

Minutes, Kirkland Alliance of Neighborhoods  
October 13, 2021 Virtual online meeting

Note: Action items are highlighted in yellow.

Neighborhoods attending:

Central Houghton	Lisa McConnell
Everest	Anna Aubrey
Evergreen Hill	
Finn Hill	Bill Blanchard (KAN Chair)
Highlands	Debbie Ohman
Juanita Neighborhoods	Leo Gilbert
Lakeview	Mark Still
Market	Liz Hunt, Mark Nelson, Ken MacKenzie
Moss Bay	Bea Nahon
Norkirk	Janet Pruitt, Huan Zou
North Rose Hill	
South Rose Hill/Bridle Trails	Chris Kagen

City Staff/Elected Officials attending:

- David Wolbrecht, Senior Neighborhood Services Coordinator
- Kimberly Scrivner, