have they refused?, Fourth, how much pollution per rider will this generate, especially when mostly or completely empty? 73-58

This draft EIS is an inappropriate place to idly speculate about possible mitigations to problems created by the proposed. Instead, firm, clear, effective and feasible mitigations must be proposed.

This entire page needs to be reworked to list mitigations that are clear, practical, and work effectively.

59. Page 3-164 and 3-165, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies"
The paragraph starting with "Should the City of Kirkland move forward with all the strategies outlined above, Fehr & Peers' TDM+ tool estimates that office trips in the Study Area would decrease by 14 to 21%, residential trips by 19 to 23%, and retail trips by 11 to 17%, as shown in Exhibit 3-79." is clearly simply a guess and must be removed from the document. 73-59
60. Page 3-165, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies"
Exhibit 3-79. Trip Reduction from Transportation Demand Management Strategies is clearly a guess and should be dropped from the document. If it's not a guess, the supporting data and model should be shown in the document. 73-60
61. Page 3-181, Section 3.7.2, "Impacts"
There is no section on electric service utility impacts and costs 73-61
62. Page 3-181, Section 3.7.2, "Impacts"
There is no section on natural gas utility service impacts and costs 73-62
63. Page 3-183, Section 3.7.2, "Police"
The cost of providing the huge increase in police service needs to be part of the document as well as the mitigation measures, including costs for staffing, equipment, and facilities increases and the associated projected tax increases to pay for it. 73-63
64. Page 3-183, Section 3.7.2, "Fire and Emergency Services"
The cost of providing the huge increase in police service needs to be part of the document as well as the mitigation measures, including staffing, equipment, and facilities increases and the associated projected tax increases to pay for it. 73-64
65. Page 3-184, Section 3.7. 2, "Schools"
There is no comprehensive and complete outline of the impact of various alternatives on Schools, though the section includes some summary information reiterating information in section 1. This section needs to be reworked to show the impact and specific mitigations (e.g., specific new buildings, new land, additional staff, and new equipment) as well as cost and schedule. As pointed out in comments on section 1, the cost of providing education falls on the Kirkland Community through higher taxes and/or overcrowded schools. The education impact of Alternatives 2 & 3 are grim and grimmer. The Draft EIS needs to clearly address the methods and cost to provide educational opportunities for all Kirkland kids. This proposed development would impact all schools as school boundaries will be redrawn to accommodate and re-distribute the students throughout most of Kirkland. 73-65

66. Page 3-184, Section 3.7. 2, "Parks"
Like public safety and education, the document offers no specific mitigation for the impact to Parks. This development proposal requires new parks to provide appropriate recreational opportunities for the increased population. The Draft EIS simply must provide specific information about the size, location, cost, and amenities of these new parks. 73-66
67. Page 3-188, Section 3.7.2, "Parks"
Parks include both small local areas such as kiddie playgrounds and large open areas for group recreation and team sports. While the former might possibly be addressed through the magic fix-all of "Form-Based Code", the latter cannot. Specific new land must be identified and provided to meet the recreational needs of the large proposed new population.

In addition, this section is completely inappropriate when it suggests: "Onsite open spaces and community gathering spaces are proposed with each Action Alternative in the Form-Based Code to alleviate demand for and use of local public parks." It appears that the authors think that Form-based Code can control what people want, need, and expect in and from their community. Form-based Code is a bureaucratic tool, hopefully not a way to control people's minds and desires and needs. Please update the words to obscure the author's ideas about the people who live in Kirkland. 73-67

Letter 74

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:31 PM
To: Allison Zike
Subject: FW: Kirkland NE 85th St Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Angela Maeda [redacted]
Sent: Wednesday, February 17, 2021 4:32 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: Kirkland NE 85th St Plan

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

My name is Angela Maeda and I attend the Salt House Church near Lake Washington Highschool.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St. 74-1
I look forward to hearing from you. Thank you for your consideration.

Angela Maeda

Angela Maeda (she/her), MAC, LMHC
[redacted]

New Leaf Counseling
a psychotherapy practice

February 1, 2021

Letter 75
See Letter

Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Re: NE 85th Street Station Area Plan (SAP) – EIS Comments

Dear Allison,

I am writing you to provide comments on the scoping of the environmental impact statement (EIS) being prepared by the City of Kirkland for the NE 85th Street Station Area Plan (SAP). We are the buyers of the Crescent Lighting property located at: 12631 NE 85th Street.

1) **Zoning / Land Use**

The City should maintain consideration for the land uses within the area where the Crescent Lighting property is located. Per the comprehensive plan, this property is classified commercial however, within the SAP, this area/land use is referred to as Mixed Use (Exhibit 1-5) but also as Residential Mid Intensity (Exhibit 1-7). Clarifying what would be a permissible use(s), included a predominately office development should be considered. In both Alternatives 2 & 3 the height for this specific property is proposed to be 85'. During a recent stakeholders meeting sponsored by Jack McCullough, it was noted by City staff that the creation of jobs is paramount to the success of this plan. A close second was the creation of affordable housing. It is my understanding a nexus study is on the horizon that may result in a commercial linkage fee that would also help contribute to the City's stock of affordable housing.

Within the SAP's mixed-use zones, the City should not require a percentage or mandatory proportion of any specific product type, just that the inclusion of a mixes of uses be required. This could be office, retail, housing or any mix of the two or three. Overprogramming the requirements for properties within this zone has the potential to deter improvements, hinder economic growth and preventing the City from achieving the goals of the SAP. Furthermore, there should not be limitations on plate sizing or FAR maxes.

As it pertains to building form and transition zoning, we agree that an element of upper story setbacks has the ability to help soften the edges around more intensive zones. There is a finite amount of property within the SAP and maximizing this area's potential to achieve the City's goals is vital. We believe the City should evaluate the land uses immediately adjacent to the SAP and evaluate up zoning the parcels so that the tail isn't wagging the dog. This would help smooth the transition between intensities without relying on the properties within the SAP to be required to shoulder the full burden of creating the desired transitions.

2) **Parking**
Considering the future BRT Station is within the heart of the SAP, the City should not be prescriptive with respect to parking. Each proposed development should be reviewed independently to evaluate its uses, the potential for shared parking, parking management strategies, alternative modes of transportation, shuttle services and paid parking to name a few. Permitting developers to right-size the quantity of parking will lead to a more successful application of the SAP.

3) **128th Ave NE - proposed to be a Green Street**
As the city has stated, a curb cut onto NE 85th Street will not be permitted from the Crescent Lighting property. This is a large piece of property with the potential to generate a significant number of trips. From my understanding of Green Streets there are expected to promote more bicycle and pedestrian activity. The City should consider bicycle and pedestrian calming features in the area of the Crescent Lighting property to minimize any potential for conflict between those utilizing the Crescent Lighting property and those within the Green Street.

Thank you for the opportunity to comment.

Marc Boettcher
MainStreet Property Group LLC

Cc: Kim Faust

Letter 76

From: David Malcolm [redacted]
Sent: Sunday, February 14, 2021 9:33 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Some growth is good but the pollution/carbon emissions that may accompany it is not. For this and other reasons, the (e-)bicycling routes and grades are important. At present the cycling routes from downtown Kirkland to Rosehill are a mess – there is no route that does not involve either very steep grades or dangerously narrow bridge passages. The re-engineering and development of the 85th interchange is an opportunity to correct this situation. 76-1

The maps showing the cycling routes corresponding to the three alternatives do not differ very much. For example, they all show a cycle route along Central Way – this is ridiculous unless that street is widened substantially. In addition, they all show use of the pedestrian bridge over the 405 at NE 80th Street. This makes sense but the approach to this bridge on the south via a steep helical ramp and up Kirkland Avenue is too challenging for many riders. 76-2

Kirkland transportation department is aware of these problems. They should be tasked to engineer some solutions.

Regards

David Malcolm,
[redacted]

Sent from Mail for Windows 10

Letter 77

From: Beverly Marcus [redacted]
Sent: Monday, February 8, 2021 11:28 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

My comment is to ask that all construction in the Plan area be required to be 100% electric and net zero energy. 77-1

Thank you.

Beverly Marcus
Kirkland WA [redacted]

Letter 78

From: Cheryl [redacted]
Sent: Monday, February 15, 2021 11:49 AM
To: Allison Zike
Subject: 85th & I-405 Bus Station

Follow Up Flag: Follow up
Flag Status: Flagged

Hi !,

I think it is a good idea to increase the density of the 85th St & I-405 Bus Station area and to raise the current building/housing restrictions 10 floors or more. Affordable housing would be most welcome! When my husband and I downsized in 2016, we were looking for a vibrant community where we could walk to many destinations and drive a lot less. Kirkland was it! I am in my 70s and I most often walk a mile + to the grocery store, library, etc. and then back. Don't need a gym membership. 78-1 78-2 78-2

Thank you,

Cheryl Marshall
[redacted]

Letter 79

From: Ingrid Martin [redacted]
Sent: Friday, January 8, 2021 4:18 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

Dear Ms. Zike,

I am a seventy year old senior who lives in the Juanita area. Like a number of us seniors I am concerned with the lack of parking in the proposed plans. Apparently it would take at least three bus transfers to get from here to either the Bellevue or Lynnwood link transfer center. This is often time intensive and can be challenging. That being said of the three options, I prefer option 2 for this development project. 79-1 79-2

Thank you for considering my comments when making this important decision.

Sincerely,
Ingrid Martin

Sent from my iPhone

Letter 80

From: Bob McConnell [redacted]
Sent: Wednesday, February 17, 2021 10:53 AM
To: Allison Zike; City Council; Planning Commissioners
Subject: Transit Station at 405 and 85th

Follow Up Flag: Follow up
Flag Status: Flagged

All,
I don't think Kirkland needs ANY buildings above 5 stories and it needs very few more of those. We must start questioning whether we need more people in Kirkland. More condos and apartments keep coming with no traffic mitigation. 80-1

It seems clear that we have become slaves to developers. They need to keep developing to survive. It is not the city of Kirkland's job to help them survive. We do not need the population of Kirkland to increase. Leave the high rise buildings to Bellevue. 80-2

Whatever development is finally agreed to at 85th and 405 needs to be a self-contained community so that residents are not driving to downtown Kirkland for every need. Also consideration should be given to a convenient shuttle service of some kind to get people quickly to and from the new neighborhood to appropriate parts of Kirkland. This needs to be very quick and easy and NOT an elongated loop covering all of Kirkland. Perhaps there are two different services, but what we don't need is more cars in downtown Kirkland. 80-3 80-4

I hope you'll consider that this letter is not rabidly anti-development. However we need to try to maintain Kirkland as a place similar to the one we bought into 20 or 10 or 1 year ago. Most of us don't want to live in Bellevue. 80-5

Best regards,

Bob McConnell
[redacted]

From: Bob McConnell [redacted]
Sent: Wednesday, February 17, 2021 11:05 AM
To: Allison Zike; Planning Commissioners; City Council
Subject: Cookie Cutter houses

Follow Up Flag: Follow up
Flag Status: Flagged

I'd like to suggest that members of the city council and planning commission take a walk around Kirkland's neighborhoods and notice that our development rules are creating neighborhoods where the new houses are all the same. Every house is built to the minimum setback rules and to the maximum height allowed. This results in boxes with flat roofs. They are ugly. They have no character. They have no room for trees or shrubs.

I don't know a good solution except to not approve a "box" on every available lot. We should demand that new houses fit into the neighborhoods they are going into. Perhaps one-half of the new houses should have peaked roofs. It is not our problem if this causes smaller houses with lower prices to be built. That is a problem for the developers and builders and we do not need to help them.

Bob McConnell
[redacted]

Letter 81

From: Carolyn McConnell [redacted]
Sent: Monday, February 15, 2021 3:23 PM
To: Allison Zike
Subject: DEISD

Follow Up Flag: Follow up
Flag Status: Flagged

I am strongly opposed to further 45 foot buildings anywhere in Kirkland. There are already too many. They are aesthetically displeasing, adding to traffic, with unpleasant increased density. I do not want to be affected by thousands more people. Just say no to these monstrous buildings! Carolyn McConnell, PhD
631 Market St, Kirkland, WA 98033 81-1

--
Carolyn McConnell, PhD
[redacted]
Sent from Gmail Mobile

Letter 82

Doug Murray

From: Doug Murray [redacted]
Sent: Wednesday, January 20, 2021 7:41 PM
To: Allison Zike; Planning Commissioners
Subject: Station Area Plan Comments

Follow Up Flag: Follow up
Flag Status: Completed

Station Area Plan Comments

I support the idea of using high density development on the 85th street corridor to accommodate Kirkland's obligations under the Growth Management Act. Given the siting of the BRT station on 85th Street and the almost inevitability of much more development on the 85th street corridor, implementing a comprehensive plan for a livable high density neighborhood makes sense. Therefore I support alternative 3 with several reservations/caveats: 82-1

- I do not believe that we should perpetuate a class based binary choice of either living in a single family home with a yard, trees and views or a boxy apartment with views only of other boxy apartments and parking lots. Thus, Kirkland should implement a plan that will lead to a truly livable neighborhood with access to nature, pleasant places to walk and recreate and views in addition to urban amenities that can be available in a dense neighborhood. 82-2
- Access to parks and other open spaces is important for the physical well being and mental health of people. Adding some tree lined streets seems insufficient. It seems to me that Kirkland needs to add one or more substantial sized parks to the area to accommodate the increased needs of new and existing residents. 82-3
- Kirkland has a stated goal of having 40% tree canopy. This goal should be reflected in zoning requirements for tree coverage in exchange for allowances for greater building heights. This could include rooftop gardens as long as they include trees. 82-4
- The plans place the tallest buildings on the west side of the high density development area. This will effectively block the views from the lower structures to the east. Given that the view is about the only recognized natural amenity of the area I find this to be very undemocratic. I advocate a more democratic approach that provides for view access from all areas. Perhaps this can be accomplished by siting relatively skinny towers throughout the area to allow views between the towers. Another approach would be to have a more uniform maximum height for buildings in the plan area with strong incentives to include rooftop terraces allowing for views and outdoor access. Hopefully, architects and urban planners can come up with creative solutions to this problem. 82-5
- In the event that the plan for higher buildings on the west side of the development area is maintained, I propose the substantial mitigation fees should be charged for the privilege of blocking views further up the hill. The fees can be used to provide other amenities such as parks to mitigate the loss of the views. The fees can easily be justified on the principle that privatizing a resource previously shared by all people in the neighborhood (in this case the view) should be compensated for just like any other transfer of ownership would be compensated. 82-6
- I believe that any new zoning regulations should contain a section addressing dark sky concerns. Inappropriate lighting is bad for people and wildlife and wastes energy. The International Dark Sky Association (https://www.darksky.org/) has good information on this issue. We should strive for a pleasant nighttime environment as much as we do for a pleasant daytime environment. 82-7

Thank you for your consideration.

Regards,

Letter 83

From: Erik Oruoja [redacted]
Sent: Tuesday, January 5, 2021 11:16 PM
To: Allison Zike
Subject: NE 85th Street Station Area Plan - Public Comment

Follow Up Flag: Follow up
Flag Status: Completed

My household highly supports alternative #3. Density and growth centered around the considerable transportation investment being made at 85th and I405 is highly logical and will capitalize on that investment. The current status quo and alternatives other than alternative 3 would exacerbate our community's current challenges with lack of housing inventory particularly high density housing development with walk/bike distance of high capacity transit. 83-1

Respectfully,

Oruoja Household - Kirkland Residents since 2015.

Letter 84

From: Louise Pathe [redacted]
Sent: Monday, February 15, 2021 10:33 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi. I'm Louise Pathe and I live and shop in Kirkland. I care about the future of our planet and our society. I'm requesting that all construction in the Plan area be required to be 100% electric and net zero energy, and that existing buildings in the area be included in an aggressive energy retrofit and electrification program. 84-1

The City has committed to cutting greenhouse gas emissions in half by 2030. Let this project help get us there.

Louise Pathe

Letter 85

From: Bruce Pelton [redacted]
Sent: Tuesday, February 16, 2021 5:03 PM
To: Allison Zike
Subject: FW: Kirkland - 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

I would appreciate if you would confirm that you received these comments. Bruce

Sent from Mail for Windows 10

From: [redacted]
Sent: Tuesday, February 16, 2021 4:16 PM
To: [redacted]
Subject: Kirkland - 85th Street Station Area Plan

Alison Zike, AICP, Senior Planner
City of Kirkland

Re: Comments on Draft SEIS
85th Street Station Area Plan

Dear Ms. Zike,

My wife and I have lived in the Kirkland area for many years and have seen the city grow and change. We first lived in an apartment on Lake Washington Blvd. N.E. in 1976. Our residency ended when the apartment was converted to a condominium and sold for a price that we could not afford. After that we lived in the Juanita area before it was annexed. After having our second child we moved into a home on RoseHill and lived there for almost 30 years, until we purchased our current residence in 2011.

Our current home is located in the center of the planning area for the 85th Street Station. Our back yard looks over the intersection of Slater Avenue and Odhe Avenue. The neighbors to the west are the four homes located on the North side of Ohde Ave that will potentially be rezoned into office. Our front yard faces 116th Ave. N.E., the freeway sound wall and across 405 to the Lee Johnson property that is proposed to be rezoned high rise office.

My wife and I are against both Alternative II and III. We have seen Kirkland approve and encourage large projects in Totem Lake and the Urban/Park Place and think that that is enough change for one decade. The fact that sound transit has decided to spend millions of dollars on a new bus stop on 405 should not cause Kirkland to change its "Livability" forever. We don't like the look and feel of how both Mercer Island and Redmond have changed their downtown districts with mid-rise buildings edging the sidewalks and streets - creating a closed in, dark and uninviting atmosphere. If either Alt. II or III are adopted Kirkland will leapfrog both of those communities in building height and the closed in, uninviting sensation will be even greater. 85-1

Please see the attached list of Specific Issues and Questions

Sincerely,
Bruce & Heidi Pelton

[redacted]

rez

List of Specific Issues/Questions

1. Ohde Ave. Area office rezone under Alt II would allow buildings up to 65 feet tall and under Alt III buildings up to 85 feet tall. How does the city plan to buffer or create acceptable land use transitions to protect our home and the homes on the south side of Ohde Avenue? 85-2
2. Ohde Avenue is the only point of access for the uphill portion of the subject property. The intersection of Ohde and Kirkland Way is treacherous. It is very steep and doesn't have appropriate sight distance for the speed at which cars coming up Kirkland Way travel. 85-3
3. Eastside of 405 – high rise office rezone under Alt II would allow buildings up to 150 feet tall and under Alt III up to 300 feet tall. How does the city plan to create acceptable land use transitions to protect our home? 85-4
4. The shading diagram uses the assumption that at 10am in the fall the shade created by a 300 foot building wouldn't extend across 405. Currently every clear morning the sun comes up over the trees on the east side of 405 and we enjoy sunshine beginning shortly after sunrise. With Alt II and Alt III our house would be in the shade from sunrise until the sun either got high enough or far enough south to give us the light we enjoy today. 85-5
5. Glare and reflection - In the summer afternoons the sun reflecting off the western side of a 300 foot building will be a problem. 85-6
6. Fire Safety – fighting a fire in a mid-rise or high-rise office has to be a daunting task. I saw estimates of extra personnel but I didn't see anything about the extra equipment, firehouse or training costs that would be required if Alt II or Alt III are adopted. 85-7
7. Sewer – The DEIS mentions an estimate of how much extra flow will result in Alt II or Alt III are adopted. It also indicated that the city would have to update the city wide sewer comp plan. How much capacity is currently available in the lift station and does the city have the ability to add the increased sewer flow into King County's pipes and treatment plant? Or are there capacity limits? 85-8
8. Growth Management Act – It is my understanding that the state requires every city and county to create a plan for estimated growth. Those plans are then reviewed and eventually approved by the state. Where is Kirkland growth in relation to the current approved plan? 85-9

Sent from Mail for Windows 10

Letter 86

From: Colleen Clement [redacted]
Sent: Thursday, February 11, 2021 2:28 PM
To: Allison Zike
Cc: [redacted] Dave Russell'
Subject: NE 85th St Station Area Plan Draft SEIS Comments : People for Climate Action Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Kirkland City Senior Planner Allison Zike,

Thank you very much for the opportunity to comment on the draft SEIS for the 85th Station Area Plan. We are writing on behalf of People for Climate Action-Kirkland, a locally focused sector of a King County volunteer group, People for Climate Action, dedicated to helping King County cities meet their climate objectives. Our local city group, dedicated to Kirkland, has had a very collaborative history of working with the City on climate matters and sustainability, and we are recognized as a Kirkland City Ally organization.

After a review of the 1/7/21 draft SEIS document, as well as having watched the recent Special Study Session and community presentations, we have determined that while the draft SEIS contains much useful analysis and thoughtful solutions and mitigations, we feel that it does not go nearly far enough to address reducing greenhouse gas emissions, which is key to addressing the climate change crisis and our sustainability. It would be a critical lost opportunity for this "once in a generation" project to not address and incorporate upfront forward thinking in this planning phase. 86-1

Understanding the challenges of balancing factors pertaining to appropriate growth, we support the need for high-capacity transit and a reconfiguration of the 85th street interchange, for our region's transportation future and the more intense development it will require. We recognize and respect the City's dedication to taking steps to hear from the community and seriously consider building our voices into this plan. Our specific voice speaks to the need for major consideration, when planning this significant-project, for greenhouse gas emission impacts, and the critical mitigations, to address our climate and our sustainability. This is a unique opportunity for the City of Kirkland to "set the standard" for the region. 86-2 86-3

We ask that the 85th St. Station Area Plan be revised, to include our recommendations below as requirements in the Plan, and to address our comments (see Appendix section).

All three Study Area alternatives result in increased total greenhouse gas emissions. In its Comprehensive Plan and other documents, the City of Kirkland has committed to reducing its annual greenhouse gas emissions by 50% by 2030 and 80% by 2050. We request that the following additional mitigations be added to the SEIS in order for this project to contribute, rather than deter from, realizing these greenhouse gas reduction goals.

- All new construction will be all electric
- All new construction will be net zero energy based on some established certification process 86-4
- Existing buildings within the Study Area will be included in retrofit programs. Methods to achieve these goals include:
    - Use the recently passed C-PACER legislation to provide commercial building owners access to less expensive capital over a longer term 86-5
    - To support equity for multi-family owners and tenants, create an incentive program to share energy efficiency savings 86-6
    - Establish a program to assist homeowners in identifying and selecting appropriate and cost-effective improvements 86-7
    - All retrofits that include more efficient heating and hot water systems should be 100% electric 86-8
- Encourage the installation of individual and community distributive solar energy by removing barriers and providing incentives for solar in land use regulations 86-9
- Require EV charging stations with all new developments or redevelopment projects at a minimum ratio of one EV charger for 10% of all required parking stalls, and require 20% of required parking stalls to be charger-ready for more EV chargers in the future 86-10

Now is the time for the City of Kirkland to demonstrate commitment to its goals, targets and actions and show leadership in addressing climate change and sustainability.

Thank you for your consideration and contribution to this very significant and complex project.
Please let us know if you have any questions or would like to discuss this further.

Colleen Clement, Sarah Richards, Dave Russell, Ron Snell
People for Climate Action Kirkland Steering Committee

Appendix:

Section 3.1 Air Quality/Greenhouse Gas Emissions

3.1.1 Affected Environment

The SEPA GHG Emissions Worksheet was used to estimate greenhouse gas emissions under current conditions. It is noted that the worksheet is designed for high-level planning (p. 3-4), so an alternative method was used to evaluate transportation-related greenhouse gas emissions. A more location specific evaluation of energy emissions should be considered, especially given that buildings account for twice the emissions as transportation.

In the discussion of lifetime GHG emissions estimates for the Study Area under the No Action alternative, it is noted that transportation accounts for approximately one third of the total emissions, but there is no note about buildings accounting for 60 percent of the total. It would be helpful to show the percentage of total emissions of each in Exhibit 3-3. Again, the study seems to disproportionally focus on transportation when buildings are the largest source of emissions.

3.1.2 Impacts

Thresholds of Significance

The measurement to determine whether or not each alternative results in significant GHG emission impacts should be based on total and/or total annualized emissions. The relevant commitments that the City of Kirkland has made to

reducing GHG emissions in the Comprehensive Plan and the Sustainability Master Plan are based on total annualized emissions.

No Action Alternative

The results of the No Action alternative are discussed relative to transportation (the numbers in the table show an increase of 56 %), however the largest increase in emissions is from buildings, which nearly double (98 % increase). This should be noted, as it is the most significant impact and the cause for total emissions increasing 81 %. It would be helpful to show the percentage increase of each sector and the total in Exhibit 3-4.

As stated above, the total increase in GHG emissions should be considered relative to the City's commitments to reduce GHG emissions, and therefore the No Action alternative should be found to be significant.

Alternatives 2 and 3

Same comments as above. Both scenarios result in significant increases in GHG emissions.

3.1.3 Mitigation Measures

All three study scenarios result in significant increases in GHG emissions, with the largest proportion of emissions due to fossil fuel energy use in buildings. As stated, the project should be consistent with the City's environmental plans and commitments. This mitigation section should focus on the building sector.

Applicable Regulations and Commitments

This section should focus on energy (natural gas and other fossil fuels to heat buildings) and transportation emissions policies, actions and goals, such as:

Comprehensive Plan:

- Policy E-5.1: Achieve the City's greenhouse gas emission reductions as compared to a 2007 baseline: 25 percent by 2020; 50 percent by 2030; 80 percent by 2050.
- Policy E-4.1: Expand City programs that promote sustainable building certifications and require them when appropriate.

Sustainability Master Plan:

- Goal ES-5: Reduce emissions of pipeline gas and other fossil fuels from all buildings by 20% by 2025 and 50% by 2030, as compared to a 2017 baseline.
- Action ES-5.3 Explore requiring or incentivizing all new construction to be built with only electric systems.
- Goal BI-1 Certify all new construction as High-Performing Green Buildings by 2025.
- Goal BI-2 Increase the resilience of the built environment by requiring 50% of new construction to be Certified Net-Zero-Energy by 2025 and 100% of new construction to be certified Net-Zero-Energy by 2030.
- Goal BI-3 Achieve the K4C Goal to reduce energy use in all existing buildings by 25% by 2030 and 45% by 2050 compared to a 2017 baseline.
- Goal ES-3: Add an additional 10 MW of combined individual and community distributive solar by 2030. Under this goal, Action ES-3.3 Consider revisions to remove barriers and provide incentives for solar in land use regulations.
- Goal ES-4: Reduce GHG emissions from vehicles 25% by 2030. Actions under this goal include developing infrastructure including Action ES-4.3 Require EV charging stations with all new developments or redevelopment projects at a minimum ratio of one EV charger for 10% of all required parking stalls, and require 20% of required parking stalls to be charger-ready for more EV chargers in the future.

Mitigation Measures

As stated earlier, mitigation of the some of the increased greenhouse gas emissions from all three of the Study Area alternatives will require addressing the built environment, as it accounts for the largest increases in emissions. To significantly move toward the emission reduction targets laid out in the SMP the following mitigations should be included:

1. All new construction will be all electric
2. All new construction will be net zero energy based on some established certification process
3. Existing buildings within the Study Area will be included in retrofit programs to meet the goal of reducing energy by 25% by 2030 and 45% by 2050 compared to a 2017 baseline Methods to achieve these goals are outlined in the actions listed under this goal in the SMP (page 22):
    - Use the recently passed C-PACER legislation to provide commercial building owners access to less expensive capital over a longer term (BI-3.3)
    - To support equity for multi-family owners and tenants, create an incentive program to share energy efficiency savings (BI 3.1)
    - Establish a program to assist homeowners in identifying and select appropriate and cost-effective improvements (BI 3.5)
    - All retrofits that include more efficient heating and hot water systems should be 100% electric
4. Require EV charging stations with all new developments or redevelopment projects at a minimum ratio of one EV charger for 10% of all required parking stalls, and require 20% of required parking stalls to be charger-ready for more EV chargers in the future
5. Encourage the installation of individual and community distributive solar energy by removing barriers and providing incentives for solar in land use regulations

-END-

Letter 87

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, February 18, 2021 3:45 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #12073] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

A new service request has been submitted and action needs taken.

Service Request Details

ID	12073
Date/Time	2/18/2021 3:45 PM
Type	85th Station Area Plan
Address	[redacted]
Origin	Call Center
Comments	LEAVE IT ALONE! We ordinary citizens are fed up with city government kowtowing to big business. Let these entities go to Bellevue! If I must pay more taxes to keep our city " low key", and "user friendly", so be it!!!
Submitter	Pope, Robert G [redacted]

87-1

View in QAlert

Letter 88

From: [redacted]
Sent: Tuesday, January 5, 2021 11:11 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan: Upcoming Engagement Opportunities [December 2020]

Follow Up Flag: Follow up
Flag Status: Completed

Hi Mrs Ziki,

My name Robert "Scott" Powell and am a 23 year resident of the beautiful Everest neighborhood and the original owner of my home on [redacted]. I've been trying to read through the 411 page document provided. I'm an executive director at a large aerospace company and have spent a 37 year career assessing options for a myriad proposed changes and know how easily data can be skewed/tailored to support an outcome if not assessed correctly.

First I would like to share that I moved to Kirkland, and not Bellevue or Seattle, for the smaller town fill that has always been an *inclusive, diverse and welcoming community*, not congested, and affordable for hard working individuals. Does someone in the city council, WDOT, etc. believe it's not inclusive, diverse or welcoming? I don't see how this proposed zoning change improves or changes that unless inclusiveness is really meant to imply entitlement and playing the politically correct card for an agenda. To be honest I'm so tired of hearing young tech workers complain that they have to drive a distance to where they work. It is not a given right that you get to live right by where you work and contrary to their belief they're not entitled. I've had to drive a minimum of 27 miles one way for my 37 years in Washington because there is no way to live close by all the facilities. I've also been around long enough to see the effects of "affordable housing" in many cities, it lowers the value and desirability of neighborhoods by increasing crime due to increased numbers. You show me any neighborhood that had an initiative in

88-1

88-2

affordable housing or increased density of individuals in the US and I'll show you a neighborhood or portion of the city/town where the quality of life, safety and value degraded. So I do not see how this improves the *quality of life* for those of us who live in Kirkland. 88-2 cont.

People who live in Kirkland live here because we don't want high rise buildings, we love the residential family oriented community, enjoy the vibrant and picturesque downtown are not looking to increase the households and jobs here by a factor of 3 to 4. And hopefully this is not an agenda to bring money to the Kirkland coffers. Now if the objective is to improve transit which I believe this is truly what this proposal is supposed to be about then there would be no need to increase building heights adjacent to our neighborhoods and even higher or increasing housing density and affordability which does not benefit transit. 88-3

But all that said I do have some specific questions/concerns. First for Alternative Actions 1 and 2, you show building height maps. Could you provide the same building height map for todays zoning, i.e. Alternative 1. 88-4
I do have a concern about both Alt. 2 and 3 and the 45' height, which I assume is an increase as nothing is that high, between my home and the park. This height increase will result in a discontinuity look between residential, industrial, residential. It will also decrease sun exposure to adjacent homes and the park possibly resulting in damaging affects to trees which could also impact storm water draining, etc. I would suggest not changing any of the current industrial/multi-purpose building heights immediately adjacent to the residential neighborhoods. 88-5 88-6

And under Governor Inslee's green environment initiative increase the local population, even though you can skew the data on a per capita basis to make it look good, the increase in emissions would be substantial, the adverse effect to lake Washington even greater. Increasing population within the same foot print is never good for the environment. Again this is support to truly be about rapid transit then there is no need to have

increased population and housing density. All this will result in a reduction in the tree population and decrease the useable drainage area. And in my 27 years of living here any true improvement I approached the city with for my home was met with 1) you cannot remove a single tree and 2) you cannot reduce the permeability square footage. Kirkland city planning has always put environment first and foremost and Alt 2 encroaches on it while Alt 3 flies in the face of it. 88-7

Finally I know change is inevitable but it shouldn't be under the vail of the popular political agenda no matter what it is. And then don't target one of the true jewels like the Everest neighborhood as an example when we already live the values below in italics. For the 23 years I've lived in Kirkland people live here for its small town values, inclusiveness and diversity and if folks can't see how this culture has become even more culturally and ethnically diverse in just the past 15 years they're blind. And it seems for some reason in the past six months we are no longer diverse or inclusive or is someone just using the current political environment as a catalyst for transportation funds.

Conclusion:

Alternative 1) would be preferred and accommodating the light rail could be done much less intrusively and there is no need for increased population for the city to flourish. And again no one wants a Bellevue and no one wants density like Redmond. 88-8

Alternative 2) would be the best compromised approach but I would ask that adjacent to existing low/med density neighborhoods that building heights not be allowed to increase above current height limitations. In particular the proposed 45' increase between my neighborhood and the Everest park. Limit the increase in households and jobs by a factor of 2 over Alt 1 (not a factor of 3). 88-9

Alternative 3) a nonstarter, no Kirkland residents want to see building heights from 85' to 300', that's just an eye sore and again why we don't live in Bellevue. And ultimately the increased density and population will truly be a negative as it ill bring more crime, a lower quality of life and ultimately make this study region of Kirkland a very undesirable area. And no matter how you present the data its terrible for the environment but obviously making someone(s) rich. 88-10

Thank you very much for taking the time to read this,

Regards, Scott Powell

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.

Letter 89

From: Cindy [redacted]
Sent: Monday, February 15, 2021 1:19 PM
To: Allison Zike
Subject: INPUT ON REDESIGN AT 85TH & 405 FOR BUS STATION BY THIS FRIDAY

Follow Up Flag: Follow up
Flag Status: Flagged

My Name is Cindy Randazzo and have lived in Kirkland for almost 5 years. I've been involved and lived in Norkirk and currently live in Finn Hill. I am vehemently opposed to the project and believe it would be a detriment to the Highlands, Norkirk, and Everest Neighborhoods with absolutely no benefit to Kirkland's overall betterment. We need to pass on this project it should be no Kirkland elected officials legacy! Please keep Kirkland's integrity intact. 89-1

Best,
Cindy Randazzo

Sent from my iPhone

Letter 90

From: Matthew Sachs [redacted]
Sent: Saturday, January 9, 2021 4:22 PM
To: Allison Zike; Planning Commissioners
Subject: Station Area Plan: I support Alternative 3

Follow Up Flag: Follow up
Flag Status: Completed

There is an affordability crisis in Kirkland, a housing crisis in King County, and a climate crisis on Earth. Alternative 3 does the most to increase the supply of both market-rate and below-market-rate housing and support active transit, and so I support that option. 90-1

In addition to the mitigations in the DEIS, I encourage the city to support connectivity between the Highlands and the Station Area via non-car modalities, such as: 90-2

- On-demand shuttle service for the neighborhood
- Encouraging WSDOT to fund the northwest pedestrian connection between the NE 90th St in the Highlands and the station
- Funding the 116th Ave NE neighborhood greenway called for in other city plans

I'd also like to see further support for non-car connectivity between the Station Area and downtown Kirkland, such as increased transit/shuttle service and a fully separated bikeway. 90-3

--Matthew Sachs, station area resident

Letter 91

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:35 PM
To: Allison Zike
Subject: FW: 85th Street Redevelopment Planning

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kim Saunders [redacted]
Sent: Sunday, February 7, 2021 7:41 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: 85th Street Redevelopment Planning

Honorable Kirkland Council Members
Mayor Penny Sweet,
Deputy Mayor Jay Arnold,
Council member Neal Black,
Council member Kelli Curtis,
Council Member Amy Falcone,
Council Member Toby Nixon, and
Council Member Jon Pascal:

I am writing as a Kirkland resident and founding member of Salt House Church located at 11920 NE 80th St in Kirkland.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors (including many kinds of essential workers, including teachers) are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.

- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St. 91-1

I look forward to hearing from you. Thank you for your consideration.

Thx,

Kim Saunders

[redacted]

Letter 92

From: Rachel E Seelig [redacted]
Sent: Tuesday, February 16, 2021 9:33 PM
To: Allison Zike
Subject: DSEIS comment

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Allison-

I am a resident of the Everest neighborhood. I'm writing to express my opinion that there is no good reason to change the building height limit. It would negatively impact the Everest Neighborhood and any other neighborhood to have 45- or 85-foot-tall structures immediately adjacent to residences, as called for by Alternatives 2 and 3. Thank you for recording my input. 92-1

Rachel Seelig
..-. .-. --- -- / -- -.-- / .--. .... --- -. .

Letter 93

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:32 PM
To: Allison Zike
Subject: FW: NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Susan Shelton [redacted]
Sent: Tuesday, February 16, 2021 4:32 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: NE 85th Street Station Area Plan

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

Hello,

My name is Susan Shelton. I am a former Kirkland resident of 32 years. I raised my family on NE 73rd Street - 98033. I have worked for Lake Washington School District since 2012. I also have a daughter who works for LWSD (high school counselor) she would like to purchase a condo in the area. While she has the means for a down payment and a healthy income she is having a hard time finding an affordable place to live in the area. I have attended Salt House Church since December 2016.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- *Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- *Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.

- *The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- *Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- *Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St. 93-1

I look forward to hearing from you. Thank you for your consideration.

Susan Shelton

[redacted]

Letter 94

SOUNDTRANSIT

February 19, 2021
Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Subject: NE 85th St Station Area Plan Draft SEIS Comments

Dear Ms. Zike:

Sound Transit has reviewed the NE 85th Street Station Area Plan Draft SEIS.

We share your goal of advancing development of a thriving, transit-oriented community surrounding the I-405 Stride bus rapid transit (BRT) station at NE 85th Street, and we look forward to future collaboration as the Station Area Plan process proceeds and plans are implemented. 94-1

Please contact us if you have any questions:

Paul Cornish
BRT Program Director
paul.cornish@soundtransit.org
(206) 398-5342

Cynthia Padilla
Senior Project Manager, I-405 BRT
cynthia.padilla@soundtransit.org
(206) 903-7385

Sincerely,

Paul T. Cornish

Paul Cornish
BRT Program Director

cc: Cynthia Padilla, Senior Project Manager, I-405 BRT, Sound Transit
Kathy Fendt, East Corridor Environmental Manager, Sound Transit
Gary Yao, Senior Land Use Permits Administrator, Sound Transit
Diana Giraldo, Project Manager – I-405/NE 85th Interchange and Inline Station, Washington State Department of Transportation
Brian Macik, I-405 BRT Transit Integration Lead, King County Metro

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

Letter 95

From: Taylor Spangler [redacted]
Sent: Monday, January 11, 2021 3:01 AM
To: Allison Zike
Subject: questions about the 405/85th area plan

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison,

I'm a Kirkland resident (South Rose Hill) who attended the meeting last week about the plans around the 405/85th street interchange. I happen to live VERY close (between 80th and 85th on 120th) to the proposed plans. I'm reaching out to you with some questions/comments as I think you and my breakout room lead mentioned that you were the best person to contact. Apologies in advance for the length of my e-mail.

First, I wanted to thank you and everyone involved for holding that meeting, I had to step in and out a few times, but overall I found the different plans interesting, and I even managed to learn glean some insights from some of the other attendees despite so much negativity in the room from a few toxic individuals who seem to be under the impression that they alone speak for the soul of Kirkland. To hear someone exclaim with pride that they were able to keep the U-Haul there as they're building a massive apartment complex, I thought it was a joke at first, until I realized who was saying it.

Second, I wanted to say I'm very supportive of a lot of the work being proposed. Being someone who moved here from downtown Bellevue a few years ago my biggest problem with the South Rose Hill area is that, despite being right outside of downtown Kirkland, it doesn't really feel like it. It's not easy to walk to anything other than Safeway or Costco, and those aren't places where walking to them makes them more convenient. I'm also an avid cyclist who commutes by bicycle to work in Redmond, so I'm excited to hear about some of the plans for making it more convenient to travel by bike or food in the area. 95-1

My questions mostly revolve around the specifics around the plans that will directly affect my neighborhood.

1. I can't tell, but it looks like neither of the plans involving upzoning would be upzoning my area/the homes around me, is that right? We're basically right behind the taco time/Subaru (AWD) repair shop (literally right behind on NE 84th). I can't tell from the lines/diagrams if we're getting up zoned or if we're just stuck zoned at 45 feet (I'm also not positive if we're already 45 feet, but assuming we are because the ppl across the driveway are 3 story buildings which I assume is ~45 feet).

- If we are not being up zoned, is the logic simply that there are already homes/ppl living there? There are some other similar townhomes up the street that look like they're up zoned in one of the plans and I'm not sure why they would be up zoned but we would not. It seems like up zoning the entire block in front of the cemetery might make sense, but I'm guessing the reason you didn't is just that it'd create a massive backlash and would be unnecessary given what you'd like to accomplish.
- My main reason for concern is if we don't get up zoned, we're likely to be stuck looking at whatever building they put there basically in our backyard, which it looks like would either be 85 or 150ft tall. I'm not totally against such a thing, but I don't think our privacy trees would last through the kind of construction required to put either sized building there and I'm sure you can understand why I'd be a little miffed if my bathroom window lined up with someone else's bathroom window in a new apartment complex or office building. It's just a lifetime of awkward eye contact I'd be happy to avoid. Anyway I know we're a weird little offshoot of townhomes in a sea of big single family homes, and may mess things up to upzone an extra chunk, so I obviously won't be too offended either way. Just thought I'd share my concern/perspective. I'm sure some of my neighbors may even feel differently.

95-2

1

- Another reason it makes sense is that at some point I'd seen a plan that looked like it basically turned my driveway + the driveway we share a border with, into a through street. If you up zoned back to our place all the way across the block, that might still make sense to do something like that, but there's probably plenty I'm not seeing there, and I may also have misread a map I saw 6 months ago. 95-3

2. Has there been a traffic study for the 80th/120th intersection? One concern that I had was the suggested traffic mitigation to put a left turn lane at the top of 120th street near the high school. I bike up that street a lot on my way to work and drive through it all the time. People already basically treat that street like it's got a left hand turn lane. It doesn't usually get that crowded now, but with the number of people you're planning to put in, I think we'd need more lanes. Especially given the increase in traffic in both directions. Basically it seems like, since you're upzoning the entire west side of the street, widen it and make it a bigger street, with sidewalks on both sides. 95-4

- I'm sure the most vocal opponents of this would love to complain about how this puts high schoolers in danger, they obviously haven't seen how many of them walk in the street now because one side has no sidewalk (not a complaint, I don't mind, I'm from a small town and I even sometimes do it, given covid and the people hanging out on the sidewalk in the area).

3. Given all of the construction that's going to happen, someone brought up a good question around how they'll handle all of the dirt/construction equipment came up. I just watched someone driving a crane up 120th to the high school yesterday morning and it was a pretty tight fit. Sure, semi-drivers pull up next to Lee Johnson all the time, so it's probably not a big deal, but that's often pretty tight, and those drivers likely usually know the area. With this whole thing turned into a construction zone, it seemed like one of the few reasonable suggestions/comments from some of the louder voices. 95-5

- Not saying I don't think it should be done. I think it should, and likely you and whoever gets hired to do the work know better than I how to handle it. Just wanted to raise it as a possible issue, since I'll likely be directly affected. I often bike home and get stuck in traffic going north-bound on 120th in the evenings. I can only imagine the nightmare when there's dump trucks and holes in the ground everywhere. But of course with construction comes traffic, and I don't personally think the traffic around 85th is THAT bad.

Anyway I'll stop pestering you there, as i haven't had time to dig into the plans in more detail yet, and you've likely had enough of my overlong e-mail.

I just want to say again, I really appreciate all of the work you and everyone involved as done. I come from a small town that was very anti-growth (it remained one of the last dry towns in our area and was at one point considered as a headquarters for the Women's Temperance League in the 1980's I think?). Suffice to say, I'm glad to see Kirkland is doing what it can to keep up with the massive growth of this area. It's a great community, and I'm excited to see what you all plan for it.

Best Regards,
-Taylor Spangler

Letter 96

From: Katie Stern [redacted]
Sent: Tuesday, January 5, 2021 8:53 AM
To: Becca Book
Cc: Allison Zike
Subject: Re: 405 / NE 85th Street questions

Follow Up Flag: Follow up
Flag Status: Completed

Good morning Becca and Allison,

Thank you for responding so quickly to my email! Yes, I would like Allison to include my comments as part of the record; I won't be sending a separate email and ask that she use my original email information. I would also like to be added to the Draft Environmental Impact Statement community email list, if there is one.

I look forward to the BRT project and am hoping my input will assist the team to make this project community inclusive as it brings exciting change to the Kirkland area.

Thank you, see you on the 7th!

Katie Stern

On Monday, January 4, 2021, 10:19:17 AM PST, Becca Book [redacted] wrote:

Good morning Katie,

Thank you for your message. I am copying Allison Zike, the project manager for the Station Area Plan on the City of Kirkland side. Allison will be accepting official comments on the plan during the Draft Environmental Impact Statement comment period. Please let her know if you would like your comments, below, to be added to the record, or feel free to send her a separate email.

We look forward to discussing your concerns below on Jan 7. We are aware of community concerns surrounding parking in the neighborhoods around the BRT and will be sure to make time to discuss this.

The transportation planners on our team have analyzed the traffic expected due to growth in the area, and we look forward to presenting their findings to you. They did not specifically study the NE 80th / 123rd AVE intersection, but they have provided recommendations on how to ease traffic in the Station Area as a whole.

Finally, making the area more pedestrian friendly and providing Safe Routes to Schools is an overarching goal of the project team. I am glad to hear your support for this aspect of the project and look forward to discussing further!

Becca Book

LEED AP ND, EcoDistricts AP

[redacted]

mithun.com

Seattle | San Francisco | Los Angeles

We are here and connected, with teams working remotely to support all of our clients and ongoing projects. Wishing health and wellness to you, your families, and organizations during this challenging time.

From: Katie Stern [redacted]
Sent: Wednesday, December 30, 2020 6:09 PM
To: Becca Book [redacted]
Subject: 405 / NE 85th Street questions

Hello there,

I signed up for the January 7 zoom meeting and would like the Team to address the following two issues:

1)What is the city's plan to address South Rose Hill neighborhood safety with the increased traffic that will occur on NE 80th St?

The City schematic appears to show additional bus routes that will travel on NE 80th to support the BRT; it also seems likely that BRT riders will drive through the South Rose Hill neighborhood looking for street parking. Currently cars regularly use NE 80th as a way to avoid traffic on NE 85th - with major 85th street construction on the horizon it seems reasonable to expect that even more cars will seek this small, residential street as an alternative route. Housing has boomed in the area adding another layer of traffic to push this small street beyond the traffic capacity that city planners have could have imagined. Two schools are located within this zone and the street still does not have complete sidewalks between the high school and elementary school. 96-1

2) The intersection of NE 80th/ 123rd Ave NE/ 124th Ave NE is dangerous today and increased traffic from the BRT project will make this intersection worse. The city needs to install a full traffic light at this intersection.

School kids use this crossing daily and often the view of the crosswalk is obstructed (East bound traffic) by cars waiting to turn left from NE 80th onto 124th NE. It is also extremely difficult to turn left from the end of 123rd onto NE 80th, it is extremely difficult to turn left from 124th Ave NE onto NE 80th. The compound effect of increasing traffic through this intersection due to the BRT and the new Google campus scheduled to be developed on the Lee Johnson parcel escalate the danger of this intersection. It is time to install a traffic light for the safety of our schools kids that cross here daily and the neighborhood residents. 96-2

Thank you , I am looking forward to the January 7 meeting.

Sincerely,

Katie Stern

Letter 97

From: Karen Story [redacted]
Sent: Tuesday, January 12, 2021 7:14 AM
To: Planning Commissioners; Allison Zike
Subject: Re: Station Area Plan: I oppose 10+-story buildings!

Follow Up Flag: Follow up
Flag Status: Completed

Rodney, thank you for asking me to share my specific concerns. I had kept my initial comments brief, because I know you are all inundated with things to read. These are a few of my concerns about the impact of high rise buildings in Kirkland.

To clarify: I am not opposed to density per se, I care about affordable housing, and I am willing to prioritize the greater good over my own interests. That being said: 97-1

The city put a lot of effort into creating the Kirkland 2035 comprehensive plan and vision. Kirkland residents overwhelming said they did not want Kirkland to be another Bellevue with high rises. It would undermine the city's credibility to change the comprehensive plan so drastically, so soon after approving it. 97-2

Speaking of Bellevue, has its forest of tall buildings caused housing prices to drop there? According to the internet, no: Bellevue housing prices are 25% higher than Kirkland.

More housing does not result in less competition for housing, because as we increase the number of housing units, we also increase the number of jobs, and thus the number of people who want to live here. So the ratio of houses to people does not necessarily increase.

The theory is that if there is excess housing stock, rents will drop, but I have not seen that happen. Many new apartments have been built in Kirkland in the past few years. I don't know what the current vacancy rate is, but I know that there are empty apartments, and this has not translated to lower rents.

As for those who want to buy houses, I don't believe that building more apartments or condos will cause single-family home or townhome prices to drop. People who want to buy a house will still be competing with others who want to buy a house. "Ground floor units" (houses and townhouses) allow people to have a yard or garden, easy access to fresh air, and more interaction with neighbors for both adults and children. These things are all important for our physical health, mental health, and community fabric, and are strongly desired by many people. I know few people who want to raise a family in a highrise apartment. 97-3

I do agree with focusing the highest density around transit, but rather than pick a few spots for 20-story buildings, I'd rather see a modest density increase throughout the city, spreading the load and creating a more people-scale cityscape. I also want developers to be required to build to the zoned density when they redevelop (instead of, for example, putting a single large home on a lot zoned for three units). 97-4 97-5

Another drawback to tall buildings is that they cause wind funneling and turbulence, which is unpleasant for pedestrians. They also cast large shadows, blocking sunlight for adjacent properties and pedestrians.

Low-rise living is closer to nature (which is critical for our mental well-being) and facilitates a stronger community-oriented social life. Studies show that in taller structures, tenants can become isolated and out of touch with city life below. Children can lose their direct contact with nature, and with other children. High-rises tend to separate people from the street and each other and greatly reduce the number of chance encounters, which are crucial to creating community. 97-6

I believe that six-story buildings provide just the right mix of density, housing options, job and retail opportunities, people-friendliness, aesthetics, and community. 97-6 cont.

On 1/9/2021 7:22 AM, Rodney Rutherford wrote:

> Hi Karen, thank you for sharing your opposition to higher buildings.
>
> I would like to learn more about the specific concerns you have with the impacts those higher buildings would create.
>
> Get Outlook for Android

From: Karen Story [redacted]
Sent: Saturday, January 9, 2021 6:51:25 AM
To: Allison Zike <AZike@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Station Area Plan: I oppose 10+-story buildings!

Dear Planning Commissioners and City of Kirkland,

I am strongly opposed to Alternative 3 of the Station Area Plan, and would like to see Alternative 2 scaled back to lower building heights consistent with those allowed elsewhere in Kirkland.

It is my understanding that Kirkland is on track to exceed the Growth Management Act requirements for new housing and jobs, and that higher buildings are not needed to meet these goals. 97-7

I do not want to live in a high-rise city like Bellevue.

Sincerely,

Karen Story
Highlands Neighborhood co-chair

Letter 98

From: Kent Sullivan [redacted]
Sent: Wednesday, February 3, 2021 8:29 PM
To: Allison Zike
Subject: Thank you for your presentation at the Norkirk NA meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I live in Bridle Trails, near the Kirkland-Bellevue-Redmond border but I attend church in the Norkirk area and somehow ended up on their NA mailing list...

I have studied the Station Area Plan and am concerned that the challenges are not stated strongly enough. The tone of the document overall struck me as "we're doing this – so let's paint as positive a picture as possible". What I see is a site and surrounding area that is VERY challenged, from at least three aspects:

1. **Topography**: The area surrounding the station is *extremely* hilly and the distance between the station area and existing locations that people might want to reach is *psychologically* MUCH further than the maps in the report would suggest. (This is borderline misleading, frankly.) 98-1
2. **Existing structures / zoning / development**: The types of existing buildings and their orientation and location with respect to streets do not project a neighborhood feel; the Central Way viaduct and the cliff over which it passes creates a "chasm" that inhospitably separates the area from downtown Kirkland. I realize that up-zoning and redevelopment is part of the long-term plan but the most that can be achieved has the distinct feel of a tiny, sunny island within a vast, sad ocean. 98-2
3. **Noise**: You have to yell to be heard anywhere near I-405, not to mention have a coherent thought – any sense of quiet, connecting to nature, etc. seems completely unachievable (but several of the pictures imply—which is, again, borderline misleading). 98-3

I frankly can't imagine significant numbers of people wanting to be on foot in the station area, even if just passing through. Bicycling, except perhaps for dedicated commuters, is unrealistic given the challenges I mentioned earlier. (Tongue in cheek—I suppose if a government agency sprang for electric bikes for all of the citizens of Kirkland then maybe I could be proven wrong!) The part of the plan that talks about new trails and etc. is all well and good on paper but the feel this area has does not encourage actually being on foot. (With the exception of a small area around Forbes Lake.) 98-4

If you spend any time in this area, you clearly experience that it's a semi-industrial near-wasteland. It is NOT AT ALL like downtown Kirkland, Norkirk, Everest, or what the new urban village in Totem Lake may turn out to be, in large part due to the "scar" that is I-405 passing right through the middle. No amount of adding street trees or benches is going to fix this and the possibility of burying I-405 in a trench seems beyond remote. Downtown Boston is a valid comparison on some levels – the feel that the area around the Big Dig has compared to when the freeway was above ground is much greater than night and day – it's instead more like two different worlds – and the world that Boston has today is simply not a world Kirkland is going to achieve with respect to I-405. 98-5

Perhaps outside the scope of this report, but I feel important to state, is that the location chosen for this transit station has a strong feel of overly-hopeful "build it and they will come" in terms of bus lines and riders. For example, are people who live north and work at Microsoft REALLY going to abandon their cars to take a (admittedly, faster) BRT ride down I-405, only to get off that bus miles from the campus, just to get bogged down in the same surface street traffic as everyone else on another bus? (Not to mention that Metro / ST stubbornly refuse to increase service frequency to anything shorter than 15 minutes. Being on time for the first meeting of the day is often a matter of 5-10 minutes. The feel that transit has in Vancouver, BC, for example, is vastly different, and much of that I think is due to service frequency.) 98-6

Thank you,

--Kent

P. S. As I mentioned above, the pictures of other projects used to evoke how the area might appear in the future is borderline misleading because those projects don't appear to have the same challenges. I have seen this technique 98-7

repeatedly in development proposals. I have no problem with this approach generally since "a picture is worth a thousand words" but great care needs to be used in selecting pictures that are truly representative and realistic. 98-7 cont.

Letter 99

From: teetoo18 [redacted]
Sent: Saturday, January 9, 2021 6:28 PM
To: Allison Zike
Subject: RE: HNA: Send Station Area Plan comments to Planning Commission before Jan. 14

Follow Up Flag: Follow up
Flag Status: Completed

I'd like to object to this movement. How do I do this? 99-1

Syd

Sent from my T-Mobile 4G LTE Device

-------- Original message --------
From: Karen Story [redacted]
Date: 1/9/21 7:27 AM (GMT-08:00)
To: [redacted]
Subject: HNA: Send Station Area Plan comments to Planning Commission before Jan. 14

The Planning Commission will be holding a study session on Jan. 14 to discuss the I-405/NE 85th St. Station Area Plan proposed alternatives.

Please review the Station Area Plan (link below) and send your comments to the Commission before Jan. 14. (You can continue to send comments to the city through Feb. 5.)

Alternative 2 proposes buildings up to 10 stories on the east side of 405. Alternative 3 proposes buildings up to 20 stories. There are no proposed density increases in the Highlands.

Read the plan here: https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan#draftSEIS.

Send comments to:

azike@kirklandwa.gov and PlanningCommissioners@kirklandwa.gov

Note that the Station Area Plan only addresses city-owned land around the I-405/NE 85th St. interchange. The plan does not address the Sound Transit project (BRT stop, pedestrian and bicycle safety improvements, roundabout at 114th Ave NE and NE 85th St, updated interchange configuration with direct access to 405 express toll lanes, dropoff/pickup).

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You received this message because you are subscribed to the Google Groups "Highlands Neighborhood Association" group.
To unsubscribe from this group and stop receiving emails from it, send an email to kirklandhighlands+unsubscribe@googlegroups.com.

To view this discussion on the web visit https://groups.google.com/d/msgid/kirklandhighlands/95cf64b6-99a6-04c5-5d4e-e2132b486b39%40nwnative.us.

Letter 100

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:33 PM
To: Allison Zike
Subject: FW: NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: [redacted]
Sent: Sunday, February 14, 2021 3:37 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: NE 85th Street Station Area Plan

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

I am a new attendee of Salt House Church, 11920 NE 80th St, Kirkland and a Kirkland resident. One of the things that attracted me to worship here is the care and concern for lower-income residents and the opportunity it affords me to do some practical good in the community.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St. 100-1

I look forward to hearing from you. Thank you for your consideration

Jeanne M Tate

Sent from Mail for Windows 10

Letter 101

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:31 PM
To: Allison Zike
Subject: FW: Low-Income Housing

Follow Up Flag: Follow up
Flag Status: Flagged

From: Paula Templin [redacted]
Sent: Wednesday, February 17, 2021 8:37 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: Low-Income Housing

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

Hello, my name is Paula Templin. I am a resident of Kirkland and a member of Salt House Church, located at 11920 NE 80th St.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified as experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St. 101-1

I look forward to hearing from you. Thank you for your consideration.

Paula Templin

Letter 102

From: Susan Tonkin de Vries [redacted]
Sent: Monday, February 15, 2021 10:38 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

I do not support either Alternative 2 or Alternative 3. Both Alternatives call for development that is completely out of scale for the area. The impacts on neighboring residents would be significant, and the benefits minimal. Something between the No Action Alternative and Alternative 2, but closer to the No Action Alternative, would be worth considering. 102-1

My specific comments are as follows.

1. The Draft SEIS does not tell us how much additional growth the GMA is likely to require by 2044, or what fraction of this would be covered by the anticipated growth in the three alternatives. Does the Plan use the Station Area to accommodate all the City's required growth, or is this the "fair share" for the surrounding neighborhoods? 102-2

2. Regarding traffic and congestion: It's clear that there will be significant, unavoidable impacts. 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. 102-3

3. Regarding air quality: The air quality analysis seems to be limited to greenhouse gas emissions. Will local air quality (e.g., particulates) deteriorate with more congestion? 102-4

4. Regarding visual impacts: Alternative 3 feels like a few blocks of downtown Bellevue dropped onto the top of a hill in a low-rise suburban area. The buildings would have to be exceptionally beautiful to be anything other than an eyesore. It would be useful to see massing diagrams (based on a plausible build-out) from street level. For example, how much will westbound views be interrupted / closed off by 300-ft towers? In what area are they visible from street level? I have much less sense of the visual impact of Alternative 2; street level renderings would again help. 102-5

5. Regarding benefits to local residents: As far as I can tell, minimal. There will be commercial activity, but it will be aimed at office workers rather than residents. A few local residents will gain employment in the Plan area; many more will continue to commute elsewhere; their commutes will lengthen. 102-6

Thank you for the opportunity to comment on the plan.

Susan de Vries

Letter 103

From: [redacted]
Sent: Saturday, January 9, 2021 10:58 AM
To: Allison Zike
Subject: I-405/NE 85th St. Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

The time for action is now. Many residents might not like the increase in density and building height but it is a time for true leadership.

This is needed and long over due

I truly believe density and building height must increase along NE 85th. Building density and height also are needed in the Rosehill and Highlands (where I live) neighborhoods 103-1

20 plus stories are needed around the Transit Center if Kirkland is truly committed to providing affordable housing options and a more Pedestrian environment

These moments in history don't occur often, if not acted upon it will forever be an opportunity lost

Thanks, Tony

Letter 104

From: [redacted]
Sent: Monday, February 15, 2021 12:06 PM
To: City Council
Subject: Redesign At 85th & 405

Dear City Council,

I have been a resident of Kirkland for over 20 years. I did respond to the survey but felt it a bit misleading and cumbersome. I feel like it was leading in a way to get the response you want. We choose to live in Kirkland because we don't want to live like Seattle. I specifically prefer option #1 as I think that option offers a more controlled growth. We already experience a great increase in traffic during the summer months because Kirkland is a lovely place to be in nice weather. I don't like the idea of being forced out of our cars, forced onto transit etc. or to live in a specific area. I am all for choice and I think that can be done with a slower growth plan. 104-1 104-2

The other problem that I found with the survey is the implication of "affordable" housing. How "affordable" it would be is only implied--nothing concrete in terms of dollars. This is why I felt the survey is misleading as well as this process. You have made the decision and are now reverse engineering it make the residents feel like we have input. 104-3

Please remember you represent the citizens.

Elizabeth Tupper

Sent from Windows Mail

Letter 105

From: Al Vaskas [redacted]
Sent: Wednesday, January 13, 2021 6:14 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

I prefer Alternative 2 but with condominium development rather than rental units. I think we should encourage home ownership - it's a community benefit in many ways - and the City of Kirkland should insist that developers recognize that in their plans. 105-1

Al Vaskas
[redacted]

Letter 106

From: Don Volta [redacted]
Sent: Monday, February 15, 2021 3:13 PM
To: Allison Zike
Subject: Draft SEIS comments

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for the opportunity to provide input to the NE 85th Street Station Area Plan. As over 20-year Kirkland homeowners in the Central Area we are extremely interested in this development. We hope it will turn out as well as the Kirkland Urban development that we strongly supported and now are the beneficiaries of the development.

In general, we strongly support Alternative 3 because it does the most to offer jobs, housing, retail, and public infrastructure development that we will benefit from, both directly and because of the financial advantages accruing to our community. 106-1

Although we favor Alternative 3, we noted that there are considerable advantages in the other alternatives regarding bicycling and pedestrian infrastructure improvements that are of primary interest to us. Overall, however, Alternative 3 provides the most value to bicyclists and pedestrians such as us.

We particularly support the north-south bicycle and pedestrian routes linking 116th Avenue NE/NE 80th Street with Slater Avenue NE. Currently, Slater Avenue NE is not a designated bike route because it does not have a bike lane and effectively terminates for cyclists at NE 100th Street. Here there is access to the 100th Street pedestrian/bicycle overpass to the west or NE 100th Street to the east to link to 124th Avenue NE or 132nd Avenue NE. Slater is preferred for north south bicycle travel over both 124th and 132nd because it is an exceptionally low traffic route even though it is not designated as a bike route. If north south bicycle users could continue through the Study Area directly to 116th Avenue NE/NE 80th Street, the development would create a major new bicycle transportation corridor on the east side of I405. Note that as shown in all three alternatives, this corridor would not develop because the extremely congested 120th Avenue NE bicycle route is not safe to ride due to traffic, nor is the short section of NE 90th Street. We urge you to consider linking Slater Avenue NE directly through the NE 85th station area development to 116th Avenue NE/NE 80th Street. 106-2

Here are some other comments:

- Exhibit 3-56, Existing Bicycle Facilities. The bike/pedestrian trail that begins in the small park and ride lot on the SE corner of Kirkland Way and NE 85th Street is not shown. The path leads to Slater St./116th Avenue NE. It is shown in Exhibits 3-65, 3-66 and 3-67. This is a commonly used route for cyclists to access the pedestrian/bicycle overpass East over I405 to 116th Avenue NE and then east to Rose Hill and Redmond or down 116th to Bellevue. Recommend you show this path on Exhibit 3-56. The two other routes shown to access the overpass, Ohde Avenue and Kirkland Avenue, both have more difficult grades and traffic issues. 106-3
- Exhibit 3-67, Transportation Network Assumptions, Alternative 3. The bicycle pedestrian routes along NE 85th Street up to the transit center are critical for cyclists. The grades on the west to east 106-4

alternatives are too high to be reasonably usable by cyclists. For example, the grade on 7th Avenue/NE 87th is 12-14 %. The addition of bike lanes along the proposed NE 85th Street will have more reasonable grades since the elevation gain is spread over a longer distance. With a bike lane on both sides of NE 85th Street, this will become the major east west transportation corridor for cyclists and bike lanes on both sides of the road are essential to meet the demand. 106-4 cont.

- Page 3-154, Pedestrian and Bicycle. Paragraph refers to Exhibit 3-76; should be Exhibit 3-66. 106-5

Thank you for the opportunity to comment.

Don and Jane Volta

[redacted]

Letter 107

From: Susan Vossler [redacted]
Sent: Sunday, February 7, 2021 9:51 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,
I took the survey. I must say the question format was somewhat confusing.

I'd like to reiterate my priority for this development.
City of Kirkland has made a commitment to reducing its emissions. One way to do this is to require that all new construction be 100% electric and net zero energy. 107-1

Thank you,
Susan Vossler

Letter 108

From: Dan W [redacted]
Sent: Thursday, February 4, 2021 12:57 PM
To: Allison Zike
Subject: BRT station area plan comments

Follow Up Flag: Follow up
Flag Status: Flagged

We are in favor of alternative 1 and building heights of no more than 6 stories. Also we are in favor of additional affordable housing. Thanks for your attention. 108-1 108-2

Dan & Cass Walker

Letter 109

From: Vivian Weber [redacted]
Sent: Friday, February 19, 2021 7:50 PM
To: Allison Zike
Cc: Vivian Weber; Robert Weber
Subject: NE 85th St. Station Area Plan--Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Attention: Allison Zike, Project Planner

We are long-term Kirkland residents (since 1992) and have the following comments on the proposed Station Area Plan around the I-405/NE 85th Street interchange:

- Require that all new construction be 100% electric and net zero energy. This can be achieved by building to passive-house guidelines (see The Principles: Passive House Institute U.S. (phius.org). It is much less expensive to increase insulation and include triple-pane windows during construction. 109-1
- Provide aggressive energy retrofit opportunities to existing buildings. All retrofits should replace gas appliances with 100% electric heat pumps and hot water systems. 109-2
- Require 50% of the required parking spaces to have EV chargers. Given the 10x decrease in battery cost in the past decade, Electric Vehicle use/ownership will outpace gas vehicles in the next 2 years. Get informed about the growing popularity of TaaS (Transportation as a Service): Driverless Uber/Lyft-type Electric Vehicles will transport Kirkland area residents from their home to the station and board public transportation to Sea-Tac. No need to park their car. 109-3
- Consider the Washington STRONG Act (SB5373 & HB1513) and support environmental justice. Give priority to hiring people who have economically suffered most from the COVID-19 pandemic to work in the new construction and retrofit projects. 109-4 109-5
- Support social justice and mandate that 25% of all housing units be reserved forever for low-income people of color (black & brown). Kirkland is too white. Let's support a community that celebrates age, income, and cultural diversities. 109-6

We support a decarbonized future. Pollution from buildings contribute a quarter of WA's greenhouse gas emissions. Transportation accounts for 45% of WA state's total emissions.

Thank-you for extending your comment period and considering our suggestions.
Kind regards,
Vivian Weber
Robert Weber

Letter 110

From: [redacted]
Sent: Monday, February 1, 2021 9:36 PM
To: Adam Weinstein
Cc: Joel Pfundt; Jon Pascal; Jeremy McMahan; Allison Zike
Subject: RE: GHG Dataset Dates

Thanks for getting back, Adam. No worries.

I agree updated data wouldn't make that much of a difference comparatively speaking. But in my mind, it speaks to bigger issues. And these aren't directed at you, Adam, or anyone in particular. Just observations for consideration. I'm not trying to pick a fight or troll. I'm just profoundly concerned (and scared) about our climate crisis.

1. How dramatic would the differences need to be to change the analysis? I think the fact the numbers are a) 20 years old and it didn't really matter and b) we don't really have a handle on meaningful deltas tells me the city doesn't really have a sustainability plan that's measurable and actionable. 110-1
2. EIS's are notoriously bad at gaming alternatives to justify the preferred path. We know the city prefers Alternative 3 and it's hard to argue against the *potential* reductions large scale TOD can bring to both VMT and GHG. Totem Lake, Kirkland Urban, and even the south Kirkland P&R, were billed as multi-model developments aimed at reducing car reliance. Meanwhile VMT in Kirkland keeps climbing. In fact, the DEIS includes an entire section on road design mitigations to maintain LOS. 110-2
3. There's a fourth alternative that rarely makes the list in a TOD EIS: Reduce and distribute. Reduce the scope of the project while absorbing the required population growth by distributing it around the city. It may lead to more aggressive missing middle with many mini transit and retail nodes – throughout existing neighborhoods.
    a. It may mean moving away from an over reliance on large scale TOD projects as population sinks at select transit nodes near freeways (who's construction alone emits large amounts of GHG). 110-3
    b. It's a strategy Claudia Balducci has been advocating as well, "TOD doesn't have to be near freeways…and it doesn't have to be big" And while she admits and begrudges the Bel-Red/Spring Street corridor lacks diversity of typology and affordable housing (she regrets letting the market decide), she feels victorious in at least having it away from 520 and not centered on a major transit hub. (But there's only so much control over WSDOT the city has, in Kirkland's case)

I understand the city wants a big development at 85th. There are huge tax revenue implications. We also need to absorb regional population growth and the state has decided on an interchange whether we need it or not.

But there are cities around the globe moving aggressively toward car reduction inside CBDs and beyond. Portland has 32 designated 'mini-centers' focused on distributing and dispersing nodes across neighborhoods instead of over-investing in a few big ones. It's a focus on accessibility for all over just those living in urban growth centers. 110-4

Thanks for the attention. I don't envy the tradeoffs you're forced to make.

Brad

From: Adam Weinstein
Sent: Saturday, January 30, 2021 8:56 PM
To: [redacted]

Cc: Joel Pfundt; Jon Pascal; Jeremy McMahan; Allison Zike
Subject: RE: GHG Dataset Dates

Brad --- Sorry I wasn't able to respond to your message yesterday, but glad Councilmember Pascal did. I'm not sure updated building consumption/emissions factors would dramatically change the comparative GHG analysis in the SEIS (which is primarily intended to facilitate analysis of the three alternatives and selection of a preferred alternative), but our consultant is looking into it, along with your questions about particulates (again, per capita particulate emissions should be reduced under Alternative 3 compared to Alternative 1, regardless of whether the PM is associated with vehicle exhaust or tires).

Also, we forwarded your email to our consultant so you should expect these issues to be addressed in the Final SEIS (no need to send a separate SEIS comment letter). Thanks for flagging these questions.

Adam

Adam Weinstein, AICP
Director of Planning and Building

City of Kirkland
123 5th Avenue
Kirkland, WA 98033

(425) 587-3227
aweinstein@kirklandwa.gov

From: [redacted]
Sent: Friday, January 29, 2021 2:50 PM
To: Jon Pascal <JPascal@kirklandwa.gov>
Cc: Adam Weinstein <AWeinstein@kirklandwa.gov>; Joel Pfundt <JPfundt@kirklandwa.gov>
Subject: Re: GHG Dataset Dates

Thanks, Jon. Will do.

From: Jon Pascal <JPascal@kirklandwa.gov>
Sent: Friday, January 29, 2021 1:43:36 PM
To: [redacted]
Cc: Adam Weinstein <AWeinstein@kirklandwa.gov>; Joel Pfundt <JPfundt@kirklandwa.gov>
Subject: Re: GHG Dataset Dates

Hi Brad,
Thanks for digging through the DEIS. I am still reviewing and formulating my comments that I intend to share with Adam and staff. Sounds like the deadline for comments got extended later into February, which was good to see and gives everyone more time.

Regarding the County information, I think it is the responsibility of the consultants to know which data to use or not to use, and also to defend their methodology as appropriate or reasonable for the level of analysis required at the EIS stage. You should be sure to submit these comments as part of the EIS so they can be addressed.

Regards,
Jon

Jon Pascal
Councilmember
City of Kirkland
[redacted]
jpascal@kirklandwa.gov

From: [redacted]
Sent: Thursday, January 28, 2021 10:42 PM
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Joel Pfundt <JPfundt@kirklandwa.gov>
Subject: FW: GHG Dataset Dates

Hey Friends,

As I was reviewing Kirkland's NE 85th St Station Area Plan and Planned Action DEIS, (page 3.6) I noticed the GHG emissions data Fehr and Peers used is nearly 20 years old. I see there's data on commercial building energy consumption from as early as 2018. And the annual VMT data is from 2006 at 56.5B and in 2019 the state reported was 62.5B. Our state has also added another 1.2M people since 2006 as well and those figures are included in their calculations. I think we can all agree the GHG numbers included in that packet are thus misleading. (not that the public scrutinizes such things as I do. 😉) 110-5

I reached out to Matt at King County who owns that spreadsheet. He said it was made for an old and dated SEPA process and was never intended to be updated.

I think Fehr and Peers, and/or the city, should use the formulas in the spreadsheet but with updated data. Meanwhile, Jon, maybe you want to lean on someone at the county to get these sheet updated or taken down. It makes me wonder how many projects are being pitched with this old GHG data.

Also, there is no mention of non-exhaust particulate emissions from motor vehicles. For a project that is so near sensitive waterways and wetlands, it seems the report would want to pay particular attention to this often over looked dimension. I know there's a proposal for a blue street, but it would be good to talk about why. And it's ironic the blue street will be connecting to a parking garage as part of the alternative 3 plan…even as the plan greenwashes the benefits of TOD. 110-6

People like to look at EV's as the GHG savior (which they have potential to help), but few people know that with the increased torque comes more particulate matter from tires. The WSDOT EIS also gave little mention of this and claimed the interchange would do little to increase particulate matter or increase traffic volume. And yet, the new interchange (if built) will be three layers of vehicle traffic where today there are two. Moreover, improved interchange flow to and from 85th *may* induce demand thus increase volumes from nearby arterials. (which the Kirkland DEIS admits at 3.6.4)

"However, even with some combination of these potential mitigation measures, queueing would likely still be an issue throughout the Study Area and on the I-405 off ramps, which would also influence safety. Therefore, significant unavoidable adverse impacts are expected for auto, freight, and safety."

With the city's refreshed commitment to sustainability, and a new focus on equity and justice, it would be good to see more attention put on true GHG, the underexplored effects of non-exhaust particulate emissions, and a spotlight on transportation equity and justice for those who live and work (or will) near the freeway. The curren 110-7

document greenwashes much of this away by focusing on the benefits of TOD in alternative 3 and the cities ATP and sustainability plans, but gives little attention (outside of 3.6.4) to the realities of a dominant car dependent region with considerable increases in population. 110-9 cont.

Happy to chat face to face if it helps. And happy to help or nudge anyway or anywhere I can.

Brad

From: Kuharic, Matt
Sent: Thursday, January 28, 2021 4:45 PM
To: [redacted]
Subject: RE: GHG Dataset Dates

Hi Brad,

Apologies for the delayed response. I agree that the data in the reference County developed spreadsheet is out of date and there is more recent data and information available from other sources.

The County has not updated the spreadsheet because when it was first developed it was to support potential requirements of GHG emissions mitigation through the SEPA process, but because those potential requirements never were adopted, and because only disclosure of GHG emissions through SEPA is required, resources and time have not been spent to update the original spreadsheet.

Please let me know how I can be of assistance.

Sincerely, Matt

--
Matt Kuharic
Senior Climate Program Manager
King County's Department of Natural Resources and Parks Director's Office
http://www.kingcounty.gov/climate
(206) 477-4554 (office)
(206) 919-5624 (cell)

From: [redacted]
Sent: Wednesday, January 20, 2021 10:24 AM
To: Kuharic, Matt <Matt.Kuharic@kingcounty.gov>
Subject: RE: GHG Dataset Dates

Ping. Let me know if there's someone else I should be asking.

Thanks, Matt.

Brad

From: Brad Weed
Sent: Sunday, January 10, 2021 4:16 PM
To: matt.kuharic@kingcounty.gov
Subject: GHG Dataset Dates

Hey Matt,

I'm analyzing Kirkland's NE 85th St Station Area Plan and Planned Action DEIS as part of Kirkland Greenways. Fehr and Peers link to your data for their Lifetime GHG Emissions of the Study Area Studied Alternatives (Exhibit 1-16 in the DEIS above).

I'm wondering why the data you use is so old. There have been numerous updates to the EIA data alone since 2003. But some of your data is even older, including Typical Housing stock from 2001.

I'm wondering if Fehr and Peers are using the right data or if maybe you've updated the spreadsheet but not your notes? Surely the data has changed in 20 years, yes?

Anyway, I'd love your thoughts and perspective.

Thanks!
Brad

From: Joel Pfundt
Sent: Friday, January 29, 2021 6:22 AM
To: Allison Zike; Jeremy McMahan
Subject: FW: GHG Dataset Dates

Follow Up Flag: Follow up
Flag Status: Flagged

FYI…

From: bradweed@outlook.com <bradweed@outlook.com>
Sent: Thursday, January 28, 2021 10:43 PM
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Joel Pfundt <JPfundt@kirklandwa.gov>
Subject: FW: GHG Dataset Dates

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People like to look at EV's as the GHG savior (which they have potential to help), but few people know that with the increased torque comes more particulate matter from tires. The WSDOT EIS also gave little mention of this and claimed the interchange would do little to increase particulate matter or increase traffic volume. And yet, the new interchange (if built) will be three layers of vehicle traffic where today there are two. Moreover, improved interchange flow to and from 85th *may* induce demand thus increase volumes from nearby arterials. (which the Kirkland DEIS admits at 3.6.4)

"However, even with some combination of these potential mitigation measures, queueing would likely still be an issue throughout the Study Area and on the I-405 off ramps, which would also influence safety. Therefore, significant unavoidable adverse impacts are expected for auto, freight, and safety."

With the city's refreshed commitment to sustainability, and a new focus on equity and justice, it would be good to see more attention put on true GHG, the underexplored effects of non-exhaust particulate emissions, and a spotlight on transportation equity and justice for those who live and work (or will) near the freeway. The current document greenwashes much of this away by focusing on the benefits of TOD in alternative 3 and the cities ATP and sustainability plans, but gives little attention (outside of 3.6.4) to the realities of a dominant car dependent region with considerable increases in population.

Happy to chat face to face if it helps. And happy to help or nudge anyway or anywhere I can.

Brad

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Sent: Thursday, January 28, 2021 4:45 PM
To: bradweed@outlook.com
Subject: RE: GHG Dataset Dates

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Sincerely, Matt

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Matt Kuharic
Senior Climate Program Manager
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Sent: Wednesday, January 20, 2021 10:24 AM
To: Kuharic, Matt <Matt.Kuharic@kingcounty.gov>
Subject: RE: GHG Dataset Dates

Ping. Let me know if there's someone else I should be asking.

Thanks, Matt.

Brad

From: Brad Weed
Sent: Sunday, January 10, 2021 4:16 PM
To: matt.kuharic@kingcounty.gov
Subject: GHG Dataset Dates

Hey Matt,

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I'm wondering why the data you use is so old. There have been numerous updates to the EIA data alone since 2003. But some of your data is even older, including Typical Housing stock from 2001.

I'm wondering if Fehr and Peers are using the right data or if maybe you've updated the spreadsheet but not your notes? Surely the data has changed in 20 years, yes?

Anyway, I'd love your thoughts and perspective.

Thanks!
Brad

Letter 111

From: Steve Wilhelm [redacted]
Sent: Saturday, February 13, 2021 6:46 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

We live at [redacted] just west of Lake Washington High School.

While the thought of all that development along 85th is a bit unnerving, I can see the virtue in terms of concentrating transit. Please do make sure all construction in the plan is 100 percent electric and net zero energy, and that existing buildings in the area be provided a strong aggressive energy retrofit and electrification program. 111-1 111-2

Thank you,

Steve Wilhelm

Letter 112

From: Bob Willar [redacted]
Sent: Monday, February 15, 2021 11:49 AM
To: Allison Zike
Subject: Proposed NE 85th St. Rezoning

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing as a resident of the Everest Neighborhood in Kirkland to express some concerns about the proposed NE 85th Street rezoning of a portion our neighborhood. Keeping long-standing policies and practices in mind, having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to those residential properties and our neighborhood. It is an intrusion into the neighborhood in a way that land use polices expressly say are not to occur. 112-1

Many residents came to Kirkland precisely because of its charm, character, and sense of community. This character must be preserved or we cease to be Kirkland. Big buildings do not a City make – residents and community do. Having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to residents and to our community.

It is difficult to understand what the motivation for Alternatives 2 and 3 is. Kirkland is already in compliance with GMA goals for population growth and density. The curve for jobs growth is approaching where it should be for GMA compliance. 112-2

Have we considered what kind of City we want to be in the future? If we want to preserve Kirkland's intimate and neighborly character, as called for in the Draft Supplemental Environmental Impact Statement, how does building tall buildings outside core urban areas such as Downtown and Totem Lake advance that agenda? Do we want to be another Redmond or Bellevue? If we did, then most of us would not have chosen Kirkland as a place to live. 112-3

What exactly would we accomplish with Alternatives 2 or 3? We are already on track to meet or exceed our Growth Management Act goals under current zoning. Larger structures might make sense east of 405, along NE8th – they make no sense in the Everest Neighborhood. 112-4

The Comprehensive Plan states that streets are important Open Spaces for residents. Are not yards and gardens also important Open Spaces for residents? Such Open Spaces are important for more than just the people who live on those lots. What will happen to the sense of space if tall buildings create forbidding canyons in our Neighborhoods? People make communities, not buildings. The current fashion for high-rise single-occupant condos and apartments may be a transient fad. 112-5

Do we want our residents fleeing to other areas to live and gain space, just as many of us fled places like Seattle and Bellevue? Kirkland does not have to be all things to all people – people who want to live in places like Seattle and Bellevue can do so. Do not recreate such places here in Kirkland. 112-6

Kirkland has provided space for many single-occupant condos and apartments. Do we need more, or is the demand what it appears to be – for single-family detached homes. 112-7

Sincerely,

Bob Willar

Letter 113

From: Oksana Willeke [redacted]
Sent: Monday, February 15, 2021 9:47 AM
To: Allison Zike; City Council; Planning Commissioners
Subject: NE 85th Street Station Area Plan Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Dear city of Kirkland team,

As a resident of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion of our neighborhood.

What exactly would we accomplish with Alternatives 2 or 3? We are already on track to meet or exceed our Growth Management Act goals under current zoning. Larger structures might make sense east of 405, along NE8th – they make no sense in the Everest Neighborhood. 113-1

The Comprehensive Plan states that streets are important Open Spaces for residents. Are not yards and gardens also important Open Spaces for residents? Such Open Spaces are important for more than just the people who live on those lots. What will happen to the sense of space if tall buildings create forbidding canyons in our Neighborhoods? 113-2

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Thank you for understanding and your work!

Sincerely,

Oksana Willeke
Kirkland Everest Neighborhood Resident

Letter 114

From: Scott Willeke [redacted]
Sent: Sunday, February 14, 2021 9:41 PM
To: Allison Zike; City Council; Planning Commissioners
Subject: NE 85th Street Station Area Plan Feedback

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing as a resident of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion of our neighborhood, specifically having 45 or 85-foot-tall structures immediately adjacent to residential properties. I have already completed the DSEIS Survey but felt compelled to write to you as well.

Many residents including us, came to Kirkland precisely because of its charm, character, and sense of community. This character must be preserved or we cease to be Kirkland. Big buildings do not a City make – residents and community do. Having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to residents and to our community. 114-1

It is difficult to understand what the motivation for Alternatives 2 and 3 is. Kirkland is already in compliance with GMA goals for population growth and density. The curve for jobs growth is approaching where it should be for GMA compliance. 114-2

If we want to preserve Kirkland's intimate and neighborly character, as called for in the Draft Supplemental Environmental Impact Statement, how does building tall buildings outside core urban areas such as Downtown and Totem Lake advance that agenda? Do we want to be another Redmond or Bellevue? I do not, if I did then I would not have chosen Kirkland as a place to live. 114-3

What exactly would we accomplish with Alternatives 2 or 3? We are already on track to meet or exceed our Growth Management Act goals under current zoning. Larger structures might make sense east of 405, along NE8th – they make no sense in the Everest Neighborhood. 114-4

The Comprehensive Plan states that streets are important Open Spaces for residents. Are not yards and gardens also important Open Spaces for residents? Such Open Spaces are important for more than just the people who live on those lots. What will happen to the sense of space if tall buildings create forbidding canyons in our Neighborhoods? 114-5

Sincerely,

Scott Willeke
Kirkland Everest Neighborhood Resident

Letter 115

Washington State Department of Transportation

Office of Urban Mobility and Access
2901 3rd Avenue, #500
Seattle, WA 98121-3014

206-464-1220 / FAX: 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 18, 2021

Allison Zike, AICP
Senior Planner
City of Kirkland

Re: NE 85th Street Station Area Plan Draft Supplemental Environmental Impact Statement (SEIS)

Dear Ms. Zike,

Thank you for the opportunity to comment on the NE 85th Street Station Area Plan Draft SEIS. This letter provides the Washington State Department of Transportation (WSDOT)'s comments, representing the perspective from WSDOT's Urban Mobility and Access Office (I-405/SR 167 Megaprogram and Regional Transit Coordination Division).

WSDOT supports the City's work to develop a Station Area Plan (SAP) to advance the City's 2035 Comprehensive Plan vision and support a vibrant, equitable, and sustainable Transit-Oriented Community adjacent to the regional transit investments in the growing Downtown Kirkland and the NE 85th Street Corridor. We see high functioning communities and transportation systems as codependent. While promoting community goals, the SAP can establish a framework that can make the state transportation system more equitable and more sustainable. As the SAP evolves, we see opportunity to:

- Partner and proactively remove barriers to add housing, employment, and services within existing developed areas.
- Refresh our collective thinking on parking to explore the tremendous public cost of parking and the benefits of such strategies as shared parking and parking maximums rather than minimums in zoning code.
- Prioritize transportation investments that ensure equitable access to high-quality employment, education, healthy food, health care services, safe housing, arts and culture offerings, and social opportunities to achieve optimal health outcomes.
- Implement a clear delineation of road and street type.
- To improve access to transit, prioritize the safety and convenience of active transportation with facilities that invite all ages and abilities use active modes.

As the city works towards these larger goals that complement statewide goals–such as goals to reduce greenhouse gas emissions, vehicle miles traveled per capita, and improve equity–we want to work together as strong partners to find solutions to any challenges that may arise along the way. For example, exhibits 3.74 and 3.76 in the Draft SEIS show queuing is forecasted in the year 2044 along NE 85th Street under Alternatives 2 and 3 at the 120th, 122nd and 124th intersections. If those forecasts bore out, there is a risk that this queuing could back up onto the off-ramp from I-405. Queues that result in stopped vehicles on an off-ramp causing conflicts with vehicles moving at freeway speeds is a serious safety performance issue. As the City moves forward with the Final 115-1

SEIS and SAP, WSDOT requests that the City provide a more detailed quantitative analysis on the operational transportation effects of all of the SAP alternatives, particularly for the general purpose and express toll lane ramp terminal intersections at the redesigned I-405/NE 85th Street interchange. We also request that the City and WSDOT continue to work together proactively to ensure land development supports multimodal transportation and all safety issues are addressed. The City's attention to improving the proximity between people's daily destinations and their homes–building a complete 20-minute community in the 85th Station Area–would go a long way toward mitigating those potential risks in the later years of the forecast horizon.

115-1 cont.

115-2

WSDOT sets level of service standards for highways of statewide significance (HSS) based on RCW 47.06.140(2). For this SEIS, HSS facilities include I-405 and any associated ramps in the study area. WSDOT maintains that any operational or other impacts from the proposed action to HSS facilities (I-405 ramp terminals) would need to be mitigated. WSDOT requests that the City 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.

115-3

With appropriate avoidance or mitigation for adverse transportation operational effects, we see the strongest potential for benefits from Alternative 3, the creation of a SAP and Form Based Code to allow further intensified development close to the station offering jobs and housing in taller buildings, transitioning to mid-rise and low rise development further from the station, as well as investment in additional bike/pedestrian routes, more intensive green streets, a green-blue street, and green building design.

115-4

WSDOT has been coordinating closely with the City and Sound Transit throughout the development of the I-405, NE 85th Street Interchange and Bus Rapid Transit Station Project. The project has been designed through a collaborative stakeholder process to meet the agencies' shared goals of transit connectivity, active transportation mobility and connectivity, and vehicular operations while remaining compatible with Kirkland's vision and agency master plans. WSDOT looks forward to continued coordination with the City as we work with Sound Transit to deliver the project.

Sincerely,

Lisa Hodgson Digitally signed by Lisa Hodgson Date: 2021.02.18 14:25:55 -08'00'

Lisa Hodgson, P.E.
I-405/SR 167
Program Administrator

Dylan Counts
Director
Regional Transit Coordination Division

DC: dh

Letter 116

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:33 PM
To: Allison Zike
Subject: FW: Concerning the 85th St Transit and Redevelopment proposal

Follow Up Flag: Follow up
Flag Status: Flagged

From: Macy Zwanzig [redacted]
Sent: Monday, February 8, 2021 10:42 AM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: Concerning the 85th St Transit and Redevelopment proposal

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council Member Neal Black
Council Member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

I am currently a member at Salt House Church (11920 NE 80th St, Kirkland) and am a high school teacher at Redmond High School and a member of the church council. Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St.

116-1

1

I look forward to hearing from you. Thank you for your consideration.

Macy Zwanzig

6 Acronyms and References

6.1 Acronyms

ADA	Americans with Disabilities Act
BKR	Bellevue-Kirkland-Redmond travel demand model
CAO	Critical Areas Ordinance
CKC	Cross Kirkland Corridor
CIP	Capital Improvement Program
CTR	Commute Trip Reduction
ESA	Endangered Species Act
DSEIS	Draft Supplemental Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FSEIS	Final Supplemental Environmental Impact Statement
GHG	Greenhouse Gas
GMA	Growth Management Act
gpm	Gallons per Minute
HCM	Highway Capacity Manual
KMC	Kirkland Municipal Code
LF	Linear Feet
LOS	Level of Service
LWSD	Lake Washington School District
MDD	Maximum Daily Demand
MEV	Million Entering Vehicles
MFTE	Multifamily Tax Exemption
mgd	million gallons per day
MPH	Miles per Hour
MVMT	Million Vehicle Miles Traveled
NFIP	National Flood Insurance Program
NWI	National Wetlands Inventory
PSCAA	Puget Sound Clean Air Agency
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
SMP	Shoreline Master Program
SOV	Single Occupancy Vehicle
SR	State Route

TMDL	Total Maximum Daily Load
VMT	Vehicle Miles Traveled
WRIA	Water Resource Inventory Area
WSDOT	Washington State Department of Transportation

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7 Appendices

A DSEIS Comment Summary

DSEIS Comment Summary

Table of Contents

Overview

This summary provides an overview of public comments received throughout the Draft Supplemental Environmental Impact Statement (DSEIS) outreach and engagement period. Outreach was conducted consistent with the overall engagement objectives set forth in the Station Area Plan Public Engagement Plan, and as part of the City's commitment to an inclusive and robust community engagement process. The comment period was held January 5, 2021 through February 19, 2021.

This is a preliminary summary of comments. Comments will be considered in the preparation of the Final Supplemental Environmental Impact Statement (FSEIS), which may include analysis of the topics in the DSEIS or referencing other planning or environmental documents or current development regulations that address the concerns. For a description of SEIS topics and a checklist, please see the project website at www.kirklandwa.gov/stationareaplan.

Outreach

The project team conducted outreach through several channels to inform public and stakeholders of the project and opportunities to engage. Channels included:

- **Legal publication** in the Seattle Times.
- **Notice of availability** sent to agencies according to the City's standard procedure.
- **Press releases**.
- **Posters** mailed to essential locations within and nearby the study area.
  - 20 multifamily housing buildings within the study area.
  - 5 senior housing facilities within the study area.
  - 16 ethnic groceries and businesses within the study area and neighboring communities.
- **Email and phone notification and coordination** with 51 community contacts, including:
  - Businesses and employers, including large employers.
  - Service- and faith-based organizations.
  - Transit-, pedestrian-, and bike-based organizations.
  - Unions.
  - Community organizations.
  - Lake Washington School District and Lake Washington High School

  Many of these organizations distributed messages about the engagement

period to their membership via emails, social media postings, and announcements at events.

- **Project Listserv emails** sent at three points leading up to, and during, the DSEIS comment period to 170 subscribers (subscribers as of February 2021).
- **Social media posts** on City of Kirkland Facebook and Twitter accounts at least once per week throughout the comment period.
- Weekly **articles** in This Week in Kirkland, the City's e-newsletter, throughout the comment period. The e-newsletter listserv reaches approximately 4,000 recipients (subscribers as of February 2021).
- A City-produced **DSEIS Introduction video** with information about what a DSEIS is, and how community members could participate in the project posted to the City's YouTube channel and linked in social media posts.
- Project **materials in Chinese**, distributed through the Chinese Information Service Center to over 500 recipients. The materials included instructions for how to request a Chinese-language community meeting with the City.
- City Staff presentations at 10 virtual community organization meetings.

Engagement

The project team conducted several engagement activities to provide the public and stakeholders with a range of methods of providing input.

Real-time Online Open House

At 6 PM on January 7, 2021, the City hosted a live online open house. The meeting included a large presentation to share out information and small group activities to collect input. Approximately 140 people participated in the open house. After the open house was completed, a video of the event was made available for viewing on the City's website.

Online Survey

An online survey offered an opportunity for stakeholders and the public to learn about and provide input on the three alternatives in the DSEIS. The survey was made available to participants at the conclusion of the open house on January 7, 2021 and remained open throughout the comment period. The survey received 408 responses.

Written Comment

Stakeholders and members of the public submitted written comments. The City received 114 written comments from individuals, corporations, small businesses, and organizations, one regional transportation district, and one State agency.

Service Provider Work Group

Representatives from four human service providers with clients in the Station Area joined a virtual roundtable discussion to learn about the SAP and provide input about how the plan can support client needs. The first portion of the meeting included a brief presentation about the Plan and the planning process, including an overview of the three alternatives. Following this presentation, participants engaged in a roundtable discussion about how their clients use the Station Area and their top concerns and hopes about the outcomes of the SAP.

Meetings-in-a-Box

Staff from The Sophia Way, a service provider located in the Station Area, hosted two in-person meetings-in-a-box and a few one-on-one discussions to gather input from 26 clients on the DSEIS. The meetings occurred during the weeks of January 18, 2021 and February 5, 2021. All participants were women experiencing homelessness. About one-third were full-time employed and about two-thirds have received disability or have a disability claim filed. Participants' ages ranged from approximately 30-70 years, with a large proportion aged 55 and older.

Student engagement at Lake Washington High School

Students from two economics classes at Lake Washington High School engaged in a monthlong project to learn about the SAP and to provide input during the comment period. The project culminated with student presentations to City staff and members of the Kirkland City Council. Members of the project team joined eight class sessions (four per class) in December 2020 and January 2021 to teach and support students in the project.

City Staff Presentations at Virtual Community Organization Meetings

In the weeks leading up to, and during, the DSEIS public comment period City staff accepted several invitations to present information about the Station Area Plan to various community organizations. Community organization meetings were all held virtually. Staff presentations generally included a NE 85th St Station Area Plan project introduction, a summary of the three DSEIS alternatives,

information about how to provide DSEIS comments or otherwise engage with the project, and responses to questions from the respective membership.

Comment Themes

Comments from the various sources illustrated a range of support or concern about:

- Need for affordable and diverse housing opportunities.
- Integrating greenspace and public parks, adding/retaining trees.
- Traffic congestion and costs.
- Enhancing pedestrian and bicycle connections.
- Balancing jobs and housing.
- Providing jobs for employees from a range of backgrounds and experience levels.
- Density and transitions of heights and activity to protect residential character and views.
- Considering growth impacts on schools and solutions.
- Preferences for growth or heights at lower levels in particular locations or overall but with affordable housing and amenities, as well as preferences for greater growth near transit and to provide more housing and jobs as well as amenities.

Summaries of Engagement Activities

A Real-time Online Open House

Exhibit 2: Online Open House Participants

Source: Mithun, 2021.

Overview and Executive Summary

The City of Kirkland held a live, online public open house on January 7, 2021. Given the technical nature of the DSEIS document, the City held the meeting early in the comment period to introduce the concepts and alternatives studied to improve understanding of the choices being considered.

There was robust participation in the meeting, estimated at about 140 participants. Outreach to notify the community about the engagement period and the public meeting began in December 2020. The meeting was conducted over zoom, and there were 122 zoom accounts that participated in the meeting.[1] However the number of participants was higher, as several accounts included multiple participants. Participation was greater than a summer 2020 workshop, which had about 80 participants, and typical pre-COVID in-person open house of about 30-45 participants.

Presentations included an overview of the DSEIS process and commenting, a summary of the three Alternatives studied, their alignment with project objectives and evaluation, and next steps toward a Preferred Alternative which will likely be

[1] City of Kirkland representatives and members of the consulting team were not included in this number.

a combination of features from multiple alternatives. Small group discussions followed the presentation.

Common themes and priorities from these discussions included desire for open space, bike, and pedestrian connections; strong support for better transit and mobility connections with the new bus rapid transit (BRT) and potential Houghton P&R connections; importance of more affordable housing opportunities; desire to focus density around transit and concerns about transitions between higher density areas and adjacent neighborhoods; questions around the balance of jobs/housing as well as balance of new development and required infrastructure and services; and concerns and questions about traffic impacts.

After group discussion, Q&A lasted for about 15 minutes, which primarily revolved around questions related to process and participation. The meeting ended with a summary on how and where to comment, ask questions, how to participate in the survey, and a reminder to submit comments by February 5th at 5 p.m. by postal or electronic mail.[2]

A recording of the open house and the presentation slide deck was made available on the City's website for people who were unable to attend. This allows anyone interested in the plan access to this information and benefit from the summary and explanatory information.

Detailed Agenda

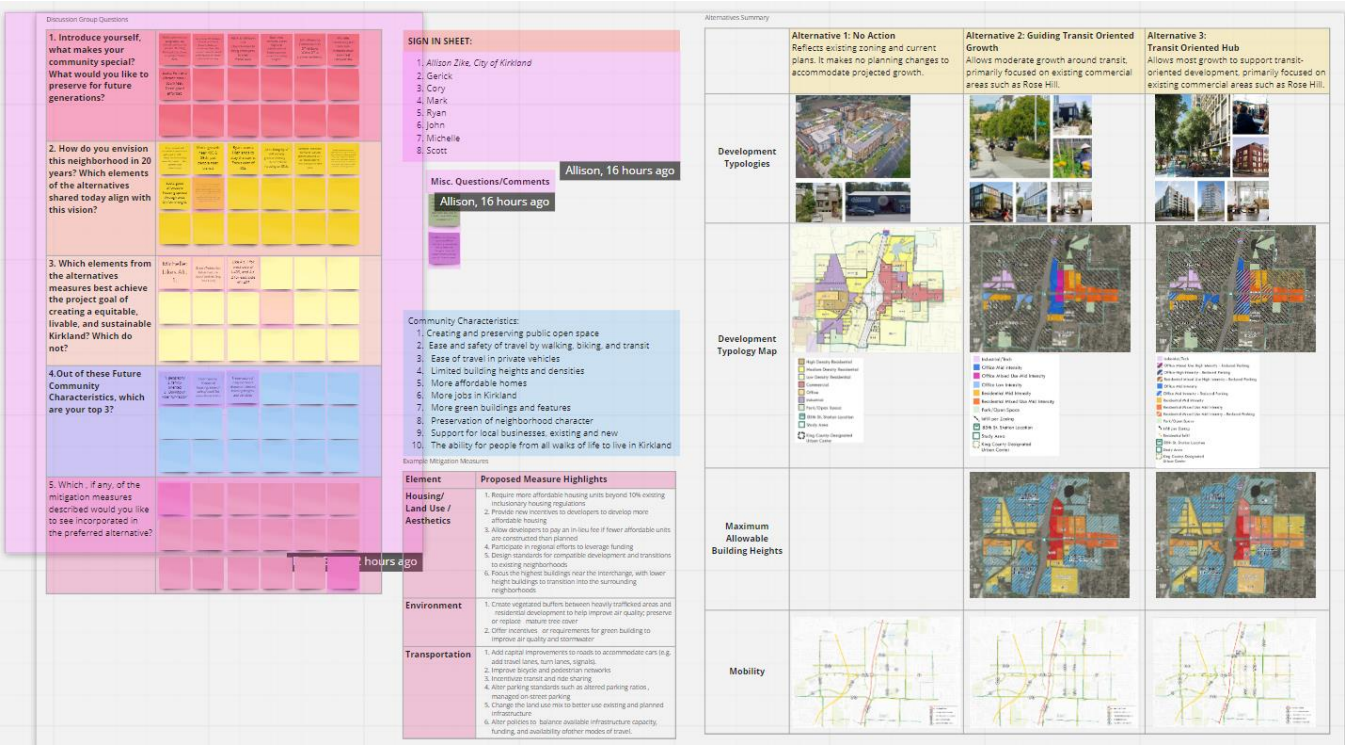
The meeting began with a presentation by City staff and the project team. Adam Weinstein, Director of Planning, gave an overview of the project and its purpose. Becca Book of Mithun introduced participants to meeting protocols, including tips on effectively using the zoom platform and meeting ground rules and the overall planning process. Lisa Grueter of BERK Consulting explained the overall process for the DSEIS and how to submit comments. Brad Barnett of Mithun summarized the three alternatives that were studied, highlighting areas of similarity and contrast. Erin Ishizaki of Mithun presented an evaluation of the alternatives and their consistency with overall project and community goals.

At the conclusion of the presentation, participants joined small group discussions for about 30-40 minutes in virtual breakout rooms. Facilitators, which included City staff and consultant team members, supported these discussions, and took live notes using the Miro platform. The Miro platform was set up to provide visuals and other support materials, as would be available to participants in a traditional open-house setting. Facilitators took notes on participant comments using virtual

[2] The comment period deadline was later extended to February 19, 2021.

"sticky-notes." A sample tableau of the materials available in each virtual breakout room is shown in Exhibit 1

Exhibit 1. Sample Tableau of Materials Available in Each Virtual Breakout Room.



Source: Mithun, 2021.

After participants introduced themselves in their small groups, facilitators led discussion of five questions:

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

At the conclusion of the discussion groups, participants were asked to submit their three top ideas for the NE 85th Street Station Area plan. This generated the word

cloud in Exhibit 2.

Exhibit 2. Participants' Three Top Ideas for the SAP

Source: Mithun, 2021.

While the word cloud activity was happening, a handful of participants jumped in and provided overall comments on the plan, process, and public engagement. The meeting ended with a reprise of information on how to comment, where to get more information or ask questions, tips for effective comments, and a reminder to submit comments by February 5th at 5 p.m. by postal or electronic mail.[3] A survey was also available on the project website.

Summary of Input

What Makes Kirkland Special? Unique Qualities to Preserve

- Charming, small town feel.
- Nonprofit and arts organizations.
- Welcoming place to live.
- Sense of community and neighborliness.
- Parks, open spaces, trails.
- Views of lakes, mountains.
- Can walk to grocery store and shopping.
- Community diversity.
- Trees.
- Several participants noted that "preserving" qualities is not inclusive and

[3] The comment period deadline was later extended to February 19, 2021.

welcoming and suggested modifying this question to Unique Qualities to see for Future Generations.

Overall growth

- Desire to keep growth and density focused near new BRT station, growth will help maximize transit.
- High growth in Kirkland is not in line with the community's history.
- The project is biased toward big growth.
- Kirkland does not need another urban center.
- People who moved to Kirkland for a suburban experience do not want urban style growth.
- Growth should go to other parts of the region.
- Concerns that growth in this area will add noise and traffic similar to recent trends.
- Socio-economic diversity is important – people who work here should be able to live here.
- Lower growth seems appropriate for the west side of the interchange and higher growth seems appropriate for the east side of the interchange.
- Desire to balance growth with mobility, infrastructure, and service needs. Moderate growth is a compromise.
- Form of growth and density should provide quality of life with open spaces and views.
- Strong desire to keep housing away from I-405 due to noise and air quality.

Land Use and Zoning

- It's worthwhile to plan for better utilization of this area.
- New development and improvements are not spread equally across the full station area.
- Center density around the transportation hub. Good TOD [transit-oriented development] will reduce traffic impacts.
- What makes this area a destination? Ensure it is a destination for the region.
- Support single-family neighborhoods.
- Create child-friendly neighborhoods where housing has play areas and parks that are easy to walk to.
- Ensure views are preserved.

- High rises support more population vertically and prevent sprawl.
- Integrate density with transit opportunities to get rid of auto-dependence.
- Add mixed use to existing commercial areas.
- Use townhouses to achieve medium densities.
- Could the light industrial areas near the Cross-Kirkland-Corridor be changed to residential?
- Ensure that there are amenities and parks to make densities and smaller living spaces livable – integrate green spaces with new development.
- Form based zoning is a good approach.
- Require sustainable development, LEED.
- This area needs to be optimized for people.
- Do not place housing near the highway.
- Zone to leverage investment in transit.
- Ensure the integration of public art.
- Create a unified design theme and public gateways.
- Focus on infill housing instead of large complexes.

Housing

- Importance of preserving affordability in the community- both market rate and subsidized.
- Increase the diversity of housing in this area: missing middle, mixed use, etc.
- What are the effects of bringing low income housing into this area on existing homes?
- Will new housing displace existing residents by raising taxes?
- 10% provision does not create enough affordable housing. Hold developers to more.
- Housing needs daycares and other amenities like play areas, open spaces, and access to parks.

Transportation and Parking

- Traffic is already a concern in the 85th street corridor and adding new growth will make it worse.
- Consider diverting traffic to 87th and put the crossing with 114th there.
- Making biking feasible. Is there adequate ROW space to support safe biking? Particularly in neighborhoods?

- Making walking feasible. Add greenspaces for safety and widen sidewalks. More midblock pedestrian connections.
- Connect to the Cross Kirkland Corridor.
- Google expansion will affect residential streets.
- Green street should be at: 120th, near the high school, near the women and children's center.
- More people and less parking will not work in this area.
- How will construction impacts to 85th be mitigated during development?
- Address the dead-end streets near Costco.
- Connect Houghton P&R to this area via bus connections and walking / biking trails.
- Is 80th street wide enough?
- Need to move people up/down hill on 85th to connect downtown to the station.
- Buses get stuck in traffic too – need dedicated transit lanes.
- BRT is not as impactful on transportation habits as light rail.
- Address pass through and cut through traffic.

Environment and Open Space

- Preserving wetlands and the ecosystem is a priority.
- More open spaces are needed in these alternatives – and more access to nature.
- Restore native plants to this area.
- Address the increase in noise.
- Preserve and add tree canopy.
- Address climate change.
- Desire for open space, bike, and pedestrian connections
- Ensure that there are amenities and parks to make densities and smaller living spaces livable – integrate green spaces with new development.
- Create child-friendly neighborhoods where housing has play areas and parks that are easy to walk to.

Economic Development and Employment

- A full range of employment is needed. Are the jobs anticipated to be service jobs? Office jobs?

- Does this area need 30,000 jobs?
- It's important to plan for new jobs from Google and other major employers in this area.
- Is the jobs-housing balance right? Are there enough jobs to support the proposed housing?
- Reduce commercial development in this area in favor of greening the area.
- Costco doesn't fit with the plans for this area.

Neighborhoods

- Highland neighborhood should not be connected to 405 in the future.
- Neighborhoods should not be pressured to change.

Services and Infrastructure

- Question about City's anticipated revenues versus expenses for providing services for new developments.
- What are impacts on schools?
- What will be the impact on crime?

Overall process concerns and questions

- The process should include significant outreach efforts and follow the established outreach plan.
- Questions regarding what outreach was conducted especially postcards and mailers.
- Project team should update public on progress toward outreach plan.
- Questions about when public can comment and how that relates to decision making.
- New City website format is not user friendly and previous plans and EIS documents need to be added back.
- Better coordination with Sound Transit.

B Online Survey

Below is a summary of the 408 responses to the online survey. The first several subsections summarize responses to multiple choice and ranking questions. Free-response comment themes are summarized in the last subsection.

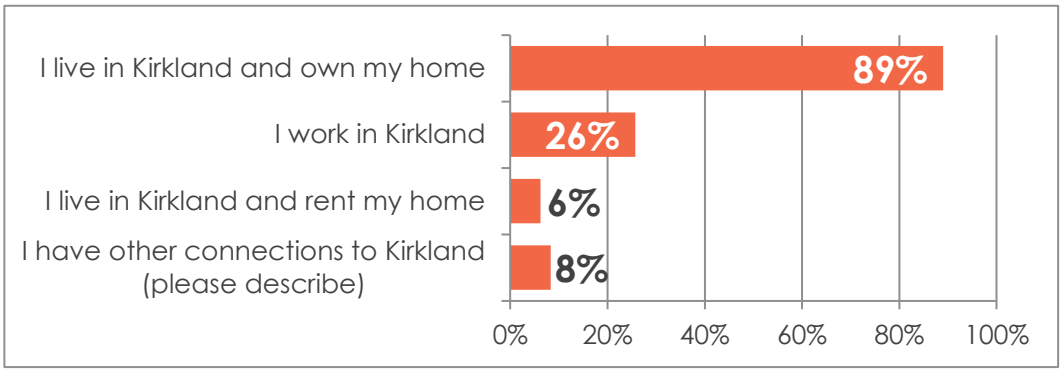
Survey responses are disaggregated by age when trends differ meaningfully by age. Responses do not differ meaningfully by other demographics. Unless otherwise noted, demographic information of participants is compared to demographics of Station Area and Kirkland residents based on the Opportunities and Challenges Report, 2020 or citywide statistics consistent with Census or other noted data.

Respondent Characteristics and Demographics

Exhibit 3 shows some of the key characteristics of respondents. Response to demographic questions was an optional section of the survey.

- 89% of survey respondents live in Kirkland and own their home, and just 6% live in Kirkland and rent their homes. This is a significantly higher rate of homeownership than residents of the Station Area, of whom 36% are renters.
- 26% of survey respondents work in Kirkland. This is a higher rate of Kirkland employment than Kirkland residents, of whom 11% work in Kirkland.

Exhibit 3. Respondent Characteristics (338 responses)

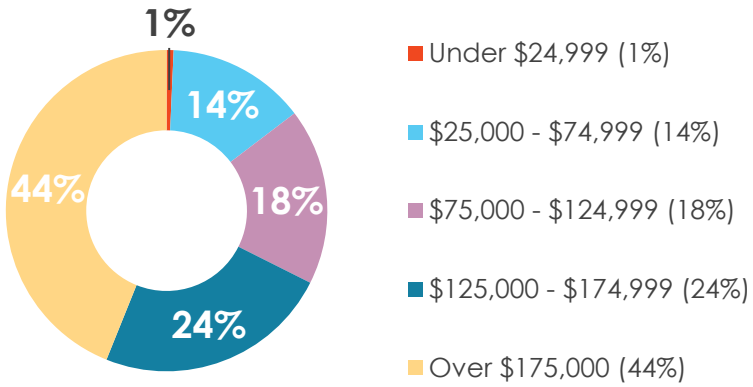


Note: Percentages do not sum to 100% because respondents could select multiple options.
Source: BERK, 2021.

Exhibit 4 shows the household incomes of survey respondents.

- Survey respondents have relatively high incomes, as over two-thirds of respondents have annual household incomes of $125,000 or more. The median household income for the city as a whole per the American Community Survey 2015-2019 was $117,190.
- 15% of survey respondents have household incomes below $75,000 per year, compared to 31% of Kirkland households with household incomes below $75,000. [4] 6% of Station Area residents have household incomes below $40,000 per year, and 48% of Station Area Employees make under $40,000 per year.

Exhibit 4. Respondent Household Incomes (287 responses)



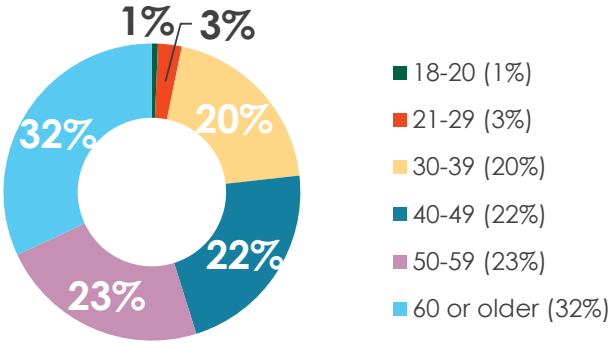
Source: BERK, 2021.

Exhibit 5 shows the ages of survey respondents.

- Survey respondents are more likely to be older adults than Station Area residents. One-third of survey respondents are aged 60 or older, compared to 12% of Station Area residents who are aged 65 or older.
- Station Area residents are 26% under the age of 18, 10% between 18-24, 20% between 35-44, 32% 45-64, and 12% 65 or older.

[4] American Community Survey 5-year estimates 2015-2019 S1901.

Exhibit 5. Respondent Ages (310 responses)

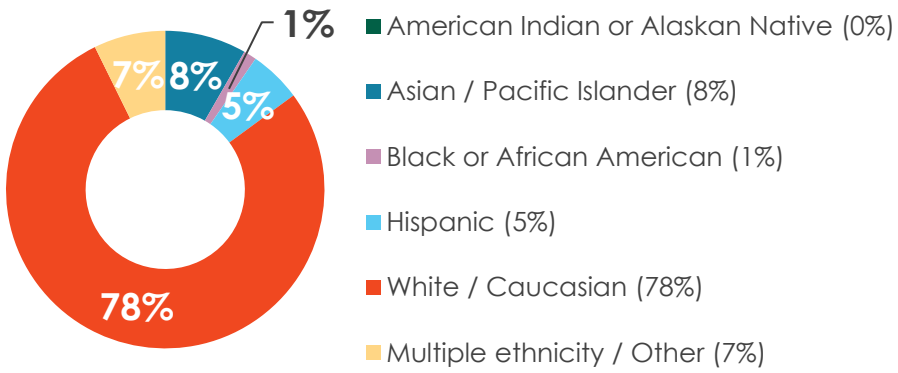


Source: BERK, 2021.

Exhibit 6 shows the race and ethnicity of survey respondents, and Exhibit 7 disaggregates race and ethnicity by the age of survey respondents.

- The race and ethnicity of survey respondents closely matches the demographics of Station Area Residents. 82% of Station Area residents are White, 10% are Asian, and 7% identify with two or more races.
- Younger survey respondents are less likely to be White than older survey respondents.

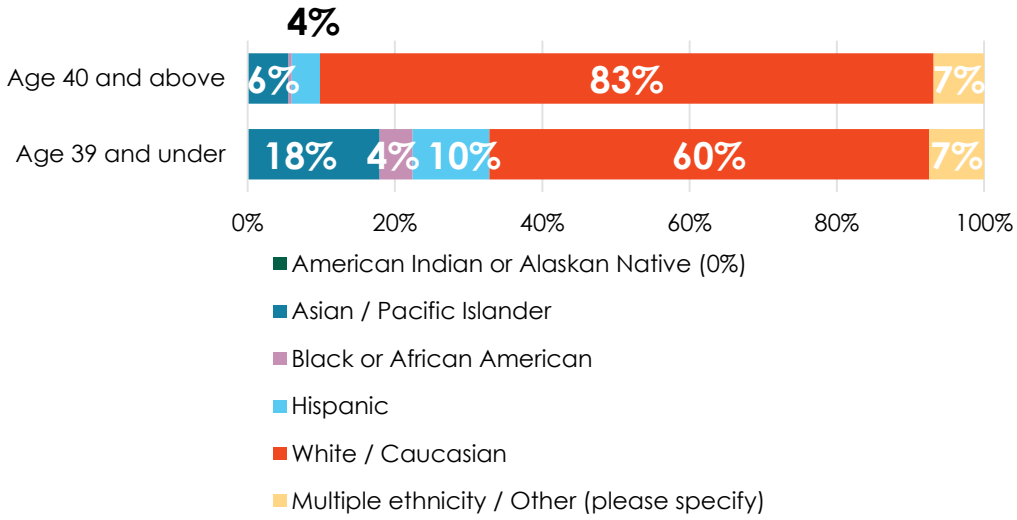
Exhibit 6. Respondent Race or Ethnicity (302 responses)



Note: Respondents were asked to select a single option that best described them.
Source: BERK, 2021.

Exhibit 7. Respondent Race or Ethnicity, Disaggregated by Age (301 respondents)

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



Note: Respondents were asked to select a single option that best described them.
Source: BERK, 2021.

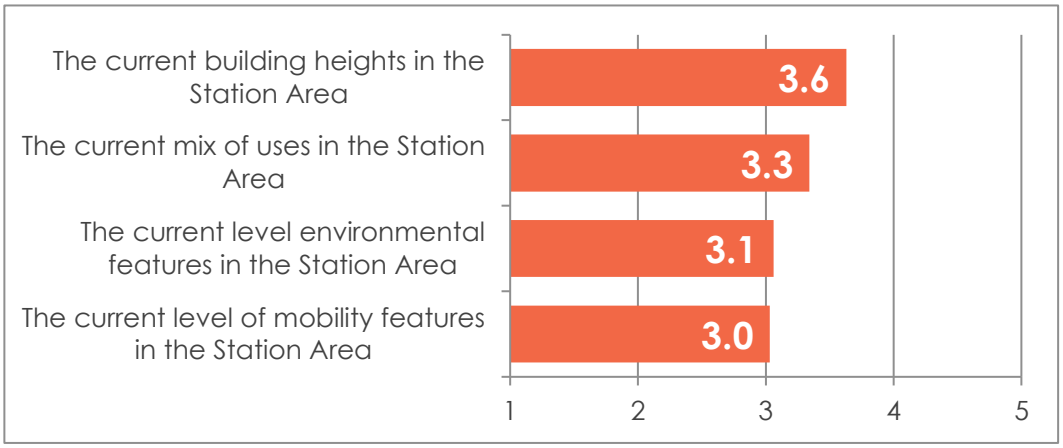
Respondent Opinions on Existing Conditions

Exhibit 8 shows survey respondents' level of support for existing station area features.

- On average, survey respondents are neutral about or support all listed features.
- Survey respondents are most supportive of the current building heights in the Station Area.
- Survey respondents feel neutral or slightly supportive of the current level of environmental features and mobility features in the Station Area.

Exhibit 8. Respondents' Level of Support* for Existing Station Area Features (401 responses)

Survey Question: "The no action alternative assumes no planning adjustments to accommodate the growth which the Eastside is experiencing. Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for:"

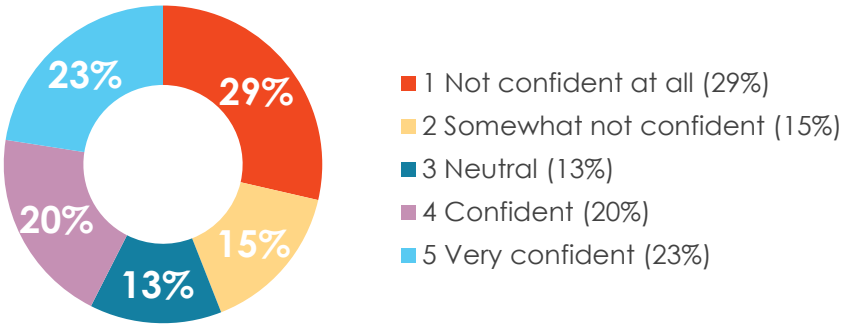


*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support).
Source: BERK, 2021.

Exhibit 9 shows survey respondents' levels of confidence that the existing zoning and mix of uses will accommodate Kirkland's continued growth in an equitable, livable, and sustainable fashion.

- Survey respondents are split equally between confidence and lack of confidence in the current zoning and mix of uses, with 43% confident or very confident, and 44% somewhat not confident or not confident at all.

Exhibit 9. Survey Respondents' Confidence that the Existing Zoning and Mix of Uses will Accommodate Kirkland's Continued Growth in an Equitable, Livable and Sustainable Fashion (395 responses)



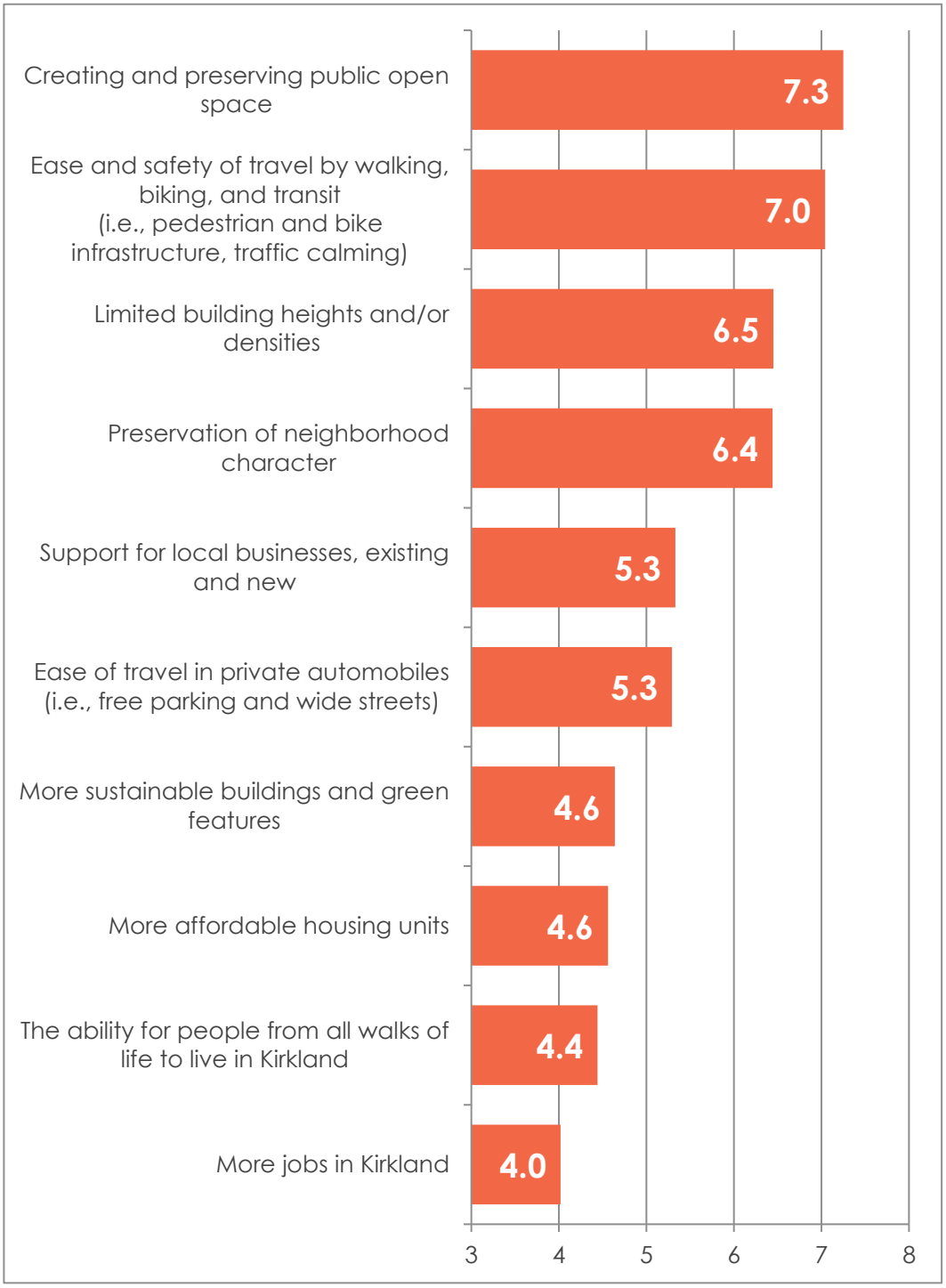
Source: BERK, 2021.

On the next page, Exhibit 10 shows survey respondents' ranking of community characteristics.

- **Top priorities:** Respondents most highly prioritize creating and preserving public open space and ease of transportation by bike, walking, and public transit. Respondents also value limited building heights and densities and preservation of neighborhood character.
- **Lowest priorities:** Respondents least prioritize the addition of jobs in Kirkland. Respondents also are less likely to prioritize sustainable buildings, affordable housing, and the ability for people from all walks of life to live in Kirkland.

Exhibit 10. Survey Respondents' Ranking* of Community Characteristics (362 responses)

Survey Question: "Please rank the following community characteristics from most important to least important to help us understand where the City should invest."



*Average ranking. Respondents ranked all characteristics from least important (1) to most important (10).
Source: BERK, 2021.

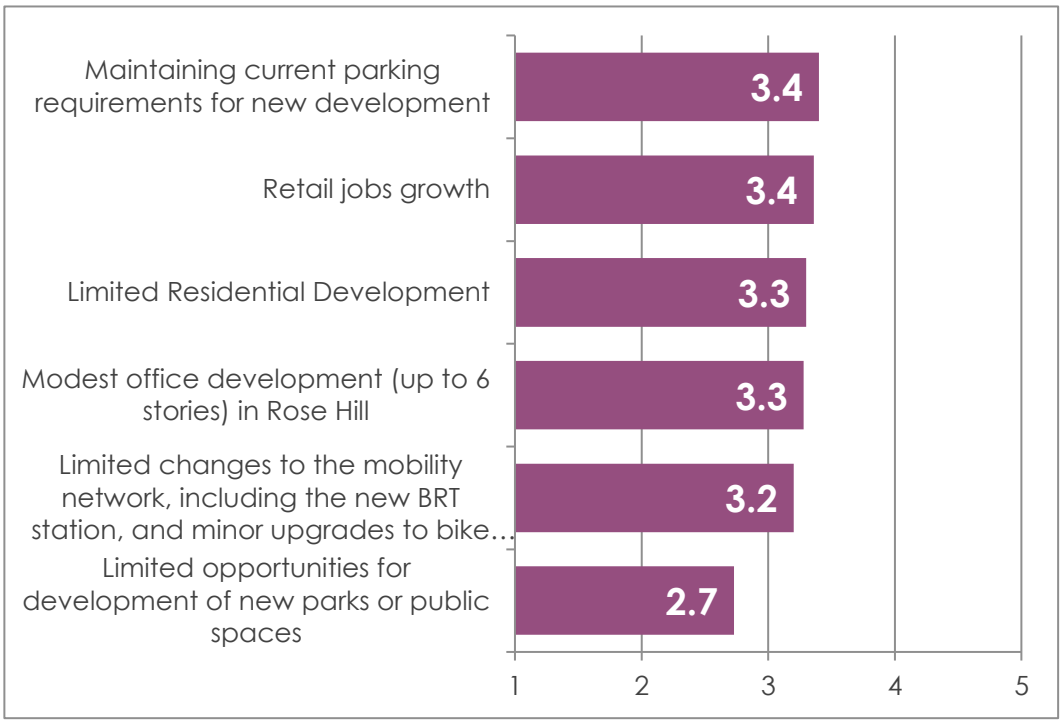
Respondent Opinions on the Alternatives

Exhibit 11 shows survey respondents' level of support for aspects of Alternative 1.

– On average, survey respondents equally value and feel some support for all features of the alternative, with one exception: respondents slightly dislike the alternative's limited opportunities for development of new parks or public space.

Exhibit 11. Survey Respondents' Level of Support* for Aspects of Alternative 1 – No Action (397 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following aspects of the Alt 1 - No Action plan. Note - these are likely outcomes based on what existing policies and regulations already allow in the Station Area."



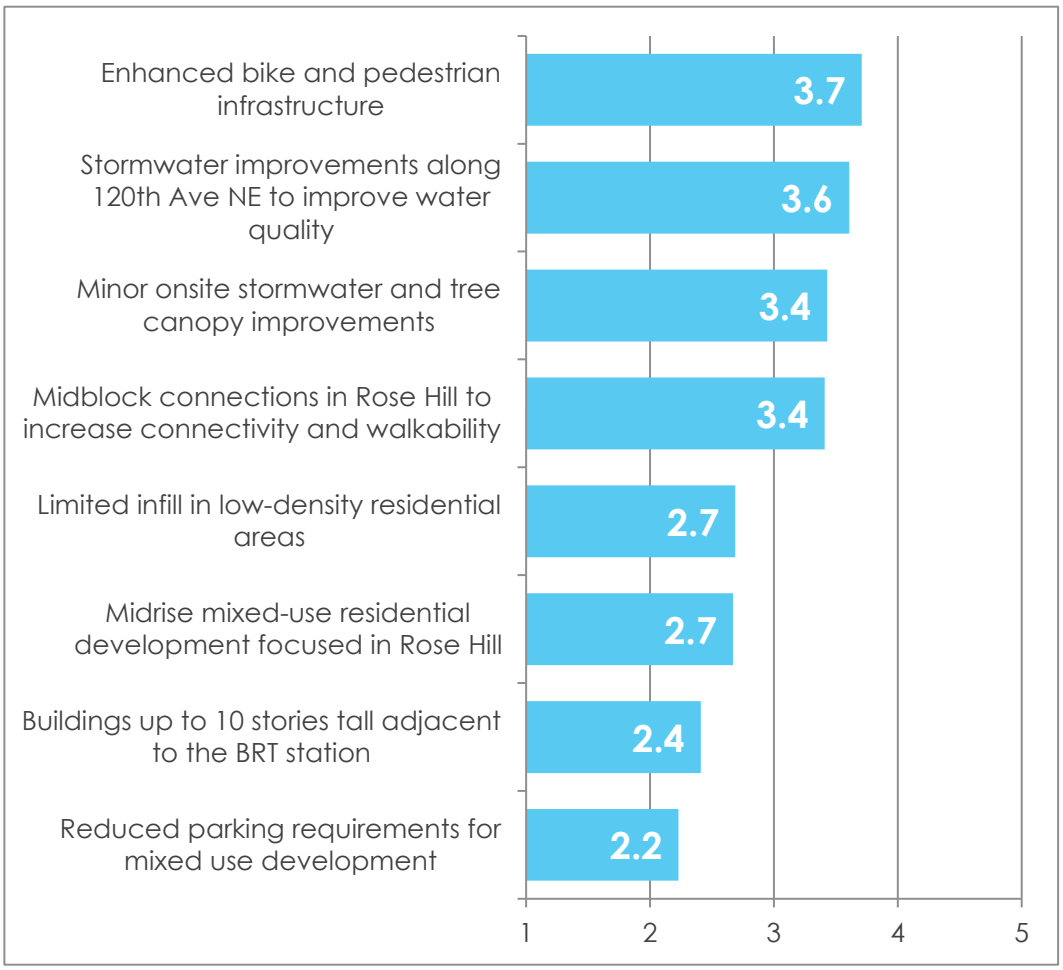
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support).
Source: BERK, 2021.

Exhibit 12 shows survey respondents' level of support for aspects of Alternative 2.

- On average, survey respondents support the aspects of this alternative surrounding increased bike and pedestrian connectivity and improved stormwater management.
- Survey respondents dislike the reduced parking aspects of Alternative 2 most strongly. Respondents are also less supportive of the alternative's building heights, mixed use development, and limited residential infill.

Exhibit 12. Survey Respondents' Level of Support* for Aspects of Alternative 2 (378 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following aspects of the Alt 2- Guiding Transit-Oriented Growth plan:"



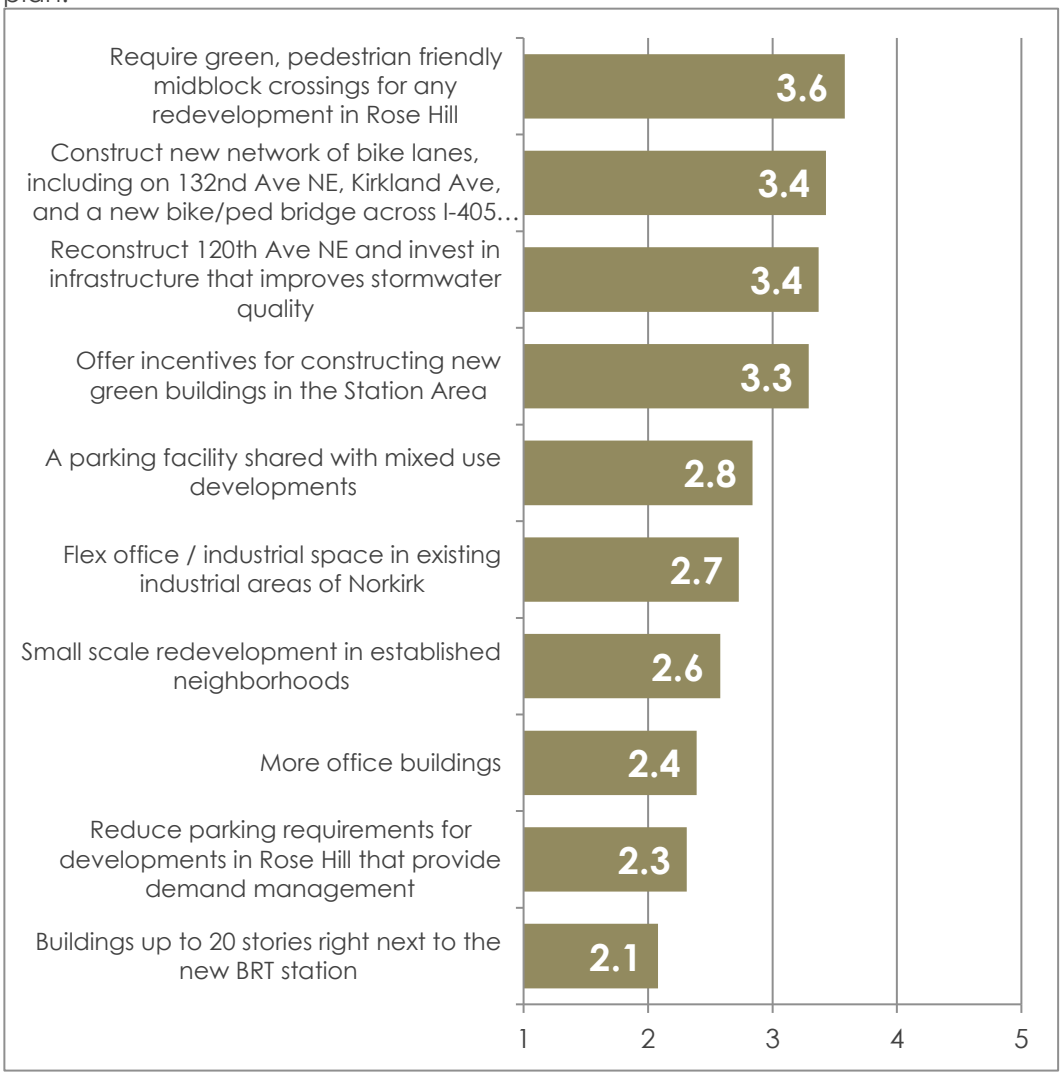
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support).
Source: BERK, 2021.

Exhibit 13 shows survey respondents' level of support for aspects of Alternative 3.

- On average, survey respondents support the aspects of this alternative surrounding increased bike and pedestrian connectivity, green buildings, and improved stormwater management.
- Survey respondents dislike reduced parking and increased office development aspects of Alternative 3. Of all features of this alternative, respondents most dislike the possibility of buildings up to 20 stories in height right next to the BRT station.

Exhibit 13. Survey Respondents' Level of Support* for Aspects of Alternative 3 (373 responses)

Survey Question: "Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following aspects of the Alt 3 Transit-Oriented Hub plan:"



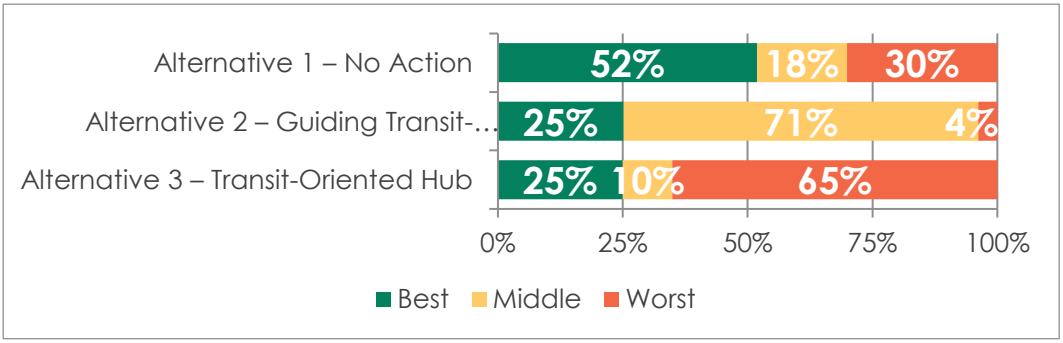
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support).
Source: BERK, 2021.

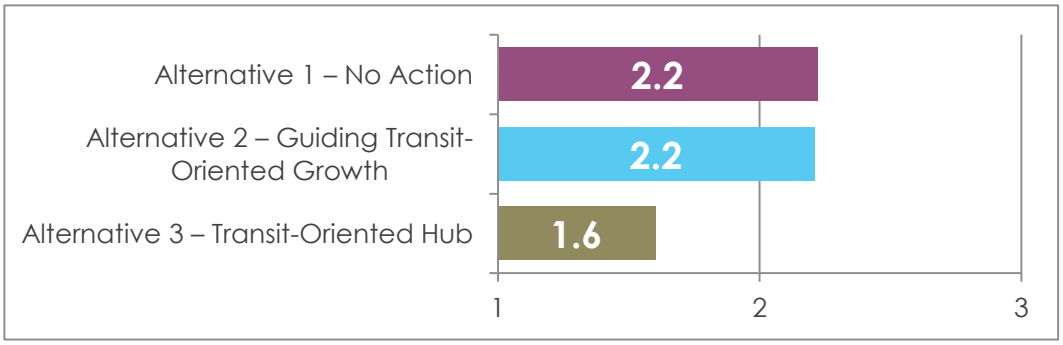
Exhibit 14 shows how survey respondents rank the three alternatives by how well each will promote the project vision of livability, sustainability, and equity.

- Over half of respondents rank Alternative 1 as the best alternative. The remaining respondents are equally likely to select either alternatives 2 or 3 as the best alternative.
- Two-thirds of respondents rank Alternative 3 as the worst alternative. Nearly one-third of respondents rank Alternative 1 as the worst alternative. Few respondents – 4% -- rank Alternative 2 as the worst.
- Respondents feel most neutral about alternative 2, with 71% of respondents ranking this as the middle alternative in terms of promoting the project vision.
- As shown in the lower chart in Exhibit 14, on average, respondents are equally supportive of alternatives 1 and 2. Even though more respondents select Alternative 1 as the best alternative (52% rank Alternative 1 as best compared to 25% for Alternative 2), more respondents also rank Alternative 1 as the worst alternative (30% rank Alternative 1 as the worst compared to 4% for Alternative 2).

Exhibit 14. Survey Respondents' Ranking* of How Well Each Alternative Will Promote the Project Vision of Livability, Sustainability, and Equity (326 responses)

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





*Top chart shows distribution of rankings. Bottom chart shows weighted averages, with 3 points given for "Best," 2 points given for "Middle," and 1 point given for "Worst."
Source: BERK, 2021.

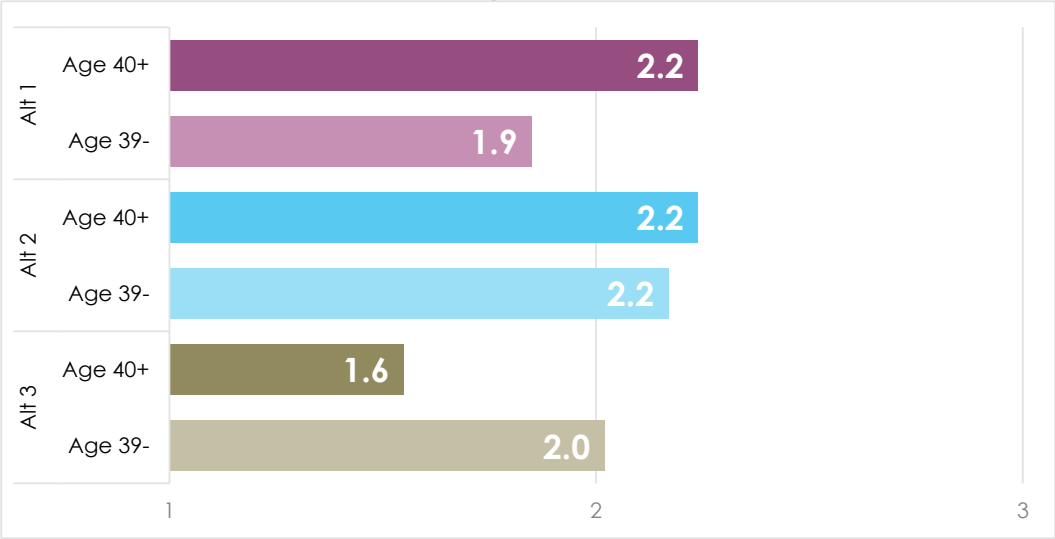
On the next page, Exhibit 15 disaggregates respondents' rankings of the alternatives by age.

- Across all ages, survey respondents give Alternative 2 an average ranking of 2.2 points, on a scale from 1 (worst) to 3 (best).
- Respondents **below the age of 40** prefer Alternative 3 to Alternative 1.
  - Sample comment in **support of Alternative 3:** "Alternative 3 maximizes the development opportunities around the future BRT station. As a bonus, the tall building heights would be the most useful in blocking out freeway noises from surrounding neighborhoods. Most importantly it allows for the most affordable housing, best green spaces, and best walking/biking infrastructure. As a long time resident (born and raised) I still feel like we could do more to densify. However, Alt 3 does a great job and would be a welcome change/addition to Kirkland"
  - Sample comment in **opposition to Alternative 1:** "No action isn't sustainable. People keep moving to Kirkland and to WA, and growth is unavoidable. Pretending that everything can stay the same will be a huge source of long-term problems and drive people out of the area."
- Respondents **above the age of 40** prefer Alternative 1 to Alternative 3.
  - Sample comment in **support of Alternative 1**: "Please stop trying to make Kirkland another Bellevue. Families who moved here 15 years ago because it was a nice community are being forced out because it is too expensive."
  - Sample comment (lightly edited for typos) in **opposition to Alternative 3:** "Way out of scale for existing neighborhoods, will ruin quality of life for current residents. This kind of development is appropriate for the existing light industrial area near Totem Lake and north. Traffic already a nightmare on 85th, this will result in non-stop traffic jams. Also doubt this will result in any significant increase in affordable housing. Developers will not stop building market rate housing."

Exhibit 15. Survey Respondents' Ranking* of How Well Each Alternative Will Promote the Project Vision of Livability, Sustainability, and Equity, Disaggregated by Age (274 responses)

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

– 66 Responses from Participants Ages 39 and below
– 208 Responses from Participants Ages 40 and above



*Weighted averages, with 3 points given for "Best," 2 points given for "Middle," and 1 point given for "Worst."
Source: BERK, 2021.

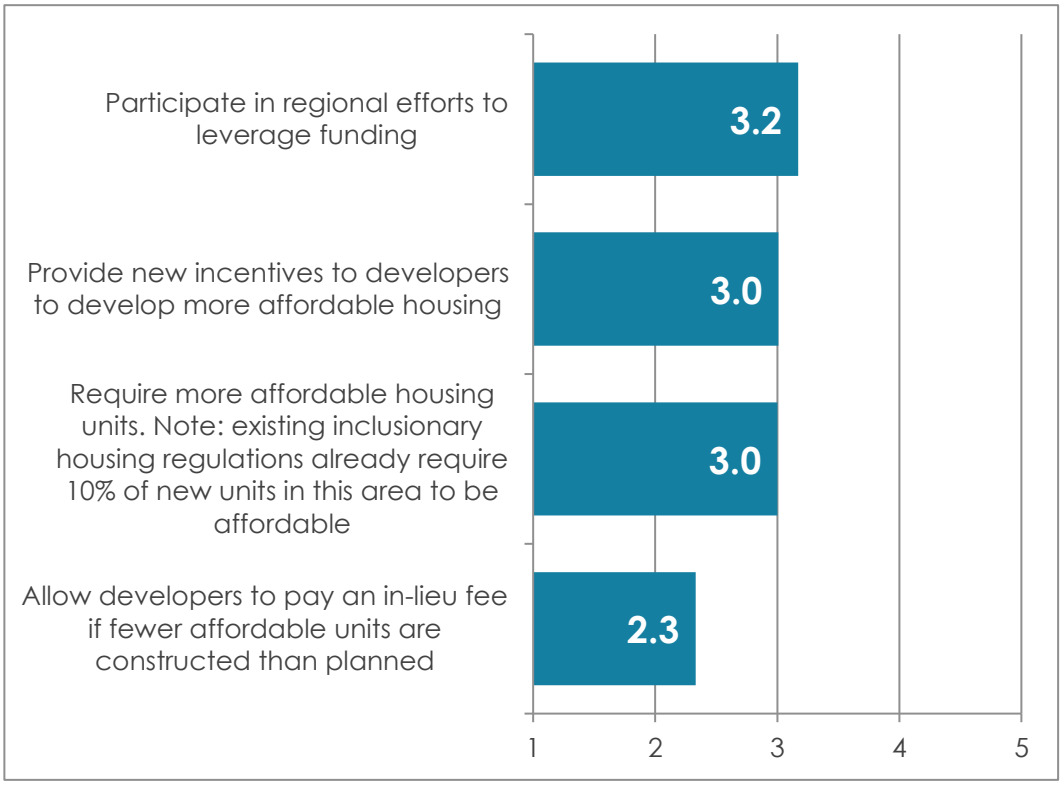
Respondent Opinions on Mitigation Measures

Exhibit 16 shows survey respondents' opinion on proposed housing and land use mitigation measures.

– Survey respondents feel neutral or slightly supportive about all mitigation measures except one: respondents dislike the option to allow developers to pay an in-lieu fee if fewer affordable units are constructed than planned.

Exhibit 16. Survey Respondents' Support* for Proposed Housing and Land Use Mitigation Measures (346 responses)

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



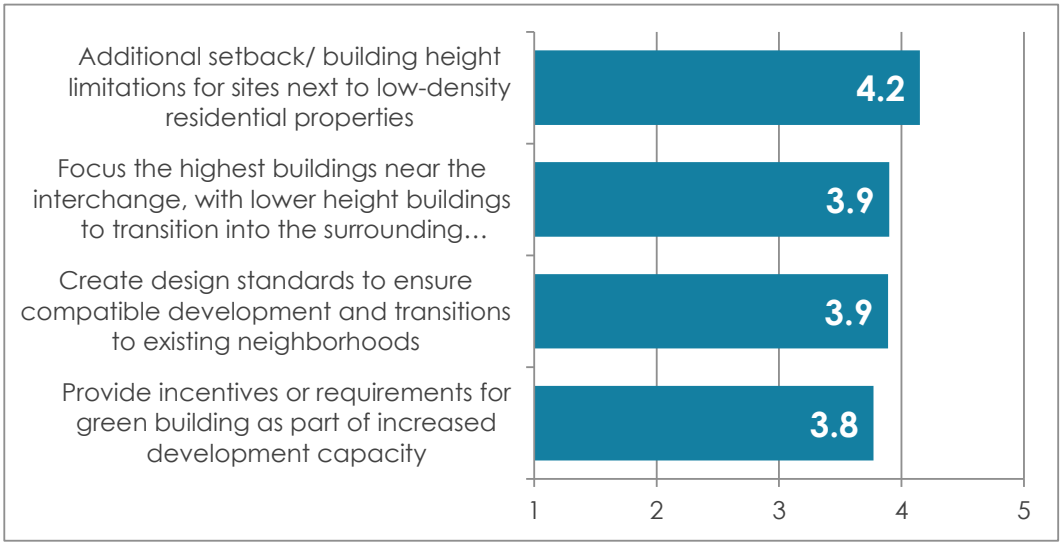
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support).
Source: BERK, 2021.

Exhibit 17 shows survey respondents' opinion on proposed aesthetics mitigation measures.

– Survey respondents support all proposed measures about equally. Of the Aesthetics Mitigation Measures listed, respondents like setback and height limitations to transition to low-density residential properties the most.

Exhibit 17. Survey Respondents' Support* for Proposed Aesthetics Mitigation Measures (346 responses)

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



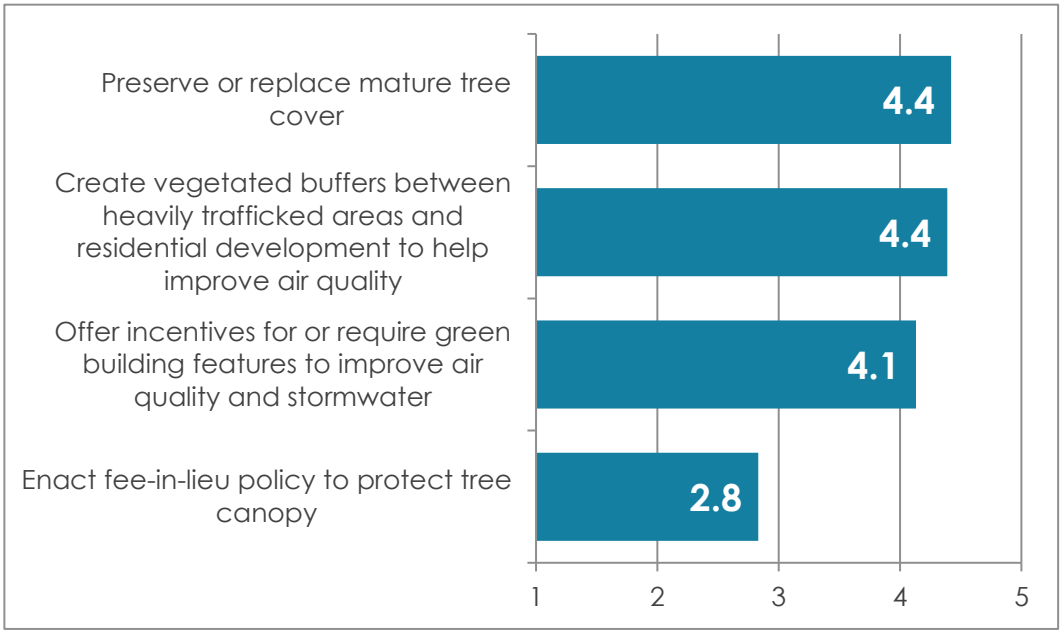
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support).
Source: BERK, 2021.

Exhibit 18 shows survey respondents' opinion on proposed environmental mitigation measures.

- Respondents support or strongly support the presented Environmental Mitigation Measures, except the option of allowing developers to pay an in-lieu fee to remove tree canopy. The most highly supported mitigation measures were preserving or replacing mature trees and adding vegetated buffers, as well as incentives for green building features.

Exhibit 18. Survey Respondents' Support* for Proposed Environmental Mitigation Measures (342 responses)

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



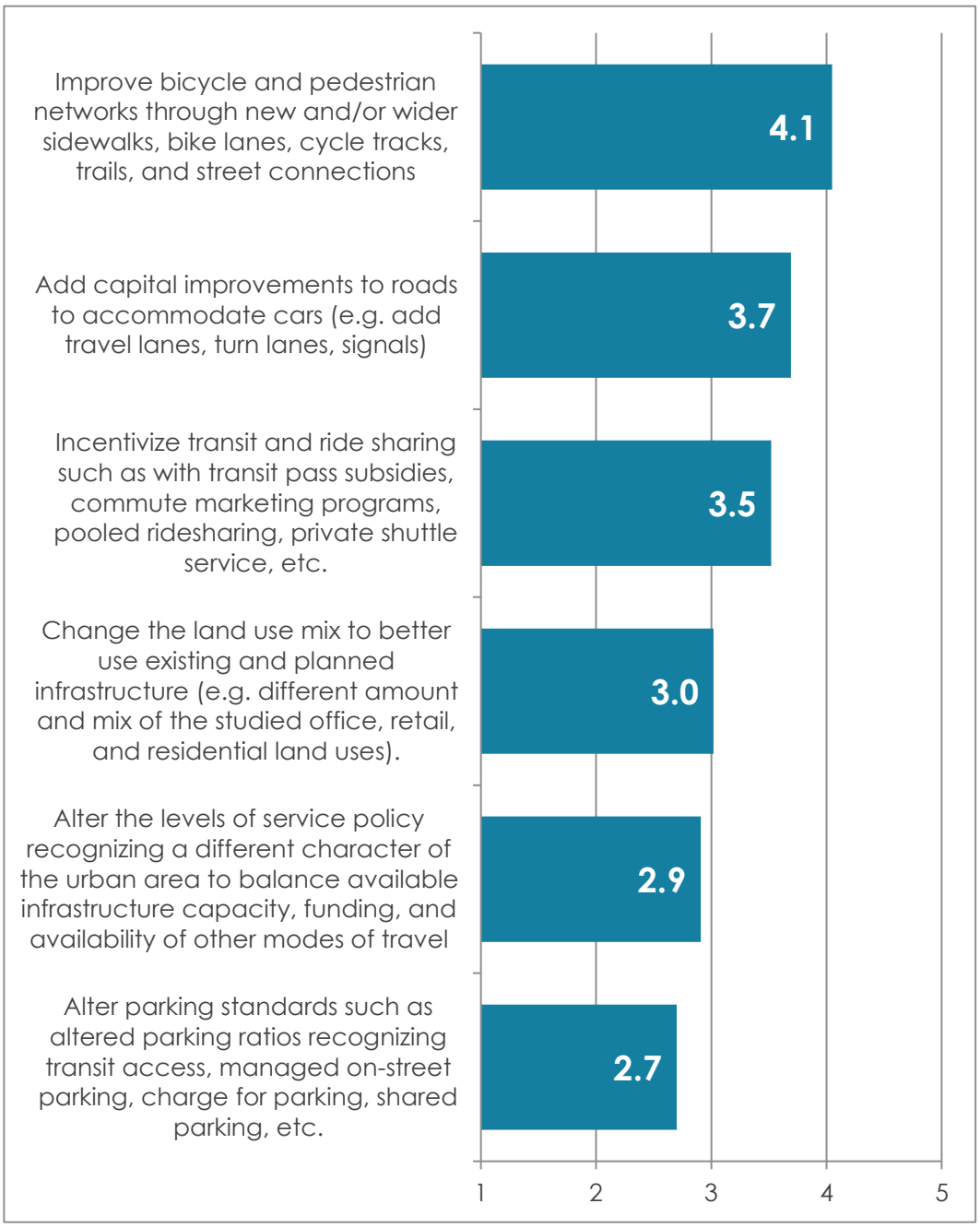
*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support).
Source: BERK, 2021.

On the next page, Exhibit 19 shows survey respondents' opinion on proposed transportation mitigation measures.

- Survey respondents most support the proposed mitigation measure to improve bicycle and pedestrian networks.
- Respondents also support capital improvements to better accommodate cars and incentives for transit and ride sharing.
- Respondents feel neutral or nearly neutral about changes to the land use mix and level of service policies.
- Respondents slightly dislike altered parking standards.

Exhibit 19. Survey Respondents' Support* for Proposed Transportation Mitigation Measures (345 responses)

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



*Weighted averages. Response options included: 1 (Strongly Dislike), 2 (Dislike), 3 (Neutral), 4 (Support), and 5 (Strongly Support).
Source: BERK, 2021.

Summary of Themes from Free Response Comments

The following qualitative summary presents the range of topics raised throughout the free-response comment sections of the online survey. The summary does not reflect the frequency with which commenters raised topics and themes.

What Makes Kirkland Special? Unique Qualities to Preserve

- A small-town perspective and sense of community. People-friendly character and neighborhoods with a feeling of "togetherness". Quant and quiet surroundings with charm and character.
- Amenities for growing families and seniors.
- Urban forests, vibrant parks, outstanding air- and water quality.
- Walkable streets for transportation and leisure. A sense of safety at all hours of the day and night.
- Lack of high-rise buildings allows for views of mountains and sunsets.
- Small, unique, locally owned, and minority-owned businesses.
- Concern about Kirkland becoming too similar to Bellevue, Redmond, or Seattle. Kirkland is less congested and less densely populated than surrounding communities, but nonetheless has amenities, infrastructure, and moderate-sized office and retail.

Overall growth

- Concerns about impacts of growth on the community.
  - Some opposition to accommodating growth beyond that in the Comprehensive Plan, doubt that growth will occur, or concern that Kirkland already has unused office and residential developments.
  - Some interest in developing proactive solutions to accommodate growth, ensure adequate infrastructure, and minimize sprawl.
- Questions about projected growth following COVID-19 pandemic.
- West side of the station area can better accommodate growth as the East side has a steep incline that makes it less pedestrian- and bike-friendly.
- Interest in aligning growth with Redmond's and Bellevue's plans.

Land Use and Zoning

- Varied perspectives on land use and zoning. Some support for height restrictions and building setbacks to minimize shadow. Some interest in maintaining existing zoning, and some interest in increasing housing or jobs in the area. Some interest in infilling and densifying the project area.
- Desire for homes to have yards and green space to support stormwater management.

- Question about geological stability has been considered/studied regarding the large building plans uphill. Concern about increased load on the hillside.

Housing

- **Affordable housing**
  - Desire for higher proportion of affordable housing. Concern that the plan will not create enough affordable housing. Permit priority to projects that include affordable and Section 8 housing.
  - Questions around the definition of affordability.
  - Market has too many luxury apartments.
  - Concern that the 50% AMI level is too low for smaller sites or high-cost land, and that the City should leverage larger sites with over 200 units.
  - Concern that more affordable housing will be located in less desirable areas like near arterial roads and highways.
  - Balance affordable housing requirements with need to promote development of new units by keeping costs low for developers.
  - Tie affordability requirements to the height of buildings
  - If in-lieu fee is used, locate alternate housing units near transit and commercial hubs elsewhere in the city.
- **Housing supply**
  - Support for mixed-income housing.
  - Need for missing middle duplexes, triplexes, and groups of cottages.
  - Streamline permit process for accessory dwelling units (ADUs) and cottage houses.
  - Varied perspectives about developer incentives and perks. Support for city incentives for missing middle or workforce housing. Concern that City favors developers over residents.
  - Support for the City to facilitate improvements to existing housing stock, including easing remodel permits.
  - A few comments wanting less housing in favor of more jobs or parking.
- **Housing costs and workforce housing**
  - Concern over rising property taxes and displacement of existing residents.
  - Coordinate additional retail job growth with additional housing that is affordable for these employees.
- **Housing quality and amenities**
  - Ensure building management can maintain and renovate buildings over time to maintain quality of living spaces as families grow and move out.
  - Livability for families and seniors beyond large-scale multifamily housing.

Consider townhouses.

- Child-friendly housing, including play areas and green space.
- Houses with yards and gardens.

Transportation and Parking

- **Public transit**
  - Concern about low ridership projections.
  - Maximize ADA accessibility beyond minimum compliance.
  - Incorporate additional east-west transit. Not everyone can afford or wants a car.
  - Amenities for commuters, such as covered bus stops and shelter to protect from wind and rain and charging stations for phones/laptops.
  - Clear wayfinding signage.
- **Traffic**
  - Concerns about traffic congestion and impact to commuters. Should consider traffic impact and relieve existing traffic.
  - Impact of traffic on emergency response times.
  - Impacts of potential sprawl on traffic.
- **Car infrastructure and parking**
  - Concern that the plan will not change people's preferred method of transportation from cars to public transit, especially for seniors.
  - Support for maintaining parking via a park & ride, parking lots, or parking garages. Concern that lack of available parking will drive away prospective patrons of local businesses and decrease tax revenues.
  - Some support for wider roads. Some concern that wider streets outside the Station Area would into high-traffic thoroughfares for pass-through residents of surrounding communities.
  - Incorporate electric vehicle charging stations.
- **Pedestrian and bike infrastructure**
  - Safe bike and pedestrian infrastructure, separated from traffic, including safe crossings, extra-wide sidewalks, and secure bike parking. Some concern that putting more bicycles on busy streets is dangerous for both cars and bicycles.
  - Improve existing bike trails and minimize bike use on sidewalks.
  - Design for a walking/bike scale to support seniors and alternative transportation.
  - Develop consistent and continuous curb, gutter, sidewalk in right-of-way throughout the station area.

- **Neighborhood connections**
  - More connections from downtown Kirkland to the BRT station and to neighboring communities. Suggestions include:
    - Shuttle service, possibly electric buses.
    - Rail or streetcar access.
    - Links to the Cross Kirkland Corridor.
    - Gondola or funicular.
    - Pedestrian and bike bridges over I-405.
  - Improve dedicated alternative transport (bike/walk/e-scooter) through dedicated bridge/overpasses.

Environment and Open Space

- Green development
  - Development should be electric-only to phase out fossil fuels and minimize GHG emissions.
  - Support or require net zero development or provide credit for onsite power generation (solar).
  - Incentivize rainwater capture, onsite greywater reuse to reduce grid stress and minimize runoff, impervious surface, stormwater issues associated with increased density.
- Parks and open space
  - Create shared public park space around the new developments to encourage community interaction. Include green community areas such as walkways, parks, pea patches, pocket parks, wetland interaction.
  - Provide lighting, benches, and covered outdoor areas. Consider amenities like natural gas fireplaces.
  - Incorporate recreation such as a play area for children or a dog park.
  - Incorporate more tree cover. Maintain old-growth trees and established urban forests.
  - Pave the Cross Kirkland Corridor.
  - Add a lid over I-405
  - Roof-top public spaces on buildings over 150 ft
  - Urban design elements that provide identification and wayfinding.
- Noise pollution due to traffic.

Economic Development and Employment

- Importance of jobs in the station area, including for workers with middle incomes. Wages should allow Kirkland workers to live in Kirkland.

- Mixed-use space should be accessible to service businesses, not just retail that only high-cost vendors can afford. Concern about displacement of small local businesses. Provide support for downtown parking during construction to support local businesses.
- Support for maintaining Costco in its current location.
- Impacts of long-term work from home as economy changes post COVID-19. Will office buildings still be needed?
- Provide incentives like deferred taxes or permits for black owned businesses and other minority owned businesses to come into the area.
- Support unique shops, experiences, gathering spaces, and restaurants near the BRT that would draw customers from outside Kirkland. Make parking free to support retail business customers.
- Sidewalk storefronts create interest on a walkable scale. Business may not want storefront at 85th Hillside.
- Hold Google to a higher responsibility in the community.

Aesthetics

- Strong interest in public art that represents Kirkland and creates an inclusive and welcoming space, including art by black, Indigenous and people of color (BIPOC) artists.
- Design standards. Contemporary look that is distinctive.
- Create a stronger Kirkland identity by adding a welcome at the entrance to Kirkland. Add wayfinding signage.
- Plantings for year-round visual interest
- Support for maintaining public north-south sweeping views of nature and the Olympic Mountains. Concern that development would create permanent loss of views.

Neighborhoods

- Neighborhood preservation. Some comments expressed disinterest in preserving the existing neighborhood.
- Concerns about how parking will impact neighborhoods.

Services and Infrastructure

- **Amenities:** Restrooms, garbage cans, and compost bins for pedestrians and transit riders. Variety of cuisines and cultural offerings.
- **City staffing:** Hire more BIPOC City personnel and police.
- **Emergency services:** Concern that emergency services like the fire department will need to accommodate growth.

- **Facilities:** Interest in a subsidized space for child and elderly care services within new developments. Community center with athletic and flexible spaces to support health, wellness, gathering, education. Communal meeting rooms open to public use. A community bulletin board
- **Funding:** Concerns about taxes and bonds. Desire for developers to pay for increased services needed to accommodate growth.
- **Homelessness:** Dedicated spaces for addressing homelessness
- **Schools:** Need for additional schools and school funding to support increased density. Include daycares in office buildings to support workers' use of public transit.

Overall process concerns and questions

- Concern about project budget.
- Questions about how the plan will address long-term COVID-19 impacts. Need for a flexible plan to adapt to unanticipated future needs.
- Questions around how the SAP would integrate with Redmond's or Bellevue's plans.
- Questions about the definitions of the project objectives, affordability, and inclusivity.
- Concern about perceived biased survey wording. Confusion around survey design and questions, especially with language in the transportation mitigation section (e.g., "midblock connections"). Desire for additional outreach to share survey with more people.
- Requests for charts to be reformatted for accessibility by people with vision impairments or color blindness.

C Written Comment

Stakeholders and members of the public submitted written comments during the Draft Supplemental Environmental Impact Statement (DSEIS) comment period. The City received 114 written comments from individuals, corporations, small businesses, and organizations, one regional transportation district, and one State agency. Exhibit 20 shows a full list of commenters.

Full copies of these comments will be posted on the City's project webpage. Detailed responses to comments will be provided in the Final SEIS.

Exhibit 20. Individuals and entities that submitted written comments

Commenter	Commenter Affiliation
Jason Bendickson	Salt House Church
Marc Boettcher	MainStreet Property Group LLC
Brian Buck	Lake Washington School District
Colleen Clement	People for Climate Change - Kirkland
Paul Cornish	Sound Transit
Lisa Hodgson and Dylan Counts	Washington State Department of Transportation
John McCullough	Lee Johnson
Mark Rowe	Google
Mike Anderson	Individual
Anne Anderson	Individual
Yasminah Andrilenas	Individual
David Aubry	Individual
Anna Aubry	Individual
JoAnne Baldwin	Individual
Preetesh & Heena Banthia	Individual
Christy Bear	Individual
Brad Beckmann	Individual
Brandon Bemis	Individual
Mari Bercaw	Individual
Christy Bibler	Individual
Seth Bibler	Individual
Jennifer Bosworth	Individual

Commenter	Commenter Affiliation
Margaret Bouniol Kaifer	Individual
Peder Brakke	Individual
Curtis Brown	Individual
Margaret Bull	Individual
Carl Burch	Individual
Susan Busch	Individual
Peggy Bush	Individual
Sylvia Chen	Individual
Lisa Chiappinelli	Individual
Sharon Cox	Individual
Susan Davis	Individual
Christine Deleon	Individual
Robbi Denman	Individual
Ken & Jill DeRoche	Individual
Jivko Dobrev	Individual
Bari Dorward	Individual
Keith Dunbar	Individual
Paul Elrif	Individual
Lana Fava	Individual
Alice Fleck	Individual
Syd & Margaret France	Individual
Kathy Frank	Individual
Jill Gough	Individual
Betty Graham	Individual
Brian Granowitz	Individual
Gayle Gray	Individual
Matt Gregory	Individual
Boaz Gurdin	Individual
Kathryn Hammer	Individual
Kirsten Hansen	Individual
Brian Harper	Individual
Jess Harris	Individual

Commenter	Commenter Affiliation
Christine Hassett	Individual
Brad Haverstein	Individual
Mark Heggenes	Individual
Matt Holle	Individual
Jeffrey Hoyt	Individual
Stephanie Hurst	Individual
Kathy Iverson	Individual
John Janssen	Individual
Jill Keeney	Individual
Erika Klimecky	Individual
Teri Lane	Individual
Leah Lang	Individual
Paula Lavin	Individual
Jim & Sandy Lazenby	Individual
Patty Leverett	Individual
Andy Liu	Individual
Peter & Janice Lyon	Individual
David Macias	Individual
Ken MacKenzie	Individual
Angela Maeda	Individual
David Malcolm	Individual
Beverly Marcus	Individual
Cheryl Marshall	Individual
Ingrid Martin	Individual
Carolyn McConnell	Individual
Bob McConnell	Individual
Dave Messner	Individual
Doug Murray	Individual
Erik Oruoja	Individual
Louise Pathe	Individual
Kara Peitila	Individual
Bruce & Heidi Pelton	Individual

Commenter	Commenter Affiliation
Robert Pope	Individual
Scott Powell	Individual
Cindy Randazzo	Individual
Matthew Sachs	Individual
Kim Saunders	Individual
Rachel Seelig	Individual
Susan Shelton	Individual
Taylor Spangler	Individual
Katie Stern	Individual
Karen Story	Individual
Kent Sullivan	Individual
Jeanne Tate	Individual
Paula Templin	Individual
Susan Tonkin de Vries	Individual
Elizabeth Tupper	Individual
Al Vaskas	Individual
Don & Jane Volta	Individual
Susan Vossler	Individual
Dan & Cass Walker	Individual
Vivian & Robert Weber	Individual
Brad Weed	Individual
Steve Wilhelm	Individual
Bob Willar	Individual
Oksana Willeke	Individual
Scott Willeke	Individual
Macy Zwanzig	Individual
Syd [No last name given]	Individual
Tony [No last name given]	Individual

Source: BERK, 2021.

Across activities, comment themes include but are not limited to:

- Preferences for or opposition to Alternatives 1, 2, or 3, or elements of them (e.g. level of growth and height)
- Increasing affordable housing
- Requiring energy efficiency
- Incorporating public green spaces
- Addressing school capacity and needs
- Mitigating traffic through managing growth, operational improvements, or capital improvements
- Appropriate building heights and transitions to other residential areas
  - Some requests in particular areas wished to retain lower heights in NW and SW quadrants
  - Concern about maximum heights east of I-405 as well as support for heights east on I-405
- Requests for more information on traffic, parks, schools, power

Exhibit 21. Key Words DSEIS Comments

D Service Provider Work Group

Representatives from four service providers with clients in the Station Area joined a virtual roundtable discussion on February 2, 2021 to learn about the Station Area Plan and provide input about how the plan can support client needs. Attendees are noted below. Allison Zike from the City of Kirkland delivered a brief presentation about the Station Area Plan and the planning process, including an overview of the three alternatives presented in the DSEIS. Following this presentation, participants engaged in a roundtable discussion about how their clients use the Station Area and their top concerns and hopes about the outcomes of the Station Area Plan. For details, see the full agenda at the end of this document.

The two meeting objectives were to:

1. Gather input on three draft alternatives from service providers who represent clients who use the Station Area and are experiencing housing insecurity, food insecurity, or low incomes.
2. Build project awareness among service providers.

Attendees included the following service providers and Project Team members:

- **Service Providers**
  - **Hopelink Kirkland:** *Cindy Donohue, Center Manager***.** Clients mostly use the SA through interchanging on buses to Kirkland or Redmond centers.
  - **New Bethlehem Day Center and Catholic Community Services:** *Amber North, Program Manager***.** Amber will be project manager for new shelter for families and women. Clients use the service area near the shelter to do most of their shopping, errands, and connect to other places for services.
  - **Sophia Way:** *Eric Ballentine, Vehicle Outreach & Lead Housing Case Manager***.** Clients use the SA to connect to Helen's Place shelter in Bellevue. Transportation and transit are a main focus.
  - **Salt House Church:** *Pastor Ryan March and David Trice, Church councilmember***.** Church neighbors LWHS and Kirkland Place. COVID-19 pandemic and resulting remote worship has created a much wider community, but focus is on service and advocacy.
- **Project Team**
  - Allison Zike, City of Kirkland
  - Erin Ishizaki, Mithun
  - Julia Tesch, BERK Consulting

Summary of Input

Each service provider identified their most important theme(s) about the Station Area Plan:

- *Sophia Way*: **Affordability.**
- *Hopelink*: **Affordability and access to services.**
- *Amber*: **Affordability, access, and "small town" feel that includes open spaces.**
- Salt House: **Equity and affordability.**

Transit is also a main priority for clients:

- "Right now, about 20% of the women [who Helen's Place serves] have cars. Increasing transit will be a great thing."
- "The Day Center use can sometimes be more car-dominant – often people who are unsheltered and in Kirkland stay in their cars in safe parking place…. Even if people have cars, they're not always working cars. They need to be able to park that car and also access the transit."
- "Many clients who use public transportation have to walk up to 2 miles to get to City Center, and up to half of that has no sidewalk. They're walking past big trucks, it's pretty scary, and they may have groceries. Used to have a bus system that came to the center, but that's been eliminated. Since then, it's been a nightmare."

Amber North recommended three projects that could provide additional insight:

- Lake Washington United Methodist Church Safe Parking program. Has a long-term connection to Kirkland and familiarity with the program's long-term overflow problem, requiring people to park on the street.
- An affordable housing project being developed in conjunction with commercial development and the Redmond Together Center.
- Homeless Youth Services at Friends of Youth could provide information about the development of the youth shelter.

Questions from Attendees

- What are the drivers of the city planning piece in terms of what the City envisions?
  - **Answer**: Main driver is that we expect the Puget Sound region will continue to grow and a lot of that growth is coming to Kirkland. The biggest driver of the SAP process is that we have a great opportunity to

locate anticipated growth with access to transit with the introduction of the BRT station. If growth will happen, how can we guide it to make sure it fits the community's vision?

- Can you explain where affordable housing fits within the scope of these plans?
  - **Answer**: We've issued an EIS, which looks at a lot of different elements like housing, land use, transportation, several environmental factors. Then it tests the impacts of each of these elements at different levels of growth. E.g., if we introduce X new housing units, how much affordable housing can we expect? Kirkland currently has inclusionary affordable housing in most zones, which requires a certain number of affordable housing units in new development. In this EIS, we could be more aggressive with that. We have some proposals for different options that could be integrated into the final plan, like including commercial linkage fees or requiring inclusion of more than 10% affordable housing. Want to know: what level of interest do we have in the options we've put out there to get more affordable housing in the community? Do we have support? Do we have other ideas? Where do other people want to see affordable housing?
- 120th Ave NE, where Salt House is located, gets super congested, especially when school lets out. You mentioned a blue and green road. What does that mean?
  - **Answer**: A blue and green street looks at how to handle stormwater. One concept might be a bioswale integrated into the street that can carry stormwater, create more separation between vehicles and pedestrians, and create more visual interest for pedestrians. We need to look for more creative ways to handle additional stormwater runoff.
  - **Answer 2**: A regular street except there's more space in the planting/landscape area to handle more stormwater. A nicer experience for walking, biking. A street with a nicer streetscape.
- Can you speak to the addition of larger buildings, parking, and congestion?
  - **Answer**: This is one of the impacts we're looking for in the EIS. If we have buildings up to 20 stories, there will be more people and potentially more cars. First and foremost: How can we make this the best transit-oriented district by setting up a framework to make it easy for people to get around that doesn't rely on cars? Any new development will need to include mitigation.
- **Follow-up question**: Will street parking go away? Street parking is important for Salt House because it has a small parking lot. Parking needs to be developed. Already tight. If the school didn't allow for parking in their lot,

would be tough.

- **Answer 1**: In the planning stages of the new shelter, the parking capacity of the people using it includes the street. That was a part of the parking permit plan for the shelter.
- **Answer 1**: Alternative 3 includes the analysis of a new parking facility as a potential mitigation measure.

– What are mid-block pathways?

- **Answer**: Especially north of 85th – where Petco site is, blocks are large. As those areas develop, would look at creating more pedestrian connections to make it easier for people to get around on a more micro level.

– What is happening with Google?

- **Answer**: Lee Johnson site is under contract (but nothing yet bought or sold). We would imagine potential for some office. Planning process is looking at total number of office and residents as calculations. Looking at total numbers of people, cars, and traffic that can relate to how many employees might be in an area. The plan for the City doesn't hinge on one company owning it over another.

– What's going into atmosphere, beauty, public art, aesthetic – the feel of the place?

- **Answer**: Some Zoning will get to better design of buildings and how they relate to the street and pedestrians. There's been interest in how to incorporate art and inclusive art into the place. Not yet sure how it'll play out – open to ideas.

E Meetings-in-a-Box

Eric Ballentine, Vehicle Outreach and Lead Housing Case Manager at The Sophia Way, hosted two in-person group sessions and a few one-on-one discussions to gather input from his clients on the NE 85th St Station Area Plan (SAP) Draft Supplemental Environmental Impact Statement. These meetings-in-a-box took place during the weeks of January 18, 2021 and February 5, 2021.

In total, 26 participants joined either session or a one-on-one discussion. All participants were women experiencing homelessness. About one-third were full-time employed and about two-thirds have received disability or have a disability claim filed. Participants' ages ranged from approximately 30-70 years, with a large proportion ages 55 and older.

Summary of Input

How could the Station Area be safer?

- **Lighting:** both at the station and along pathways/roads to access the station.
- **Accessibility:** Kirkland has a lot of hills. Not as accessible – especially for older women – for people to use public transportation. Often a deterrent. Some people have disabilities but aren't qualified for [King County Metro] Access. People with walkers could use more ramps and support to access sidewalks (e.g., mid-block crosswalks). Transit station curbs are typically especially difficult because they are raised to accommodate the bus.
- **Blue emergency call box:** at the station, as a lot of Sophia Way clients don't have cell phones.
- **Spaces to spend time outside the station**: If there will be high-traffic pedestrian zones nearby, include an area for people to wait that's near the station, if they don't feel safe at the station itself. Ideally, a high area of walkability to hang out while waiting for the bus.

What are the key transportation features that should be included in this area?

- **Pedestrian connections** with lighting.
- **Ramps** for people with walkers.
- **Benches with lighting** – take a break while walking.
- **Restrooms** – many neighboring businesses won't let people use the restroom without buying something. For older women, this can be a major issue.

What are the key housing features that should be included?

- **Senior community living that's affordable**. A strong sense of community is especially important. Many of Sophia Way's older women clients get along with one another and would like to have affordable living together for seniors.
- **Parking**. Some people work in Seattle. Want a potential park & ride option. With the bus station, will there be more bus routes therefore making housing in Kirkland more accessible? Sophia way gives bus tickets.

What employment supports should be included in this area?

- **More jobs in the area**. Entry-level positions, but not necessarily low-paying service jobs.
  - New Bethlehem is right below Sophia Way. A broad range of people experiencing homelessness – not just older women. There is a need for professional development/growth opportunities.
  - Walkability to work, access to healthcare needs.
- **Affordable living with a decent wage** to live in the area that you work. Especially important.
- **Jobs to supplement incomes of people with fixed incomes/disability.** Most people on fixed income/disability receive around $850, more broadly between $700-$1100. Need a decent job to supplement income, whether part-time or full-time, combined with affordable housing.

What are the most important needs for youth in this area?

- No specific conversation around this, though it can be challenging for youth experiencing homelessness.

Anything else?

- **Primary takeaway: Public space.** It's hard to experience homelessness and to be stuck in a shelter all day. People really enjoy having really nice public space areas, whether it's a park, water fountain, or a dog park. Loitering can be an issue sometimes, but don't think this is as big of an issue in Kirkland.

F Lake Washington High School Student Presentations

Students from two economics classes taught by Ms. Bethany Shoda at Lake Washington High School engaged in a monthlong project to learn about the SAP and to provide input during the comment period. Members of the project team joined eight class sessions (four per class) in December 2020 and January 2021 to teach and support students in the project. During the project, students reviewed project materials, participated in public meetings, interviewed community members, hosted meetings-in-a-box, analyzed the three DSEIS alternatives, and developed their own preferred alternatives.

The project culminated with student presentations of their preferred alternatives to members of the Kirkland City Council and of the Project Team. Councilmembers and Project Team members in attendance at each final presentation are noted in Exhibit 22.

Exhibit 22. Councilmember and Project Team Attendance at Student Final Presentations

Class Session 1: Thursday, January 21	Class Session 2: Friday, January 22
City of Kirkland Deputy Mayor Jay Arnold	City of Kirkland Councilmember Toby Nixon
City of Kirkland Councilmember Jon Pascal	City of Kirkland Councilmember Neal Black
City of Kirkland Councilmember Kelli Curtis	City of Kirkland Councilmember Amy Falcone
Adam Weinstein, Planning and Building Director, City of Kirkland	Jeremy McMahan, Deputy Planning Director, City of Kirkland
Julia Tesch, Associate, BERK Consulting	Allison Zike, Senior Planner, City of Kirkland
	Julia Tesch, Associate, BERK Consulting

Source: BERK, 2021.

Summary of Input

Students' presentations demonstrated that they had engaged deeply with project materials. Councilmembers asked students challenging and thoughtful questions, which offered students the opportunity to clarify their ideas and provide additional detail. Students' opinions varied, reflecting the diversity of opinion community members shared at the open house.

Overall, many students supported moderate change, with Alternative 2 receiving the most support. However, all three alternatives received support from different student groups, and yet other groups created custom preferred alternatives that drew from existing alternatives or incorporated original elements.

Student Presentations

Student Group 1

- Key takeaways:
  - Preferred alternative includes mobility and environmental elements from Alternatives 2 and 3, and infrastructure and development elements from Alternative 1.
  - Emphasis on more bike and walking infrastructure, including for youth and ADA accessibility.
  - Addition of parks, including dog parks.
  - Infrastructure should focus on green development and smaller buildings.
- Questions:
  - Can you describe your concerns about the growth in Alternatives 2 and 3?
    - Answer: Concerns about increase in height of buildings.
  - When you graduate college, what is your future in the City of Kirkland?
    - Answer: Youth see Kirkland as a stepping-off place to launch their adult lives, potentially outside Kirkland.
  - Where in the Station Area would be a good location to add parks?
    - Answer: Should be close to houses and communities. People typically visit parks within walking distance of their homes.

Student Group 2

- Key Takeaways:
  - Interest in increasing housing diversity.
  - Need to balance growth with maintaining a small-town feel.
  - Want to avoid City of Kirkland being a "pass-through" town for other larger destinations like Bellevue and Seattle.
  - Preferred alternative is Alternative 2.
- Questions:
  - What (if anything) is good about tall buildings?
    - Answer: More retail space and residential units. Group's opinion is based in personal preference and experience.
  - Are you interested in auto infrastructure, or do you prefer alternative

modes of transportation?

- Answer: Don't value driving as much as earlier generations. Priority is to simply reach the destination, rather than caring about the mode of transportation. If there's enough time to reach a destination by foot or bike, would choose that mode.

- Have you had discussions about the importance of having jobs in Kirkland?
  - Answer: Especially now during the COVID-19 pandemic, many people are out of work. It will take time to establish a new sense of normal. More jobs in Kirkland will lead to more residents and more diversity. It will bring a desirable amount of change.

- What amenities are missing in Kirkland that you'd like to see here?
  - Answer: A "go-to" place that's the clear space to spend time.
  - Follow-up question: How do we build that kind of place?
  - Answer: Takes some growth and experimenting. Getting more ideas from residents – what do they value in the city? What do people from out-of-town want to see? Could be a tourist attraction where people go to take pictures. Instagram is popular, so consider a park with statues and art for people to spend time and listen to music. An outdoor activity that combines music and photography could gain people's interest.

Student Group 3

- Key takeaways:
  - Interviewed a business employee who lives in the Station Area.
  - Environmental protections and mitigation are important.
  - Equity is one of the primary goals of the plan.
  - Alternative 1 does not meet project objectives. Alternatives 2 and 3 do.
  - A con of Alternative 1 is that it creates housing scarcity [Note – this is an amendment from a misspoken remark during the presentation.]
  - Preferred alternative: Alternative 2 with addition of environmental protections of Alternative 3
  - Want to allow for growth near transit without disturbing surrounding areas, increase transit connections, environmental sustainability, and diversity of housing and communities.
- Questions:

- How did you draw connections between new housing and gentrification?
  - Answer: Personal experience. Have lived in Kirkland for 10 years and seen people leave their homes because new apartment buildings with higher rent have increased housing costs.
- What are you thinking along the lines of additional environmental regulations?
  - Answer: Liked the ideas of Alternative 2, but also liked the environmental points from Alternative 3. Preferred alternative uses the points from Alternative 2 but incorporates environmental points from Alternative 3 that benefit the area. Specifically, liked the stormwater infrastructure, green building design, intensive green streets.
- People will need to take the bus to make this work. What can we add to the plan to draw people to the bus station, especially from a student perspective?
  - Teacher answer: Live up north of Kirkland because can't afford to live in Kirkland. Would live in Kirkland if could afford and would take transit if it were available. When commuted into the building before COVID-19, would drive 1 hour into school and 1.5 hour home. Transit stations up north have amenities like coffee shops and waiting places – this is a great amenity as a commuter.
- Did your group discuss the potential impacts to schools and education as new residents arrive? Currently seeing that in LWSD – have crowding in schools, lack of space.
  - Answer: LWHS has built a new wing, new gym, Rose Hill Elementary has a new wing. Schools are growing capacity, but this will only address growth to date. Lakeview Elementary will probably have more students, which are currently supported by portables.

Student Group 4

– Key takeaways:

- Alt 1: pros include residential housing and office development, but cons include limited street improvement and no low-income/affordable housing.
- Alt 2: pros include affordable housing, bike infrastructure and sidewalks, stormwater improvements, and green infrastructure. Cons include a failure to reduce all parking requirements for mixed-use zoning and no residential housing construction.

- Most people interviewed favored alternative 2.
- Alternative 3: No one favored.
- Preferred alternative: Limited version of Alternative 2. Mixed-use structures up to 8 stories that include affordable housing. Infrastructure improvements to sidewalks and bike lanes, trees, green infrastructure.
  - Pros: Accommodates predicted growth, creates affordable housing, implements green infrastructure, and improves sidewalks and bike paths.
  - Cons: Could lead to scarcity in housing or waste money if changes don't adequately address growth.
- Don't want high rises but do want to accommodate growth.

– Questions:

- We often hear "we don't want Kirkland to be another Bellevue." What is it about Bellevue that is bad?
  - Answer: It's a matter of urbanization. Bellevue isn't bad in and of itself, but Kirkland and Bellevue are different places in terms of their size as a city. Kirkland is more of a suburban area and Bellevue is more of a city, at least in the downtown area. People want Kirkland to remain like a suburban area.
- Did you come across the internal conflict of wanting to encourage types of growth – like more affordable housing, that allows workers to live near where they work – and not wanting to see growth? Is there a conflict between avoiding growth but achieving the economic incentive for more affordable housing?
  - Answer: Yes. There's a challenge between balancing keeping an area suburban and accommodating for growth. There will likely be an influx of people into the city, and we need to accommodate them at least to some extent.

Student Group 5

– Key takeaways:

- Alt 1: Pros are limited construction work and keeping things like they are. Cons are that it doesn't account for future development, limited bike lanes and walkways, and no stormwater improvement. This alternative does not meet project objectives.
- Alt 2: Pros are that it enhances existing bike lanes and walking, improves stormwater, and predicts some growth. Cons include no major

improvement and not enough bike lanes. This alternative meets project objectives.

- A comfortable transformation, with a livable atmosphere. But not too extreme.

- Alt 3: Pros include addressing predicted growth, inclusion of green buildings, new retail near the transit center, major stormwater improvements. Cons include obscured skyline and lots of construction. This alternative meets project objectives but makes other goals harder to maintain. Kirkland would become more connected but would require high maintenance to keep the City clean.
- Preferred alternative: Alternative 2. Offers enough development to support Kirkland's future population. Community engagement with others indicates strong support for Alternative 2.

– Questions:

- What does an inclusive district mean to you?
  - Answer: An area where everything comes together and everything is all together as one. Different types of people are all included. A mix of everything. Mixed-use buildings, stores, apartments, different types of buildings that meet everyone's needs.
- What would be a worthwhile public benefit that developers could provide in exchange for higher buildings?
  - Answer: Affordable housing, allowing people to be closer to their jobs (creates less pollution from commuting, less traffic), mixed-use buildings to create retail, restaurant, market space. That way, a person can live in an area and be completely sustainable without having to drive 30 minutes away to a grocery store.
- Does Kirkland have enough places for people your age to spend time?
  - Answer: Kirkland has a good amount of areas. Lots of parks on Lake Washington Avenue, parks in the Juanita area, new complex downtown (don't recall area). Station Area could provide a new desirable area along the lines of the downtown Redmond shopping area.

Student Group 6

– Key takeaways:

- Alternative 2 is the best option for Kirkland.
- Pros:

- Supports affordable housing and quality of life for current and upcoming residents. Job and population growth while still preserving the suburban feel.
- Moderate development with office buildings up to 10 stories.
- Additional bike routes and sidewalks on key streets to create additional transportation. Provides easier transit to areas near Seattle. Increased transit opportunities can also be fairer for young individuals or people with low incomes. Can make it easier for people to afford housing if they don't need a car – can build additional affordable housing. Incentives for green infrastructure.
- Reduced parking requirements for certain areas.
- Stormwater improvements. More trees, stormwater infrastructure for better water quality.

› Cons: Increased property values, causing a lot of people to have to move out of the area because they won't be able to afford their apartment. A long transition period – a lot of work to be done. In moderate growth, it will take multiple years. People won't want to deal with construction and the traffic issues that go along with constructing bike paths and sidewalks over multiple years.

› Better than other alternatives because it encourages better transit for all to encourage more people to move there. Provides youth and people with lower incomes with access.

› Alternative 3 would make Kirkland residents very unhappy. Many people moved here because they want to raise families and enjoy a suburban feel. They choose Kirkland over Seattle and Bellevue for this reason. It's important to allow for growth but maintain this feel.

– Questions:

› What does the distinction between urban and suburban mean to you?

- Answer: Types of shops – e.g., big retail chain stores versus local small businesses. Important to stick to local businesses.

› *Where* should growth occur, given that growth is happening?

- Answer: All around Kirkland – e.g., Redmond, Seattle, Bellevue – there's options for significant growth. Kirkland is already so congested. Don't have a lot of roads, and they're often under construction. Is any growth attainable for Kirkland without making it so overpopulated that it becomes unenjoyable to live there?

Student Group 7

- Key takeaways:
  - Alt 1: Pros is that it's inexpensive. Cons include little to no development and that it won't fulfill the project requirements.
  - Alt 2: Pros include that it maximizes some goals of the project. Gives Kirkland the unique identity it wants. Area can have an increased amount of productivity. Cons: Doesn't meet all the goals of the project and might cause more traffic in the area.
  - Alt 3: Meets all project goals, as it expands job and housing opportunities. Gives opportunity to not use cars to reduce pollution and increase quality of life. Increased use of transit will provide additional revenues for the city. Sustainable option that uses land effectively. Most desirable option for people to move into the area. Cons include the cost, potential traffic, and limited parking space.
  - Interview: POC who is a transit rider. Preferred alternative is no action. Does not see buses as a good option for traffic and feels the area is already adequately developed. Buses get stuck in traffic and take time. Need transit that is faster and better for the environment – like rail or subway. Especially true because transit station is not expected to be ready for 10-15 years.[5]
  - Community engagement discussion with 6 residents: unanimous consensus for alternative 3. Biggest concerns around traffic, parking, and potential tax increases. A growing population in the area needs more space for students to be in schools. Overall, enthusiastic about the changes and growth with alternative 3.
  - Preferred alternative: Alternative 3. Meets all the project requirements and has greatest development in the City. Need to focus on reducing traffic and not to impact the streets.
- Questions:
  - What would you think about schools in urban settings, such as a high-rise, as opposed to portables?
    - Answer: I don't think an urban schooling system would be ideal. This would be farthest from what people want and a lot of change. Better to create more schools in the district or to expand existing schools.

[5] The BRT will be complete in 2025.

- Did your group discuss the addition of more families and students in the area?
  - Answer: All the schools in LWSD are always needing to expand. Students are having to go to school on campuses that are under construction. Disruptive to the school environment. Might be easier to add another school outside the Station Area.

Student Group 8

- Key takeaways:
  - Preferred Alternative: Alternative 1. Don't want to see Kirkland turn into another Bellevue.
    - Pros include: Modest office development, minor traffic/parking impacts, minor street work, and includes housing/job growth.
    - Cons include: limited landscaping, not enough construction to assist growing population, no stormwater improvements, no additional affordable housing, a limited amount of eco-friendly buildings, and no additional bike/pedestrian routes.
  - Group discussion: Talked with three youth.
    - Cons from Alternative 2 and 3: Didn't like the ideas of big buildings being constructed. Would change the characteristics of Kirkland – transition from the small community into a big city. But also didn't love that there wouldn't be any development.
    - Liked that Alternative 1 would allow some development, but not too much.
    - Pros of Alternative 2 and 3 include environmental awareness – green buildings, conservation of resources. Loved the ideas of new biking/walking paths because many don't have cars or driver's licenses and some can't afford to take buses.
  - Interviews: Interviewed two stakeholders.
    - A business owner who preferred Alternative 3 as it creates more jobs and opportunities for people in Kirkland.
    - A renter who preferred Alternative 1 as it creates minimal disruption, minimizes commercialization, and limits construction.
    - Both interviewees agreed that the project is meeting project goals. Both were concerned about the length of the project.
- Questions:

- Are there specific reasons that people are concerned about big buildings? Is there a certain type of building that people called out?
  - Answer: No mention of a specific building, but many people felt that communities like Bellevue have their own aesthetic and character, and Kirkland has its own too. Concern was about taking in the characteristics of big buildings because it changes how the city works, how we get around, and what kind of shops and businesses come into the area.
- One difference between Bellevue and Kirkland is that Bellevue can explore an aquatic center (something Kirkland wants too) in part because it has more resources due to taxation. New jobs and new housing and commercial development in the Station Area could contribute to the resources that Kirkland has, bringing it more in line with Bellevue. What does this group think about these kinds of public benefits?
  - Answer: Those public benefits would be nice, but people choose to live in Kirkland because of what Kirkland has. People like that it's smaller, it has more of a homey feel. Would live in Bellevue if wanted those resources. Losing the soul of Kirkland isn't a fair price to pay.

Student Group 9

- Key takeaways:
  - Five major community concerns include:
    1. Where will funding come from? What is the necessity of major spending?
    2. Tall buildings blocking views of Lake Washington.
    3. Negative environmental impacts.
    4. Traffic.
    5. Overcrowding in parking in neighborhoods.
  - Alternative 1:
    - Pros: environmentally friendly, cheap, low building heights.
    - Cons: Rapidly run out of housing, housing prices will increase, traffic will only get worse, lack of improvement to bike lanes and sidewalks.
  - Alternative 2:
    - Pros: Moderate residential and office development, less parking requirements, additional path and walkways, sidewalks, bike lanes.

- Cons: less parking, less environmentally friendly, and expensive. Concerns around uncertainty about eventual cost.

› Alternative 3:

- Pros: Allows the most growth to support TOD, including significant housing production, bike facilities, sidewalks, parking facility, and new environmental standards.
- Cons: Most expensive, doesn't address traffic, height of buildings, and significant housing production without affordability will attract more outside buyers. This isn't what the current residents of Kirkland wants or needs.

› Preferred alternative: A mix of Alts and 2. Additions not in either include:

- Build underground parking garages.
- Add electric scooters to be more environmentally friendly.
- Pros: environmentally friendly, little change to development policies, some housing development, some bike lane/sidewalk development. Cons are expensive and more traffic, but costs are inevitable.
- Helps meet initial goals of development and equity access. Doesn't infringe on traffic and parking access.

– Questions:

› What do you think will be the role of cars in Kirkland 20 years from now?

- Answer: Cars will still be the main option for transportation. It's unrealistic to expect a lot of people to take transit. Cars are so much easier and so much more effective. There are a lot of areas to get to in Kirkland that transit can't access. Most people who use BRT will be the same people who use affordable housing and are limited to the transportation that's available. People who currently have opportunities to use cars will continue to use cars.

› What have been your conversation around active transportation? E.g., people who choose to bike or walk instead of using cars.

- Answer: A lot of the conversations were structured around a theoretical approach around the importance of additional sidewalks and bike lanes. But when you break it down in a practical sense, most people will still choose to travel by car. They might prefer sidewalks when considering other members of the community, but they have more questions around traffic and parking for their own lives.

G City Staff Presentations at Virtual Community Organization Meetings

In the weeks leading up to, and during, the DSEIS public comment period City staff accepted several invitations to present information about the Station Area Plan to various community organizations. Community organization meetings were all held virtually and attended by Senior Planner Allison Zike and/or Planning & Building Deputy Director Jeremy McMahan. Staff presentations generally included a NE 85th St Station Area Plan project introduction, a summary of the three DSEIS alternatives, information about how to provide DSEIS comments or otherwise engage with the project, and responses to questions from the respective membership. Below is a list of community organization meeting presentations and dates that were associated with the DSEIS phase of the project.

- September 21, 2020: North Rose Hill Neighborhood Association
- October 14, 2020: Kirkland Alliance of Neighborhoods
- November 9, 2020: Moss Bay Neighborhood Association
- November 18, 2020: Highlands Neighborhood Association
- December 1, 2020: Everest Neighborhood Association
- December 16, 2020: Highlands Neighborhood Association (with Washington State Dept. of Transportation and Sound Transit staff)
- January 13, 2021: Kirkland Alliance of Neighborhoods
- January 18, 2021: North Rose Hill Neighborhood Association
- January 25, 2021: Kirkland Chamber of Commerce
- February 3, 2021: Norkirk Neighborhood Association

B Fiscal Impacts and Community Benefits Analysis

B-1. Transportation Supplemental Study

B-2. Water and Sewer Supplemental Study

B-3. Stormwater Supplemental Study

City of Kirkland NE 85TH SAP Supplemental Study

Fiscal Impacts and Community Benefits Analysis

Final Technical Memo

November 2021

Consultant Team

Mithun
BERK Consulting, Inc.
ECONorthwest
Fehr & Peers

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Executive Summary

The project vision for the NE 85th Street Station Area Plan describes a thriving walkable urban center with plentiful affordable housing, jobs, sustainable development, and shops and restaurants linked by transit calls for significant population and employment growth. Additional residential and employment options are a substantial community benefit by itself, contributing to City of Kirkland goals for a more inclusive community with housing options and job creation in the Greater Downtown and near transit hubs. To be careful stewards of public resources, City Council has asked if Kirkland can afford the investments necessary to address increased demand on public services, especially schools, parks and open spaces, transportation, and utilities, and avoid a reduction in service for existing residents and businesses.

The short answer is yes, so long as the City employs a variety of strategies to balance the City's overall budget and needs generated by Station Area growth. In fact, much like the rest of Kirkland and many suburban communities, the City will face significant capital investments and demands for services if the area continues to develop under current trends. By embracing the vision of concentrated transit-growth in the Station Area, the City will be able to serve concentrated growth more efficiently and access more tools for investment in public infrastructure and City operations.

Station Area Plan Background

In 2019, the City commissioned the NE 85th Street Station Area Plan to evaluate how to leverage the regional transit investment of Washington State Department of Transportation (WSDOT) and Sound Transit in the planned Inline Bus Rapid Transit (BRT) / Interchange project. The Station Area is a unique location on the eastside and in Kirkland. The new WSDOT / Sound Transit Bus Rapid Transit station at I-405 and NE 85th will connect Kirkland regionally to light rail at Bellevue, Lynnwood, and to SeaTac with frequent bus service every 10-15 minutes. The Opportunities and Challenges Analysis found that the Station Area is significantly underutilized today – with 45% of the area used for surface parking – and has good potential for residential development and a strong location advantage for office development and new jobs.

The project Vision for the Station Area Plan is a thriving walkable urban center with plentiful affordable housing, jobs, sustainable development, and shops and restaurants linked by transit. Compact, transit-oriented growth around the new regional BRT and trail connections are a chance to grow smart, increase access to opportunity, promote the vision in the Comprehensive Plan and Sustainability Master Plan, and benefit the Station Area and Kirkland as a whole. The City's Objective is to leverage the BRT station regional transit investment and to maximize transit-oriented development and create the most:

1. Opportunity and Inclusion,
2. Value for the City,
3. Community Benefits, including affordable housing, and
4. Quality of life.

In fall and winter of 2020, three draft Alternatives were developed for the Draft Supplemental Environmental Impact Statement (DSEIS) for the project. The DSEIS Alternatives studied were based on input from the public, Planning Commission, and City Council, to guide growth around the new bus rapid transit station over the next 20+ years: Alternative 1 – No Action, Alternative 2 – Guiding Transit-

Oriented Growth, and Alternative 3 – Transit-Oriented Hub. Alternative 2, Guiding Transit-Oriented Growth, had the most favorable response and alignment with objectives. Mobility, infrastructure, and inclusion are some of the greatest opportunities and challenges of the Station Area Plan.

The City Council wanted to consider the Draft Alternatives further, and after project scope reassessment, directed a supplemental study. That supplemental study was designed to respond to community and City Council concerns and included a Fiscal Impacts and Community Benefits Study and supplemental transportation analysis items. The supplemental work began in May 2021 to understand the practical implications of options being considered. The results will help shape a preferred direction for the Station Area Plan.

Fiscal Impacts and Community Benefits Study

Today, housing in Kirkland is 50% more expensive than the average of King County and 89% of the jobs in the City are held by people living outside Kirkland. These dynamics are prevalent in the Station Area and result in long commute times and reduced quality of life. Community risk is increased by congested traffic conditions combined with lack of attainable housing that impede the ability of essential workers to get to their jobs in case of emergencies and is increased by contributing to poor air quality that can exacerbate health conditions and crises like COVID-19. If development in line with the current zoning in the Station Area Plan occurs, it will not generate enough revenue to pay for the infrastructure and City services necessary to serve the growth. Similarly, the infrastructure and service improvements in Kirkland's master plans are not fully funded.

The Fiscal Impacts analysis tested if the City could support infrastructure and service needs for future potential growth scenarios, and the Community Benefits analysis looked to maximize affordable housing and access to opportunity, as well as identify tools to help provide needed infrastructure to serve growth. The Study resulted in a recommended Infrastructure Investment Framework and a Community Benefits Policy Framework.

The Public Infrastructure and Services Investment Framework recommends how value for the City can be achieved by sustainable service provision and with fiscal responsibility; as well as how quality of life can be achieved with mobility for all ages and abilities, and access to parks. The Community Benefits Policy Framework recommends how the City can expand opportunity and inclusion with affordable housing and workforce development and by supporting schools and open space; and community benefits realized by greater sustainability, community resilience and health outcomes.

The numbered summary items below correspond to the sections of the full report which follows.

Section 2.0 Growth Analysis: June Alternatives for Study describes how the DSEIS Alternatives were narrowed for purpose of this study, including buildout estimates for next 23 years, and rebalancing the mix and level of growth to better manage transportation impacts. These two Alternatives were based on public, Planning Commission, and Council feedback, and were developed to be compared:

- **June Alternative A: Current Trends** is based on the starting point of DSEIS Alternative 1: No Action. A 'No Action' Alternative showing growth in line with Kirkland's Comprehensive Plan is a requirement of the DSEIS process. For June Alternative A: Current Trends, the growth targets were adjusted upward because growth in the past six years has outpaced the assumptions made in the 2015 Comprehensive Plan. June Alternative A: Current Trends maintains existing zoning heights throughout the district and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing than DSEIS Alternative 1.

- **June Alternative B: Transit Connected Growth** is aligned with the overall Station Area Plan growth framework in the Initial Concepts and used DSEIS Alternative 2 as a base while incorporating select elements shown in the commercial corridors of DSEIS Alternative 3. June Alternative B only studies increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections. To that end, several areas where height increases had been proposed as part of DSEIS Alternative 2 and 3 were removed from consideration, including areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other considerations. Alternative B: Transit Connected Growth results in similar household growth numbers as DSEIS Alternative 2, but lower employment numbers than DSEIS Alternative 3, showing more of a jobs-housing balance. The Southwest Quadrant of the Study Area has lower growth numbers, closer to what was proposed for DSEIS Alternative 1.

The table below summarizes the growth assumptions associated with the DSEIS and June Alternatives:

	DSEIS No Action	June Alternative A	June Alternative B	DSEIS Alternative 2	DSEIS Alternative 3
Households	2,782	**2,929**	**8,152**	8,509	10,909
Employment	10,859	**12,317**	**22,751**	28,688	34,988

- **Supplemental Transportation analysis** was completed to support the narrowing of Alternatives and better understand how the mix and level of growth could be adjusted to reduce the impacts modeled in DSEIS Alternative 2. It also included sensitivity testing of any impacts to the I-405/NE 85th interchange, and while the micromodel showed some delays on NE 85th, the increases did not significantly affect the operations of the interchange or the freeway mainline.

Section 3.0 Infrastructure Investment summarizes how planning level studies were conducted to determine a set of representative infrastructure investments needed to maintain service levels in transportation, water and sewer, and stormwater given the employment and household growth assumed for June Alternatives A and B. These studies were produced for development of conceptual cost estimates for fiscal modeling of the Station Area and are not intended to show a preferred plan or final project configurations, which will be developed in later stages of planning and are subject to City Council approval.

Key findings from each infrastructure study include:

- **The City needs to make significant transportation improvements in either Alternative.** In Alternative B, the largest City-funded representative improvements are:
  - Kirkland Way Complete Streets (an improvement which requires rebuilding of the Cross Kirkland Corridor (CKC) bridge and is also assumed under Alternative A).
  - 124th Ave NE Roadway Widening to 5 Lanes, NE 85th St. to NE 90th St. (an improvement also assumed under Alternative A).
  - 90th St Complete Streets Improvements (two projects, both projects are also assumed under Alternative A).

- NE 85th St. Shared Use Trail Improvements, 5th St. to Kirkland Way (an improvement that only takes place in Alternative B).

- Under either scenario outlined above, **additional water and sewer system improvements** will be needed to meet expected growth in the Station Area beyond implementation of the City's existing Capital Improvement Programs (CIPs) as shown in the 2015 Water System Plan (WSP) and 2018 General Sewer Plan (GSP). Additional improvements will be needed in June Alternative B, above and beyond those needed in June Alternative A, to meet projected growth given proposed zoning changes in the Station Area. Additional water and sewer system improvements are identified in these analyses as a representative list of projects that could serve the level of buildout described in June Alternative B:
  - The water system would not be able to meet the rezoned fire flow requirements without additional improvements.
  - The sewer system would not be able to meet the additional flows from the Station Area without additional improvements.
- After determining the potential flooding locations resulting from parcel improvements for basins in the northeast and southeast quadrants of the Study Area for each developed scenario, **stormwater mitigation options** were evaluated to determine their effectiveness at reducing runoff and conveyance capacity issues along the stormwater main line.
  - For either Alternative, development of these portions of the Study Area and any associated increases in impervious surface area will not have any negative downstream impacts due to existing policies and mitigation requirements.
  - Under either Alternative, the only recommended stormwater project within these portions of the Study Area consists of replacing 520 feet of pipe along 120th Ave NE with a smoother pipe material.
  - Although not directly related to the Station Area, outside of the Study Area, the analysis showed an increase in runoff from the upstream residential areas causing potential flooding, that is not exacerbated by potential allowed development represented in either June Alternative A or B.

Section 4.0 Fiscal Impacts Analysis is designed to answer a key question: *With population growth and redevelopment in the Station Area Plan, comparing June Alternatives A and B, can the City afford the investments necessary to address increased demand on public services, especially schools, parks/open spaces, transportation, and utilities, and avoid a reduction in service for existing residents and businesses?*

ECONorthwest developed a revenue model to project associated operating and capital revenues for the City, as well as revenues for key City partners. Operating and capital revenues were calculated based on the changes in the components of the City's tax base resulting from redevelopment in the Study Area. BERK led development of the cost model and calculation of net fiscal impact by comparing City revenues to expenses. Operating cost projections were developed in collaboration with City staff and are based on estimated operational impacts to each of the City's departments. Capital cost projections were

developed in collaboration with City staff as well as the consultants engaged by the City to conduct the planning level studies noted above.

Operating Net Fiscal Impact. On both an annual and cumulative basis, general operating revenues are projected to cover general operating costs under either Alternative during the study period. The table below details cumulative general operating revenues and costs through 2044 for both Alternatives.

Alternative A & B General Operating Revenues and Costs - Cumulative, YOE$

Type	Alt A	Alt B
General Operating Revenues	58.7M	$199.7M
General Operating Costs	-$31.9M	-$117.5M
Total General Operating Surplus/Deficit	**$26.8M**	**$82.2M**

Sources: FCSG, 2020; ECONorthwest, 2021; City of Kirkland, 2021; BERK, 2021.

While operating costs are significantly higher in Alternative B to serve new growth in the Station Area, revenues generated by potential future uses are also significantly higher. Under Alternative B, the City is projected to generate a general operating surplus of around $82.2 million by 2044, around $55.4 million more than the general operating surplus generated in Alternative A.

Costs stemming from functions funded by permit-related revenue sources and utility operating revenue sources are assumed to be covered by those revenue sources based on increased demand for services in the Study Area and not included in the analysis above.

Capital Net Fiscal Impact. Under either Alternative, significant capital needs are anticipated, with the City projected to see large shortfalls in covering capital needs unless other funding strategies are implemented. The table below outlines the projected cumulative surplus/deficit for capital costs and capital revenues through 2044 for both Alternatives. As a note, capital improvements needed in Alternative A are also assumed to be needed in Alternative B as those improvements will be needed to accommodate growth under either scenario.

Alternative A & B Capital Surplus/Deficit Summary – Cumulative, YOE$

Type	June Alt A	June Alt B
Dedicated Capital Revenues	$68.2M	$252.7M
Development-funded Improvements	$33.0M	$84.8M
Total Capital Improvements	-$265.2M	-$455.2M
Capital Surplus/Deficit	**-$164.0M**	**-$117.7M**

Note: Numbers may not add up due to rounding.

Sources: FCSG, 2020; City of Kirkland, 2021, Fehr & Peer's, 2021; RH2, 2021; RKI, 2021; HBB, 2021; ECONorthwest, 2021; BERK, 2021.

While Alternative B is estimated to generate more in total capital improvements than Alternative A, under Alternative B, significantly more dedicated capital revenues are also estimated to be generated, along with more improvements assumed to be funded through development. Compared with Alternative A, this results in a decrease in capital deficit of around $46.3 million (-$117.7 million in Alternative B versus -$164.0 million in Alternative A).

As shown below, in Alternative A, significant shortfalls are projected for transportation, water, sewer, and parks capital improvements. In Alternative B, significant shortfalls are projected for sewer and parks capital improvements.

Alternative A & B Capital Surplus/Deficit by Improvement Type – Cumulative, YOE$

Capital Improvement Type	June Alt A Capital Surplus/Deficit	June Alt B Capital Surplus/Deficit
Fire	$1.1M	$0.6M
Police Fleet and Municipal Facilities	-$0.4M	-$1.7M
Transportation	-$73.4M	$27.2M
Water	-$5.3M	$3.6M
Sewer	-$70.7M	-$53.5M
Stormwater	-$0.5M	-$0.3M
Parks	-$14.8M	-$93.5M
Total Capital Surplus/Deficit	**-$164.0M**	**-$117.7M**

Note: Surplus/Deficit does not include using general government operating surplus to cover gaps. Numbers may not add up due to rounding.

Sources: FCSG, 2020; City of Kirkland, 2021, Fehr & Peer's, 2021; RH2, 2021; RKI, 2021; HBB, 2021; ECONorthwest, 2021; BERK, 2021.

For each type of capital improvement, the City has available strategies that could be pursued to cover capital costs in Alternative.

Summary of Net Fiscal Impact. While it is important to note that restrictions on certain revenue sources exist and, as a result, not all revenues can be applied to certain costs, for contextual purposes, it can be helpful to understand where each Alternative ends up on a total surplus/deficit basis.

The table below details a comparison of both Alternatives on a total surplus/deficit basis. Major takeaways include:

- Under either Alternative, operating revenues are projected to cover operating needs by 2044
- Under either Alternative, significant capital needs are anticipated, with the City projected to see large shortfalls in covering capital needs unless other funding strategies are implemented
- As mentioned, while restrictions on certain revenue sources exist, on a total surplus/deficit basis, under Alternative B, the City's deficit is significantly lower than what is projected under Alternative A.

The City is projected to have a total deficit of around $35.5 million in Alternative B and a total deficit of around $137.2 million in Alternative A.

Alternative A and B Total Surplus/Deficit – Cumulative, YOE$

Surplus/Deficit	Alt A	Alt B
General Operating Surplus/Deficit	$26.8M	$82.2M
Capital Surplus/Deficit	-$164.0M	-$117.7M
Total Surplus/Deficit	**-$137.2M**	**-$35.5M**

Sources: FCSG, 2020; City of Kirkland, 2021, Fehr & Peer's, 2021; RH2, 2021; RKI, 2021; HBB, 2021; ECONorthwest, 2021; BERK, 2021.

Reasons for differences in the fiscal outlook between Alternatives include:

- Generation of a higher operating surplus in Alternative B relative to Alternative A driven by estimated increases in general operating revenues such as sales and property tax revenues
- A smaller capital shortfall in Alternative B relative to Alternative A due to estimated increases in dedicated capital revenues such as impact fees, REET, and capital facility charges as well as an increase in capital improvements funded by development.

It is important to note that the City's CIP looks at project funding for a six-year window and that future projects are shown as unfunded until they are prioritized into the CIP window. Funding strategies will be developed to address any funding gap that exists under current planning assumptions. The Station Area plan could provide additional funding and community benefit tools to help address capital needs as discussed in **Section 6.0**.

Section 5.0 Community Benefits Analysis aims to answer the following questions:

- How can the public receive benefits of growth?
- How can development increase affordable housing, open space, transit/bike/walk connections, and sustainability?

This section studies priority benefits that were chosen based on community feedback, City Council and Planning Commission direction, and initial findings from the DSEIS and 2020 Opportunities and Challenges Report. They include schools, parks and public realm, affordable housing, sustainability, and mobility.

Community Benefits Analysis: Potential Value Capture, described in Section 5.2, is based on a Residual Land Value (RLV) study of the full build-out of allowed development. It studies whether and to what degree the increased development entitlements considered in June Alternatives A and B create potential for value capture to provide additional community benefits. The RLV estimates offer a snapshot of value capture potential for the planned types of growth in the area based on typical development costs, estimated rents for new development, and approximate values of existing property.

The Residual Land Value analysis determined there is greatest potential for value capture for commercial development and increasing value potential in 10+ story development compared with 5-9 story

development. The analysis also found that mid-rise residential is not feasible everywhere in the near term, and additional affordability requirements or other value capture costs may delay development, which could result in less housing production subject to the inclusionary requirements. If the City did want to pursue increasing the existing Inclusionary Zoning requirements for affordable housing, it would be important to monitor how the policy change influences production. For both residential and non-residential development, reducing parking ratios is important for potential value capture. If ratios are not reduced, the potential for value capture is much less. This preliminary analysis shows the most value capture potential in Alternative B, with potential for tens of millions of dollars of additional value capture beyond Alternative A, primarily from non-residential development.

A range of potential Community Benefits Strategies that are relevant to the project and achieving the City's priority benefits are included in Section 5.3 and described below.

- **TIF.** Tax Increment Financing (TIF) is a common tool in other states that was recently authorized by state legislation for the first time in Washington. TIF allows a jurisdiction to capture the future value of public investments and catalyze growth, by designating a geographic area in which public investment is needed and issuing bonds against a likely increase in assessed values catalyzed by those investments. This tool is now available in Washington and is a good opportunity for the Station Area. Improvements that are the best fit for a TIF are ones that are unlikely to happen through typical CIP, critical to make desired development possible, and ideally can provide multiple benefits. This analysis has identified multi-benefit projects, parks, public realm, and mobility as the community benefits that would be the best candidates for a TIF. Based on the assumptions in this study, a preliminary estimate of potential TIF revenues under HB 1189 suggests that TIF may be able to support between $50 to $75 million (2021$ assuming 25 years of revenues discounted at 3.5%) in debt for infrastructure projects.
- **Commercial Linkage Fees.** Linkage fees "link" new development with the increased demand for affordable housing. These fees are typically charged to developers based on a per square foot fee established for specific uses like commercial or retail. Fees as set are based on a nexus study that demonstrates the rationale and relationship between the development and the fee that is charged. The RLV analysis indicates that a Commercial Linkage program for the Station Area has merit and while there are many factors that would influence revenue potential, there may be potential to generate in the range of $10-$50M should all the allowed development capacity for non-residential growth represented in June Alternative B be built within the 23-year planning horizon. The potential for value capture is highly dependent on reduced parking ratios as noted above. The City should consider a workforce development component of a potential linkage program which would allocate a portion of the fees collected toward workforce development programs to help to address the jobs/housing imbalance. More analysis through a nexus study would be required to better evaluate potential policies and establish a linkage program.
- **Density Bonus and Baseline Requirements.** Density bonus programs, also known as incentive zoning programs, allow additional development in exchange for the developer providing community benefits. Under a typical density bonus program, new zoning establishes a base development allowance in each zone. Certain zones are eligible for an additional increase in development up to a maximum development amount. In exchange for this additional development, the developer provides public benefits through fee-in-lieu or direct provision of the amenity. Based on the current

understanding of the City's priorities and objectives, a menu or points-based system is recommended for its ability to accomplish several goals through a single program and provide flexibility for developers to incent participation. Section 5.3.3 provides a potential structure of base requirements and bonus incentives for consideration. A part of this consideration should include potential modifications to existing policies as baseline standards are established.

- **Partnership opportunities** can advance priority community benefits through program alignment or potential co-benefits. Possible topics that should be explored include Shared Use of community facilities and public open space, integrated early education and childcare facilities, workforce development and green infrastructure programs, as well as sustainability, climate action, and health and well-being initiatives.

Section 6.0 Summary of Findings and Recommendations notes that the City must make significant capital investment under June Alternative A if the area develops under current trends. This Alternative does not generate much development contribution to required infrastructure. June Alternative B: Transit-Connected Growth, however, creates an opportunity for the City to efficiently serve concentrated growth and more tools to make investments in public infrastructure and City operations.

To manage Alternative B successfully, the City will have to recognize that a variety of strategies will be required to balance the City's overall budget and Station Area needs.

Based on the results of this analysis, which were all conducted based on existing City policies, the following recommendations are proposed as a framework for realizing fiscally sustainable infrastructure and services provision and the desired community benefits in the Study Area. These include a combination of existing policies and new policy changes that the City should consider as part of developing a preferred Plan Direction for the Station Area.

Potential Infrastructure-specific Financing and Community Benefit Strategies for June Alternative B.

- **Public Infrastructure and Services**
  - **Stormwater.** The City can use stormwater capital fund reserves to fill the $700,000 gap between the available stormwater facility charges and the infrastructure improvement cost in 2035.
  - **Water.** The City can issue a $10 million 20-year bond to cover the cost of the improvement and maintain an annual surplus. A bond of that amount and length is anticipated to result in annual debt payments of $685,000. Projected capital facility charge revenue and 7% of net new water utility revenue from growth in the Station Area are projected to be enough to cover the annual debt payments.
  - **Sewer.** The City can fund sewer improvements with a combination of debt issuance and rate increases. Issuing a $60 million 30-year bond in 2035, resulting in $3.1 million annual debt payments, would cover the cost of needed sewer infrastructure improvements. To make annual debt payments, a rate increase on the overall base would be required, because there is not enough sewer capital facility charges or new sewer rate revenue from the Station Area to cover the payments. Because this investment is also required in Alternative A, where there are less dedicated revenues available to offset costs resulting in a larger City deficit, Alternative A requires a larger rate increase than Alternative B.

- **Community Facilities and Benefits**
  - **Parks.** A mix of strategies will be needed to address parks capital needs, those to consider include:
    - Partially offsetting deficit with a portion of the the $80.0 million remaining in general government operating surplus. This strategy alone will not address parks capital needs.
    - Alternative non-acreage derived LOS guidelines more appropriate for urban centers, such as shifting the standards to geographic equity of park access within walking distance and inclusion of school facilities and non-City parks.
    - Leveraging public assets and partnerships.
    - Identifying Community Park options.
    - Leveraging development requirements and development bonuses which show potential to provide publicly accessible smaller scale open spaces and trail connections including in-building or rooftop urban park amenities.
  - **Affordable housing.** A commercial linkage program is the primary new strategy recommended to maximize affordable housing objectives, which would go beyond the City's existing Inclusionary Zoning requirements for residential development. The Residual Land Value analysis determined that a Commercial Linkage Program has merit, with greatest potential for value capture for commercial development, and increasing value potential in 10+ story development compared with 5-9 story development. Mid-rise residential is not feasible everywhere in the near term, and additional affordability requirements or other value capture costs may delay development, which could result in less housing production subject to the inclusionary requirements. If the City did want to pursue increasing the existing Inclusionary Zoning requirements for affordable housing, it would be important to monitor how the policy change influences production. Supporting workforce development programs may help to address the current jobs/housing imbalance within the Station Area.
  - **Mobility.** Identify and prioritize multi-benefit project opportunities and consider them as part of a TIF strategy, especially right-of-way projects where mobility and infrastructure needs overlap. The City should consider the following baseline or incentive-based changes within the Station Area as described in the Transportation Supplemental Study, Appendix 1: parking ratio reductions, unbundled and paid parking, requirements for large employers or multi-family properties to provide transit pass subsidies, managed parking strategies, Transportation Network Company (TNC) ridesharing programs, bikeshare or micro mobility programs, and shared off-street parking.
  - **Sustainability.** Baseline requirements and density bonuses are the recommended strategies to achieve sustainability features and performance within the Station Area. The City should consider how these goals would fit into a menu-approach and which levels of performance or features are desirable as baseline requirements or as density bonus incentives, and any needed policy adjustments to support this. They should also explore the potential for partnerships around sustainability, climate action, health and well-being initiatives.

- **Schools.** Under either Alternative, the City will need to help the Lake Washington School District solve for additional school population. Initial estimates are that school capacity will need to increase by 153 students under Alternative A and 936 students under Alternative B. In addition, the community as well as Lake Washington School District have articulated an existing and growing need for childcare and early learning and education facilities. Although the fiscal impact analysis did not estimate costs for Lake Washington School District, as they are a separate governmental entity from the City, the analysis did estimate anticipated revenues from school impact fees. It is estimated that there will be $24.6 million in school impact fee revenue available for school capital needs in Alternative B. ECONorthwest estimated that if the LWSD Capital Levy currently scheduled to expire in 2022 were to be extended throughout the life of this study period it could raise as much as $53.9 million in the Station Area. Potential community benefit strategies include:
    - In land-constrained locations like the Study Area, consider requirements or development bonuses for developments to provide space on-site. This can include educational and childcare space integrated into the development (most common for early learning, pre-K and specialized programs like STEM) or by setting aside land for future school development.
    - Consider policy changes to define active frontages or required retail space to include educational, childcare, and community-serving spaces in order to implement a Development Bonus strategy.
    - Explore partnership opportunities to align programs, such as Joint/Shared Use Agreements that broaden access to community-serving facilities.
    - Consider increasing allowed development capacity on existing underutilized public parcels to support future development of new school space.

Recommended Next Steps

- A **Public Infrastructure and Services Investment Framework** will be critical to catalyze transit-connected development and can help support coordination and implementation of various strategies.
    - Identify **baseline requirements** for project-level infrastructure and contributions to the Station Area. Potential for value capture will be related to some policy changes, including reduced parking ratios and unbundling, modifying parks LOS methodologies to move toward geographic equity and inclusion of shared use facilities. **Next step:** Coordinate a comprehensive scan of existing and potential policy changes together with a Density Bonus Program. Base development standards should be calibrated so that all development is held to an acceptable minimum standard of public benefit provision through other strategies like mandatory impact fees and design standards.
    - Use a **TIF District** to finance large, area-wide investments like streetscape improvements, major park, and potentially support additional school capacity and other infrastructure needs. **Next steps:** Conduct a TIF analysis, testing scenarios for TIF boundaries and projected revenues over time including development feasibility, identify target improvements. A Phase 1. TIF Strategy that looks at the TIF area, potential revenue, and eligible projects would cost about $20k and

take about three months. This should be paired project feasibility and conceptual study could range from $40-70k depending on the number and extent of candidate projects. A Phase 2. TIF Implementation Study would create the district itself, and cost about $40k over six to nine months. This will rely on supporting 30% design/engineering of TIF projects, and the costs and timeframe for this work is highly dependent on which projects are selected.

- A **Community Benefits Policy Framework** can then support community benefits provisions through coordination and implementation of various strategies.
  - Establish and confirm **baseline requirements** for affordable housing by maintaining existing inclusionary zoning, and consider sustainability measures, active frontages, and public realm improvements. Base development standards should be calibrated so that all development is held to an acceptable minimum standard of public benefit provision through other strategies like mandatory impact fees and design standards.
  - Identify **partnership opportunities** to advance priority community benefits through program alignment or potential co-benefits. **Next steps:** The project team could create a partnership opportunities inventory and the City could use this as a base to conduct outreach to potential stakeholders on topics including the possibilities of Shared Use of community facilities and open space, integrated early education facilities, workforce development and green infrastructure programs. This work could be documented in the Final Station Area Plan.
  - Develop a **Density Bonus Program** that can capture the value of more density for the community, particularly considering smaller publicly accessible open spaces, on-site educational and community facilities, advanced Transportation Demand Management (TDM) /Mobility measures, and additional sustainability measures. **Next steps:** Conduct a comprehensive scan of existing and potential policies together to establish base/bonus development allowances for zoning and develop a points-based system of benefits. Bonus allowances should be calibrated so they create a sufficient incentive to attract participation from developers. Coordinate with Lake Washington School District regarding a potential incentive program for development to provide integrated educational spaces within projects. Defining base and bonus entitlements could occur within the Form Based Code development during later stages of planning. Either the City or a consultant could complete supplemental work to develop the points-based system that would implement these standards. For a consultant, it may cost about $50k and could take about three months.
  - Implement a mandatory **Commercial Linkage Fee** to address affordable housing and workforce development, leaving room for the density bonus system. This should work in partnership with other affordable housing strategies like the City's existing inclusionary zoning policies and state MFTE program. **Next step:** Complete a nexus study to determine fees and consider workforce development allocation. A nexus study would cost $50-60k and would take from six to nine months, depending on how the City wants to engage with key stakeholders.

1.0 Introduction

1.1 Project Context and Focus of this Supplemental Study

The Northeast 85th St Station Area Plan (SAP) was commissioned to develop a long-term vision and plan to guide development and investment in the Study Area surrounding a future BRT Station at NE 85th St and I-405.

The City's vision for the Station Area is a thriving, new walkable urban center with plentiful affordable housing, jobs, sustainable development, and shops and restaurants linked by transit. Objectives of the 85th Station Area Plan include:

- Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional investment.
- 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 employment.
  - **Quality of life** for people who live, work, and visit Kirkland.

The SAP project has completed the Vision and Concepts planning phases as well as developing Alternatives up to the Draft Supplemental Environmental Impact Statement (DSEIS) stage. Prior to confirming a Preferred Direction in early 2021, the City Council and Planning Commission requested supplemental information beyond the DSEIS impact analysis to understand the potential community benefits, tradeoffs, and fiscal impacts of different Alternatives. This Supplemental Study is designed to help Council understand the practical implications of the options that are being considered – both the fiscal impacts to the City, and the likely community benefits that could result from new development over the next 23 years as a result of planning changes.

This Supplemental Study is intended to inform the Preferred Plan Direction decision that will become the basis for the Station Area plan, form-based code, and planned action ordinance. This remaining SAP scope, including the Draft and Final Plan, will resume after the Supplemental Study is complete. It is a long-range, planning level study and is not intended to plan for or represent specific, project-level configurations. As this is intended to support an area plan, differences between the assumptions of this long-range study and more near-term individual development and project decisions are expected.

1.2 Structure of this Document

This Supplemental Study is structured as described below and designed to answer the following key questions:

- **Section 2.0 Growth Analysis: June Alternatives for Study** describes the major assumptions underlying this analysis, including planning assumptions and infrastructure investment assumptions.

- *If the City were to implement its vision of the Station Area, how many jobs and housing units would be created?*

- **Section 3.0 Infrastructure Investment** answers the question:
  - *What infrastructure investments would be necessary to support this growth?*
- **Section 4.0 Fiscal Impacts Analysis** presents the projected fiscal impacts of June Alternatives A and B and addresses the impact to City finances:
  - *Can the City afford the investments necessary to address increased demand on public services, especially schools, parks/open spaces, transportation, and utilities, and avoid a reduction in service for existing community members and businesses?*
- **Section 5.0 Community Benefits Analysis** describes the potential for community benefits:
  - *How can the public receive benefits of growth?*
  - *How can development increase affordable housing, open space, transit/bike/walk connections, and sustainability?*
- **Section 6.0 Summary of Findings** and concludes this Supplemental Study by summarizing recommendations.

Note: Figures in this document are presented in year of expenditure dollars (YOE$) – meaning that revenues and costs are adjusted for inflation from present time (2021) to the expected year of collection or expenditure, respectively - unless otherwise noted.

2.0 Growth Analysis: June Alternatives for Study

As the basis of this Supplemental Study, two "June Alternatives" were established based on public comment and community feedback, as well as guidance from the City Council and Planning Commission. These June Alternatives narrow the range of Alternatives studied in the DSEIS by removing DSEIS Alternative 3 from further consideration and adjusting DSEIS Alternatives 1 and 2 for study. These adjusted Alternatives are defined as June Alternative A and June Alternative B:

- **June Alternative A: Current Trends.** June Alternative A: Current Trends (Illustrated in Exhibit 2-1) is based on the starting point of DSEIS Alternative 1: No Action. A 'No Action' Alternative showing growth in line with Kirkland's Comprehensive Plan is a requirement of the State Environmental Policy Act (SEPA) process. For June Alternative A: Current Trends, the growth targets were adjusted upward from DSEIS Alternative 1 because growth in the past six years has outpaced the assumptions in the 2015 Comprehensive Plan.

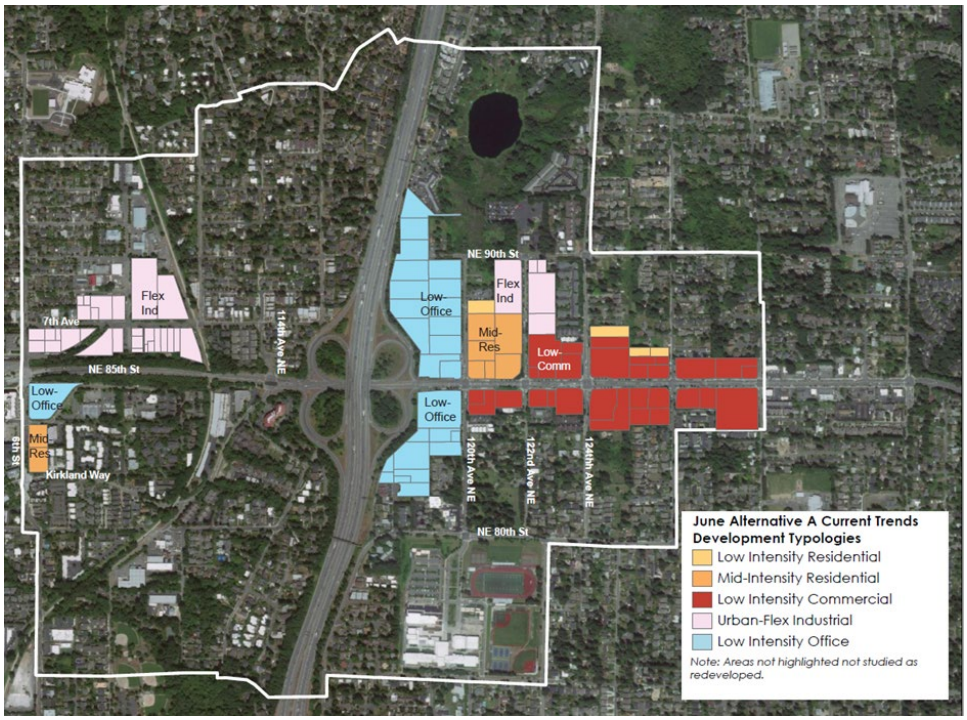
  June Alternative A: Current Trends maintains existing zoning heights throughout the district and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing than DSEIS Alternative 1. In June Alternative A: Current Trends, these additional jobs were studied in portions of the Study Area currently zoned for development up to 67' in height in zones RH-1A, RH-2A, and RH-2B. Areas within the district currently zoned for single family or other low density residential area maintained their current zoning.
- **June Alternative B: Transit Connected Growth.** June Alternative B: Transit Connected Growth (Illustrated in Exhibit 2-2) is aligned with the overall Station Area Plan growth framework in the Station Area Initial Concepts (Exhibit 2-3) and incorporates elements shown in the commercial corridors of DSEIS Alternative 3 into the overall land use pattern established in DSEIS Alternative 2. The intent of this strategy is to:
  - Optimize for workforce and affordable housing, in particular the number of units provided through linkage fees and/or inclusionary zoning.
  - Attract new jobs to foster economic activity and meet citywide targets.
  - Balance the distribution of commercial-focused development across the Study Area.
  - Foster an environmentally sound land use pattern that helps achieve the City's sustainability goals.

  June Alternative B: Transit Connected Growth responds to the public comment heard during the DSEIS comment period and the May 26, 2021 Council Listening Session. Although a wide range of comments were shared, many participants reiterated a desire to maintain existing residential character, and concerns regarding the maximum allowable zoning heights proposed in DSEIS Alternative 3.
- June Alternative B: Transit Connected Growth only studies increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections. To that

end, several areas where height increases had been proposed as part of DSEIS Alternative 2 and 3 have been removed from consideration in June Alternative B: Transit Connected Growth. These include areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other factors. June Alternative B: Transit Connected Growth results in similar household growth numbers as DSEIS Alternative 2, but lower employment numbers, showing more of a jobs-housing balance. The Southwest Quadrant of the Study Area has lower growth numbers, closer to what was proposed for DSEIS Alternative 1. Transportation analysis, presented in Section 2.2 of this report, describes analysis that was completed to support the narrowing of Alternatives and better understand how the mix and level of growth could be adjusted to reduce the impacts modeled in DSEIS Alternative 2.

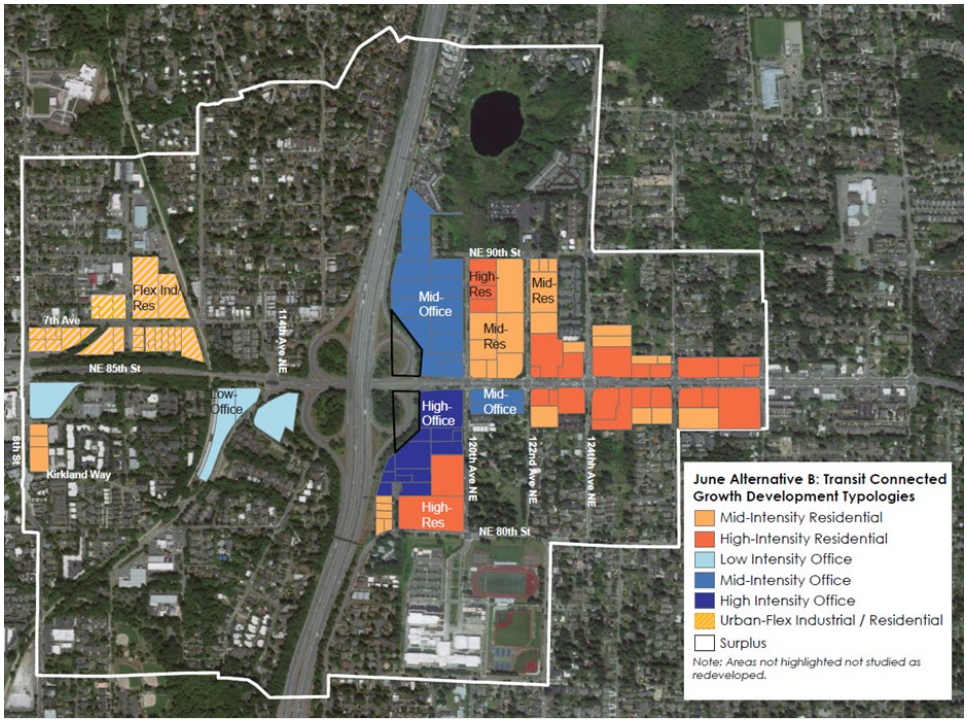
- In alignment with the Station Area Initial Concepts Growth Framework, June Alternative B includes a few areas of greater capacity for change as compared to existing conditions. These are focused around the BRT node and the Cross-Kirkland Corridor, including two areas in Rose Hill nearest to the future BRT station: the mid-rise office designation in the northeast quadrant and the high-intensity office designation in the southeast quadrant; and the flex industrial – residential capacity in the Norkirk LIT area in the northwest quadrant. Because of this greater capacity for change, these areas receive greater study in some sections of this report regarding fiscal impacts and potential for community benefits. Throughout this report, these areas will be referred to as SE Commercial Area or Lee Johnson Site, NE Commercial Area or Costco Site, and Norkirk Area, respectively. In some appendices and references where the terminology Lee Johnson Site and Costco Site may appear, it is important to note that, in all cases, the analysis reflects a hypothetical assumption of the total allowed development in the June Alternatives and is not meant to presuppose decision- making by private landowners or the actions of the market. References to the current ownership have been included to assist the reader in identifying the locations that were evaluated.

Exhibit 2-1. June Alternative A: Current Trends – Development Typologies



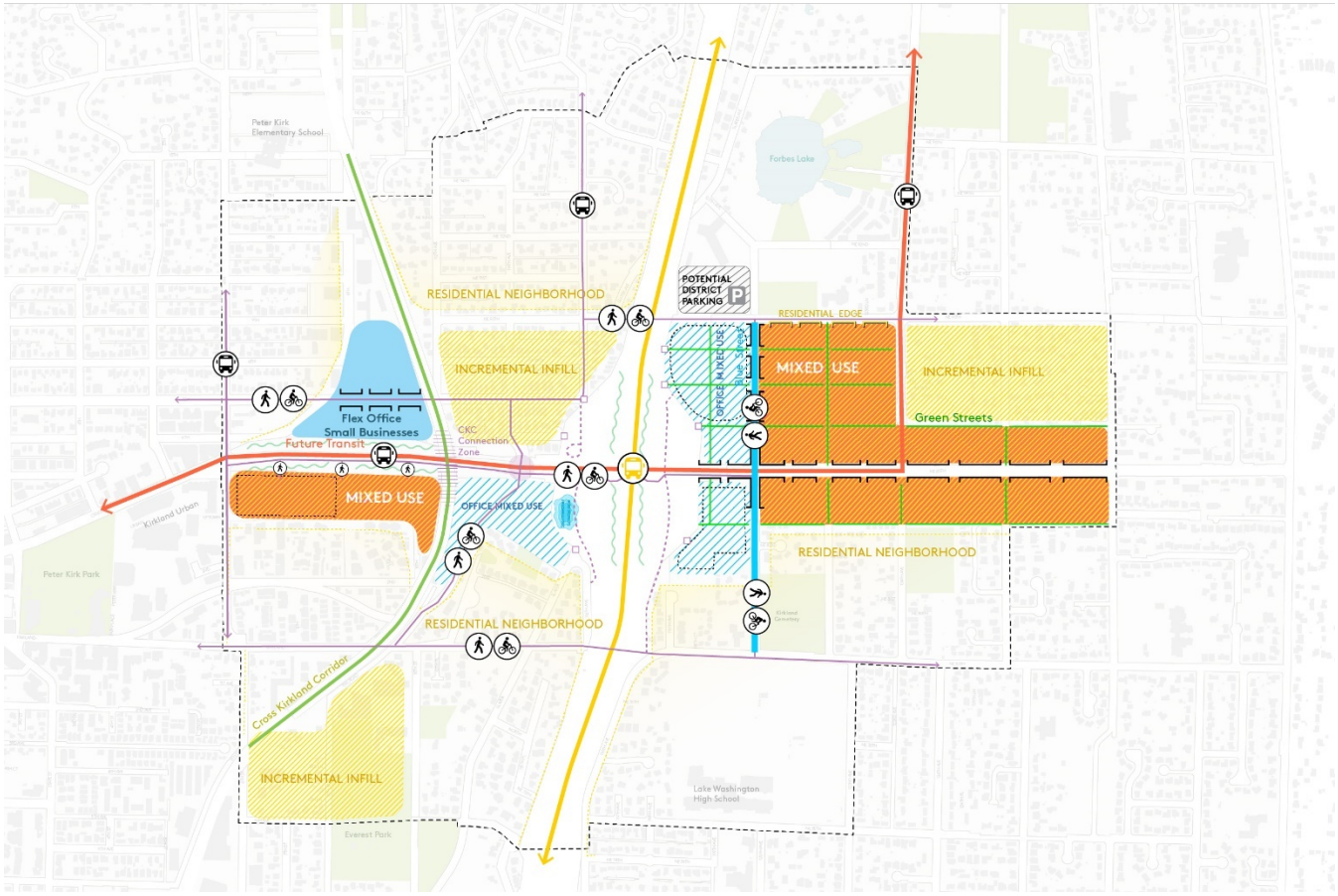
Sources: Mithun, BERK, 2021.

Exhibit 2-2. June Alternative B: Transit Connected Growth- Development Typologies



Sources: Mithun, BERK, 2021.

Exhibit 2-3. Station Area Initial Concepts



Source: Mithun, 2020.

2.1 Summary of Employment and Residential Capacity in June Alternatives

As shown in Exhibit 2-5, either June Alternatives represents significant growth of employment and population in the Station Area. This capacity for additional jobs and housing is a substantial community benefit by itself, contributing to City of Kirkland goals for job creation in the Greater Downtown and near transit hubs, and housing options.

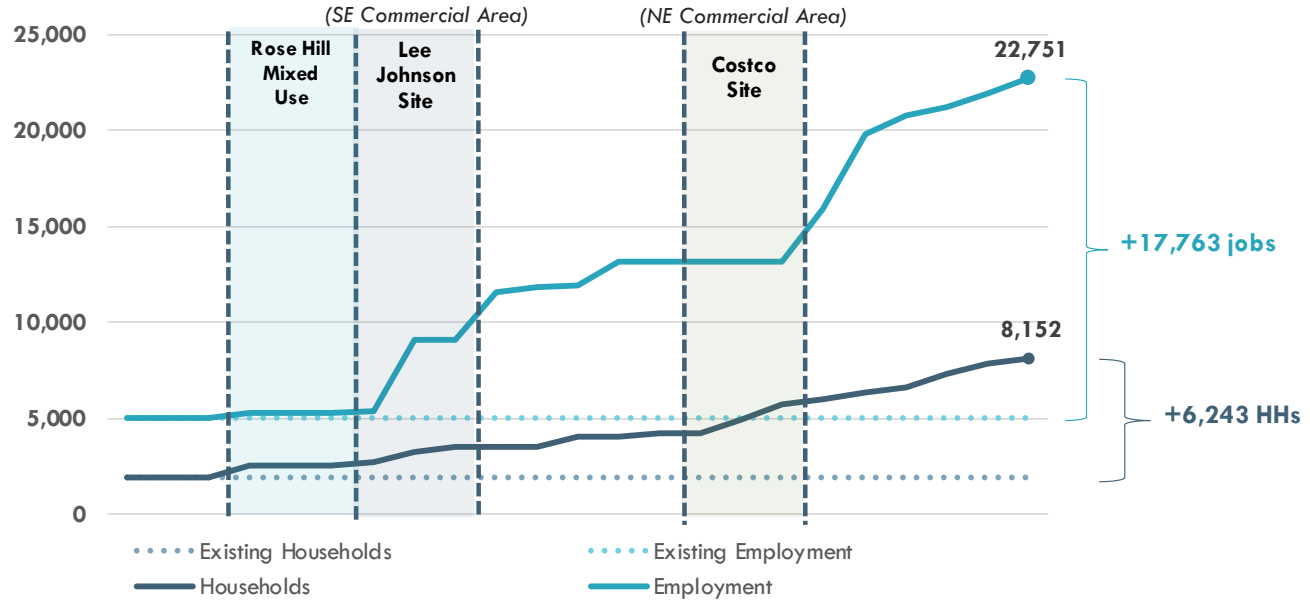
Exhibit 2-4. Employment and Household Totals Assumed in June Alternatives and DSEIS.

	DSEIS No Action	June Alternative A	June Alternative B	DSEIS Alternative 2	DSEIS Alternative 3
Households	2,782	**2,929**	**8,152**	8,509	10,909
Employment	10,859	**12,317**	**22,751**	28,688	34,988

Sources: Mithun, ECONorthwest, BERK, 2021.

Exhibit 2-5 illustrates this growth over time for Alternative B that was utilized for the fiscal analysis. Assumptions about parcel- and quadrant-level development phasing are hypothetical and not meant to presuppose decision-making by private landowners or the actions of the market. A phased development scenario was developed by City and consultant staff as a necessary input for fiscal impact modeling and consideration of potential community benefits. The actual timing of redevelopment projects is likely to differ somewhat from what was modeled.

Exhibit 2-5. Employment and Residential Growth in June Alternative B.



Note: Assumptions about parcel- and quadrant-level development phasing are hypothetical and not meant to presuppose decision-making by private landowners or the actions of the market.

Sources: City of Kirkland, Mithun, ECONorthwest, BERK, 2021.

2.2 Summary of Transportation Analysis of June Alternatives

The City engaged Fehr & Peers to provide supplemental information to support this study, including travel demand modeling and forecasting to better understand implications of the growth in June Alternatives A and B. The **Supplemental Transportation Memo, Appendix 1,** is available for review here. The Bellevue-Kirkland-Redmond (BKR) travel demand model was used as an analytic basis. Prior to the modeling process, MXD+, a trip generation tool that accounts for the variation in land use type and density, provided estimates of new vehicle trips for future Alternatives. The results, shown in Exhibit 2-6, estimated mode share of single occupancy vehicles (SOV), carpool, and transit for each quadrant under each Alternative, which were used to calibrate the BKR model. Additional adjustments were made to the BKR model for adequate distribution of trips, especially for the high intensity commercial area in the southeast quadrant of June Alternative B.

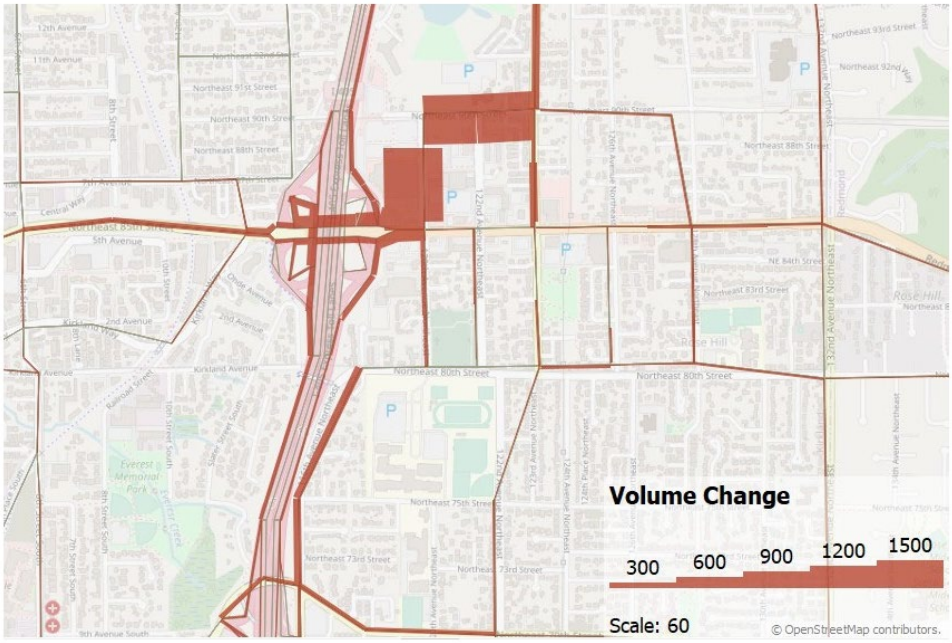
Exhibit 2-6. PM Peak Hour Vehicle Trip Generation using MXD+/BKR Model Mode Share Estimates

Quadrants	2035 DSEIS Alt. 1	2044 June Alt. A	2044 June Alt. B	2044 DSEIS Alt. 2
NW	930	930	1,280	1,000
NE	3,850	4,480	4,920	10,110
SW	1,910	1,850	2,360	2,190
SE	3,630	3,880	7,580	4,300
Total	**10,320**	**11,140**	**16,140**	**17,600**
Mode Share Estimates (SOV/Carpool/Transit)	70%/23%/7%	70%/22%/8%	71%/21%/8%	72%/21%/7%

Source: Fehr & Peers, 2021

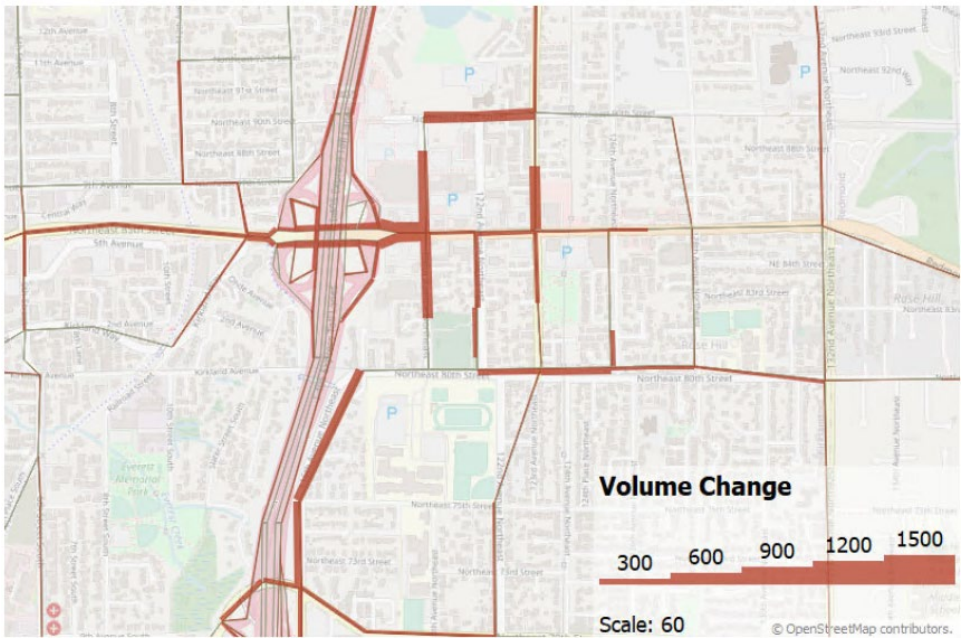
Consistent with land use trends, June Alternative A includes modest growth in vehicle trips in the NE and SE quadrants. The total vehicle trips generated by June Alternative B and DSEIS Alternative 2 are similar; however, there is a substantial shift in which quadrants are likely to receive the most potential land use growth (from NE to SE). Exhibit 2-7 and Exhibit 2-8 show the modeled increase in roadway volumes. June Alternative B features a more even distribution of trips than DSEIS Alternative 2.

Exhibit 2-7. Traffic Volume Increase (2035 No Action vs. 2044 Alternative 2)



Source: Fehr and Peers, 2021.

Exhibit 2-8. Traffic Volume Increase (2035 No Action vs. 2044 Alternative B)



Source: Fehr and Peers, 2021.

Traffic volume forecasts from the refined versions of the BKR model were then used to evaluate traffic operations at eight intersections in the Station Area. Each of the intersections were analyzed for their operational performance under existing (2019) conditions, as well as three future year (2044) Alternatives, both June Alternatives A and B, and DSEIS as well as Alternative 2 were modeled for the

year 2044. Intersection performance is described based on Level of Service (LOS) is a standard measure used to describe traffic operations from the driver's perspective. LOS is defined by intersection delay in seconds and ranges from LOS A with no congestion and little delay to LOS F with substantial congestion and delay. Traffic operations were analyzed using the Synchro 10 software package and Highway Capacity Manual (HCM) 6th Edition methodology.

Findings

The results are summarized in Exhibit 2-9, below. Key findings were used as a basis of understanding implications of the mix, type, and location of growth in June Alternatives A and B.

- All study intersections are currently operating within the City's or WSDOT's standards.
- Under June Alternative A, which represents current growth trends continuing through 2044, the following intersections would fail to meet adopted LOS standards:
  - NE 90th Street & 124th Avenue NE: this intersection would operate at LOS F due to land use growth anticipated in the NE quadrant and the lack of streets connecting north of NE 90th Street.
  - NE 85th Street & 6th Street: this intersection will operate at LOS F under all future year Alternatives due to planned modifications to better accommodate transit, walking, and biking modes.
- Alternative B considered two transportation scenarios for the southeast quadrant, with allowed development at 250 feet maximum height:
  - The first assumes only one general access driveway to the SE Commercial Area site via NE 83rd Street to a signalized intersection with 120th Avenue NE.
  - The second scenario considers the same access as above, plus an additional south access to the site along 118th Avenue NE, which would connect to 80th Street NE with a newly signalized intersection.
  - The reconfiguration of land use growth in June Alternative B would substantially improve intersection operations relative to DSEIS Alternative 2. However, the land use growth envisioned by this Alternative would increase vehicle trips on the roadway network (compared to existing conditions or Alternative A/No Action scenario) such that the following intersections would not meet adopted LOS standards under Alternative B:
    - NE 85th Street & 6th Street: this intersection will operate at LOS under all future year Alternatives due to planned modifications to better accommodate transit, walking, and biking modes. Moreover, additional growth throughout the SAP would result in higher delays than are anticipated for Alternative A.
    - NE 85th Street & 120th Avenue NE: this intersection could not meet City standards without mitigation, as this is the main access point for growth in the SE quadrant.
    - NE 90th Street & 124th Avenue NE: this intersection could not meet City standards without mitigation, as this is the main access point for growth in the NE quadrant.

- NE 83rd Avenue & 120th Avenue NE: under the scenario in which this intersection serves as the only general access to the SE Commercial Area, it will require signalization (as assumed) as well as additional lanes.
- NE 80th Street & 120th Avenue NE: under the scenario in which only one general access is provided to the SE Commercial Area along NE 83rd Avenue, increased traffic through this intersection would result in LOS F delays without mitigation.
- 80th Street & 118th Avenue NE: similarly, under a single access point scenario to the SE Commercial Area, this intersection would also be impacted by additional traffic along 80th Street, although it is unclear whether a signal would be warranted to address the side street delay.

- A sensitivity test was conducted to determine whether the additional land use growth allowed under the 85th Station Area Plan would affect the operations at the redesigned interchange. The operations at the I-405/NE 85th St interchange were evaluated using the microsimulation traffic models developed by WSDOT for their interchange study. Two scenarios were tested, including 2044 June Alternative B and June Alternative B with transportation demand management (TDM) implementation, which resulted in 500 less peak hour trips in the network. As shown in Exhibit 2-10, the Station Area Plan will result in slightly higher delays and queuing along NE 85th St in the future than estimated by WSDOT in their interchange analysis. However, the increases do not significantly affect the operations of the interchange or the freeway mainline.
- Representative project investments to mitigate Level of Service impacts are identified in the next section of this report.

Exhibit 2-9. LOS Results for Evaluated Alternatives (without mitigation)

ID	Intersection	LOS Standard	Peak Hour	2019 Existing	2044 June Alt. B	2044 June Alt. B 1: 2 Driveways	2044 June Alt. B 2: 1 Driveway	2044 DSEIS Alt. 2
1	NE 90th Street & 124th Avenue NE	D	PM	C / 21	**F / 83**	**F / 158**	**F / 158**	**F / 380**
2	NE 85th Street & 6th Street	E	PM	D / 41	**F/109^**	**F / 145^**	**F / 145^**	**F / 138^**
3	NE 85th Street & 120th Avenue NE	D	AM PM	C / 22 C / 21	C / 24 D / 39	**F/ 114** **F/ 113**	**F/ 114** **F/ 113**	**F / 572** **F / 616**
4	NE 85th Street & 124th Avenue NE	D	AM PM	C / 29 D / 35	C / 33 D / 41	D / 39 D / 45	D / 39 D / 45	D / 35 **E / 59**
5	NE 83rd Street & 120th Avenue NE	D	PM	B / 11	B / 13	B / 18*	B / 20**	A / 8*
6	NE 80th Street & 118th Avenue NE	D	PM	B / 15	C / 20	A / 8**	**F / 94**	A / 6**
7	NE 80th Street & 120th Avenue NE	E	PM	B / 11	B / 14	B / 13	**F / 222**	B / 20
8	NE 70th Street & 116th Avenue NE	E	PM	C / 28	D / 35	E / 75	E / 75	E / 67

Source: Fehr & Peers.
Notes:
^ Intersection reconfiguration with transit queue jump and dedicated WBR turn pocket
* Signalized without any geometric improvements
**Signalized with EBL, SBR turn pockets

Exhibit 2-10. LOS and Average Control Delay

Intersection	Control	2045 WSDOT	2044 June Alt. B	2044 June Alt. B w/ TDM
6th St / NE 85th St	Signal	E / 68 sec	F / 128 sec	D / 52 sec
Kirkland Way / NE 85th St	Roundabout	C / 18 sec	F / 75 sec	E / 37 sec
120th Ave NE / NE 85th St	Signal	D / 39 sec	D / 54 sec	D / 52 sec
122nd Ave NE / NE 85th St	Signal	C / 28 sec	C / 33 sec	C / 27 sec
124th Ave NE / NE 85th St	Signal	F / 93 sec	F / 94 sec	E / 63 sec

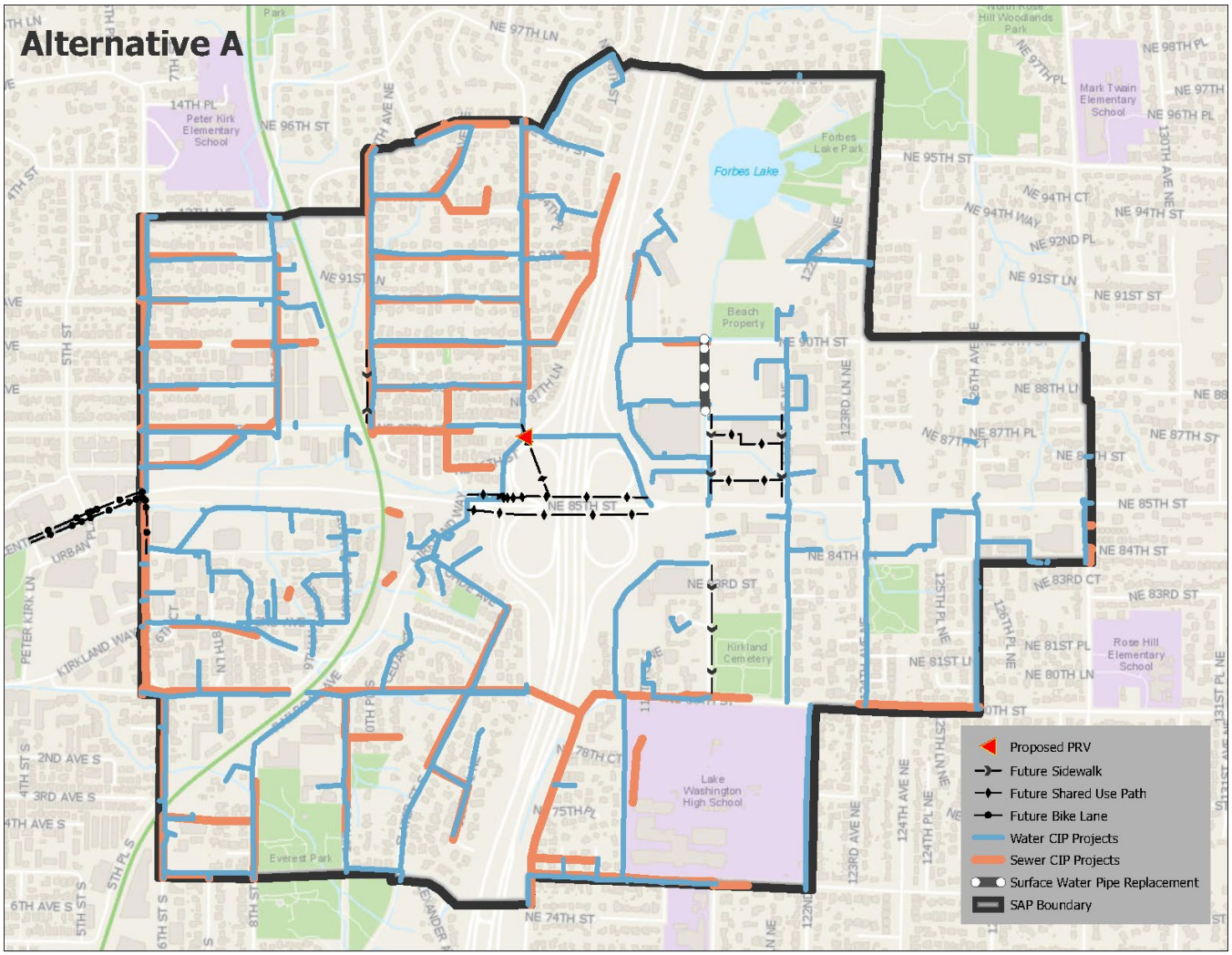
Source: Fehr and Peers, 2021.

3.0 Infrastructure Investment Methodology

Planning level studies were conducted to determine a set of representative infrastructure investments needed to maintain service levels in transportation, water and sewer, and stormwater given the employment and household growth assumed for June Alternatives A and B. These studies were produced for development of conceptual cost estimates for fiscal modeling of the Station Area and are not intended to show a preferred plan or final project configurations, which will be developed in later stages of planning and are subject to City Council approval.

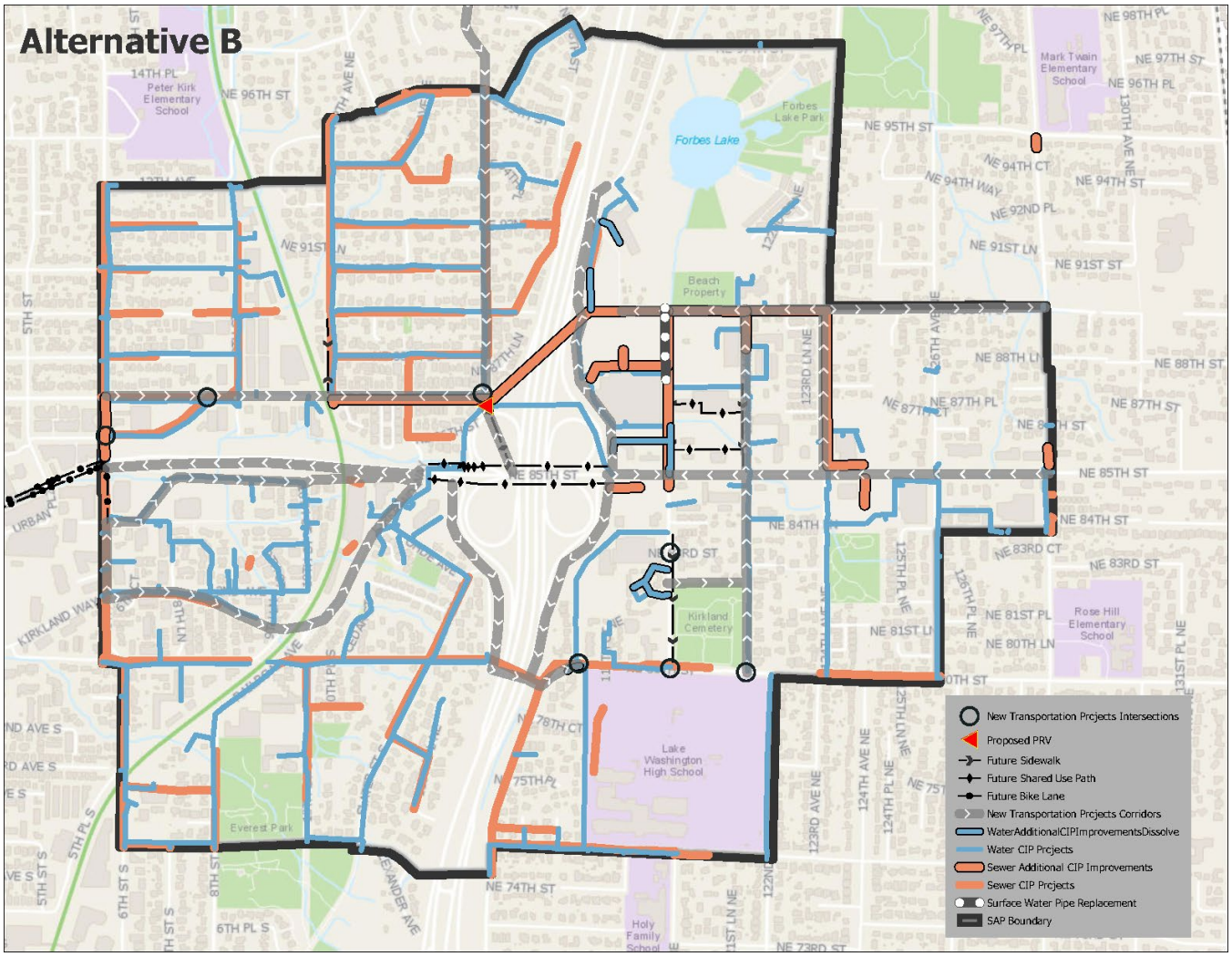
A map of representative infrastructure projects for June Alternative A is shown in Exhibit 3-1 and Exhibit 3-2 shows June Alternative B.

Exhibit 3-1. June Alternative A – Representative Infrastructure Investments



Source: City of Kirkland, 2021.

Exhibit 3-2. June Alternative B – Representative Infrastructure Investments



Source: City of Kirkland, 2021.

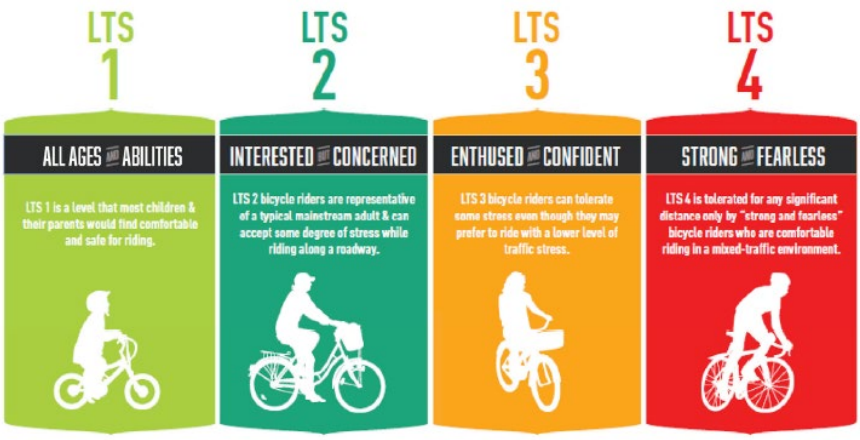
3.1 Transportation

In addition to the supplemental transportation analysis for the June Alternatives described in Section 2.2 of this report, the City engaged Fehr & Peers to identify a potential package of representative investment strategies to support full implementation of June Alternatives A and B. The **Supplemental Transportation Memo, Appendix 1**, is available for review here. This section outlines these improvements identified for the purposes of modeling the fiscal impacts associated with each June Alternative. The project team was charged with identifying necessary infrastructure and supportive policies to achieve the following transportation objectives:

- Preserve the functionality of NE 85th Street, while enhancing and expanding its role as an urban, multimodal street.
- Incorporate transportation improvements that preserve community character, including minimizing significant changes such as road widening in areas outside of those intended for proposed growth.
- Accommodate transit effectively along NE 85th Street and other streets in the Study Area.
- Establish a low-stress priority bike and pedestrian network that serves the full Study Area.

The comfort of facilities for people walking and biking is measured quantitatively using a metric called "level of traffic stress." This metric describes conditions on a scale of 1-4, with level 1 representing conditions that are comfortable for people of all ages and all abilities and level 4 representing conditions that are stressful for almost everyone, see Exhibit 3-3.

Exhibit 3-3. Level of Traffic Stress Concept



Under City staff direction, the Fehr & Peers team used travel modeling and traffic operations analysis, described in Section 2.2 Summary of Transportation Analysis of June Alternatives, to determine representative improvements including:

- Roadway geometric and operational changes.
- Implementation of a robust transportation demand management strategy.
- Transit access and speed and reliability considerations.
- System improvements to improve conditions for walking and biking.

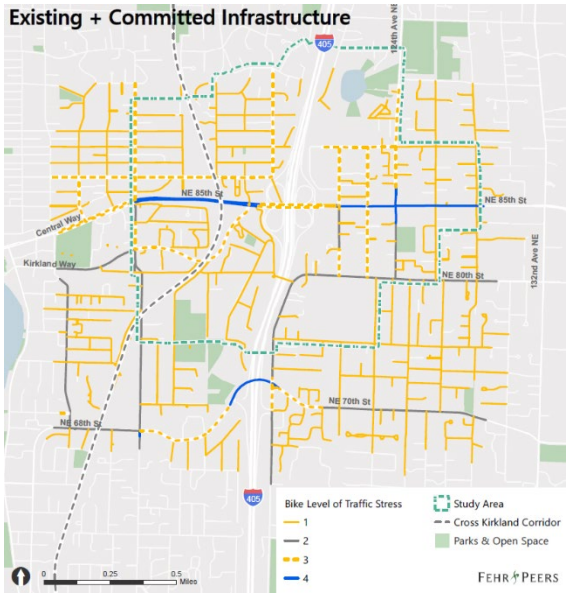
Findings

- The City needs to make significant transportation improvements in either Alternative. In Alternative B, the largest City-funded representative improvements are:
  - Kirkland Way Complete Streets (an improvement which requires rebuilding of the Cross Kirkland Corridor bridge and is also assumed under Alternative A).
  - 124th Ave NE Roadway Widening to 5 Lanes, NE 85th St. to NE 90th St. (an improvement also assumed under Alternative A).
  - 90th St Complete Streets Improvements (two projects, both projects are also assumed under Alternative A).
  - NE 85th St. Shared Use Trail Improvements, 5th St. to Kirkland Way (an improvement that only takes place in Alternative B).
- This effort identifies a suite of transportation demand management (TDM) strategies that could be implemented by the City or required of developers over time within the SAP. Implementation of these strategies would not only help reduce driving, which in turn lessens traffic congestion and greenhouse gas impacts, but fundamentally align with the City's values and vision for the Station Area. TDM strategies identified include measures related to parking management, transit subsidies, and commute trip reduction programs, like Kirkland's Green Trips. Collectively, recommended strategies are estimated to reduce driving by 9% to 38%, with 13% serving as an estimate based on typical planning applications. It is recommended that these strategies be implemented as part of **Alternative B**. Implementation of TDM strategies would require investments by the City in several forms, including:
  - City staff time to develop code revisions and manage compliance, for example requiring developers to provide a transit subsidy to tenants.
  - Creation of new staff positions to implement and operate new programs, for example on street parking policing and management and off-street parking program implementation.
  - Capital investments, for example micro mobility charging stations.

These costs, both for initial start-up and ongoing program management, should be considered within the financial evaluation of the plan.

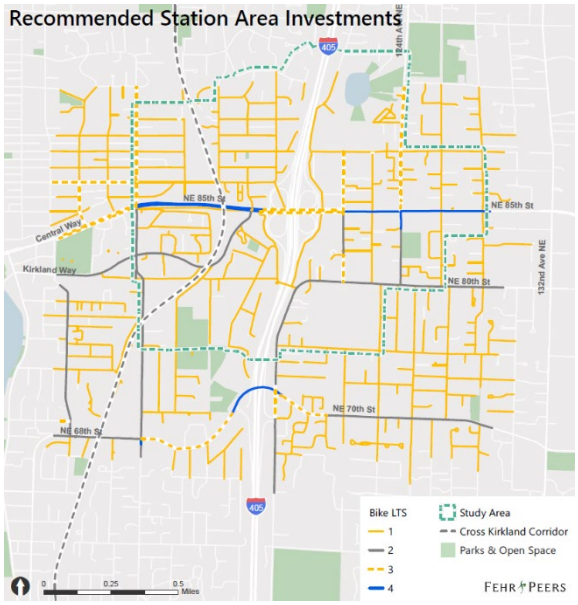
- Analysis of the comfort of facilities for people walking and biking in the Study Area with existing and committed transportation investments and how that could change with recommended investments for the SAP is illustrated below in Exhibit 3-4 and Exhibit 3-5.
- Analysis of how far people can comfortably walk or bike within 5, 10, and 15-minutes of the proposed station with existing and committed transportation investments and how that could change with recommended investments for the SAP is illustrated below in Exhibit 3-6 and Exhibit 3-7.

Exhibit 3-4. Alt A Bike Level of Stress Network



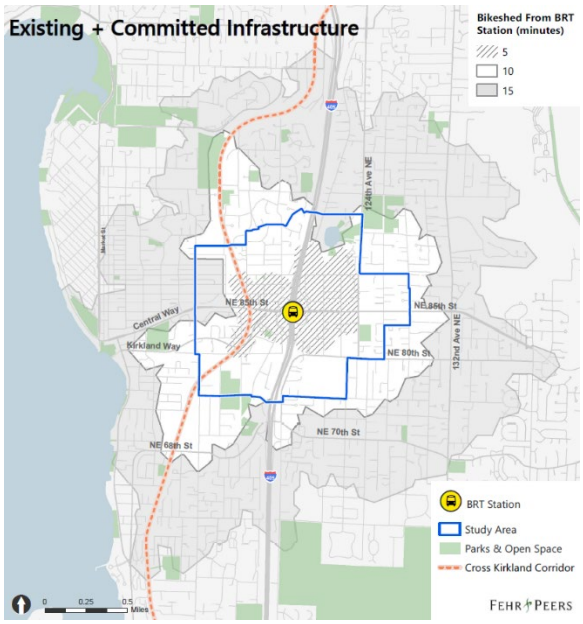
Source: Fehr and Peers, 2021.

Exhibit 3-5. Alt B Bike Level of Stress Network



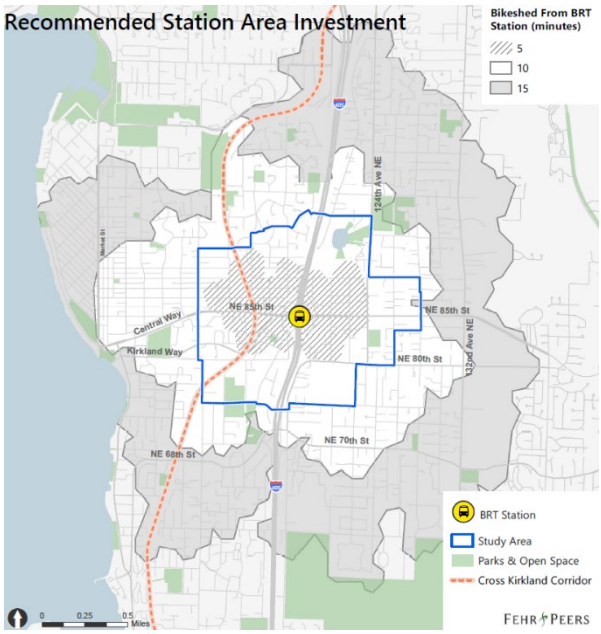
Source: Fehr and Peers, 2021.

Exhibit 3-6. Alt A Potential Bikeshed from BRT Station



Source: Fehr and Peers, 2021.

Exhibit 3-7. Alt B Potential Bikeshed from BRT Station



Source: Fehr and Peers, 2021.

Fehr and Peers considered three primary elements to understand potential change to transit conditions under the different land use alternatives: passenger loads, speed and reliability, and access-to-transit. Analysis of the future year action Alternatives, including DSEIS Alternative 2 as a point of comparison, on the transit passenger loads in the Study Area utilized the 2042 Sound Transit (ST) Model and bus crowding threshold guidance from King County (KC) Metro. A higher transit load factor indicates more crowded conditions. It should be noted that KC Metro's bus crowding thresholds do not guarantee a seat for every rider on the bus. The thresholds account for an acceptable number of both seated and standing riders. Generally, passenger load factors should not exceed 1.25 for routes that run less than every 10 minutes, and should not exceed 1.5 for routes that run every 10 minutes or better.

Exhibit 3-8 indicates that all the reviewed action Alternatives further impact the I-405 BRT due to the new PM peak hour transit trips: transit ridership growth for these Alternatives exceeds 15%. To address the projected overcrowding of buses along the impacted routes, some riders may slightly shift their commute time to avoid the peak period or access their destination via different routes. Transit agencies also regularly monitor the passenger load factor and adjust scheduling to best accommodate ridership demand. An expanded safe bicycle network to additional areas within the city and region would also help alleviate transit overcrowding by providing alternatives to riding transit. While transit lane options including recommendations in the KTIP were reviewed, they were removed for further consideration because the transit lanes would provide limited speed and reliability benefits for the substantial cost while potentially constraining pedestrian access and limiting bus station location options.

Exhibit 3-8. Impacted Transit Ridership

Action Alternative	New PM Peak Hour Transit Trips in Station Area	Routes With Passenger Load Factors Above the Threshold	New PM Peak Hour Riders per Route	Passenger Load Factor^	Transit Ridership Growth
Alternative A	372	I-405 BRT North	11	1.16	15%
Alternative B	603	I-405 BRT North	18	1.25	24%
Alternative 2	669	Route 250	38	1.06	285%
		I-405 BRT North	20	1.28	26%

Source: Fehr & Peers, 2021
Notes:
^ Passenger load factor is a ratio of anticipated ridership compared to KC Metro's crowding threshold.

Transportation costs and resources are addressed further in:

- Section 4.5.1 Capital Revenues.
- Section 4.5.2 Capital Costs.
- Section 4.5.3 Capital Net Fiscal Impact (page 4-25): A comparison of City-funded transportation infrastructure costs and revenues.

3.2 Water and Sewer

The City contracted with RH2 to determine water and sewer system improvements required above and beyond the City's existing Capital Improvement Programs (CIPs) to support the SAP development (June Alternative B). The **Supplemental Water and Sewer Memo, Appendix 2,** is available for review here.

The RH2 team worked under City staff direction to determine representative water and sewer system improvements needed to support the following scenarios for development in the Station Area.

- Growth based on 2035 Comp Plan including the Rose Hill Mixed Use sites, which City staff has indicated is comparable to June Alternative A.
- June Alternative B.

All identified improvements were classified and phased based on the following.

- Those required to be constructed in conjunction with the Bus Rapid Transit (BRT) station.
- Those required to be constructed to support each of the service areas analyzed as part of the Fiscal Impacts analysis (SE Commercial Area, NE Commercial Area, and NE, NW, SE, SW quadrants).

Findings

Under either scenario outlined above, additional water and sewer system improvements will be needed to meet expected growth in the Station Area beyond implementation of the City's existing CIPs as shown in the 2015 Water System Plan (WSP) and 2018 General Sewer Plan (GSP). This analysis was designed to update the existing CIPs in the 2015 WSP/2018 GSP based on updated expected growth projections, such as development of the Rose Hill Mixed Use sites, in the Station Area (i.e., June Alternative A). It is important to note that the City's CIP looks at project funding for a six-year window and that future projects are shown as unfunded until they are prioritized in the CIP window.

Additional improvements will be needed in June Alternative B, above and beyond those needed in June Alternative A, to meet projected growth given proposed zoning changes in the Station Area. Additional water and sewer system improvements are identified in these analyses as a representative list of projects that could serve the level of buildout described in June Alternative B:

- The water system would not be able to meet the rezoned fire flow requirements without additional improvements.
- The sewer system would not be able to meet the additional flows from the Station Area without additional improvements.

Notable water and sewer improvements needed include a water main under I-405 as required by WSDOT due to construction of the BRT station (needed in either June Alternative A or June Alternative B) as well as a sewer capacity project that crosses under I-405 to connect the King County transmission line under Cross Kirkland Corridor (needed in June Alternative B).

Water and sewer costs and resources are addressed further in:

- Section 4.5.1 Capital Revenues.
- Section 4.5.2 Capital Costs.
- Section 4.5.3 Capital Net Fiscal Impact (page 4-25 for water and page 4-27 for sewer): A comparison of City-funded water/sewer infrastructure costs and revenues.

3.3 Stormwater

The City engaged Robin Kirschbaum, Incorporated (RKI) to evaluate stormwater infrastructure needs associated with the SAP. The **Supplemental Stormwater Memo, Appendix 3,** is available for review here. A high-level analysis was performed to determine potential flooding and conveyance capacity impacts to the stormwater main line along 120th Ave NE with various redevelopment scenarios. The study was limited to potential parcel-based improvements and did not address rights-of-way. It was determined that conditions in the June Alternatives would not have substantial impacts to the conveyance systems in basins in the western quadrants and eastern edge including portions of the northeast quadrant of the Station Area. Therefore, it did not analyze these areas. The three scenarios analyzed included:

1. A baseline condition with existing land cover.
2. A full 23-year build out condition which evaluated development in line with current zoning standards. City staff has indicated this scenario is comparable to June Alternative A.
3. A full 23-year built out June Alternative B condition which evaluated development in line with the Station Area Plan vision. This standard would allow an increase in lot coverage on certain parcels, therefore increasing impervious surface.

After determining the potential flooding locations for each developed scenario, stormwater mitigation options were evaluated to determine their effectiveness at reducing runoff along the stormwater main line. Mitigation options that were applied included stormwater conveyance system improvements (larger pipe diameters, or change in pipe material), and incorporation of detention facilities (vaults). In addition, "blue/green" streets (a combination of rain gardens and vault-type structures) were modeled as an additional conveyance mitigation option for parcel-improvement conditions under June Alternative B levels of growth.

Findings

1. **For either Alternative, development of the Study Area and any associated increases in impervious surface area will not have any negative downstream impacts.** This is due to current stormwater mitigation requirements that will require these parcels to install large detention systems (such as tanks and vaults) to reduce the flow off their development and help existing flooding issues, mitigating to forested conditions.
2. **Under either Alternative, the only recommended stormwater project within the Study Area consists of replacing 520 feet of pipe along 120th Ave NE with a smoother pipe material.** This will increase capacity through the stormwater main line, helping in all scenarios.
3. **Evaluation of Green/Blue Street stormwater infrastructure modeled within the Study Area showed it was not effective as an additive mitigation strategy for the capacity of the stormwater system in either Alternative, and was not recommended as modeled in the representative stormwater investment list.** This is because much of the potential flooding within parcels is resolved with the on-site stormwater mitigation from redevelopment. These strategies were not evaluated for their potential relative to mitigating right-of-way stormwater or existing flooding conditions or for park or open space community benefit, given the high cost of construction and maintenance of the improvements as modeled. Other types of green streets or stormwater expression, that were not included in the study and may have lower maintenance costs, could continue to be considered as urban design features with water quality treatment benefits.

4. **Although not directly related to the Station Area vision, the analysis showed that outside of the Study Area, an increase in runoff from the upstream residential areas causing potential flooding.** The growth associated with June Alternatives A and B did not have any impact on or contribution to this potential upstream residential area flooding. Residential parcels are smaller in size and tend to be under the mitigation requirement and therefore are exempt from the requirement to construct large stormwater facilities. This issue will need to be addressed in context of future development outside the Station Area.
5. **Recommended next steps** include considering re-evaluation of the conveyance standards to acknowledge climate change projections that indicate an 18-22% higher storm intensity in the 2030's to provide for more resilient design and developing a groundwater management policy to preserve system capacity.

Overall, this analysis shows that development and any associated land use code changes under each Alternative within the Study Area will not negatively impact existing stormwater conveyance through the stormwater main line on 120th Ave NE between NE 85th St and NE 90th St. Redevelopment in this area should reduce stormwater runoff with the implementation of required onsite stormwater control facilities.

Stormwater infrastructure costs and resources are addressed further in:

- Section 4.5.1 Capital Revenues.
- Section 4.5.2 Capital Costs.
- Section 4.5.3 Capital Net Fiscal Impact (page 4-28): A comparison of City-funded stormwater infrastructure costs and revenues.

4.0 Fiscal Impacts Analysis

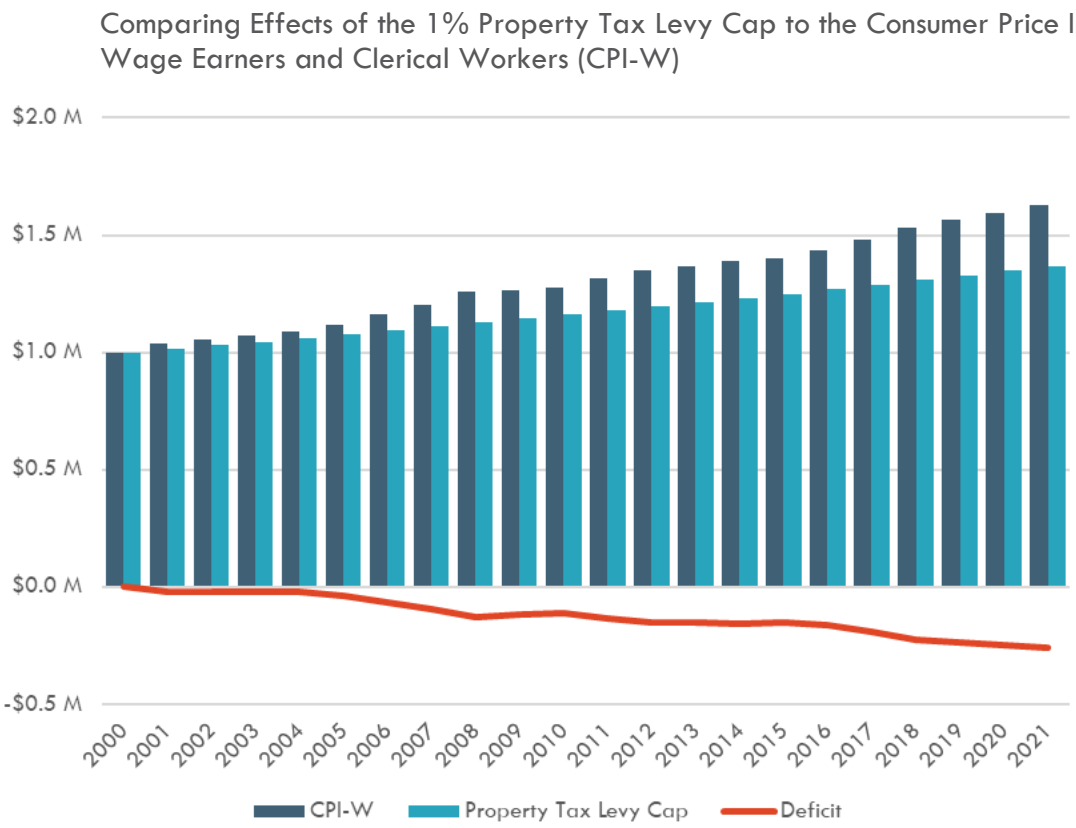
4.1 Fiscal Analysis: Purpose and Context

The fiscal analysis is designed to answer a key question: *With population growth and redevelopment in the Station Area Plan, comparing June Alternatives A and B, can the City afford the investments necessary to address increased demand on public services, especially schools, parks/open spaces, transportation, and utilities, and avoid a reduction in service for existing residents and businesses?*

Fiscal Context

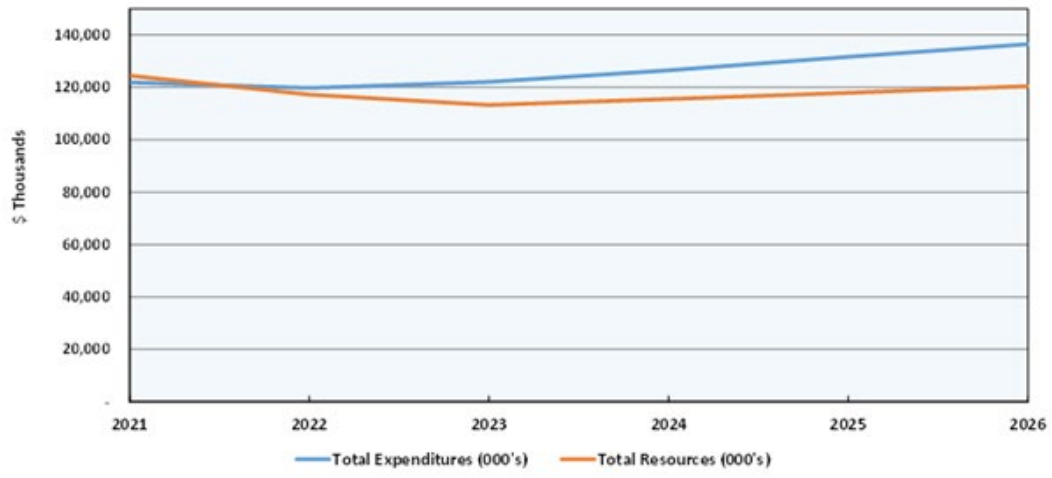
- **The Washington tax code, specifically a cap on property tax increases, creates a structural gap between operating costs and revenues in the absence of growth.** This is illustrated for a prototypical Washington city in Exhibit 4-1. This structural imbalance exists for Kirkland, as shown in Exhibit 4-2, and the Council takes specific actions each biennium to balance the budget and fund service levels. Growth-related revenues are significant, particularly for Alternative B, but, given the structural challenges noted here, it is expected that operational fiscal sustainability challenges will resurface over time as inflation outpaces capped property tax revenues.
- **The Station Area Plan is not an opportunity to catch up on existing service deficits.** Like most cities, Kirkland aspires to higher levels of service than it is often able to attain, and certain City services are currently below desired levels. Similarly, the City would like to invest in capital facilities, such as a pool or recreation center, to serve the population. As noted in the key question above, the Station Area Plan does not represent an opportunity to bridge current deficits. The focus of this fiscal analysis is on determining whether *existing* levels of service can be sustained.
- **Planning level studies were conducted to determine a set of representative infrastructure investments needed to maintain service levels in transportation, water and sewer, and stormwater with the June Alternatives A and B.** These studies were produced for development of conceptual cost estimates for fiscal modeling of the Station Area and are not intended to show a preferred plan or final project configurations, which will be developed in later stages of planning and are subject to City Council approval.

Exhibit 4-1. Fiscal Projections for a Prototypical Washington City



Source: BERK, 2021.

Exhibit 4-2. Kirkland General Fund Forecast, 2021-2026



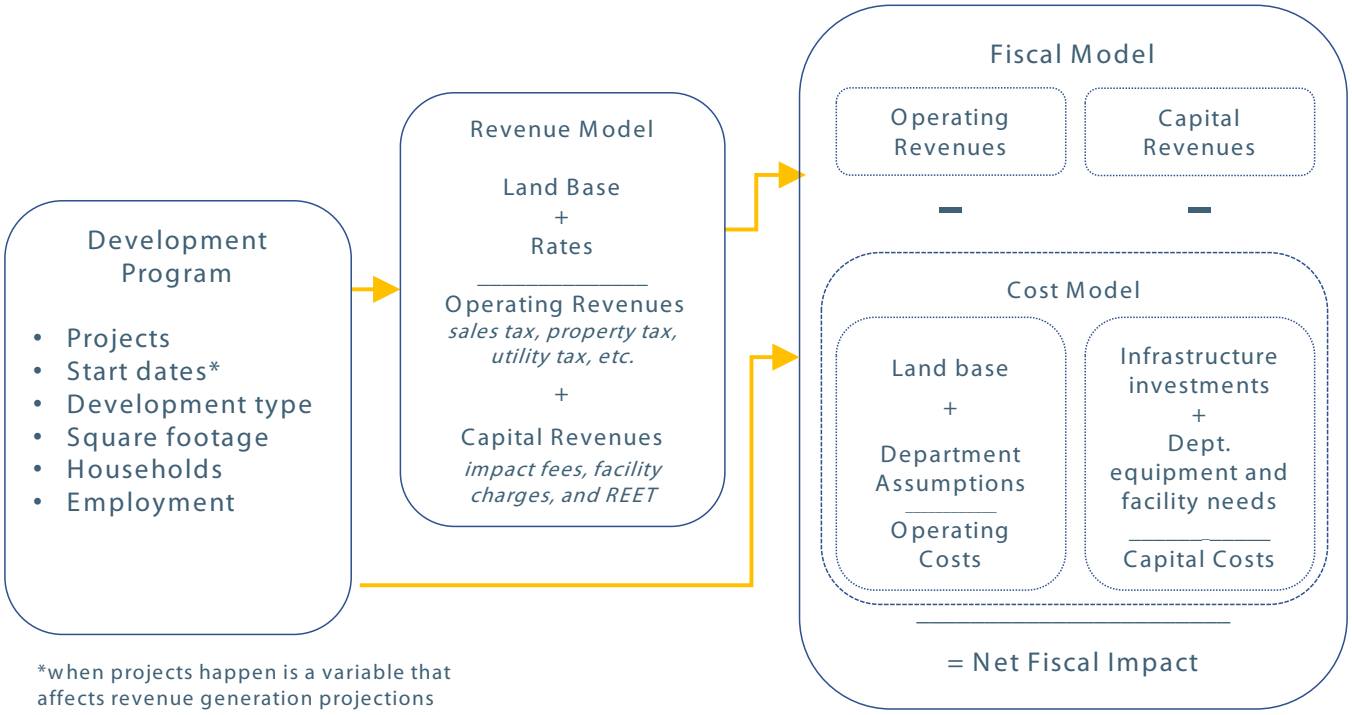
Note: Reflects 2021-2022 Revised Budget

Source: City of Kirkland, 2021.

4.1.1 Fiscal Model Structure and Use

Exhibit 4-3 illustrates the functioning of the revenue and cost models used to analyze the net fiscal impacts to the City of June Alternatives A and B. ECONorthwest developed a revenue model to project associated operating and capital revenues for the City, as well as revenues for key City partners. BERK led development of the cost model and calculation of net fiscal impact by comparing City revenues to expenses. BERK relied on the infrastructure investment analysis discussed in Section 3.0 for costs associated with transportation, water, sewer, and stormwater infrastructure.

Exhibit 4-3. Fiscal Model Structure



Source: BERK, 2021.

Development Assumptions

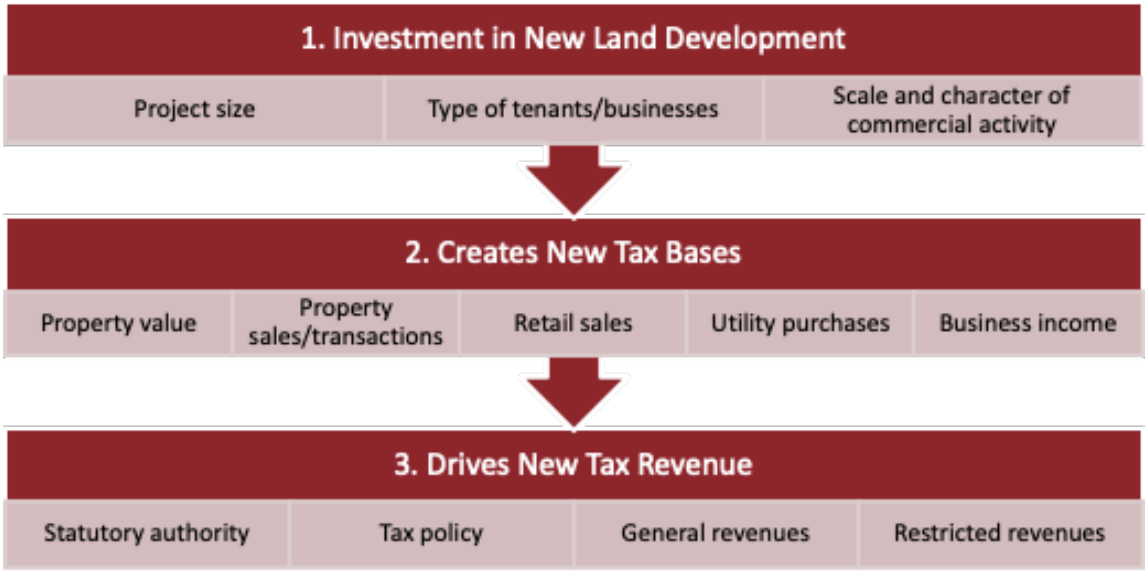
The development assumptions that drive revenue and cost projections are consistent with June Alternatives A and B established for further evaluation in June 2021. They use the same control totals and spatial allocation of growth to the Traffic Analysis Zone (TAZ) level as other analyses. From there, development was assigned to parcels using development prototypes that reflect realistic building forms and densities consistent with each Alternative's future land use assumptions. Parcel-level development assumptions were aggregated into "Projects" – clusters of adjacent parcels (all within the same TAZ and same physical block) with the same development assumptions. Development was spread through the planning period based on timing for known development projects and generalized market conditions for residential, office, and flex/industrial development.

4.2 Revenue Analysis Methodology

4.2.1 General Assumptions

Washington State tax policy has conditions that allow governments that grow their tax bases to collect additional revenues. This relationship creates a mutually reinforcing benefit of housing and commercial development with additional tax revenues. As shown in Exhibit 4-4, new land development represents a direct financial investment in land preparation and building structures. Those structures are then occupied by residential and business uses that increase the lands' productive economic capacity. That economic value generates taxable bases at the land, business operation, and transaction level, represented in land value, retail sales, business income, etc. State tax policy allows government jurisdictions to tax these bases to fund needed public services and infrastructure.

Exhibit 4-4. Land Development and Tax Revenue Generation



Source: ECONorthwest, 2021.

The application of tax policy on these tax bases determines the amount of local tax revenue generated by the land development and the businesses and residential uses that occupy the developed land.

The tax impact analyses focus on the core tax revenues that support the delivery of general City services as well as a select number of capital restricted revenues used to fund infrastructure. The analysis above assesses the tax revenue of the proposed Alternative development in Kirkland based on assumptions about the timing, scale, and quality of construction. This analysis looks at an approximate baseline for the revenue impact of redevelopment acknowledging the uncertainty inherent in the broader economy and development. The three main determinants of fiscal impact are explained below.

- **Scale and Mix of Development.** The fiscal impact is likely to change as developers contemplate differing types and amounts of land development. Effectively, changes to these assumptions impact how much economic activity will take place in the area.
- **Quality of Development.** Baseline assumptions around development quality are drawn from reliable data calibrated to the Kirkland marketplace.

- **Timing of Development.** The timing of construction, absorption, and occupancy of development can either accelerate or delay the onset of tax revenues. Delay reduces the tax revenues from construction and operations in the area by pushing out the impacts into the future, resulting in decreasing years of benefits.

Conceptually, tax revenues are differentiated into three categories:

- **One-time Revenues.** These General Fund revenues are tied to the construction of housing and commercial products. Specifically, they include the retail sales tax on construction (materials and labor). They also include the one-time nature of permit and permit review fees (these revenues are assumed to support the cost of permitting activities and are not available for other purposes).
- **Recurring Revenues.** These General Fund revenues are derived from the occupancy of residential and commercial structures by residents, businesses, and employees. Specific revenues include the property tax, retail sales tax, and utility taxes.
- **Non-General Fund Capital Restricted Revenues.** These revenues are statutorily restricted to fund capital expenses. Specific revenues include the real estate excise tax, impact fees, and capital facility charges.

Baseline Comparisons

The revenue analysis seeks to identify the incremental "new" revenue within the study area for each alternative. The analysis must then create an estimate for how much tax and fee revenue in generated within the study area today and how those revenues may grow in the future assuming no changes in land development. With this "baseline" understanding, it is possible to analyze the impact of the growth in the alternatives by doing two things as a project site is redeveloped: 1) the existing stream of tax revenues will cease to accrue to the city, and 2) a new stream of revenues will begin accruing to the city tied to the new construction and occupation of the building.

4.2.2 Operating Revenues

The following description of tax revenues is included for reference of the estimated taxes. Tax revenues are calculated based on the changes in the components of the City's tax base resulting from redevelopment in the Study Area. Elements of growth that influence revenues include the timing, scale, and quality of development understood as part of the Alternative specification.

The following operating revenues are estimated as part of the analyses:

- **Property Tax.** The property tax impact is only the degree that new construction assessed value raises the add-on value to the City levy capacity above the 1% limit. Redevelopment of the site would be taxed at the City's regular levy rate. Only the regular levy is considered in this analysis (i.e., not including the 2020 Fire & EMS Levy Lid Lift)). The 2021 expense levy is $0.9937 per $1,000 of taxable assessed value. The analysis lets the levy rate grow and recede with growth in new construction, assessed value, and levy collections. This tax is modeled by estimating the amount of new construction and assessed value is within both the study area and city in order to estimate the property tax rate in any given year. With this information it is possible to estimate how much new assessed valuation and property taxes are generated within the study area under a given alternative.

- **Sales Tax.** Of the 10.2% sales tax currently collected in the City on general retail purchases, a 1% "local" share of the tax accrues to local jurisdictions. The City receives 85% of the 1% local tax and King County gets 15%. This tax is levied on businesses in the area, and also on construction activity and some transactions related to housing and business, such as certain online purchases and the delivery of personal and commercial goods. The current rate accruing to the City is 0.85%. The sales tax relies on estimates of new construction value and consumer taxable retail sales spending.
  - The City also levies a 0.1% Public Safety sales tax. The revenue must be shared with the County for this tax (the City receives 85% of this increment as well with the County receiving 15%).
  - The City also receives a population pro rata share of 90% of the city allocation of King County's 0.1% criminal justice sales tax. Increase in the criminal justice tax is modeled on net increases in population due to development.
  - In the 2019 legislative session, the state approved a local revenue sharing program for local governments by providing a 0.0146% local sales and use tax credited against the state sales tax for housing investments. The city's rate is 0.0073% due to the county also using this tax. This tax is not estimated at this time.
- **Business License Tax.** The City collects an annual business license tax. The fee is a base rate plus a "per employee fee." Kirkland does not impose a Business and Occupation (B&O) tax on gross receipts. The license tax is calculated by estimating the amount of employment by industry sector within occupied buildings and applying the appropriate tax rate.
- **Utility Taxes.** The City imposes utility taxes on gross purchases of electricity, water, wastewater, solid waste, telephones, cable, and natural gas. Current tax rates are used for this analysis. A generalized utility expenditure productivity factor (on a per person and employee basis) was used to generate estimates of utility purchases.
  - Water: 13.38%
  - Wastewater: 10.5%
  - Electric: 6%
  - Natural Gas: 6%
  - Solid Waste: 10.5%
  - Cable/Internet: 6%
  - Telephone/Mobile: 6%
  - Stormwater: 7.5%
- **State Shared Revenues.** The City receives several State-shared revenues. The principal sources treated in the analysis are the Motor Vehicle Fuel Tax, Liquor Excise Tax, and Liquor Board Profits. These revenues are primarily disbursed on a formula weighted toward population. Increase in the criminal justice tax is modeled on net increases in population due to development.

4.2.3 Capital Revenues

The following capital revenues are estimated as part of the analyses:

- **Real Estate Excise Tax (REET).** REET revenues are placed in the capital restricted funds and are used by the City to finance capital projects. This analysis assumes that all market-rate developments would be sold upon completion with some share of structures entering the resale market in subsequent years. The rate of valuation turnover is assumed to be 9.61%, the rate or turnover ranges from about 7% in years when price growth is low and up to 11% in years when price growth is high). The City currently uses both 0.25% REET rates (REET 1 and REET 2 total to a rate of 0.5%).
- **Impact Fees.** The City levies transportation, parks, and fire impact fees calculated on units of development and square footage of development (depending on the type of impact fee). The City also collects a school impact fee on behalf of the Lake Washington School District. Impact fees are estimated by applying the appropriate rate on the type of development specified in the respective alternative. Impact Fees were assumed to grow at a rate of 2.90%, derived from a 10-year average of the Engineering News-Record's Construction Cost Index and consistent with the inflation rate used for the cost of City infrastructure projects upon which these revenues are based. The inclusion of future capital improvements to the Capital Facilities Plan could lead to additional fee increases.
- **Capital Facility Charges.** The City also collects a capital facility charge for its water utility, sewer utility, and stormwater utility. Facility charges are estimated by applying the appropriate rate on the type of development specified in the respective alternative. Like Impact Fees, Capital Facility Charges were assumed to grow at the 10-year average of the Engineering News-Record's Construction Cost Index and consistent with the inflation rate used for the cost of utility infrastructure projects upon which these revenues are based.

4.3 Cost Analysis Methodology

4.3.1 Operating Costs

Operating cost projections were developed in collaboration with City staff and are based on estimated operational impacts to each of the City's departments. City departments are bucketed into the following five departmental categories: Fire, Police, Parks and Community Services, Public Works, and Internal Services. Internal Services includes the City's Finance and Administration, Human Resources, Information Technology, City Manager's Office, City Attorney's Office, and Municipal Court departmental functions.

As a note, growth in the Study Area is also assumed to impact Planning and Building operations; however, this analysis assumes that operating activities funded by permit-related revenues (i.e., Planning and Building) as well as by utility operating revenues (i.e., certain functions of Public Works) are covered by those respective revenue sources based on increased demand for services. As such, the methodology covered below focuses on operating costs funded by general operating revenue sources (e.g., property taxes, sales taxes, utility taxes, etc.), which are defined as "general operating costs."

General operating costs for each departmental category are broken out into labor costs, such as salaries and benefits, and non-labor costs, such as supplies, IT operating charges, fleet operating charges (excepting Fire and Police whose fleet needs are projected separately), facility operating charges, etc.

Inflation assumptions are based on City staff input and consistent with the City's long-term growth assumptions for budgeting and financial forecasting where possible. Salaries are assumed to grow at 2.26% annually while benefits are assumed to grow at 6.10% annually, consistent with the City's assumptions around labor cost budgeting. Non-labor costs are assumed to grow in line with the average annual growth rate (2.14%) of the Seattle-Tacoma-Bellevue Consumer Price Index: All Urban Wage Earners and Clerical Workers.

In the following sections, general operating cost assumptions and methodology are outlined for each of the five departmental categories.

Fire

Drivers

Operating cost projections for Fire are based on the projections of additional annual fire incidents from growth in the study area. The projection methodology for new annual incidents is driven by applying estimated increases in square footage of various land uses in the study area, such as commercial, office & industrial, or estimated increases in single-family or multifamily dwelling units in the study area to incident generation rates derived from the City's 2020 Fire Impact Fee Update.[1]

Labor and Non-Labor Needs and Costs

Fire labor needs are based on assumptions developed by Fire Department staff given the projected number of annual incidents under each Alternative. Under Alternative B, Fire staff projected a need for five additional firefighters and one additional fire inspector based on the volume of annual projected incidents and annual major developments (multifamily, mixed use, or other non-residential buildings) added in the area. Fire staff estimated that firefighter staffing would need to be added to Station 26 when the volume of annual incidents in the Study Area increased above 500 per year. Additionally, it was estimated that an additional fire inspector would need to be added when 5 new major development buildings would complete construction. Labor and non-labor costs are based on 2021 budgeted firefighter and fire inspector salaries/benefits and average 2015-2021 Fire non-labor costs in 2021$ per Fire staff FTE, respectively. Additional one-time non-labor costs for training and equipment are based on estimates from City staff.

Under Alternative A, Fire staff estimated that the Department's current and projected future staffing capacity would be able to handle the additional generated annual incidents in the Study Area and no additional operational costs would be needed.

Police

Drivers

Operating cost projections for Police are driven by a variety of assumptions, primarily either in projected increases in annual calls for service or projected increases in total equivalent population. Projected

[1] https://www.kirklandwa.gov/files/sharedassets/public/city-council/agenda-documents/2021/april-6-2021/9a_business.pdf

increases in annual calls for service are based on the average ratio of annual Citywide calls per service to the City's total equivalent population from 2015 to 2019.

Labor and Non-Labor Needs and Costs

Police labor and non-labor needs and costs are projected for the following Department functions:

- *Patrol Division* – Labor and non-labor needs for the Patrol Division are based on applying the average ratio of Patrol staff to annual calls for service from 2015 to 2019 to projected increases in annual calls for service. Patrol labor and non-labor costs are based on average 2021 budgeted patrol officer salaries/benefits and average 2015-2021Police non-labor costs in 2021$ per police staff FTE, respectively.
- *Traffic Division* – Labor and non-labor needs for the Traffic Division are determined by applying the average ratio of Traffic staff to total equivalent population from 2015 to 2020 to projected increases in total equivalent population. Traffic labor and non-labor costs are based on average 2021 budgeted traffic officer salaries/benefits and average 2015-2021 Police non-labor costs in 2021$ per Police staff FTE, respectively.
- *Professional Standards Division* – Labor and non-labor needs for the Professional Standards Division are determined by applying the average ratio of Professional Standards staff to Patrol staff from 2015 to 2020 to projected increases in Patrol staff. Professional Standards labor and non-labor costs are based on average 2021 budgeted Professional Standards salaries/benefits and average 2015-2021 Police non-labor costs in 2021$ per Police staff FTE, respectively.
- *Administration Staff* – Labor and non-labor needs for Administration staff are determined by applying the average ratio of Administration staff to Patrol staff from 2015 to 2020, which was subsequently adjusted downwards by 50% based on feedback from Police staff, to projected increases in Patrol staff. Administration labor and non-labor costs are based on average 2021 budgeted Administration staff salaries/benefits and average 2015-2021 Police non-labor costs in 2021$ per Police staff FTE, respectively.

BERK also explored the need for additional Corrections staff and City staff indicated that there is enough existing capacity to meet needs under either Alternative.

Parks and Community Services

Drivers

Operating cost projections for Parks and Community Services are primarily driven by projected increases in total population in the Study Area. This approach assumes that the City will maintain existing staffing levels on a per capita basis. It should be noted that this approach does not specifically project the portion of increased Parks and Community Services staffing needed to service potential new park facilities or amenities in the Study Area. Projected Parks and Community Services staffing through this method could be deployed to both service existing Citywide park facilities or amenities that would see increased usage due to growth as well as any potential new park facilities or amenities in the Study Area.

Labor and Non-Labor Needs and Costs

Parks labor needs are determined by applying the average ratio of Parks and Community Services FTEs to Citywide population from 2015 to 2020 to projected increases in total population under either Alternative. Labor costs are based on average 2021 budgeted Parks and Community Services staff salaries/benefits.

Parks non-labor costs are determined by applying average 2015-2020 Parks non-labor spending in 2021$ per City resident towards projected increases in total population. As a note, Human Service grant amounts are increased as part of this calculation.

Public Works

Drivers

Operating cost projections for Public Works are driven by a variety of assumptions, primarily around increases in annual major development projects and specific assumptions derived from Public Works staff input.

Labor and Non-Labor Needs and Costs

Labor and non-labor costs assumptions are driven by a variety of factors depending on the type of function:

- *Fleet Management* – As a note, fleet management costs are captured for each departmental category through non-labor cost assumptions, or, in the case of Fire and Police through capital cost assumptions. For Public Works, BERK projected fleet management staffing needs to understand the City's need for additional municipal facilities. Labor needs for fleet management are determined by applying the 2021 budgeted ratio of fleet technicians to City vehicles toward the number of vehicles estimated to be added by each department.
- *Streets and Public Grounds* – BERK explored the need for additional streets and public grounds staffing; however, based on Public Works staff input, developments in the Station Area are not estimated to increase need for staffing under either Alternative.
- *Development Engineering, Permit Review, Inspection* – Labor needs for this function are determined by applying the ratio of the increase in development engineering, permit review, and inspection staffing between 2016 to 2018 to the change in new building permits issued for major developments between 2016-2018 towards expected annual growth in major development projects under either Alternative. Labor costs and non-labor costs are based on the average 2021 budgeted salaries and benefits for development engineering, permit review, and inspection staff as well as average 2015-2021 Public Works non-labor costs in 2021$ per Public Works staff FTE, respectively.
- *Water and Sewer Maintenance* – BERK explored the need for additional water and sewer maintenance staffing; however, based on Public Works staff input, developments in the Station Area are not estimated to increase need for staffing under either Alternative.
- *Stormwater Inspection and Maintenance* – Labor needs for stormwater inspection are determined by applying a Public Works staff assumption of needing 1 new Stormwater Inspector for every 200 new major developments to expected growth in major development projects under either Alternative. Labor costs and non-labor costs are based on the average 2021 budgeted salaries and benefits for

Stormwater staff as well as average 2015-2021 Public Works non-labor costs in 2021$ per Public Works staff FTE, respectively.

- *Transportation Maintenance* – Labor needs for additional transportation maintenance are assumed to primarily be driven by need for additional signal technicians. Based on Public Works staff input, the need for additional signal technicians is assumed to increase at a rate of 1 new technician for every 20 new signals under each Alternative. Additionally, under Alternative B, Public Works staff indicated the need for 0.5 FTE of signal technicians for maintaining supporting infrastructure such as rectangular rapid-flashing beacons (RRFBs) and streetlights. Labor costs and non-labor costs for additional signal technicians are based on the average 2021 budgeted salaries and benefits for an Electronics Technician III as well as average 2015-2021 Public Works non-labor costs in 2021$ per Public Works staff FTE, respectively.
- *Transportation Demand Management* – Based on Public Works staff input, labor needs for an additional Transportation Program Coordinator are assumed in Alternative B. Labor costs and non-labor costs for an additional Transportation Program Coordinator are based on the average 2021 budgeted salary and benefits for a Transportation Program Coordinator as well as average 2015-2021 Public Works non-labor costs in 2021$ per Public Works staff FTE, respectively. The Transportation Program Coordinator position is assumed to be added in Alternative B in 2029, when the first transportation projects are assumed to begin construction.

Internal Services

Drivers

Operating cost projections for Internal Services are driven by increases in staffing in other non-Internal Services City departments, namely Fire, Police, Parks, Planning and Building, and Public Works.

Labor and Non-Labor Needs and Costs

Labor and non-labor costs assumptions are driven by a variety of factors depending on the type of function:

- *Human Resources* – Labor needs for Human Resources staffing are determined by applying the 2021 ratio of Human Resources FTEs to all non-Internal Services FTEs towards the estimated number of non-Internal Services FTEs added under each Alternative. Labor costs and non-labor costs are based on the average of 2021 budgeted salaries and benefits for Human Resources staff as well as average 2015-2021 Human Resources non-labor costs in 2021$ per Human Resources staff FTE, respectively.
- *Finance and Administration* – Labor needs for Finance and Administration staffing are determined by applying the 2021 ratio of Finance FTEs to all non-Internal Services FTEs towards the estimated number of non-Internal Services FTEs added under each Alternative. Labor costs and non-labor costs are based on the average of 2021 budgeted salaries and benefits for Finance staff as well as average 2015-2021 Finance and Administration non-labor costs in 2021$ per Finance staff FTE, respectively.
- *City Manager's Office (CMO)* – Labor needs for CMO staffing are determined by applying the 2021 ratio of CMO FTEs (excluding Facilities staff) to all non-Internal Services FTEs towards the estimated number of non-Internal Services FTEs added based on redevelopment under each

Alternative. Labor costs and non-labor costs are based on the average of 2021 budgeted salaries and benefits for CMO staff as well as average 2015-2021 CMO non-labor costs in 2021$ per CMO staff FTE, respectively. As a note, the CMO calculation for non-labor costs includes a factor for increased needs for the City's community responder program.

- *City Attorney's Office (CAO)* – Labor needs for CAO staffing are determined by applying the 2021 ratio of CAO FTEs to all non-Internal Services FTEs towards the estimated number of non-Internal Services FTEs added based on redevelopment under each Alternative. Labor costs and non-labor costs are based on the average of 2021 budgeted salaries and benefits for CAO staff as well as average 2015-2021 CAO non-labor costs in 2021$ per CAO staff FTE, respectively.
- *Municipal Court* – Labor needs for Municipal Court staffing are determined by applying the 2021 ratio of Judicial Support and Probation Officer FTEs to Kirkland's total equivalent population towards the estimated increase in total equivalent population in the Study Area based on redevelopment under each Alternative. Labor costs and non-labor costs are based on the average of 2021 budgeted salaries and benefits for Judicial Support and Probation Officer FTEs as well as average 2015-2021 Municipal Court non-labor costs in 2021$ per Municipal Court staff FTE, respectively.
- *Prosecutors* – As the City contracts for prosecutors, needs for increased prosecutor services (which are assumed to be Internal Services non-labor costs from the City perspective) are determined by applying the ratio of the City's 2021 budgeted contract to the City's Municipal Court FTEs towards the additional Municipal Court FTEs to be added under each Alternative.
- *Public Defenders* – As the City also contracts for public defenders, needs for increased public defender services (which are assumed to be Internal Services non-labor costs from the City perspective) are determined by applying the ratio of the City's 2021 budgeted contract to the City's Municipal Court FTEs towards the additional Municipal Court FTEs to be added under each Alternative.
- *Information Technology* – Like fleet management costs in Public Works, IT costs are captured at the department level through non-labor cost assumptions. However, BERK projected IT staffing needs to understand the City's need for additional municipal facilities. FTE needs for IT are determined by applying the 2021 ratio of IT FTEs to all non-Internal Services FTEs towards the estimated number of non-Internal Services FTEs added under each Alternative.
- *Facilities* – Like IT costs, Facilities costs are captured at the department level through non-labor costs assumptions. However, BERK estimated Facilities staffing needs to understand the City's need for additional facilities. FTE needs for Facilities are determined by applying the 2021 ratio of Facilities FTEs to all non-Internal Services FTEs towards the estimated number of non-Internal Services FTEs added under each Alternative.

4.3.2 Capital Costs

Capital cost projections were developed in collaboration with City staff as well as Fehr and Peers for transportation improvements, RH2 for water and sewer improvements, and Robin Kirschbaum, Inc. (RKI) for stormwater improvements. For our analysis, capital costs are broken out into the following

departmental or use categories: Fire, Police, Parks and Community Services, Internal Services, Public Works – Water, Public Works – Sewer, Public Works – Stormwater, and Public Works – Transportation.

Inflation assumptions are based on City staff input and consistent with the City's growth assumptions for budgeting and financial forecasting where possible. Costs for vehicles and equipment are assumed to grow at a rate of 3% annually, consistent with the City's assumptions around fleet budgeting. Infrastructure costs (i.e., water, sewer, stormwater, and transportation improvements) along with Internal Services facility renovation costs and Parks capital costs are assumed to grow at a rate of 2.90%, derived from a 10-year average of the Engineering News-Record's Construction Cost Index.

In the following sections, capital cost assumptions and methodology are outlined for each of the eight capital cost categories.

Fire

Fire capital costs are based on estimated vehicles and equipment needed to support increased Fire operating needs in the Study Area developed by Fire staff. Fire staff indicated that current Fire facilities are sufficient to service expected growth in the Study Area under either Alternative and there was no expected need under either Alternative for new or expanded Fire facilities.

Under Alternative B, Fire staff indicated the need for an additional aid car and the need to convert an existing engine truck into a ladder truck in Station 26. The need for these vehicles was assumed to start when increased firefighter staffing would be needed in Station 26, as outlined above. Costs for the aid car are derived from the average 2021 replacement value of Fire aid cars in the City's fleet. Costs for the engine truck to ladder truck conversion are derived by taking the difference of the 2021 replacement value of engine truck F617 in the City's fleet and estimates of the acquisition cost of a new ladder truck provided by City staff.

Under Alternative A, Fire staff indicated there are no capital costs needed to service growth in the Study Area.

Police

Police capital costs are based on estimated vehicles and equipment needed to support increased Police operating needs in the Study Area. Police staff indicated that current Police facilities are sufficient to service expected growth in the Study Area under either Alternative and there was no expected need under either Alternative for new or expanded Police facilities.

Under either Alternative, vehicle and equipment needs are based on type of operating function (i.e., Patrol, Traffic, Professional Standards, etc.) and estimated by applying the average 2021 ratio of vehicles per each function's FTEs toward the projected increase in each respective function's staffing. Under Alternative B, based on Police staff input, the need for Professional Standards vehicles was manually adjusted to be 1 Professional Standards vehicle.

Equipment needs are estimated to follow the same ratio as vehicle needs. Vehicle costs are estimated by using the average 2021 replacement value of vehicles for each respective function and assumed to follow the average replacement schedule of vehicles for each function. Equipment costs for outfitting Police vehicles (radios, laptop, firearms, etc.) are based on assumptions from City staff.

Parks and Community Services

Parks capital costs are based on estimated park facilities and acreage needed to be added within the City to comply with the City's adopted Level of Service (LOS) guidelines. Since the City's LOS guidelines are for the entire City, the approach to estimating park capital costs focused on capturing the Study Area's incremental share of facilities and acres that need to be added Citywide.

Exhibit 4-5 details all facility or acreage-based City Parks LOS guidelines and the estimated unit cost for each facility or acreage type.

Exhibit 4-5. Park LOS Guideline and Estimated Facility/Acre Costs, 2021$

Facility/Acre Type	LOS Guidelines	Estimated Cost per Facility/Acre
Tennis Courts	1/3,000 pop.	$0.1 M
Baseball Fields	1/5,000 pop.	$1.9 M
Softball Fields	1/10,000 pop.	$1.4 M
Soccer/Football/Lacrosse Fields	1/7,500 pop.	$2.7 M
Skate Parks	1/40,000 pop.	$1.4 M
Indoor Pools	1/40,000 pop.	$72.0 M
Community Park Acres	2.25/1,000 pop.	$2.3 M
Neighborhood Park Acres	1.5/1,000 pop.	$2.3 M

Sources: HBB, 2021; City of Kirkland, 2021; BERK, 2021.

Unit cost estimates for Tennis Courts, Baseball Fields, Softball Fields, Soccer/Football/Lacrosse Fields, and Skate Parks are based on development prototype costs from HBB Landscape Architecture, which were developed as estimates for King County-based parks development projects and include design/engineering fees, financing costs, and contingency funds. Unit cost estimates for Indoor Pools are based on assumptions from City staff. Unit cost estimates for Community and Neighborhood Parks Acres are based on an average of 2020 assessed values per acre within the Study Area.

Internal Services

Internal Services capital costs are based on the costs of renovating City Hall to accommodate additional staff in the building. Renovation needs are based on the number of City Hall-based staff that would be added under each Alternative. Renovation costs are based on a per-employee estimate of renovation costs supplied by City staff ($18,000 per employee).

Public Works – Transportation, Water/Sewer, and Stormwater

See Section 3.0 for infrastructure costing methodology.

4.4 Operating Revenues and Costs

4.4.1 Operating Revenues

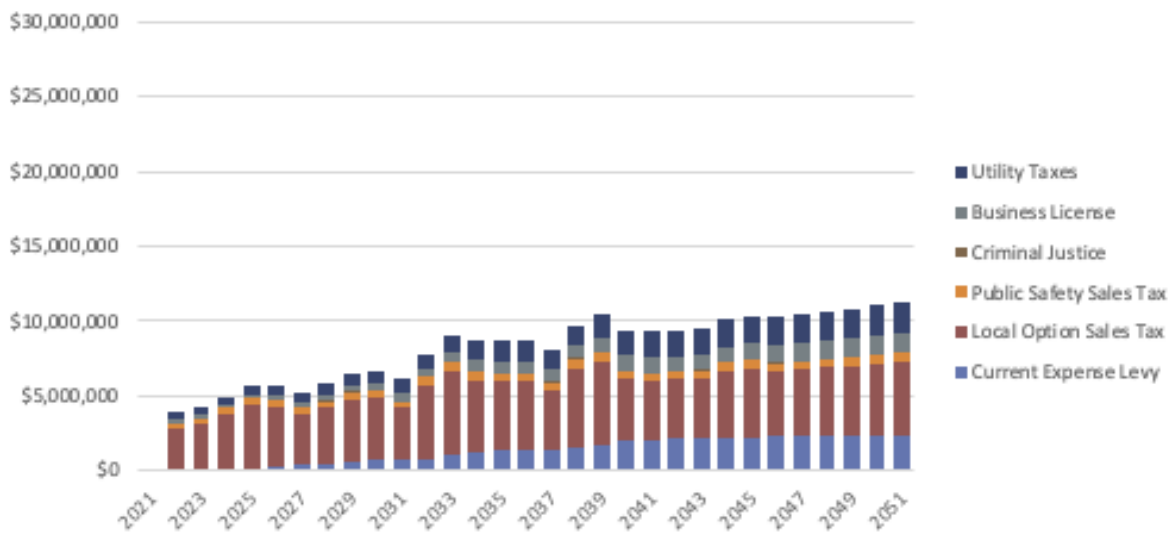
In this section, projected operating revenues from current and potential future uses are outlined for each Alternative. General operating revenues include the City's current expense levy (property tax), sales taxes, and utility taxes among other sources and are assumed to be available to fund the City's general government operating functions. General operating revenues fluctuate year-over-year depending on the amount of development happening and subsequently when buildings are occupied. Overall revenues may fall year-over-year depending on the tax contributions of the existing use relative to what use supersedes it from redevelopment.

As a note, the City also collects permit-related revenues such as plan check fees, design review fees, and building permit fees, which are dedicated to funding planning operating functions in the City's Planning and Building department. For the fiscal impacts analysis, these revenues are assumed to cover projected planning operating costs in the Study Area and are not included in the projections shown below. As growth and development occur in the Study Area, the City should monitor the associated permit-related revenues and planning costs collected and incurred, respectively, to assess whether the current fee structure needs to be addressed if revenues and costs are not aligned.

Alternative A Operating Revenues

Exhibit 4-6 summarizes the operating revenues from current and potential future uses in Alternative A. At buildout of Alternative A, operating revenues stabilize at about $10 million dollars per year.

Exhibit 4-6. Alternative A General Operating Revenues, YOE$

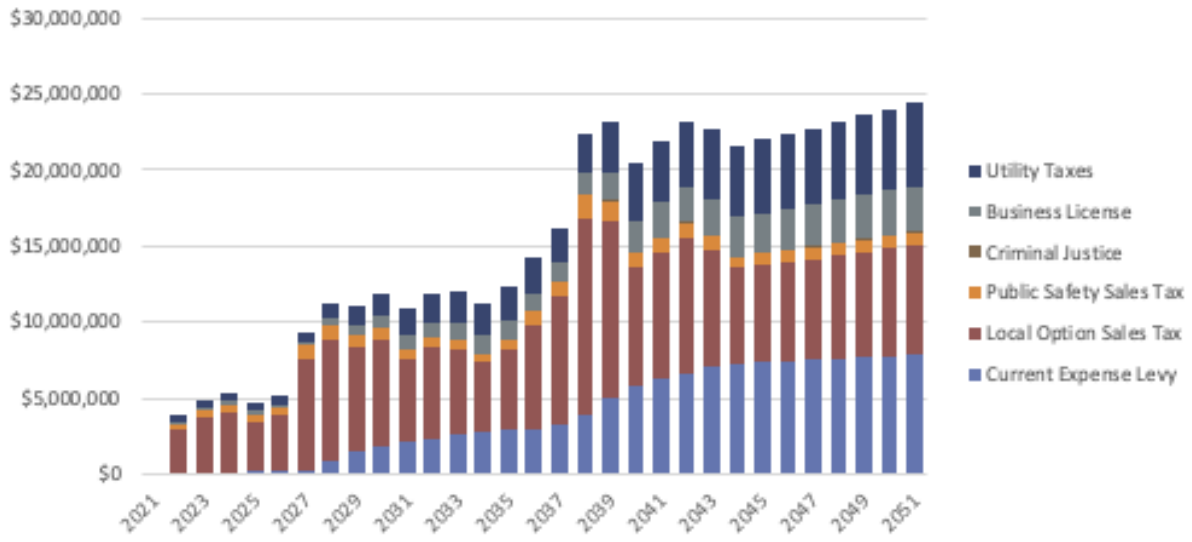


Sources: City of Kirkland, 2021; ECONorthwest, 2021.

Alternative B Operating Revenues

Exhibit 4-7 summarizes the operating revenues from current and potential future uses in Alternative B. At buildout of Alternative B, operating revenues stabilize at about $21 million dollars per year.

Exhibit 4-7. Alternative B General Operating Revenues, YOE$



Sources: City of Kirkland, 2021; ECONorthwest, 2021.

4.4.2 Operating Costs

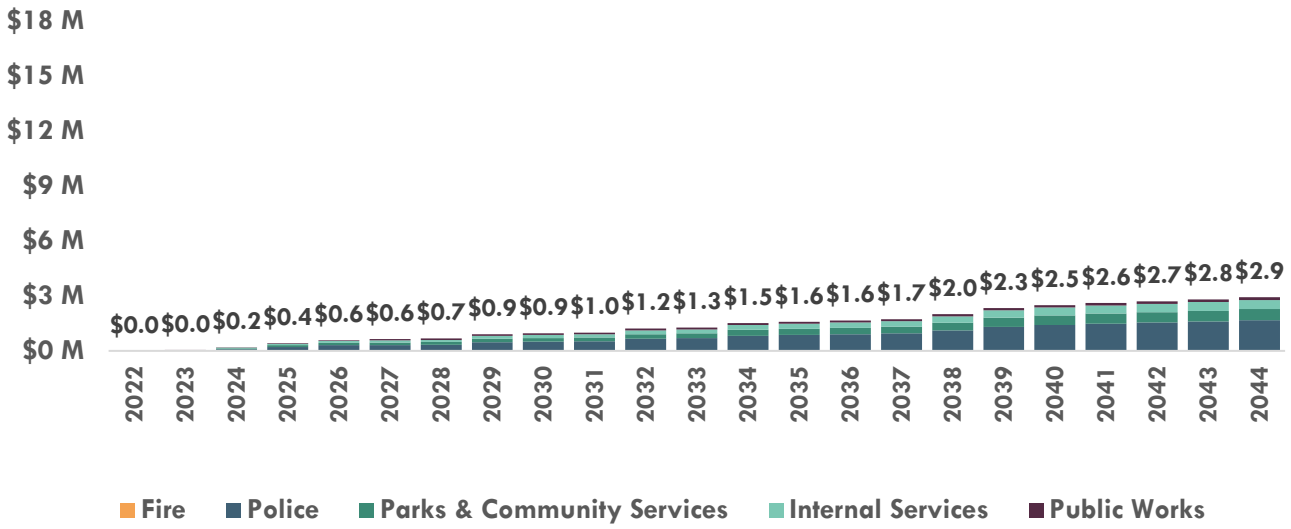
In this section, projected operating costs from growth in the Station Area are outlined for each Alternative. Operating costs are summarized by departmental category. As mentioned previously, departmental categories include Fire, Police, Parks and Community Services, Public Works, and Internal Services.

As a reminder, this analysis again assumes that operating activities funded by permit-related revenues (i.e., Planning and Building) as well as by utility operating revenues (i.e., certain functions of Public Works) are covered by those respective revenue sources based on increased demand for services in the Study Area. As such, the analysis covered below focuses on operating costs funded by general operating revenue sources (i.e., property taxes, sales taxes, utility taxes, etc.), which are defined as "general operating costs."

Alternative A Operating Costs

Exhibit 4-8 details general operating costs under Alternative A by departmental category. The largest drivers of operating costs are from Police, followed by Parks and Community Services, and Internal Services.

Exhibit 4-8. Alternative A General Operating Costs by Departmental Category, YOE$

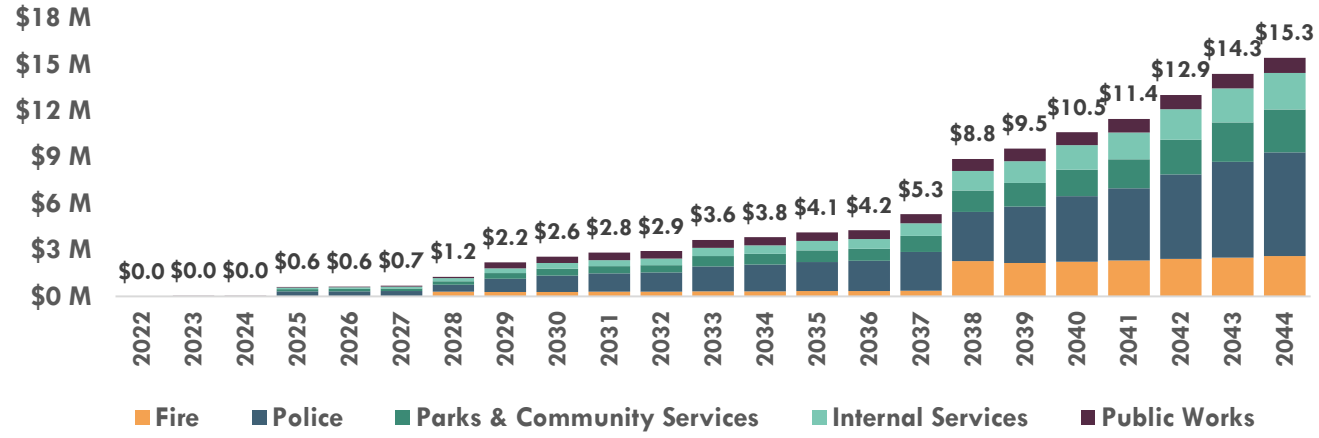


Sources: City of Kirkland, 2021; FCSG, 2020; BERK, 2021.

Alternative B Operating Costs

Exhibit 4-9 details general operating costs under Alternative B by departmental category. The largest drivers of operating costs are from Police, followed by Fire, Parks and Community Services, and Internal Services.

Exhibit 4-9. Alternative B General Operating Costs by Departmental Category, YOE$



Sources: FCSG, 2020; City of Kirkland, 2021; BERK, 2021.

4.4.3 Operating Net Fiscal Impact

On both an annual and a cumulative basis, general operating revenues are projected to cover general operating costs under either Alternative. Exhibit 4-10 details cumulative general operating revenues and costs through 2044 for both Alternatives.

Exhibit 4-10. Alternative A & B General Operating Revenues and Costs - Cumulative, YOE$

Type	Alt A	Alt B
General Operating Revenues	58.7M	$199.7M
General Operating Costs	-$31.9M	-$117.5M
Total General Operating Surplus/Deficit	**$26.8M**	**$82.2M**

Sources: FCSG, 2020; ECONorthwest, 2021; City of Kirkland, 2021; BERK, 2021.

While operating costs are significantly higher in Alternative B to serve new growth in the Station Area, revenues generated by potential future uses are also significantly higher. Under Alternative B, the City is projected to generate a general operating surplus of around $82.2 million by 2044, around $55.4 million more than the general operating surplus generated in Alternative A.

As mentioned above, costs stemming from functions funded by permit-related revenue sources and utility operating revenue sources are assumed to be covered by those revenue sources based on increased demand for services in the Study Area and are not included in the analysis above.

4.5 Capital Revenues and Costs

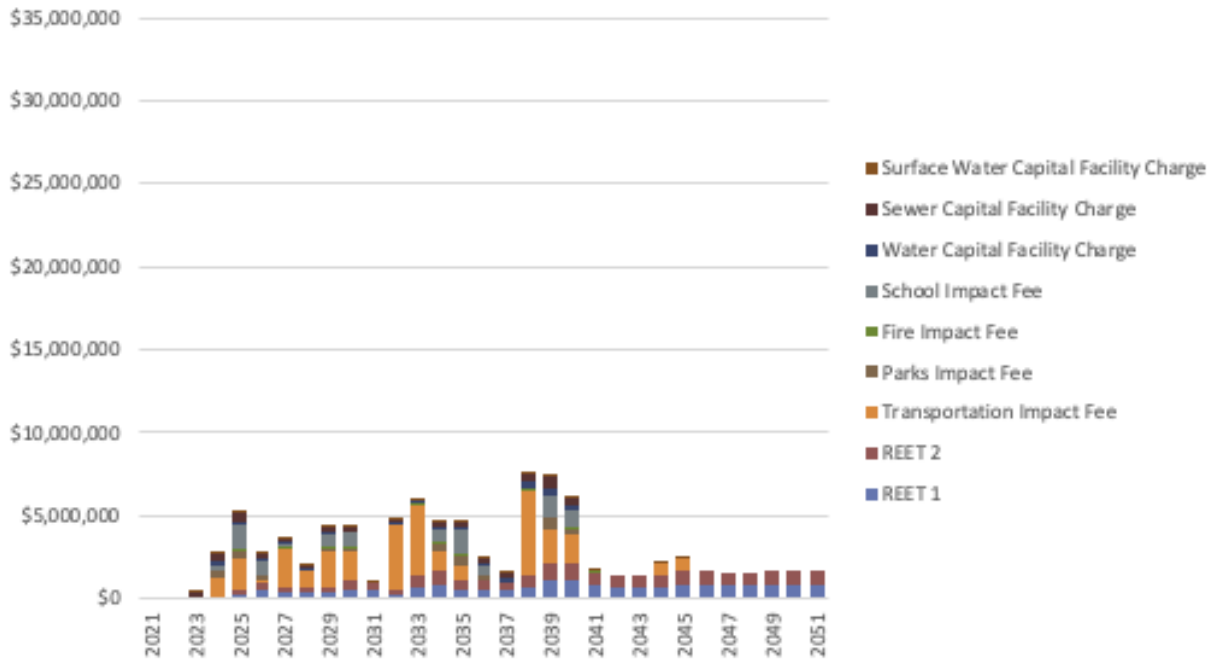
4.5.1 Capital Revenues

The following section details projected capital revenues generated from potential future uses under each Alternative. Capital revenues projected include impact fees for parks, fire, school, and transportation; capital facility charges for water, sewer, and stormwater; and Real Estate Excise Tax (REET). Impact fees and capital facility charges were assumed to grow at a rate of 2.90%, derived from a 10-year average of the Engineering News-Record's Construction Cost Index and consistent with the inflation rate used for the cost of City infrastructure projects upon which these revenues are based. The inclusion of future capital improvements to the Capital Facilities Plan could lead to additional fee increases not assumed within this analysis.

Alternative A Capital Revenues

Exhibit 4-11 summarizes the capital revenues from potential future uses in Alternative A. REET is collected every year after 2023 when redevelopment begins. Impact fees and capital facility charges are collected in years of development activity. The single largest year of fees is in 2039, at approximately $7 million. The general shape of revenues is related to development in the Station Area and roughly follows the shape of development shown in Exhibit 2-5.

Exhibit 4-11. Capital Revenues from Alternative A, YOE$



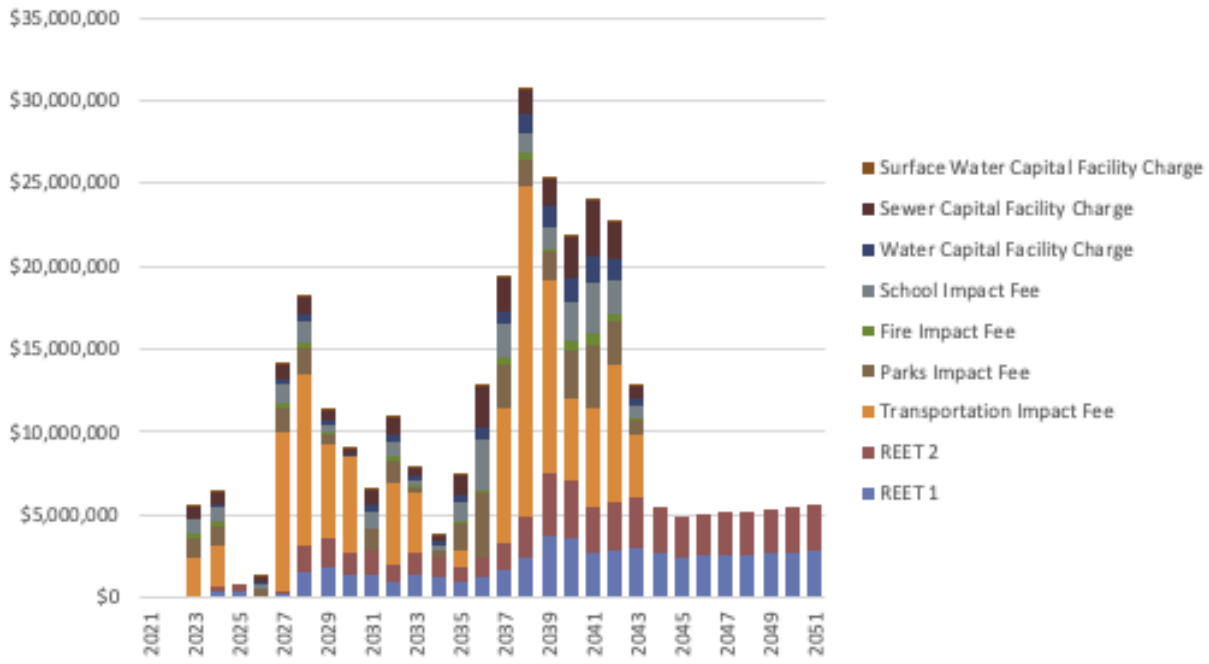
Sources: City of Kirkland, 2021; ECONorthwest, 2021.

Alternative B Capital Revenues

Exhibit 4-12 summarizes the capital restricted revenues from potential future uses in Alternative B.

As with Alternative A, REET is collected every year after 2023 when redevelopment begins, while impact fees and capital facility charges are collected in years of development activity. The single largest year of fees is in 2039, at approximately $25 million, largely driven by anticipated developments at the Costco site and in eastern quadrants of the study area.

Exhibit 4-12. Capital Revenues from Alternative B, YOE$



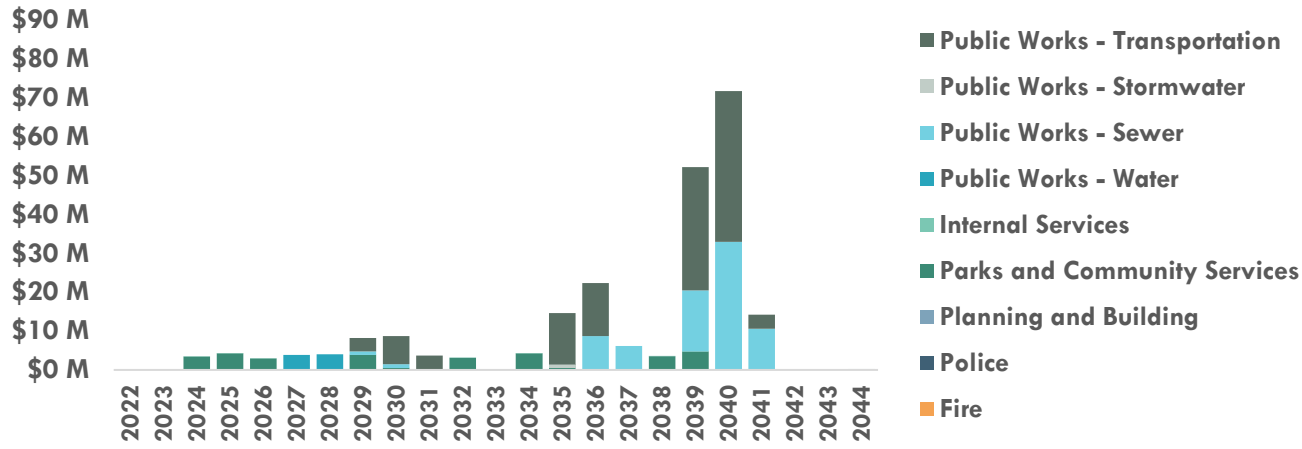
Sources: City of Kirkland, 2021; ECONorthwest, 2021.

4.5.2 Capital Costs

Alternative A Capital Costs

Cumulatively, under Alternative A, the City is projected to need a total of nearly $265 million in capital funds in order to meet the demands of growth in the Study Area, of which nearly $34 million is assumed to be funded by development. The largest drivers of capital costs are sewer improvements, transportation improvements, and parks capital needs.

Exhibit 4-13. Alternative A Capital Costs by Department, YOE$



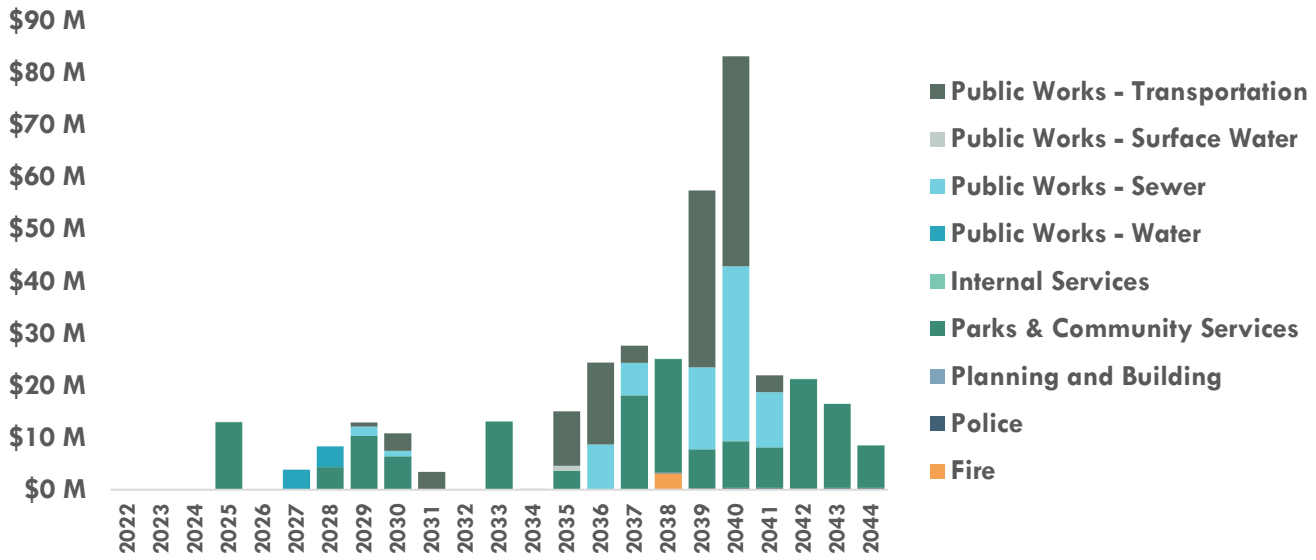
Sources: FCSG, 2020; City of Kirkland, 2021, Fehr & Peers, 2021; RH2, 2021; RKI, 2021; HBB, 2021; BERK, 2021.

Much of the costs from sewer and transportation improvements are projected to occur in 2039 and 2040.

Alternative B Capital Costs

Cumulatively, under Alternative B, the City is projected to need a total of nearly $456 million in capital funds in order to meet the demands of growth in the Study Area, of which around $85 million is assumed to be funded by development. The largest drivers of capital costs are sewer improvements, transportation improvements, and parks capital needs.

Exhibit 4-14. Alternative B Capital Costs by Department, YOE$



Sources: FCSG, 2020; City of Kirkland, 2021, Fehr & Peers, 2021; RH2, 2021; RKI, 2021; HBB, 2021; BERK, 2021.

The largest capital costs are projected to occur in 2039 and 2040 and consist of transportation and sewer improvements. Transportation in particular has a few large projects during this timeframe which include:

- Kirkland Way Complete Streets ($34.8 million, 2039-2040) a primarily non-motorized project that includes replacing the Cross Kirkland Corridor (CKC) bridge.
- 124th Ave NE Roadway Widening to 5 Lanes, NE 85th St. to NE 90th St. ($20.3 million, 2039-2040).
- NE 85th St. Shared Use Trail Improvements, 5th St. to Kirkland Way ($9.8 million, 2039-2040).

Meanwhile, sewer is projected to need 43 different projects in this timeframe which total around $50 million in costs.

4.5.3 Capital Net Fiscal Impact

Summary of Capital Net Fiscal Impact

Under either Alternative, significant capital needs are anticipated, with the City is projected to see large shortfalls in covering capital needs unless other funding strategies are implemented. Exhibit 4-15 outlines the projected cumulative surplus/deficit for capital costs and capital revenues through 2044 for both Alternatives. As a note, capital improvements needed in Alternative A are also assumed to be needed in Alternative B as those improvements will be needed to accommodate growth under both scenarios.

Exhibit 4-15. Alternative A & B Capital Surplus/Deficit Summary – Cumulative, YOE$

Type	June Alt A	June Alt B
Dedicated Capital Revenues	$68.2M	$252.7M
Development Funded Improvements	$33.0M	$84.8M
Total Capital Improvements	-$265.2M	-$455.2M
Capital Surplus/Deficit	**-$164.0M**	**-$117.7M**

Note: Numbers may not add up due to rounding.

Sources: FCSG, 2020; City of Kirkland, 2021, Fehr & Peer's, 2021; RH2, 2021; RKI, 2021; HBB, 2021; ECONorthwest, 2021; BERK, 2021.

While Alternative B is estimated to generate more in total capital improvements than Alternative A, under Alternative B, significantly more dedicated capital revenues are also estimated to be generated along with more improvements assumed to be funded by development. Compared with Alternative A, this results in a decrease in capital deficit of around $46.3 million (-$117.7 million in Alternative B versus -$164.0 million in Alternative A).

As shown in Exhibit 4-16, in Alternative A, significant shortfalls are projected for transportation, water, sewer, and parks capital improvements. In Alternative B, significant shortfalls are projected for sewer and parks capital improvements.

Exhibit 4-16. Alternative A & B Capital Surplus/Deficit by Improvement Type – Cumulative, YOE$

Capital Improvement Type	June Alt A Capital Surplus/Deficit	June Alt B Capital Surplus/Deficit
Fire	$1.1M	$0.6M
Police Fleet and Municipal Facilities	-$0.4M	-$1.7M
Transportation	-$73.4M	$27.2M
Water	-$5.3M	$3.6M
Sewer	-$70.7M	-$53.5M
Stormwater	-$0.5M	-$0.3M
Parks	-$14.8M	-$93.5M
Total Capital Surplus/Deficit	**-$164.0M**	**-$117.7M**

Note: Surplus/Deficit does not include using general government operating surplus to cover gaps. Numbers may not add up due to rounding.

Sources: FCSG, 2020; City of Kirkland, 2021, Fehr & Peers, 2021; RH2, 2021; RKI, 2021; HBB, 2021; ECONorthwest, 2021; BERK, 2021.

For each type of capital improvement, the City has available strategies that could be pursued in order to cover capital costs in either Alternative.

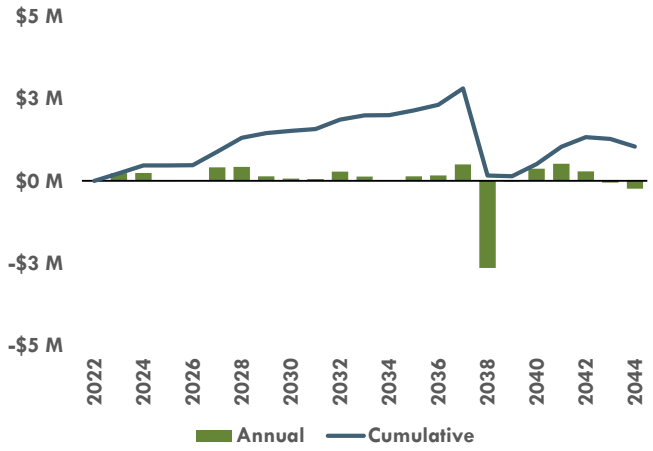
In the following section details the capital surplus or deficit of each type of capital improvement in Alternative B. In cases where there is a deficit, potential funding strategies available to the City to cover costs are included. Additional community benefit strategies may also be relevant and are presented in Section 6.0 .

By Capital Improvement Type (Alternative B)

Fire

There are no anticipated capital costs in Alternative A. In Alternative B, the Fire Department is projected to have $4.5 million in capital costs over the study period, consisting of $3.2 million for an additional ladder truck and aid car in 2038 plus annual replacement costs. Fire capital costs are projected to be covered both by Fire impact fees generated in the Station Area on new development and by using 0.5% of the general government operating surplus ($400,000) to cover annual deficits in 2038 when the new equipment is needed. Exhibit 4-17 shows both an annual and cumulative summary of Fire capital surplus and deficits over the study period and Exhibit 4-18 summarizes the cumulative surplus and deficit for each Alternative.

Exhibit 4-17. Alternative B Fire Fleet Capital Surplus/Deficit – City Portion, YOE$



Note: Annual and Cumulative Surplus/Deficit includes a portion of general government operating surplus to cover gaps.

Sources: City of Kirkland, 2021; ECONorthwest, 2021; BERK 2021.

Exhibit 4-18. Alternative A & B Fire Fleet Cumulative Capital Surplus/Deficit, YOE$

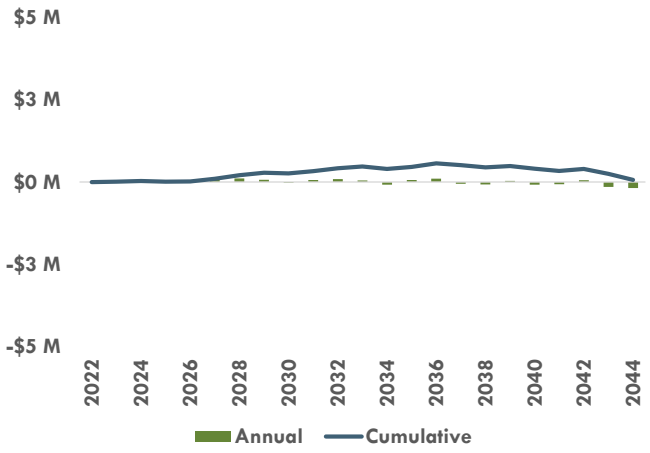
Type	Alt A	Alt B
Fire Impact Fees	$1.1M	$5.1M
0.5% of Operating Surplus	N/A	$0.4M
Total Capital Improvements	N/A	-$4.5M
Surplus/Deficit	**$1.1M**	**$1.0M**

Sources: City of Kirkland, 2021; ECONorthwest, 2021; BERK 2021.

Police Fleet and Municipal Facilities

In Alternative B, there is a cumulative capital need of $1.7 million for Police fleet and municipal facility renovations. The Police Department projects a capital need of $1.3 million to expand their fleet by six vehicles over the study period. While the City overall will need to accommodate an additional 15 FTEs in City Hall at a cost of $400,000, using a renovation cost of $18,000 per FTE. There are no dedicated revenues generated by new development for Police or general City operations, but there is enough general operating surplus available to cover these costs. Exhibit 4-9 shows both the annual and cumulative summary of Police fleet and City facilities capital surplus and deficits over the study period when allocating 2.2% of the general operating surplus ($1.8 million). Exhibit 4-20 summarizes the cumulative surplus and deficit for each Alternative.

Exhibit 4-19. Alternative B Police and Municipal Capital Surplus/Deficit – City Portion, YOE$



Note: Annual and Cumulative Surplus/Deficit includes a portion of general government operating surplus to cover gaps.

Sources: City of Kirkland, 2021; ECONorthwest, 2021; BERK 2021.

Exhibit 4-20. Alternative A & B Police and Municipal Cumulative Capital Surplus/Deficit, YOE$

Type	Alt A	Alt B
2.2% of Operating Surplus	$0.6M	$1.8M
Police Fleet Capital Needs	-$0.3M	-$1.3M
Municipal Facilities Capital Needs	-$0.1M	-$0.4M
Surplus/Deficit	**$0.2M**	**$0.1M**

Sources: City of Kirkland, 2021; ECONorthwest, 2021; BERK 2021.

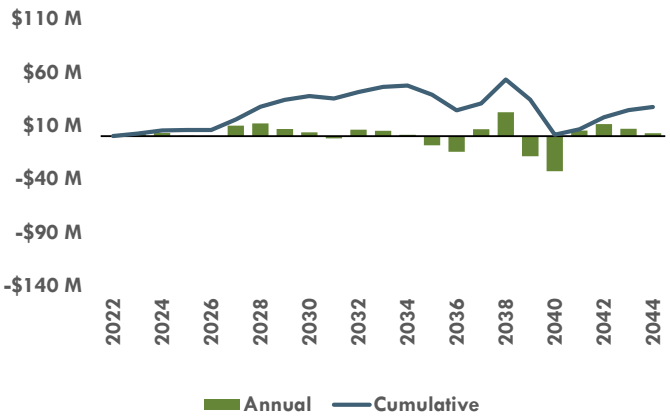
Transportation

The City needs to make significant transportation improvements in either Alternative. In Alternative B, there is an estimated total of $153.4 million in transportation infrastructure improvements needed. Of those, $36.3 million are assumed to be development funded improvements, leaving $117.1 million in city costs. The largest City-funded improvements in Alternative B are:

- Kirkland Way Complete Streets ($34.8 million, 2039-2040, an improvement which requires rebuilding of the CKC bridge and is also assumed under Alternative A).
- 124th Ave NE Roadway Widening to 5 Lanes, NE 85th St. to NE 90th St. ($20.3 million, 2039-2040, an improvement also assumed under Alternative A).
- 90th St Complete Streets Improvements ($19.8 million for two projects, 2035-2036, both projects are also assumed under Alternative A).
- NE 85th St. Shared Use Trail Improvements, 5th St. to Kirkland Way ($9.8 million, 2039-2040, an improvement that only takes place in Alternative B).

The City's capital costs can be covered using the transportation impact fees ($108.8 million) and all the REET 2 ($35.4 million) generated on new development in the Station Area. Exhibit 4-21 shows both an annual and cumulative summary of transportation capital surplus and deficits over the study period and Exhibit 4-22 summarizes the cumulative surplus and deficit for each Alternative.

Exhibit 4-21. Alternative B Transportation Capital Surplus/Deficit – City Portion, YOE$



Sources: City of Kirkland, 2021; ECONorthwest, 2021; BERK 2021.

Exhibit 4-22. Alternative A & B Transportation Cumulative Capital Surplus/Deficit, YOE$

Type	Alt A	Alt B
Transportation Impact Fees	$30.2M	$108.8M
100% of REET 2	$11.9M	$35.4M
Development-funded Improvements	$0.0M	$36.3M
Total Capital Improvements	-$115.4M	-$153.4M
Surplus/Deficit	**-$73.4M**	**$27.2M**

Sources: City of Kirkland, 2021; Fehr & Peers 2021; ECONorthwest, 2021; BERK 2021.

Water

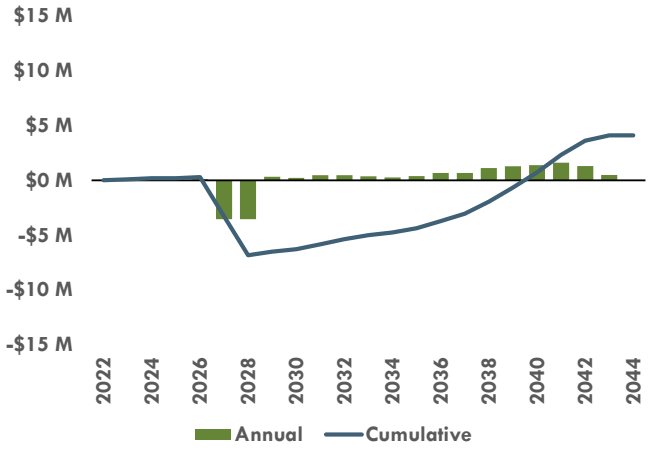
The City needs to relocate the water main under I-405, at a cost of $7.8 million, per WSDOT requirements due to the construction of the BRT in each Alternative.

In Alternative B, the City has a total of $42.1 million identified water improvements, of which $33.7 million are developer-constructed, leaving one City-constructed improvement. By the end of the study period, there will be $11.9 million in water capital facility charges generated, but there will not be enough dedicated revenue available in the early years to cover the construction costs in 2027-2028, as shown in Exhibit 4-23. Exhibit 4-24 summarizes the cumulative surplus and deficit for each Alternative.

Potential financing strategy. The City can issue a $10 million 20-year bond to cover the cost of the improvement and maintain an annual surplus. A bond of that amount and length is anticipated to result in annual debt payments of $685,000. Projected capital facility charge revenue and 7% of net new water utility revenue from growth in the Station Area are projected to be enough to cover the annual debt payments.

In addition, community benefit strategies may also be relevant. Please refer to Section 6.2.1 .

Exhibit 4-23. Alternative B Water Capital Surplus/Deficit – City Portion, YOE$



Sources: City of Kirkland, 2021; RH2, 2021; ECONorthwest, 2021; BERK 2021.

Exhibit 4-24. Alternative A & B Water Cumulative Capital Surplus/Deficit, YOE$

Type	Alt A	Alt B
Stormwater Capital Facility Charges	$3.0M	$11.9M
Development-funded Improvements	$33.0M	$33.7M
Total Capital Improvements	-$41.3M	-$42.1M
Surplus/Deficit	**-$5.3M**	**$3.6M**

Sources: City of Kirkland, 2021; RH2, 2021; ECONorthwest, 2021; BERK 2021.

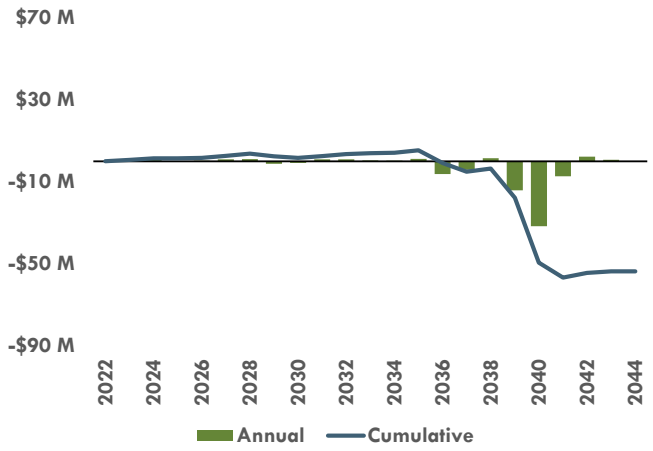
Sewer

The City needs to make significant sewer improvements in either Alternative. In Alternative B, the city has a total of $92.6 million in total identified sewer improvements, of which $14.8 million are anticipated to be funded by development, leaving a total of $77.9 million in City-funded costs. A cumulative total of $24.4 million in sewer capital facility charges are projected to be generated by new development in the Station Area over the study period, but the revenue will not be enough to cover sewer capital costs as shown in Exhibit 4-25. Exhibit 4-26 summarizes the cumulative surplus and deficit for each Alternative.

Potential financing strategy. The City can fund sewer improvements with a combination of debt issuance and rate increases. For example, if development followed the modeled growth, issuing a $60 million 30-year bond in 2035, resulting in $3.1 million annual debt payments, would cover the cost of needed sewer infrastructure improvements. A rate increase on the overall base would be required to make annual debt payments, because there is not enough sewer capital facility charges or new sewer rate revenue from the Station Area to cover the payments. Because this investment is also required in Alternative A, where there are less dedicated revenues available to offset costs resulting in a larger City deficit, Alternative A requires a larger rate increase than Alternative B.

In addition, community benefit strategies may also be relevant. Please refer to Section 6.2.1 .

Exhibit 4-25. Alternative B Sewer Capital Surplus/Deficit – City Portion, YOE$



Sources: City of Kirkland, 2021; RH2, 2021; ECONorthwest, 2021; BERK 2021.

Exhibit 4-26. Alternative A & B Sewer Cumulative Capital Surplus/Deficit, YOE$

Type	Alt A	Alt B
Sewer Capital Facility Charges	$5.5M	$24.4M
Development-funded Improvements	$0.0M	$14.8M
Total Capital Improvements	-$76.3M	-$92.6M
Surplus/Deficit	**-$70.7M**	**-$53.5M**

Sources: City of Kirkland, 2021; RH2, 2021; ECONorthwest, 2021; BERK 2021.

In addition to the identified deficit in Alternative B, there is a large capacity project ($6.9 million) that crosses under I-405 to connect the King County transmission line under the CKC. Based on the input of subject matter experts, this analysis assumes the project will occur early in the study period, since it is needed to serve the higher density in the Station Area and will be completely funded by development. The City will need to closely coordinate this project with the BRT construction, since the project will likely need to be completed at the same time as or before the station. If major redevelopment in the Station Area does not occur before construction of the BRT station, the City may need to construct the sewer capacity project and recover costs through increased connection charges and/or rates. City staff have recommended proceeding with a feasibility study for the project at a cost of $30,000-$35,000.

Stormwater

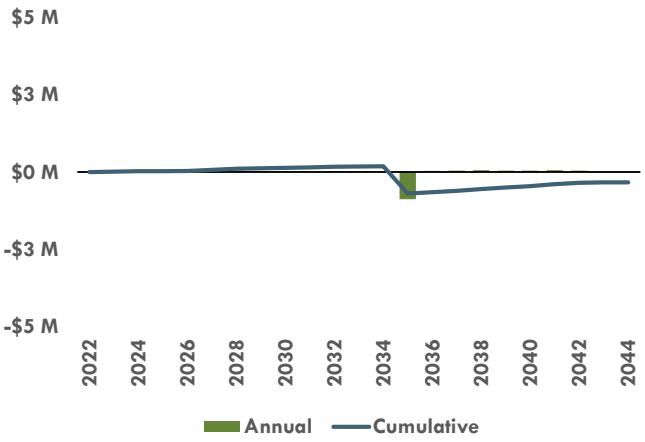
Development of the Study Area under Alternative B will not produce negative stormwater impacts due to current mitigation requirements that will require developed parcels to install large detention systems to reduce the flow off their development and help existing flooding issues. The only proposed stormwater project within the Study Area consists of replacing 520 feet of pipe along 120th Ave NE with a smoother pipe material. This will increase capacity through the stormwater main line, helping in all scenarios.

The estimated cost of the pipe replacement is $0.9 million in the year of construction. Over the study period, stormwater capital facility charges will total $0.6 million, but in the year that the stormwater pipe

replacement is anticipated there will be a gap of $0.7 million that will need to be filled. Exhibit 4-27 shows both the annual and cumulative stormwater capital surplus and deficit over the study period and Exhibit 4-28 summarizes the cumulative surplus and deficit for each Alternative.

Potential funding strategy. The City can use stormwater capital fund reserves to fill the $0.7 million gap between the available stormwater facility charges and the infrastructure improvement cost in 2035.

Exhibit 4-27. Stormwater Capital Surplus/Deficit – City Portion, YOE$



Sources: City of Kirkland, 2021; RKI 2021; ECONorthwest, 2021; BERK 2021.

Exhibit 4-28. Alternative A & B Stormwater Cumulative Capital Surplus/Deficit, YOE$

Type	Alt A	Alt B
Stormwater Capital Facility Charges	$0.4M	$0.6M
Development-funded Improvements	$0.0M	$0.0M
Total Capital Improvements	-$0.9M	-$0.9M
Surplus/Deficit	**-$0.5M**	**-$0.3M**

Note: The annual deficit in 2035 is larger than the cumulative deficit at the end of the study period that is shown in this table. This smaller cumulative deficit is due to additional stormwater capital facility charges collected on development after 2035.

Sources: City of Kirkland, 2021; RKI 2021; ECONorthwest, 2021; BERK 2021.

Parks

In Alternative B, there is a cumulative capital need of $160.0 million for Parks and Community Services. This estimate is based on the City's current target levels of service, some of which are acreage derived. Seventy-six percent of the cumulative park capital needs are comprised of acquisition and development of 15 new acres of neighborhood parks and 22 new acres of community parks, which are likely infeasible in the Station Area.

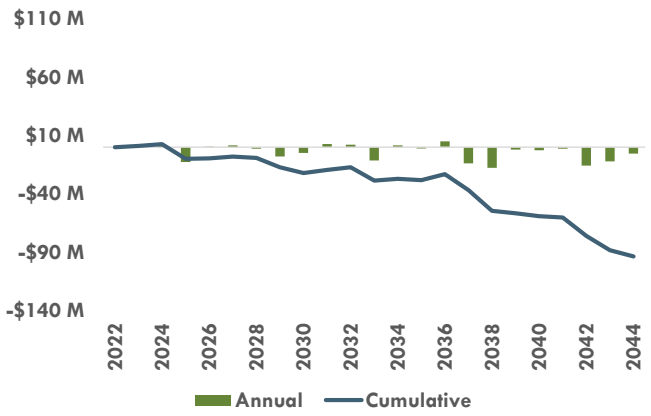
In Alternative B, new development is anticipated to generate $31.0 million in park impact fees over the study period and an additional $35.4 million of REET 1 is available to offset costs. Using these available

funds would leave a cumulative gap of $93.5 million, as shown in Exhibit 4-29. Exhibit 4-30 summarizes the cumulative surplus and deficit for each Alternative.

Potential funding strategy. Consider partially offsetting costs using the $80.0 million remaining in general government operating surplus. This strategy alone will not address parks capital needs.

A policy change to how park Level of Service is defined that moves toward equitable park access within walking distance and away from a per-acre approach would also be well suited for the Station Area and could change the amount of park land needed. In addition, community benefit strategies or multi-benefit infrastructure projects that include open space or trails may also be relevant. Please refer to Section 6.2.1 .

Exhibit 4-29. Alternative B Parks Capital Surplus/Deficit – City Portion, YOE$



Sources: City of Kirkland, 2021; ECONorthwest, 2021; BERK 2021.

Exhibit 4-30. Alternative A & B Parks Cumulative Capital Surplus/Deficit, YOE$

Type	Alt A	Alt B
Parks Impact Fees	$4.1M	$31.0M
100% of REET 1	$11.9M	$35.4M
Total Capital Improvements	-$30.8M	-$160.0M
Surplus/Deficit	**-$14.8M**	**-$93.5M**

Sources: City of Kirkland, 2021; ECONorthwest, 2021; BERK 2021.

4.6 Summary of Net Fiscal Impact

While it is important to note that restrictions on certain revenue sources exist and, as a result, not all revenues can be applied to certain costs, for contextual purposes, it can be helpful to understand where each Alternative ends up on a total surplus/deficit basis.

Exhibit 4-31 details a comparison of both Alternatives on a total surplus/deficit basis. Major takeaways include:

- Under either Alternative, operating revenues are projected to cover operating needs by 2044.
- Under either Alternative, significant capital needs are anticipated, with the City projected to see large shortfalls in covering capital needs unless other funding strategies are implemented.
- As mentioned, while restrictions on certain revenue sources exist, on a total surplus/deficit basis, under Alternative B, the City's deficit is significantly lower than what is projected under Alternative A. The City is projected to have a total deficit of around $35.5 million in Alternative B and a total deficit of around $137.2 million in Alternative A.

Exhibit 4-31. Alternative A and B Total Surplus/Deficit – Cumulative, YOE$

Surplus/Deficit	Alt A	Alt B
General Operating Surplus/Deficit	$26.8M	$82.2M
Capital Surplus/Deficit	-$164.0M	-$117.7M
Total Surplus/Deficit	**-$137.2M**	**-$35.5M**

Sources: FCSG, 2020; City of Kirkland, 2021, Fehr & Peers, 2021; RH2, 2021; RKI, 2021; HBB, 2021; ECONorthwest, 2021; BERK, 2021.

Reasons for differences in the fiscal outlook between Alternatives include:

- Generation of a higher operating surplus in Alternative B relative to Alternative A driven by estimated increases in general operating revenues such as sales and property tax revenues.
- A smaller capital shortfall in Alternative B relative to Alternative A due to estimated increases in dedicated capital revenues such as impact fees, REET, and capital facility charges as well as an increase in capital improvements funded by development.

It is important to note that the City's CIP looks at project funding for a 6-year window and that future projects are shown as unfunded until they are prioritized into the CIP window. Funding strategies will be developed to address any funding gap that exists under current planning assumptions. The Station Area plan could provide additional funding and community benefit tools to help address capital needs as discussed in Section 6.0 .

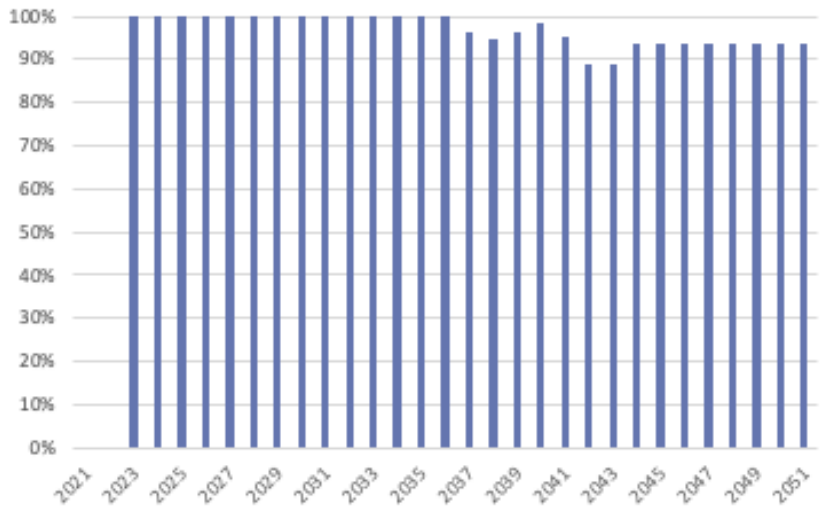
4.7 Sensitivity Analyses

By Geography, Western Quadrants versus East Quadrants

City staff have posed a range of sensitivity analyses. In terms of geographic accounting of the revenues, the following question has been posed: How much do the western quadrants contribute to the revenues or are they mostly generated east of I-405?

To address this, the general fund operating revenues for the SE and NE Quadrants for Alternative B are estimated as a proportion of total revenues for Alternative B.

Exhibit 4-32. East Quadrants Share of Operating Revenues for Alternative B



Sources: City of Kirkland, 2021; ECONorthwest, 2021.

Exhibit 4-32 demonstrates that the majority of the incremental revenues are generated in the east quadrants. This reflects both the timing (no development in the SW quadrants begin before 2037) and the scale of the development that occurs on the east quadrants.

Infrastructure Costs

Based on geography, anticipated infrastructure costs driven by development in western or eastern quadrants in the study area under Alternative B are outlined in Exhibit 4-33 and described below as follows:

- For water capital improvements, City-funded improvements are largely driven by developments in the eastern quadrants of the study area at around $8.2 million, which represents around 96% of total City-funded water capital improvement costs. This is primarily due to the previously mentioned need for relocating a water main under I-405 per WSDOT requirements ($7.8 million). City-funded water capital improvements in the western quadrants of the study are projected to be around $0.2 million.
- For sewer capital improvements, the majority of City-funded improvements are driven by developments in the western quadrants of the study area at around $60.3 million, which represents around 77% of total City-funded sewer capital improvement costs. The need for total sewer capital

improvements is both larger in western quadrants versus eastern quadrants (at a ratio of around 2:1, respectively) while nearly all development-funded sewer improvements in study area are driven by development in the eastern quadrants.

- For stormwater capital improvements, the only stormwater capital improvement projected to be needed is driven by developments in the eastern quadrants of the study area at $0.9 million. No stormwater capital improvements are driven by developments in the western quadrants of the study area.
- For transportation capital improvements, City-funded improvements are more evenly split between being driven by developments in western versus eastern quadrants of the study area (57% versus 43%, respectively). All development-funded improvements are projected to occur based on developments in eastern quadrants of the study area.

Exhibit 4-33. Alternative B Infrastructure Costs, West vs. East Quadrants of Study Area, YOE$

Capital Improvement Type	West	East
Water		
Development-funded Improvements	$17.3 M	$16.5 M
City-Funded Improvements	**$0.2 M**	**$8.2 M**
Total Capital Improvements	$17.4 M	$24.7 M
Sewer		
Development-funded Improvements	$0.1 M	$14.7 M
City-Funded Improvements	**$60.3 M**	**$17.6 M**
Total Capital Improvements	$60.3 M	$32.3 M
Stormwater		
Development-funded Improvements	$0.0 M	$0.0 M
City-Funded Improvements	**$0.0 M**	**$0.9 M**
Total Capital Improvements	$0.0 M	$0.9 M
Transportation		
Development-funded Improvements	$0.0 M	$36.3 M
City-Funded Improvements	**$66.2 M**	**$50.8 M**
Total Capital Improvements	$66.2 M	$87.2 M

Note: Numbers may not add up due to rounding.

Sources: FCSG, 2020; City of Kirkland, 2021, Fehr & Peers, 2021; RH2, 2021; RKI, 2021; HBB, 2021; ECONorthwest, 2021; BERK, 2021.

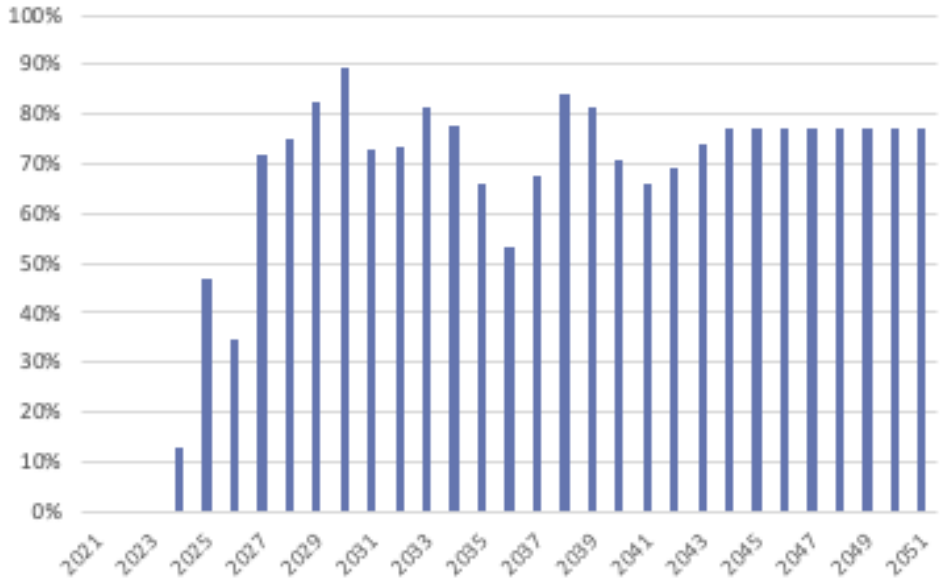
In terms of overall capital costs, it is challenging to do a detailed evaluation of capital needs and resources generated in different areas of the Study Area as many of the projects serve the full area

overall. In general terms, development-funded capital projects and capital-related revenues generated in the eastern quadrants are important to funding improvements in the western quadrants, particularly the multimodal improvements west of the BRT station.

By Commercial versus Residential Development, Eastern Quadrants

A related question to the development occurring on the eastern quadrants is how much does the commercial component account for the total amount of revenue in these quadrants. To address this, the commercial components of the general fund operating revenues for the SE and NE Quadrants for Alternative B are estimated as a proportion of their total revenues.

Exhibit 4-34. Commercial Portion of East Quadrants Share of Operating Revenues



Sources: City of Kirkland, 2021; ECONorthwest, 2021.

Exhibit 4-34 demonstrates that the majority of the incremental revenues are generated by the commercial components of the east quadrants.

Operating Costs

In the eastern quadrants, anticipated impacts to operating costs projections based on if currently projected commercial development in eastern quadrants of the study area were to instead develop as a residential development are outlined in Exhibit 4-35 and described below is as follows:

- Drivers for Police and Parks and Community Services are more strongly tied to residential development than other departmental functions. If commercial properties redevelop as residential, these costs would be expected to increase.
- Internal Services costs are a function of non-Internal Services operating costs and are expected to increase if commercial properties redevelop as residential, but to a lesser degree than Police and Parks and Community Services.
- Drivers for Fire, Planning and Building, and Public Works are less dependent on the distinction between commercial and residential properties and are not anticipated to be significantly impacted

if commercial properties redeveloped as residential. Operating costs are anticipated to be similar for both residential and commercial properties for Fire, Planning and Building, and Public Works costs.

Exhibit 4-35. Operating Cost Comparison, Commercial vs. Residential

Operating Cost Category	If Commercial is developed as Residential, costs would:
Fire	▬
Police	▲ ($$)
Planning and Building	▬
Parks and Community Services	▲ ($$)
Public Works	▬
Internal Services	▲ ($)

Legend

▬ Stay relatively similar

▲ ($) Go up a small amount

▲ ($$) Go up

5.0 Community Benefits Analysis

5.1 Community Benefits Framework

5.1.1 Study Goals and Purpose

Based on the findings of the DSEIS, the Kirkland City Council requested additional information to understand the costs and benefits associated with growth Alternatives for the Study Area. This section focuses on community benefits. In particular, it aims to answer the following questions:

- How can the public receive benefits of growth?
- How can development increase schools, affordable housing, open space, transit/bike/walk connections, and sustainability?

This section is broken into two parts. Section 5.2 reviews how the concept of residual land value analysis was used to study the potential for value capture associated with different scales and types of development in each Alternative. Section 5.3 identifies a series of policy options for capturing the value of development and providing community benefits as defined below.

5.1.2 Analysis Approach and Priority Benefits Studied

The analysis focused on five areas of community benefits to study. These were chosen based on community feedback, City Council and Planning Commission direction, and initial findings from the DSEIS and 2020 Opportunities and Challenges report.

Schools

As identified in the DSEIS, the levels of growth in each Alternative would require additional school capacity. Although school facilities are the responsibility of the Lake Washington School District, this analysis looked at opportunities for the City to help encourage innovative partnerships or other strategies for supporting the need for additional school capacity within the Study Area.

Parks & Public Realm

The City has identified the need for additional parks, open space, and public realm improvements to serve the additional housing and jobs assumed in each growth Alternative. This analysis focuses on strategies for providing new parks through both on-site facilities as part of development and standalone parks and other recreation opportunities.

Affordable Housing

Providing housing choices across a range of housing types, incomes, and needs has been identified as a priority throughout the Station Area planning process. This analysis looked at opportunities to generate funds to support affordable housing beyond the City's existing affordable housing regulations (such as

inclusionary zoning) as well as market-rate housing production, and other ways to address the current jobs/housing imbalance in the Station Area.

Sustainability

This analysis focused on how development can support a range of sustainability objectives, including carbon reduction, increased green infrastructure, and green building. This analysis focused on how development can support a range of sustainability strategies and objectives, including reduction of carbon emissions, increased green infrastructure, and green building.

Mobility

As part of an initial step in this supplemental study, additional transportation modeling was done to better understand the vehicular infrastructure needs for each growth Alternative. This portion of the analysis focused on additional mobility options, including cycling, walking, and transit use. As part of this work, a representative transportation improvements project list was developed to understand fiscal impacts of these improvements. This project list and associated costs and tradeoffs are covered in the Fiscal Impacts Study portion of this memo.

5.2 Understanding Potential for Value Capture to Deliver Community Benefits

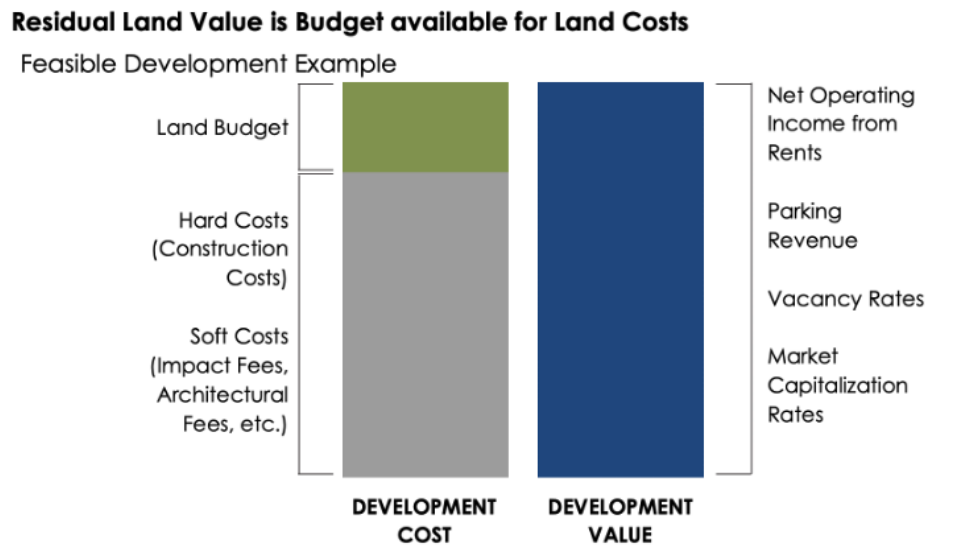
5.2.1 Approach

Certain public investments and regulatory changes can increase development potential and/or the value of existing development in the affected area. State and local governments have a number of mechanisms to "capture" the incremental real estate value created by public investments or regulatory changes to provide community benefits. These mechanisms are often modifications or extensions of existing public funding sources and requirements. They generally either impose fees or requirements to provide public benefits on new development (e.g., impact fees, affordability requirements) or derive revenue from occupancy and use of the completed development (e.g., property taxes, user fees).

Estimating Financial Feasibility of New Development Using Residual Land Value

To understand whether and to what degree the increased development entitlements considered in June Alternatives A and B create potential for value capture to provide additional community benefits, ECONorthwest used pro forma financial analysis to estimate the feasibility of the total allowed new development assumed in each Alternative. The analysis used the same development prototypes (realistic building forms and densities consistent with each Alternative's future land use assumptions) as the fiscal impacts analysis and the level of growth as established in the June Alternatives A and B as described above. The pro forma model estimates residual land value (RLV)—a developer's land budget—as an indicator of development feasibility. RLV reflects how much a developer would be willing to pay for land or a property intended for (re)development after considering the estimated value of the completed new development; typical development costs including demolition, design, construction, and local fees; and the typical investment returns needed to secure financing. This analysis did not include any proposed policy changes and assumed existing city impact fees and policies. This is illustrated in Exhibit 5-1.

Exhibit 5-1. Residual Land Value



Sources: ECONorthwest, 2021.

The RLV estimates offer a snapshot of what development feasibility looks like for the planned types of growth in the area based on typical development costs, estimated rents for new development, and approximate values of existing property. They are not intended to predict outcomes at a site level, for several reasons:

- Although site- and project-specific conditions can influence costs and return expectations, the pro forma model and RLV estimates are intended to reflect typical development conditions, rather than the specific conditions of individual developments. For example, development built for a single specific end-user often has different development feasibility criteria than development built to meet broader market demand for a certain type of space.
- The value of existing property is estimated based on the assessor's tax rolls—a readily available but imperfect predictor of market value.
- The development assumptions also can (and will) change over the planning period, but this analysis offers a point-in-time evaluation of what is financially feasible. In this case, residential and office rents were assumed to increase in the Study Area with the arrival of BRT and other public investments in the area and the increase in demand reflected by nearby recent developments. Thus, the anticipated market conditions for the Study Area are more like those currently found in other nearby urban centers (e.g., Bellevue) than today's rents within existing buildings in the Study Area. Depending on the timing of new development, market conditions may differ from those modeled for this analysis.

A prototype can be considered financially feasible for development if the RLV (the developer's land budget) exceeds the value of the existing property. In this situation, a developer can potentially reach a deal with the property owner if the property comes up for sale. If the RLV is lower than the value of a site, the project would not be financially feasible unless market conditions or investment return expectations change. However, RLV alone does not indicate that a property *will* redevelop, only that it *could* redevelop, if:

- The property owner decides to make the property available for sale and is willing to accept the estimated market value for the property.
- There is sufficient demand from the intended end user(s) of the new development to "absorb" the space as it is developed (this will tend to limit the amount of new construction at any given time).
- There is a developer with interest and ability to develop the type of space that is financially feasible and they face similar costs and financial return expectations as the typical values modeled.
- Other potential uses of the property (e.g., renovation/improvements to the existing building) would not be financially competitive with redevelopment.

Residual Land Value as an Indication of Potential for Community Benefits and Value Capture

If the RLV exceeds the estimated value of the existing property by a sufficient margin, this suggests that the new development may be able to bear the cost of providing additional public benefits and remain financially feasible. As shown in Exhibit 5-2, the remaining RLV after the actual cost of site acquisition is potentially negotiable between the property owner, developer/end user, and the public sector. However, some of this remainder is needed to provide the developer room to negotiate with the property owner to ensure a viable deal is possible. Seeking to "capture" all of this remaining value risks making development infeasible. If project-specific costs and revenues are known with some certainty, the public sector can have greater confidence pushing for greater degrees of value capture. However, because the analysis uses typical costs and market conditions and estimated values for existing property at a Station Area scale, the margin for error relative to a specific individual development is high. Given this, seeking to capture less of the remaining RLV is appropriate so that development remains feasible through fluctuating market conditions, escalating construction costs, or higher-than-expected site acquisition costs.

Exhibit 5-2. Residual Land Value

Sources: ECONorthwest, 2021.

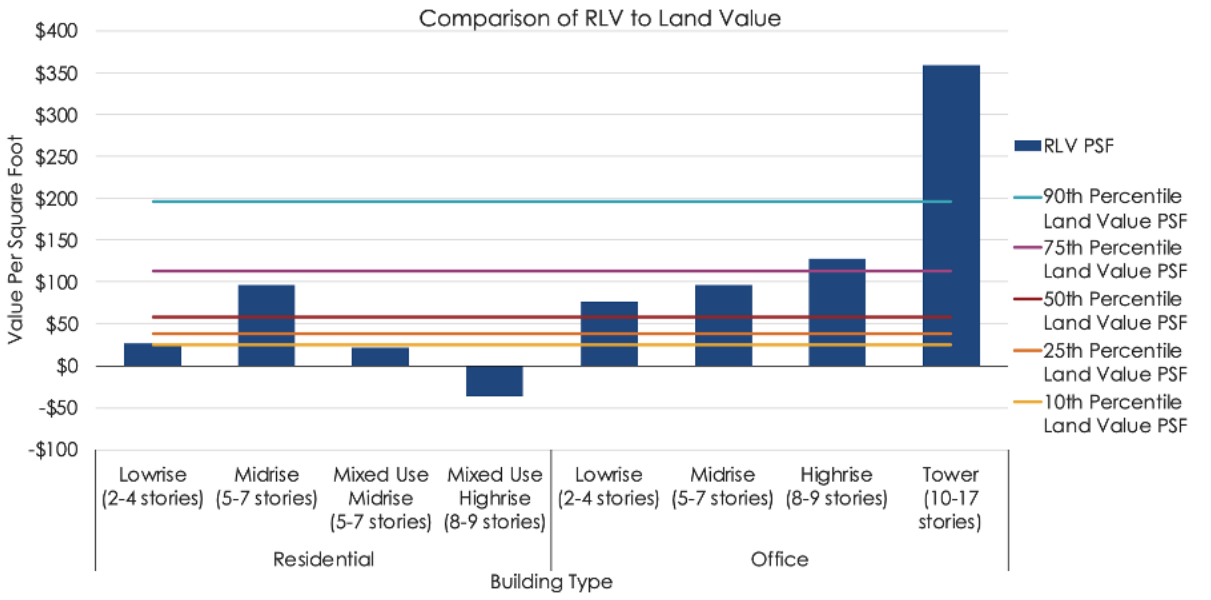
The analysis is intended to provide an indicator of which types and scales of development may be financially feasible enough to offer potential for value capture, not to calculate specific dollar amounts that could be captured from development. It is also beyond the scope of this project to calibrate specific mechanisms for community benefits/value capture.

5.2.2 RLV Alternatives Results

Results

ECONorthwest's analysis showed that RLV varies substantially by land use and scale, as shown in Exhibit 5-3. The dark blue bars indicate the RLV per square foot of land for various scales of residential and office development. The various colored lines indicate percentile thresholds of the value of the existing property in the commercial corridor of the Study Area on a per-square-foot basis.

Exhibit 5-3. Comparison of Residual Land Value to Land Value



Sources: ECONorthwest, 2021.

This shows:

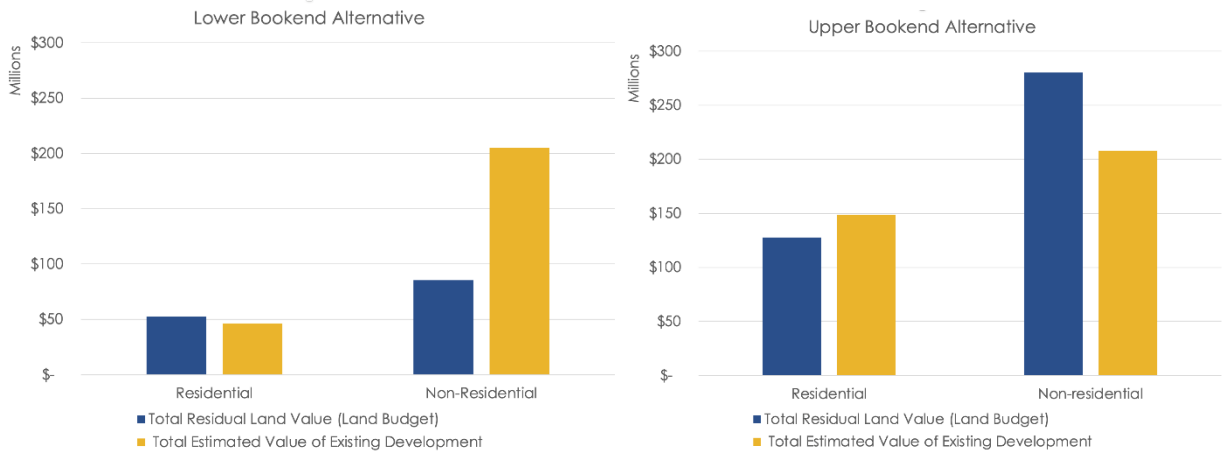
- For residential development, midrise development (5-7 stories) without ground-floor commercial appears to be most feasible.
  - Lowrise development may be feasible in locations with lower land cost (vacant land, or within residential infill areas), but is unlikely to support redevelopment within the commercial corridor.
  - Including ground floor commercial in midrise residential ("Mixed Use Midrise") increases development costs to the point that development is less likely to be feasible.
  - Given the need to change to a different construction type under current building code, highrise residential development (8 or more stories) is not likely to be financially feasible under anticipated market conditions, even if land were free.
- For office development, feasibility increases with scale, so long as there is sufficient demand for high-end office space to support very large developments.
- Office development typically uses different construction types than residential development (steel, concrete, or sometimes mass timber), particularly for midrise development. Projected office rents in this area are high enough that value is projected to exceed costs even with these higher cost construction types.

These differences across land use and building scale are reflected in the approximate aggregate RLV of each Alternative, shown by the dark blue bar in Exhibit 5-4. The yellow bar shows the estimated total value of existing development on the sites identified for possible redevelopment in each Alternative. Where the yellow bar is larger than the blue bar, this means that although individual redevelopment and infill projects may be financially feasible and may have some potential for value capture, there are more sites where redevelopment is not financially feasible in the near-term, even without additional value capture measures. Where the blue bar is larger than the yellow bar, this suggests that there are more potential redevelopments where value capture may be possible near-term, or that those that are feasible have greater value capture potential.

The larger bars for non-residential development in Alternative B (Upper Bookend Alternative) reflect the greater financial feasibility of larger scale office development types. While these aggregate results point to the overall performance of different scales and types of development, it is important to note that they represent an approximate snapshot of the collective value capture potential of the development in each Alternative; they do not forecast development timing or account for project-specific conditions. For that reason, Alternative-level results are best understood as directional and order of magnitude results rather than specific dollar amounts that would be available for value capture.

- This preliminary analysis suggests substantially greater value capture from June Alternative B, with potential for tens of millions of value capture from feasible development, primarily from non-residential development in the northeast and southeast quadrants.
- There is likely to be little potential for value capture in the northwest and southwest quadrants in either June Alternative.
- Residential development is already subject to affordability requirements and is providing community benefits in the form of affordable housing units; while there may be additional potential for value capture, pushing this further could jeopardize feasibility for some residential development, which could result in less housing production subject to the existing inclusionary requirements for affordable housing.

Exhibit 5-4. Summary of Residual Land Value

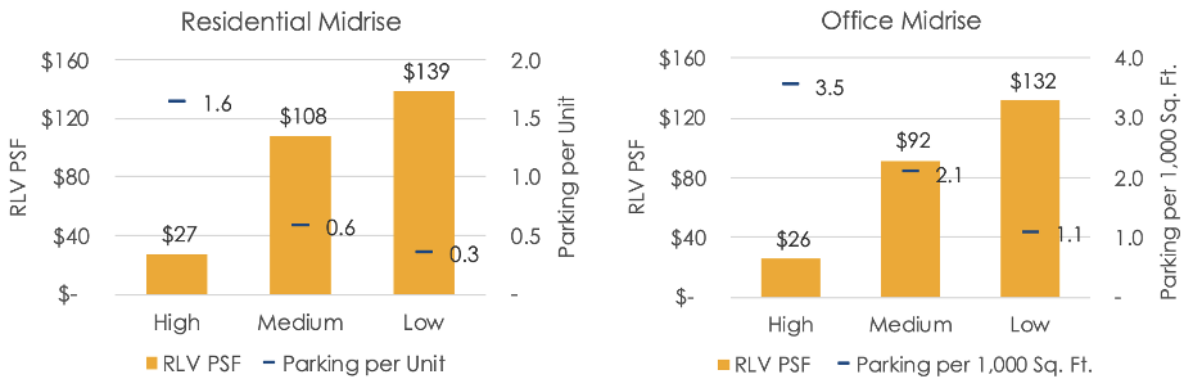


Sources: ECONorthwest, 2021.

Additional testing showed that RLV is also highly sensitive to parking ratio, as shown in Exhibit 5-5. The prototypes tested for Alternative B assume "Medium" parking ratios, which roughly reflect developers' desired parking ratios in this type of environment. In contrast the "High" parking ratios reflect current zoning. ("Low" parking ratios were tested for comparison but would require district parking strategies and/or changes to travel behavior to make these parking ratios viable in the market.)

- These results show that reducing parking requirements is an important part of creating potential for value capture in the Study Area.

Exhibit 5-5. Residual Land Value Sensitivity to Parking



Sources: ECONorthwest, 2021.

Summary of Key Findings

- Allowing tower-scale office buildings (10 or more stories) in the Study Area could create substantial potential for value capture, if there is sufficient demand to support multiple large-scale office developments.
- Office development in the 5- to 9-story range can also offer substantial potential for value capture, even if to a lesser degree than tower-scale buildings. This type of development could be feasible across much of the commercial portion of the Study Area, but the pace of office development will be limited by regional market demand and Kirkland's ability to absorb new development.
- Where midrise (5- to 7-story) residential development is feasible it may be able to provide some additional community benefits, in addition to the affordability set-asides that are already required. However, some of the areas identified for midrise residential use may not be feasible for redevelopment in the near-term and increasing affordability requirements or adding other costs as a means of value capture could delay redevelopment further on those sites.
- For both residential and non-residential development, reducing required parking ratios is an important aspect of the potential for value capture. Without such a reduction, the potential for value capture will be much less.
- This preliminary analysis shows the most value capture potential in Alternative B, with potential for tens of millions of dollars of additional value capture beyond Alternative A, primarily from non-residential development.

5.3 Community Benefits Strategies

As part of this analysis, a range of possible strategies were studied for their potential to realize benefits to the community from development. Based on this initial scan, the following strategies were identified as tools that could work well together as part of an overall framework for realizing community benefits for Kirkland in support of the Station Area Plan project objectives. The strategies that were identified as relevant to the project to achieve priority benefits identified by the City are described below.

5.3.1 Tax Increment Finance (TIF)

Overview

Tax Increment Financing (TIF) is a common tool in other states that was recently authorized by state legislation for the first time in Washington. TIF allows a jurisdiction to capture the future value of public investments and catalyze growth. In a typical TIF, a city designates a geographic area in which a public investment is needed. The city then freezes assessed values for that area for a finite time period (typically 15-25 years). Based on a project analysis that identifies the likely increase in assessed values in the TIF district after the investment, the city can issue bonds to raise the funds necessary to complete the infrastructure investment. In subsequent years, as increased revenues begin to accrue, the city uses those proceeds to service the debt.

This tool has been common in most states for many years but has not been widely used in Washington State. Recent legislation (ESHB 1189) removes previous limitations on TIF in Washington State. Some of the guidelines from that legislation include that no city can have more than 2 TIF areas at a time, no TIF can exceed a Base AV of $200 million or 20% total Jurisdiction assessed valuation (whichever is less), and the TIF district can last no more than 25 years. In addition, the city must make a finding that the provision of the infrastructure enables development to occur in a way that it would not have happened absent the infrastructure investment (this could include enabling the entire development or aspects of the scale and/or use of a project).

Community Benefit Potential

One of the advantages of a TIF is that it is a flexible tool, as long as the TIF-supported investment is publicly owned and is linked to community improvements and investment. It can be used to help catalyze development by supporting needed infrastructure improvements. This analysis has identified multi-benefit projects, parks, public realm, and mobility as the community benefits that would be the best candidates for a TIF.

Multi-Benefit Projects: Infrastructure projects that combine multiple benefits through improvements should be prioritized as TIF candidates. Some examples include transportation improvements that include linear open spaces or trail connections; or stormwater facilities that also provide parks or open space. A next step to identify such multi-benefit projects is to review the range of representative infrastructure improvements and seek areas of alignment. There may also be potential for other large representative infrastructure projects to be a good fit for a TIF. A review of gaps for such projects is warranted, to identify any further TIF candidates, especially if they are deemed important to catalyze future development.

Parks: While smaller open spaces and neighborhood parks can be provided through a density bonus program (see Section 5.3.3 Density Bonus and Baseline Requirements), larger community-serving parks

could be easier to provide through a TIF. The capital needs analysis indicated that current LOS would require 22 acres of community parks in the Station Area. The TIF could cover site acquisition and development costs. The City should also consider the potential of multi-benefit projects as TIF candidates, such as streetscape improvements inclusive of linear open spaces or trail connections which have been identified as aligned with Parks purpose and need for this area.

Transportation Infrastructure: There are several potential transportation projects that would support future development in line with Station Area Plan goals, including public realm improvements to 120th Ave NE that could be a part of a multi-benefit project, additional bicycle/pedestrian improvements to the interchange, and other road improvements.

Shared Facilities: As a newly enabled tool in Washington State, more study is needed to understand whether shared facilities with other agencies like the LWSD can be funded through a TIF. If possible, partnering with LWSD to address the need for additional school capacity could be a valuable use case, especially if this is a priority topic for the City.

Considerations for 85th SAP

- A TIF is most effective in areas that are most likely to have significant property value increases.
- Given the assessed value guidelines in the TIF legislation, only a subset of Study Area parcels could be included in a TIF. Note that the location of the investment does not have to fall within the TIF district (e.g., a water facility can be constructed outside the TIF district but serve the TIF district parcels). A preliminary review indicates that were all northeast and southeast areas of change indicated in June Alternative B to be included in a TIF district, that boundary would approach or slightly exceed the legislated $200 million assessed value limit.
- Improvements that are the best fit for a TIF are ones that are unlikely to happen through typical CIP, critical to make desired development possible, and ideally can provide multiple benefits.
- TIF districts are financed against projected future value of development, but the city is responsible for servicing the debt even if the projected development does not materialize. It is important to think carefully about how much growth is realistic and set the total TIF value accordingly.
- It is important to note that the incremental City property taxes from new development are reflected in the operating revenues in the fiscal analysis. If TIF is used to bond against those revenues, allowing improvements to be made in advance of the revenues being realized, this would reduce the operating surplus discussed earlier, but would allow infrastructure improvements to be made earlier in the timeframe.
- Based on the assumptions in other sections of this report, a preliminary estimate of potential TIF revenues under HB 1189 suggests that TIF may be able to support between $50 to $75 million (2021$ assuming 25 years of revenues discounted at 3.5%) in debt for infrastructure projects. These figures rely on the speculative plans for the timing, use, and scale of development in certain areas of development east of I-405 in the east quadrants.
- A TIF study would be the next step to determine an appropriate geographic area for a TIF, estimate potential revenue, and narrow specific projects that should be funded through a TIF.

5.3.2 Commercial Linkage Fees

Overview

Linkage fees "link" new development with the increased demand for affordable housing. These fees are typically charged to developers based on a per square foot fee established for specific uses like commercial or retail. Less commonly, linkage fees can be packaged with a Linkage Fee program as well. Fees as set are based on a nexus study that demonstrates the rationale and relationship between the development and the fee that is charged. Linkage fees are used widely throughout the U.S., particularly in communities facing acute housing pressures from rising land values and strong commercial development markets.

Community Benefit Potential

By collecting mandatory fees associated with commercial development, a community can generate the funds necessary to provide more housing options. Funds generated through linkage fees can support a wide range of housing goals, including family-friendly housing, workforce housing, affordable housing, supportive housing. Some examples of linkage fees and their outcomes include:

- **Seattle MHA Program:** This program charges a fee to commercial development and offers a fee-in-lieu option for residential inclusionary zoning requirements. Fees range from $7.64-$35.75 per sq ft for residential and $5.58-$16.17 for commercial depending on zoning and location. A recent report by the Seattle Office of Housing found that MHA has collected $96.1 million over a two-year period from 2019-2020 with contributions from 259 MHA-eligible projects.
- **Boston Commercial Linkage Program:** Boston, MA has one of the oldest and most robust commercial linkage programs in the country. Boston's linkage fee only applies to commercial developments over 100,000 square feet. Another important feature of Boston's program is that it dedicates a small portion of the fee to workforce development as well as affordable housing production.
- **Additional Commercial Linkage Fee Programs:** Linkage fees are common in many Bay Area cities facing housing pressure from commercial development such as San Francisco, Berkeley, San Jose, and Napa. Within the Puget Sound region, Bothell is in the process of developing commercial linkage fees.

Considerations for 85th SAP

- Potential revenue generation from a Commercial Linkage program would be dependent on a range of factors. These factors include the eventual amount and type of development that is built in the Station Area, City policies like required parking ratios, as well as the specific fee rates and policies of the potential Commercial Linkage program itself. Understanding that these factors would influence the total value capture potential, the amount of non-residential growth represented in June Alternative B may have the potential to generate in the range of $10-$50 million should all the allowed development capacity be built within the 23-year planning horizon. More analysis through a nexus study would be required to better evaluate potential policies and establish a linkage program.
- It is important to balance the need for additional housing while maintaining the development feasibility of commercial projects. A nexus study would be the next step to address this consideration

by showing the increase in demand for affordable housing that accompanies new non-residential development. As part of a nexus study, recommendations on fee schedules and policies would be developed.

- Set clear targets for affordable housing production by AMI, bedroom mix, and other parameters. Supporting workforce development programs may help to address the current jobs/housing imbalance within the Station Area. Similar to Boston's program, the City should consider a workforce development component of a potential linkage program which would allocate a portion of the fees collected toward workforce development programs.
- Look for opportunities to incentivize co-location of amenities like community rooms, childcare spaces, and small open spaces as a part of required active frontages or open spaces in Linkage program funded affordable housing development. This can serve to maximize community benefit of public investment, while not reducing the capacity of a particular site to maximize affordable housing provision. The Puget Sound Early Learning Facilities Fund is an example of an aligned program.
- Consider a linkage program as part of a larger housing policy framework that includes the City's current inclusionary zoning policies, MFTE policy, and other tools.

5.3.3 Density Bonus and Baseline Requirements

Overview

Density bonus programs, also known as incentive zoning programs, allow additional development in exchange for the developer providing community benefits. Under a typical density bonus program, new zoning establishes a base development allowance in each zone. Certain zones are eligible for an additional increase in development up to a maximum development amount. In exchange for this additional development, the developer provides public benefits through fee-in-lieu or direct provision of the amenity. In many density bonus programs, developers can select from a menu of benefits to provide on a points-based system, with specific point totals tied to specific development increases. This point-based approach has two benefits. First, it allows communities to accomplish several public benefit goals through a single program. City staff can weigh the value of different benefits to prioritize benefits based on need or value to the community. Second, this points-based approach provides flexibility for developers, which increases the likelihood they will participate in the program.

Community Benefit Potential

One of the advantages of a density bonus program is that it can support a number of different community benefits. This analysis identified parks, schools, and sustainability (including public realm improvements) as the benefits with the greatest potential to be realized through density bonus programs. Examples of the kinds of benefits that could be provided include:

Parks: Developers provide on-site open space or pay a fee into a parks fund. Density bonus programs have shown themselves to be particularly effective for small pocket parks, plazas, roof decks and other open spaces that can be integrated into large developments.

Schools: In land-constrained locations like the Study Area, applicants can provide educational space on-site. This can include childcare or educational space integrated into the development or by setting aside land for future school development.

Sustainability: Sustainability features and performance are one of the most common objectives to be incentivized through density bonus programs. Two approaches include listing specific sustainability features to be provided (green infrastructure, solar arrays, etc.) or identifying third-party sustainability certifications that can serve as demonstration of sustainability benefits (eg: LEED, WELL).

Mobility: Mobility and transportation demand management to support safe connections for people of all ages and abilities is a core value and project objective. A series of transportation demand management (TDM) strategies including policies and programs can be found in the Transportation Supplemental Study Appendix 1. These TDM strategies are recommended to be incorporated into June Alternative B to help manage representative infrastructure needs, improve mobility, and increase potential revenue capture. In reviewing these potential strategies, the City should consider which are appropriate as baseline requirements and which are best suited for development incentives.

Considerations for 85th SAP

- Identify which benefits are the highest priority, and establish a points system that reflects those priorities
- Base development standards should be calibrated so that all development is held to an acceptable minimum standard of public benefit provision through other strategies like mandatory impact fees and design standards. The City should consider modifications to existing policies as they establish baseline standards for the Station Area. This analysis found that topics including park LOS, active frontage definition, parking ratios or other transportation demand management strategies, and mid-block pedestrian connections should be considered.
- Bonus allowances should be calibrated so they create a sufficient incentive to attract participation from developers. Coordinate a comprehensive scan of existing and potential policy changes together with a Density Bonus Program.
- Analysis shows that current Park LOS would necessitate 15 acres of neighborhood parks in the Station Area. While smaller open spaces are a good candidate for base requirements and bonus incentives, the City should also consider shifting their park LOS policy away from per acre standards toward geographic equity of park access within walking distance and inclusion of school facilities and non-city parks in walking distance.
- School development parameters and needs as provided by Lake Washington School District should be considered for inclusion.
- Identify partnership opportunities to advance priority community benefits through program alignment or potential co-benefits. Possible topics that should be explored include Shared Use of community facilities and public open space, integrated early education and childcare facilities, workforce development and green infrastructure programs, as well as sustainability, climate action, and health and well-being initiatives.

Based on the current understanding of the City's priorities and objectives, the team prepared a potential structure of base requirements and bonus incentives for consideration in Exhibit 5-6.

Exhibit 5-6. Potential Structure of Base Requirements and Bonus Incentives.

Community Benefit	Baseline Examples	Bonus Examples	Notes
Affordable Housing	Existing inclusionary zoning requirements, Commercial linkage	Additional inclusionary units or fees	
Sustainability and Mobility	Existing landscape, stormwater code, and energy code standards; Basic third-party sustainability certifications aligned with market expectations; Basic Transportation Demand Management (TDM) strategies	More ambitious certification with third-party sustainability programs like LEED, Built Green, Passivhaus, Living Building Challenge, or similar; Tree canopy; off-site contributions to Tree canopy or Stream improvements; More ambitious energy code standards; Advanced Transportation Demand Management (TDM) strategies	Example strategies commonly included in green certification programs include energy reduction, green infrastructure, and sustainable materials. Example Transportation Demand Management Strategies include reduced parking provision, shared and paid parking, and provision of transit passes.
Schools & Community Amenities	Existing school impact fees	Provision of on-site educational, childcare, or community space	Requires coordination with LWSD and other aligned Early Education and community service providers
Public Realm	Existing setbacks and landscape standards, mid-block connections for large developments, active frontage on designated corridors	Plazas and other publicly accessible open and gathering places, Additional public realm improvements	Additional public realm improvements can include tree canopy, wider sidewalk areas, and bike/ped connections, as well as improvements to existing City open space to increase utility and accommodate additional users

Sources: Mithun, EcoNorthwest, Fehr and Peers, City of Kirkland, 2021

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6.0 Summary of Findings and Recommendations

6.1 Is the City's Station Area Vision Feasible?

The City must make significant capital investment under June Alternative A if the area develops under current trends. This Alternative does not generate much development project contribution to required infrastructure. June Alternative B: Transit-Connected Growth, however, creates an opportunity for the City to efficiently serve concentrated growth and more tools to make investments in public infrastructure and City operations.

To manage Alternative B successfully, the City will have to:

- Recognize that a variety of strategies will be required to balance the City's overall budget and Station Area needs.
- Take next steps to coordinate and implement Infrastructure and Services Investment strategies, including:
  - Utilize debt financing and potential rate increases to fund **sewer** and **water** infrastructure.
  - Address **parks** LOS and consider alternate delivery methods.
  - Obtain more direction from LWSD on what **school** capacity the District will need to accommodate more students and require that development addresses these needs.
- Take next steps to coordinate and implement Community Benefit strategies, including: TIF/District Financing for site acquisition and development; Baseline Requirements and Development Bonuses for a range of affordable housing, sustainability and mobility, schools and community amenities, and public realm benefits including providing on-site open space, educational or community space; fees-in-lieu; or partnership opportunities including Shared Use Agreements; and address parking policies to maximize potential benefit.

6.2 Recommendations

Based on the results of this analysis, which was conducted using existing City policies, the following recommendations are proposed as a framework for realizing fiscally sustainable infrastructure and services provision and the desired community benefits in the Study Area. These include a combination of existing policies and new policy changes that the City should consider as part of developing a preferred Plan Direction for the Station Area.

6.2.1 Potential Infrastructure-specific Financing and Community Benefit Strategies

Public Infrastructure and Services

In June Alternative B, Capital revenues are expected to cover capital costs for Transportation, Fire, Police Fleet, and municipal facilities [see more in Section 4.5.3 Capital Net Fiscal Impact By Capital Improvement Type (Alternative B)]. Potential strategies to address capital deficits for the remaining City

and other governmental services are described below. These include a blend of financing strategies and opportunities to leverage private investment through requirements and incentives.

Stormwater

Development of the Study Area under Alternative B will not produce negative stormwater impacts due to current mitigation requirements that will require developed parcels to install large detention systems to reduce the flow off their development and help existing flooding issues. The only proposed stormwater project within the Study Area consists of replacing 520 feet of pipe along 120th Ave NE with a smoother pipe material. This will increase capacity through the stormwater main line, helping in all scenarios.

Potential funding strategy. The City can use stormwater capital fund reserves to fill the $700,000 gap between the available stormwater facility charges and the infrastructure improvement cost in 2035.

Water

The City has committed to relocate the water main under I-405 at a cost of $7.8 million (YOE$) per WSDOT requirements due to the construction of the BRT in either Alternative. The remaining water improvements are projected to be built by development at a cost of $24.2 million. Although there is enough dedicated revenue generated cumulatively over the study period to cover the cost of the City-funded improvement, there will not be enough revenue available in the early years to cover the construction costs when they are anticipated to occur in 2027-2028.

Potential financing strategy. The City can issue a $10 million 20-year bond to cover the cost of the improvement and maintain an annual surplus. A bond of that amount and length is anticipated to result in annual debt payments of $685,000. Projected capital facility charge revenue and 7% of net new water utility revenue from growth in the Station Area are projected to be enough to cover the annual debt payments.

Sewer

The City needs to make many significant sewer improvements in either Alternative to support the additional flows from the Station Area. The total cost of the improvements over the study period are estimated to be $92.9 million, of which $14.8 million are anticipated to be funded by development. The remaining $78.1 million will need to be funded by the City. The City is anticipated to generate $24.4 million in sewer capital facility charges on new development in the Station Area that can be used to offset these costs, leaving a cumulative gap of $53.7 million over the study period.

Potential financing strategy. The City can fund sewer improvements with a combination of debt issuance and rate increases. Issuing a $60 million 30-year bond in 2035, resulting in $3.1 million annual debt payments, would cover the cost of needed sewer infrastructure improvements. To make annual debt payments, a rate increase on the overall base would be required, because there is not enough sewer capital facility charges or new sewer rate revenue from the Station Area to cover the payments. Because this investment is also required in Alternative A, where there are less dedicated revenues available to offset costs resulting in a larger City deficit, Alternative A requires a larger rate increase than Alternative B.

Community Facilities and Benefits

Parks

Under current target Levels of Service, some of which are acreage derived, the Parks capital needs under Alternative B are $160.0 million. The majority of those costs, 75.8%, are associated with the acquisition and development of 15 acres of neighborhood parks and 22 acres of community parks, calculated under current LOS guidelines and are likely infeasible in the Station Area. The growth in the Station Area will generate some dedicated revenue that can be used to offset these costs ($31.0 million in parks impact fees and $35.4 million in REET 1) but it will not be enough to cover the costs and will result in a cumulative gap of $93.5 million over the study period.

Potential financing strategy. Consider using a portion of the $80.0 million remaining in general government operating surplus to offset costs. This strategy alone will not address parks capital needs.

Other potential strategies:

- **Policy changes**: Consider alternative non-acreage derived LOS guidelines more appropriate for urban centers, such as shifting the standards to geographic equity of park access within walking distance and inclusion of school facilities and non-City parks.
- **Leverage public assets and partnerships:**
  - Explore the ability of needed and planned infrastructure investments in the **public right-of-way**, including street and utility improvements, to offer **multiple benefits** and contribute to parks and open space. A multi-faceted streetscape improvement can easily incorporate linear parks.
  - **Leverage existing spaces.** Enhance existing neighborhood parks, open space around Forbes Lake, and Cross Kirkland Corridor with needed amenities to increase capacity (expand playgrounds, use vegetation to create intentional spaces for use and division of space).
  - Inventory **existing publicly owned parcels** for potential to support open space objectives. Identify parcels for neighborhood needs to support amenities like playgrounds, picnic areas, walking paths (multiple smaller parcels, parcels that allow for one or two amenities versus several in the same location).
  - Explore **clover leaf space** more for stormwater/natural areas/sustainable landscape areas.
  - **Shared Use** agreements to leverage existing park and recreation spaces for public use. Maintain existing Shared Use agreements and explore expanding these to maximize the use of existing or future community assets.
- **Community Park options:**
  - A series of strategies could support a larger park. This has been identified as one of the top candidate project types for a potential TIF district. In addition, there may be potential for Shared Use agreements to help satisfy Community Park needs.
  - Support complete re-design of Peter Kirk Park, including teen space, senior space, renovation of existing amenities, addition of new amenities.

- Support re-design of community parks to increase capacity for athletics, such as converting grass fields to synthetic or diamond to rectangular, add lights at sports fields and courts, additional amenities.
- Acquisition of Taylor Fields to support addition of amenities as identified in PROS plan (or long-term use given that the site is a closed landfill).

- **Development requirements and development bonuses** show potential to provide smaller scale publicly accessible open spaces and trail connections.
  - In-building or rooftop urban park amenities
  - Linear parks for safe pathways.
  - Pocket parks, including rooftop parks.
  - Dog parks, including rooftop parks.

It should be noted in the next steps that the Station Area would be subject to any voted Parks funding measures to address overall parks system needs.

Affordable Housing

Based on existing Inclusionary Zoning requirements, development of the Study Area under Alternative A will produce minimal new affordable housing units, and Alternative B has the potential to produce between 400 and 1,200 new affordable housing units, if all allowed development is feasible, by the end of the 23-year study period.

Potential community benefit strategy. A commercial linkage program is the primary new strategy recommended to maximize affordable housing objectives, which would go beyond the City's existing Inclusionary Zoning requirements for residential development. The Residual Land Value analysis determined that a Commercial Linkage Program has merit, with greatest potential for value capture for commercial development, and increasing value potential in 10+ story development compared with 5-9 story development. Mid-rise residential is not feasible everywhere in the near term, and additional affordability requirements or other value capture costs may delay development, which could result in less housing production subject to the inclusionary requirements. Parking policies should be reviewed and addressed to maximize potential for benefit. If the City did want to pursue increasing the existing Inclusionary Zoning requirements for affordable housing, it would be important to monitor how the policy change influences production. Finally, due to the existing jobs/housing imbalance in the Study Area, the City should consider allocating a portion of the Linkage Fees toward a workforce development program. As noted in the following section, next steps to pursue this strategy would include further coordination with other policy changes and a nexus study demonstrates the rationale and relationship between the development and the fee that is charged.

Mobility

White not an explicit study topic, the ability for people of all ages and abilities to easily navigate the Station Area will improve community well-being, sustainability, and resilience. It is also directly related to the project's objective to leverage the regional transit investment. Further, making policy and program changes to support transportation demand management (TDM) will facilitate development feasibility and the potential for value capture to be realized for community benefit. Mobility-related policy and program changes can accrue multiple benefits. The City should identify and prioritize multi-benefit

project opportunities and consider them as part of a TIF strategy, especially right-of-way projects where mobility and infrastructure needs overlap. The City should also consider the following baseline or incentive-based transportation demand management (TDM) changes within the Station Area as described in the Transportation Supplemental Study, Appendix 1: parking ratio reductions, unbundled and paid parking, requirements for large employers or multi-family properties to provide transit pass subsidies, managed parking strategies, TNC ridesharing programs, bikeshare or micro mobility programs, and shared off-street parking.

Sustainability

Baseline requirements and density bonuses are the recommended strategies to achieve sustainability features and performance within the Station Area, through third-party green building certifications, energy, landscape, and stormwater standards, as well as tree canopy and stream improvements. The City should consider how these goals would fit into a menu-approach and which levels of performance or features are desirable as baseline requirements or as density bonus incentives, and any needed policy adjustments to support this. They should also explore the potential for partnerships around sustainability, climate action, health and well-being initiatives.

Schools

Under either Alternative, the City will need to help the Lake Washington School District solve for additional school population. Initial estimates are that school capacity will need to increase by 153 students under Alternative A and 936 students under Alternative B. In addition, the community as well as Lake Washington School District have articulated an existing and growing need for childcare and early learning and education facilities.

Although the fiscal impact analysis did not estimate costs for Lake Washington School District, as they are a separate governmental entity from the City, the analysis did estimate anticipated revenues from school impact fees. It is estimated that there will be $24.6 million in school impact fee revenue available for school capital needs in Alternative B. EcoNorthwest estimated that if the LWSD Capital Levy currently scheduled to expire in 2022 were to be extended throughout the life of this study period, it could raise as much as $53.9 million in the Station Area.

Potential community benefit strategies:

- In land-constrained locations like the Study Area, consider requirements or development bonuses for developments to provide space on-site. This can include educational and childcare space integrated into the development (most common for early learning, pre-K and specialized programs like STEM) or by setting aside land for future school development.
- Consider policy changes to define active frontages or required retail space to include educational, childcare, and community-serving spaces in order to implement a Development Bonus strategy.
- Explore partnership opportunities to align programs, such as Joint/Shared Use Agreements that broaden access to community-serving facilities.
- Consider increasing allowed development capacity on existing underutilized public parcels to support future development of new school space.

6.2.2 Recommended Next Steps

A **Public Infrastructure and Services Investment Framework** will be critical to catalyze transit-connected development and can help support coordination and implementation of various strategies.

- Identify **baseline requirements** for project-level infrastructure and contributions to the Station Area. Potential for value capture will be related to some policy changes, including reduced parking ratios and unbundling, modifying parks LOS methodologies to move toward geographic equity and inclusion of shared use facilities. **Next step:** Coordinate a comprehensive scan of existing and potential policy changes together with a Density Bonus Program. Base development standards should be calibrated so that all development is held to an acceptable minimum standard of public benefit provision through other strategies like mandatory impact fees and design standards.
- Use a **TIF District** to finance large, area-wide investments like streetscape improvements, major park, and potentially support additional school capacity and other infrastructure needs. **Next steps:** Conduct a TIF analysis, testing scenarios for TIF boundaries and projected revenues over time including development feasibility, identify target improvements. A Phase 1. TIF Strategy that looks at the TIF area, potential revenue, and eligible projects would cost about $20k and take about three months. This should be paired project feasibility and conceptual study could range from $40-70k depending on the number and extent of candidate projects. A Phase 2. TIF Implementation Study would create the district itself, and cost about $40k over six to nine months. This will rely on supporting 30% design/engineering of TIF projects, and the costs and timeframe for this work is highly dependent on which projects are selected.

A **Community Benefits Policy Framework** can then support community benefits provisions through coordination and implementation of various strategies.

- Establish and confirm **baseline requirements** for affordable housing by maintaining existing inclusionary zoning, and consider sustainability measures, active frontages, and public realm improvements. Base development standards should be calibrated so that all development is held to an acceptable minimum standard of public benefit provision through other strategies like mandatory impact fees and design standards.
- Identify **partnership opportunities** to advance priority community benefits through program alignment or potential co-benefits. **Next steps:** The project team could create a partnership opportunities inventory and the City could use this as a base to conduct outreach to potential stakeholders on topics including the possibilities of Shared Use of community facilities and open space, integrated early education facilities, workforce development and green infrastructure programs. This work could be documented in the Final Station Area Plan.
- Develop a **Density Bonus Program** that can capture the value of more density for the community, particularly considering smaller publicly accessible open spaces, on-site educational and community facilities, transportation demand management (TDM) /Mobility measures, and additional sustainability measures. **Next steps:** Conduct a comprehensive scan of existing and potential policies together to establish base/bonus development allowances for zoning and develop a points-based system of benefits. Bonus allowances should be calibrated so they create a sufficient incentive to attract participation from developers. Coordinate with Lake Washington School District and other

aligned Early Education or Community Service providers regarding a potential incentive program for development to provide integrated educational spaces within projects. Defining base and bonus entitlements could occur within the Form Based Code development during later stages of planning. Either the City or a consultant could complete supplemental work to develop the points-based system that would implement these standards. For a consultant, it may cost about $50k and could take about three months.

- Implement a mandatory **Commercial Linkage Fee** to address affordable housing and workforce development, leaving room for the density bonus system. This should work in partnership with other affordable housing strategies like the City's existing inclusionary zoning policies and state MFTE program. **Next step:** Complete a nexus study to determine fees and consider workforce development allocation. A nexus study would cost $50-60k and would take from six to nine months, depending on how the City wants to engage with key stakeholders.

Appendices

1. Transportation Supplemental Study
2. Water and Sewer Supplemental Study
3. Stormwater Supplemental Study

Representative Infrastructure Studies

(Published October 2021)

Appendix 1. Supplemental Transportation Study

This Study is an Appendix to the **NE 85th Street Station Area Plan project** **Fiscal Impacts and Community Benefits Analysis Study Technical Memo (Technical Memo)**. The Station Area Fiscal Impacts and Community Benefits Analysis was scoped to answer this question: If the City were to implement its vision of the Station Area as a thriving, walkable urban center with plentiful affordable housing, jobs, sustainable development, and shops and restaurants linked by transit, can the City afford the investments necessary to address increased demand on public services, especially schools, parks/open spaces, transportation, and utilities, and avoid a reduction in service for existing community members and businesses?

Study Purpose

To support the Technical Memo's assumptions, planning level **Representative Infrastructure Studies** were conducted to determine a set of representative infrastructure investments needed to maintain service levels in transportation, water and sewer, and stormwater, in alignment with the full 23-year buildout scenarios described for the two key development alternatives analyzed in the Technical Memo – June Alternatives A and B. The purpose of the Infrastructure Studies was to inform an understanding of area-wide representative infrastructure and service needs and costs and for incorporation as assumptions in the fiscal analysis. Note that as "representative infrastructure," these identified investments are ones that are likely to be similar in scale and type to those needed to support future Station Area development, but are likely to differ somewhat from the specific infrastructure investments that will ultimately be adopted for the Station Area. Information about the Representative Infrastructure Studies is presented in Section 3 of the Fiscal Impacts and Community Benefits Technical Memo. The Fiscal Impact model assigns all representative infrastructure investments either to development projects or to the City, roughly following City policy. Any assumptions about parcel- and quadrant-level development and phasing included in the studies are hypothetical and not meant to presuppose decision- making by private landowners or the actions of the market. The representative investments identified in the Infrastructure Studies are distinct from and should not be construed as preferred plan recommendations or final project configurations, which will be developed in later stages of planning and are subject to City Council approval.

Key Contacts

City of Kirkland Project Lead: Allison Zike

Consultant Project Lead: Mithun

Fiscal Impacts and Community Benefits Supplemental Study Technical Memo

Lead Author: BERK; Contributors: EcoNorthwest, Fehr and Peers, Mithun

Representative Infrastructure Studies

Appendix 1. Supplemental Transportation Study Lead Author: Fehr and Peers

Appendix 2. Supplemental Water and Sewer Study Lead Author: RH2

Appendix 3. Supplemental Stormwater Memo Lead Author: RKI

FEHR PEERS

Memorandum

Date: October 12, 2021

To: Allison Zike, Jeremy McMahan, Joel Pfundt, and Thang Nguyen, City of Kirkland

CC: Erin Christensen Ishizaki, Brad Barnett, and Becca Book, Mithun

From: Kendra Breiland and Team, Fehr & Peers

Subject: Kirkland 85th Station Area Plan – Supplemental Transportation Summary

SE20-0719.01

As part of the Mithun project team, Fehr & Peers is supporting the City of Kirkland in providing supplemental information to understand the community benefits, tradeoffs, and fiscal impacts of different alternatives for the I-405/NE 85th Street Station Area Plan (SAP) from the perspective of transportation. This memo and attached exhibits present the findings of our analysis, spanning the following topics:

- Travel modeling for the two new future year alternatives: June Alternatives A and B
- Traffic operations analysis for June Alternatives A and B within the study area, including interchange operations
- Transit analysis for June Alternatives A and B
- Analysis of the comfort of facilities for people walking and biking in the study area with existing and committed[1] transportation investments and how that could change with recommended investments for the SAP
- Analysis of how far people can comfortably walk or bike within 5, 10, and 15-minutes of the proposed station with existing and committed transportation investments and how that could change with recommended investments for the SAP
- Potential package of investment strategies to support full implementation of June Alternatives A and B:
    - Roadway geometric & operational changes
    - Implementation of a robust transportation demand management strategy
    - Transit access & speed and reliability considerations

[1] Committed projects are transportation infrastructure, such as sidewalks, trails, and bike lanes that are likely to move forward independent of the 85th Street Station Area Plan.

- System improvements to improve conditions for walking and biking

This memo has been revised based on feedback from City staff and the Transportation Commission on the merits of the proposed package of investment strategies in meeting the City's vision for the SAP.

Land Use Discussion

Based on public comment and community feedback, a charrette held with City staff in May, and guidance from the City Council and Planning Commission, two alternatives were developed (known as the June Alternatives). These June Alternatives narrow the range of alternatives studied in the DSEIS in the following ways:

- Remove the level of growth shown in DSEIS Alternative 3 from further consideration
- Use a revised version of DSEIS Alternative 1 as the lower limit of growth to be studied (June Alternative A: Current Trends)
- Use a reduced version of DSEIS Alternative 2 as the upper limit of growth to be studied (June Alternative B: Transit Connected Growth)

These scenarios represent a range of possibilities to be studied for the Station Area, defined by the total potential growth in employment and residential housing units that the City of Kirkland could plan for over the next two decades.

June Alternative A: Current Trends

This alternative maintains existing zoning heights throughout the district and slightly adjusts the assumed 2044 growth projections to reflect current market trends, showing more jobs, and only slightly more housing than DSEIS Alternative 1 (**Exhibit 1**). The additional jobs were studied in portions of the study area currently zoned for more intensive development.

Exhibit 1: June Alternative A "Current Trends" (Growth through 2044)

Quadrant	Households	Employment
NW	515	1,164
NE	1,104	3,918
SW	710	3,787
SE	600	3,449
Totals	**2,929**	**12,317**

Source: Mithun/EcoNW, 2021

June Alternative B: Transit Connected Growth

This alternative is aligned with the overall SAP growth framework in the Initial Concepts and incorporates elements shown in the commercial corridors of DSEIS Alternative 3 into the overall land use pattern established in DSEIS Alternative 2. The intent of this strategy is to:

- Optimize for workforce and affordable housing, in particular the number of units provided through linkage fees and/or inclusionary zoning.
- Attract new jobs to foster economic activity and meet Citywide targets.
- Balance the distribution of commercial-focused development across the study area.
- Foster an environmentally-sound land use pattern that helps achieve the City's sustainability goals.

June Alternative B responds to the public comment heard during the DSEIS comment period and the May 26, 2021 Council Listening Session. Although a wide range of comments were shared, many participants reiterated a desire to maintain existing residential character, and concerns regarding the maximum allowable zoning heights proposed in DSEIS Alternative 3. June Alternative B only studies increased allowable heights in areas that provide clear benefits to the community and take advantage of regional transit connections. To that end, several areas where height increases had been proposed as part of DSEIS Alternative 2 and 3 have been removed from consideration in this alternative. These include areas that are unlikely to redevelop due to market forces, are limited by development feasibility, or are constrained by other considerations.

This alternative results in similar household growth to DSEIS Alternative 2, but lower overall employment, showing a better jobs-housing balance (**Exhibit 2**). The Southwest Quadrant has lower growth numbers, closer to what was proposed for DSEIS Alternative 1.

Exhibit 2: June Alternative B "Transit Connected Growth" (Growth through 2044)

Quadrant	Households	Employment
NW	568	1,561
NE	2,670	8,660
SW	916	3,356
SE	3,998	9,174
Totals	**8,152**	**22,751**

Source: Mithun/EcoNW, 2021

Overall Objectives for Both Alternatives

For both June Alternatives, the project team has been charged with identifying necessary infrastructure and policies that support achieving the following objectives related to transportation:

- Preserve the functionality of NE 85th Street, while enhancing and expanding its role as an urban, multimodal street.
- Incorporate transportation improvements that preserve community character, including minimizing significant changes such as road widening in areas outside of where proposed growth is occurring.
- Accommodate transit effectively along NE 85th Street and other streets in the study area.
- Establish a low-street priority bike and pedestrian network that serves the full study area

The remainder of this memo describes the travel modeling and mobility analysis conducted to identify a transportation system that would achieve these objectives.

Travel Demand Modeling and Forecasting

Fehr & Peers incorporated land use assumptions for future alternatives in the Bellevue-Kirkland-Redmond (BKR) travel demand model to fully capture the resulting impact on traffic operations in the station area. The alternatives considered in the travel modeling include:

- 2035 No Action Alternative from the DSEIS
- 2044 Alternative 2 from the DSEIS
- 2044 June Alternative A (identified by Kirkland City Council in June 2021)
- 2044 June Alternative B (identified by Kirkland City Council in June 2021)

As discussed in the prior section, June Alternative A represents 2044 conditions with similar development patterns to the 2035 No Action Alternative. Similarly, June Alternative B represents 2044 conditions but with greatly increased office employment and housing in the study area relative to the No Action Alternative. June Alternative B represents a refinement to Alternative 2, which was evaluated in the DSEIS.

The BKR travel demand model was used to develop traffic volume forecasts for future alternatives based on the transportation infrastructure envisioned in the 2035 Comprehensive Plan and respective land use forecasts. Prior to the modeling process, MXD+, a trip generation tool that accounts for the variation in land use type and density, provided estimates of new vehicle trips for the future alternatives. **Exhibit 3** shows the net new vehicle trips for each alternative by quadrant of the station area, as well as the single occupancy vehicle (SOV), carpool, and transit mode share estimates in the BKR travel model for each scenario. Of note, while the mode share estimates are relatively similar among future year alternatives (due to consistent assumptions about transit

services and parking charges in the BKR travel model), the number of vehicle and transit trips vary greatly due to the differences in development intensity assumed under each alternative.

Exhibit 3: PM Peak Hour Vehicle Trip Generation using MXD+/BKR Model Mode Share Estimates

Quadrants	2035 No Action	2044 Alternative A	2044 Alternative B	2044 Alternative 2
NW	930	930	1,280	1,000
NE	3,850	4,480	4,920	10,110
SW	1,910	1,850	2,360	2,190
SE	3,630	3,880	7,580	4,300
Total	**10,320**	**11,140**	**16,140**	**17,600**
Mode Share Estimates (SOV/Carpool/Transit)	70%/23%/7%	70%/22%/8%	71%/21%/8%	72%/21%/7%

Source: Fehr & Peers, 2021

Consistent with land use trends, Alternative A includes modest growth in vehicle trips in the NE and SE quadrants. The total vehicle trips generated by Alternative B and Alternative 2 are similar; however, there is a substantial shift in which quadrants the land use growth is located (from NE to SE). These results were used to calibrate the BKR travel demand model to reflect similar growth in trips. Additional adjustments were also made to the BKR travel demand model for adequate distribution of trips, particularly trips accessing the Lee Johnson site. **Exhibits 4 and 5** show the modeled increase in roadway volumes that would occur under Alternative 2 and Alternative B relative to the No Action Alternative. As the exhibits show, Alternative B features a more even distribution of trips than Alternative 2.

Exhibit 4: Traffic Volume Increase (2035 No Action vs. 2044 Alternative 2)

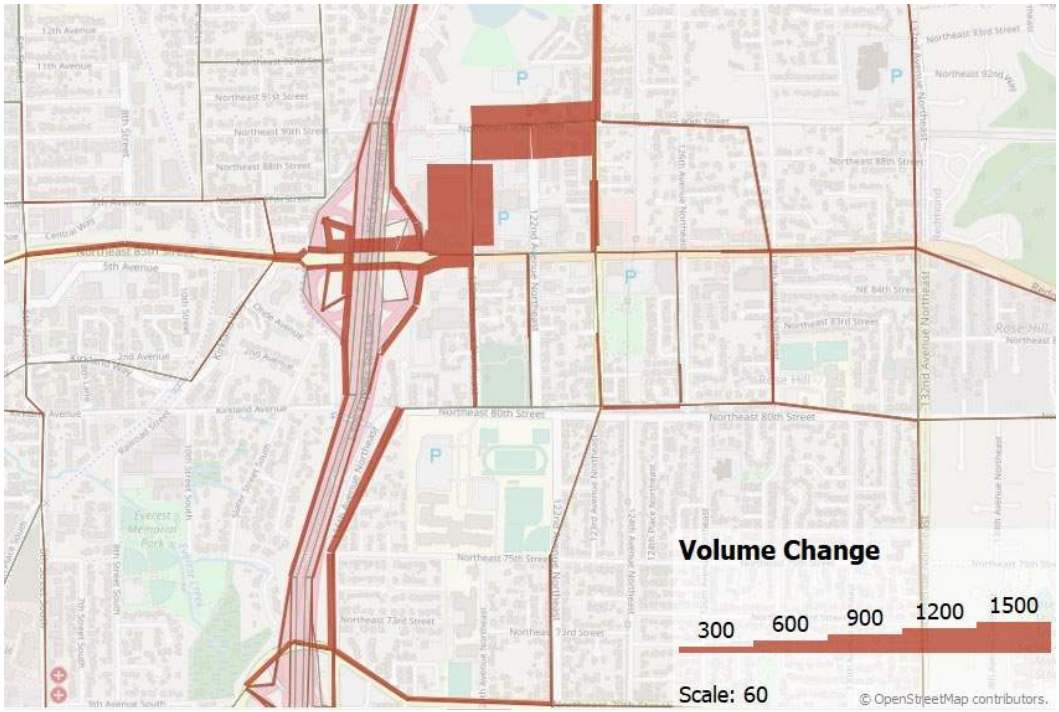
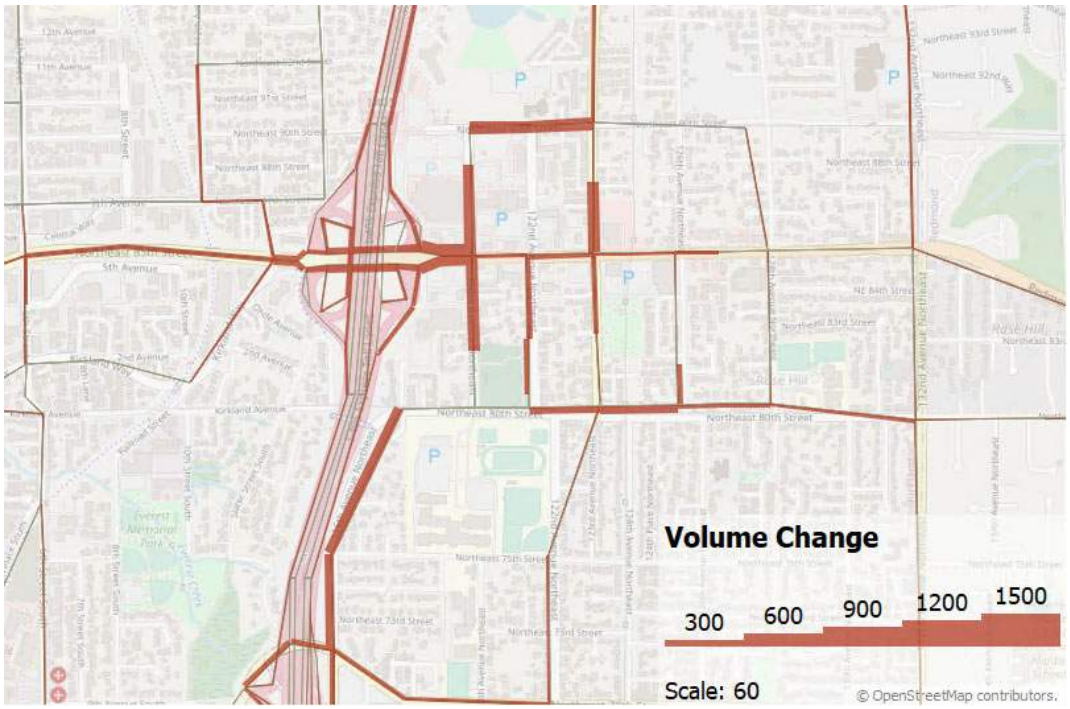


Exhibit 5: Traffic Volume Increase (2035 No Action vs. 2044 Alternative B)



Traffic volume forecasts from the refined versions of the BKR model were then used to evaluate traffic operations at the following intersections (**Exhibit 6a**):

1. NE 90th Street & 124th Avenue NE (Intersection 8 in DSEIS)
2. NE 85th Street & 6th Avenue NE (Intersection 1 in DSEIS)
3. NE 85th Street & 120th Avenue NE (Intersection 6 in DSEIS)
4. NE 85th Street & 124th Avenue NE (Intersection 9 in DSEIS)
5. NE 83rd Street & 120th Avenue NE
6. NE 80th Street & 118th Avenue NE
7. NE 80th Street & 122nd Avenue NE
8. NE 70th Street & 116th Avenue NE

Exhibit 6b shows the original list of intersections evaluated in the DSEIS.

Exhibit 6a: Supplemental Study Intersections

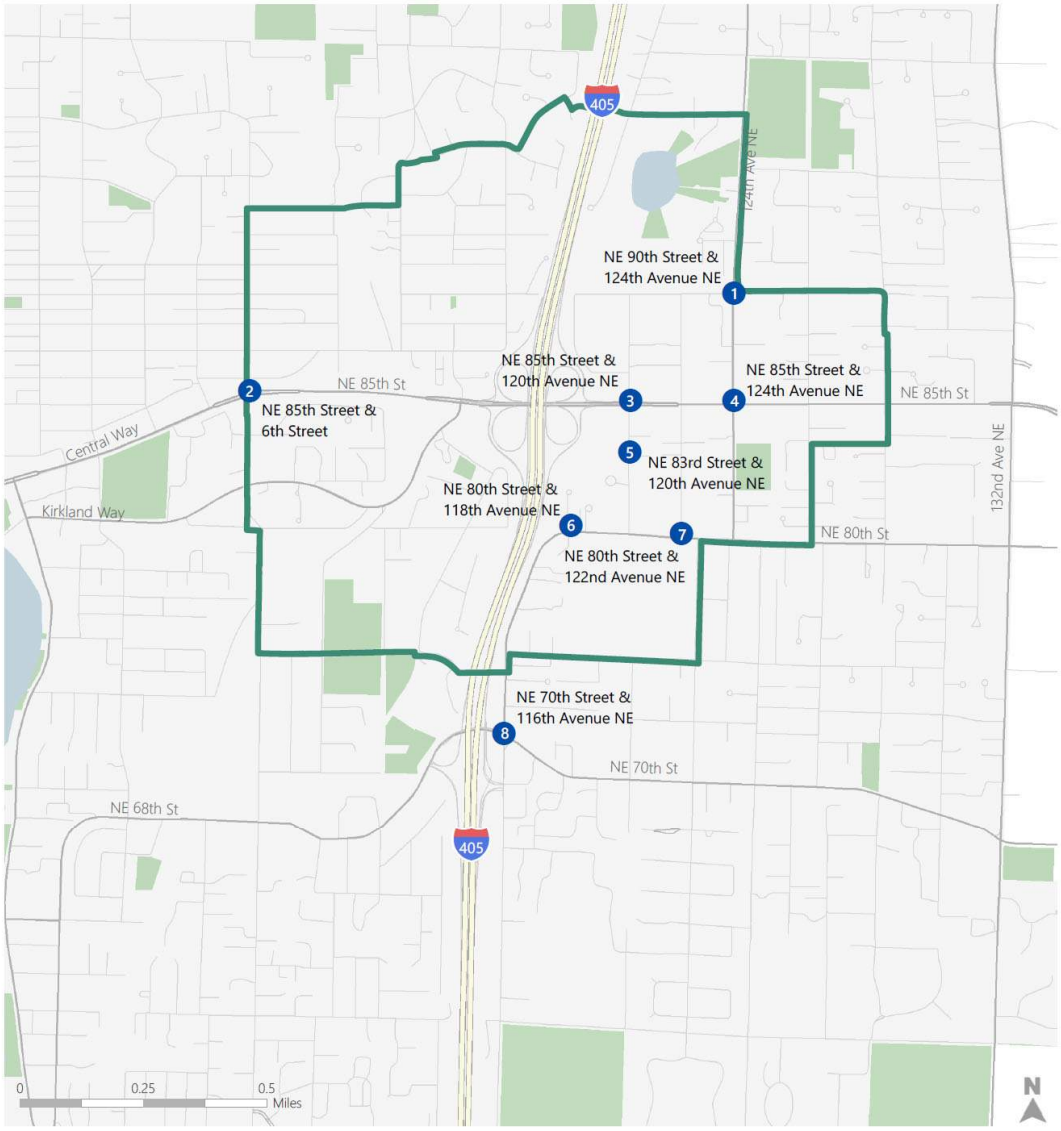
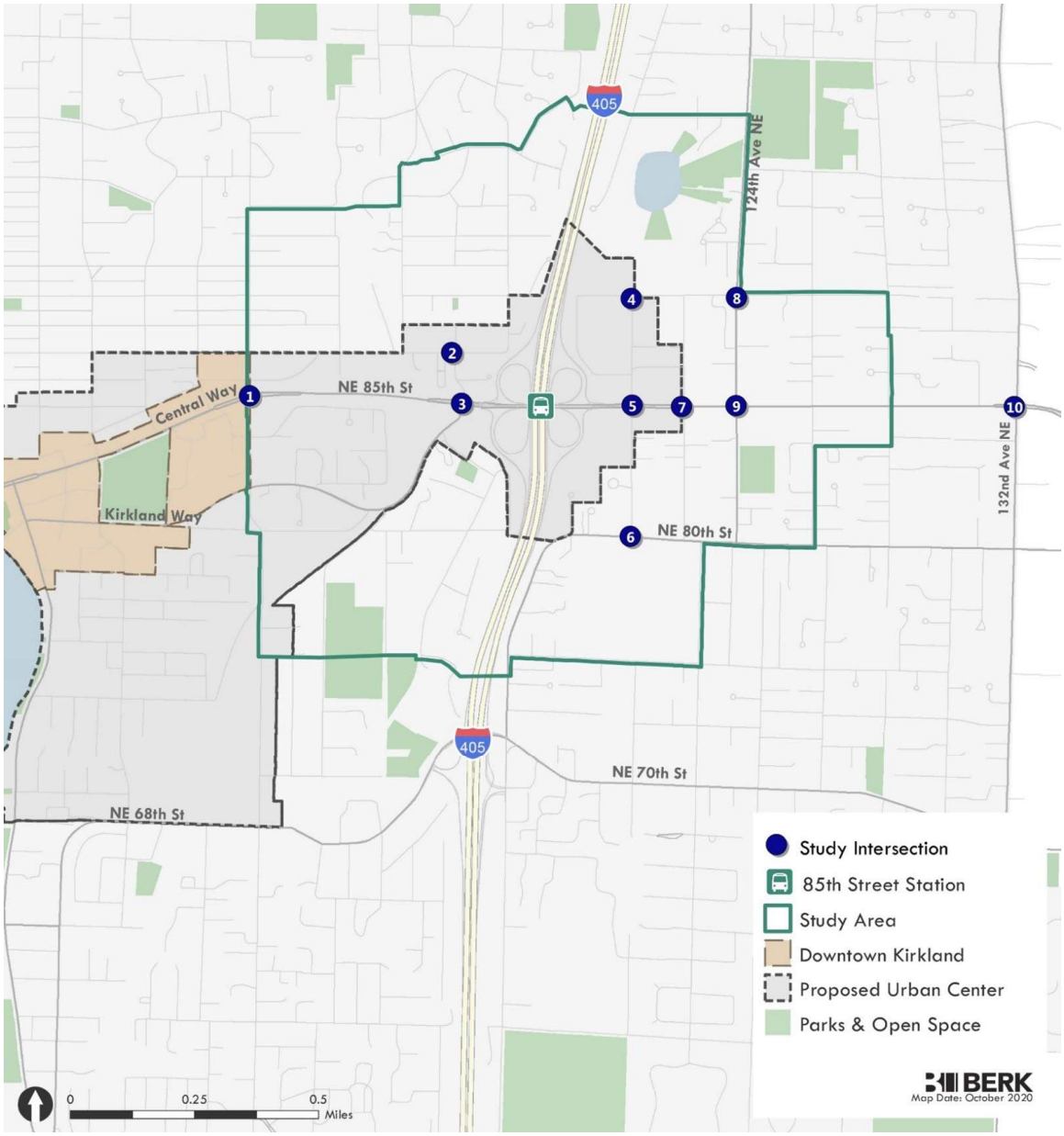


Exhibit 6b: Study Intersections Originally Considered in the DSEIS



Intersection Level of Service

Intersection level of service (LOS) is a concept used to describe traffic operations from the driver's perspective. LOS is defined by intersection delay in seconds and ranges from LOS A with no congestion and little delay to LOS F with substantial congestion and delay. Traffic operations were analyzed using the Synchro 10 software package and Highway Capacity Manual (HCM) 6th Edition methodology. We performed PM peak hour analysis for all intersections shown in **Exhibit 6a**, and AM peak hour analysis was exclusive to two intersections (NE 85th Street & 120th Avenue NE and

NE 85th Street & 124th Avenue NE). The project team modeled the existing (2019) conditions and each of the future alternatives bulleted below.

- 2044 Alternative A
- 2044 Alternative B
- 2044 Alternative 2

The modeled Synchro networks reflect traffic volumes (passenger vehicles, heavy vehicles, and pedestrian and bicycle counts) and roadway network assumptions, including segment and intersection geometry and signal timings that align with each scenario. For signalized and all-way stop controlled intersections, LOS is based on the average delay of all movements. For side street stop-controlled intersections, LOS is based on the movement with the highest delay. **Exhibit 7** summarizes the LOS and delay thresholds specified in the Highway Capacity Manual, which is a standard methodology for measuring intersection performance.

Exhibit 7: LOS and Delay Thresholds for Signalized and Unsignalized Intersections

LOS	Signalized Intersections (Delay in Seconds)	Unsignalized Intersections (Delay in Seconds)
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: Highway Capacity Manual (Transportation Research Board), 2016.

Findings

Exhibit 8 reports the findings of the intersection analysis conducted by the methodologies described above. Key findings include:

- All study intersections are currently operating within the City's or WSDOT's standards.
- Under Alternative A, which represents current growth trends continuing through 2044, the following intersections would fail to meet adopted LOS standards:
    - **NE 90th Street & 124th Avenue NE:** this intersection would operate at LOS F due to land use growth anticipated in the NE quadrant and the lack of streets connecting north of NE 90th Street.

- **NE 85th Street & 6th Street:** this intersection will operate at LOS F under all future year alternatives due to planned modifications to better accommodate transit, walking, and biking modes.

- Alternative B considered two transportation scenarios for the southeast quadrant, with allowed development at 250 feet maximum height:
  - The first assumes only one general access driveway[2] to the Lee Johnson site via NE 83rd Street to a signalized intersection with 120th Avenue NE;
  - The second scenario considers the same access as above, plus an additional south access to the site along 118th Avenue NE, which connects to 80th Street NE with a newly signalized intersection.
- The reconfiguration of land use growth in Alternative B would substantially improve intersection operations relative to Alternative 2. However, the land use growth envisioned by this alternative would increase vehicle trips on the roadway network (compared to existing conditions or Alternative A/No Action scenario) such that the following intersections would not meet adopted LOS standards under Alternative B:
  - **NE 85th Street & 6th Street:** this intersection will operate at LOS under all future year alternatives due to planned modifications to better accommodate transit, walking, and biking modes. Moreover, additional growth throughout the SAP would result in higher delays than are anticipated for Alternative A.
  - **NE 85th Street & 120th Avenue NE:** this intersection could not meet City standards without mitigation, as this is the main access point for growth in the SE quadrant.
  - **NE 90th Street & 124th Avenue NE:** this intersection could not meet City standards without mitigation, as this is the main access point for growth in the NE quadrant.
  - **NE 83rd Avenue & 120th Avenue NE:** under the scenario in which this intersection serves as the only general access to the Lee Johnson site, it will require signalization (as assumed) as well as additional lanes.
  - **NE 80th Street & 120th Avenue NE:** under the scenario in which only one general access is provided to the Lee Johnson site along NE 83rd Avenue, increased traffic through this intersection would result in LOS F delays without mitigation.
  - **80th Street & 118th Avenue NE**: similarly, under a single access point scenario to the Lee Johnson site, this intersection would also be impacted by additional traffic along 80th Street, although it is unclear whether a signal would be warranted to address the side street delay.

[2] Assumes the Lee Johnson site's direct access to NE 85th Street would be limited to a controlled access point for select trip or vehicle-types.

Exhibit 8: LOS Results for Evaluated Alternatives (Without Mitigation)

ID	Intersection	LOS Standard	Peak Hour	2019 Existing	2044 Alternative A	2044 Alternative B-1: 2 Driveways	2044 Alternative B-2: 1 Driveway	2044 Alternative 2 (DSEIS Results)
1	NE 90th Street & 124th Avenue NE	D	PM	C / 21	**F / 83**	**F / 158**	**F / 158**	**F / 380**
2	NE 85th Street & 6th Street	E	PM	D / 41	**F/109^**	**F / 145^**	**F / 145^**	**F / 138^**
3	NE 85th Street & 120th Avenue NE	D	AM PM	C / 22 C / 21	C / 24 D / 39	**F/ 114** **F/ 113**	**F/ 114** **F/ 113**	**F / 572** **F / 616**
4	NE 85th Street & 124th Avenue NE	D	AM PM	C / 29 D / 35	C / 33 D / 41	D / 39 D / 45	D / 39 D / 45	D / 35 **E / 59**
5	NE 83rd Street & 120th Avenue NE	D	PM	B / 11	B / 13	B / 18*	B / 20**	A / 8*
6	NE 80th Street & 118th Avenue NE	D	PM	B / 15	C / 20	A / 8**	**F / 94**	A / 6**
7	NE 80th Street & 120th Avenue NE	E	PM	B / 11	B / 14	B / 13	**F / 222**	B / 20
8	NE 70th Street & 116th Avenue NE	E	PM	C / 28	D / 35	E / 75	E / 75	E / 67

Source: Fehr & Peers.
Notes:
^ Intersection reconfiguration with transit queue jump and dedicated WBR turn pocket
* Signalized without any geometric improvements
**Signalized with EBL, SBR turn pockets

Proposed Geometric Mitigation Strategies

Exhibit 9 summarizes the results of mitigations tested to address impacted intersections. The following summarizes modifications to the roadway network that would be necessitated by traffic impacts measured for Alternatives A or B.

- **NE 90th Street & 124th Avenue NE:** This intersection is impacted under both Alternatives A and B. Identified mitigation for this intersection includes adding northbound and southbound through lanes and restriping the eastbound through lane to be an eastbound through/left/right lane with east/west split phasing. The additional northbound lane would need to be carried through to north of NE 90th Street. With these improvements in place, the intersection would meet the City's LOS standard under both Alternatives A and B.
- **NE 85th Street & 120th Avenue NE:** Given high delays measured at this intersection under Alternative B during both the AM and PM peak hours, we tested several potential mitigation scenarios to address capacity needs. Based on a site visit, as well as feedback from City staff and the Transportation Commission, two potential geometric mitigation options were identified:
    - Option 1 (See **Exhibit 10a**):
        - Adding an eastbound right turn lane from the I-405 off ramp to 120th Avenue NE to facilitate trips for future intensive development
        - Removal of the western crosswalk of NE 85th Street (since pedestrians would have to cross at least eight vehicle travel lanes with planned widening related to both the interchange and eastbound right turn lane proposed above)
        - Restriping the northbound approach to include a left turn lane and a shared left/through/right turn lane
        - Restriping the southbound approach to include dedicated left, through, and right lanes, with the right turn lane protected by a "pork chop" to create a free movement[3]
        - Revising the signal to provide northbound/southbound split phasing to allow for left turn movements out of either lane from the south approach
    - Option 2 (See **Exhibit 10b**):
        - Restriping the northbound approach to include a left turn lane and a shared left/through/right turn lane
        - Restriping the southbound approach to include dedicated left, through, and right lanes, with the right turn lane protected by a "pork chop."

[3] In designing this improvement it would be important to consider weaving interactions between traffic making the southbound free right and westbound traffic accessing northbound I-405. The viability of installing a pork chop should also be evaluated in final intersection design.

Unlike Option 1, the right turn would not be a free movement since the western crosswalk would remain.
    - Revising the signal to provide northbound/southbound split phasing to allow for left turn movements out of either lane from the south approach
- **NE 83rd Street & 120th Avenue NE:** With the allowed development in the southeast quadrant at a maximum height of 250 feet anticipated under Alternative B, this intersection would need to be signalized. If this intersection serves as the only primary entrance (and a southern entrance via 118th Avenue NE is not provided), this intersection requires additional geometric modification. There are various ways that this intersection could be configured. For the purposes of this modeling, it was assumed that the west leg would include a left-turn pocket, plus a shared left/through/right lane with all other approaches served by one lane. This would require that the northbound left turn lane at the 85th Street intersection be extended to provide a second northbound receiving lane. These improvements are illustrated in **Exhibits 10c**.
- **NE 80th Street & 118th Avenue NE:** Based on delay analysis, this intersection would require mitigation under Alternative B regardless of whether 118th Avenue NE serves as a primary access point. This is due to additional traffic passing through the intersection along 80th Avenue. It should be noted that this intersection is located on a curve and may require additional treatments to ensure safe sight distance. Before constructing a signal, it would also be important to conduct a signal warrant analysis.
- **NE 80th Street & 120th Avenue NE:** If the Lee Johnson site has only one primary entrance (via 83rd Street & 120th Avenue NE), this intersection would require geometric mitigation (a southbound left turn pocket) to maintain the City's LOS standard. This improvement, illustrated in **Exhibit 10d**, could be a standalone improvement, as it would better serve areawide circulation.

No additional geometric modifications have been identified to address impacts at NE 85th Street & 6th Street.

Exhibit 9: LOS Results for Evaluated Alternatives with Geometric Mitigations

ID	Intersection	LOS Standard	Peak Hour	2019 Existing	2044 Alternative A	2044 Alternative B: 2 Driveways	2044 Alternative B: 1 Driveway	2044 Alternative B: 1 Driveway (Mitigated)
1	NE 90th Street & 124th Avenue NE	D	PM	C / 21	**F / 83**	**F / 158**	**F / 158**	D / 52
2	NE 85th Street & 6th Street	E	PM	D / 41	**F/109^**	**F / 145^**	**F / 145^**	**same**
3	NE 85th Street & 120th Avenue NE	D	AM PM	C / 22 C / 21	C / 24 D / 39	**F/ 114** **F/ 113**	**F/ 114** **F/ 113**	**F / 104** **F / 88** **(Mit. Option 1)** **F / 126** **F / 96** **(Mit. Option 2)**
4	NE 85th Street & 124th Avenue NE	D	AM PM	C / 29 D / 35	C / 33 D / 41	D / 39 D / 45	D / 39 D / 45	same
5	NE 83rd Street & 120th Avenue NE	D	PM	B / 11	B / 13	B / 18*	B / 20**	D / 37
6	NE 80th Street & 118th Avenue NE	D	PM	B / 15	C / 20	A / 8***	**F / 94**	A / 5*
7	NE 80th Street & 120th Avenue NE	F	PM	B / 11	B / 14	B / 13	**F / 222**	D / 52
8	NE 70th Street & 116th Avenue NE	E	PM	C / 28	D / 35	E / 75	E / 75	same

Source: Fehr & Peers.
Notes:

* Signalized without any geometric improvements
** Signalized with EBL, NBL, SBR turn pockets
*** Signalized with EBL, SBR turn pockets
^ Intersection reconfiguration with transit queue jump and dedicated WBR turn pocket

Exhibit 10a: Potential Geometric Modifications to NE 85th Street/120th Avenue NE

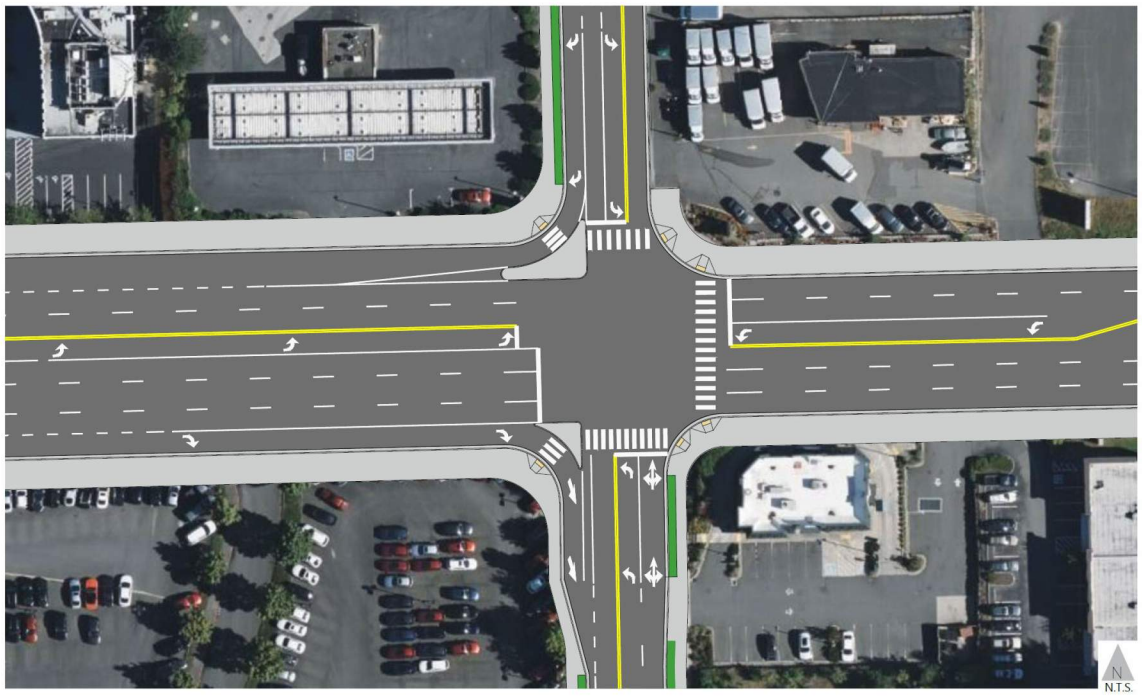


Exhibit 10b: Potential Geometric Modifications to NE 85th Street/120th Avenue NE

Exhibit 10c: Potential Geometric Modifications to NE 83rd Street/120th Avenue NE

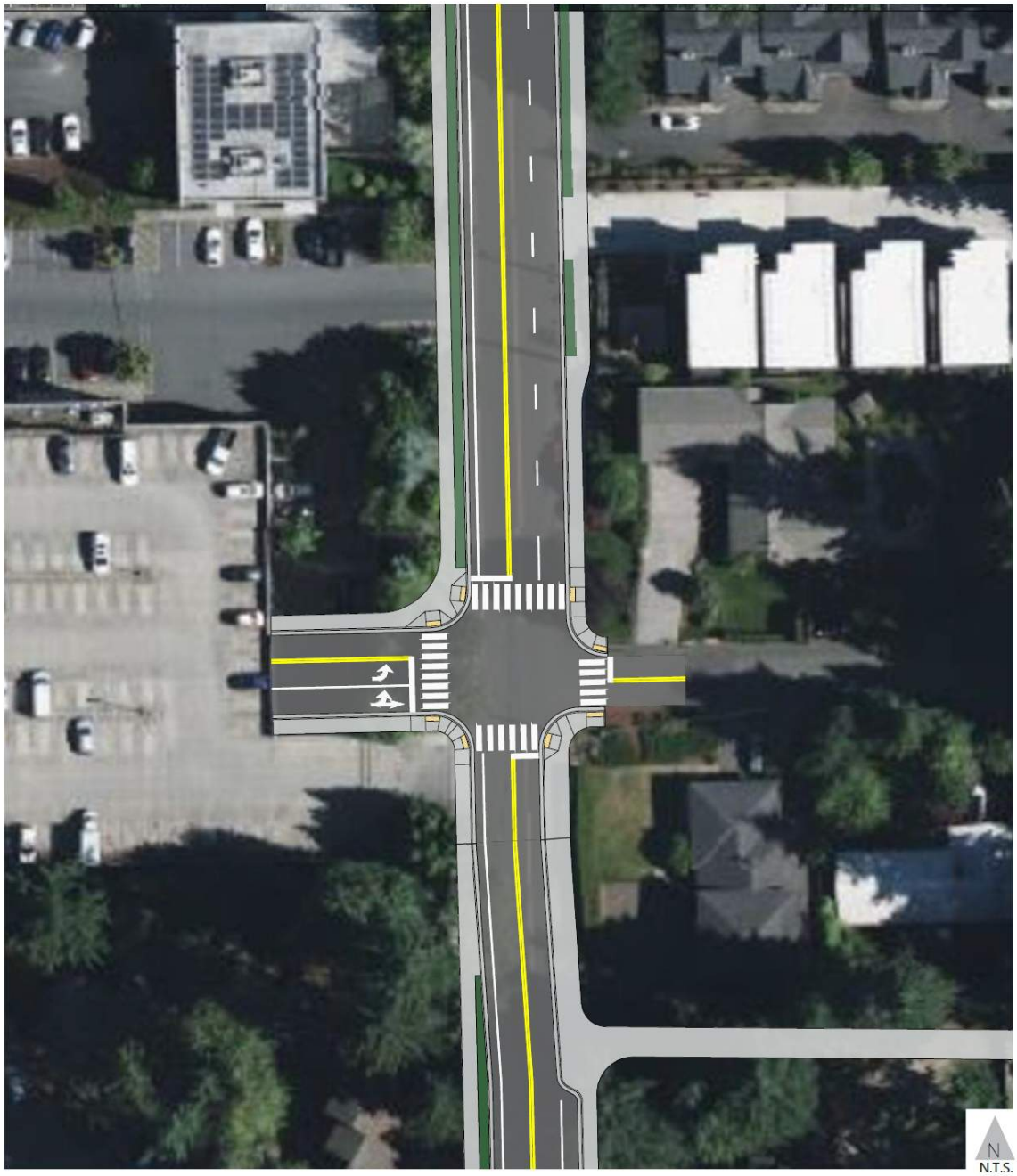
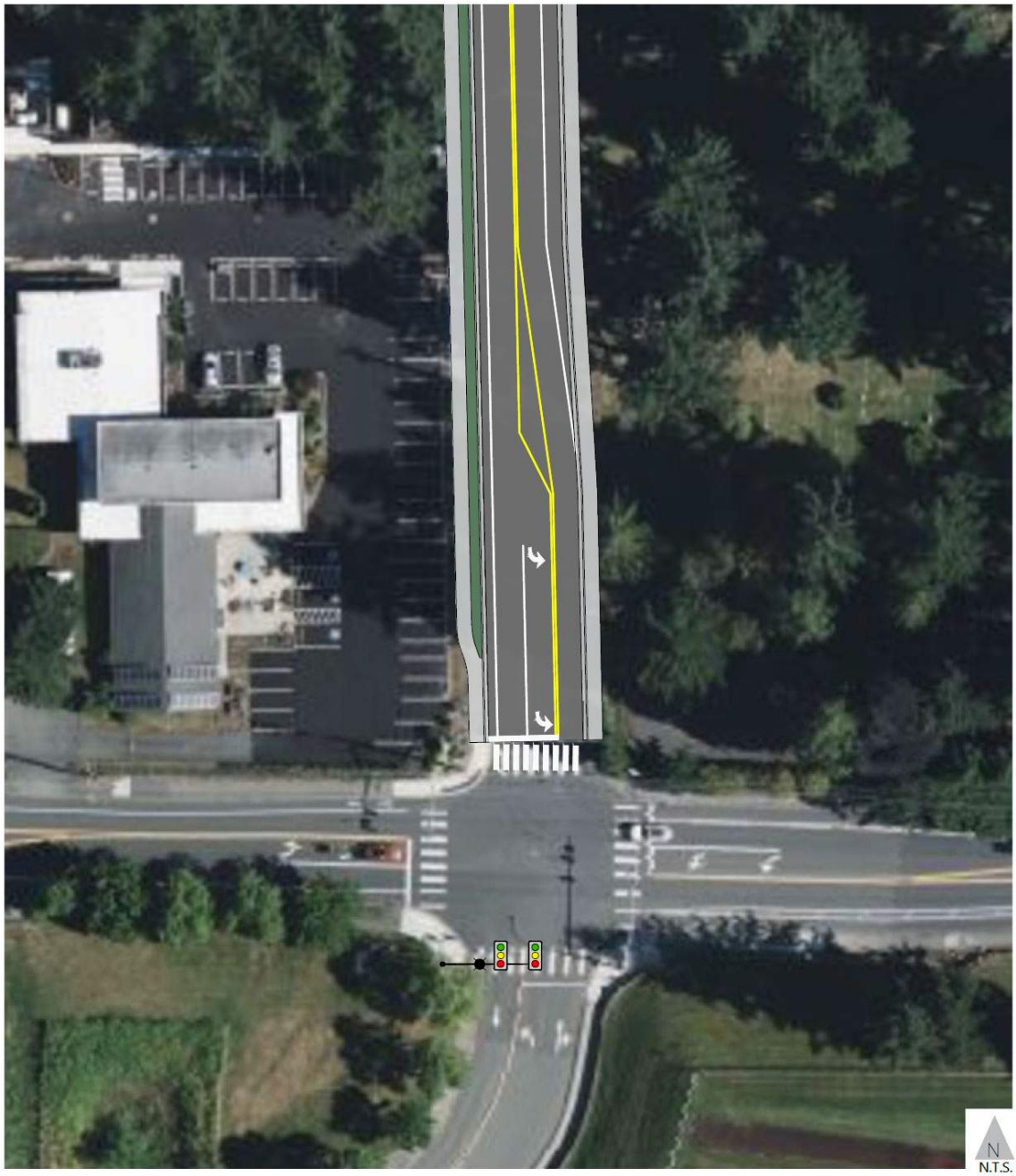


Exhibit 10d: Potential Geometric Modifications to NE 80th Street/120th Avenue NE



NE 85th Street Interchange Analysis

The operations at the I-405/NE 85th Street interchange were evaluated using the microsimulation traffic models developed by WSDOT for their interchange study. This sensitivity test was conducted to determine whether the additional land use growth allowed under the 85th Station Area Plan would affect the operations at the redesigned interchange. The Vissim model provided by WSDOT simulates NE 85th Street between 6th Street and 124th Avenue NE, including the freeway ramps to and from I-405 as well as the BRT station and access points.

Details about our analysis and overall findings are included in **Appendix A**. Overall, the Station Area Plan will result in slightly higher delays and queuing along NE 85th Street in the future than estimated by WSDOT in their interchange analysis. However, the increases do not significantly affect the operations of the interchange or the freeway mainline.

Transportation Demand Management Strategies

The trip generation estimates produced from the BKR model and MXD trip generation tool predict mode share based primarily on land use and demographic information but do not take additional TDM measures into account. This approach provides a conservative estimate of the transportation conditions for each alternative in the absence of robust TDM measures. However, additional mitigation measures could be considered to modify and expand current TDM strategies. These strategies would not only help to reduce driving, which in turn lessens traffic congestion and greenhouse gas impacts, but fundamentally align with the City's values and vision for the station area.

Potential TDM Strategies

A comprehensive set of strategies were considered by City staff to select those that are most likely to be implemented both because they are within the City's control and consistent with the City's vision for the study area; these are listed as Tier 1 strategies below. While these actions are within the City's control, many would require investment of additional City staff time or code revisions to implement. An additional set of strategies, listed below as Tier 2, could also be pursued but would either be led by developers or would require additional partnerships beyond sole City control.

Tier 1 TDM Strategies

- Unbundle parking to separate parking costs from total property cost, allowing buyers or tenants to forgo buying or leasing parking spaces if they do not park a car.
- Revise parking code to reduce the amount of parking new developments must provide or implement parking maximums to further reduce the amount of parking supply in the

Study Area beyond what is assumed under Alternatives 2 and 3. This would limit the number of parking spaces which can be built with new development.

- Implement managed on-street parking strategies (e.g., designate special use zone for activities such as loading/unloading or emergencies, implement time restricted parking, and charge for parking).
- Require new development to charge for parking off-street.
- Implement requirements for robust monitoring and management of parking and the TDM measures in the Study Area to ensure that people are not parking in the surrounding neighborhood to avoid these parking management measures.
- Encourage or require transit pass subsidies from developers/property owners.
- Expand upon Kirkland's Green Trip program to utilize commute marketing programs to advertise different commuting options and encourage walking, biking, transit use, carpooling, vanpooling, or other means of travel.
- Utilize an Emergency Ride Home program to provide a taxi voucher or other way for employees to travel home if an emergency or unexpected late work makes them miss their normal transit, carpool, or bike ride home.
- Accommodate bicyclists by requiring development to provide secure, covered, and convenient bicycle parking at office and residential buildings; showers and lockers at offices; and public repair stations.
- Utilize a Ridematch Program to assist potential carpoolers in finding other individuals with similar travel routes. These may be open or closed systems, but generally a larger population will have more potential matches.

Tier 2 TDM Strategies

- Provide shared off-street parking with new developments.
- Provide private shuttle service or gondola as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the 6th Street Google campus, Kirkland Urban, and other destinations, and to provide an attractive transportation alternative for locations that are less served by fixed-route transit. Two shuttle routes should be explored – one to Downtown Kirkland and Kirkland Urban using NE 87th Street/7th Avenue and 5th Street, and one that goes to the 6th Street Google Campus and Houghton/Everest Neighborhood Center at 108th Avenue NE & NE 68th Street using the Cross Kirkland Corridor. This could start as a pilot program in partnership with Uber or Lyft to provide subsidized rides to gauge demand for a shuttle. Ultimately, Gondola service routes should be further explored connecting the station area to Downtown Kirkland using the NE 85th Street/Central Way corridor with three stations - the first station would be in the vicinity of the NE 85th Street/I-405 In-line Station and Interchange, the second station could be located in the northeast corner of the 6th Street

and NE 85th Street Intersection and the third station would be in the vicinity of the downtown Kirkland Transit Center.

- Encourage or require transit pass provision programs for residents— King County Metro has a Passport program for multifamily housing that is similar to its employer-based Passport program. The program discounts transit passes purchased in bulk for residences of multifamily properties.
- Partner with Transportation Network Companies (TNCs) such as Uber or Lyft to provide pooled ridesharing options, ideally as a last-mile connection to transit or as an aspect of an Emergency Ride Home program.
- Launch a bikeshare or other micromobility system in Kirkland.

Efficacy of TDM Strategies

Because the Tier 1 strategies are most likely to be implemented, the quantitative efficacy of those strategies was estimated and the resulting trip reductions were incorporated into the traffic operations analysis to understand how the strategies would affect operations at the intersection level. Tier 2 strategies could still be pursued but have not been quantified in terms of their effects on traffic operations because they are more speculative at this time.

To evaluate the potential efficacy of the proposed TDM measures, Fehr & Peers used its TDM+ tool. TDM+ is a tool that allows the user to estimate how a set of TDM strategies will affect vehicle trip generation. The tool uses a realistic, evidence-based assessment of how similar strategies have worked in similar locations. By incorporating nuances such as the urban form and limiting the measures included to those with well-documented research, the TDM+ approach allows for a high level of technical rigor and defensibility when quantifying a program's potential to reduce vehicle trips or vehicle miles.

This quantitative approach emerged from a 2010 partnership with the California Air Pollution Control Officers Association (CAPCOA) to develop a comprehensive set of guidelines for assessing and quantifying reductions in vehicle miles traveled and greenhouse gas emissions associated with more than 50 TDM strategies, both individually and in combination.[4] The CAPCOA report is a resource for local agencies to quantify the benefit, in terms of reduced travel demand, of implementing various TDM strategies. Working with the Bay Area Air Quality Management District, the evaluation methods were validated by comparing the strategies to the San Francisco Bay Area. Fehr & Peers has continued to update TDM+ since the initial CAPCOA report, with the most recent iteration incorporating information from new studies published through 2018.

Exhibit 11 summarizes the range of estimated efficacy for each of the Tier 1 strategies. Combined these strategies have an estimated overall efficacy of 9 to 38 percent, with 13 percent

[4] California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures. August 2010.

recommended for typical planning applications.[5] In **Exhibit 12**, we apply these strategies to our traffic operations analysis to see the combined efficacy of geometric and TDM strategies in mitigating transportation impacts. As the exhibit shows, TDM serves to reduce delays, although the intersections of NE 85th Street with 6th Street and 120th Avenue NE would have delays exceeding City standards.

[5] Full implementation of Tier 2 strategies could result in vehicle trip reductions that range from 10-40%, with 16% recommended for typical planning applications. It is worthwhile to note that some of the measures in the Tier 2 list, including shared off-street parking and implementation of a gondola, could not be quantified.

Exhibit 11: Tier 1 Transportation Demand Management Strategies

TDM Reduction Summary Report: Kirkland 85th Station Area Plan				
Parking	VMT % Reduction by Land Use			
	Office	Residential	Retail	Other
Increased Off-Street Fees	6% to 11%	6% to 11%	6% to 11%	
Increased On-Street Fees	1% to 5%	1% to 5%	1% to 5%	
Unbundled Parking	–	–	–	
Pay-as-you-Go Parking Rates				
Parking Supply	up to 4%	4% to 4%	up to 4%	
Transit	**Office**	**Residential**	**Retail**	**Other**
Subsidies	up to 2%	–	–	
Transit Frequency				
Transit Coverage				
Private Point-to-Point Shuttles				
Last Mile Shuttle				
Commute Programs	**Office**	**Residential**	**Retail**	**Other**
Commuter Incentives				
Commute Marketing Program	2% to 16%	3% to 21%	up to 3%	
Emergency Ride Home	up to 1%	–	–	
TNC Partnerships				
Bike and Walk	**Office**	**Residential**	**Retail**	**Other**
Secure Parking	–	up to 1%	–	
Showers & Lockers	–	–	–	
End of Trip Repair Stations	–	up to 1%	–	
Pedestrian-Oriented Design				
Bikeshare System & Subsidies				
Ride	**Office**	**Residential**	**Retail**	**Other**
Carpool/Vanpool Incentives				
Ridematch Program	up to 6%	up to 6%	up to 6%	up to 6%
Carshare				
Carshare Subsidy				
Total of All Measures	9% to 38%	13% to 40%	7% to 22%	-

Exhibit 12: Transportation Demand Management Strategies Efficacy in Mitigating Intersection Impacts

ID	Intersection	LOS Standard	Peak Hour	2019 Existing	2044 Alternative A	2044 Alternative B: 2 Driveways	2044 Alternative B: 1 Driveway	2044 Alternative B: 1 Driveway (TDM + Geometric Mitigations)
1	NE 90th Street & 124th Avenue NE	D	PM	C / 21	**F / 83**	**F / 158**	**F / 158**	D / 46
2	NE 85th Street & 6th Street	E	PM	D / 41	**F/109^**	**F / 145^**	**F / 145^**	**F / 139^**
3	NE 85th Street & 120th Avenue NE	D	AM PM	C / 22 C / 21	C / 24 D / 39	**F/ 114** **F/ 113**	**F/ 114^^** **F/ 113**	**F / 85^^** **E/ 80**
7	NE 80th Street & 120th Avenue NE	F	PM	B / 11	B / 14	B / 13	**F / 222**	B / 13

Source: Fehr & Peers.
Notes:
* Signalized without any geometric improvements
** Signalized with EBL, NBL, SBR turn pockets
*** Signalized with EBL, SBR turn pockets
^ Intersection reconfiguration with transit queue jump and dedicated WBR turn pocket
^^ Assumes Option 1 geometric mitigations

TDM Strategy Implementation

As noted above, implementation of TDM strategies would require investments by the City in several forms, including:

- City staff time to develop code revisions and manage compliance, for example requiring developers to provide a transit subsidy to tenants.
- Creation of new staff positions to implement and operate new programs, for example on-street parking policing and management and off-street parking program implementation.
- Capital investments, for example micromobility charging stations.

These costs, both for initial start-up and ongoing program management, should be considered within the financial evaluation of the plan.

Transit Analysis

As of 2021, the Station Area is served by 14 transit routes, as summarized in **Exhibit 13.**

Exhibit 13: Transit Routes in the Station Area Plan (2021)

Route Number	Agency	Route Description	PM Headway (min)
230	King County Metro	North Creek - Bothell - Juanita - Kirkland TC	30 - 32
231	King County Metro	Woodinville - Brickyard - Juanita - Kirkland TC	30 - 33
237	King County Metro	Woodinville P&R - Bellevue TC	47
239	King County Metro	UW/Cascadia Coll - Totem Lake TC - Kirkland TC	27 - 36
245	King County Metro	Kirkland Transit Center - Crossroads - Factoria	14 - 16
250	King County Metro	Avondale - Redmond TC - Kirkland TC - Bellevue TC	15 - 16
255	King County Metro	Totem Lake TC-Kirkand TC-UW Link Sta-Univ Dist	7 - 15
257	King County Metro	Brickyard P&R - Downtown Seattle	22 - 36
311	King County Metro	Woodinville - Downtown Seattle	20 - 25
342	King County Metro	Shoreline P&R - Renton TC	28 - 71
424	Community Transit	Snohomish - Seattle	94
532	Sound Transit	Everett - Bellevue	15 - 30
535	Sound Transit	Lynnwood - Bellevue	30
230	King County Metro	North Creek - Bothell - Juanita - Kirkland TC	30 - 32

Source: Fehr & Peers, 2021

Fehr & Peers considered three primary elements to understand potential change to transit conditions under the different land use alternatives: passenger loads, speed and reliability, and access-to-transit. We briefly describe how the growth anticipated by Alternatives A and B influences these transit elements and then present our analysis of the relative impact of each land use alternative on these elements of the transit environment.

- **Passenger load analysis** provides an understanding into how land use growth may generate additional transit ridership and potentially cause overcrowding on routes that access the area.
- The additional vehicles trips land use growth generated within the subarea may cause challenges with **transit speed and reliability**.
- Land use growth also brings new transit riders and a need for enhanced **access-to-transit** solutions

Ridership and Passenger Loads

To evaluate the impact of the future year action alternatives on the transit passenger loads in the study area, Fehr & Peers utilized the 2042 Sound Transit (ST) Model[6] and bus crowding threshold guidance from King County (KC) Metro[7]. The 2042 ST Model provided PM peak period transit boardings and alightings at stops within a block of NE 85th Street, which were used to determine transit ridership distribution and average transit trips along various routes in the station area. The data was extracted directly from an 'Off-the-shelf ST Model run'; therefore, no new transit ridership modeling was performed for this effort. KC Metro ridership data offered guidance on bus crowding based on available seats on a bus and route frequency to determine if a route can accommodate anticipated passenger loads. However, it should be noted that KC Metro's bus crowding thresholds do not guarantee a seat for every rider on the bus. The thresholds account for an acceptable number of both seated and standing riders.

Consistent with the 85th Station Area Plan DSEIS, an impact was identified based on the following criteria:

- The forecast passenger loads exceed the KC Metro/ST overcrowding threshold on any route in the study area that have passenger loads below the crowding threshold under the No Action Alternative
- The forecast ridership increases the passenger load by at least 5% on a route that already exceeds the guidelines under the No Action Alternative

[6] The 2042 ST Model closely represents projected 2035 land use, as identified by PSRC LUV.2 forecasts, which are consistent with the Kirkland 2035 Comprehensive Plan reflected in No Action Alternative.
[7] Bus seat capacity and crowding thresholds from Fall 2018 KCM Ridership Data.

Out of all the routes that run through the study area, only the I-405 BRT has a passenger load factor that exceeds 1.0 in the No Action Alternative. **Exhibit 14** indicates that all the reviewed action alternatives further impact the I-405 BRT due to the new PM peak hour transit trips; transit ridership growth for these alternatives exceeds 15 percent. There is an additional impact on Route 250 for Alternative 2 as a result of substantial (248%) growth in transit ridership and forecast passenger loads above the King County Metro crowding threshold. Alternative B also sees substantial growth, but does not exceed Metro's crowding threshold.

Exhibit 14: Impacted Transit Ridership

Action Alternative	New PM Peak Hour Transit Trips in Station Area	Routes With Passenger Load Factors Above the Threshold	New PM Peak Hour Riders per Route	Passenger Load Factor^	Transit Ridership Growth
Alternative A	372	I-405 BRT North	11	1.16	15%
Alternative B	603	I-405 BRT North	18	1.25	24%
Alternative 2	669	Route 250	38	1.06	285%
		I-405 BRT North	20	1.28	26%

Source: Fehr & Peers, 2021
Notes:
^ Passenger load factor is a ratio of anticipated ridership compared to KC Metro's crowding threshold.

To address the projected overcrowding of buses along the impacted routes in **Exhibit 14**, some riders may slightly shift their commute time to avoid the peak period or access their destination via different routes. Transit agencies also regularly monitor the passenger load factor and adjust scheduling to best accommodate ridership demand. An expanded safe bicycle network to additional areas within the city and region would also help alleviate transit overcrowding by providing alternatives to riding transit.

Transit Speed and Reliability

As shown in the previous traffic operations section, several intersections along NE 85th Street that transit serves will operate at LOS E or worse with the future land use alternatives, including at the intersections with 6th Street and 120th Avenue NE. Additional delay at these intersections may slow down transit and degrade the reliability of service. A queue jump is currently being planned at NE 85th Street and 6th Street to improve transit operations through that intersection. The project stemmed from an initial project identified in ST3 to fund bus-only lanes along NE 85th Street between the I-405 BRT station and Downtown Kirkland. The Kirkland Transit Implementation Plan (KTIP), adopted in early 2019, identified the 6th Street queue jump along with other transit-supportive projects across the city. Several alternatives were reviewed during the KTIP development to identify optimal transit priority solutions along NE 85th Street, including side and

center-running transit lanes between I-405 and 6th Street. However, the transit lane options were removed for further consideration because the transit lanes would provide limited speed and reliability benefits for the substantial cost while potentially constraining pedestrian access and limiting bus station location options. In addition, the KTIP identified the NE 85th Station as a top priority to provide non-motorized access improvements. The KTIP also evaluated a potential queue jump at NE 85th Street and 124th Avenue NE, but the project was not advanced to the final project list in the plan.

Transit Access

The next section of the memo focuses on infrastructure for people walking and bicycling. Many of the improvements have been identified for the purpose of enhancing transit access. Key improvements include:

- Construction of shared use trail connections to transit stops along 85th Street and the BRT station
- Complete street and greenway improvements on key routes accessing transit stops along 85th Street and the BRT station, including 5th Avenue, 7th Avenue/87th Street, 116th Avenue, and 90th Street
- Widened sidewalks along 85th Street throughout the SAP

To create a seamless system of transit access for all users, these investments could be paired with first/last mile rideshare services and enhanced stop amenities along NE 85th Street, recognizing the waiting conditions along a busy corridor (at Kirkland Way, 120th Ave NE, etc.)

Comfort for People Walking and Biking

Fehr & Peers evaluated how well the study area can accommodate people walking and biking under two scenarios:

- **Existing Plus Committed Project Conditions:** This scenario considers transportation infrastructure on the ground today, as well as transportation infrastructure that is likely to be constructed independent of the SAP. Infrastructure assumed under this scenario is mapped in **Exhibit 15**.
- **Recommended Station Area Investments:** This scenario considers all of transportation infrastructure from the prior scenario plus capital investments recommended as part of the SAP to accommodate trip growth anticipated with development, better connect to the BRT station, and/or provide a more complete and low-stress active transportation network. Infrastructure assumed under this scenario is listed below and mapped in **Exhibit 16** and more fully described in the Factsheets, which are **Appendix B** to this memo.

Project Number	*Recommended Station Area Investment*
1	Lee Johnson East Access (Including 120th Corridor from NE 83rd to NE 85th Street)
2	Lee Johnson South Access
3	NE 80th Street/120th Avenue NE Signal Improvement (Including 120th Corridor from NE 80th to NE 83rd Street)
4	124th Avenue NE Widening
5	NE 85th Street/120th Avenue NE Improvements
6	5th Avenue to Kirkland Way Shared Use Trail
7	5th Avenue Greenway
8	6th Street Widened Sidewalks
9	Kirkland Way Complete Street
10	7th Avenue/NE 87th Street Complete Street
11	NE 87th Street/116th Avenue NE Complete Street
12	116th Avenue NE Greenway
13A	405 Interchange Path (SW)
13B	405 Interchange Path (NE)
13C	405 Interchange Path (SE)
14	NE 90th Street Complete Street
15	NE 90th Street Greenway
16	122nd Avenue NE Bike Route
17	120th Avenue NE to 122nd Avenue NE Ped-Bike Connection
18A	NE 85th Street Enhanced Sidewalks
18B	NE 85th Street Enhanced Sidewalks
18C	NE 85th Street Enhanced Sidewalks
18D	NE 85th Street Enhanced Sidewalks
18E	NE 85th Street Enhanced Sidewalks
19	116th Avenue NE Pedestrian/Bike Access to Overcrossing
20	120th Avenue NE improvements (NE 85th Street to NE 90th Street)
P1	6th Street/7th Avenue Intersection Treatment
P2	NE 85th Street / 122nd Avenue NE Bicycle Signal Improvements
P3	NE 87th Street/116th Avenue NE Enhanced Intersection
P4	122nd Avenue NE and NE 80th Street Intersection Treatment

Exhibit 15: Existing Plus Committed Projects

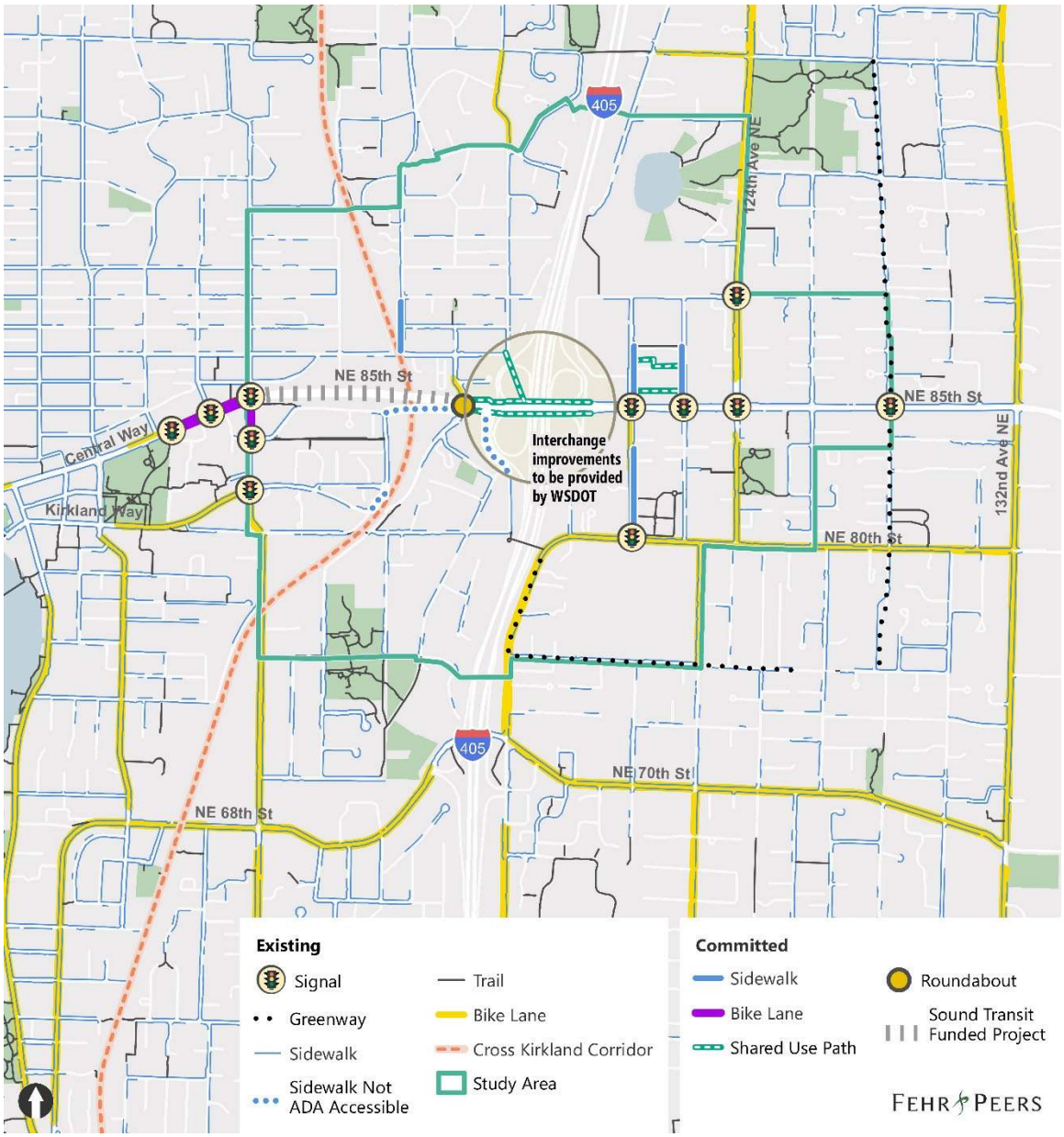
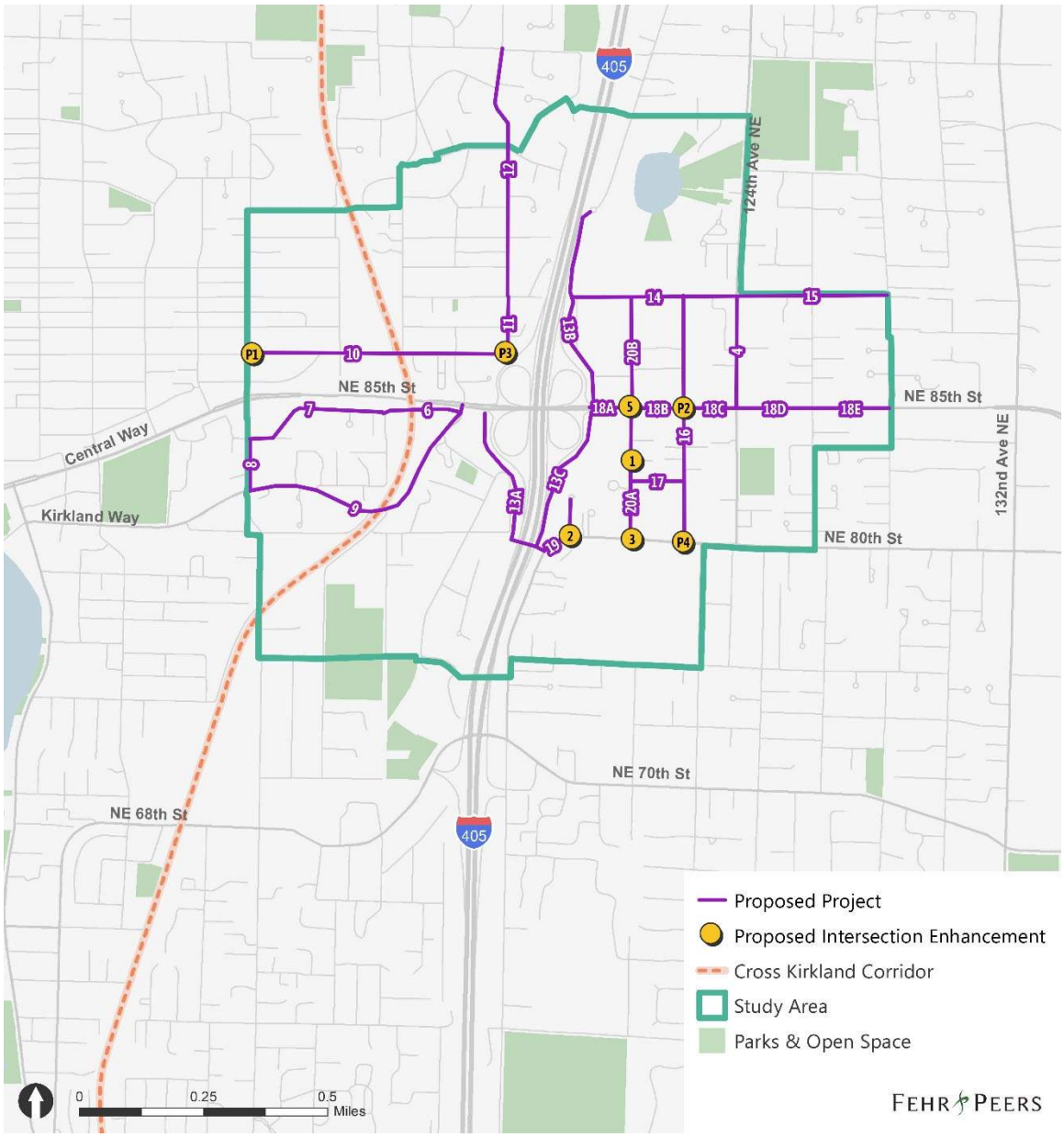
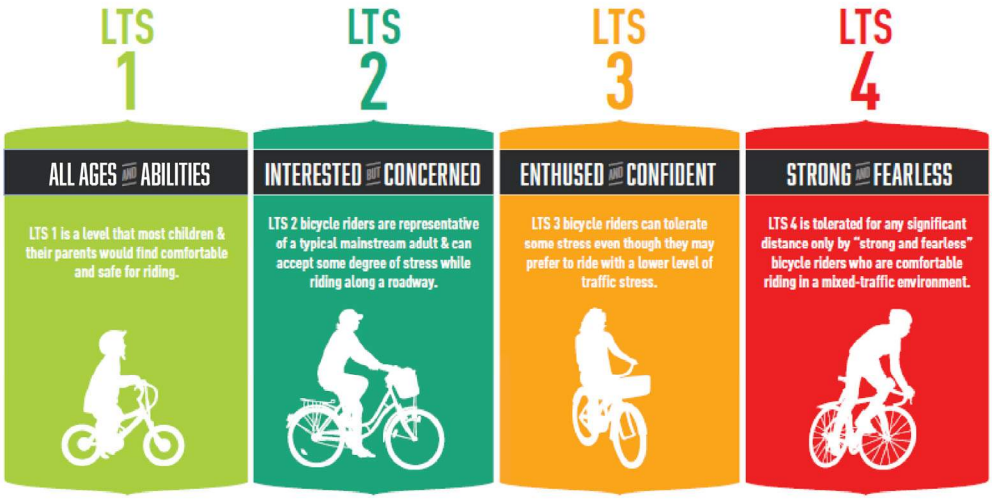


Exhibit 16: Recommended Station Area Investments



The comfort of facilities for people walking and biking is measured quantitatively using a metric called "level of traffic stress." This metric describes conditions for on a scale of 1-4, with level 1 representing conditions that are comfortable for people of all ages and all abilities and level 4 representing conditions that are stressful for almost everyone (see **Exhibit 17**). To increase the number of people who choose to walk or bike, communities should strive to provide the most comfortable facilities possible within given constraints such as right of way, slope, environmental feasibility, modal conflicts, and cost.

Exhibit 17: Level of Traffic Stress Concept



Exhibits 18-**19** present the criteria that was used to screen level of traffic stress for people walking under the Existing Plus Committed Infrastructure scenario. These criteria recognize that increases in the number of travel lanes and posted speeds lead to a more stressful network, as does a narrower sidewalk environment.

It should be noted that this screening methodology identifies areas of potential high stress for people walking, but is not an algorithm intended to be employed once a low-stress intervention, such as wider, physically separated sidewalks buffered from vehicle traffic are in place. It is assumed that the treatments recommended for the station area, which include wider sidewalks and buffering from vehicle traffic by bike facilities, landscaping, and on-street parking would provide a low-stress environment that fits the context of the overall station area plan vision. The measured comfort levels of transportation facilities in the study area under the Existing Plus Committed Conditions and with Recommended Station Area Investments scenarios are shown in **Appendix C** of this memo.

Exhibit 18: Pedestrian LTS – Detached[1] Sidewalk Screening Criteria

Criteria	LTS 1	LTS 2	LTS 3	LTS 4
# of Travel Lanes	2-3 lanes	4-5 lanes	6+ lanes	(no effect)
Usable Sidewalk Width	>= 10 feet	9 to 8 feet	6 to 7 feet	< 6 feet
Posted Speed Limit	<= 25 MPH	26-30 MPH	31-35 MPH	>=36 MPH

Source: Fehr & Peers, 2021
Notes:
1 Detached sidewalks have a buffer between the sidewalk and the adjacent curb, which could include on-street or off-street bicycle facilities, on-street parking, landscaping, or an amenity zone.

Exhibit 19: Pedestrian LTS – Attached[1] Sidewalk Screening Criteria

Criteria	LTS 1	LTS 2	LTS 3	LTS 4
# of Travel Lanes	2-3 lanes	(no effect)	4-5 lanes	6+ lanes
Usable Sidewalk Width	>= 10 feet	9 to 8 feet	6 to 7 feet	< 6 feet
Posted Speed Limit	<= 20 MPH	21-25 MPH	26 - 30 MPH	31 – 35 MPH

Source: Fehr & Peers, 2021
Notes:
1 Attached sidewalks are directly adjacent to the travel-way and separated by only a curb.

Exhibit 20 presents the criteria used to evaluate level of traffic stress for biking. These criteria were applied to evaluate comfort levels of cyclists under both the Existing Plus Committed Infrastructure and Recommended Station Area Improvements scenarios. The measured comfort levels of transportation facilities in the study area under the Existing Plus Committed Conditions and with Recommended Station Area Investments scenarios are shown in **Appendix C** of this memo.

Exhibit 20: Bicycle LTS and Roadway Characteristics

Speed Limit (mph)	Arterial Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane	Protected Bike Lane	Physically Separated Bikeway
≤25	<3k	1	1	1	1	1	1
	3-7k	3	2	2	2	1	1
	≥7k	3	3	2	2	1	1
30	<15k	4	3	2	2	1	1
	15-25k	4	4	3	3	3	1
	≥25k	4	4	3	3	3	1
35	<25k	4	4	3	3	3	1
	≥25k	4	4	4	3	3	1
40	Any volume	4	4	4	4	3	1

Source: Fehr & Peers, 2021

Accessibility Analysis

Fehr & Peers evaluated how accessible the study area will be under from the perspective of people walking and biking. To make this determination, we considered how far someone could get traveling to or from the proposed station (assumed to be at the I-405/NE 85th Street interchange) on foot or by bike under the Existing Plus Committed Conditions and with Recommended Station Area Investments Scenarios. Our specific study parameters for each analysis are documented below and the results are mapped in **Appendix D**.

Pedestrian Walkshed Assumptions

Pedestrians are assumed to use sidewalks, trails, and/or low volume/speed residential roads (with or without sidewalks). Arterials without sidewalks were not included in the network. Existing sidewalks, trails, and committed projects were included to create walksheds based on the actual walking path of a pedestrian both to and from the station. Walk time (in minutes) along each segment in the network is calculated by dividing the length of each sidewalk by an assumed walking speed of 3 mph (265 feet per minute). Walksheds were created for the full network, and a network that excludes ADA non-compliant facilities.

Bicycle Walkshed Assumptions

To plan for the broader cycling population, cyclists are assumed to only use low stress networks (LTS 1 and LTS 2). It is assumed that cyclists will walk their bike on the sidewalk of any LTS 3 or LTS 4 portion of a network. Existing bicycle infrastructure and committed projects were included to create bikesheds based on the actual biking path of a cyclist to and from the station. Bicycle travel time (in minutes) along each segment in the network is calculated by dividing the length of each segment by an assumed cycling speed of 10 mph. On LTS 3 or LTS 4 portions of the network, cyclists are assumed to walk their bike on a sidewalk at a walking speed of 3 mph (265 feet per minute.

It was assumed that the baseline speed of bicyclists on flat terrain is 10 MPH. Bicycle impedances were introduced if a slope was encountered in the direction of travel. The impedance (minutes of travel time) was inflated along the segment based on the change in energy requirements to bicycle uphill relative to the energy requirement to bicycle up a 2% slope. Slopes less than 2% are assumed to be at a speed that is the same as the baseline speed of 10 MPH. The equations used to compute changes in energy requirements are based on literature from sports science[8] looking at changes in energy requirements in response to slopes. In our equation, we only accounted for changes in rolling resistance and gravitation potential energy based on the following equation:

$$Watts = k^r * M * s + g * i * M * s$$

[8] Cycling Uphill and Downhill. David Swan. Wellness Institute & Research Center. Sports Science, 1998.

- K^r – is the coefficient of rolling resistance, in our case for bitumen we used 0.005
- M – is the mass of the cyclist and the bike, in our case 90 kg.
- s – is the speed of the cyclists going uphill, we used 5.5 mph
- g – is the gravitation acceleration of earth at 9.8 m/s^2 at sea level
- i – is the incline or grade of the slope, this is an approximation since the sine of the road angle should be technically used

Based on a comparison of a segment slope to the energy required for a 2% incline, a ratio is derived that is used to inflate the impedance values for the uphill slope of the segment. All downhill slopes were assumed to have no significant change in impedances.

Proposed Package of Investment Strategies

In this section, we describe the full package of improvements recommended to provide safe and comfortable mobility for all within the SAP should the City move to selected growth aligned with June Alternative B.

Roadway and Geometric Changes

The following modifications are recommended to provide capacity to lessen or fully mitigate impacts on the roadway system:

- **NE 90th Street & 124th Avenue NE (Alternatives A and B):** Identified mitigation for this intersection includes adding northbound and southbound through lanes and restriping the eastbound through lane to be an eastbound through/left/right lane with east/west split phasing. The additional northbound lane would need to be carried through to north of NE 90th Street. With these improvements in place, the intersection would meet the City's LOS standard under both Alternatives A and B.
- **NE 85th Street & 120th Avenue NE (Alternative B):** Based on a site visit, as well as feedback from City staff and the Transportation Commission, two potential geometric mitigation options were identified:
    - Option 1:
        - Adding an eastbound right turn lane from the I-405 off ramp to 120th Avenue NE to facilitate trips for future intensive development
        - Removal of the western crosswalk of NE 85th Street (since pedestrians would have to cross at least eight vehicle travel lanes with planned widening related to both the interchange and eastbound right turn lane proposed above)
        - Restriping the northbound approach to include a left turn lane and a shared left/through/right turn lane

        - Restriping the southbound approach to include dedicated left, through, and right lanes, with the right turn lane protected by a "pork chop" to create a free movement[9]
        - Revising the signal to provide northbound/southbound split phasing to allow for left turn movements out of either lane from the south approach
    - Option 2:
        - Restriping the northbound approach to include a left turn lane and a shared left/through/right turn lane
        - Restriping the southbound approach to include dedicated left, through, and right lanes, with the right turn lane protected by a "pork chop." Unlike Option 1, the right turn would not be a free movement since the western crosswalk would remain.
        - Revising the signal to provide northbound/southbound split phasing to allow for left turn movements out of either lane from the south approach
- **NE 83rd Street & 120th Avenue NE (Alternative B):** With the intensive allowed development of 250 feet of maximum height allowed in the southeast quadrant, this intersection would need to be signalized. If this intersection serves as the only primary entrance (and a southern entrance via 118th Avenue NE is not provided), this intersection requires additional geometric modification. There are various ways that this intersection could be configured. For the purposes of this modeling, it was assumed that the west leg would include a left-turn pocket, plus a shared left/through/right lane with all other approaches served by one lane. This would require that the northbound left turn lane at the 85th Street intersection be extended to provide a second northbound receiving lane.
- **NE 80th Street & 118th Avenue NE (Alternative B):** Based on delay analysis, this intersection would require mitigation regardless of whether 118th Avenue NE serves as a primary access point. This is due to additional traffic passing through the intersection along 80th Avenue. It should be noted that this intersection is located on a curve and may require additional treatments to ensure safe sight distance. Before constructing a signal, it would also be important to conduct a signal warrant analysis.
- **NE 80th Street & 120th Avenue NE (Alternative B):** If the Lee Johnson site has only one primary entrance (via 83rd Street & 120th Avenue NE), this intersection would require geometric mitigation (a southbound left turn pocket) to maintain the City's LOS standard. It should be noted that this improvement, while necessary to mitigate impacts of the intensive allowed development contemplated by Alternative B, could be a standalone improvement, as it would better serve areawide circulation.

[9] In designing this improvement it would be important to consider weaving interactions between traffic making the southbound free right and westbound traffic accessing northbound I-405. The viability of installing a pork chop should also be evaluated in final intersection design.

Transportation Demand Management

This report identifies a suite of TDM strategies that could be implemented by the City or required of development over time within the SAP. Implementation of these strategies would not only help to reduce driving, which in turn lessens traffic congestion and greenhouse gas impacts, but fundamentally align with the City's values and vision for the station area. It is recommended that these strategies be implemented as part of **Alternative B**.

Implementation of TDM strategies would require investments by the City in several forms, including:

- City staff time to develop code revisions and manage compliance, for example requiring developers to provide a transit subsidy to tenants.
- Creation of new staff positions to implement and operate new programs, for example on-street parking policing and management and off-street parking program implementation.
- Capital investments, for example micromobility charging stations.

These costs, both for initial start-up and ongoing program management, should be considered within the financial evaluation of the plan.

Transit Access & Speed and Reliability Improvements

This report considers evolution of a Station Area Plan, thus consideration of high-quality transit service, speed and reliability, and stop and station access should always be front of mind. The following recommendations apply to either **Alternative A or Alternative B**:

- Continue to support King County Metro in moving forward with implementation of the Metro K-Line Rapid Ride.
- Consider incorporation of transit priority infrastructure such as queue jumps and signal priority at NE 85th Street and 120th Avenue NE, NE 85th Street and 124th Avenue NE, and signal priority along the full extent of the NE 85th Street corridor within Kirkland
- Transit access strategies, such as first-last mile rideshare connections, bikeshare support, and specific pedestrian and bicycle infrastructure projects (perhaps identified in the walking/biking section)
- Coordination with King County Metro and Sound Transit to plan for and implement a pilot first/last mile shuttle connection for residents, visitors, and employees within the subarea to access the NE 85th Street BRT station
- Enhanced amenities at stops along NE 85th Street such as real-time arrival signage, expanded shelters, and bike parking and re-balanced stop locations to better align with safe signalized crossing locations.

Building a Robust System for Walking and Biking

Exhibit 16 summarizes the transportation capital investments recommended as part of the SAP to accommodate trip growth anticipated with development, better connect to the BRT station, and/or provide a more complete and low-stress active transportation network. These investments are more fully described in the Factsheets, which are **Appendix B** to this memo.

Appendix A

Kirkland 85th Interchange Analysis

The operations at the I-405/NE 85th St interchange were evaluated using the microsimulation traffic models developed by WSDOT for their interchange study. This sensitivity test was conducted to determine whether the additional land use growth allowed under the 85th Station Area Plan would affect the operations at the redesigned interchange. The Vissim model provided by WSDOT simulates NE 85th St between 6th St and 124th Ave NE, including the freeway ramps to and from I-405 as well as the BRT station and access points.

The sensitivity analysis started with the 2045 PM peak hour model for the proposed interchange project. The input volumes were then adjusted to reflect the anticipated demand and travel patterns forecasted for the 2044 June Alternative B. These adjustments increased the total demand within the model by approximately 400 PM peak hour trips or about 4% higher than the initial assumptions in WSDOT's model. A second scenario was evaluated that assumed that TDM implementation would reduce the growth associated with the Station Area Plan. For this scenario, the forecasted growth between 2018 and 2044 was reduced by 20%, which resulted in 500 less peak hour trips in the network. These two demand scenarios provide high and low bookends for the anticipated operations along NE 85th St and at the interchange. No other adjustments to the WSDOT models were made beyond updating the demand volumes.

Using the microsimulation models, the LOS was calculated at 5 intersections along NE 85th St. The LOS grade and average control delay are shown in the table below for each of the scenarios. The results show increased delay west of the interchange along NE 85th St. The 2044 SAP scenario has higher eastbound demand than the 2045 WSDOT scenario heading towards and through the I-405 interchange. This results in queuing along NE 85th St between the interchange and 6th St affecting operations are these locations. The volume reductions associated with the implementation of some TDM measures mitigates these concerns and reduces the delay and queuing. The average delay at the roundabout at Kirkland Way is still higher than was assumed in the WSDOT scenario and there is some eastbound queuing at this location, though it does extend to the intersection at 6th St.

Level of Service and Average Control Delay

Intersection	Control	2045 WSDOT	2044 85th SAP	2044 85th SAP w/ TDM
6th St / NE 85th St	Signal	E / 68 sec	F / 128 sec	D / 52 sec
Kirkland Way / NE 85th St	Roundabout	C / 18 sec	F / 75 sec	E / 37 sec
120th Ave NE / NE 85th St	Signal	D / 39 sec	D / 54 sec	D / 52 sec
122nd Ave NE / NE 85th St	Signal	C / 28 sec	C / 33 sec	C / 27 sec
124th Ave NE / NE 85th St	Signal	F / 93 sec	F / 94 sec	E / 63 sec

The average and maximum queue lengths, estimated using the microsimulation models, are shown in the following table for several locations. The first two locations show the eastbound queues at the Kirkland Way and 120th Ave NE intersections. The anticipated queue lengths are longer than in the

WSDOT scenario for both of the Station Area Plan scenarios. The scenario with TDM reductions does significantly reduce the average queue eastbound at Kirkland Way.

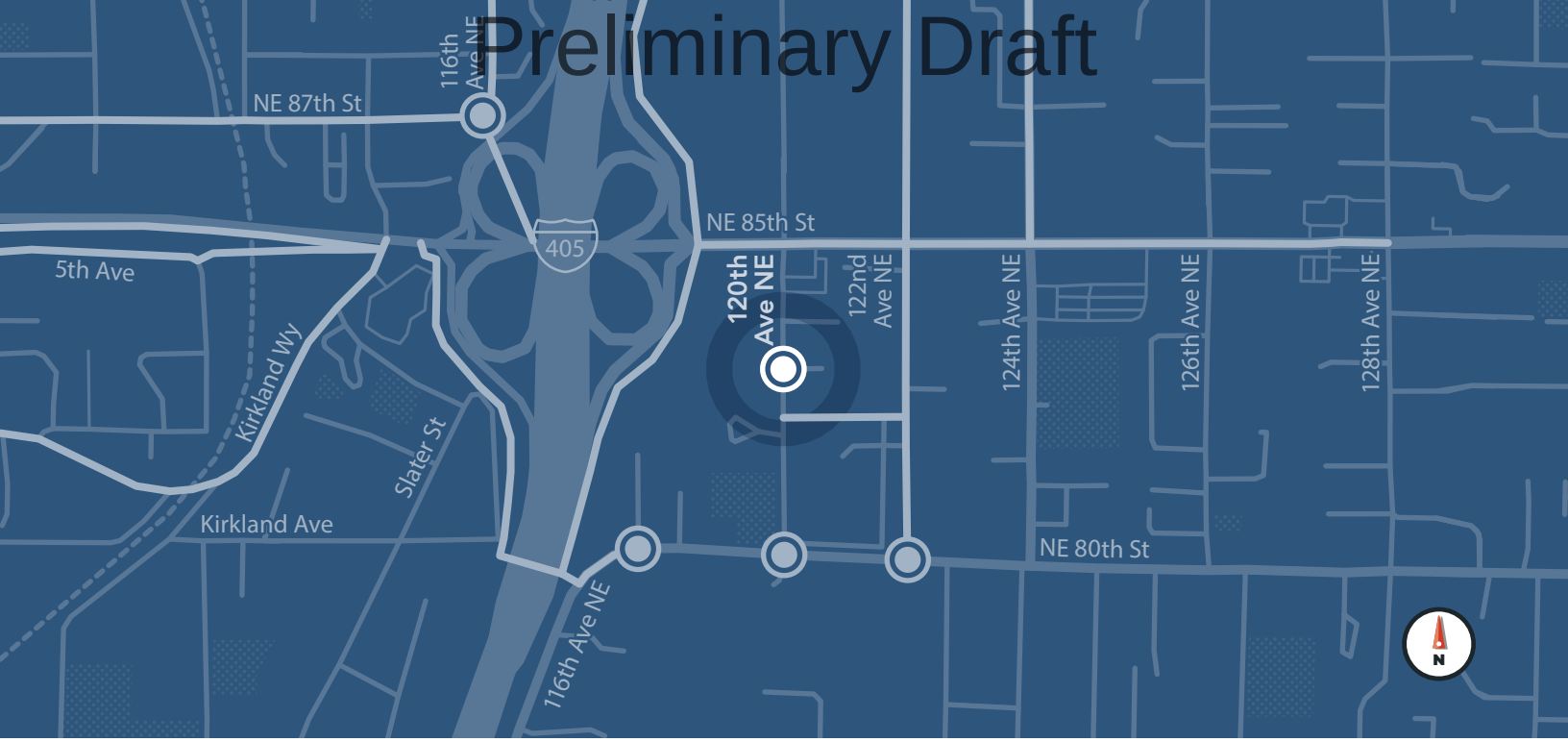
The last two locations show the queue lengths on the northbound and southbound off-ramps from I-405. There is over 1,500 feet of available storage on both ramps and the maximum queues do not spill back onto the freeway mainline in any of the scenarios.

Average and Maximum Queue Lengths

Location	2045 WSDOT	2044 85th SAP	2044 85th SAP w/ TDM
EB at Kirkland Way / NE 85th St	175ft / 625ft	1,275ft / 2,150ft	340ft / 1,150ft
EB at 120th Ave NE / NE 85th St	175ft / 675ft	475ft / 1,250ft	325ft / 1,100ft
I-405 NB off-ramp	50ft / 250ft	125ft / 350ft	125ft / 375ft
I-405 SB off-ramp	50ft / 275ft	375ft / 1,025ft	110 ft / 400ft

Overall, the Station Area Plan will result in slightly higher delays and queuing along NE 85th St in the future than estimated by WSDOT in their interchange analysis. However, the increases do not significantly affect the operations of the interchange or the freeway mainline.

Appendix B: Potential Station Area Investments Factsheets



Project #1

LEE JOHNSON EAST ACCESS (INCLUDING 120TH CORRIDOR FROM NE 83RD TO NE 85TH STREET)

PROJECT DESCRIPTION

New complete street and signalized connection to 120th Avenue NE, as well as a new northbound lane on 120th Avenue NE connecting to NE 85th Street.

Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Cost
- Right-of-way

Planning-level Cost

Low
$1,140,000

High
1,650,000

Project #2

LEE JOHNSON SOUTH ACCESS

PROJECT DESCRIPTION

New complete street and signalized connection to NE 80th Street via 118th Avenue NE

Project Catalyst

Station Access

Complete Network

Capacity for Growth

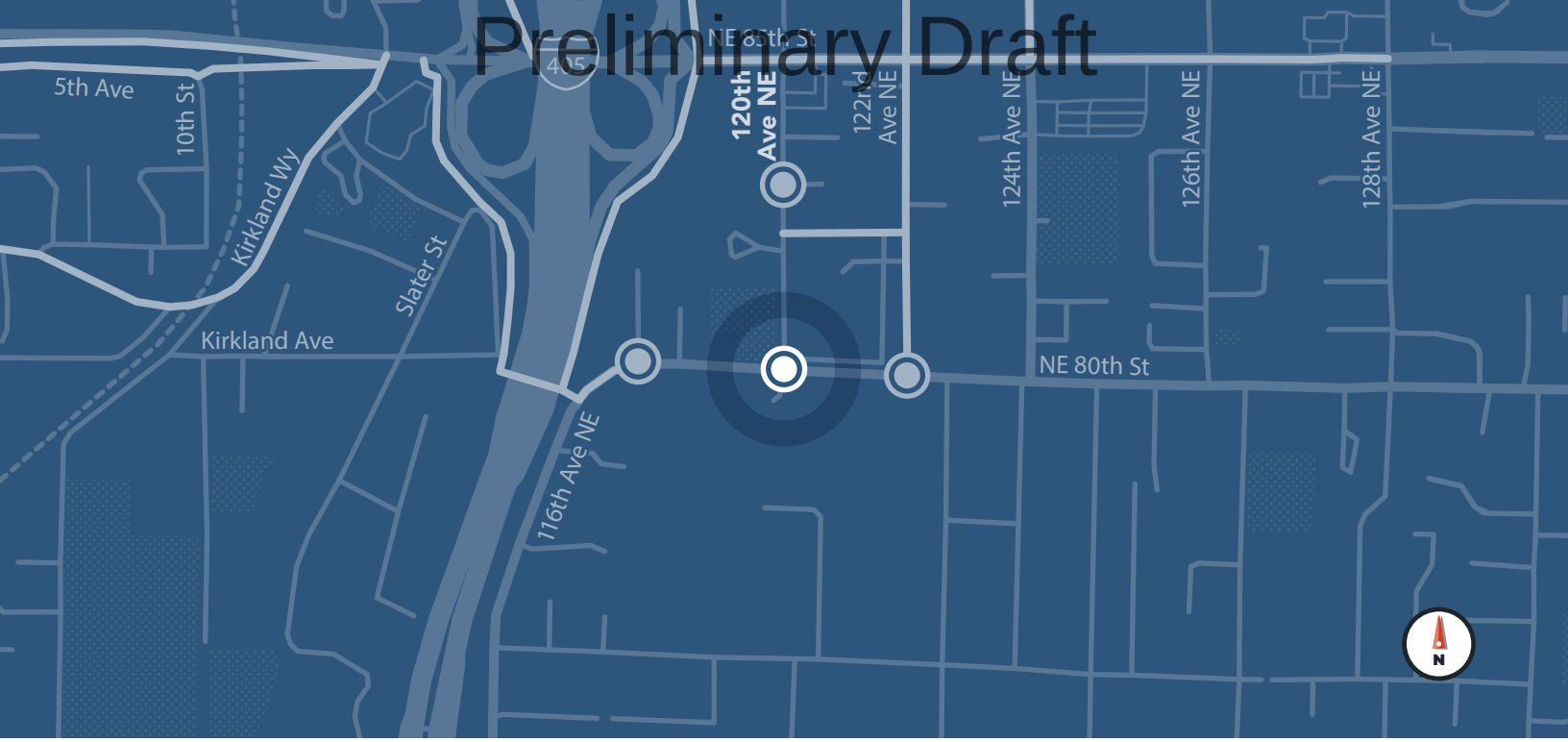
Implementation Considerations

- Cost
- Right-of-way
- Neighborhood impacts
- Sight distance at NE 80th Street intersection

Planning-level Cost

Low
$1,500,000

High
$2,160,000



Project #3

NE 80TH STREET/120TH AVENUE NE SIGNAL IMPROVEMENT

(INCLUDING 120TH CORRIDOR FROM NE 80TH TO NE 83RD STREET)

PROJECT DESCRIPTION

Improve 120th Avenue between NE 80th Street and NE 83rd Street and improve intersection with NE 80th Street to add southbound left turn pocket to separate left and right turning movements.

Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Cost
- Right-of-way

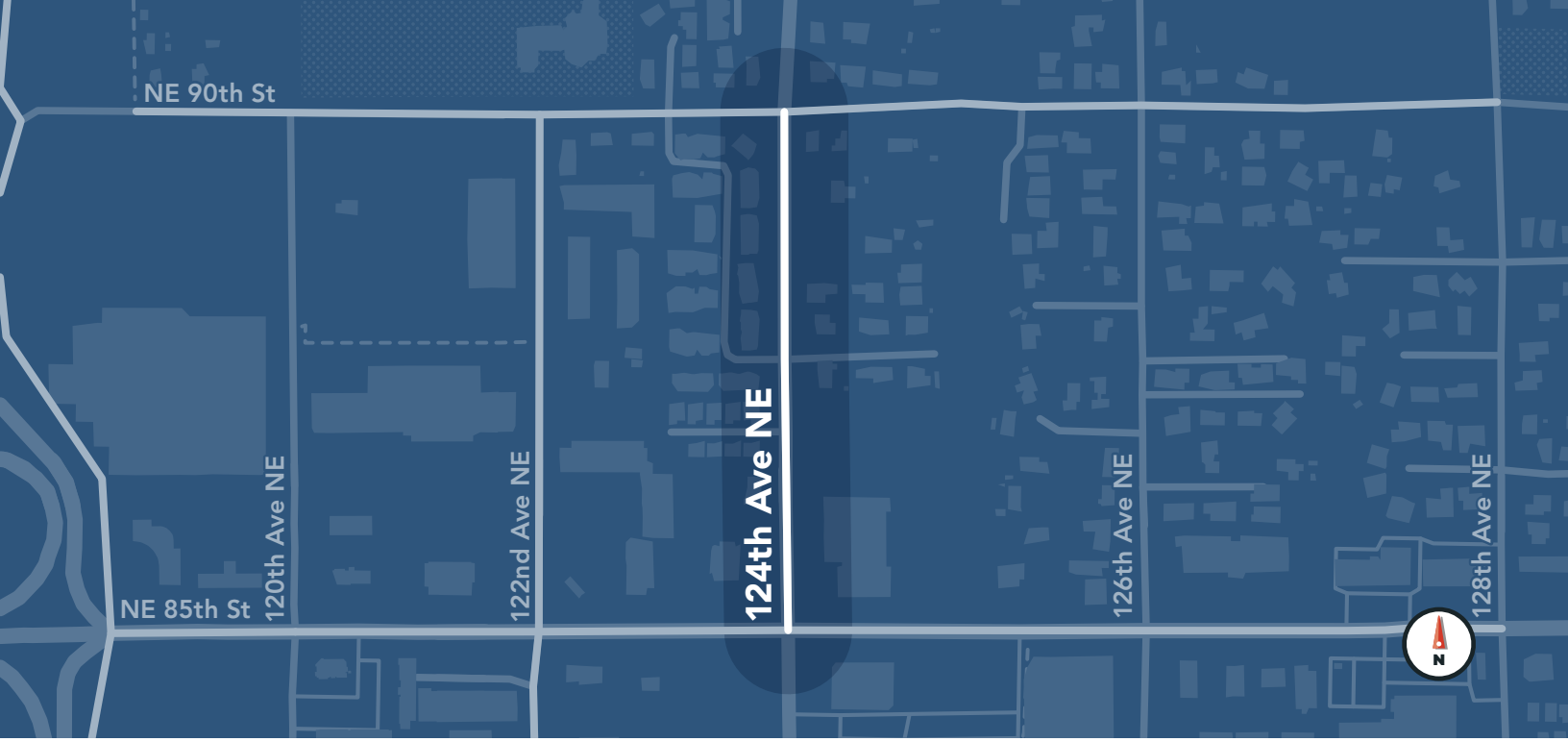
Planning-level Cost

Low

$970,000

High

$1,400,000

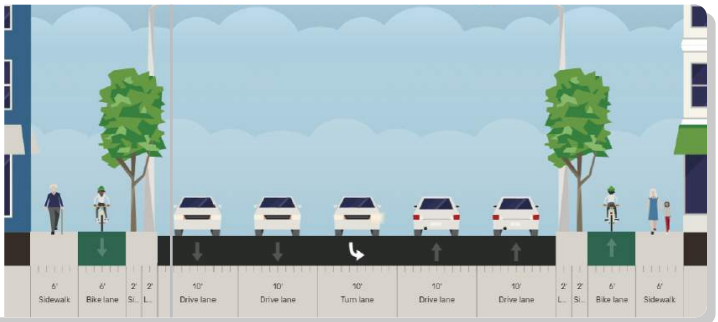


Project #4

124TH AVENUE NE WIDENING

PROJECT DESCRIPTION

Widen 124th Avenue NE to five lanes plus physically-separated bike lanes from NE 85th Street through the NE 90th Street intersection.



Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way constraints
- Cost

Planning-level Cost

Low

$8,300,000

High

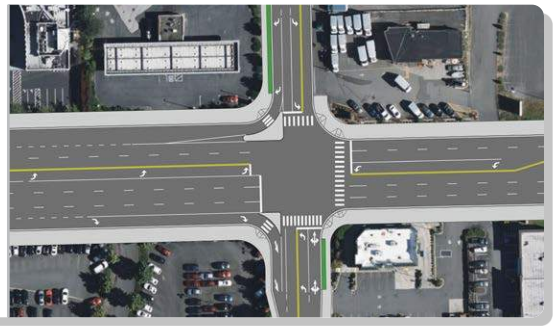
$11,980,000

Project #5

NE 85TH STREET/120th (OPTION 1)

PROJECT DESCRIPTION

New eastbound right turn lane on NE 85th Street from I-405 off ramp to 120th Avenue NE provides additional access to Lee Johnson site



Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way constraints
- Cost
- Impact on pedestrian environment (longer crossings)

Planning-level Cost

Low
$1,550,000

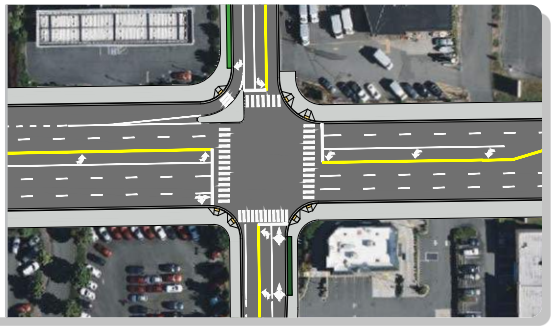
High
$2,240,000

Project #5

NE 85TH STREET/120th (OPTION 2)

PROJECT DESCRIPTION

Modifications to NE 85th Street and 120th Avenue NE intersection to provide additional access to Lee Johnson site.



Project Catalyst

Station Access

Complete Network

Capacity for Growth

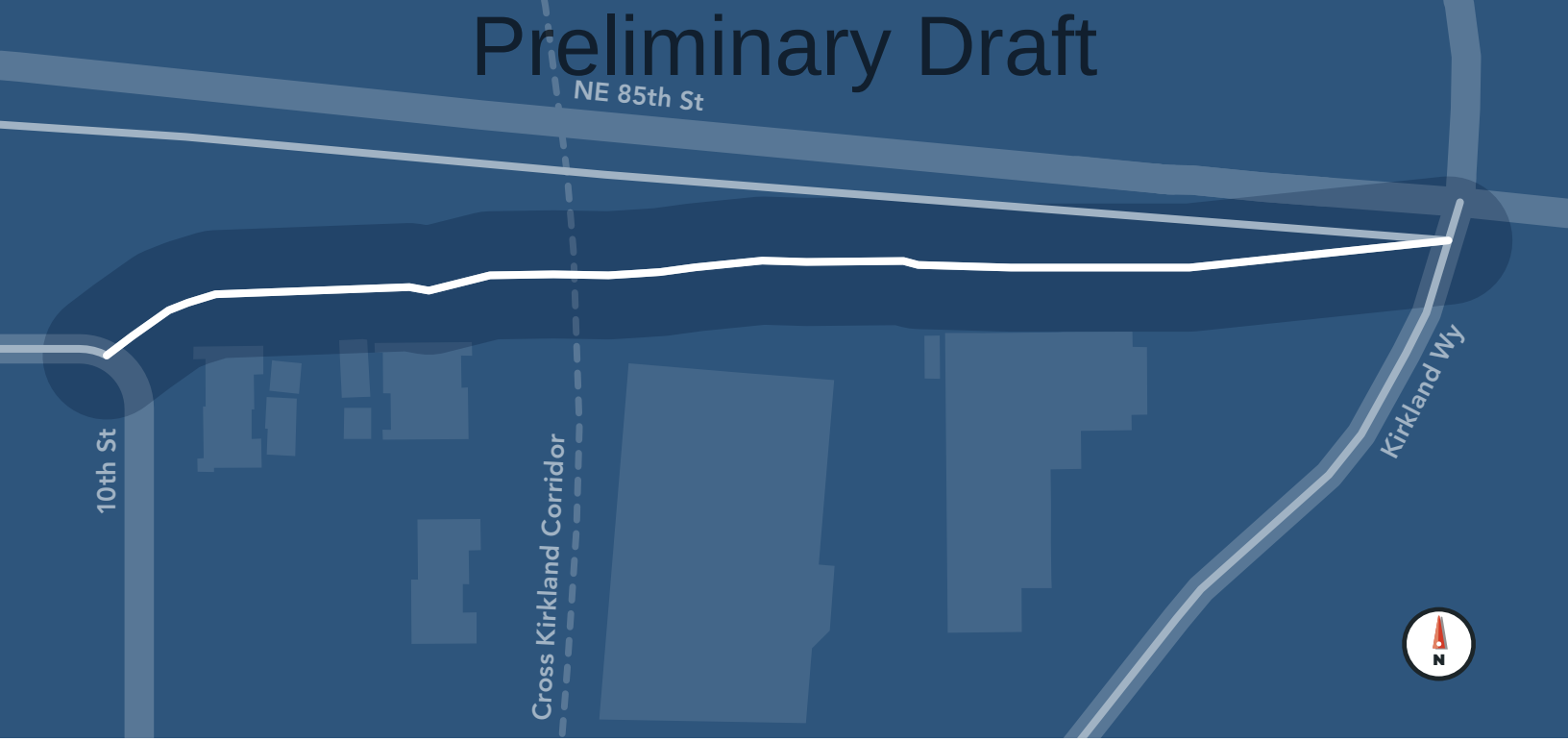
Implementation Considerations

- Right-of-way constraints
- Cost
- Additional intersection delay

Planning-level Cost

Low
$1,550,000

High
$2,240,000



Project #6

5TH AVENUE TO KIRKLAND WAY SHARED USE TRAIL

PROJECT DESCRIPTION

Improve shared use trail from 5th Avenue to Kirkland Way by widening to 12 feet, minimizing grade, and adding lighting

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Right-of-way constraints
- Cost
- Grade

Planning-level Cost

Low

$4,010,000

High

$5,790,000

Project #7

5TH AVENUE GREENWAY

PROJECT DESCRIPTION

Add sharrows and signage to make these quiet streets serve as a greenway

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

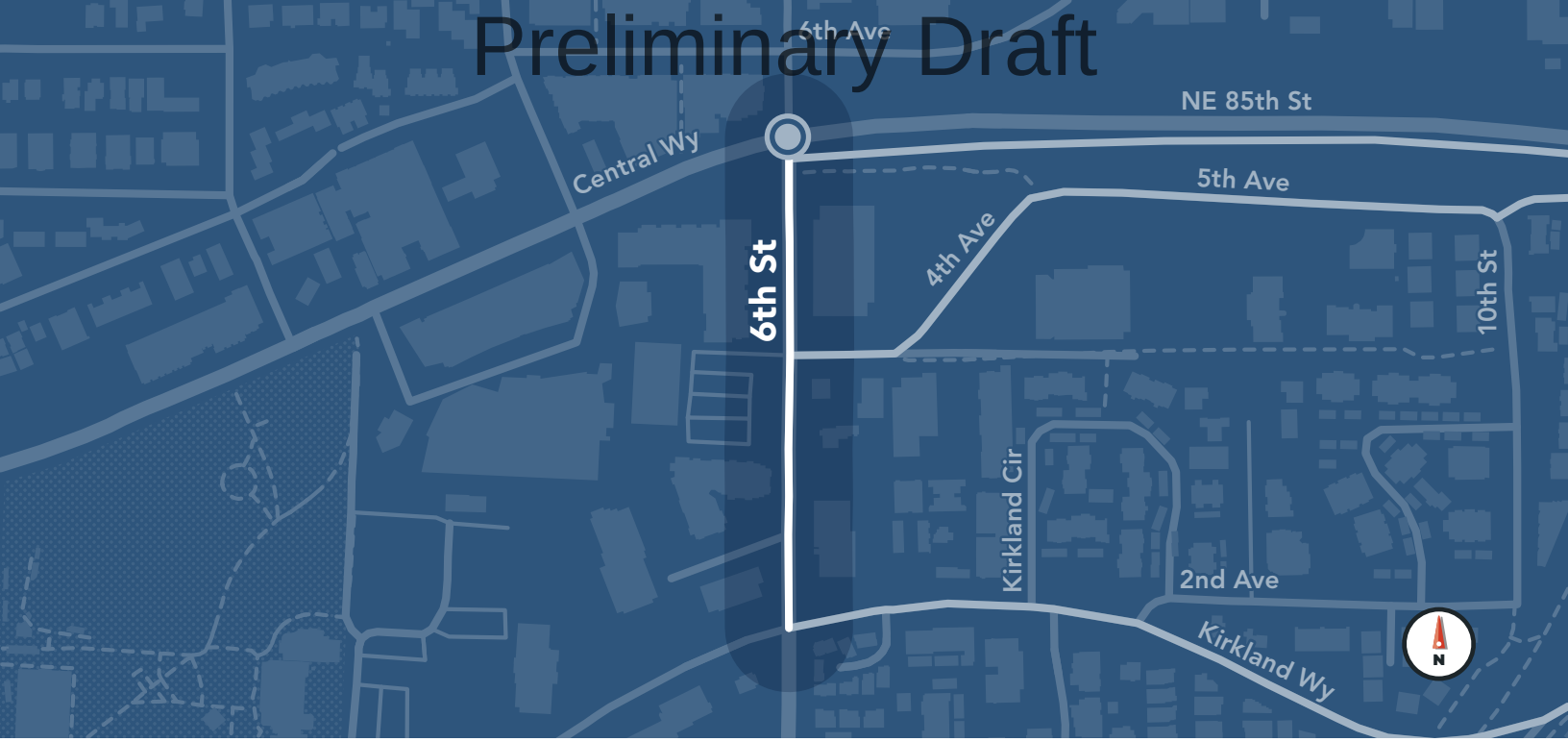
Implementation Considerations

- May require enhanced treatment on west end of corridor

Planning-level Cost

Low
$10,000

High
$15,000



Project #8

6TH STREET WIDENED SIDEWALKS

PROJECT DESCRIPTION

Add widened sidewalk on the east side of 6th Street between Kirkland Way and Central Avenue so that northbound bicyclists can share the facility with pedestrians

Project Catalyst

Station Access

Complete Network

Capacity for Growth

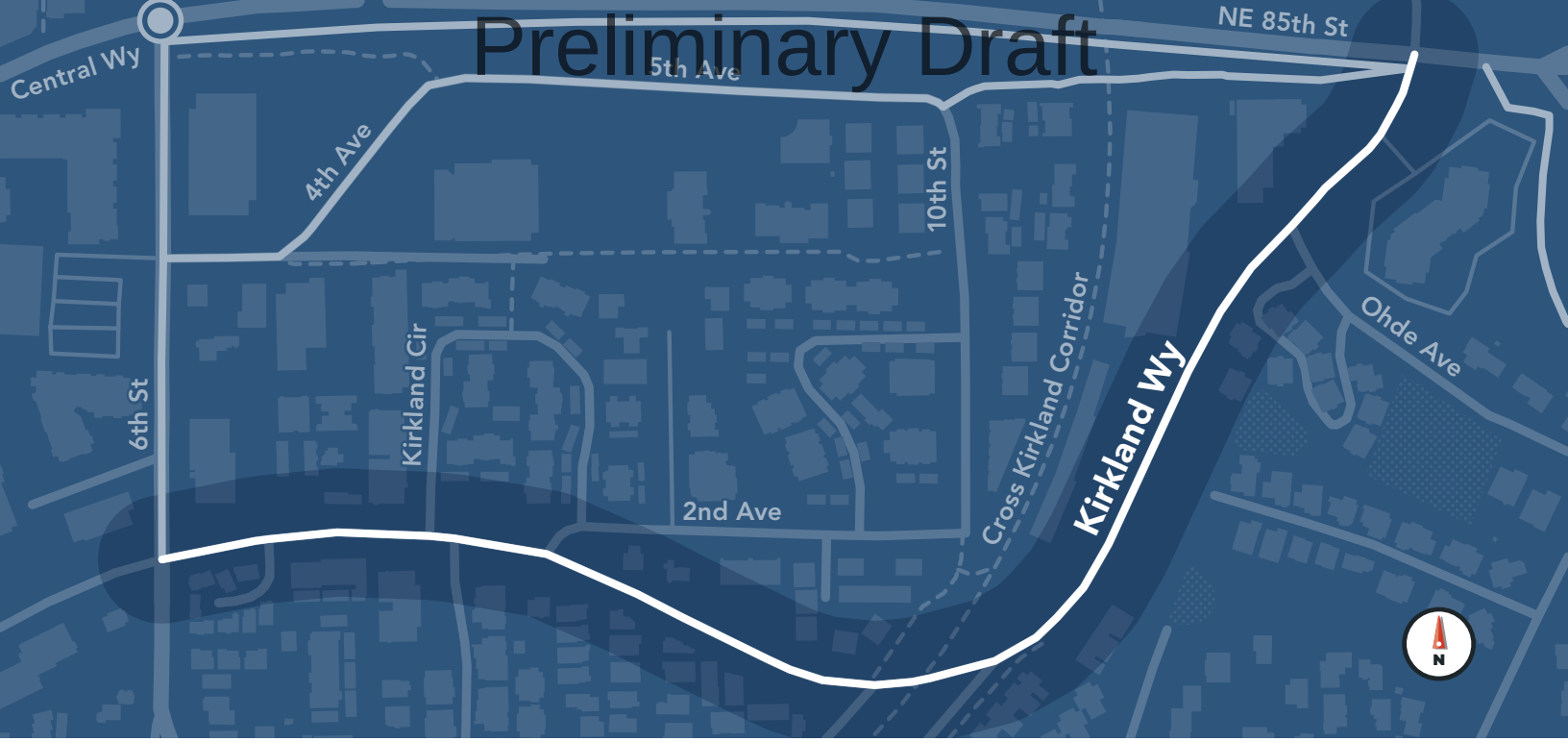
Implementation Considerations

- Right-of-way constraints
- Cost
- Phasing with planned developments

Planning-level Cost

Low
$1,870,000

High
$2,700,000

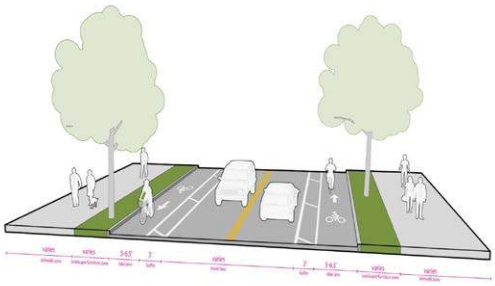


Project #9

KIRKLAND WAY COMPLETE STREET

PROJECT DESCRIPTION

Provide buffered bike lanes and standard sidewalks (both sides of street) between 6th Avenue NE and NE 85th Street



Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way constraints
- Cost
- Need to replace the CKC bridge

Planning-level Cost

Low
$14,200,000

High
$20,500,000

Project #10

7TH AVENUE/NE 87TH STREET COMPLETE STREET

PROJECT DESCRIPTION

Reconfigure street to provide parking-protected bike lanes and sidewalks between 6th Street and 116th Avenue NE.

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Cost
- Grade
- Treatments at intersections

Planning-level Cost

Low
$2,290,000

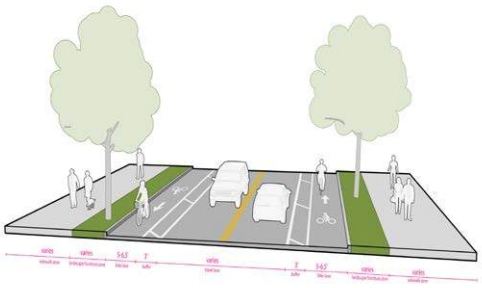
High
$3,310,000

Project #11

NE 87TH STREET/116TH AVENUE NE COMPLETE STREET

PROJECT DESCRIPTION

Provide buffered bike lanes and standard sidewalks (both sides of street) north of the station access to NE 90th Street



Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Right-of-way constraints

Planning-level Cost

Low

$450,000

High

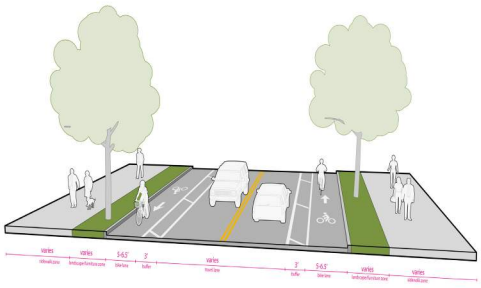
$650,000

Project #12

116TH AVENUE NE GREENWAY

PROJECT DESCRIPTION

Provide buffered bike lanes and standard sidewalks (both sides of street) north of NE 90th Street



Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way constraints

Planning-level Cost

Low
$1,990,000

High
$2,880,000

Project #13A

405 INTERCHANGE PATH (SW)

PROJECT DESCRIPTION

Shared-use trail connecting BRT station to 116th Avenue NE

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Right-of-way
- Cost

Planning-level Cost

Low

$1,530,000

High

$2,210,000

Project #13B

405 INTERCHANGE PATH (NE)

PROJECT DESCRIPTION

Shared-use trail connecting BRT station to Slater Avenue

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Right-of-way
- Cost

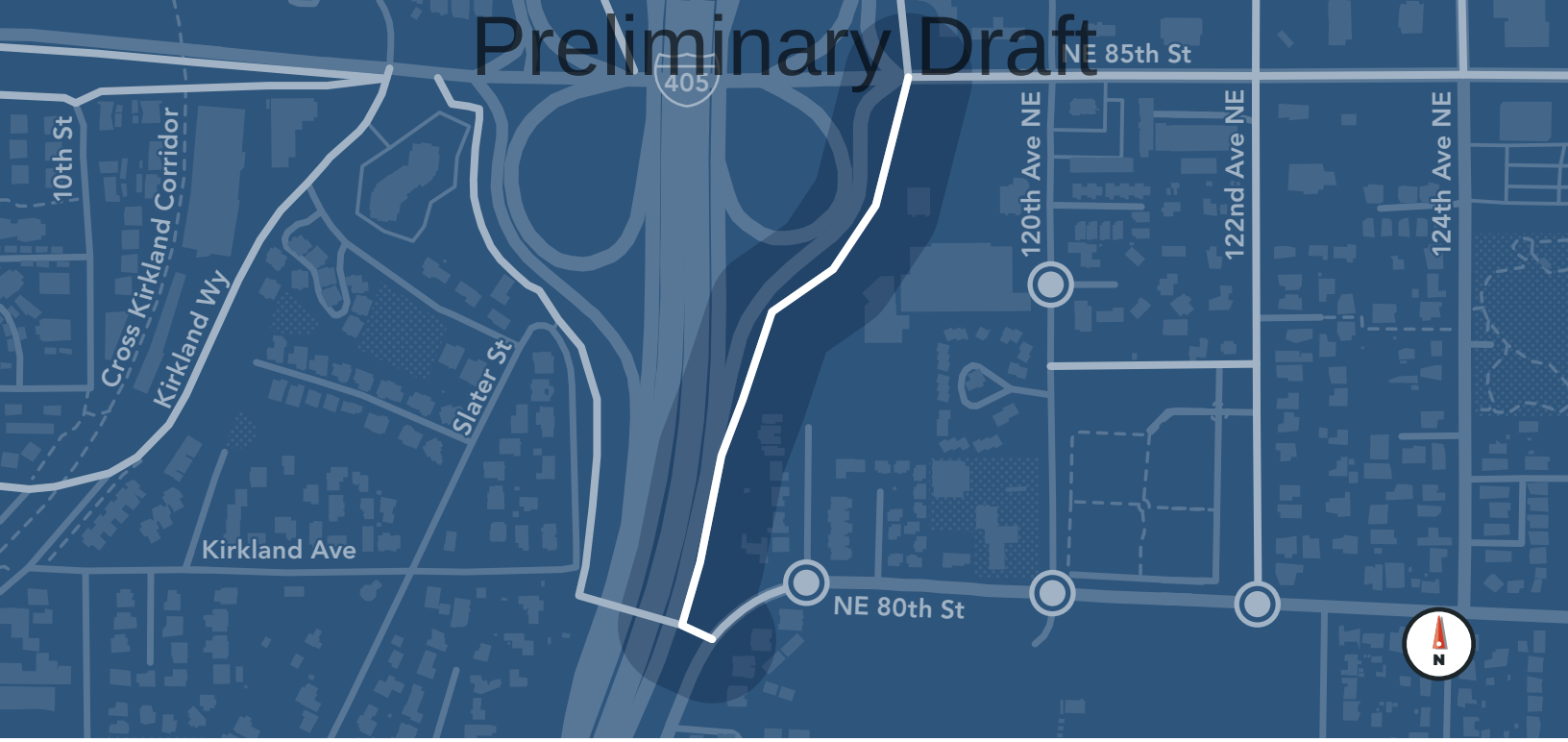
Planning-level Cost

Low

$1,910,000

High

$2,750,000



Project #13C

405 INTERCHANGE PATH (SE)

PROJECT DESCRIPTION

Shared-use trail connecting BRT station to NE 80th Street

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Right-of-way
- Cost

Planning-level Cost

Low

$1,500,000

High

$2,160,000

Project #14

NE 90TH STREET COMPLETE STREET

PROJECT DESCRIPTION

Reconfigure street to provide parking-protected bike lanes and sidewalks between the planned 405 Interchange Path and124th Avenue NE

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Right-of-way
- Cost
- Treatments at intersections

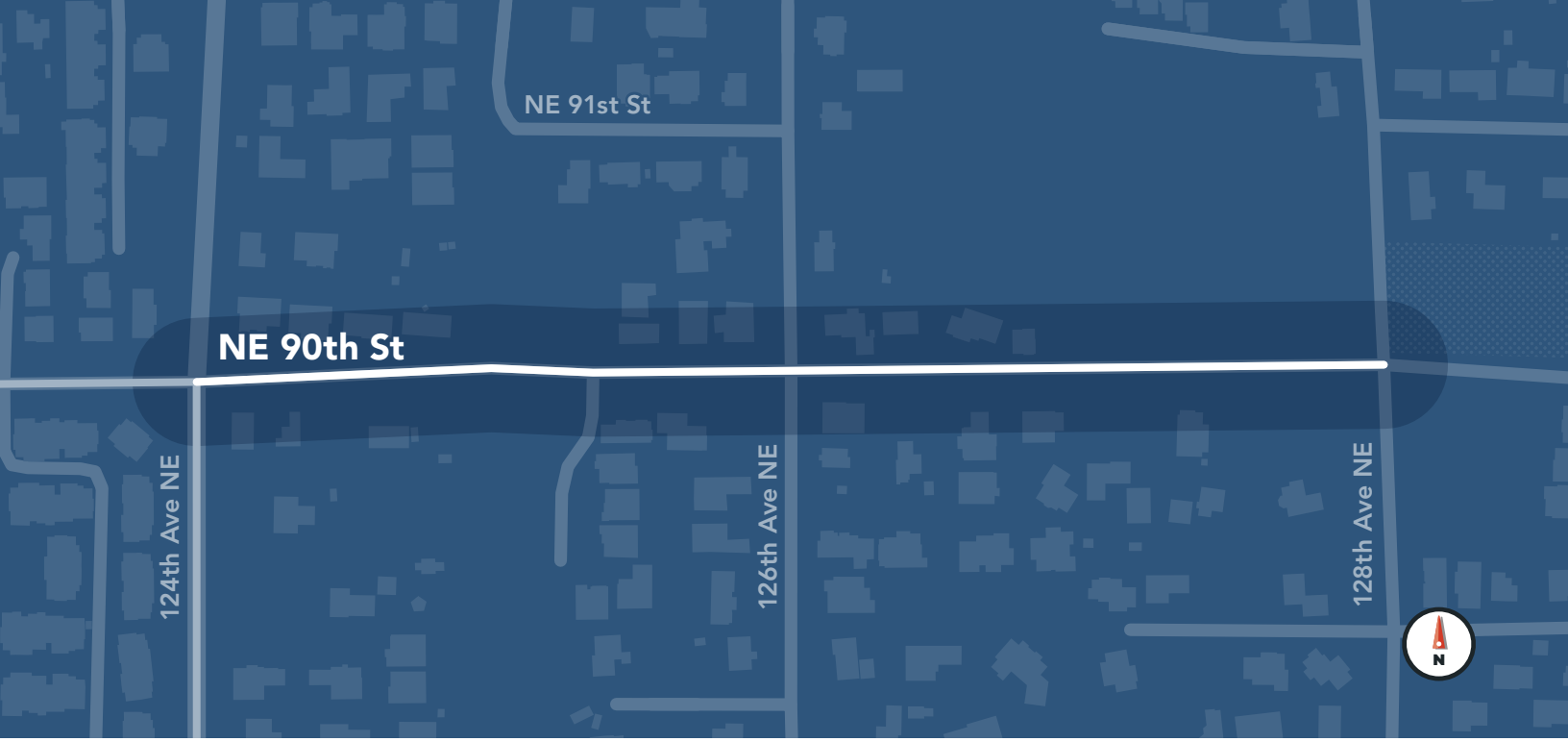
Planning-level Cost

Low

$4,270,000

High

$6,170,000

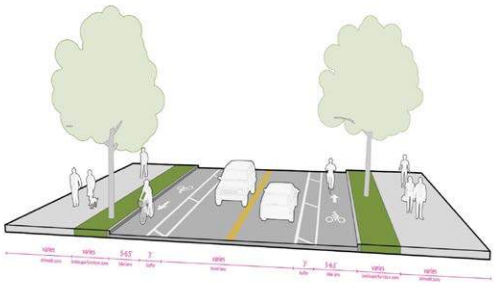


Project #15

NE 90TH STREET GREENWAY

PROJECT DESCRIPTION

Provide buffered bike lanes and standard sidewalks (at least one side of the street) between 124th Avenue NE and 128th Avenue NE



Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way
- Cost
- Treatments through wetlands

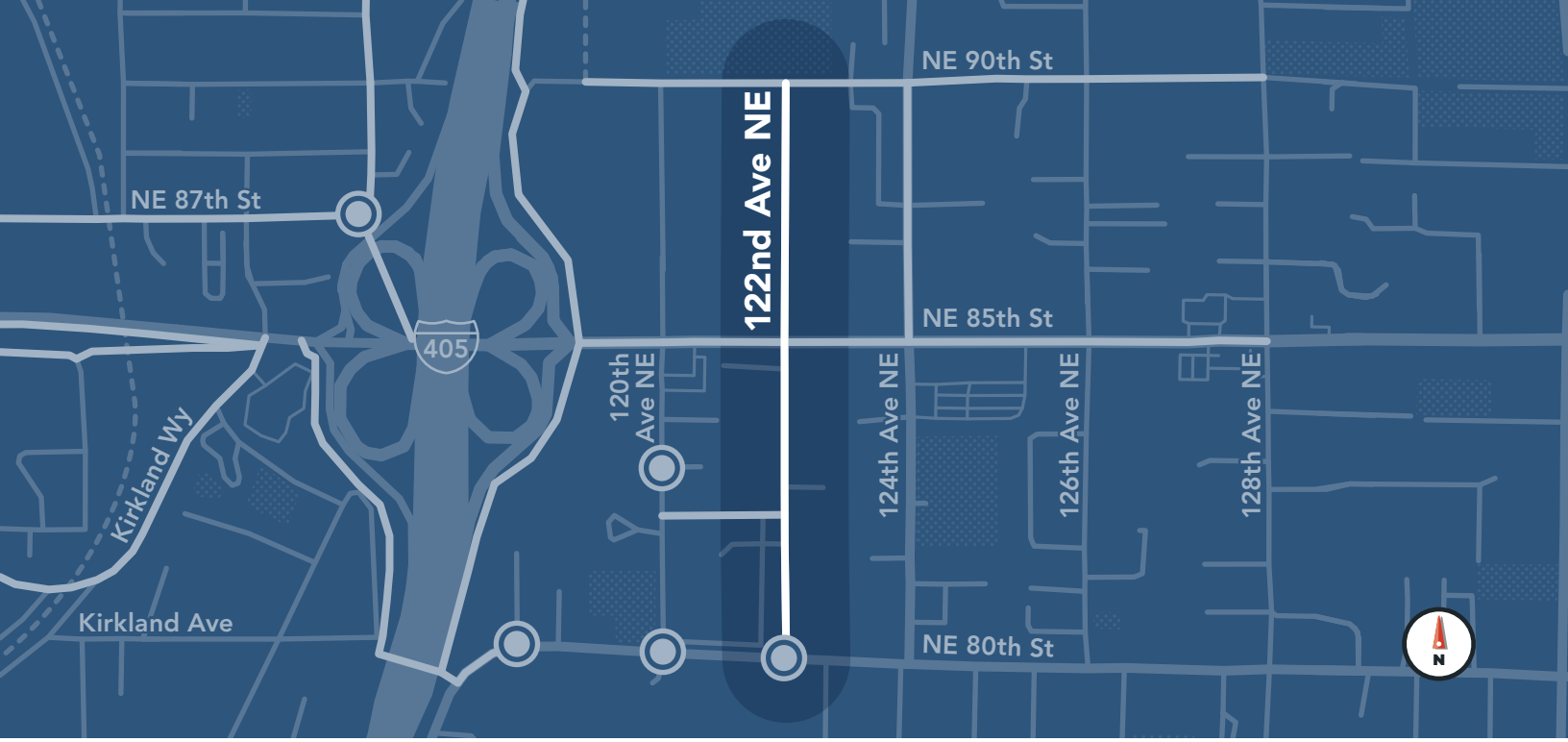
Planning-level Cost

Low

$4,780,000

High

$6,900,000

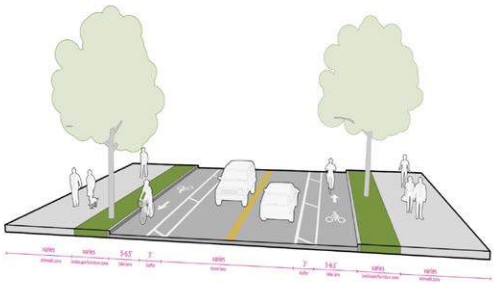


Project #16

122ND AVENUE NE BIKE ROUTE

PROJECT DESCRIPTION

Provide buffered bike lanes and standard sidewalks (both sides of street) between NE 80th Street and NE 90th Street



Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way
- Cost
- Grade

Planning-level Cost

Low

$2,890,000

High

$4,180,000

Project #17

120TH AVENUE NE TO 122ND AVENUE NE PED-BIKE CONNECTION

PROJECT DESCRIPTION

Provide a 12-foot path for walking and biking in the vicinity of NE 82nd Street.

Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Cost

Planning-level Cost

Low

$660,000

High

$1,000,000

Project #18A

NE 85TH STREET ENHANCED SIDEWALKS

PROJECT DESCRIPTION

Provide 15-20 foot sidewalks (including amenity zones) on both sides of NE 85th Street to provide a high-quality experience for walking and opportunity for last-mile bike connections between I-405 and 120th Avenue NE.

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Cost
- Right-of-way

Planning-level Cost

Low

$1,460,000

High

$2,120,000

Project #18B

NE 85TH STREET ENHANCED SIDEWALKS

PROJECT DESCRIPTION

Provide 15-20 foot sidewalks (including amenity zones) on both sides of NE 85th Street to provide a high-quality experience for walking and opportunity for last-mile bike connections between 120th Avenue NE and 122nd Avenue NE.

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Cost
- Right-of-way

Planning-level Cost

Low

$1,290,000

High

$1,870,000

Project #18C

NE 85TH STREET ENHANCED SIDEWALKS

PROJECT DESCRIPTION

Provide 15-20 foot sidewalks (including amenity zones) on both sides of NE 85th Street to provide a high-quality experience for walking and opportunity for last-mile bike connections between 122nd Avenue NE and 124th Avenue NE.

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Cost
- Right-of-way

Planning-level Cost

Low

$1,120,000

High

$1,610,000

Project #18D

NE 85TH STREET ENHANCED SIDEWALKS

PROJECT DESCRIPTION

Provide 15-20 foot sidewalks (including amenity zones) on both sides of NE 85th Street to provide a high-quality experience for walking and opportunity for last-mile bike connections between 124th Avene NE and 126th Avenue NE.

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Cost
- Right-of-way

Planning-level Cost

Low

$2,680,000

High

$3,871,000

Project #18E

NE 85TH STREET ENHANCED SIDEWALKS

PROJECT DESCRIPTION

Provide 15-20 foot sidewalks (including amenity zones) on both sides of NE 85th Street to provide a high-quality experience for walking and opportunity for last-mile bike connections between 126th Avenue NE and 128th Avenue NE.

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Cost
- Right-of-way

Planning-level Cost

Low

$2,740,000

High

$3,960,000

Project #19

116TH AVENUE NE PEDESTRIAN/BIKE ACCESS TO OVERCROSSING

PROJECT DESCRIPTION

Improve space allocated for bikes and pedestrians on west side of NE 116th to provide a more comfortable connection, including provision of an enhanced crossing of NE 116th Avenue to the south.

Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way
- Cost

Planning-level Cost

Low

$190,000

High

$280,000

Project #20

120TH AVENUE NE IMPROVEMENTS (NE 85TH STREET TO NE 90TH STREET)

PROJECT DESCRIPTION

Overlay and sidewalk infill between along 120th Avenue NE between NE 85th Street and NE 90th Street

Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way
- Cost

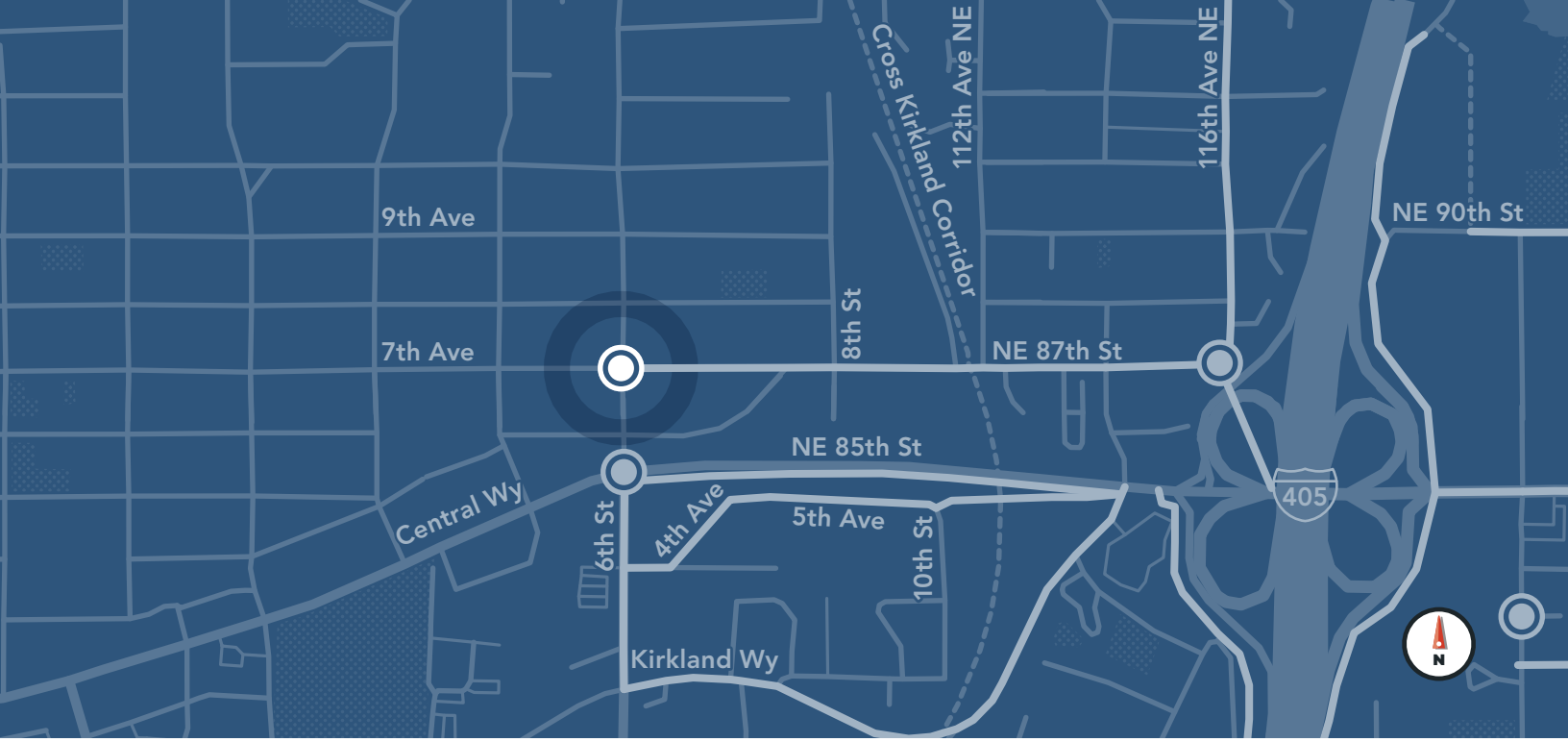
Planning-level Cost

Low

$500,000

High

$720,000



Project #P1

6TH STREET/7TH AVENUE INTERSECTION TREATMENT

PROJECT DESCRIPTION

Improve treatments for people walking and biking

Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way

Planning-level Cost

Low

$610,000

High

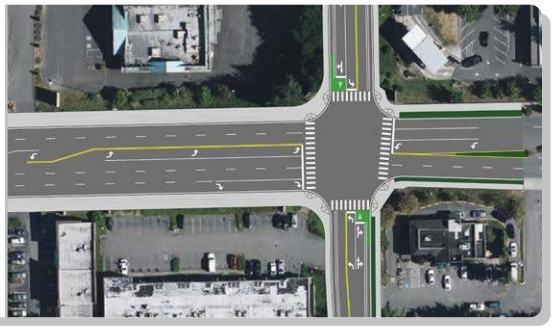
$880,000

Project #P2

NE 85TH STREET / 122ND AVENUE NE BICYCLE SIGNAL IMPROVEMENTS

PROJECT DESCRIPTION

Improve intersection and signal to better accommodate bikes along 122nd Avenue NE and in crossing NE 85th Street



Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way
- Cost
- Treatments at intersections

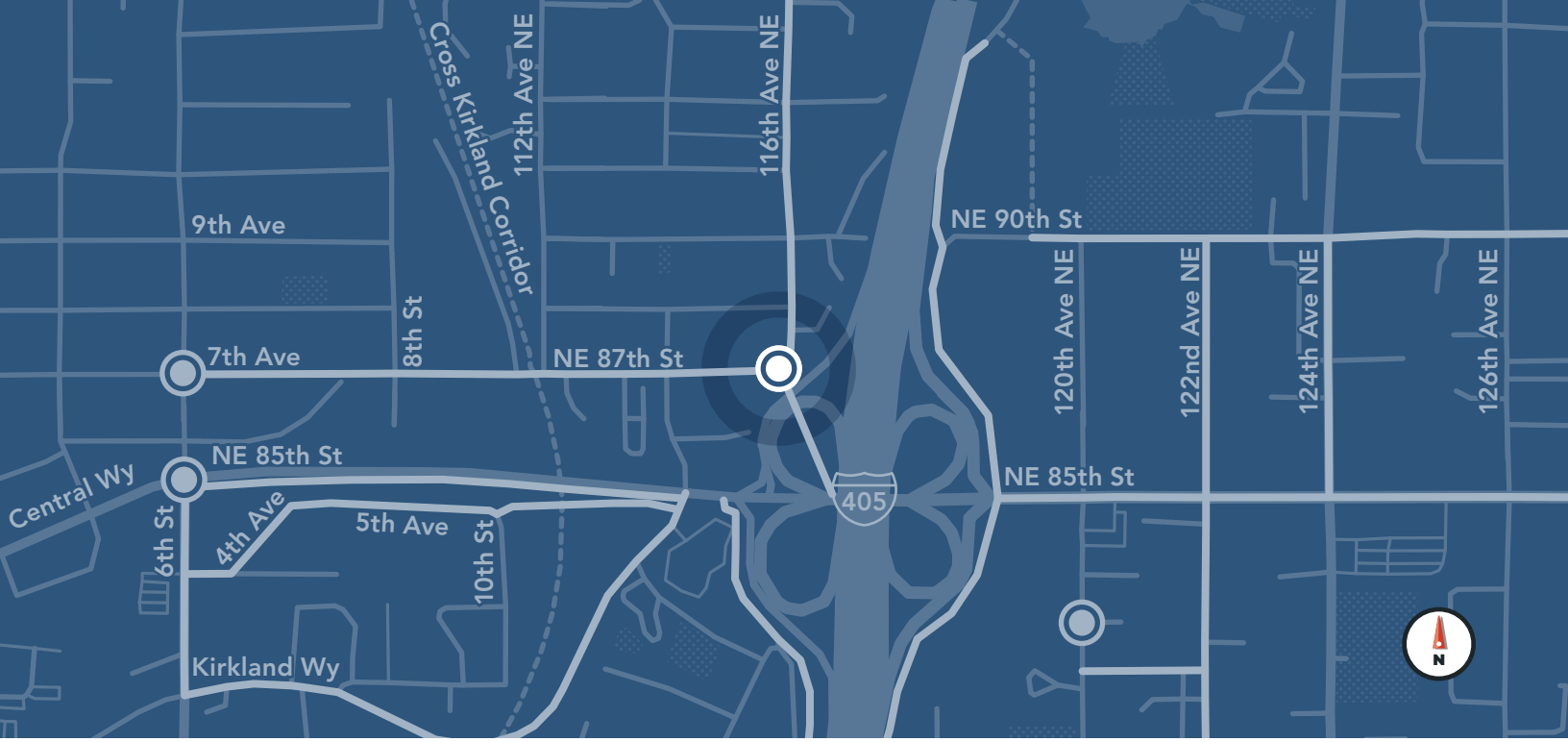
Planning-level Cost

Low

$320,000

High

$470,000



Project #P3

NE 87TH STREET/116TH AVENUE NE ENHANCED INTERSECTION

PROJECT DESCRIPTION

Improve treatments for people walking and biking at this challenging intersection in front of the BRT station. Treatments may include a raised intersection with all-way stop or a mini-roundabout.

Project Catalyst

- Station Access
- Complete Network
- Capacity for Growth

Implementation Considerations

- Right-of-way
- Sight distance
- Cost

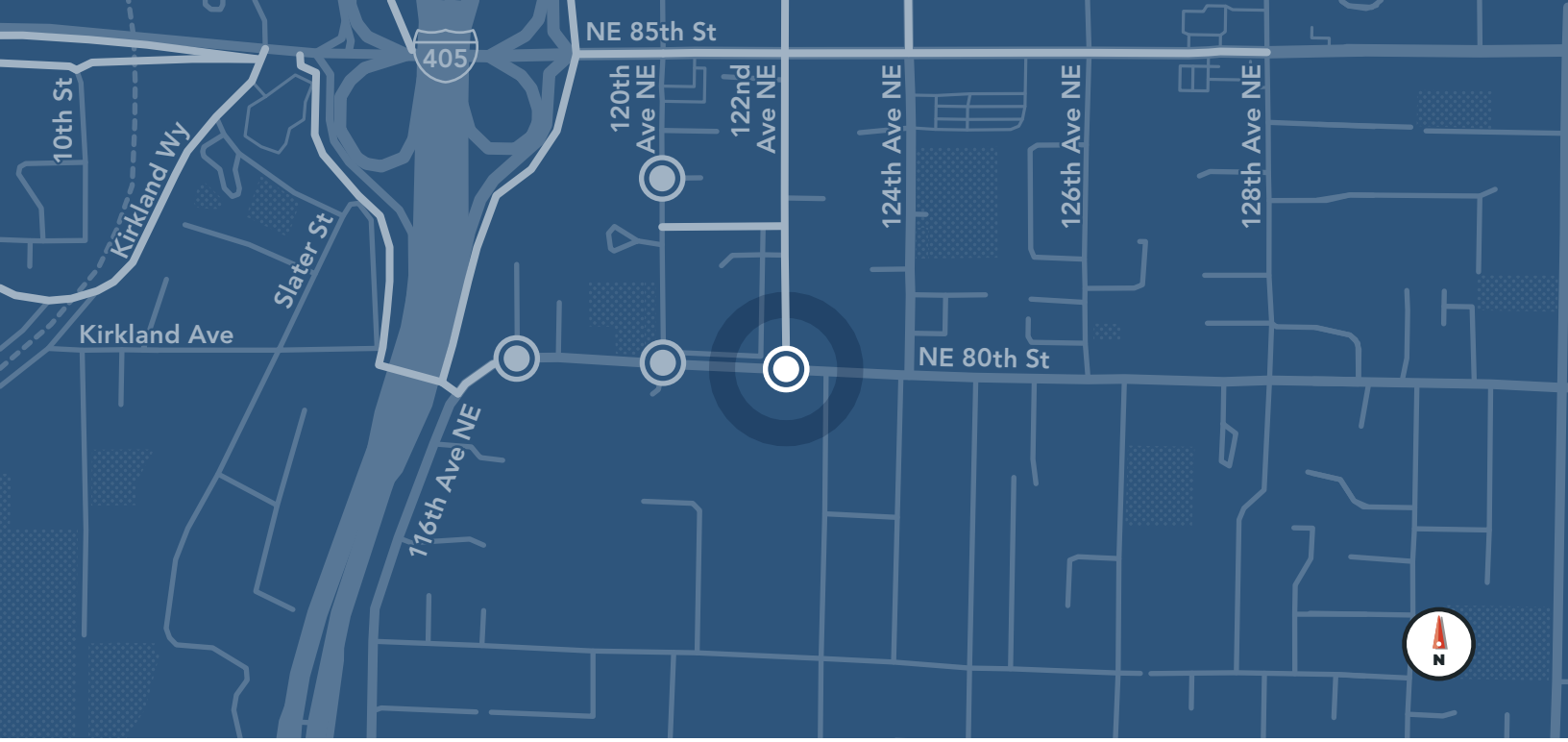
Planning-level Cost

Low

$840,000

High

$1,210,000



Project #P4

122ND AVENUE NE AND NE 80TH STREET INTERSECTION TREATMENT

PROJECT DESCRIPTION

Add treatments, including a RRFB, to improve crossing comfort for people walking and biking

Project Catalyst

Station Access

Complete Network

Capacity for Growth

Implementation Considerations

- Right-of-way

Planning-level Cost

Low

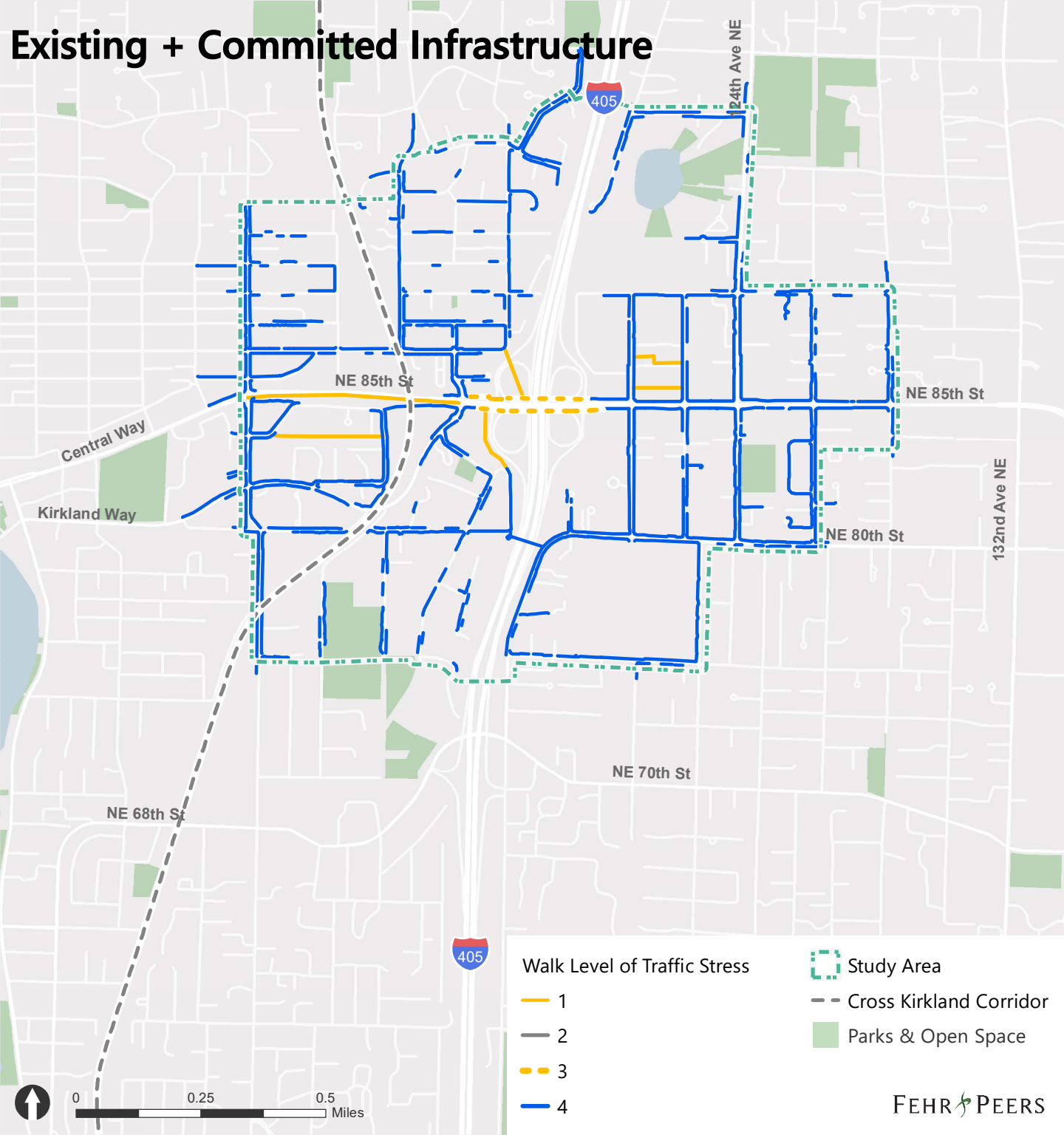
$330,000

High

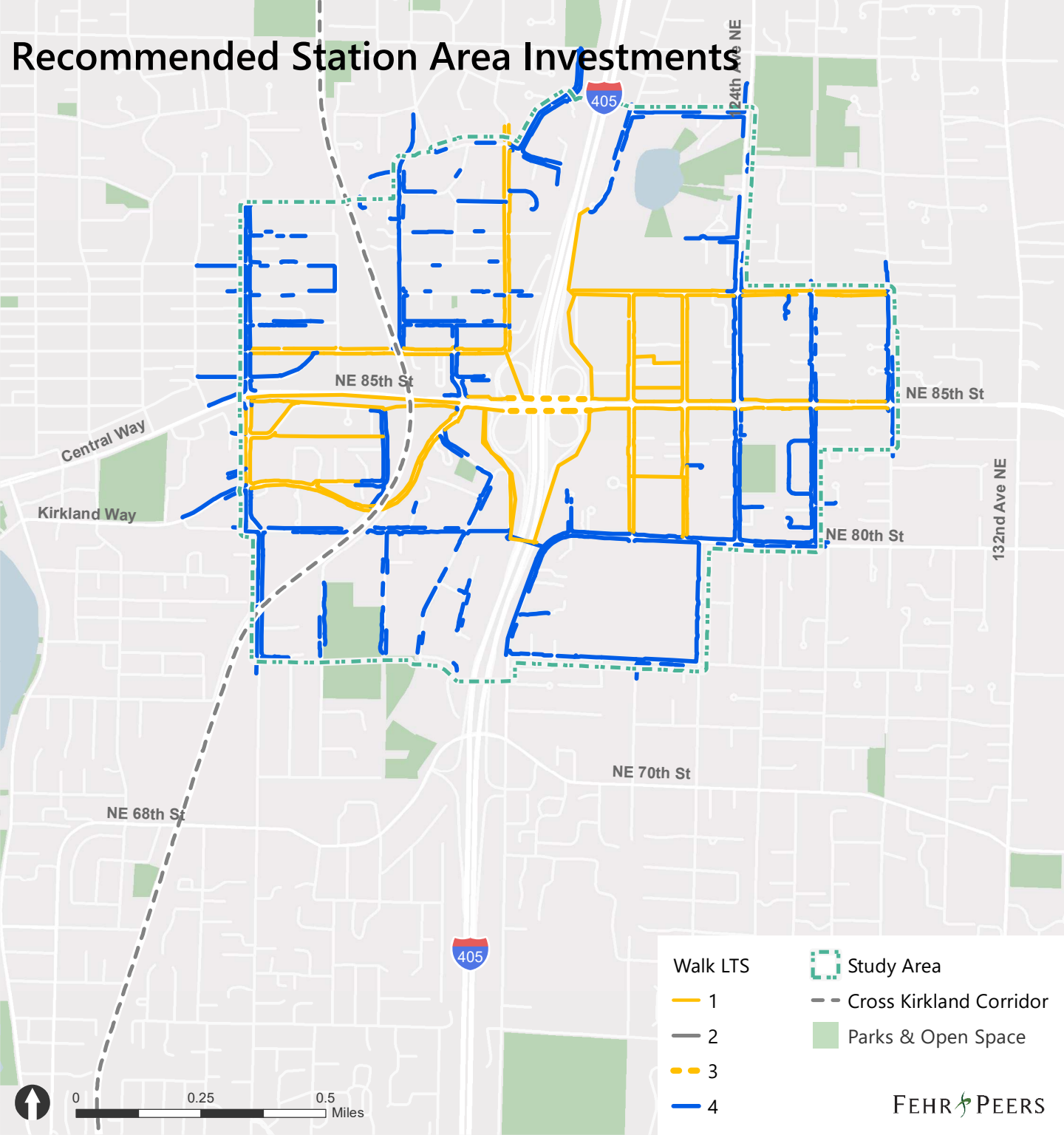
$480,000

Appendix C: Level of Traffic Stress Analysis for Walking and Biking

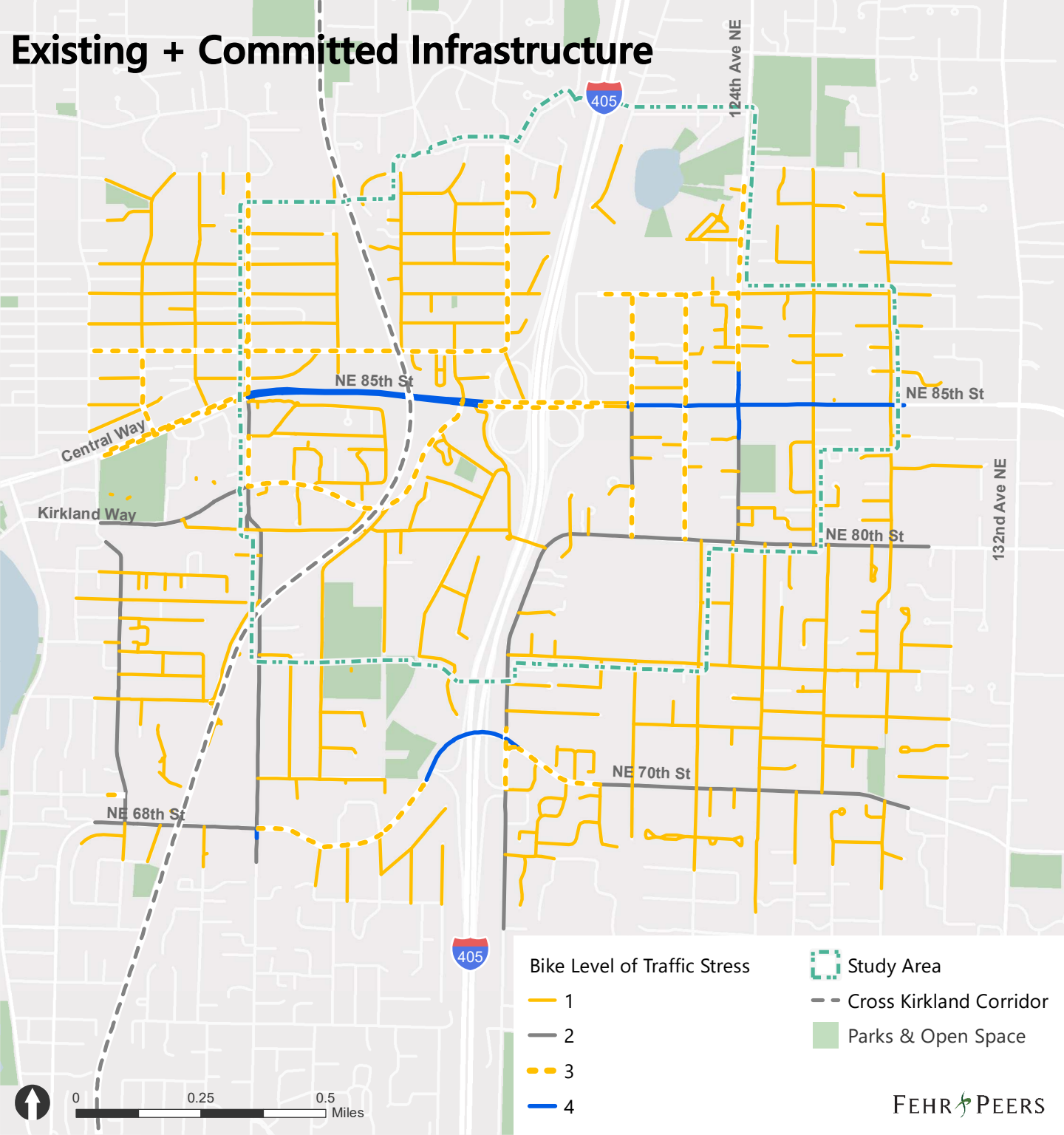
Existing + Committed Infrastructure



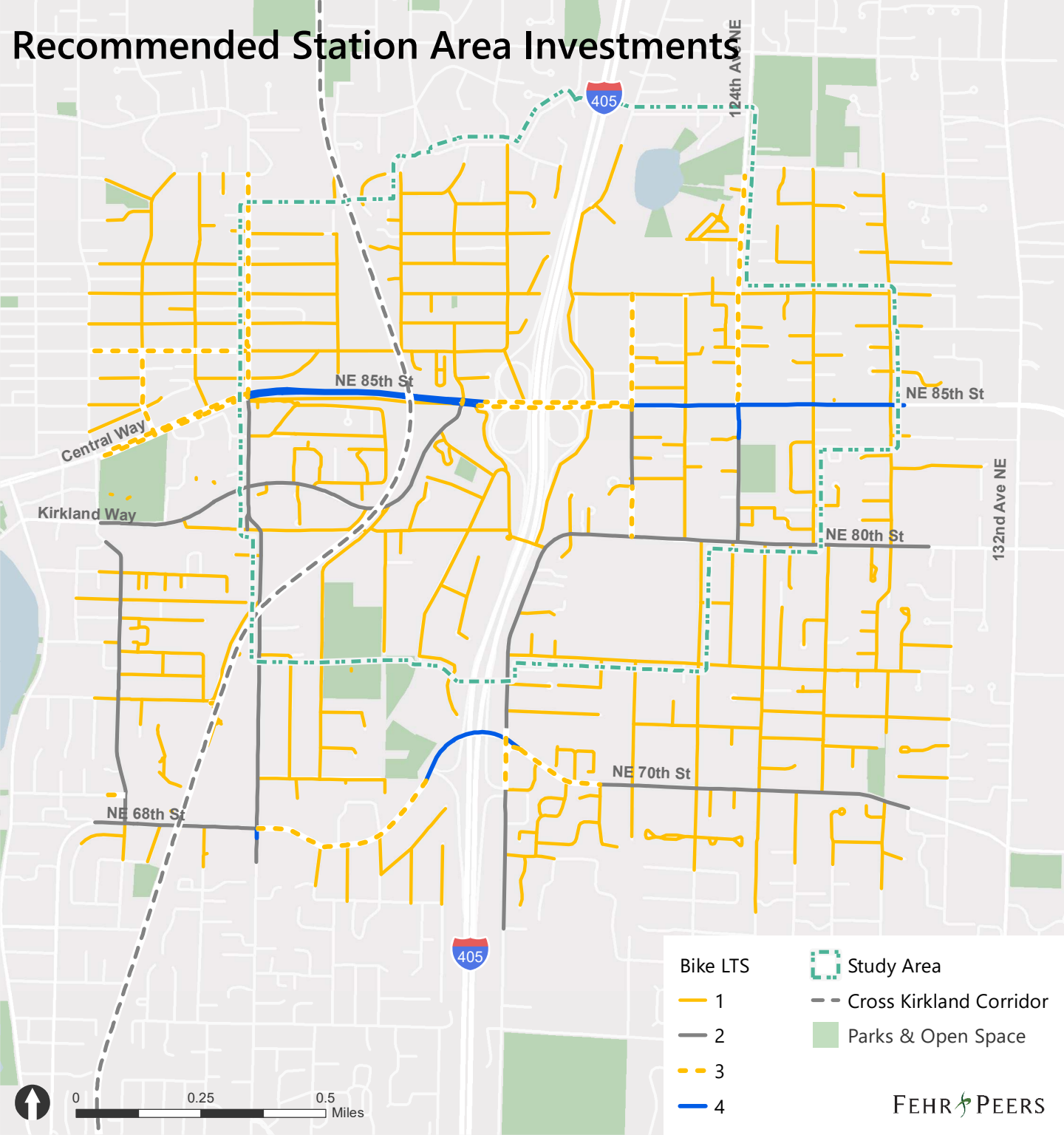
Recommended Station Area Investments



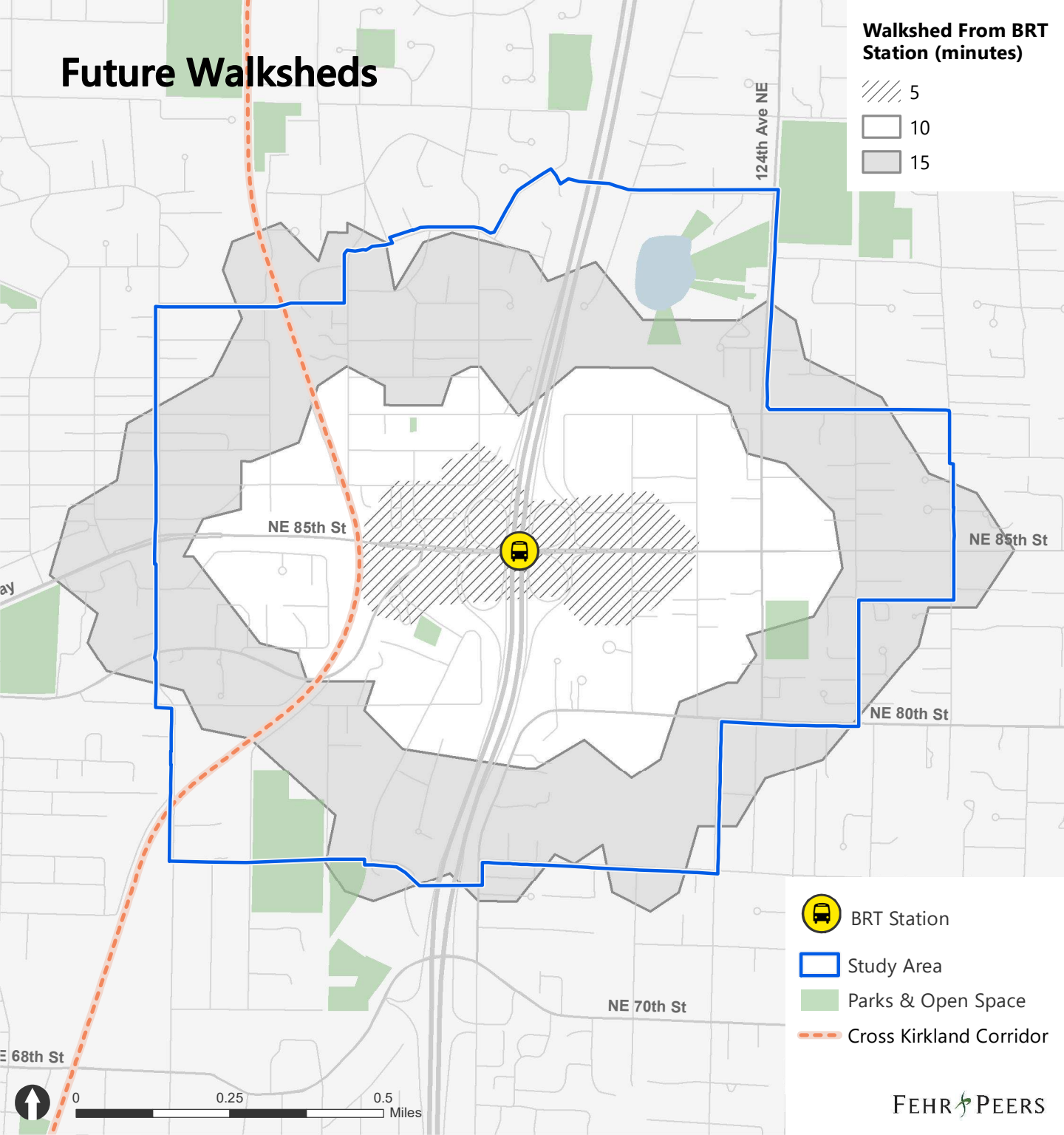
Existing + Committed Infrastructure



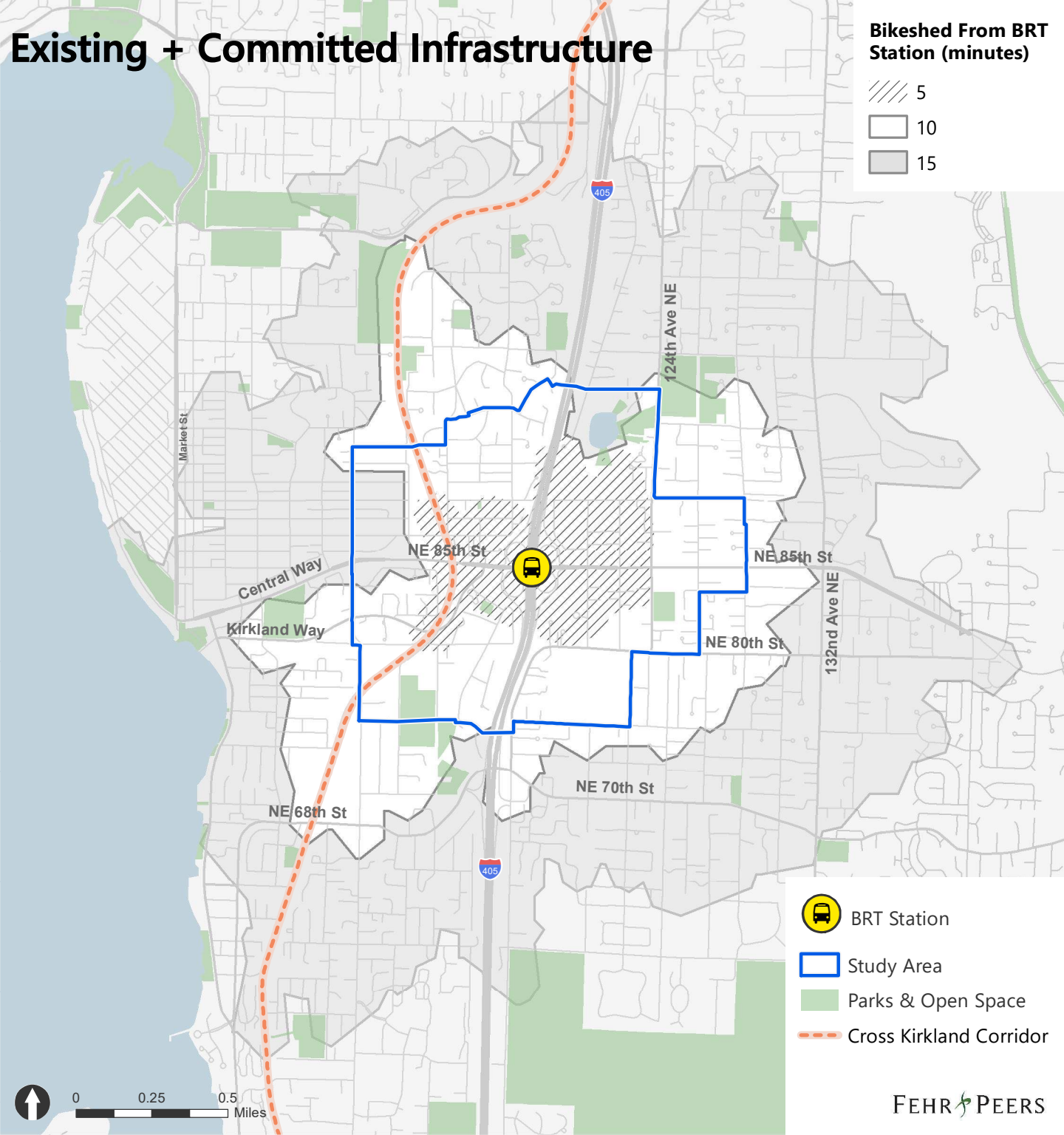
Recommended Station Area Investments



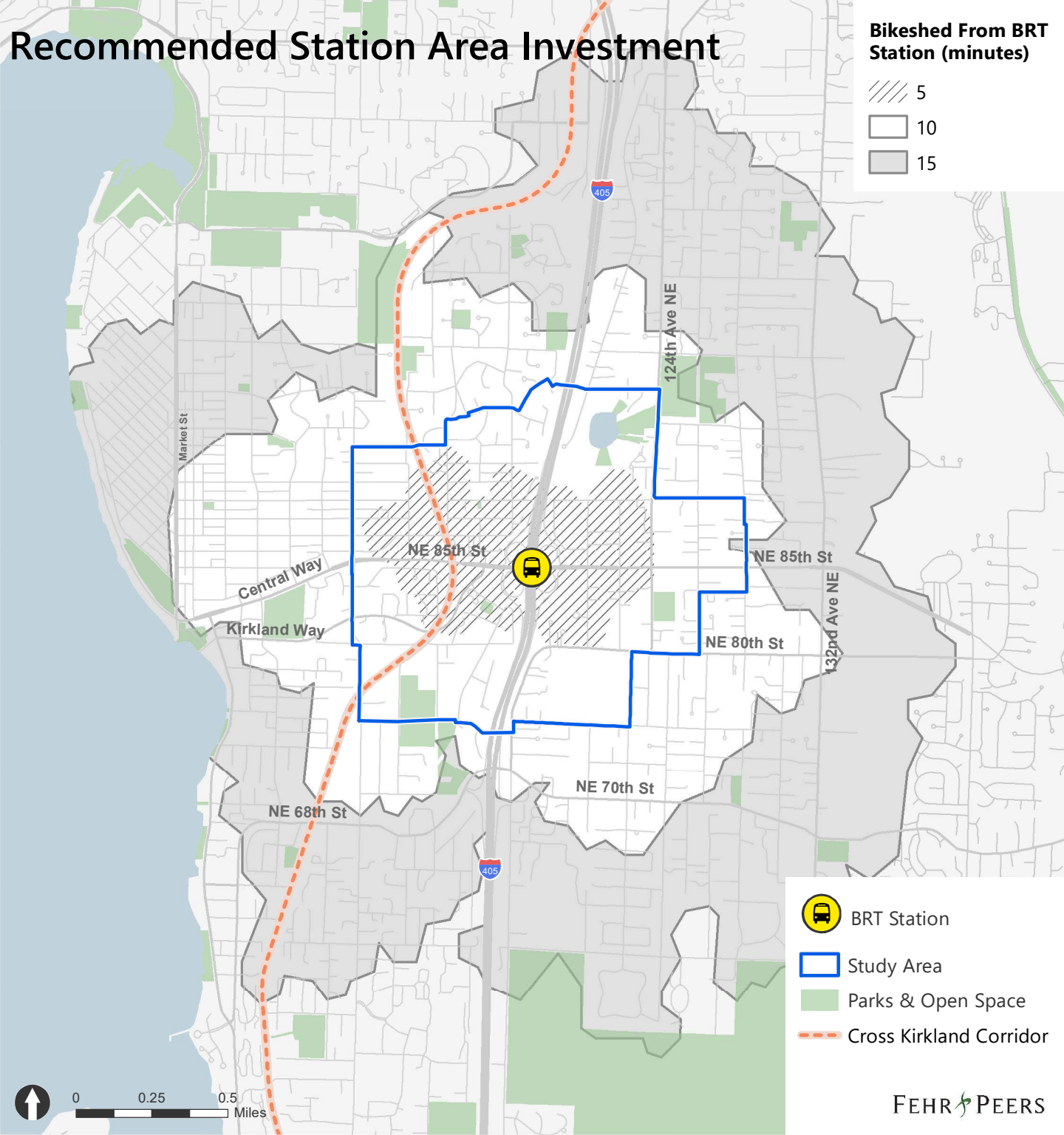
Appendix D: Travelshed Analysis for Walking and Biking


Future Walksheds
Walkshed From BRT Station (minutes)
5
10
15
124th Ave NE
NE 85th St
NE 85th St
NE 80th St
NE 70th St
68th St
BRT Station
Study Area
Parks & Open Space
Cross Kirkland Corridor
0
0.25
0.5
Miles
FEHR PEERS

Existing + Committed Infrastructure



Recommended Station Area Investment



Representative Infrastructure Studies

(Published October 2021)

Appendix 2. Supplemental Water and Sewer Study

This Study is an Appendix to the **NE 85th Street Station Area Plan project** **Fiscal Impacts and Community Benefits Analysis Study Technical Memo (Technical Memo).** The Station Area Fiscal Impacts and Community Benefits Analysis was scoped to answer this question: If the City were to implement its vision of the Station Area as a thriving, walkable urban center with plentiful affordable housing, jobs, sustainable development, and shops and restaurants linked by transit, can the City afford the investments necessary to address increased demand on public services, especially schools, parks/open spaces, transportation, and utilities, and avoid a reduction in service for existing community members and businesses?

Study Purpose

To support the Technical Memo's assumptions, planning level **Representative Infrastructure Studies** were conducted to determine a set of representative infrastructure investments needed to maintain service levels in transportation, water and sewer, and stormwater, in alignment with the full 23-year buildout scenarios described for the two key development alternatives analyzed in the Technical Memo – June Alternatives A and B. The purpose of the Infrastructure Studies was to inform an understanding of area-wide representative infrastructure and service needs and costs and for incorporation as assumptions in the fiscal analysis. Note that as "representative infrastructure," these identified investments are ones that are likely to be similar in scale and type to those needed to support future Station Area development, but are likely to differ somewhat from the specific infrastructure investments that will ultimately be adopted for the Station Area. Information about the Representative Infrastructure Studies is presented in Section 3 of the Fiscal Impacts and Community Benefits Technical Memo. The Fiscal Impact model assigns all representative infrastructure investments either to development projects or to the City, roughly following City policy. Any assumptions about parcel- and quadrant-level development and phasing included in the studies are hypothetical and not meant to presuppose decision- making by private landowners or the actions of the market. The representative investments identified in the Infrastructure Studies are distinct from and should not be construed as preferred plan recommendations or final project configurations, which will be developed in later stages of planning and are subject to City Council approval.

Key Contacts

City of Kirkland Project Lead: Allison Zike

Consultant Project Lead: Mithun

Fiscal Impacts and Community Benefits Supplemental Study Technical Memo

Lead Author: BERK; Contributors: EcoNorthwest, Fehr and Peers, Mithun

Representative Infrastructure Studies

Appendix 1. Supplemental Transportation Study Lead Author: Fehr and Peers

Appendix 2. Supplemental Water and Sewer Study Lead Author: RH2

Appendix 3. Supplemental Stormwater Memo Lead Author: RKI

City of Kirkland
NE 85th Street Station Area Plan Water and Sewer System Analyses

- **Background:** The City has published a Draft Supplemental Environmental Impact Statement (DSEIS) for the NE 85th Street Station Area Plan (SAP). The DSEIS presents several alternatives that consider rezoning most of the area to allow it to develop more residential units and jobs. The alternatives being evaluated in this analysis include June Alternatives A and B; the June Alternatives are derivatives of the No-Action Alternative and Alternative 2 from the DSEIS.
- **Analysis:**
  - **Objective:**
    - Determine water and sewer system improvements required above and beyond the City's existing CIPs to support the SAP development (June Alternative B).
  - **Improvement Alternative Analyses:**
    - Water and sewer system improvements were identified to determine what is needed to support the following scenarios for development in the Station Area:
      - Existing system with redevelopment at the Lee Johnson site.
      - Existing system with redevelopment at the Lee Johnson and Costco sites.
      - Growth based on *2035 Comprehensive Plan*, which is similar to June Alternative A.
      - June Alternative B.
    - All identified improvements were classified and phased based on the following:
      - Those required to be constructed in conjunction with the Bus Rapid Transit (BRT) station.
      - Those required to be constructed to support each of the service areas defined by BERK (Lee Johnson site, Costco site, and NE, NW, SE, and SW quadrants).
- **Results and Cost Estimates:**
  - **Results:** The existing systems cannot support the potential growth analyzed in June Alternative B at the Lee Johnson and Costco sites without the implementation of improvements. With the implementation of the City's existing CIPs as shown in the 2015 WSP and 2018 GSP, the water and sewer systems cannot support the full redevelopment analyzed under SAP June Alternative B. Additional water and sewer system improvements are identified in these analyses to serve the buildout growth studied in SAP June Alternative B.
    - The water system would not be able to support the rezoned fire flow requirements without additional improvements.
    - The sewer system would not be able to support the additional flows from the Station Area without additional improvements.
  - **Cost Estimates:**
    - **Table 1** and **Chart 1** summarize the project costs for several of the scenarios evaluated. The sum of the costs for the Base CIP and the SAP June Alternative B additional improvements may be added to determine the total cost to support the full development proposed for SAP June Alternative B.
    - Each CIP project was assigned an estimate for the portion of the cost that should be funded by the City or by a developer. Based on input from the City, projects were identified as City-funded if the improvement was triggered by a maintenance concern. Projects that were noted with a capacity-related improvement trigger were identified as developer-funded. The funding cost allocations are summarized in **Chart 2** for the total cost of improvements to the existing system to support the full development proposed for SAP June Alternative B.
  - **BRT-Related Projects:**
    - Water system CIP improvement WM2 should be completed in conjunction with the BRT construction. WM2 proposes realigning the existing 24-inch water main that crosses I-405 at NE 85th Street.

- Sewer system improvement SAP-8 should be completed in conjunction with the BRT construction. SAP-8 proposes installing a new I-405 crossing to mitigate additional flows due to the Station Area growth. This project is assumed to be developer-funded as it adds necessary capacity to serve redevelopment; however, if redevelopment does not occur before the BRT station is constructed, the City may need to fund and construct the project and determine the appropriate mechanism to recover the cost from redevelopment when it occurs.

Table 1
Estimated Total Project Costs for SAP Alternative CIPs

Scenario	Estimated Total Project Costs	
	Water	Sewer
Existing System with Redevelopment at Lee Johnson and Costco Sites*	$4,162,000	$7,481,000
Base Scenario Improvements	$27,552,000	$45,756,000
SAP June Alternative B Additional Improvements	$559,000	$12,613,000

* Note these improvements are included in the Base CIP costs for water, and SAP June Alternative B costs for sewer.

Chart 1
Estimated Total Utility CIP Costs for Station Area Alternatives

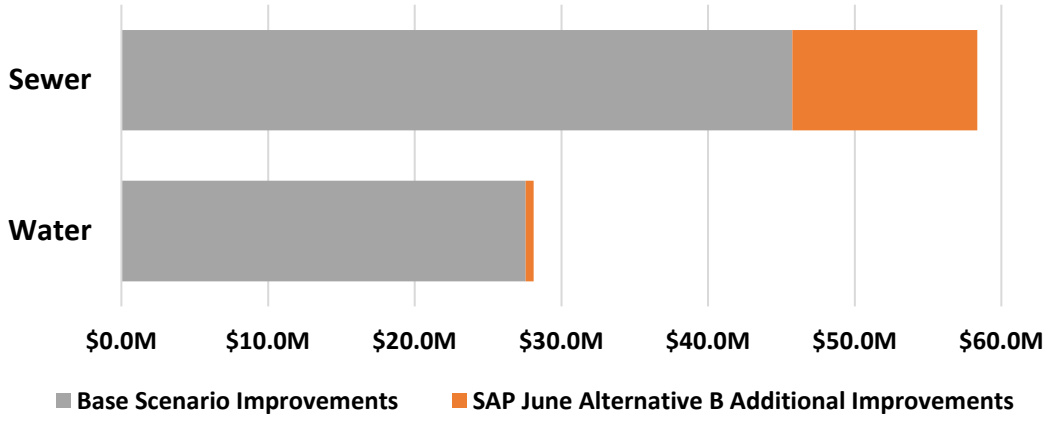
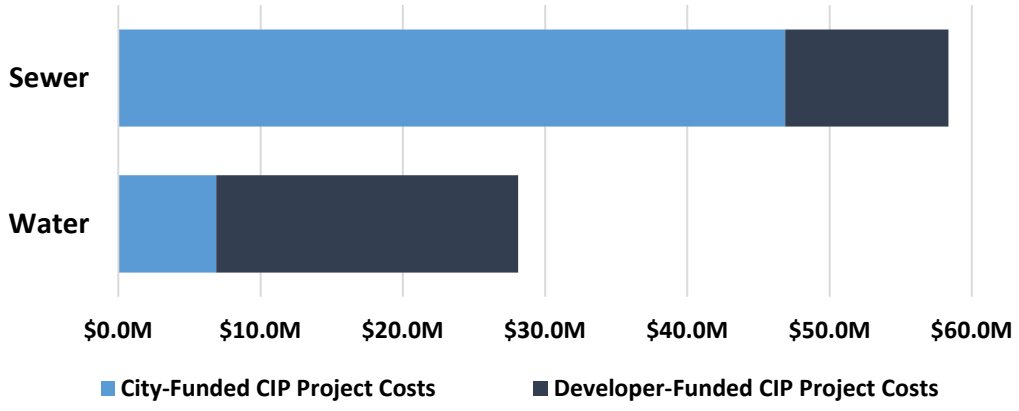


Chart 2
Estimated City- and Developer-Funded CIP Cost Allocation for Station Area June Alternative B



TECHNICAL MEMORANDUM

Client:	City of Kirkland		
Project:	NE 85th Street Station Area Plan Water and Sewer System Analyses		
Project File:	KIR 119.168.0001.0106	Project Manager:	Michele Campbell, PE
Composed by:	Dylan Bright		
Reviewed by:	Michele Campbell, PE, and Kenny Gomez, PE		
Subject:	NE 85th Street Station Area Plan Water and Sewer System Analyses		
Date:	October 18, 2021		

Signed:
10/18/2021

Executive Summary

To help guide transit-oriented growth in the vicinity of the proposed Inline Stride Bus Rapid Transit (BRT) Station at the Interstate 405 (I-405)/NE 85th Street interchange, the City of Kirkland (City) is developing a Station Area Plan (SAP) that considers rezoning within a ½-mile radius of the new BRT Station. Prior to adopting a preferred direction for the SAP, the City is evaluating the fiscal impacts and community benefits of development alternatives for the study area.

This technical memorandum documents the results of water and sewer system analyses performed by RH2 Engineering, Inc., (RH2) to support the SAP evaluation. The alternatives include a Base Scenario that is projected to approximately triple the existing water demands and sanitary sewer flows in the Station Area by the end of the planning horizon. The Base Scenario is slightly modified from the June Alterative A scenario of the SAP. The June Alternative B growth scenario projects water demands and sanitary sewer flows in the Station Area to increase to nearly ten times the current levels. Planning-level flow requirements also are expected to increase under the June Alternative B growth scenario.

The results of the RH2 analyses indicate that the existing water distribution system and sewer collection system infrastructure cannot support the developments associated with the land use

changes and potential redevelopment contemplated for the parcels east of, and nearest to, the I-405 interchange (e.g., existing Lee Johnson and Costco properties) without additional piping improvements. Water and sewer system improvements have been identified in previous planning studies by RH2 to support the growth identified for the Base Scenario. Additional improvements above those required for the Base Scenario are needed to increase system capacity to meet the projected water demands and sanitary sewer flows estimated for the SAP June Alternative B growth scenario.

A summary of the costs for the identified improvements is shown in **Table ES-1**. The sum of the costs for the Base Scenario Capital Improvement Program (CIP) and the SAP June Alternative B additional improvements in the table may be added to determine the total cost for improvements to the existing system to support the full development proposed for SAP June Alternative B. These total costs also are shown in **Chart ES-1**.

Table ES-1

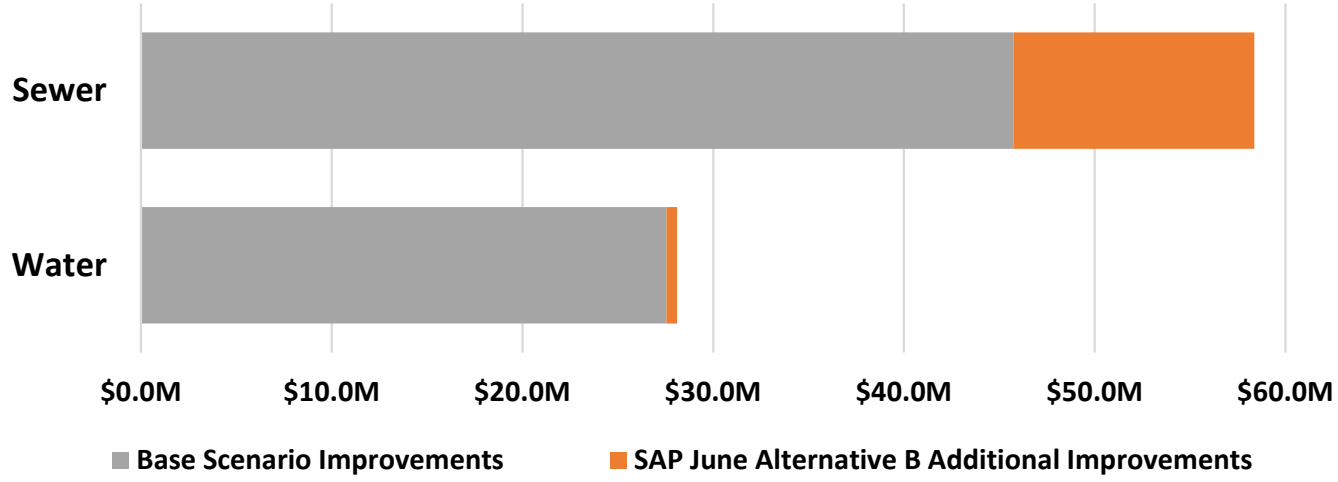
Estimated Total Project Costs for SAP Alternative CIPs

Scenario	Estimated Total Project Costs	
	Water	Sewer
Existing System with Redevelopment at Lee Johnson and Costco Sites*	$4,162,000	$7,481,000
Base Scenario Improvements	$27,552,000	$45,756,000
SAP June Alternative B Additional Improvements	$559,000	$12,613,000

* Note these improvements are included in the Base CIP costs for water, and SAP June Alternative B costs for sewer.

Chart ES-1

Estimated Total Utility CIP Costs for Station Area Alternatives



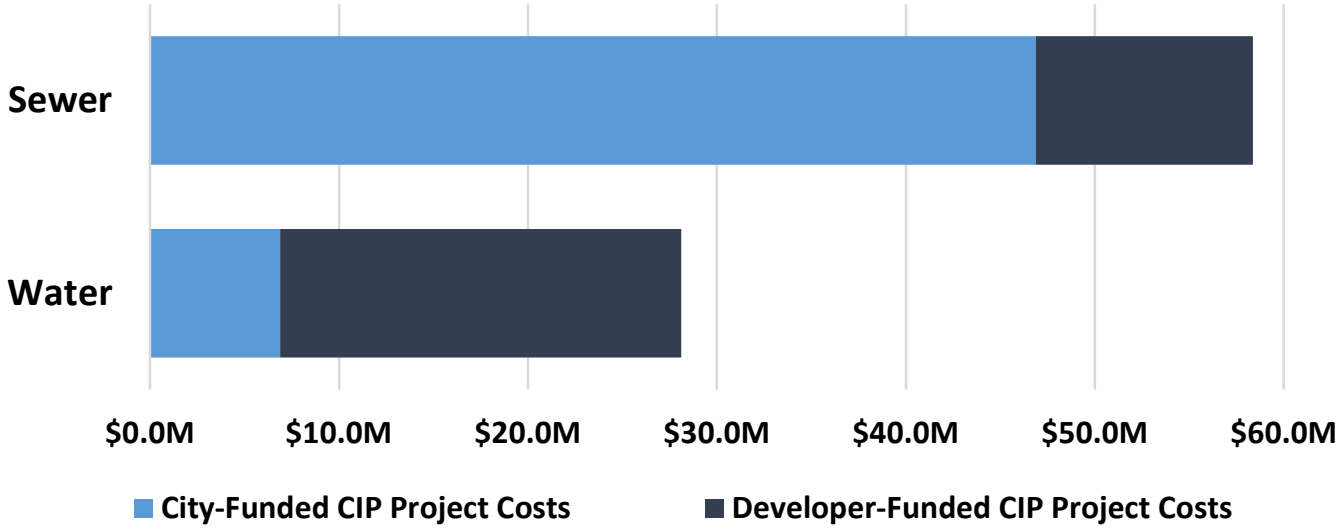
Each CIP project was assigned an estimate for the portion of the cost that should be funded by the City or by a developer. Based on input from the City, projects were identified as City-funded if the improvement was triggered by a maintenance concern. An example of a project that is considered to be a maintenance concern is sewer alignments that were flagged in the City's

2018 *General Sewer Plan* as needing to be upsized from 6-inch alignments to the minimum design standard of 8 inches. Projects that were noted with a capacity-related improvement trigger were identified as developer-funded. The funding cost allocations are summarized in **Chart ES-2** for the total cost of improvements to the existing system to support the full development proposed for SAP June Alternative B.

Chart ES-2

Estimated City- and Developer-Funded CIP Cost Allocation

for Station Area June Alternative B



Several projects are identified to be constructed in coordination with the BRT Station design and project schedule. Water system CIP WM2, which proposes to realign the existing 24-inch water main that crosses I-405 at NE 85th Street, is required because the BRT Station design conflicts with the existing water main. Sewer system CIP SAP-8 also should be completed in coordination with the BRT construction. SAP-8 proposes installing a new I-405 crossing to mitigate additional flows due to the Station Area growth. A feasibility analysis should be performed to confirm the constructability of the proposed SAP-8 sewer improvements and to compare the cost/benefit of other potential alternative capacity improvements. This project is assumed to be developer-funded as it adds necessary capacity to serve redevelopment; however, if redevelopment does not occur before the BRT Station is constructed, the City may need to fund and construct the project and determine the appropriate mechanism to recover the cost from redevelopment when it occurs.

Background

The City of Kirkland (City) is a municipal corporation that is responsible for providing sanitary sewer and drinking water service within its utility service areas. The City's most recent *Water System Plan* (WSP) and *General Sewer Plan* (GSP) were completed in 2015 and 2018, respectively.

The Washington State Department of Transportation (WSDOT) and Sound Transit are currently planning a new Interstate 405 (I-405)/NE 85th Street Interchange and Inline Stride Bus Rapid Transit (BRT) Station that will be designed to connect the City to major regional transit lines. To help guide transit-oriented growth in the vicinity of the BRT Station, the City is developing a Station Area Plan (SAP) that considers rezoning most of the area from NE 97th Street to NE 75th Street and from 6th Street to 128th Avenue NE, herein referred to as the Station Area and shown on **Figure 1**. The considered rezoning would concentrate more jobs and households in this area with access to high-capacity regional transit.

The City published a Draft Supplemental Environmental Impact Statement (DSEIS) in January 2021, which presents one no-action and two action alternatives for growth within the Station Area through the year 2044. Based on public comment and community feedback on the DSEIS, a charette held with City staff, and guidance from the City Council and Planning Commission, two growth scenarios (June Alternatives A and B) were developed to inform a supplemental scope of work to provide additional detail ahead of choosing a preferred alternative for the Station Area. The June Alternatives are being studied to analyze the fiscal impacts and community benefits of each growth scenario presented therein. The results of the fiscal impacts and community benefits analysis will inform the City's selection of a preferred plan direction that comprehensively considers land use, urban design, open space, transportation, utilities, and sustainability.

The additional growth proposed in the June Alternatives is greater than what had been previously planned for in the City's WSP and GSP. Analyses are needed to determine the impact of the growth on the water and sewer utilities.

Purpose

The City requested RH2 Engineering, Inc., (RH2) to perform analyses to evaluate the impact of the proposed rezoning on the water and sewer utilities. The analyses evaluated whether the City's water and sewer systems have adequate capacity to serve the proposed rezoning alternatives contemplated in the SAP, and identified capital improvements beyond those described in the WSP and GSP to serve the future Station Area through the year 2044 planning horizon.

This technical memorandum documents the analyses performed using the City's water and sewer system hydraulic models to determine the capital improvements required to support the rezoning alternatives contemplated in the SAP.

Growth Alternatives

SAP Alternatives

The DSEIS identified three different growth alternatives that were evaluated for future development in the Station Area through the year 2044 planning horizon. The three DSEIS

alternatives included a No Action Alternative 1, and two action alternatives that would allow for moderate to high growth to maximize transit-oriented development, community benefits, including affordable housing, and quality of life. Alternative 2 growth would be primarily focused on existing commercial areas such as Rose Hill and would allow for a range of mid-rise, mixed-use office/residential with incremental infill in established residential neighborhoods. Alternative 3 would include mixed-use residential and office buildings up to 20 stories in select commercial areas, mid-rise residential mixed-use along NE 85th Street and adjacent to the office mixed-use areas, and smaller scale infill in low-density residential areas.

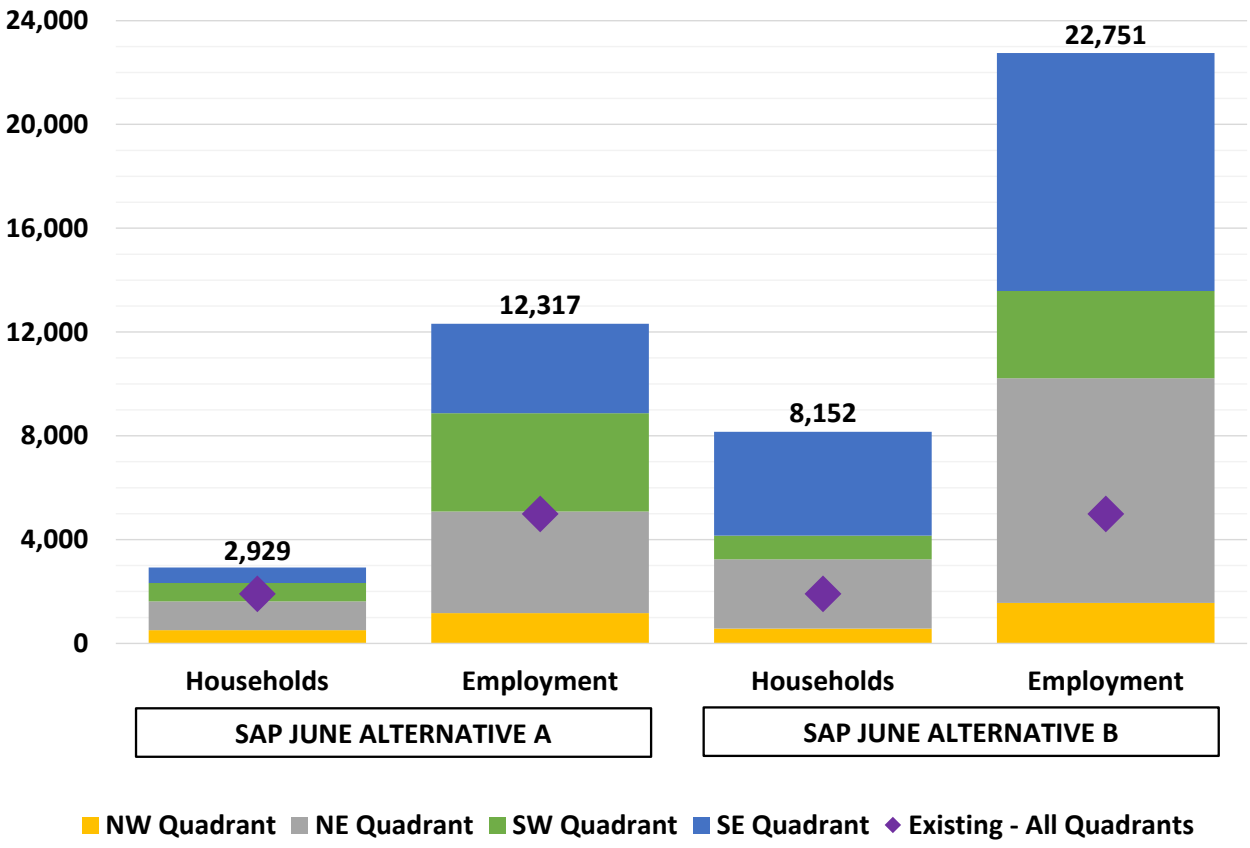
Public comment and community feedback on the DSEIS, a charette held with City staff, and guidance from the City Council and Planning Commission led to the development of two alternatives to inform a fiscal impacts and community benefits analysis, which fall within the bookends of the DSEIS alternatives. These new alternatives, known as the June Alternatives, narrow the range of the alternatives studied in the DSEIS in the following ways:

- Remove the level of growth shown in DSEIS Alternative 3 from further consideration.
- Use a revised version of DSEIS Alternative 1 as the lower limit of growth to be studied (June Alternative A: Current Trends).
- Use a reduced version of DSEIS Alternative 2 as the upper limit of growth to be studied (June Alternative B: Transit-Connected Growth).

The projected year 2044 household and employment for the June Alternatives was provided to RH2 by Mithun, Inc., and is shown in **Chart 1** based on service area quadrants spatially separated by I-405 and NE 85th Street. The numbers in the chart represent the total planned number of households and employees within the Station Area boundary at the end of the planning horizon.

Chart 1

Total Future June Alternatives Household and Employment



Source: Mithun/EcoNW, 2021

RH2 Alternatives

The growth alternatives used by RH2 were slightly modified from the SAP June Alternatives to take advantage of water and sewer planning efforts recently performed by RH2. These efforts included the following.

- 2015 WSP
- 2018 GSP
- 2021 Water Capital Improvement Program (CIP) Update
- Letter report to the City regarding the Water and Sewer Flow Analyses for the Continental Divide Development, dated June 30, 2017, from RH2. The proposed development is located immediately north of NE 85th Street between 131st Avenue NE and 132nd Avenue NE.

- Letter report to the City regarding the Water and Sewer Flow Analyses for the Rose Hill Development, dated December 18, 2020, from RH2. The proposed development also is known as the Petco Development and is located immediately north of NE 85th Street between 120th Avenue NE and 122nd Avenue NE.

RH2's hydraulic analyses were performed under the following two development scenarios.

1. **Base Scenario**. The Base Scenario uses the future growth analyses and CIP planning performed for the WSP, the 2021 Water CIP Update, and the GSP, which reflect the City's current *Comprehensive Plan* growth targets for year 2035. The Base Scenario also includes growth and capital improvements identified for the Petco and Continental Divide developments. It has been noted by the City that this scenario closely aligns with SAP June Alternative A.
2. **June Alternative B**. RH2's second scenario is based on the SAP June Alternative B as presented by Mithun.

Projected Demands and Flow Rates

The City's prime consultant for the Station Area Plan, Mithun, provided a database and GIS data for the year 2044 growth associated with June Alternatives A and B shown in **Chart 1**. The data contained the residential and employment growth between the existing scenario and June Alternatives A and B both on a parcel and traffic analysis zone level. For the purposes of these analyses and assigning demands/flows to the hydraulic models, only the June Alternative B parcel level data was utilized to develop demand and flow projections for the Station Area from the identified household and employment growth numbers provided by Mithun. Demands and flows for the June Alternative A were not projected for this study since they were estimated for the Base Scenario in previous planning work.

Water Demands

To develop water demands for use in the hydraulic model for June Alternative B, the population growth projections were multiplied by a demand per person value, and the employment growth was multiplied by a demand per employee value. The City provided a household size of 1.59, which was used to convert households to population. The calculated commercial demand per employee values were developed using the same data and assumptions used in the City's WSP. These assumptions estimated that 85 percent of the City's employees are located within the City's water service area, and that these employees use approximately 925,000 gallons of water per year, resulting in approximately 29 gallons per employee per day, with distribution system leakage (DSL) factored in. A similar methodology was used to calculate the residential demand per person, which resulted in approximately 66 gallons per person per day.

Applying the demand per person and demand per employee values to the growth projections yielded a total of 808 gallons per minute (gpm) of growth between the existing system scenario

and SAP June Alternative B. **Table 1** shows the residential and employment demands associated with the Station Area growth between the existing system and the SAP scenario.

Table 1

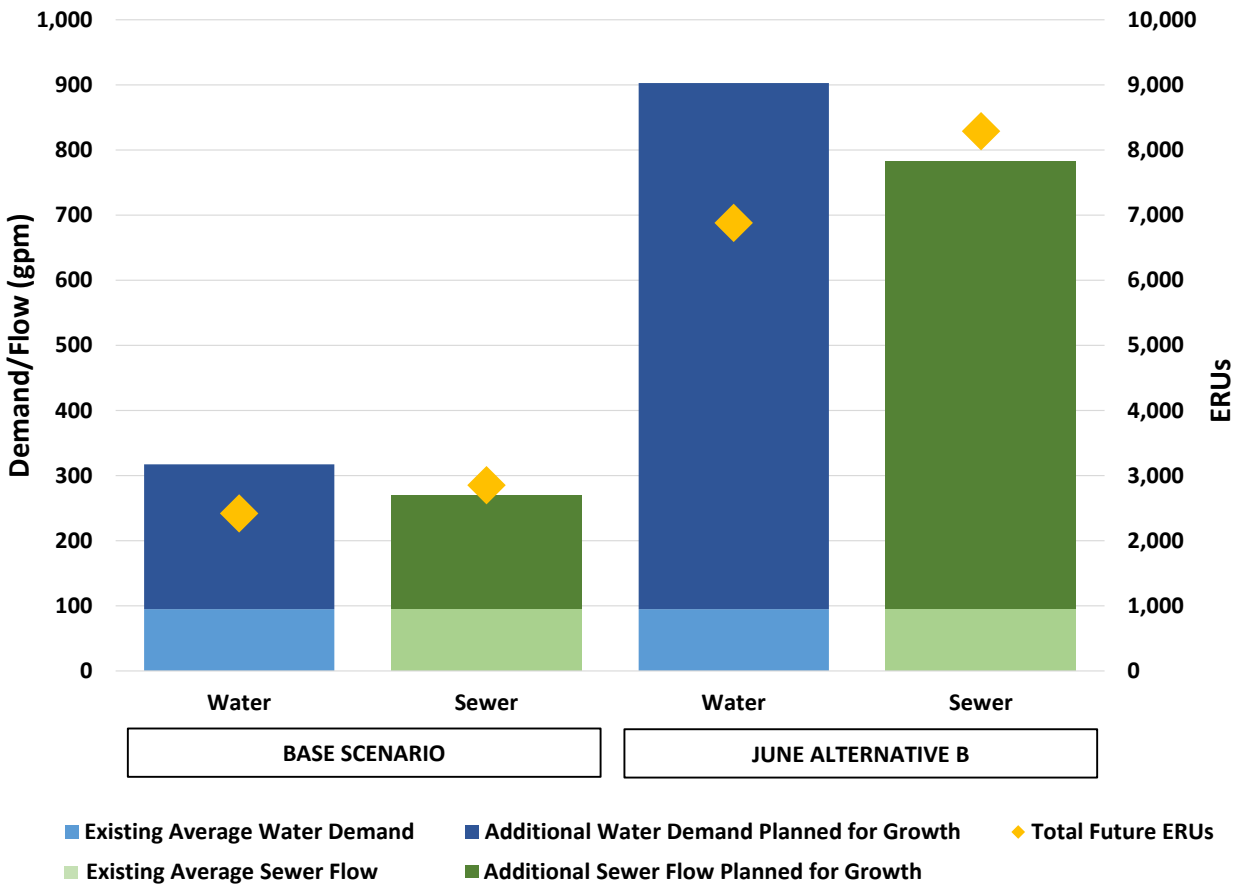
June Alternative B Growth in Demand and Flow Above Existing

Utility	Households	Population	Employment	Residential Demand/Flow (gpm)	Commercial Demand/Flow (gpm)	Total Additional Demand/Flow (gpm)
Water	6,243	9,926	17,763	455	353	808
Sewer				441	247	688

The June Alternative B water demands in **Table 1** may be added to the existing water system demands to estimate the total projected water demand in the Station Area. The total projected water demand for the Base Scenario and June Alternative B is shown graphically in **Chart 2**.

Chart 2

Station Area Projected Water Demand/Sewer Flows and ERUs



Fire Flow Demands

In addition to domestic water demands, the water system infrastructure must also have sufficient capacity to convey fire flow demands. Planning-level fire flow requirements are designated in the hydraulic model based on the different land use categories to provide a target level of service for planning and sizing future water facilities. Actual existing or future fire flow requirements do not necessarily equate to the planning-level fire flow requirements at all buildings, since this is typically based on actual building size, construction type, and fire suppression systems provided for the proposed development.

The existing planning-level fire flow requirements as stated in the WSP and utilized in previous planning studies are shown in **Table 2**. These fire flow requirements also were utilized for the Base Scenario analyses and are allocated based on the land use presented in WSP Figure 3-1. Planning-level fire flow requirements for the June Alternative B were updated based on the rezoned parcel GIS data provided by Mithun and input from the City's Fire Marshal and are shown in **Table 2**. The increased fire flow rates and duration provide consideration for multiple fires, fire spreading outside the sprinkler design area, exposure fires, or fires in buildings under construction (without the benefit of a fire sprinkler system) in the planning for water system capacity. The zoning for June Alternative B that these fire flow rates are based on is presented in **Attachment 1**.

Table 2

Planning-Level Fire Flow Requirements

Land Use Type	2015 Water System Plan		SAP June Alternative B	
	Fire Flow Requirement (gpm)	Duration (hrs)	Fire Flow Requirement (gpm)	Duration (hrs)
Medium Density Residential	1,500 - 2,000	2	1,500 - 2,000	2 - 3
High Density Residential	2,000 - 2,500	2	2,500 - 3,500	3 - 4
Office/Multi-Family Residential	2,500 - 3,500	2 - 3	2,500 - 3,500	3 - 4
Office	2,500 - 3,500	2 - 3	2,500 - 3,500	3 - 4

Sewer Demands

Similar to the water demands, sanitary sewer flows for the residential and employment growth associated with the Station Area were developed to represent future conditions under June Alternative B. The commercial flow per employee and residential flow per person values were calculated using the same assumptions and methodologies used for the water demands, described in the **Water Demands** section, but for water consumption instead of water demand so that DSL is not included in the sewer flows. This resulted in a sanitary sewer flow rate of approximately 20 gallons per employee per day and 64 gallons per residential person per day. Applying these factors to the growth associated with the Station Area projections yielded a total of approximately 688 gpm of growth between the existing system scenario and June Alternative B, as shown in **Table 1**.

The total projected sanitary sewer flow for the Base Scenario and June Alternative B are shown graphically in **Chart 2**.

Equivalent Residential Units

Water and sewer utility capacity is often expressed in terms of Equivalent Residential Units (ERUs) for demand forecasting and planning purposes. One average day of consumption per ERU is equivalent to the amount of water consumed by a single-family residence on an average day. The demand of a multi-family unit is typically less than a single-family residence; therefore, the number of ERUs represented by a single multi-family unit is typically less than 1 ERU. Conversely, the number of ERUs represented by a commercial connection is typically much larger than 1 ERU. The City's WSP estimated the water demand per ERU at 189 gallons per day (gpd), which was used to estimate the projected ERUs for this project. The City's GSP estimated the domestic sewer annual average flow per ERU to be 136 gpd. The total projected ERUs estimated to be served under the Base Scenario and June Alternative B are shown graphically in **Chart 2**. The estimated future water system ERU capacity analyses are presented later in this technical memorandum and are based on ERU capacity analyses performed in the 2015 WSP. The future sewer system capacity was not evaluated based on ERUs in the 2018 GSP; therefore, future sewer ERU capacity for the SAP was not evaluated in this technical memorandum.

Hydraulic Analyses

Hydraulic analyses were performed to evaluate whether the City's water distribution system and sewer collection system have adequate capacity to serve the proposed growth under the rezoning alternatives, and to identify capital improvements beyond those identified in the WSP and GSP that are needed to serve the future Station Area.

The analyses also identified which projects were prompted by growth in various service areas. The service areas, defined by BERK Consulting, Inc., (BERK) include: the parcels nearest the I-405 interchange in the northeast SAP quadrant (currently Costco site); the parcels nearest the I-405 interchange in the southeast SAP quadrant (currently Lee Johnson car dealership site); parcels in the northeast quadrant excluding the Costco site; parcels in the southeast quadrant excluding the Lee Johnson site; parcels in the northwest quadrant; and parcels in the southwest quadrant. The purpose of this task was to gain a better understanding of how the water and sewer system improvements could be phased into the Station Area development, and how these improvements could be linked to other infrastructure projects to optimize construction costs and schedules.

The hydraulic model scenarios that were evaluated for the water and sewer systems were established to identify the following:

- CIP improvements that are needed to upgrade the existing system to support intensive development nearest the I-405 interchange in the southeast SAP quadrant with redevelopment of the Lee Johnson site.

- CIP improvements that are needed to upgrade the existing system to support intensive development nearest to the I-405 interchange, including redevelopment of the Costco site with redevelopment of the Lee Johnson site.
- CIP improvements required to support all growth under the Base Scenario and allocate those improvements to the service area they support.
- CIP improvements required above and beyond the Base Scenario CIP to support the additional growth planned for June Alternative B and allocate those improvements to the service area they support.
- For each CIP project, if it is needed to resolve existing maintenance concerns or future development capacity needs would be triggered by the construction of the BRT Station.

Water System Model Description and Criteria

The City's WaterCAD hydraulic model, which was recently updated as a part of the Water System Model Calibration and Analyses project, was utilized as the basis for the Station Area analyses. The City's hydraulic model has been updated to include recently constructed water mains, updated existing water main property data, current facility setpoints, current demand data, and updated elevation data. The scenarios in the hydraulic model used for the Station Area analyses were developed using the existing system scenario, and then applying the growth between the existing system and future projections on a parcel-by-parcel basis in the Station Area. The demands in the remainder of the system were scaled up to year 2035 demands presented in the City's WSP. Peaking factors identified in the WSP were used to scale up the projected demands in the model from the average day demands shown in **Chart 2** to maximum day demands (MDD) and peak hour demands (PHD) used for the model analyses.

The hydraulic model was run with the projected demands under steady state conditions. Pipe velocities and service pressures in and near the Station Area were evaluated to confirm that the minimum service pressure of 30 pounds per square inch (psi) could be maintained under PHD conditions. Fire flow analyses were conducted based on a minimum residual pressure of 20 psi in the water main adjacent to the hydrant, water velocities in the distribution system of 8 feet per second (fps) or less, and the system operating under a MDD scenario.

A summary of the operational conditions used in in the hydraulic model to perform the water system analyses is shown in **Table 3**.

Table 3

Water System Hydraulic Analyses Operational Conditions

Description	Fire Flow Analyses
Demands	Buildout MDD + SAP Growth MDD
Supply Station S1 Head (feet)	544.1
Supply Station S2 Head (feet)	530.6
Supply Station S3 Head (feet)	533.1
North Reservoir HGL (feet)	420.3
South Reservoir HGL (feet)	531.3
650 Zone BPS Status	Three Large Pumps Operating
545 Zone BPS Status	Off

HGL = Hydraulic grade line

Sewer System Model Description and Criteria

The City's existing SewerCAD hydraulic model was utilized as the basis for the Station Area sewer analyses. Sanitary sewer flows associated with the Station Area growth were applied to the specific parcels to which they referred to using SewerCAD's LoadBuilder tool. For areas outside of the Station Area, sanitary sewer flows for the Eastside Interceptor and Kirkland sewer drainage basins were adjusted to represent the future sanitary sewer loadings for the planning horizon in the City's GSP through year 2035.

The SewerCAD model also was updated to address parcels that have existing septic sewer service. Sanitary sewer flows associated with parcels that are currently on septic sewer systems were added to the Station Area scenario, assuming that these parcels would transition to being served by the City's sanitary sewer system by the end of the planning period. The sanitary sewer flows were then multiplied by the peaking factor associated with the major sewer drainage basin in which the growth was located to develop peak hour flows (PHFs). **Table 4** shows the City's major sewer drainage basins and the peaking factors associated with them.

Table 4

Sewer System Peaking Factors

Major Sewer Drainage Basin Name	Domestic PHF Peaking Factor (PHF/AAF)
116th Avenue NE	4.19
Eastside Interceptor	2.67
Juanita	3.40
Juanita Bay	4.04
Kirkland	3.02
NE 124th Street	4.07
Lake Plaza	3.51
Rose Point	4.09
South Bay	4.29
Trend	4.25
Watershed Park	4.24
Waverly Park	4.14
Yarrow Bay	3.48
Yarrow Bay II	4.30

Projected 2035 inflow and infiltration (I/I) rates from the City's GSP for a 20-year storm peak hour event were used for the June Alternative B analyses. This assumed existing I/I rates and an additional 2,000 gallons per acre per day (gpad) for areas currently unsewered that could be potentially sewered. The sewer model was run with the projected PHFs. Pipe capacities in and downstream of the Station Area were evaluated to confirm that they flow below 80 percent of the pipe's full flow capacity with existing and projected PHFs.

Hydraulic Analyses Results

For both the City's water and sewer systems, it was found that additional improvements above those identified in previous planning studies for the Base Scenario are required to support the growth projected under June Alternative B. This section of the technical memorandum describes the required improvements for each modelled scenario. **Figure 2** shows all improvements required for the City's water system, including the Base Scenario CIP improvements and the improvements identified above and beyond the Base Scenario CIP to support the growth under June Alternative B. **Figure 3** shows all improvements required for the City's sewer system, including the Base Scenario CIP improvements and the improvements identified above and beyond the Base Scenario CIP to support the growth under June Alternative B.

Water Modeling Results

Table 5 lists the June Alternative B improvements required for the hydraulic model scenario of the existing water system with only the growth of either the Costco or the Lee Johnson sites.

The Service Area column of **Table 5** refers to the development that the improvement is prompted by, not necessarily where the project is physically located. For example, CIP 137 is needed to support the Costco development, but the project is in the right-of-way (ROW) and not on the Costco site. Project 180 in **Table 5** is required for both the Lee Johnson and Costco developments, meaning that if either project were to develop, this project would need to be completed to support that development.

Table 5

Proposed Water CIP for Potential Redevelopment of the Lee Johnson and Costco Sites

Existing CIP Number	Improvement Trigger	City vs. Developer Funded	Location			Diameter (in)		Length (ft)	Service Area [1]	Total Project Cost	City Cost	Developer Funded Cost
			In	From	To	Ex.	Prop.					
Existing System with Redevelopment at the Lee Johnson Site												
180	Capacity	Developer	Taco Time NW, 12005 NE 85th St	120th Ave NE	dead end	8	8	5	Lee Johnson	$301,000		$301,000
						8	16	184				
			NE 80th St	120th Ave NE	118th Ct NE	12	12	505				
						12	20	25				
184	Capacity	Developer	~118th Ave NE	NE 80th St	120th Ave NE	8	12	1,451	Lee Johnson	$766,000		$766,000
185	Capacity	Developer	118th Ct NE	NE 80th St	dead end	2	12	30	Lee Johnson	$214,000		$214,000
						8	12	1,206				
Existing System with Redevelopment at the Lee Johnson and Costco Sites												
134	Capacity	Developer	NE 92nd St	124th Ave NE	dead end	8	12	1,439	Costco	$760,000		$760,000
136	Capacity	Developer	Slater Ave/Costco	120th Ave NE	120th Ave NE	8	12	2,503	Costco	$1,213,000		$1,213,000
						8	16	123				
137	Capacity	Developer	76 Gas Station, 11848 NE 85th St	120th Ave NE	dead end	8	20	507	Costco	$365,000		$365,000
			120th Ave NE	NE 85th St	76 Gas Station	12	20	201				
536	Capacity	Developer	~120th Ave NE	12020 NE 85th St PRV	Fire lane south of Costco	12	20	91	Costco	$47,000		$47,000
537	Capacity	Developer	Costco, 8629 120th Ave NE	120th Ave NE	-	12	16	838	Costco	$496,000		$496,000
Total										**$4,162,000**	**$0**	**$4,162,000**

1 = The quadrants described herein do not necessarily represent the geographical location of the project, but instead represent the quadrant driving the improvement.

Table 6 shows all required water CIPs to support the Base Scenario. As with **Table 5**, **Table 6** indicates the service area that drives the required improvement. The Improvement Trigger column in the table indicates whether the identified improvement is required to resolve an existing maintenance concern, accommodate future development capacity needs, or would be triggered by the construction of the BRT Station. It is recommended that any project crossing I-405 be constructed concurrently with the BRT Station to take advantage of the major construction already planned. The improvement triggers are used in the cost estimates to allocate the project for funding either by the City or by a developer.

Table 6
Proposed Water CIP for the Base Scenario

Existing CIP Number	Improvement Trigger	City vs. Developer Funded	Location			Diameter (in)		Length (ft)	Service Area [1]	Total Project Cost	City Cost	Developer Funded Cost
			In	From	To	Ex.	Prop.					
WM2	BRT	City	405	NE 85th St	~NE 87th St	24	24	2110	-	$6,510,000	$6,510,000	
97-R	Capacity	Developer	~I-405 Off-ramp	~NE 87th St	NE 85th St	8	24	459	NW Quadrant/SW Quadrant	$332,000		$332,000
133	Capacity	Developer	~124th Ave NE	NE 85th St	Honda of Kirkland, 12420 NE 85th St	6	16	34	NE Quadrant	$416,000		$416,000
						8	16	668				
134	Capacity	Developer	NE 92nd St	124th Ave NE	dead end	8	12	1,439	Costco	$760,000		$760,000
135-R	Capacity	Developer	122nd Ave NE	NE 85th St	NE 90th St	3	16	10	NE Quadrant	$1,893,000		$1,893,000
						4	16	45				
						6	16	19				
						8	12	559				
						8	16	2,628				
136	Capacity	Developer	Slater Ave/Costco	120th Ave NE	120th Ave NE	8	12	2,503	Costco	$1,213,000		$1,213,000
						8	16	123				
137	Capacity	Developer	76 Gas Station, 11848 NE 85th St	120th Ave NE	dead end	8	16	507	Costco/NE Quadrant	$365,000		$365,000
			120th Ave NE	NE 85th St	76 Gas Station	12	16	201				
146	Capacity	Developer	McLeod Auto Body, 1015 7th Ave #220	NE 87th St	dead end	8	16	365	NW Quadrant	$216,000		$216,000
150-R	Capacity	Developer	6th St, Central Ave, and 6th Ave	15th Ave	7th Ave	8	8	6	NW Quadrant	$1,556,000		$1,556,000
						8	12	1,432				
						8	16	1,349				
153	Capacity	Developer	~8th St	7th Ave	12th Ave	4	16	130	NW Quadrant	$1,355,000		$1,355,000
						6	8	34				
						8	16	2,134				
169	Capacity	Developer	7th Ave	3rd St	8th St	6	12	1,448	NW Quadrant	$1,529,000		$1,529,000
						6	16	6				
						8	12	201				
						8	16	562				
						8	20	478				
170	Capacity/ Maintenance	City & Developer	6th St	7th Ave	Central Way	8	12	255	SW Quadrant	$346,000	$101,000	$245,000
						8	16	186				
						16	16	171				
174	Capacity	Developer	NE 85th St	~116th Ave NE	~114th Ave NE	10	24	0	NW Quadrant/SW Quadrant	$207,000		$207,000
						16	24	287				
175	Capacity	Developer	128th Ave NE/NE 83rd Ct/Rose Park Condominium	NE 85th St	126th Ave NE	8	12	1,663	SE Quadrant	$878,000		$878,000
176	Capacity	Developer	126th Ave NE	NE 85th St	NE 80th St	6	8	896	NE Quadrant/SE Quadrant	$735,000		$735,000
						6	12	327				
						8	12	227				
						8	16	20				
177-R	Capacity	Developer	Safeway parcel, 12519 NE 85th St	124th Ave NE	126th Ave NE	6	12	55	SE Quadrant	$608,000		$608,000
						6	16	21				
						8	12	1,073				
178	Capacity	Developer	124th Ave NE	NE 85th St	NE 80th St	8	12	1,493	SE Quadrant	$788,000		$788,000
179	Capacity	Developer	122nd Ave NE	NE 85th St	NE 80th St	6	12	1,039	SE Quadrant	$1,006,000		$1,006,000
						8	12	403				
			Unnnamed road south of 8244 122nd Ave NE	122nd Ave NE	dead ends	8	16	413				
180	Capacity/ Maintenance	City & Developer	Taco Time NW, 12005 NE 85th St	120th Ave NE	dead end	8	8	5	Costco/Lee Johnson/NE Quadrant/SE Quadrant	$301,000	$267,000	$34,000
						8	16	184				
			NE 80th St	120th Ave NE	118th Ct NE	12	12	412				
						12	20	25				
184	Capacity	Developer	~118th Ave NE	NE 80th St	120th Ave NE	8	12	1,451	Lee Johnson	$766,000		$766,000
185	Capacity	Developer	118th Ct NE	NE 80th St	dead end	2	12	30	Lee Johnson	$214,000		$214,000
						8	12	435				
186	Capacity	Developer	114th Ave NE, Kikrland Way, Ohde Ave, Slater St S	NE 85th St	Kirkland Ave	6	16	428	SW Quadrant	$1,859,000		$1,859,000
						8	12	522				
						8	16	714				
						10	16	285				
						12	16	815				
						12	20	218				
						16	20	164				
187	Capacity	Developer	4th Ave, 5th Ave, 10th St, 3rd Ave, 9th St, 2nd Ave, 9th Ln	Kikrland Way	6th St	6	12	132	SW Quadrant	$3,156,000		$3,156,000
						8	12	5,675				
						8	16	155				
536	Capacity	Developer	~120th Ave NE	12020 NE 85th St PRV	Fire lane south of Costco	12	16	91	Costco	$47,000		$47,000
537	Capacity	Developer	Costco, 8629 120th Ave NE	120th Ave NE	-	12	16	838	Costco	$496,000		$496,000
Total										**$27,552,000**	**$6,878,000**	**$20,674,000**

1 = The quadrants described herein do not necessarily represent the geographical location of the project, but instead represent the quadrant driving the improvement.

Table 7 shows additional water system improvements above and beyond the Base Scenario CIP that are needed to support the projected growth under June Alternative B. **Table 7** lists CIP numbers already shown in **Tables 5** and **6** because the improvements identified in **Table 7** have been expanded from the Base Scenario CIP to support the additional June Alternative B growth. Therefore, the costs shown in **Table 7** are only the costs associated with upsizing of the water main above the size requirement for the Base Scenario. The CIP projects listed in **Tables 6** and **7** may be combined to identify the full scope of improvements to the existing water system required to support the June Alternative B development through the planning horizon.

Table 7

Proposed Additional Water CIP for June Alternative B

Existing CIP Number [1]	Improvement Trigger	City vs. Developer Funded	Location			Diameter (in)		Length (ft)	Service Area [2]	Total Project Cost for Upsizing	Total City Cost for Upsizing	Total Developer Funded Cost for Upsizing
			In	From	To	Ex.	Prop.					
136	Capacity	Developer	Slater Ave/Costco	120th Ave NE	120th Ave NE	8	16	477	Costco	$32,000		$32,000
137	Capacity	Developer	76 Gas Station, 11848 NE 85th St	120th Ave NE	dead end	8	20	507	Costco/NE Quadrant	$60,000		$60,000
			120th Ave NE	NE 85th St	76 Gas Station	12	20	201				
180	Capacity	Developer	NE 80th St	120th Ave NE	118th Ct NE	8	12	93	Costco/Lee Johnson/NE Quadrant/SE Quadrant	$50,000		$50,000
185	Capacity	Developer	118th Ct NE	NE 80th St	dead end	8	12	771	Lee Johnson	$408,000		$408,000
536	Capacity	Developer	~120th Ave NE	12020 NE 85th St PRV	Fire lane south of Costco	12	20	91	Costco	$9,000		$9,000
Total										**$559,000**	**$0**	**$559,000**

1 = These projects were altered from the Base Scenario CIP to support additional growth planned for June Alternative B.

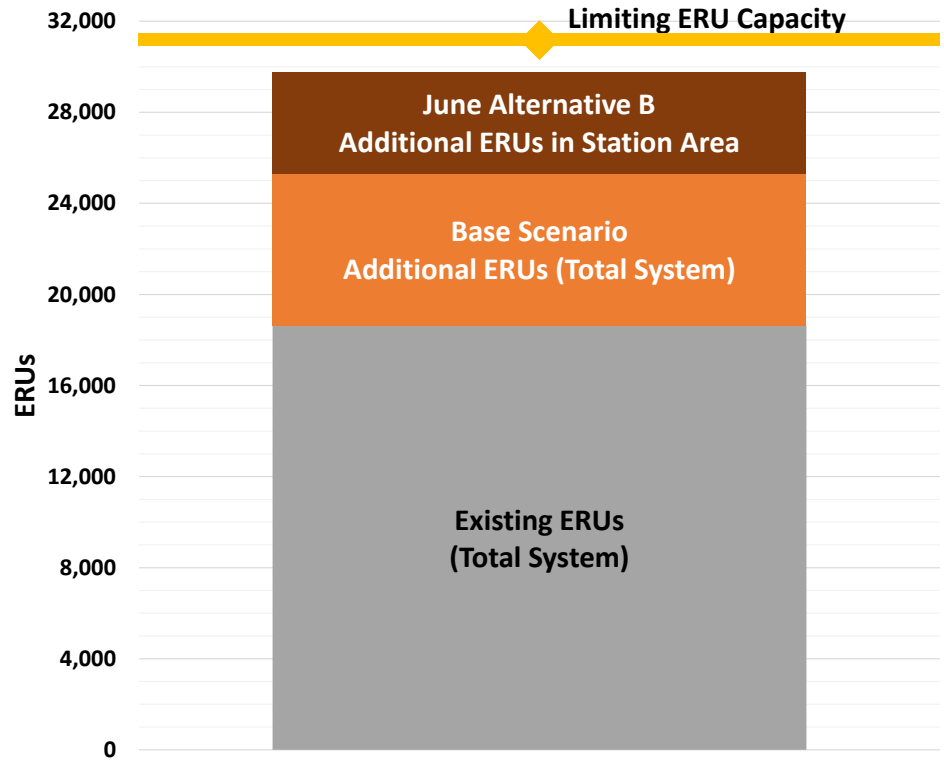
2 = The quadrants described herein do not necessarily represent the geographical location of the project, but instead represent the quadrant driving the improvement.

Water System ERU Capacity Analysis

Additional analyses were performed to evaluate the water system capacity in terms of ERUs and confirm that the water system supply, storage, and transmission infrastructure has capacity to serve the additional ERUs shown in **Chart 2**. The City's WSP Table 7-13 identified that the existing water system has a capacity of 31,170 ERUs, which is limited by the existing storage capacity of the City's reservoirs. The number of ERUs that is anticipated to be served by the water system though the planning horizon for the Base Scenario is 25,315 ERUs in 2025, as shown in WSP Table 4-12. When added to the ERU projections for the Station Area under June Alternative B, the existing water system is estimated to have an excess capacity of 1,394 ERUs through the planning horizon, as shown in **Chart 3**.

Chart 3

Water System ERU Capacity



If June Alternative B is the selected growth alternative, the City should begin planning for where future storage could be located because there are very few options for siting additional storage in the City. Considerations may include building new, larger tanks on existing reservoir sites. Any proposed improvements on existing reservoir sites should consider potential conflicts and opportunities to accommodate these future storage needs.

Sewer Modeling Results

Table 8 lists the June Alternative B improvements required for the hydraulic model scenario of the existing sewer system with only the growth of either the Costco or the Lee Johnson sites.

Table 8 has two sections of improvements: the first section describes improvements that were identified only for the existing system with the additional flows due to the Lee Johnson development; the second section describes the required improvements with both the Costco and Lee Johnson developments. To clarify, the improvements associated with the first section in **Table 8** are included in the second section of **Table 8**. The existing pipe in the SAP-6 alignment, which is located along the northerly property line of the Lee Johnson site, is very near capacity with the flows associated with the Lee Johnson and Costco developments added to the existing system flows. If any other development projects were to occur in the near term, or if the flow assumptions for the Lee Johnson or Costco developments change, it is likely to trigger the SAP-6 project.

SAP-8 is identified to increase sewer capacity in NE 85th Street, crossing the I-405 corridor. It is envisioned to connect the existing sewer system on NE 90th Street near the Costco site, west across I-405 to the existing pipe in NE 87th Street, and west of NE 116th Avenue NE. These improvements are recommended to be coordinated with the design and construction schedule for the BRT Station. A feasibility analysis should be performed to confirm the constructability of the proposed improvements and to compare the cost/benefit of other potential alternative capacity improvements. This project is assumed to be developer-funded as it adds necessary capacity to serve redevelopment; however, if redevelopment does not occur before the BRT Station is constructed, the City may need to fund and construct the project and determine the appropriate mechanism to recover the cost from redevelopment when it occurs.

Table 8

Proposed Sewer CIP for Potential Redevelopment of Lee Johnson and Costco Sites

SAP Project Number	Existing CIP Number	Improvement Trigger	City vs. Developer Funded	Location			Diameter (in)		Length (ft)	Service Area [1]	Total Project Cost	City Cost	Developer Funded Cost
				In	From	To	Ex.	Prop.					
Existing System with Redevelopment at the Lee Johnson Site													
Portion of SAP-7	-	Capacity	Developer	120th Ave NE	MH No. 1877	NE 90th St	8	12	393	Lee Johnson	$418,000	-	$418,000
Existing System with Redevelopment at the Lee Johnson and Costco Sites [2]													
Portion of SAP-7 [3]	-	Capacity	Developer	120th Ave NE	MH No. 1879	NE 90th St	8	12	865	Lee Johnson/Costco	$920,000	-	$920,000
SAP-8	-	Capacity/BRT	Developer	I-405 and NE 87th St	Costco (NE 90th St/Slater Ave)	MH No. 2322	-	18	1821	Lee Johnson/Costco	$5,744,000	-	$5,744,000
SAP-9	172	Capacity & Maintenance	Developer & City	NE 87th St	King County - East Side Interceptor	MH No. 2322	8	18	736	Lee Johnson/Costco	$817,000	$709,000	$109,000
Total											**$7,481,000**	**$709,000**	**$6,773,000**

1 = The quadrants described herein do not necessarily represent the geographical location of the project, but instead represent the quadrant driving the improvement.

2 = For project SAP-6, the existing pipe is very near capacity under this scenario; however, a capacity deficiency is only triggered during the June Alternative B scenario.

3 = The portion of SAP-7 that is described in the "Existing System with Redevelopment at the Lee Johnson Site" section is included in this project.

Table 9 shows all required CIPs to support the Base Scenario. **Table 9** has two sections: section one includes the projects that are within the Station Area boundary (shown in **Figure 3**); and section two includes projects downstream of the Station Area that are required to increase the capacity of the City's sewer mains to support the City's projected flows, including existing flows from the Station Area.

The Improvement Trigger column in the table indicates whether the identified improvement is required to resolve an existing maintenance concern, accommodate future development capacity needs, or would be triggered by the construction of the BRT Station. It is recommended that any project crossing I-405 be constructed concurrently with the BRT Station to take advantage of the major construction already planned. The improvement triggers are used in the cost estimates to allocate the project for funding either by the City or by a developer.

Table 9

Proposed Sewer CIP for the Base Scenario

Existing CIP Number	Improvement Trigger	City vs. Developer Funded	Location			Diameter (in)		Length (ft)	Service Area [1]	Total Project Cost	City Cost	Developer Funded Cost
			In	From	To	Ex.	Prop.					
102	Maintenance	City	6th St	11th Ave	12th Ave	8	8	322	NW Quadrant	$335,000	$335,000	
114	Maintenance	City	11th Ave	6th St	~310' W of 8th St	6	8	650	NW Quadrant	$676,000	$676,000	
115	Maintenance	City	10th Ave	~175' E of 5th St	~330' W of 8th St	6	8	1,025	NW Quadrant	$1,066,000	$1,066,000	
117	Capacity + Maintenance	City	6th St	Central Way	10th Ave	8	8	1,350	NW Quadrant	$1,404,000	$1,404,000	
118	Maintenance	City	9th Ave	6th St	~390' E of 6th St	6	8	400	NW Quadrant	$416,000	$416,000	
119	Maintenance	City	8th St	7th Ave	11th Ave	8	8	1,300	NW Quadrant	$1,352,000	$1,352,000	
120	Maintenance	City	9th Ave	~4,555' E of 6th St	~275' E of 8th St	8, 6	8	775	NW Quadrant	$806,000	$806,000	
121	Maintenance	City	112th Ave NE	NE 87th St	~135' N of NE 95th St	12, 8	12, 8	2,069	NW Quadrant	$1,511,000	$1,511,000	
123	Maintenance	City	NE 95th St	MH - 1543	~130' W of 116th Ave NE	8	8	863	NW Quadrant	$897,000	$897,000	
124	Maintenance	City	116th Ave NE	~90' S of NE 88th St	NE 95th St	8	8	1,887	NW Quadrant	$1,962,000	$1,962,000	
125	Maintenance	City	NE 94th St	112th Ave NE	~195' S of NE 95th St	8	8	850	NW Quadrant	$884,000	$884,000	
126	Maintenance	City	114th Ave NE NE 94th St ~290' W of 116th Ave NE	NE 94th St 114th Ave NE NE 94th St	NE 94th St ~290' W of 116th Ave NE ~NE 94th Pl	8	8	625	NW Quadrant	$650,000	$650,000	
127	Maintenance	City	NE 92nd St	112th Ave NE	~140' W of 116th Ave NE	8	8	1,000	NW Quadrant	$1,040,000	$1,040,000	
128	Maintenance	City	NE 91st St	112th Ave NE	~180' E of 114th Ave NE	8	8	750	NW Quadrant	$780,000	$780,000	
129	Maintenance	City	NE 91st St	116th Ave NE	~265' W of 116th Ave NE	8	8	300	NW Quadrant	$312,000	$312,000	
130	Maintenance	City	NE 90th St	112th Ave NE	~180' W of 116th Ave NE	8	8	975	NW Quadrant	$1,014,000	$1,014,000	
131	Maintenance	City	NE 90th St Slater Ave NE ~117th Ave NE	116th Ave NE NE 90th St Slater Ave NE	Slater Ave NE ~117th Ave NE ~265' S of NE 95th St	8	8	1,500	NW Quadrant	$1,559,000	$1,559,000	
132	Maintenance	City	NE 92nd St	~117th Ave NE	~NE 90th St	8	8	375	NW Quadrant	$390,000	$390,000	
133	Capacity	City	~Slater Ave NE	~NE 92nd St	~NE 91st St	15	18	325	NE Quadrant/SE Quadrant	$361,000	$361,000	
134	Capacity	City	NE 90th St	~245' W of 120th Ave NE	120th Ave NE	15	24	300	NE Quadrant/SE Quadrant	$341,000	$341,000	
159	Maintenance	City	8th Ave	6th St	~360' E of 6th St	6	8	375	NW Quadrant	$390,000	$390,000	
160	Maintenance	City	7th Ave	6th St	~8th St	8, 6	8	770	NW Quadrant	$801,000	$801,000	
166	Maintenance	City	6th St	~5th Ave W	1st Ave S	12, 6	12, 8	1,675	NW Quadrant/SW Quadrant	$1,774,000	$1,774,000	
167	Maintenance	City	6th Ave	6th St	7th Ave	8	8	850	NW Quadrant	$884,000	$884,000	
168	Maintenance	City	Kirkland Way	6th St	~9th Ln	8, 6	8, 6	1,025	SW Quadrant	$1,035,000	$1,035,000	
169	Maintenance	City	Residential Easement	~3rd Ave	~55' S of 3rd Ave	8	8	75	SW Quadrant	$78,000	$78,000	
170	Maintenance	City	NE 88th St	112th Ave NE	~113th Ln NE	8	8	450	NW Quadrant	$468,000	$468,000	

1 = The quadrants described herein do not necessarily represent the geographical location of the project, but instead represent the quadrant driving the improvement.

Table 9

Proposed Sewer CIP for the Base Scenario (Continued)

Existing CIP Number	Improvement Trigger	City vs. Developer Funded	Location			Diameter (in)		Length (ft)	Service Area [1]	Total Project Cost	City Cost	Developer Funded Cost
			In	From	To	Ex.	Prop.					
171	Maintenance	City	114th Ave NE NE 88th St	NE 87th St 114th Ave NE	NE 88th St 116th Ave NE	8	8	900	NW Quadrant	$936,000	$936,000	
172	Maintenance	City	NE 87th St	112th Ave NE	~95 W of 116th Ave NE	8, 6	8, 6	1,025	NW Quadrant	$1,043,000	$1,043,000	
173	Maintenance	City	114th Ave NE NE 86th St	NE 87th St 114th Ave NE	NE 86th St NE 86th St cul-de-sac	8	8	600	NW Quadrant	$624,000	$624,000	
174	Maintenance	City	~NE 85th St	Cross Kirkland Corridor	~80' E of Cross Kirkland Corridor	8	8	100	SW Quadrant	$104,000	$104,000	
175	Maintenance	City	~3rd Ave	Cross Kirkland Corridor	~80' E of Cross Kirkland Corridor	8	8	100	SW Quadrant	$104,000	$104,000	
176	Maintenance	City	Slater St	Kirkland Ave	Ohde Ave	6	8	675	SW Quadrant	$702,000	$702,000	
180	Maintenance	City	128th Ave NE	NE 84th St	NE 83rd St	8	8	354	SW Quadrant	$368,000	$368,000	
196	Maintenance	City	Kirkland Ave	6th St	Cross Kirkland Corridor	12, 10, 8	12, 8	1,275	SW Quadrant	$1,349,000	$1,349,000	
197	Maintenance	City	6th St S	Kirkland Ave	3rd Ave S	12	12	775	SW Quadrant	$824,000	$824,000	
198	Maintenance	City	~410' N of 5th Ave S	6th St S	8th St S	8	8	675	SW Quadrant	$702,000	$702,000	
199	Maintenance	City	6th St S	~410' N of 5th Ave S	5th Ave S	10, 8	12, 8	411	SW Quadrant	$428,000	$428,000	
200	Maintenance	City	5th Ave S 7th St S	6th St S 5th Ave S	7th St S ~8th Ave S	8	8	1,375	SW Quadrant	$768,000	$768,000	
201	Maintenance	City	8th St S	~3rd Ave S	~130' N of 9th Ave S	8	8	1,850	SW Quadrant	$929,000	$929,000	
202	Maintenance	City	10th St S	Kirkland Ave	~4th Ave S	8	8	1,025	SW Quadrant	$1,066,000	$1,066,000	
203	Maintenance	City	~340' S of Kirkland Ave	10th St S	~380' E of 10th St S	8, 6	8	400	SW Quadrant	$416,000	$416,000	
204	Maintenance	City	Slater St S North Ave 115th Pl NE	Kirkland Ave Slater St S ~600' N of North Ave	North Ave 115th Pl NE NE 75th St	8	8	1,950	SW Quadrant	$2,027,000	$2,027,000	
205	Maintenance	City	NE 80th St (Freeway Crossing)	116th Ave NE	~Kirkland Cemetery	12, 10, 8	12	1,700	SE Quadrant	$1,807,000	$1,807,000	
206	Maintenance	City	116th Ave NE	NE 80th St	NE 74th St	12, 8	12, 8	1,525	SE Quadrant	$1,615,000	$1,615,000	
207	Maintenance	City	Lake Washington High School			8	8	475	SE Quadrant	$494,000	$494,000	
208	Maintenance	City	~115' N of NE 75th St	116th Ave NE	118th Ave NE	8	8	475	SE Quadrant	$494,000	$494,000	
209	Maintenance	City	NE 75th St	116th Ave NE	~245' E of 118th Ave NE	8	8	1,600	SE Quadrant	$1,663,000	$1,663,000	
211	Maintenance	City	120th Ave NE	NE 75th St	~195' S of NE 73rd St	8	8	850	SE Quadrant	$324,000	$324,000	
215	Capacity + Maintenance	City	NE 80th St	123rd Ave NE	128th Ave NE	10, 8	12, 8	1,675	SE Quadrant	$1,050,000	$1,050,000	
SM7	Capacity + Maintenance	City	Kirkland Avenue Sewer Main Replacement (SS 0072)			8	12	1,550	SW Quadrant/SE Quadrant	$1,648,000	$1,648,000	
Outside of SAP Boundary												
22	Capacity	City	~NE 112th St	I-405	Slater Ave NE	18	24	225	Lee Johnson/Costco/NE Quadrant/SE Quadrant	$256,000	$256,000	
48	Capacity	Developer & City	Slater Ave NE	NE 106th St	NE 105th St	21	30	175	Lee Johnson/Costco/NE Quadrant/SE Quadrant	$211,000	$199,000	$12,000
75	Capacity	City	Slater Ave NE	~NE 100th Pl	NE 100th Pl	21	24	225	Lee Johnson/Costco/NE Quadrant/SE Quadrant	$256,000	$256,000	
SM9	Capacity	City	3rd and Central Way Sanitary Sewer Crossing (SS 0082)			24	30	90	NW Quadrant/SW Quadrant	$362,000	$362,000	
Total										**$45,756,000**	**$45,744,000**	**$12,000**

1 = The quadrants described herein do not necessarily represent the geographical location of the project, but instead represent the quadrant driving the improvement.

Table 10 shows additional sewer system improvements above and beyond the Base Scenario CIP that are needed to support the projected growth under June Alternative B. Most projects shown in **Table 10** are newly recommended improvements required to support the June Alternative B growth, so these projects have the total planning-level project cost listed. However, some projects, such as SAP-9, SAP-10, and SAP-11, include portions of previously identified CIP projects. The CIP projects listed in **Tables 9** and **10** may be combined to identify the full scope of improvements to the existing sewer system required to support the June Alternative B development through the planning horizon.

Table 10

Proposed Additional Sewer CIP for June Alternative B

SAP Project Number	Existing CIP Number	Improvement Trigger	City vs. Developer Funded	Location			Diameter (in)		Length (ft)	Service Area [1]	Total Project Cost	City Cost	Developer Funded Cost
				In	From	To	Ex.	Prop.					
SAP-1	-	Capacity	Developer	Walgreens (12405 NE 85th St)	NE 85th St	MH No. 2837	8	12	189	SE Quadrant	$201,000	-	$201,000
SAP-2	-	Capacity	Developer	NE 85th St	124th Ave NE	MH No. 2835	8	12	256	SE Quadrant/NE Quadrant	$272,000	-	$272,000
SAP-3	-	Capacity	Developer	124th Ave NE	NE 85th St	NE 90th St	8	12	1116	SE Quadrant/NE Quadrant	$1,187,000	-	$1,187,000
SAP-4	-	Capacity	Developer	NE 90th St	124th Ave NE	122nd Ave NE	8	12	581	Lee Johnson/Costco/NE Quadrant	$618,000	-	$618,000
	-	Capacity	Developer	NE 90th St	122nd Ave NE	120th Ave NE	8, 10	15	565		$611,000	-	$611,000
	-	Capacity	Developer	NE 90th St	120th Ave NE	I-405	15	21	567		$635,000	-	$635,000
SAP-5	-	Capacity	Developer	122nd Ave NE	NE 90th St	MH No. 2669	8	12	270	SE Quadrant/NE Quadrant	$287,000	-	$287,000
SAP-6	-	Capacity	Developer	Lee Johnson (11845 NE 85th St)	MH No. 2554	MH No. 2578	8	12	418	Lee Johnson/SE Quadrant	$444,000	-	$444,000
SAP-7	-	Capacity	Developer	120th Ave NE	~NE 85th St	NE 90th St	8	12	1263	Lee Johnson/SE Quadrant	$1,343,000	-	$1,343,000
SAP-8	-	Capacity/BRT	Developer	I-405 and NE 87th St	Costco (NE 90th St/Slater Ave)	MH No. 2322	-	18	1822	Lee Johnson/Costco/NEQuadrant	$5,744,000	-	$5,744,000
SAP-9	172	Capacity	Developer & City	NE 87th St	King County - East Side Interceptor	MH No. 2322	8	18	736	Lee Johnson/Costco/NEQuadrant/SEQuadrant	$817,000	$709,000	$108,000
SAP-10	117	Capacity	Developer & City	6th St	7th Ave	Central Way	8	12	427	NW Quadrant	$454,000	$421,000	$33,000
Total											**$12,613,000**	**$1,130,000**	**$11,483,000**

1 = The quadrants described herein do not necessarily represent the geographical location of the project, but instead represent the quadrant driving the improvement.

Estimating Costs of Improvements

Planning-level conceptual project cost estimates were prepared to assist the City's SAP consultants with the fiscal impact analyses. The estimated total project costs for the identified CIP projects are shown in **Tables 5** through **10**.

Project costs for the proposed water and sewer system improvements were estimated based on costs of similar, recently constructed projects in the Puget Sound Area and are presented in 2021 dollars. The project cost estimates include the estimated construction cost of the improvement, sales tax of 10.2 percent, and a 20-percent contingency, as well as indirect costs estimated at 35 percent of the construction cost for engineering preliminary design, final design, and construction management services, permitting, legal, and administrative services, and an additional 15 percent to account for the in-house work for City staff to implement these projects. No costs are included for extraordinary circumstances, such as potential discovery and remediation of contaminated materials or actions that may be required to address the existence of cultural artifacts. The project costs presented in the CIP tables are capital cost estimates and do not represent life-cycle cost estimates.

Cost estimates for projects in the CIP are considered to be Class 5 estimates based on standards established by the American Association of Cost Engineers. Class 5 estimates are described as generally being prepared with very limited information and subsequently have wide accuracy ranges. The typical accuracy range for this cost estimate class is from -20 percent to -50 percent on the low side and from +30 percent to +100 percent on the high side. Class 5 estimates are prepared for any number of strategic business planning purposes including, but not limited to, market studies, assessment of initial viability, evaluation of alternate schemes, project screening, project location studies, evaluation of resource needs and budgeting, long-range capital planning, etc.

The final cost of the projects will depend on actual labor and material costs, actual site conditions, productivity, competitive market conditions, final project scope, final project schedule, and other variable factors. As a result, the final project costs likely will vary from those presented. Because of these factors, funding needs must be carefully reviewed prior to making specific financial decisions or establishing final budgets.

Water Main Unit Costs

The total project cost estimates for proposed water main projects were determined from the water main unit costs (i.e., cost per lineal foot [LF]) shown in **Table 11** and the proposed diameter and approximate length of each improvement.

Table 11

Water Main Unit Costs (Total Project Cost)

Water Main Diameter (inches)	Project Cost Per Foot Length (2021 $/LF)
6	$435
8	$481
12	$528
16	$591
18	$627
20	$674
24	$721

The unit costs for each water main size are based on estimates of all construction-related improvements, such as materials and labor for the water main installation, water services, fire hydrants, fittings, valves, connections to the existing system, trench restoration, asphalt surface restoration, and other work necessary for a complete installation.

Sewer Main Unit Costs

The total project cost estimates for proposed sewer main projects were determined from the sewer main unit costs (i.e., cost per LF) shown in **Table 12** and the proposed diameter and approximate length of each improvement.

Table 12

Sewer Main Unit Costs (Total Project Cost)

Sewer Main Diameter (inches)	Project Cost Per Foot Length (2021 $/LF)
6	$961
8	$1,039
10	$1,051
12	$1,063
15	$1,080
18	$1,110
21	$1,120
24	$1,136
30	$1,204
36	$1,250

The unit costs for each sewer main size are based on estimates of all construction-related improvements, such as materials and labor for the sewer main installation, side-sewer

connections, manholes, connections to the existing system, trench restoration, asphalt surface restoration, and other work necessary for a complete installation.

Project Cost Allocation

Each CIP project cost was allocated to estimate the portion that may be funded by the City or by a developer. Projects that were noted in **Tables 5** through **10** with an improvement trigger that was maintenance related were identified as City-funded projects. An example of a project that is considered to be a maintenance concern is a sewer alignment that was flagged in the GSP as needing to be upsized from 6 inches to the minimum design standard of 8 inches.

Projects that were noted with a capacity-related improvement trigger were identified as developer-funded. If a CIP project was identified in the Base Scenario as a maintenance-related project and was required to be upsized to meet capacity requirements for June Alternative B, then only the cost for the upsizing was allocated for funding by a developer. The SAP-8 project that crosses I-405, for example, is assumed to be developer-funded as it adds necessary capacity to serve redevelopment; however, if redevelopment does not occur before the BRT Station is constructed, the City may need to fund and construct the project and determine the appropriate mechanism to recover the cost from redevelopment when it occurs. The funding cost allocations are identified in **Tables 5** through **10**.

Conclusion

The existing water distribution system and sewer collection system cannot support the projected growth and rezoned fire flow requirements associated with the Station Area development in their current states. Based on the analyses described in this technical memorandum, implementation of current water and sewer system CIPs identified in previous planning studies by RH2 will not fully support the growth and fire flow requirements associated with SAP June Alternative B. The improvements described in **Tables 7** and **10** should be completed along with those described in **Tables 6** and **9** for the Station Area to be fully supported by the City's water and sewer systems through the planning horizon under SAP June Alternative B.

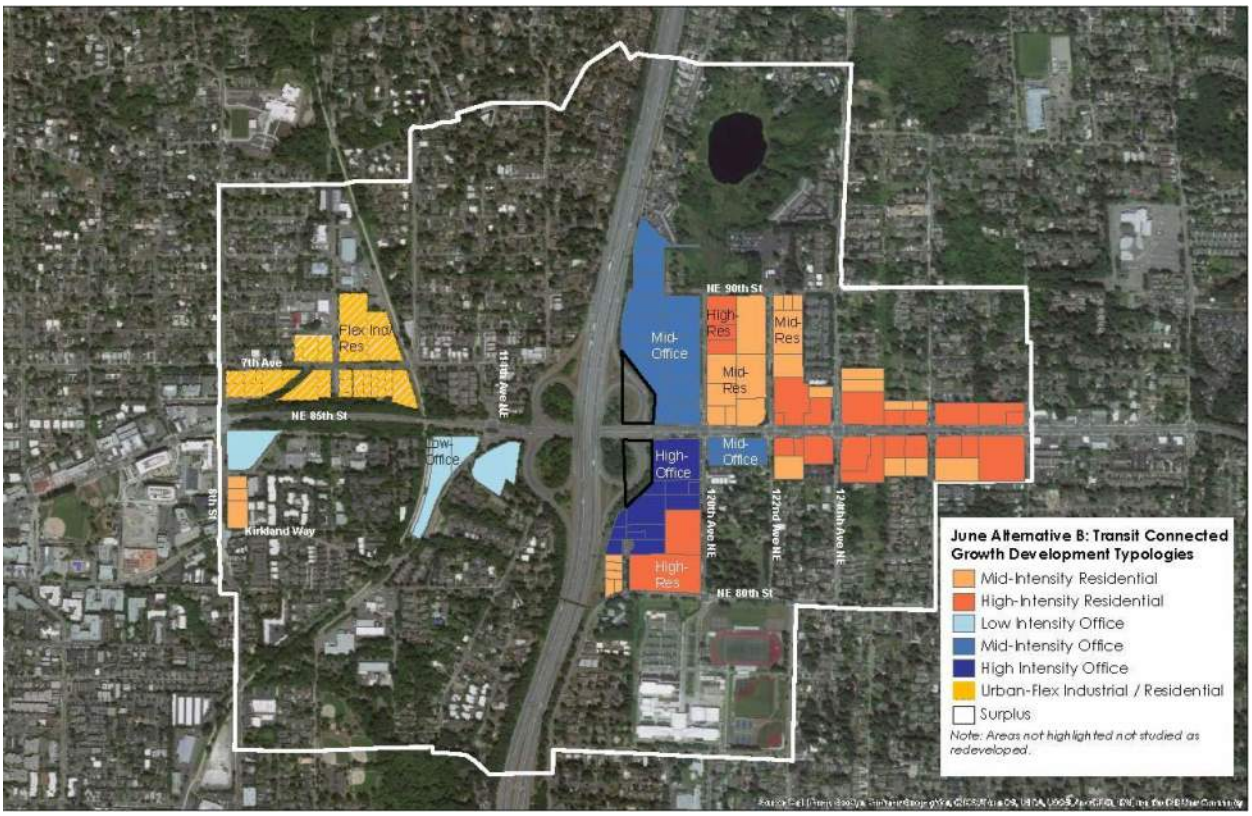
Improvement SAP-8 and WM2 involve the crossing of I-405 and are recommended to be constructed in conjunction with the BRT Station. It is recommended that a study be performed to evaluate the feasibility and cost/benefits of constructing the SAP-8 alignment shown on **Figure 3** against other potential alternative capacity improvements. This project is assumed to be developer-funded as it adds necessary capacity to serve redevelopment; however, if redevelopment does not occur before the BRT Station is constructed, the City may need to fund and construct the project and determine the appropriate mechanism to recover the cost from redevelopment when it occurs.

Attachments

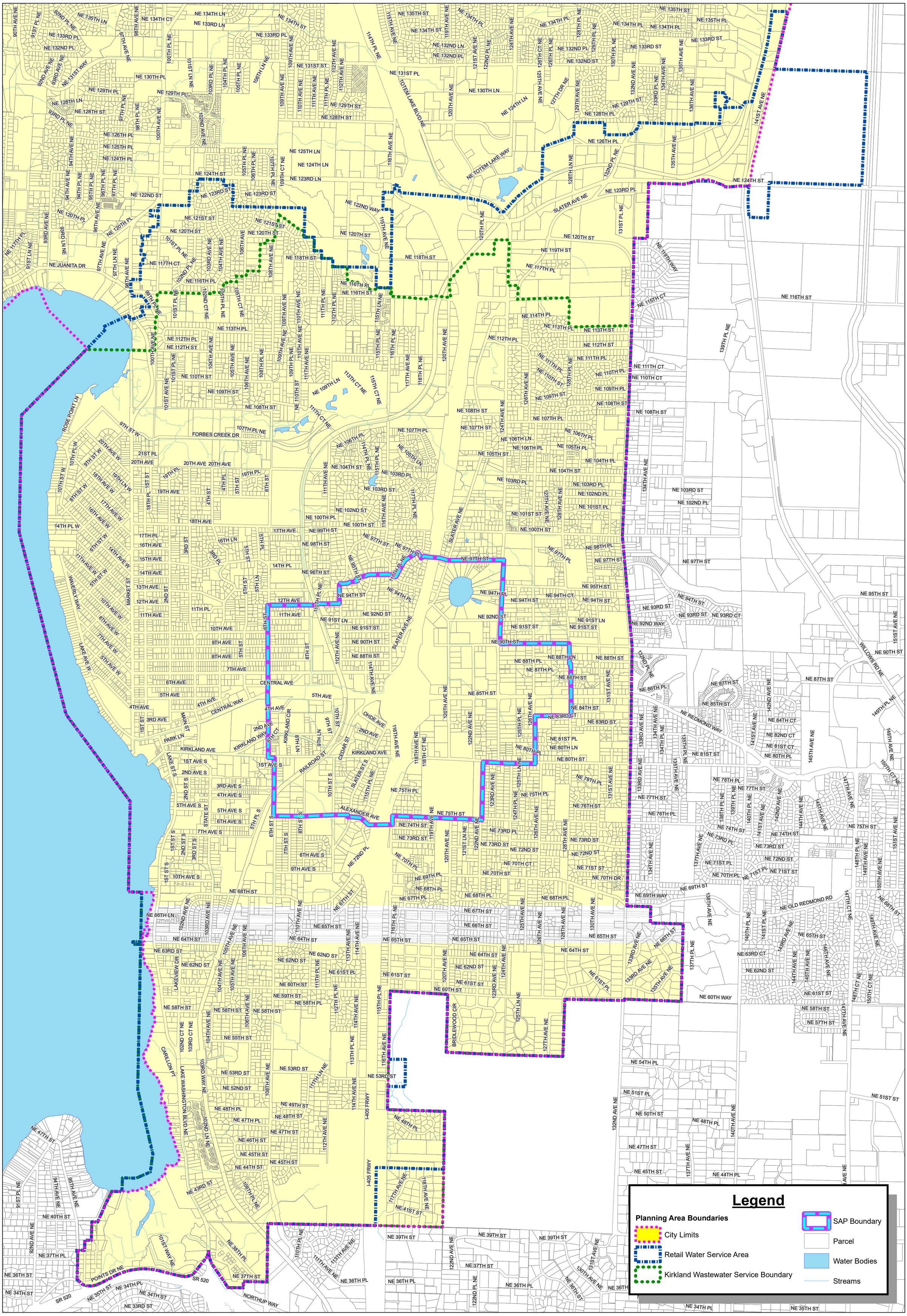
Attachment 1 – SAP June Alternative B Zoning
Figure 1 – Station Area
Figure 2 – Water System Proposed Improvements
Figure 3 – Sewer System Proposed Improvements

Attachments

Attachment 1
SAP June Alternative B Zoning



Source: Mithun, 2021.



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RH2

NORTH

1 inch = 1,000 feet

0 500 1,000 2,000 Feet

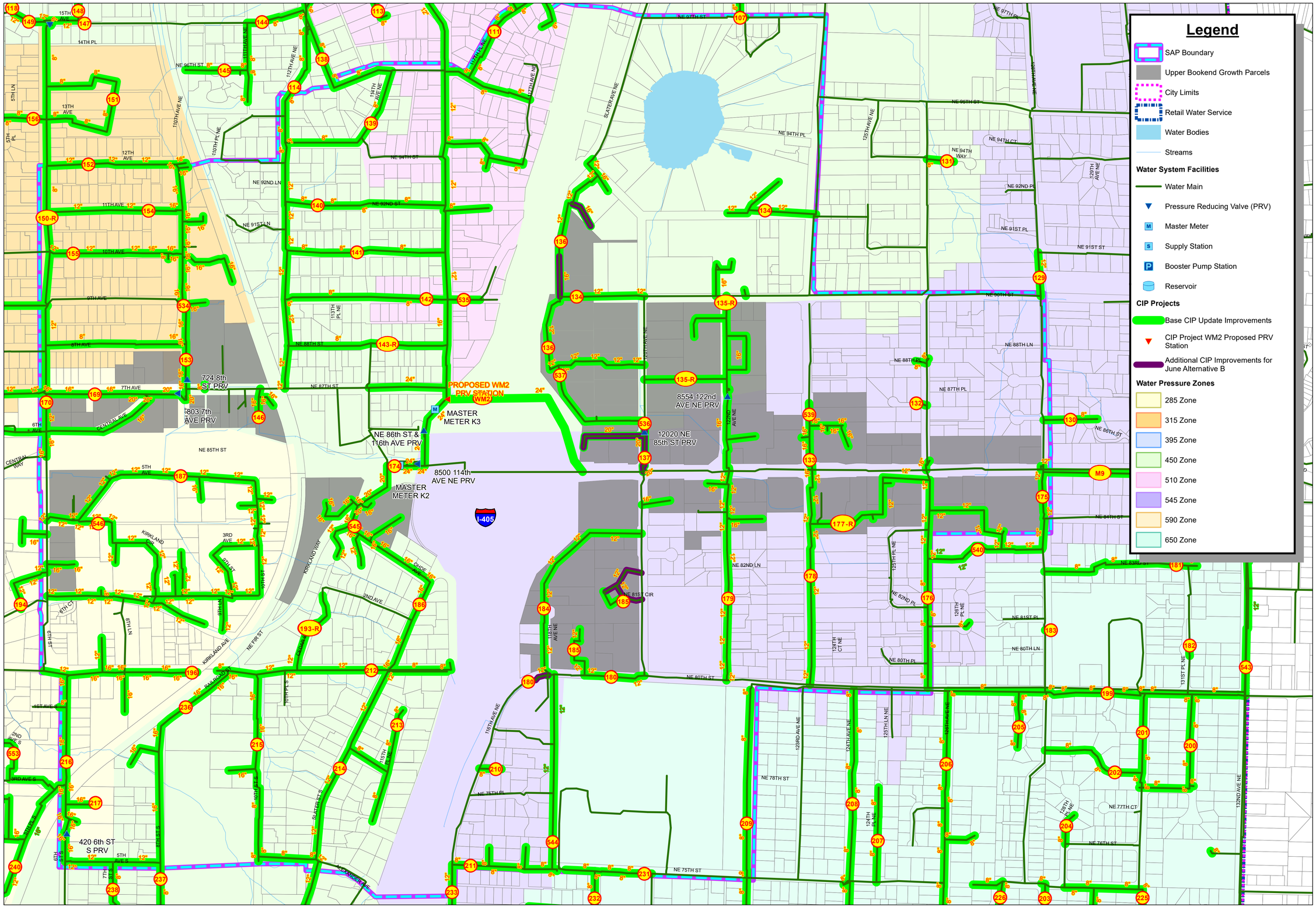
DRAWING IS FULL SCALE WHEN BAR MEASURES 2”

CITY OF KIRKLAND WASHINGTON

Figure 1
Station Area Plan Extents
City of Kirkland

Vicinity Map

This map is a graphic representation derived from the City of Kirkland's Geographic Information System. It was designed and intended forCity of Kirkland staff use only; it is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map.



Legend

- SAP Boundary
- Upper Bookend Growth Parcels
- City Limits
- Retail Water Service
- Water Bodies
- Streams

Water System Facilities

- Water Main
- Pressure Reducing Valve (PRV)
- Master Meter
- Supply Station
- Booster Pump Station
- Reservoir

CIP Projects

- Base CIP Update Improvements
- CIP Project WM2 Proposed PRV Station
- Additional CIP Improvements for June Alternative B

Water Pressure Zones

- 285 Zone
- 315 Zone
- 395 Zone
- 450 Zone
- 510 Zone
- 545 Zone
- 590 Zone
- 650 Zone

This map is a graphic representation derived from the City of Kirkland Geographic Information System. It was designed and intended for the City of Kirkland staff use only; it is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map.

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Vicinity Map

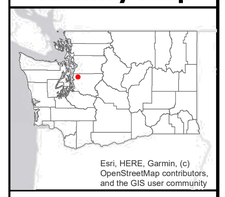

Figure 2
Station Area Plan
Water System Improvements
City of Kirkland

CITY OF KIRKLAND WASHINGTON

1 inch = 300 feet

0 150 300 600 Feet

DRAWING IS FULL SCALE WHEN BAR MEASURES 2"

RH2

NORTH

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Legend

- SAP Boundary
- Upper Bookend Growth Parcels
- City Limits
- Kirkland Wastewater Service Boundary
- Water Bodies
- Streams

Sewer infrastructure

- City of Kirkland Gravity Main
- King County Gravity Main
- King County Force Main
- King County Lift Station

CIP Projects

- Base CIP Improvements
- Additional CIP Improvements for June Alternative B

Major Sewer Drainage Basins

- Eastside Interceptor
- Kirkland
- Lake Plaza

This map is a graphic representation derived from the City of Kirkland Geographic Information System. It was designed and intended for the City of Kirkland staff use only; it is not guaranteed to survey accuracy. This map is based on the best information available on the date shown on this map.

Vicinity Map

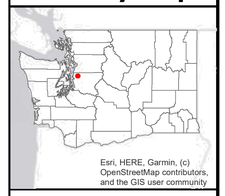

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Figure 3
Station Area Plan
Sewer System Improvements
City of Kirkland

CITY OF KIRKLAND WASHINGTON

1 inch = 300 feet

0 150 300 600 Feet

DRAWING IS FULL SCALE WHEN BAR MEASURES 2"

RH2

NORTH

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Representative Infrastructure Studies

(Published October 2021)

Appendix 3. Supplemental Stormwater Study

This Study is an Appendix to the **NE 85th Street Station Area Plan project** **Fiscal Impacts and Community Benefits Analysis Study Technical Memo (Technical Memo).** The Station Area Fiscal Impacts and Community Benefits Analysis was scoped to answer this question: If the City were to implement its vision of the Station Area as a thriving, walkable urban center with plentiful affordable housing, jobs, sustainable development, and shops and restaurants linked by transit, can the City afford the investments necessary to address increased demand on public services, especially schools, parks/open spaces, transportation, and utilities, and avoid a reduction in service for existing community members and businesses?

Study Purpose

To support the Technical Memo's assumptions, planning level **Representative Infrastructure Studies** were conducted to determine a set of representative infrastructure investments needed to maintain service levels in transportation, water and sewer, and stormwater, in alignment with the full 23-year buildout scenarios described for the two key development alternatives analyzed in the Technical Memo – June Alternatives A and B. The purpose of the Infrastructure Studies was to inform an understanding of area-wide representative infrastructure and service needs and costs and for incorporation as assumptions in the fiscal analysis. Note that as "representative infrastructure," these identified investments are ones that are likely to be similar in scale and type to those needed to support future Station Area development, but are likely to differ somewhat from the specific infrastructure investments that will ultimately be adopted for the Station Area. Information about the Representative Infrastructure Studies is presented in Section 3 of the Fiscal Impacts and Community Benefits Technical Memo. The Fiscal Impact model assigns all representative infrastructure investments either to development projects or to the City, roughly following City policy. Any assumptions about parcel- and quadrant-level development and phasing included in the studies are hypothetical and not meant to presuppose decision- making by private landowners or the actions of the market. The representative investments identified in the Infrastructure Studies are distinct from and should not be construed as preferred plan recommendations or final project configurations, which will be developed in later stages of planning and are subject to City Council approval.

Key Contacts

City of Kirkland Project Lead: Allison Zike

Consultant Project Lead: Mithun

Fiscal Impacts and Community Benefits Supplemental Study Technical Memo

Lead Author: BERK; Contributors: EcoNorthwest, Fehr and Peers, Mithun

Representative Infrastructure Studies

Appendix 1. Supplemental Transportation Study Lead Author: Fehr and Peers

Appendix 2. Supplemental Water and Sewer Study Lead Author: RH2

Appendix 3. Supplemental Stormwater Memo Lead Author: RKI

CITY OF KIRKLAND
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MEMORANDUM

To: Kevin Pelstring, Budget Analyst

From: Robert O'Brien, Senior Surface Water Engineer
Kelli Jones, Surface Water Program Supervisor

Date: September 30, 2021

Subject: NE 85th St Station Area Plan – Stormwater Fiscal Analysis Summary

BACKGROUND

Sound Transit's ST3 Regional Transit System Plan is bringing a transportation investment to Kirkland by redeveloping the interchange at NE 85th Street and Interstate (I)-405. The new interchange will include a new Bus Rapid Transit Station, expected to be complete in 2025. Kirkland's Station Area Plan will look at how the City of Kirkland (City) can make the most of this regional investment to create the best value and quality of life for Kirkland and its residents.

As part of the Station Area Plan, the City is conducting a fiscal analysis to understand the potential impacts of the changes proposed within the plan across City departments. As part of that analysis, the City is evaluating the capacity of the existing stormwater main line on 120th Ave NE between NE 85th St and NE 90th St. This line would serve the majority of the proposed changes within NE 85th St Station Area Plan Study Area (Study Area).

ANALYSIS

A high-level analysis was performed to determine potential flooding impacts to the stormwater main line along 120th Ave NE with various redevelopment scenarios.

The three scenarios that were analyzed included:

1. a baseline condition with existing land cover,
2. a developed "a" condition which evaluated fully developed land cover under current zoning standards, and
3. a developed "b" condition which evaluated fully developed land cover to a potentially new zoning standard within the Study Area. This standard would allow an increase in lot coverage on certain parcels, therefore increasing impervious surface.

After determining the potential flooding locations for each developed scenario, stormwater mitigation options were then evaluated to determine their effectiveness at reducing runoff along the stormwater main line for each developed scenario. Mitigation options that were applied

included stormwater conveyance system improvements (larger pipe diameters, or change in pipe material), and incorporation of detention facilities (vaults). In addition, "blue/green" streets (a combination of rain gardens and vault-type structures) were evaluated as a mitigation alternative for developed condition "b" within the Study Area.

RESULTS

The results of the analysis are summarized below.

1. Development of the Study Area and any associated increases in impervious surface area will not have any negative downstream impacts. This is due to current stormwater mitigation requirements that will require these parcels to install large detention systems (such as tanks and vaults) to reduce the flow off their development and help existing flooding issues.
2. Outside of the Study Area, the analysis showed an increase in runoff from the upstream residential areas causing potential flooding. Residential parcels are smaller in size and tend to be under the mitigation requirement and therefore are exempt from the requirement to construct large stormwater facilities.
3. Green/Blue Street stormwater infrastructure modeled within the Study Area are very costly and provide very little benefit for the capacity of the stormwater system. Much of the potential flooding is resolved with the stormwater mitigation from redevelopment. Other types of green streets or stormwater expression, that were not included in the study and may have lower maintenance costs, could continue to be considered as urban design features with water treatment benefits.

FUTURE PROJECT

The only proposed stormwater project within the Study Area consists of replacing 520 feet of 36-inch piped stream along 120th Ave NE with a smoother pipe material. This will increase capacity through the stormwater main line, helping in all scenarios. The estimated cost of this project is $600,000. This estimate assumes construction occurs during the drier summer season and external permitting agencies allow the pipe to be replaced without needing to meet fish passage requirements.

CONCLUSION

This analysis shows that development and any associated land use code changes within the Study Area will not negatively impact existing stormwater conveyance through the stormwater main line on 120th Ave NE between NE 85th St and NE 90th St. Redevelopment in this area should reduce stormwater runoff with the implementation of required onsite stormwater control facilities.

CITY OF KIRKLAND

NE 85TH STREET STATION AREA PLAN: 120TH AVE NE BASIN STORMWATER ANALYSIS

RKI planning engineering

Revised: October 7, 2021

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CITY OF KIRKLAND PUBLIC WORKS

85TH AVENUE STATION AREA PLAN

Date:	October 7, 2021
Prepared By:	Robin Kirschbaum, Inc.
Prepared For:	Robert O'Brien / City of Kirkland
	Kelli Jones / City of Kirkland
Subject:	120th Avenue NE Basin Stormwater Analysis (Revised)

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EXECUTIVE SUMMARY

Background

The City of Kirkland (City) is evaluating potential capacity impacts to the existing stormwater conveyance trunk drainage system serving the proposed NE 85th Street (St) Station Area near the intersection of NE 85th St and Interstate (I)-405 (Study Area). The City has retained Robin Kirschbaum, Inc. (RKI) to work collaboratively with City staff to develop a hydrologic/hydraulic model in PCSWMM modeling software to identify and evaluate conveyance capacity issues resulting from potential zoning changes being considered under the Station Area Plan.

Model Development

A total of six (6) models were developed and evaluated for the purposes of this study, including an existing conditions model and five (5) alternative models as follows:

- **Alternative A:** Full Build-out Based on Existing City Zoning (Unmitigated and Mitigated)
- **Alternative B:** Redeveloped Conditions (Unmitigated and Mitigated)
- **Alternative C:** Redeveloped Conditions with Blue-Green Streets (Mitigated)

For each of the models, rainfall runoff timeseries were developed using long-term continuous hydrologic modeling in Western Washington Hydrology Model version 2012 (WWHM). Modeled storms with peak flow rates matching the 25-year recurrence interval were extracted from the WWHM timeseries and input into PCSWMM.

The models include stormwater trunk conveyance elements (e.g., pipes and channels) only, with no lateral stormwater conveyance pipes included. Seven subbasins were delineated for the study area (see Figure 1 in the main report), with all stormwater flows assumed to enter the trunk drainage system at the downstream end of each of those 7 subbasins.

Results

The modeling results for this study indicate that development of the Station Area Plan and any associated impervious limit increases will not negatively impact downstream flooding. On the contrary, redevelopment is expected to benefit existing flooding due to the flow control facilities that will be required for the redeveloping parcels.

Future conveyance improvements may be required upstream due to residential development that may increase the upstream basin impervious surface by 15% to 20% without requiring addition of flow control facilities. Any such upstream mitigation requirements are not due to the Station Area Plan.

Blue-green streets provide only minor benefits at their proposed locations due to extensive flow control improvements occurring with redevelopment within the basin. The cost to construct these facilities will be high due to required construction depths, expected dewatering needs, and steep slopes, which may require the addition of weirs and additional length to achieve desired storage volumes. While maintenance costs were not evaluated as part of this study, the cost of maintaining blue-green street improvements is also expected to be higher than that of traditional grey infrastructure due to the distributed nature and lack of economies of scale proposed under the Station Area Plan.

The models are considered suitable for purposes of this planning-level study, in which the relative changes in modeled flooding between the existing condition and the various alternatives are being compared. However, due to their coarse resolution, with the 7 relatively large subbasins and simplified drainage trunk conveyance system, the models should not be used to predict the absolute value of modeled flood depth or duration for any given existing or alternative condition scenario without further model refinement, as recommended in Section 9 of the main report (Recommended Next Steps).

1 INTRODUCTION

1.1 Project Description

Sound Transit's ST3 Regional Transit System Plan is bringing a transportation investment to Kirkland by redeveloping the interchange at NE 85th Street (St) and Interstate (I)-405 (Figure 1). The new interchange will include a new Bus Rapid Transit (BRT) Station, expected to be complete in 2025. Kirkland's Station Area Plan will look at how the City of Kirkland (City) can make the most of this regional investment to create the best value and quality of life for Kirkland and its residents.

The Station Area Plan will encourage an equitable and sustainable transit-oriented community as part of the significant growth expected in Greater Downtown Kirkland. It will build on recent efforts such as the Kirkland 2035 Comprehensive Plan, the Greater Downtown Kirkland Urban Center proposal, and other city-wide initiatives addressing housing, mobility, and sustainability. The final plan will provide a visual and policy framework for future redevelopment and growth within approximately a half-mile radius of the BRT station (City of Kirkland 2021).

As part of the Station Area Plan, the City is conducting a fiscal analysis to understand the potential impacts of the changes proposed within the plan across City departments (including Public Works, Planning and Building, Parks, Fire, and Police). As part of that analysis, the City is evaluating the capacity of the existing stormwater conveyance trunk system serving the proposed NE 85th St Station Area near the intersection of NE 85th St and I-405 (Study Area). The City retained Robin Kirschbaum, Inc. (RKI) to work collaboratively with City staff to develop a hydrologic/hydraulic model in PCSWMM modeling software to identify and evaluate conveyance capacity issues resulting from potential zoning changes being considered for the station area.

Flooding issues identified in the model were used as a basis for developing high-level planning concepts for flood mitigation. Associated planning-level construction cost estimates were developed for the following mitigation strategies considered in this study:

- Conveyance pipe upgrades (e.g., material improvements, realignment, and/or increased diameter)
- Underground detention vaults/Blue-Green Streets
- Rain gardens

These mitigation concepts are based on the Action Alternatives described in *Kirkland NE 85th St Station Area Plan and Planned Action: Draft Supplemental Environmental Impact Statement,* Section 3: Environment, Impacts and Mitigation (*SEIS*; BERK 2021b) and conceptual designs prepared by City staff for use in this analysis.

1.2 Purpose of this Report

This report documents the methods, assumptions, and results of hydrologic/hydraulic modeling performed to evaluate the stormwater conveyance trunk system capacity for conveying storms with recurrence intervals up to 25 years under existing and various redevelopment alternatives (Section 4, Section 5, and Section 6). The modeling was used to identify locations within the study area (Section 2) where system upgrades (or mitigation) would be needed to provide the desired 25-year conveyance capacity under each alternative and to verify the effectiveness of the proposed mitigation measures.

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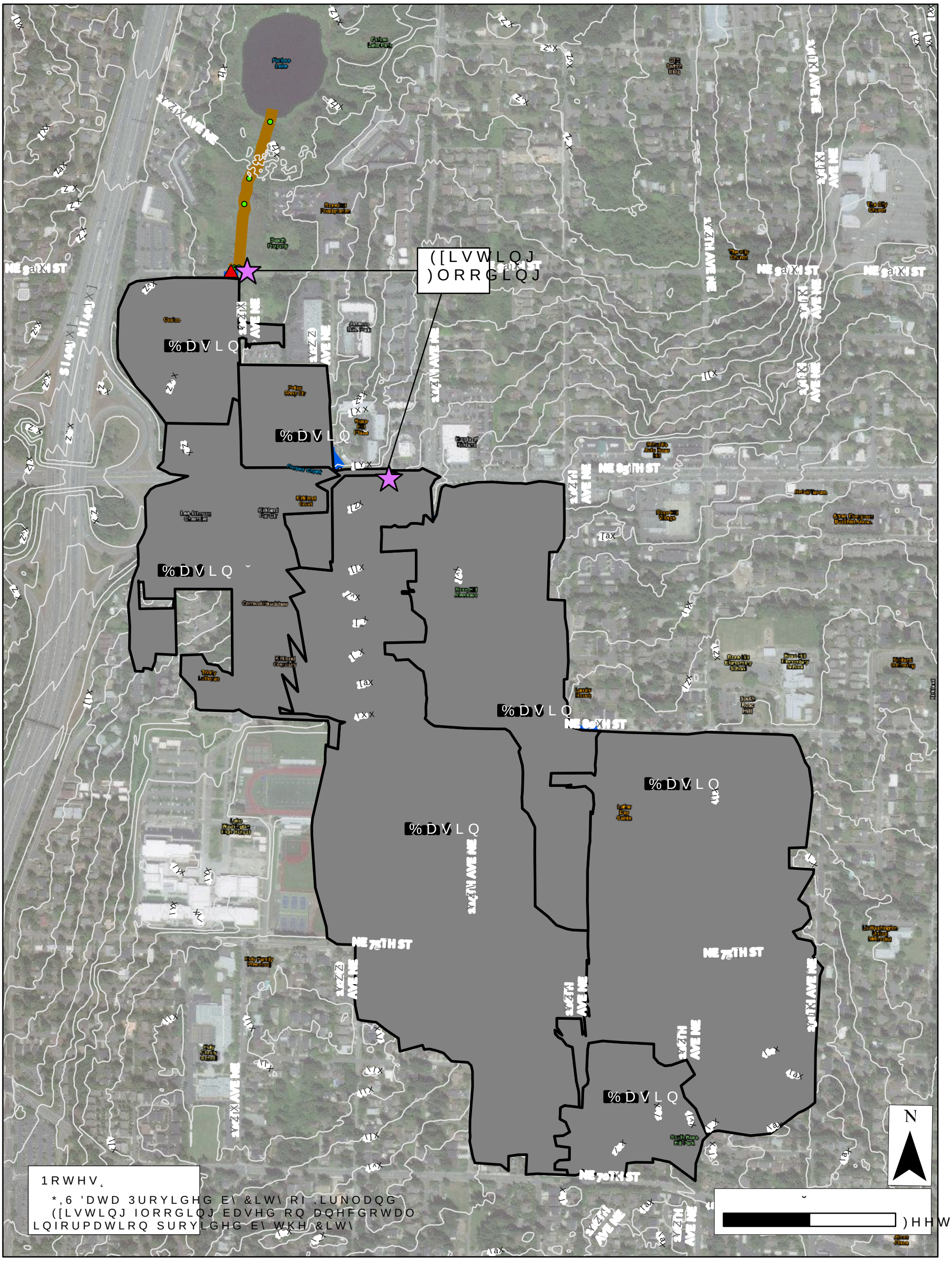

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2 STUDY AREA DESCRIPTION

The Study Area, located east of I-405 and mostly south of NE 85th St, covers approximately 244.2 acres of tributary drainage area within the City's Forbes Creek Drainage Basin. Using Geographic Information System (GIS) data provided by the City, the study area is divided into seven subbasins, as shown in Figure 1.

The main trunkline through the Study Area flows south to north and begins near the intersection of NE 73rd St and 126th Avenue (Ave) NE. Through a series of pipes and ditches, stormwater is conveyed north to NE 80th St, where flow then enters Rose Hill Meadows Park. Stormwater is then conveyed through the park via a series of streams and pipes before passing under a private commercial parcel at the intersection of NE 85th St and 120th Ave NE. Stormwater is then conveyed north along 120th Ave NE, where flow crosses beneath NE 90th St and enters the Forbes Lake Wetland complex that then drains to Forbes Lake.

There are two areas of flooding in the Study Area documented by City maintenance personnel and resident complaints. These areas include 1) the parking lot at Costco, located west of 120th Ave NE between NE 90th St and NE 85th St; and 2) the stormwater channel behind Jiffy Lube, located near the intersection of 124th Ave NE and NE 85th St. The latter location is known to flood only when the privately-owned stormwater channel trash rack is not regularly maintained (see Photo 1). Both flooding locations are noted on Figure 1.

Photo 1. Stormwater Channel Behind Jiffy Lube

3 RELEVANT STANDARDS

The Study Area conveyance system was evaluated for 25-year peak flow capacity based on requirements outlined in the *King County Surface Water Design Manual* (KCSWDM; King County 2016) *Section 1.2.4.1: Conveyance Requirements for New Systems*.

For proposed redevelopment projects that would trigger flow control requirements (see Section 5.2), it was assumed those project sites would be designed to meet the King County Level 2 Flow Control standard (KCSWDM, Section 1.2.3: Core Requirement #3: Flow Control Facilities).

As required by the *City of Kirkland Addendum to the 2016 King County Surface Water Design Manual* (Kirkland 2020), the historic (forested) condition was used for pre-developed runoff modeling of all projects in Level 2 flow control areas.

4 METHODS AND ASSUMPTIONS

This section documents the methods and key assumptions used for hydrologic and hydraulic modeling for this study.

4.1 Hydrologic Modeling

Long-term continuous hydrologic modeling was conducted using the Western Washington Hydrology Model Version 2012 Version 4.2.17 (WWHM), with 15-minute rainfall data from the SeaTac rain gauge and a

precipitation scaling factor of 1.0. The purpose of this modeling was to develop rainfall runoff time series for input into the hydraulic model, described further below.

The following general assumptions were made for hydrologic modeling:

- **Impervious Areas:** All impervious areas in the Study Area were assumed to be effective impervious area; that is, stormwater runoff from impervious areas was assumed to flow directly into the conveyance system with no incidental infiltration nor detention that may occur through vegetated areas or stormwater channels. This is considered a conservative assumption. See Section 9 Recommended Next Steps on considering effective impervious area in future models.
- **Soils:** Type C soils were assumed for the entire Study Area. This is considered a conservative assumption.
- **Groundwater:** Groundwater was not considered in either the hydrologic or hydraulic modeling (Section 4.2). However, extensive groundwater pumping may be expected under the future redevelopment alternatives (Section 5.2). Recommendations regarding groundwater pumping policies are provided in Section 9.
- **Slopes:** The average surface slope for each basin within the Study Area was calculated using a 32-Bit LiDAR Digital Elevation Model (DEM) provided by the City and clipped to the Study Area. This data was used to select slope inputs for modeling subbasins in WWHM. The WWHM User Manual (Clear Creek 2016) provides the slope categories below for hydrologic modeling. See Section 5 for a summary of WWHM basin slope inputs for the Study Area.
    - Flat (0-5% grade)
    - Moderate (5-15% grade)
    - Steep (>15% grade)

The WWHM output long-term continuous runoff timeseries was post-processed to identify and extract single-event storm on record with a peak flow rate roughly matching the 25-year recurrence interval storm. The following steps were used to identify and extract the storm event from the WWHM output record. These steps were followed for each of the seven subbasins:

1. Identify the modeled storm on record that most closely matches the 25-year peak flow rate for that subbasin.
2. Extract the identified storm event, with two days centered around the timing of the peak.
3. Because the 25-year peak flow rate is estimated in WWHM based on statistical analysis (Log Pearson Type III) of yearly modeled peak flow values, there is no storm on record that precisely matches that computed rate. Therefore, the extracted storm event was scaled by the ratio (r) of the 25-year peak flow rate (Q25) to the maximum simulated flow rate for the extracted storm (Qevent max). This resulted in an average ratio (r) of 1.04 for this project.

See Section 5 for additional discussion of WWHM inputs and Appendix A for WWHM output reports.

4.2 Hydraulic Modeling

Hydraulic modeling was conducted using PCSWMM 2020 Professional hydraulic modeling software. Key inputs to the PCSWMM conveyance network model were derived from the following sources:

- **Geographic Information System (GIS) Data:** City-provided GIS data contained stormwater channels, stormwater pipes, manholes, and miscellaneous stormwater components. See Section 9: Recommended Next Steps for discussion of the available data and recommended next steps for filling data gaps.
- **Record Drawings:** Gaps in the GIS data were supplemented with record drawings, where applicable and available.

Where record drawings were not readily available to fill data gaps, the following assumptions were made in agreement with City staff:

- Stormwater Channel #7582 (behind Jiffy Lube at 124th Ave NE and NE 85th St) was assumed to be 2.5-feet-wide by 2-feet-deep (see Photo 2).
- Manhole rim elevations were assumed from the 32-Bit LiDAR DEM layer provided by the City (no photo available).
- Pipe invert elevations were assumed to be depths provided in the GIS data, in reference to rim elevations.
- The tailwater elevation at the 120th Ave NE outfall was assumed to be at the crown of the pipe (see Photo 3).

Table 1 summarizes Manning's N roughness values used in the PCSWMM model. Roughness values were based on KCSWDM, Section 4.2, Table 4.2.1.D and Section 4.4, Table 4.4.1.B. Pipe materials were provided in the City's GIS data and supplemented by City review of the available as-built data. See the PCSWMM Model Reports in Appendix B for additional information.

Photo 2. Bottom Area, Stormwater Channel behind Jiffy Lube

Photo 3 Outfall Tailwater Conditions

Table 1. Manning's N Values for PCSWMM Model

Pipe Material/Open Channel Type	Manning's N Value
Corrugated Aluminum Pipe (CAP) [a]	0.024
Concrete	0.012
Corrugated Polyethylene (CPE) [b]	0.012
Ductile Iron [c]	0.012
Polyvinyl Chloride (PVC)	0.011
Reinforced Concrete Pipe (RCP)	0.012
Solid Wall Polyethylene (SWPE) [d]	0.009

Ditches and Channels [e]	0.027
Not Available [f]	0.011

Notes:

a CAP is assumed to have 2-2/3-inch-by-1/2-inch corrugations and are assumed to be fully coated.
b CPE is assumed to be lined.
c Ductile iron pipes are assumed to be cement-lined.
d SWPE is assumed to be butt-fused.
e Ditches and Channels are assumed to be constructed channels with short grass and few weeds.
f Not Available. only pertains to one 63-linear foot 12-inch diameter pipe located in Basin 2. Due to the unavailable pipe material data for this pipe, a Manning's N value of 0.011 was assumed (PVC) based on material of surrounding pipes.

5 ANALYSIS

This section describes the hydrologic/hydraulic modeling analysis performed for existing conditions and three future redevelopment condition alternative scenarios developed for this study.

5.1 Existing Conditions

5.1.1 Model Resolution, Intended Use, and Limitations

As shown in Figure 1, stormwater runoff is assumed to enter the stormwater trunk drainage system at the downstream end of each subbasin. This results in relatively large, abrupt additions of flow at just seven discrete locations in the model network. As a result of this relatively low model resolution of the trunk drainage system, as well as the lumped subbasin delineation, lack of model calibration, and data gaps and general assumptions made to fill the data gaps, the existing condition model is considered suitable for high-level planning purposes only. Absolute values of modeled flood depth and duration should not be used without further model development, calibration, and validation, as discussed in Section 9 (Recommended Next Steps). However, the relative changes in modeled flood depth and duration between the existing condition and various alternatives analyzed (Section 5.2) are considered reasonable for the high-level planning purposes of this study, as discussed further in Section 6 (Results).

5.1.2 Land Use Assumptions and Existing Flow Control

The City provided the existing condition land use assumptions to be used in hydrologic modeling for this study (Figure 2), based on their review of available GIS data and Record Drawings. In addition to land use, the City also provided a GIS layer depicting parcels they deem to have flow control under existing conditions. The flow control designations provided by the City include the following (Figure 1):

- **100% Forest:** Includes areas with infiltration facilities designed for 100% infiltration (with overflow connection to the City's stormwater trunk conveyance system) or flow control facilities with low orifice diameter of approximately 0.5-inch (assumed to provide Level 2 Flow Control).
- **20% Grass / 80% Forest:** Includes areas with LID implementation and infiltration facilities (with overflow connection to City's stormwater trunk conveyance system).
- **100% Grass:** Includes areas with flow control facilities with low orifice diameter of approximately 1-inch.
- **10% Grass / 90% Impervious:** Includes areas with flow control facilities constructed prior to 2012, with low orifice diameter less than 1-inch.

5.1.3 Existing Flood Storage

Each junction in the PCSWMM model was assigned a flood storage area of 1,320 square feet (SF). This flood storage area was based on an assumed average 660-linear-foot typical block length with up to 2 feet of ponding width allowed. One exception was made for junction 10968 (on 120th Ave NE near the Costco parking lot), where a much larger flood storage area of 260,000 SF was used to account for the existing flooding that occurs within the Costco parking lot. This modeled flood storage area assumes the entire parking lot surface floods during major storms such as those with recurrence intervals of 25 years or greater.

5.2 Alternatives

Three main alternatives were analyzed for this study, with a total of five models developed as follows:

- **Alternative A:** Full Build-out Based on Existing City Zoning
    - Unmitigated – Assumes land uses based on full-build conditions under existing City zoning. Assumes existing flow control (Section 5.1.2) will remain in place and new flow control will be installed to meet the Level 2 flow control standard (Section 3) for all parcels at least 16,000 SF in size. The 16,000 SF threshold was developed by the City based on WWHM modeling results that showed that redevelopment of parcels that size or greater with an assumed 60% impervious/40% lawn coverage would increase the 100-year peak flow rate by more than 0.15 cfs, therefore requiring Level 2 Flow Control. The resulting Level 2 flow control parcels were modeled as 100% forested condition (Figure 3).
    - Mitigated – Same land use assumptions as the unmitigated model, with additional mitigation to resolve all flooding under Alternative A. Mitigation strategies considered included conveyance system improvements and installation of detention vaults, as summarized in Table 2.
- **Alternative B:** Redeveloped Conditions
    - Unmitigated – Assumes future zoning under redevelopment conditions based on data provided by BERK (2021c). As with Alternative A, assumes existing flow control (Section 5.1.2) will remain in place and new Level 2 flow control will be added for all parcels at least 16,000 SF in size.
    - Mitigated – Same land use and flow control assumptions as the unmitigated model, with additional mitigation to resolve all flooding under Alternative B. Since the Alternative B land uses (Figure 2) and modeled peak flow rates (Table 4) were nearly identical to Alternative A, the same mitigation measures were used for both alternatives (Table 2).
- **Alternative C:** Redeveloped Conditions with Blue-Green Streets
    - Mitigated – Same land use and flow control assumptions as the Alternative B Mitigated model, but with addition of blue-green streets and rain gardens, as summarized in Table 2.

The City conducted modeling in WWHM and PCSWMM to size mitigation as needed to eliminate flooding under each alternative (Table 2).

As shown in Figure 2, Alternative A and Alternatives B/C are extremely similar in their resulting land use distribution (e.g., 96.7 acres impervious in Alternative A versus 97.6 acres impervious in Alternative B; Table 3), due to the large number of parcels that trigger the Level 2 flow control designation.

Figure 3 shows the land use and flow control assumptions for Alternative A, while Figure 4 shows the corresponding information for Alternatives B/C. Alternatives B/C are shown together in the latter figure because their land use assumptions are the same.

As shown in Figure 4, there are a total of 11 land use classifications within the Study Area provided in the BERK (2021c) data. These were simplified for this study by grouping them into the following four categories based on percentage impervious area assumed for each:

- **Re-Zoned Class 1 (100% Impervious):**
    - Surplus
- **Re-Zoned Class 2 (90% Impervious):**
    - Multi-Unit (MU) Office Tower 17 Rental 50k - Low Public (PU) 1
    - MU Office Tower 9 Rental 50k - Medium (PU1)
    - Office Tower 12 Rental 75k - Medium (PU1)
    - Residential Mid 5 Rental 50k - Medium (PS)
    - Residential Mid 7 Rental 75k - Medium (PS)
- **Re-Zoned Class 3 (80% Impervious):**
    - MU Residential Mid 7 Rental 50k - High (PU1)
    - MU Residential Tower 8 Rental 50k - Medium (PU)
    - Mid 7 Rental 50k - Medium (PU1)
    - Residential Mid 6 Rental 50k - Medium (PS)
- **Re-Zoned Class 4 (70% Impervious):**
    - Residential Low 4 Rental 50k - High (SS)

See Appendix C for summary of Flow Control Designations, Zoning Designations, and Re-Zoned Designations and resulting land use used to develop WWHM inputs in Table 3.

Table 2. Summary of Modeled Land Uses, Flow Control, and Mitigation Measures by Alternative

Model	Land Use Assumptions	Flow Control Assumptions	Mitigation Measures [a]
Existing Condition	Land use inputs provided by the City (Figure 2) [b]	• See flow control designations in Figure 1, based on City evaluation of available GIS data and record drawings	• None
Alternative A	Full build-out condition based on current City zoning [b]	• Existing condition flow control designations • New flow control (modeled as 100% forested conditions) assumed for parcels > 16,000 SF [c]	• Installation of a 26,570 sf Detention Vault (185,990 cubic feet, 7-foot depth) in Basin 2 to manage 7.5 acres impervious area • Installation of a 35,350 sf Detention Vault (247,450 cubic feet, 7-foot depth) in Basin 4 to manage 10.0 acres impervious area • Increased the following conveyance pipe diameters: ○ Pipe 7493 (near PETCO) from 18- to 30-inch based on development project currently in design ○ Pipe 40640 to Pipe -5 (along 124th Ave NE) from 12- to 18-inch ○ Pipes 23048, 23047 and 23018 (north of NE 80th St) from 16- to 18-inch ○ Pipes 45955 and 7563 from 18- to 24-inch • Modified the following conveyance pipe materials: ○ Pipes 6496, 6462, and 6460 (last three pipe segments in model) from CAP to RCP ○ Pipes C1 and 40642 (along 124th Ave NE) from CAP to SWPE ○ Pipes 40640 to Pipe -5 (along 124th Ave NE) from CAP, RCP, and PVC to SWPE ○ Pipes 45955 and 7606 (along NE 80th St) from CAP to SWPE
Alternative B	Same as Alternative A, with the addition of a Redevelopment Area along the NE 85th St Commercial Corridor [d]	• Existing condition flow control designations • New flow control (modeled as 100% forested conditions) assumed for parcels > 16,000 SF [c]	
Alternative C	Same as Alternative B		• All Alternative A/B mitigation measures, plus: ○ Installation of blue-green streets in Basin 6 (represented as a 4,250 SF [29,750 cubic feet, 7-foot-depth] and a 1,800 SF [2,600 cubic feet, 7-foot-depth] Detention Vault in WWHM); and ○ Installation of a 3,100 SF and 600 SF rain garden in Basin 4 (represented as storage nodes in PCSWMM with one-foot-depths, see Appendix B).

Notes:

a The City developed the mitigation scenarios via modeling in WWHM and provided the documentation provided in this table. The City also provided runoff timeseries to RKI for incorporation into the PCSWMM model. See Appendix B for pipe locations.

b Imperviousness and Current Zoning GIS data provided by the City.

c Flow Control Threshold of 16,000 SF was developed by the City based on WWHM modeling analysis.

d Redevelopment Area data for Alternatives B & C provided by BERK Consulting for analysis purposes only and is not intended to represent site-level proposals for regulatory or development activities. (BERK 2021a).

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Table 3. WWHM Land Use Input Summary by Model and by Subbasin

All Scenarios				Existing Conditions [a]				Alternative A [b]				Alternative B/Alternative C [c]			
Basin #	Average Basin Slope [d] (%)	WWHM Slope Input [e]	Soil Type [f]	Impervious Area (acres)	Lawn Area (acres)	Forest Area (acres)	Total Area (acres)	Impervious Area (acres)	Lawn Area (acres)	Forest Area (acres)	Total Area (acres)	Impervious Area (acres)	Lawn Area (acres)	Forest Area (acres)	Total Area (acres)
Basin 1	4.22	Flat	C	4.02	4.37	2.86	11.25	6.15	2.79	2.31	11.25	6.15	2.79	2.31	11.25
Basin 2	3.80	Flat	C	18.75	18.93	25.02	62.70	19.85	9.13	33.72	62.70	19.85	9.13	33.72	62.7
Basin 3	5.85	Moderate	C	15.92	19.15	1.56	36.63	13.79	7.77	15.07	36.63	14.69	8.21	13.74	36.64
Basin 4	3.69	Flat	C	33.71	49.40	0.00	83.11	45.71	21.06	16.34	83.11	45.68	21.09	16.34	83.11
Basin 5	6.58	Moderate	C	7.20	2.05	0.17	9.42	2.17	0.21	7.05	9.43	2.17	0.21	7.05	9.43
Basin 6	8.20	Moderate	C	17.15	11.12	0.00	28.27	8.07	0.76	19.43	28.26	8.13	0.7	19.43	28.26
Basin 7	2.10	Flat	C	11.22	1.55	0.00	12.77	0.92	0.00	11.84	12.76	0.92	0	11.84	12.76
Total	--	--	--	**107.96**	**106.58**	**29.61**	**244.15**	**96.66**	**41.72**	**105.76**	**244.14**	**97.59**	**42.13**	**104.43**	**244.15**

Abbreviations:

DEM Digital Elevation Model
GIS Geographic Information System
WWHM Western Washington Hydrology Model

Notes:

a Existing Conditions values provided by the City and are based on GIS data and Flow Control Designations from Record Drawing evaluation of parcel groups within the 120th Avenue NE Basin. See Section 5.1.

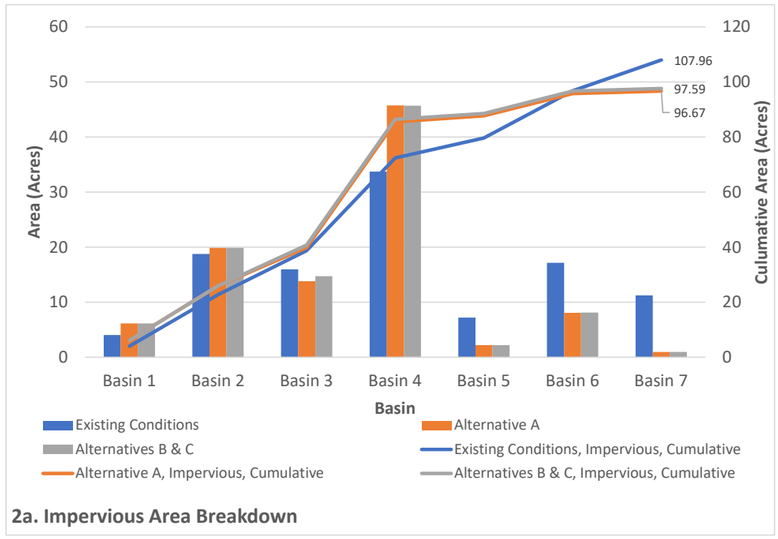
b Alternative A values are based on a combination of current zoning and Flow Control Designations for Existing Conditions and Redeveloped-Mitigated Conditions. See Section 5.2.

c Alternative B and Alternative C values are based on a combination of current zoning designations, Flow Control Designations for Existing Conditions and Redeveloped-Mitigated Conditions, and with Re-Zoned Designations provided by BERK Consulting. See Section 5.2.

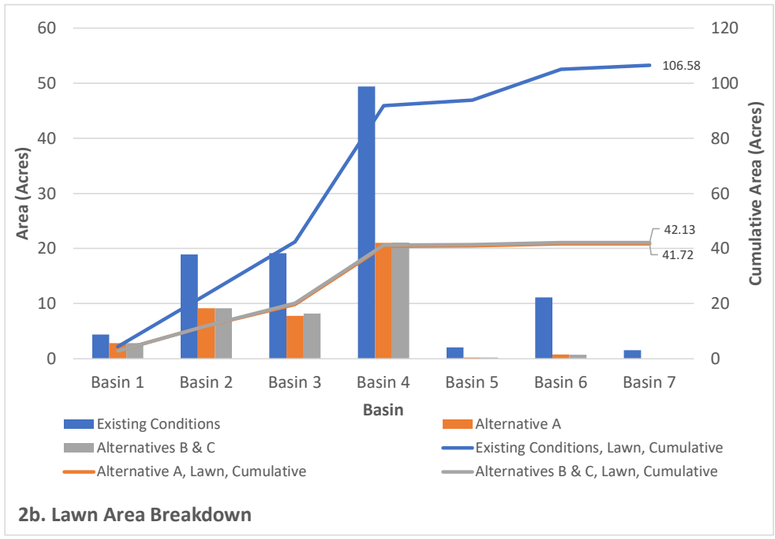
d Average Basin Slope calculated in PCSWMM using 32-Bit LiDAR Digital Elevation Model (DEM) layer provided by the City.

e WWHM Slope Categories include (See Section 4.1):
-Flat (0 – 5% Slope)
-Moderate (5 – 15% Slope)
-Steep (>15%)

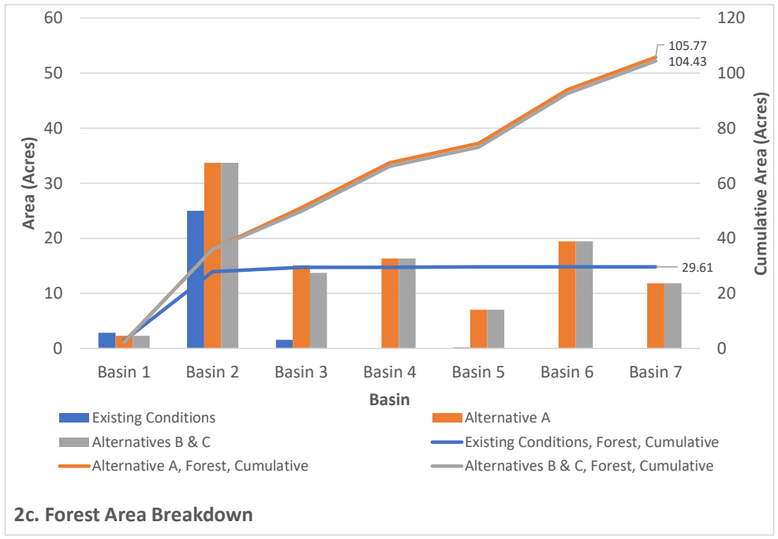
f Type C soils assumed for the entire 120th Ave NE Basin. See Section 4.1.



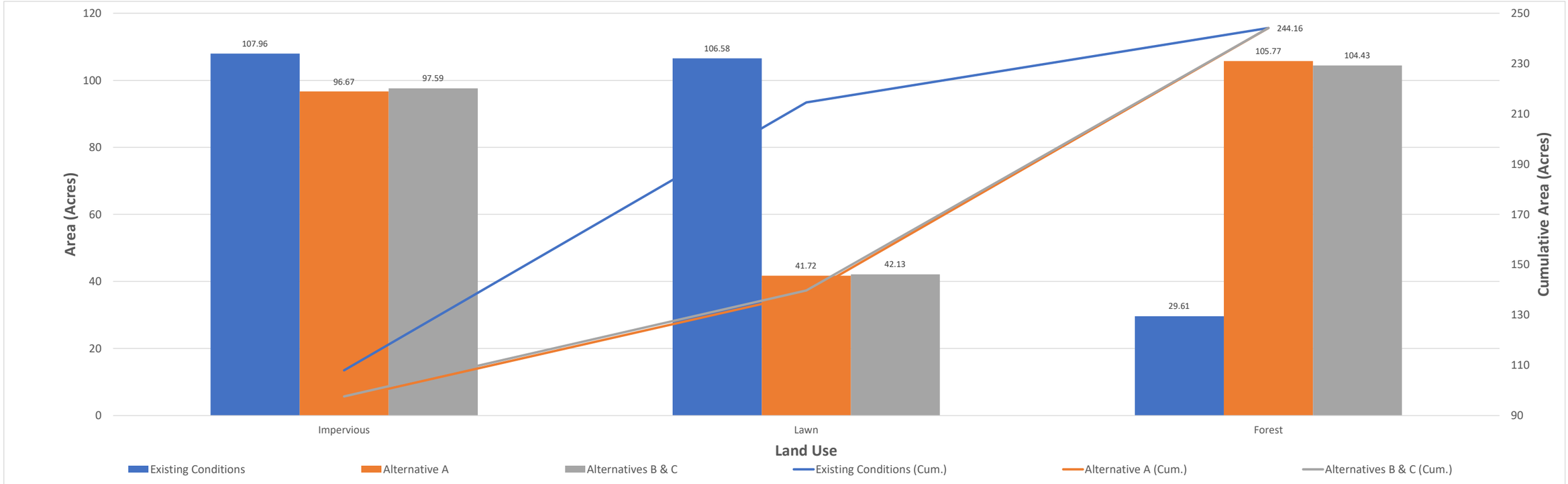
2a. Impervious Area Breakdown



2b. Lawn Area Breakdown



2c. Forest Area Breakdown



2d. Grand Summary of Land Use for Existing Conditions, Alternative A, and Alternatives B & C

Figure 2. Breakdown of Land Use by Basin for Existing Conditions, Alternative A and Alternatives B & C

City of Kirkland: 85th Street Station Area Plan

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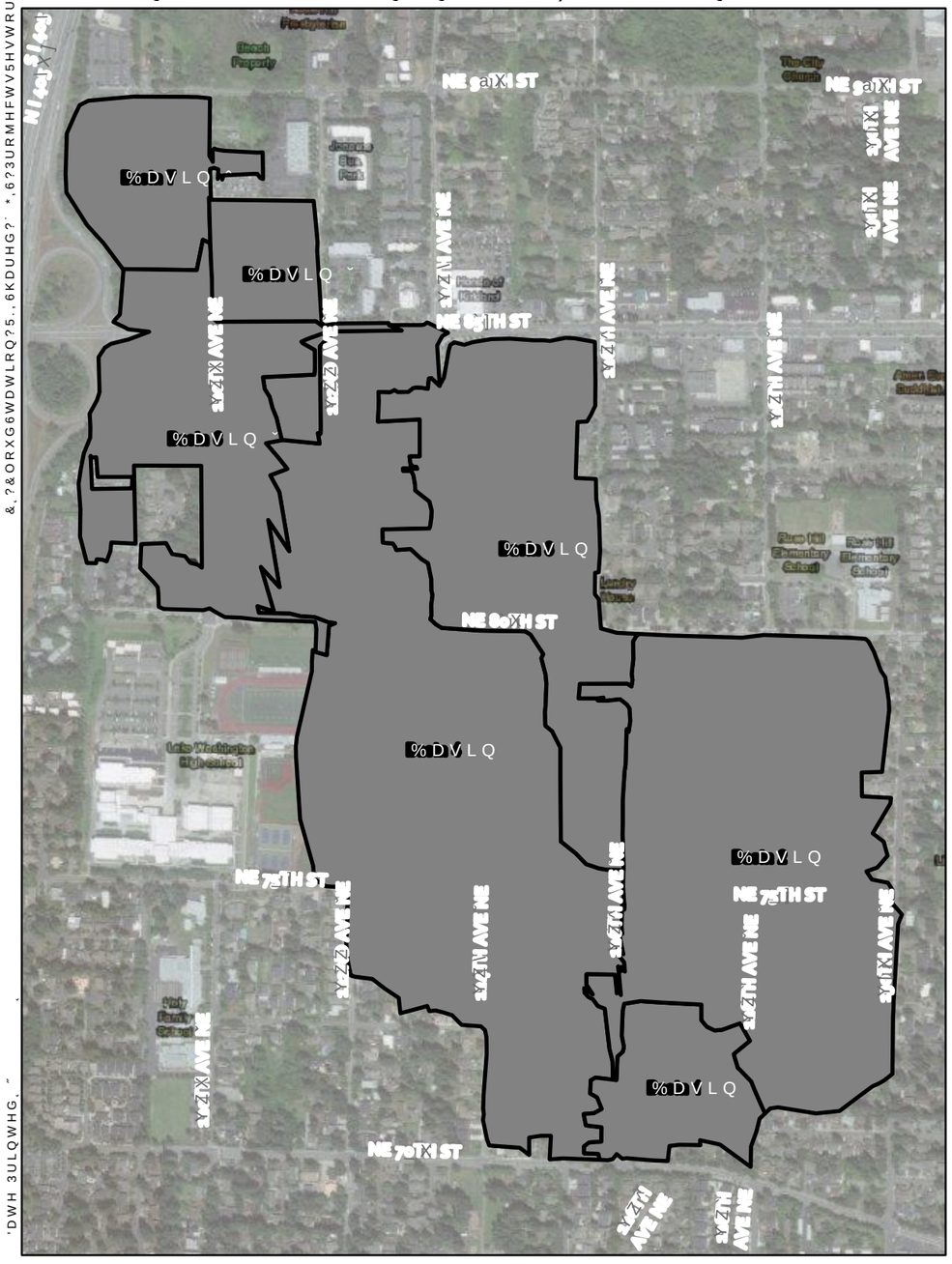

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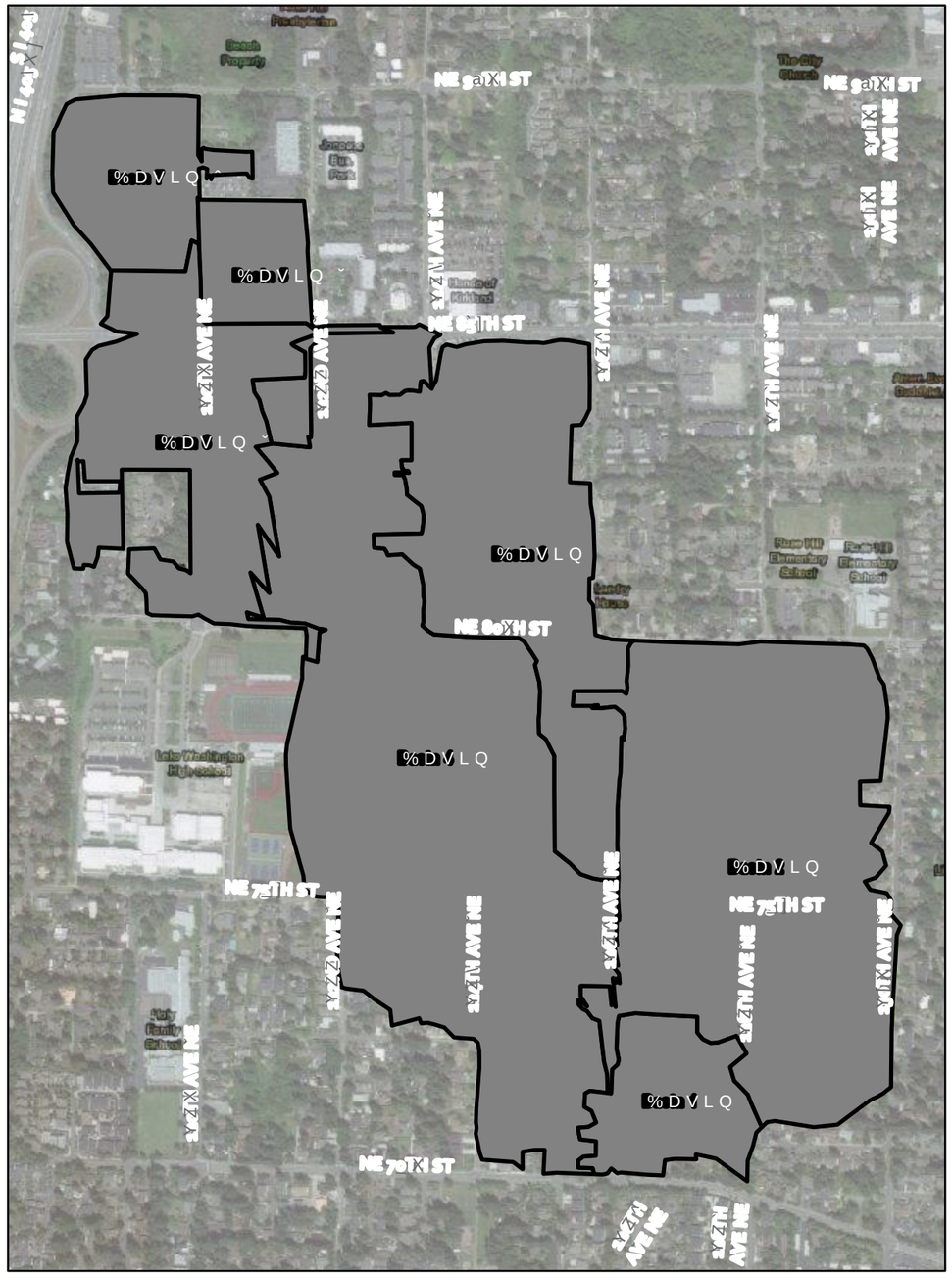

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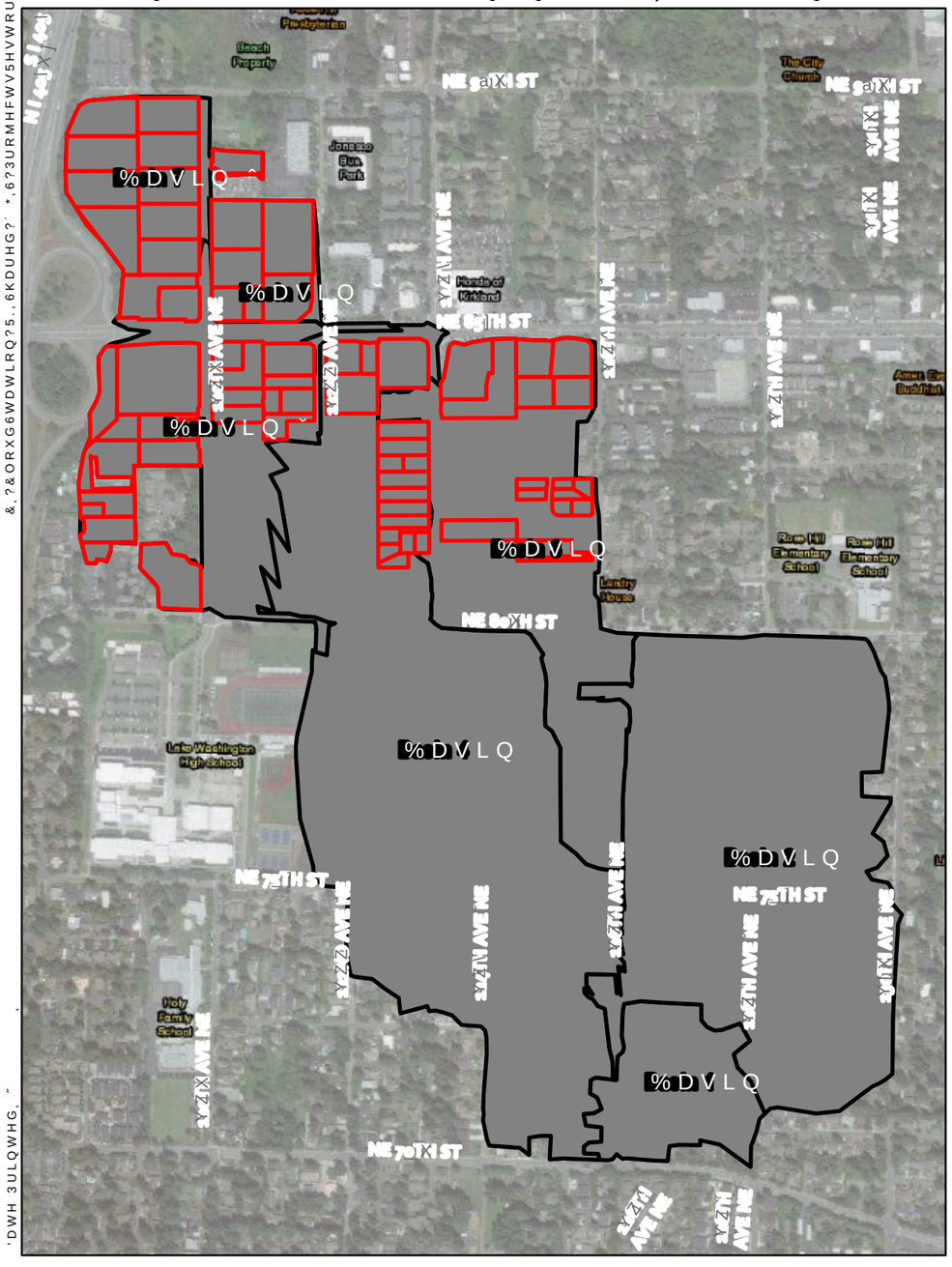

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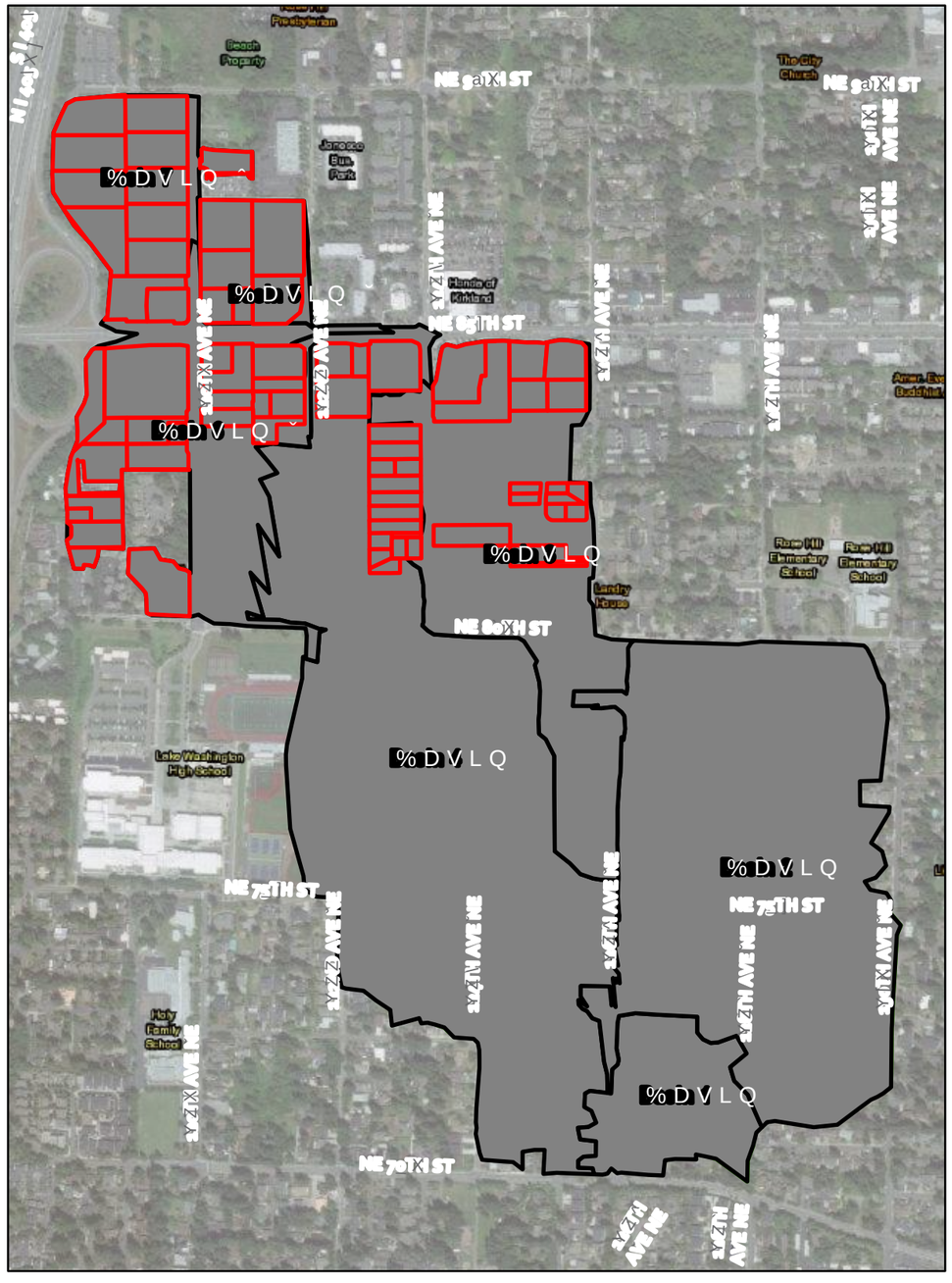

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/ 5HVLGHQWLDO 0LG ˆ 5HQWDO ˇˇN 0HGL
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/ 08 5HVLGHQWLDO 0LG ˆ 5HQWDO ˇ N +L
/ 08 5HVLGHQWLDO 7RZHU ˙ 5HQWDO ˇ N
/ 2IILFH 0LG ˆ 5HQWDO ˇ N 0HGLXP 38
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6 RESULTS

6.1 Modeled Peak Flow Rates

The modeled 25-year peak flow rates for each subbasin are summarized in Table 4, with bar graph plots provided in Figure 5. As shown in the below table, the total 25-year peak flow rate for the Study Area is predicted to decrease from 114 cubic feet per section (cfs) under the existing condition to approximately 89 cfs for each of the future redevelopment alternatives. This decrease in modeled peak flow rate is attributed to the extensive flow control assumed for large, redeveloping parcels (Section 5.1.2). See Appendix A for WWHM output reports for the existing condition and each alternative model.

Table 4. 25-Year Peak Flow by Basin and by Alternative (all units in cubic feet per second [cfs])

	Existing Conditions		Alternative A [a]		Alternative B/C [b]	
Basin	**By Basin**	**Cumulative**	**By Basin**	**Cumulative**	**By Basin**	**Cumulative**
Basin 1	4.12	4.12	5.29	5.29	5.29	5.29
Basin 2	19.22	23.34	17.84	23.13	17.84	23.13
Basin 3	19.30	42.64	14.81	37.95	15.69	38.82
Basin 4	37.32	79.96	39.40	77.35	39.39	78.21
Basin 5	7.03	86.99	2.25	79.60	2.25	80.45
Basin 6	18.19	105.18	8.10	87.70	8.14	88.59
Basin 7	8.82	114.00	1.26	88.96	1.26	89.85
Total	**114.00**	**--**	**88.96**	**--**	**89.85**	**--**

Notes:

a Alternative A modeled peak flow rates do not incorporate mitigation measures (Section 5.2).

b Alternative B/C peak flow rates are the same due to the same land use and flow control assumptions applied. The modeled peak flow rates do not incorporate mitigation measures (Section 5.2).

Modeled Flooding

Table 5 summarizes modeled flood depths and durations. Figure 6 through Figure 10 show the locations and depths of modeled flooding where flooding is modeled to last at least 15 minutes. Any modeled flooding shorter than 15 minutes in duration was assumed to be negligible for purposes of this planning level study.

As discussed in Section 4, the absolute values of modeled flood depth or duration should not be relied upon without further model refinement. Only the change in modeled flood depth from existing conditions to the future redevelopment conditions under Alternatives A through C should be considered reliable for this study.

As shown in Figure 6 through Figure 10, modeled flooding is expected to reduce in each of the alternatives as compared to the existing condition. This is due to the flow control assumed to be provided for the large parcels under the future redevelopment conditions for each of the alternatives (Section 5.1.2).

Because Alternatives A and B use such similar land use and flow control assumptions, and since the mitigation measures were the same for both, there was very little change in modeled flooding from Alternative A (mitigated; Figure 8) to Alternative B (mitigated; Figure 9). While some flooding does remain in those alternatives, no flooding is modeled in Alternative C due to the addition of blue-green streets (Figure 10), in

addition to proposed mitigation measures in Alternative and B. See the PCSWMM model output reports provided in Appendix B for additional information.

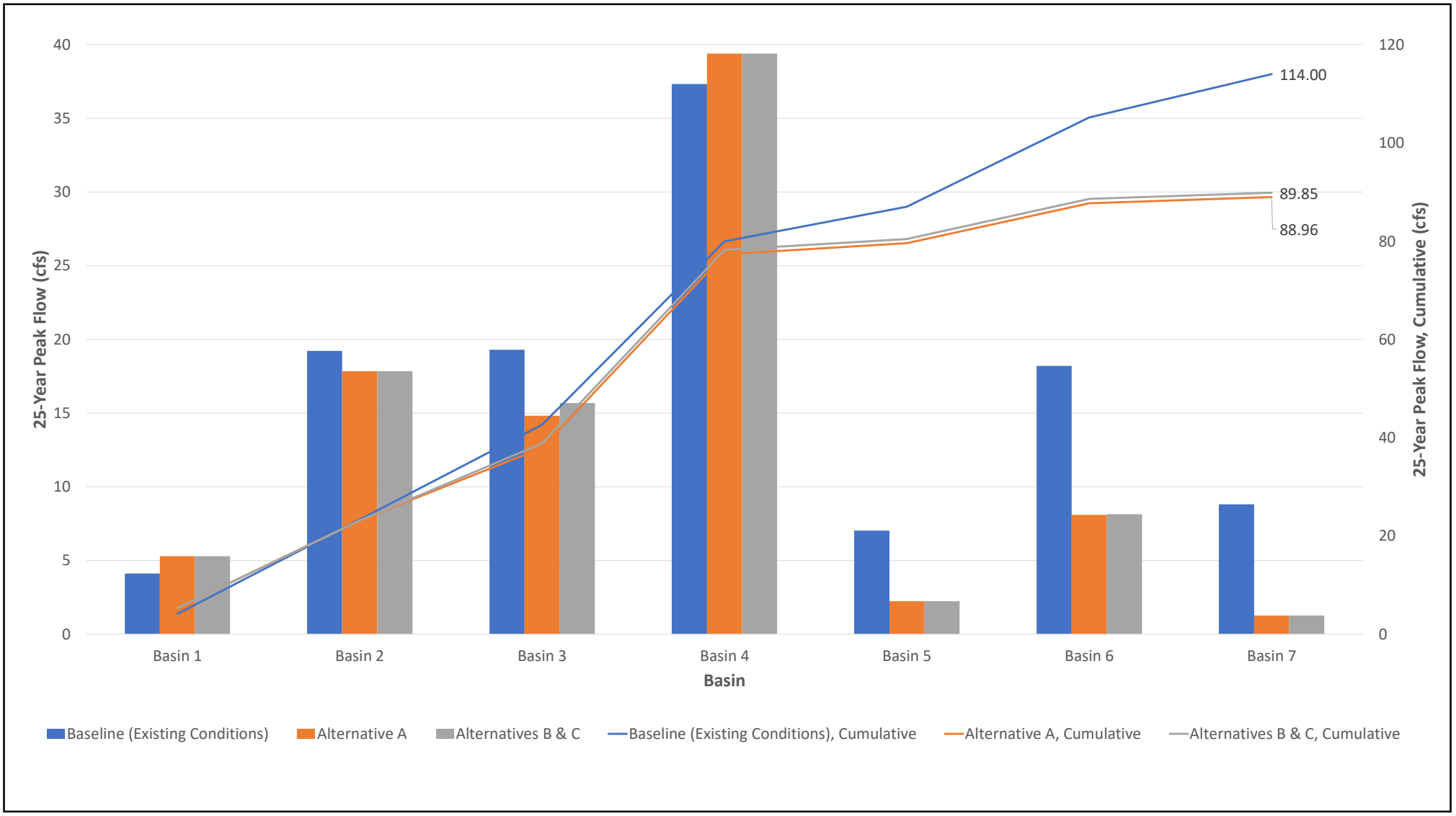

Figure 5. 25-Year Peak Flow by Basin for Baseline (Existing Conditions), Alternative A and Alternatives B & C

City of Kirkland: 85th Street Station Area Plan

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Table 5. Modeled 25-Year Flood Depth and Duration by Alternative.

Node [a,b,c]	Existing Conditions		Alternative A (Unmitigated)		Alternative A (Mitigated)		Alternative B (Unmitigated)		Alternative B (Mitigated)		Alternative C (Mitigated)	
	Max Flood Depth (ft) [d]	Hours Flooded (hr) [d]	Max Flood Depth (ft) [d]	Hours Flooded (hr) [d]	Max Flood Depth (ft) [d]	Hours Flooded (hr) [d]	Max Flood Depth (ft) [d]	Hours Flooded (hr) [d]	Max Flood Depth (ft) [d]	Hours Flooded (hr) [d]	Max Flood Depth (ft) [d]	Hours Flooded (hr) [d]
10968	0.06	0.86	--	--	--	--	--	--	--	--	--	--
10975	0.55	0.33	--	--	--	--	--	--	--	--	--	--
11236	--	--	--	--	0.47	0.25	--	--	0.61	0.28	--	--
11293	3.76	0.68	4.17	0.67	5.27	0.49	4.27	0.68	5.54	0.50	--	--
11428	2.95	0.52	3.31	0.52	--	--	3.39	0.53	--	--	--	--
11429	3.79	0.60	4.12	0.58	--	--	4.19	0.59	--	--	--	--
11843	1.10	0.46	--	--	--	--	--	--	--	--	--	--
11844	2.82	0.66	1.40	0.45	--	--	1.75	0.49	--	--	--	--
12645	2.24	1.14	2.06	1.37	--	--	2.06	1.37	--	--	--	--
12708	2.07	0.82	1.86	1.03	--	--	1.86	1.03	--	--	--	--
12716	2.16	0.86	1.95	1.18	--	--	1.95	1.18	--	--	--	--
33729	0.14	0.28	0.58	0.58	--	--	0.58	0.58	--	--	--	--
33731	--	--	0.29	0.56	--	--	0.29	0.55	--	--	--	--

Abbreviations:

ft feet
hr hour

Notes:

a Flooding was modeled using PCSWMM with runoff time series developed in Western Washington Hydrology Model version 2012 (WWHM). WWHM was run using 15-minute rainfall data from the SeaTac gauge with a precipitation scaling factor of 1.0.
b Modeled flood depths should be used as a basis for comparison between existing conditions and each of the alternatives only.
c Nodes listed in order of model conveyance from upstream to downstream.
d Only modeled flooding with at least a 15-minute duration is reported. Shorter-duration flooding is considered negligible for purposes of this study.

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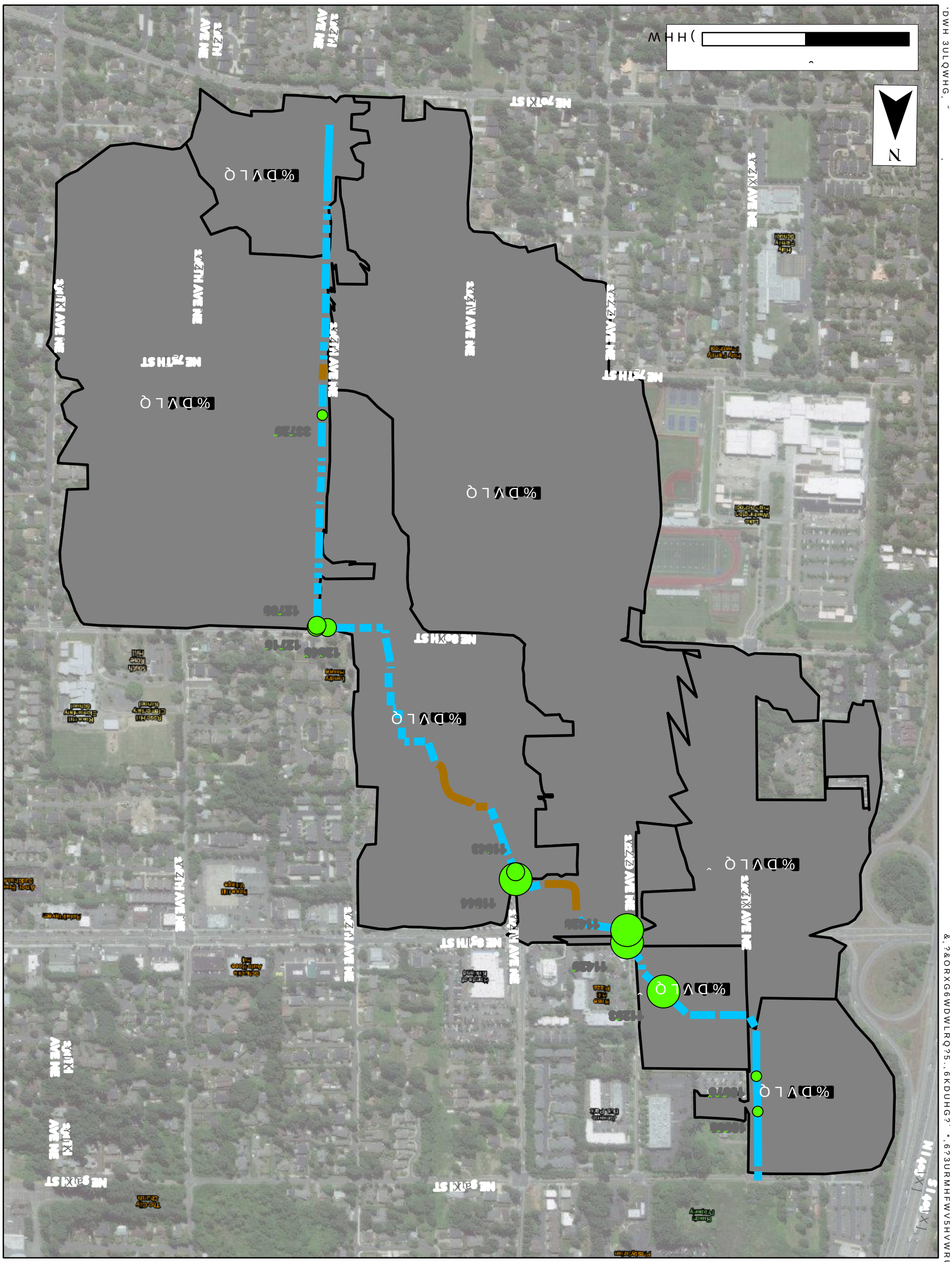
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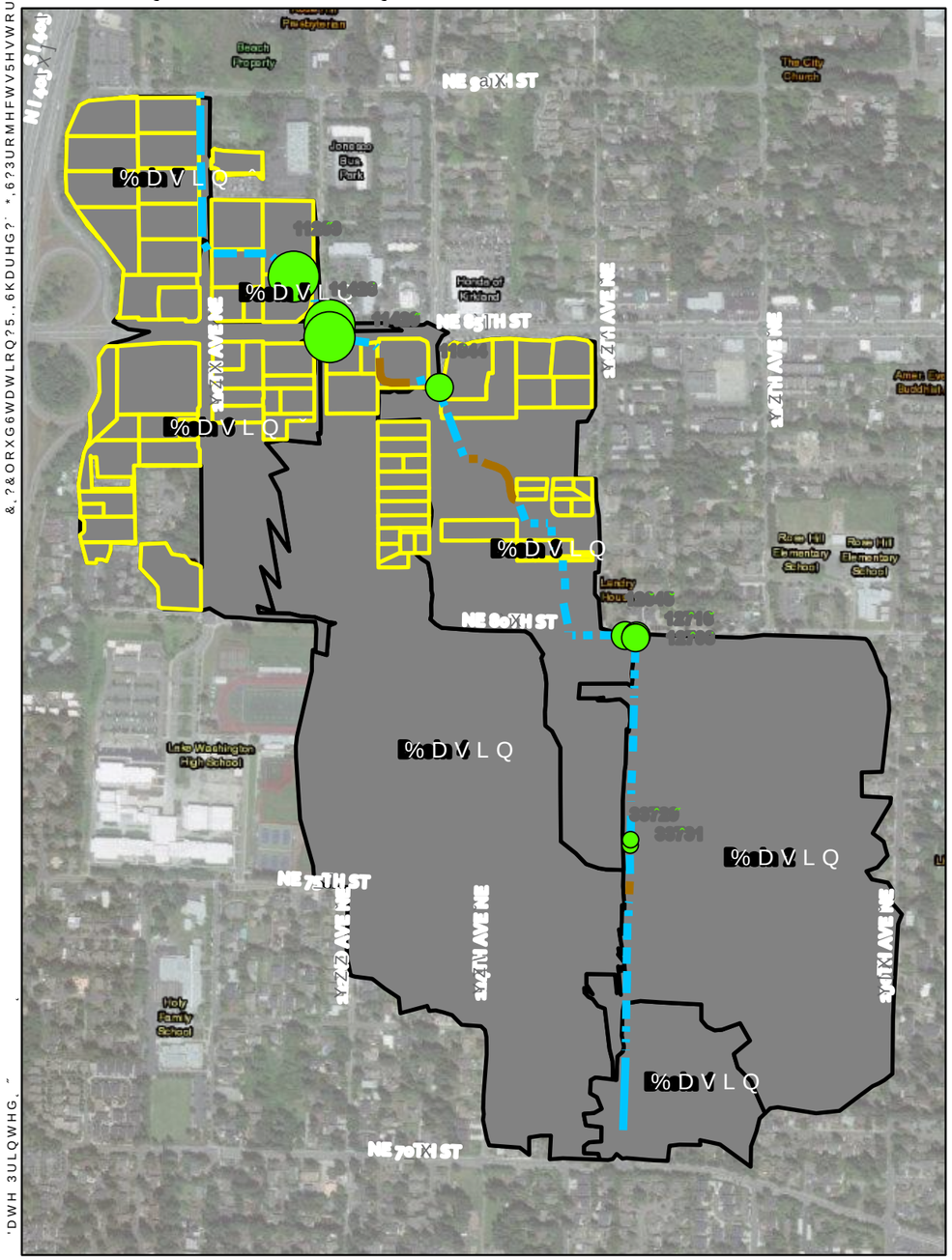

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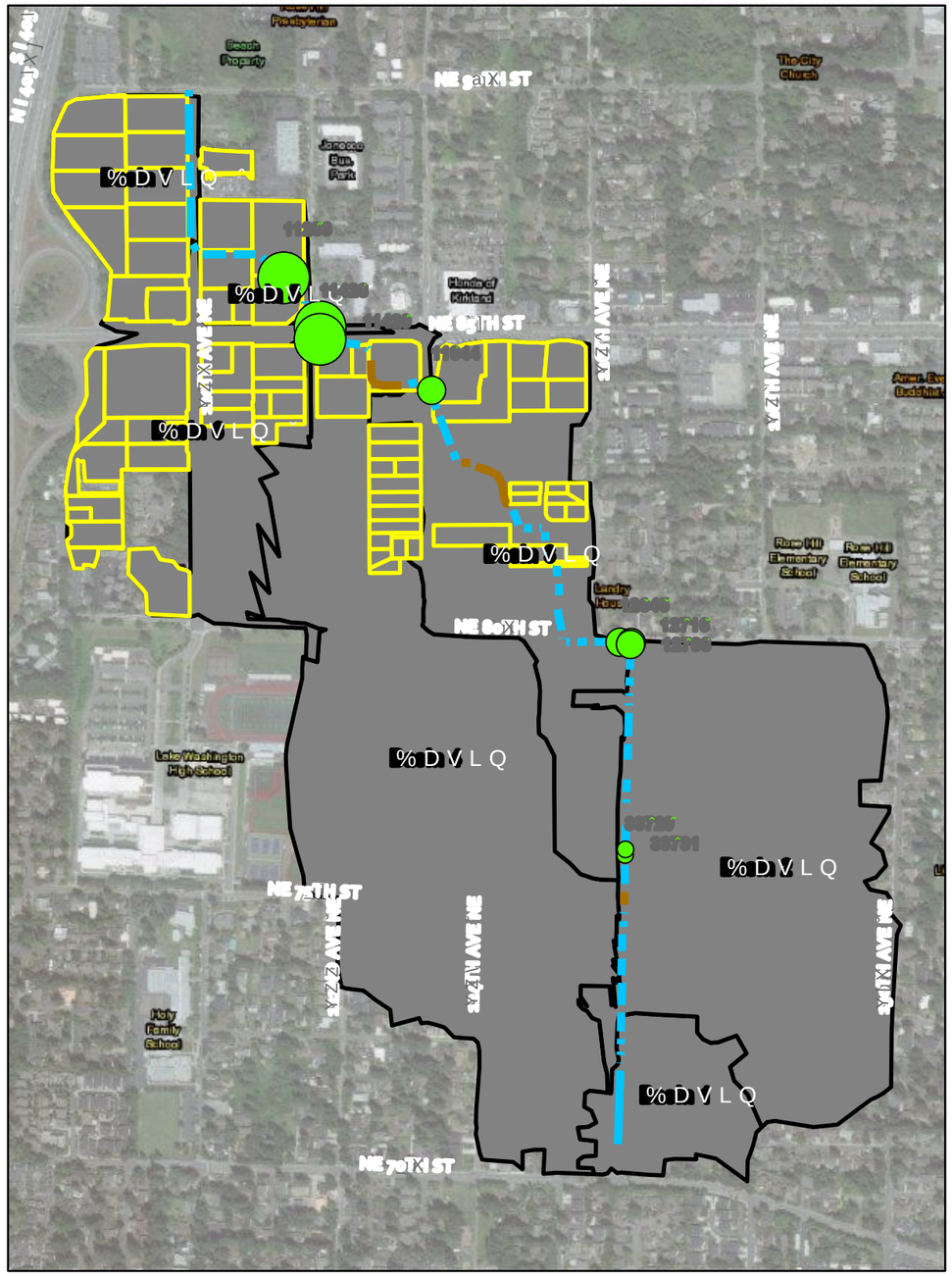

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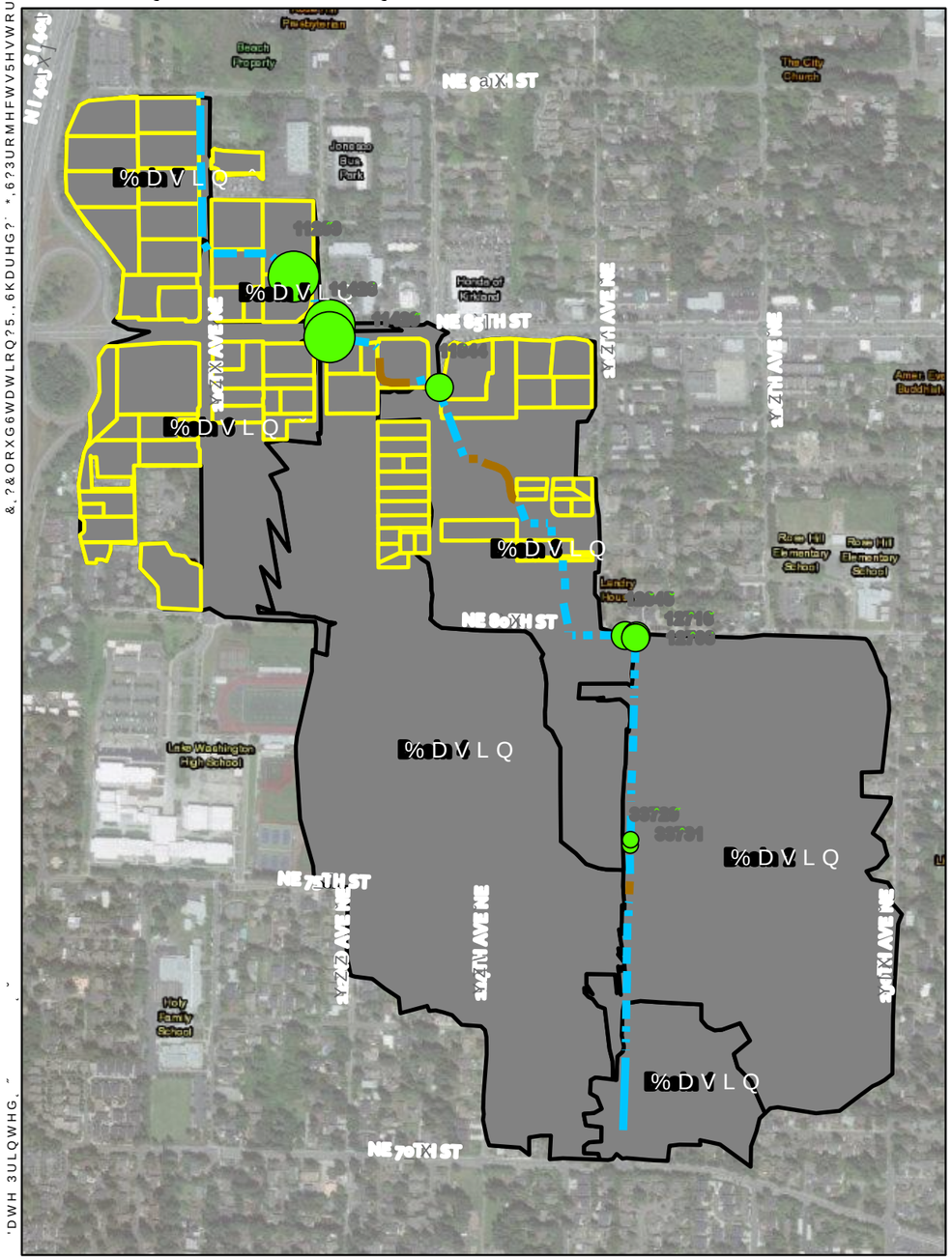

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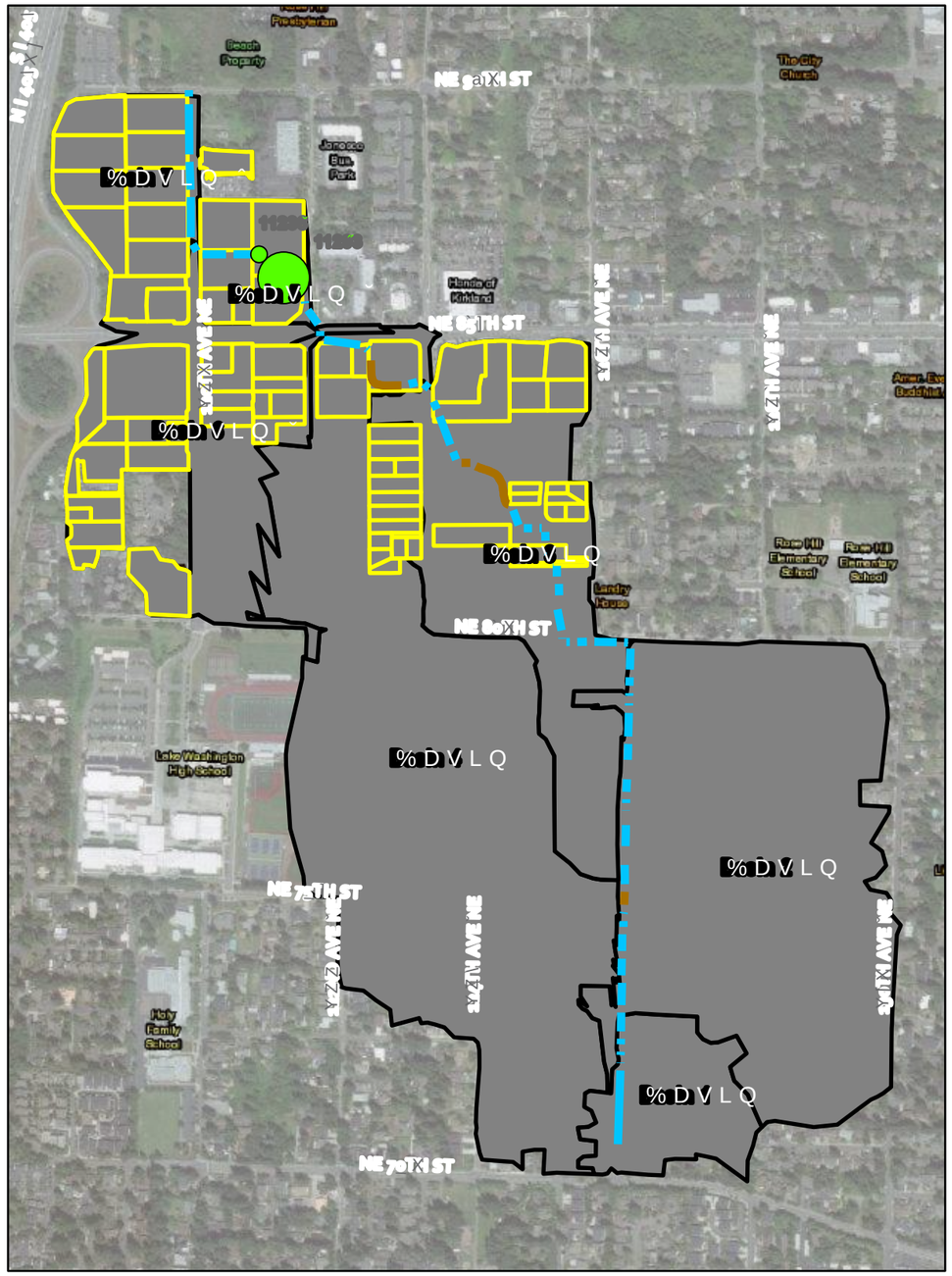

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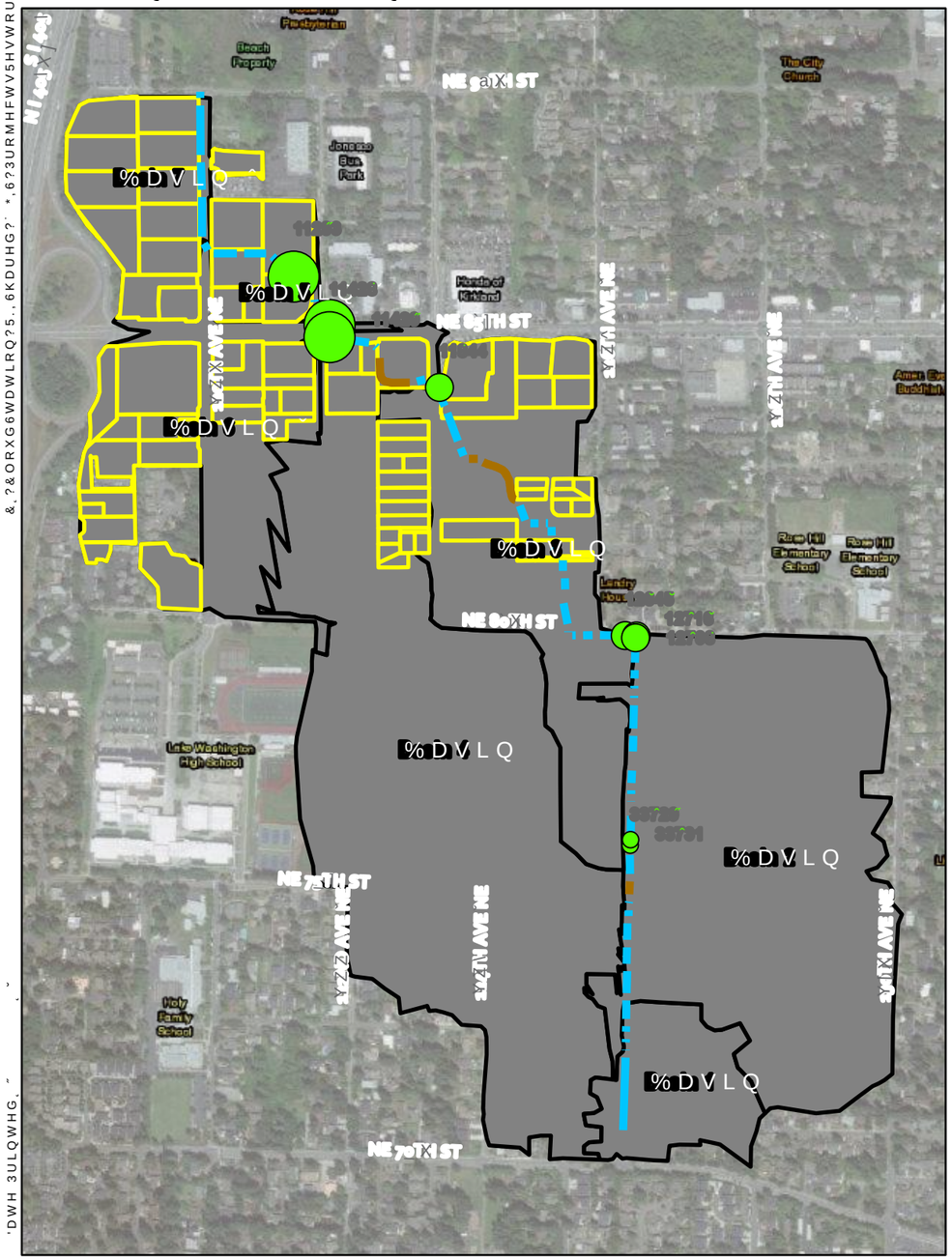

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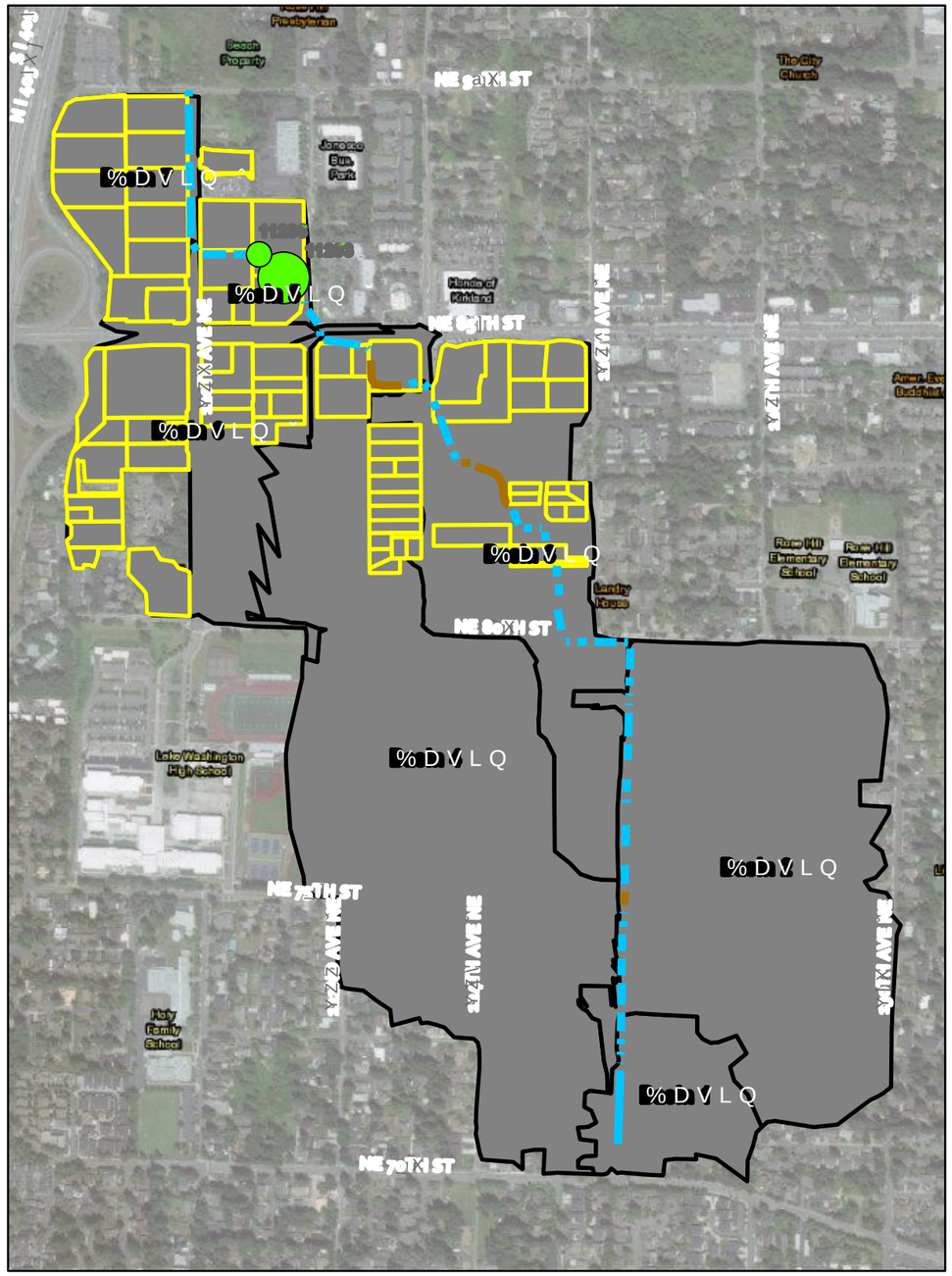

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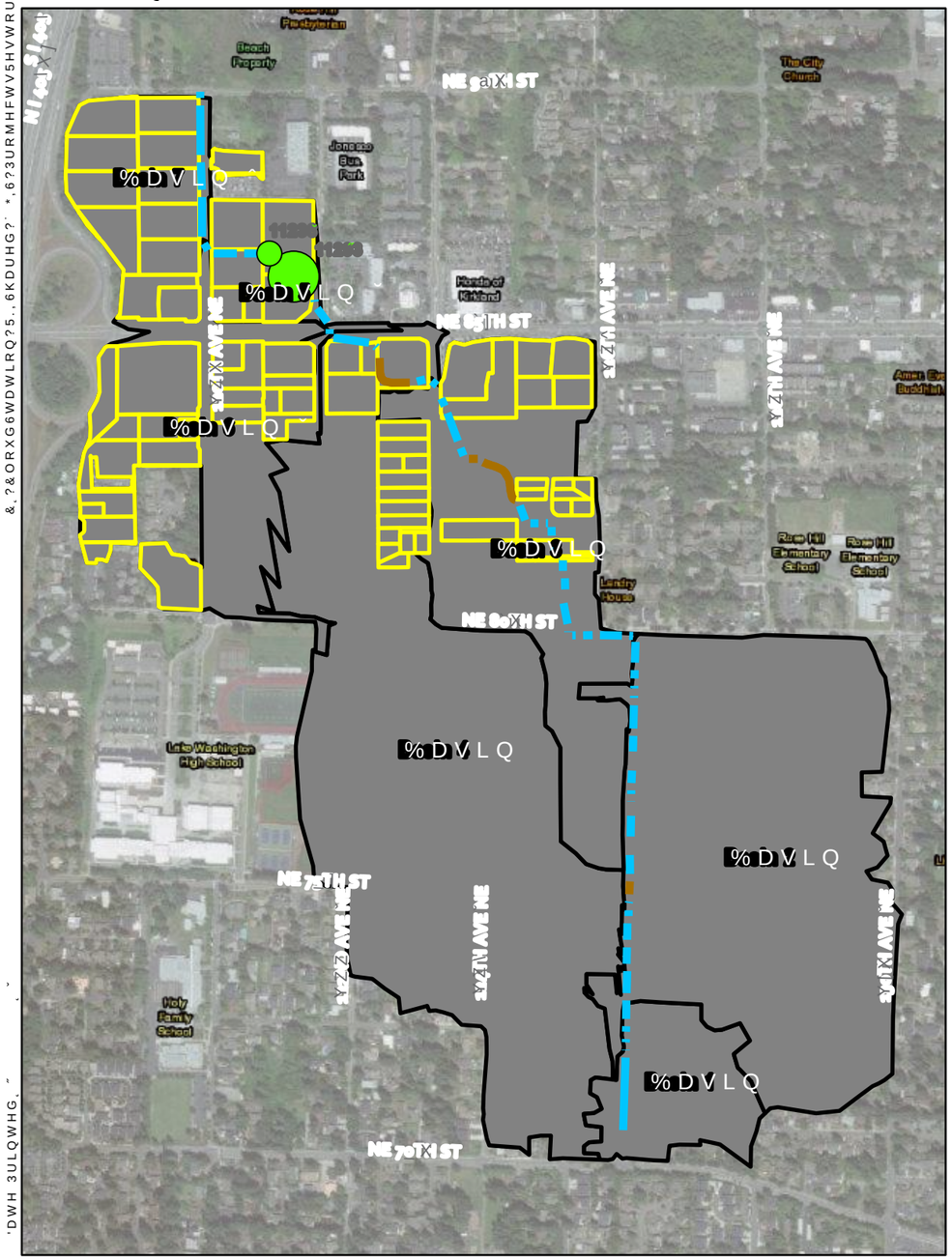

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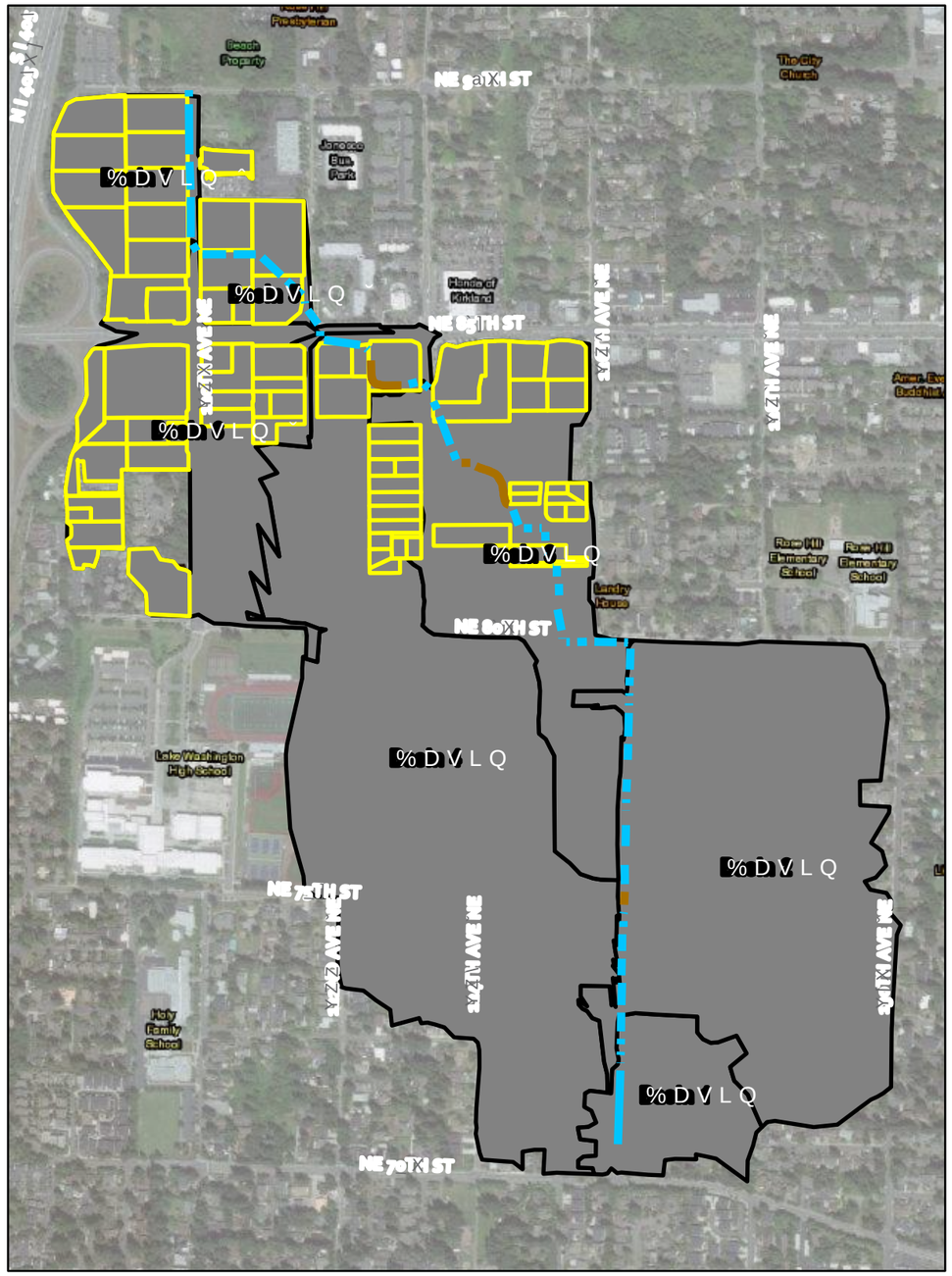

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7 MITIGATION COSTS

Table 6 summarizes the total project costs assumed for the mitigation measures evaluated for this study. Total project costs include hard costs and soft costs, such as planning, design, and project close-out.

The total project costs for detention vaults, stormwater conveyance pipe improvements, and blue-green streets were provided by the City. Total project costs for rain gardens were based on a cost relationship developed for bioretention with underdrains for Seattle Public Utilities' (SPU's) Longfellow Starts Here (LSH; 2021) project. SPU's LSH developed a toolkit of stormwater Best Management Practices suitable for high-level, basin-scale planning studies such as this. The LSH cost estimating relationship used is as follows:

$y=7787.8*x^{-0.289}$, where

y is the total project cost of bioretention with underdrains per square foot of bottom area, and

x is the bioretention bottom area in square feet

As illustrated in the below table, the cost to construct these mitigation measures is very high, due to factors such as required construction depth, dewatering, and steep slopes requiring weirs in the case of rain gardens.

Table 6. Summary of Mitigation Project Total Cost Estimates

Component	Bottom Footprint (SF) or Length (LF)	$/SF Bottom Area	Total Cost [a]
Alternatives A and B			
Basin 2 160k CF Detention Vault [b]	26,570 SF	$75 to $150	$2 to $4 million
Basin 4 210k CF Detention Vault [b]	35,350 SF	$85 to $200	$3 to $7 million
Stormwater Conveyance Improvements (Within Station Area Plan) [b]	520 LF	N/A	$600,000
Stormwater Conveyance Improvements (Upstream of Station Area Plan) [b]	685 LF	N/A	$400,000
Subtotal	**N/A**	**N/A**	**$6 to $12 million**
Alternative C (Additional GSI)			
Rain Garden 1 (with weirs) [c]	3,100 SF	$763	$2,364,683
Rain Garden 2 (with weirs) [c]	600 SF	$1,226	$735,665
Blue-Green Streets (2 vaults) [d]	6,050 SF	$530	$3.2 million
Subtotal	**9,750 SF**	**N/A**	**$6.3 million**

Abbreviations:

N/A Not Applicable LF Lineal Feet SF Square Feet

Notes:

a Total Cost includes hard and soft costs, such as planning, design, and project close-out.

b Detention vault and stormwater conveyance improvement costs are preliminary, developed by the City by scaling from recently completed projects. Detention vault costs include potential parcel acquisition.

c Cost data for Rain Gardens based on SPU's Longfellow Starts Here (LSH) project.

d Blue-Green streets estimated by the City using vaults as "grey infrastructure" within roadway prism. Due to construction depths, locations and potential of utility relocations cost estimate includes high contingency factor.

8 SUMMARY & CONCLUSIONS

The modeling results for this study indicate that development of the Station Area Plan and any associated impervious limit increases will not negatively impact downstream flooding. On the contrary, redevelopment is expected to help existing flooding due to the flow control that will be required for the redeveloping parcels.

Future conveyance improvements may be required upstream due to development that may increase impervious surface by and estimated 15% to 20% without triggering flow control requirements. Any such upstream mitigation requirements are not due to the Station Area Plan.

Blue-green streets provide very little benefit at the proposed location due to being located in basins where flow control will be implemented as part of redevelopment. The cost to construct these facilities will be high due to required construction depths, expected dewatering needs, and steep slopes, which may require the addition of weirs and additional length to achieve desired storage volumes. While maintenance costs were not evaluated as part of this study, the cost of maintaining blue-green street improvements is also expected to be higher than that of traditional grey infrastructure due to the distributed nature and lack of economies of scale proposed under the Station Area Plan.

9 RECOMMENDED NEXT STEPS

This section provides recommended next steps that should be considered for future phases of study.

9.1 Complete the GIS Database

Survey will be needed at locations where the stormwater GIS data gaps exist to complete a more accurate basin model. Items to be surveyed include:

- Manhole and miscellaneous component rim elevations
- Stormwater channel/ditch invert elevations, channel/ditch size
- Missing and/or unknown pipe invert elevations, resulting in negative-sloped pipes
- Pipe materials

9.2 Refine the Model for Future Use

If the models developed for this study will be used for any other purpose, they must be refined as needed to suit the intended purpose. Necessary model refinements may include, for example:

- Incorporate refined GIS data (Section 9.1) and/or more information from additional review of record drawings and/or site visits;
- Refine the subbasin delineation;
- Incorporate effective impervious area assumptions (as opposed to assuming all impervious area is effective); and
- Revise hydrology as appropriate.

9.3 Consider Climate Change

Based on the Climate Impacts Group *Projected Changes in Extreme Precipitation* (CIG 2021), the average modeled change in 25-year, 1-hour storm intensity would be 18% to 22% higher in the 2030s as compared to

the period 1981 to 2010 (these values are based on an average of several different models with Representative Concentration Pathway [RCP] 8.5, which assumes little change in greenhouse gas emissions). Due to future impacts of climate change, the City may consider re-evaluating the conveyance standards used for this study (Section 3) to provide for more resilient design and construction of stormwater systems to handle increased storm intensity under future climate change scenarios.

9.4 Develop a Groundwater Management Policy

Although groundwater pumping into the conveyance system (dewatering) was not evaluated in this study (Section 4), significant dewatering may be necessary due to the large number of deep excavations being considered for the redevelopment plan. The City should develop a policy for managing groundwater in the stormwater conveyance system to preserve system capacity and provide helpful guidance for developers and plan reviewers alike. Elements of a groundwater management policy should include but not necessarily be limited to:

- **Water Quality:** Groundwater can potentially contain contamination, thus dewatering directly to a Municipal Separate Storm Sewer System (MS4) should not be considered unless water quality is addressed. The City may consider adopting a policy similar to King County, that is, if the pumped groundwater does not meet King County water quality criteria or if direct or indirect discharge is not available, the pumped water may be sent to the sanitary sewer with County permission (King County 2021).
- **Times/Seasons:** During the wet season in western Washington (October through March), stormwater conveyance systems can quickly become overwhelmed from large and/or long-duration storm events. The City may consider implementing a discharge policy similar to the City of Seattle, which limits discharge rates [to its sanitary or combined sewers] during the wet season to 25,000 gallons per day (SPU 2011). Although the City's policy would pertain to the stormwater conveyance system, not the sewer system, similar considerations of timing and seasonality would apply.
- **Maximum flow rates / volumes:** The City may consider posing an overall maximum flow rate or allowable dewatering volume regardless of time or season to reduce the possibility of surcharging or flooding.

10 REFERENCES

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Appendices
See Full Copy at:
https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/stationarea-fiscalimpactcommunitybenefitstechmemo-appendix3-stormwaterstudyoct2021.pdf

C Preliminary Planned Action Ordinance

ORDINANCE XXX

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ESTABLISHING A PLANNED ACTION FOR THE KIRKLAND NE 85TH STREET STATION AREA.

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), including the City of Kirkland ("City"); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC) allow for and govern the adoption and application of a planned action designation under SEPA; and

WHEREAS, the City has adopted State Environmental Policy Act Rules regarding Planned Actions in Kirkland Municipal Code (KMC) 24.02.180; and

WHEREAS, the designation of a planned action expedites the permitting process for projects of which the impacts have been previously addressed in an environmental impact statement (SEIS); and

WHEREAS, a subarea of the city consisting of the NE 85th Street Station Area as depicted on the map attached hereto as **Exhibit A** and incorporated herein by this reference, has been identified as a planned action area for future redevelopment to a mixed-use center ("Planned Action Area"); and

WHEREAS, the City has adopted and updated a subarea plan as part of the Comprehensive Plan addressing the NE 85th Street Station Area complying with the GMA (RCW 36.70A), dated XXX, to guide the development of the Planned Action Area ("Station Area Plan"); and

WHEREAS, after public participation and coordination with affected parties, the City, as lead SEPA agency, issued the NE 85th Street Station Area Final Supplemental Environmental Impact Statement ("Final SEIS") dated XXX, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Station Area Plan; and

WHEREAS, the Final SEIS addresses a preferred alternative, includes by incorporation the NE 85th Street Station Area Draft Supplemental Environmental Impact Statement issued on January 5, 2021, and responds to comments on the Draft SEIS (collectively referred to herein as the "Planned Action SEIS"); and

WHEREAS, the City desires to designate a planned action under SEPA for the NE 85th Street Station Area ("Planned Action"); and

WHEREAS, adopting a Planned Action for the NE 85th Street Station Area with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City is amending the Kirkland Comprehensive Plan for consistency with the Station Area Plan as amended and supporting infrastructure plans; and

WHEREAS, the City is adopting form-based zoning regulations concurrent with the NE 85th Street Station Area to implement said Plan; and

WHEREAS, the City Council of the City of Kirkland finds that adopting this Ordinance and its Exhibits is in the public interest and will advance the public health, safety, and welfare.

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Findings. The findings of the City of Kirkland City Council are as follows:

A. The procedural and substantive requirements of SEPA (RCW 43.21C) have been complied with.

B. The procedural requirements of GMA (RCW 36.70A) have been complied with.

C. The proposed action is consistent with Kirkland Comprehensive Plan as amended.

D. The proposed amendments have been reviewed and processed in accordance with the SEPA Procedures and Policies in Chapter 24.02 KMC.

E. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's municipal code.

F. The Kirkland City Council finds and determines that regulation of land use and development is subject to the authority and general police power of the City, and the City reserves its powers and authority to appropriately amend, modify and revise such land use controls in accordance with applicable law.

G. The Kirkland City Council finds and determines that approval of such amendments to the Comprehensive Plan and Zoning Code is in the best interests of the residents of Kirkland, and will promote the general health, safety and welfare.

H. The Planned Action SEIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

I. The mitigation measures identified in the Planned Action SEIS, attached to this Ordinance as **Exhibit B** and incorporated herein by reference, together with adopted Kirkland development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.

J. The Station Area Plan, form-based zoning regulations, and Planned Action SEIS identify the location, type, and amount of development that is contemplated by the Planned Action.

K. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.

L. The City provided several opportunities for meaningful public involvement and review in the Station Area Plan and Planned Action SEIS processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

M. Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

N. The designated Planned Action Area is located entirely within an Urban Growth Area.

O. Implementation of the mitigation measures identified in the Planned Action SEIS will provide for adequate public services and facilities to serve the proposed Planned Action Area.

Section 2. Purpose. The purposes of this Ordinance are to:

A. Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the Planned Action SEIS to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;

B. Designate the NE 85th Street Station Area shown in **Exhibit A** as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action Projects pursuant RCW 43.21C.440;

C. Determine that the Planned Action SEIS meets the requirements of a planned action SEIS pursuant to the State Environmental Policy Act (SEPA);

D. Establish criteria and procedures for the designation of certain projects within the Planned Action Area as "Planned Action Projects" consistent with RCW 43.21C.440;

E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;

F. Streamline and expedite the land use permit review process by relying on the Planned Action SEIS; and

G. Apply applicable regulations within the City's development regulations and the mitigation framework contained in this Resolution for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

Section 3. Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.

A. Planned Action Area. This "Planned Action" designation shall apply to the area shown in **Exhibit A** of this Ordinance.

B. Environmental Document. A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action SEIS. The mitigation measures contained in Exhibit B of this Ordinance are based upon the findings of the Planned Action SEIS and shall, along with adopted City regulations, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Project Designated. Land uses and activities described in the Planned Action SEIS, subject to the thresholds described in Subsection 3.D of this Ordinance and the mitigation measures contained in Exhibit B of this Ordinance, are designated "Planned Action Projects" pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area that meets the criteria in Subsections 3.D and 3.E may be designated a Planned Action Project pursuant to the process in Subsection 3.G.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action SEIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined in the NE 85th Street Station Area Plan and can qualify as Planned Actions:

i. Townhome/Multiplex

ii. Multifamily

iii. Industrial

iv. Office

v. Retail

vi. Mixed uses

vii. Open Space, Parks, Trails, Recreation, Gathering Spaces

viii. Street and non-motorized circulation improvements consistent with the Transportation evaluation in the Planned Action SEIS.

ix. Civic, Cultural, Governmental and Utility Facilities as identified in the NE 85th Street Station Area Plan and allowed in the Kirkland Zoning Code

x. Other uses allowed in the Zoning regulations applicable to the NE 85th Street Station Area that are similar to studied uses as determined by the responsible official or designee.

(b) Planned Action Project Land Uses: A land use can qualify as a Planned Action Project land use when:

i. it is within the Planned Action Area as shown in Exhibit A of this Ordinance; and

ii. it is within one or more of the land use categories described in Subsection 3.D(1)(a) above; or

iii. it is a common accessory use or appurtenance to a permitted use.

A Planned Action Project may be a single Planned Action land use, or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

(c) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: streets and non-motorized improvements, utilities, parks, trails, civic, cultural, governmental, and similar facilities developed consistent with the Planned Action SEIS mitigation measures, City design standards, critical area regulations, and the Kirkland Municipal Code.

(2) Development Thresholds:

(a) Land Use: The following maximum levels of new land uses are contemplated by the Planned Action:

Net Development 2020-2044+	Existing	Preferred Net Growth	Total
Housing Units	1,909	6,243	8,152
Jobs	4,988	17,763	22,751

(b) Shifting development amounts between land uses identified in Subsection 3.D(2)(a) may be permitted by the responsible official or designee provided the traffic trips for the preferred alternative are not exceeded and the development impacts identified in the Planned Action SEIS are mitigated consistent with Exhibit B of this Ordinance.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development levels specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action SEIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action SEIS are as follows:

New Weekday PM Peak Hour Trips

Alternative	PM Peak Hour Vehicle Trips
Existing	4,559
Preferred Alternative	16,140

i. In no case shall trips exceed the Preferred Alternative. Monitoring shall be conducted by the City to ensure planned improvements are implemented concurrent with development before the final level of trips in the Preferred Alternative is authorized for development.

ii. All planned actions shall be consistent with the following:

(b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in the Kirkland Comprehensive Plan and Kirkland Municipal Code**.**

(c) Impact Fee. All Planned Action Projects shall pay applicable impact fees for improvements addressed in the City Comprehensive Plan and Capital Facility Plan and impact fee ordinances.

(d) Mitigation. Each planned action shall provide its proportionate share of transportation capital improvements considered in the Planned Action SEIS and listed in **Exhibit B** and not otherwise included in the City Comprehensive Plan and Capital Facility Plan. Other transportation mitigation shall be provided consistent with mitigation measures in **Exhibit B**.

(e) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 3.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection 3.D(3)(b), paid impact fees per 3.D(3)(c), and that the project has mitigated impacts consistent with Subsection 3.D (3)(d).

(f) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the responsible City official at their sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Kirkland Municipal Code.

iii. Planned Action Project applicants shall pay a proportionate share of the costs of the projects identified in Exhibit B. The responsible City official hall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action SEIS would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action SEIS, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

(1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:

(a) the project is located within the Planned Action Area identified in **Exhibit A** of this Ordinance;

(b) the proposed uses and activities are consistent with those described in the Planned Action SEIS and Subsection 3.D of this Ordinance;

(c) the project is within the Planned Action thresholds and other criteria of Subsection 3.D of this Ordinance;

(d) the project is consistent with the Kirkland Comprehensive Plan including the policies of the NE 85th Street Station Area Plan incorporated into the Comprehensive Plan and the regulations of the NE 85th Street Station Area Plan integrated into the Kirkland Municipal Code;

(e) the project's significant adverse environmental impacts have been identified in the Planned Action SEIS;

(f) the project's significant impacts will be mitigated by application of the measures identified in **Exhibit B** of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;

(g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) the project is not an essential public facility as defined by RCW 36.70A.200 unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project

under this Ordinance.

(2) The City shall base its decision to qualify a project as a Planned Action Project on review of the SEPA Checklist form in WAC 197-11 and review of the Planned Action Project submittal and supporting documentation, provided on City required forms, using the procedures of Subsection 3.G. [the City may develop its own SEPA checklist for the planned action area; however, the standard form is assumed here]

F. Effect of Planned Action Designation.

(1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application will be reviewed in accordance with this Ordinance.

(2) Upon determination by the City's SEPA Responsible Official, pursuant to the process in Subsection 3.G, that the project application meets the criteria of Subsection 3.D and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an SEIS, or be subject to further review pursuant to SEPA. Planned Action Projects will still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

G. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

(1) Development applications shall meet all applicable requirements of the Kirkland Municipal Code, Kirkland Zoning Code, and this Ordinance in place at the time of the Planned Action Project application.

(2) Applications for Planned Action Projects shall:

(a) be made on forms provided by the City;

(b) include the SEPA checklist in WAC 197-11;

(c) meet all applicable requirements of the Kirkland Municipal Code and this Ordinance.

(3) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.

(4) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, they shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and ,federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440(3)(b).

(b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in the Kirkland Zoning Code and Municipal Code, except that no SEPA threshold determination, SEIS, or additional SEPA review shall be required.

(c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.

(d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.

(5) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, they shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to RCW 43.21C.440(3)(b).

(b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.

(c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action SEIS, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action SEIS.

(6) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq.

(7) A Determination of Consistency or Inconsistency is a Process I land use decision and may be appealed pursuant to the procedures established in Chapter 145 of the Kirkland Zoning Code. An appeal of a Determination of Consistency shall be consolidated with any pre-decision or appeal hearing on the underlying project application.

Section 4. Monitoring and Review.

A. The City should monitor the progress of development in the designated Planned Action area in association with the City periodic review of its Comprehensive Plan to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action SEIS regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official every two (2) years from its effective date in conjunction with the City's regular Comprehensive Plan review or docket cycle, as applicable. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures (**Exhibit B**). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action SEIS.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2022.

Signed in authentication thereof this _____ day of _____, 2022.

_____
Penny Sweet, Mayor

Attest:

_____
Kathi Anderson, City Clerk

Approved as to Form:

_____
Kevin Raymond, City Attorney

Exhibit A. Planned Action Area

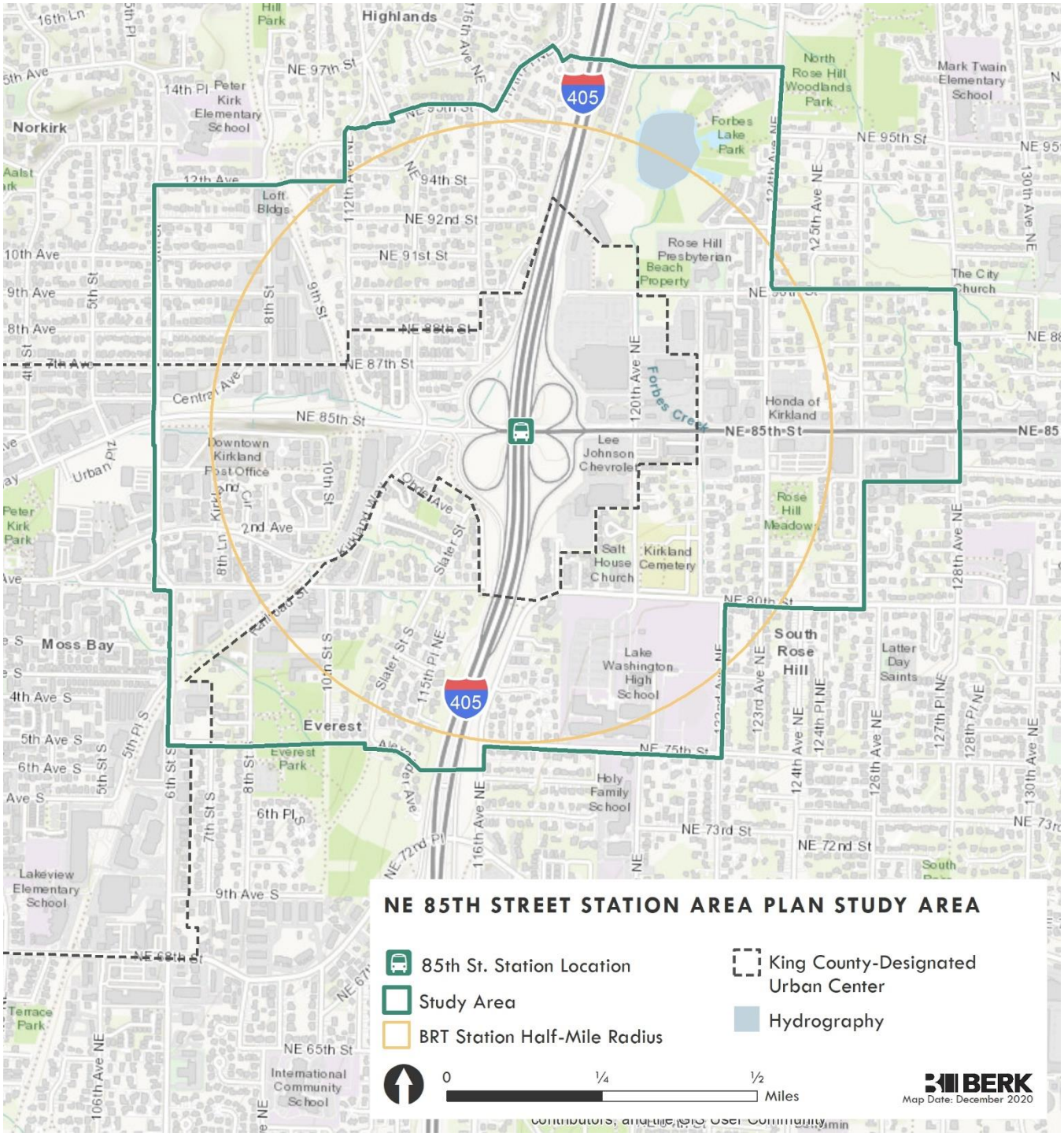

Exhibit B. Mitigation Measures

INTRODUCTION

B-1. MITIGATION MEASURES

Air Quality/Greenhouse Gas

Surface Water and Stormwater

Land Use Patterns and Policies

Plans and Policies

Aesthetics

Transportation

Public Services

Utilities

Other (from Scoping SEPA Checklist)

B-2. CODES AND REGULATIONS SERVING AS MITIGATION

Air Quality/Greenhouse Gas

Surface Water and Stormwater

Land Use Patterns and Policies

Plans and Policies

Aesthetics

Transportation

Public Services

Utilities

Other (from Scoping SEPA Checklist)

B-3. MITIGATION STANDARDS AND FEES

May include design standards (e.g. frontage) and mitigation fees that reflect infrastructure investments not already in capital plan/impact fee basis.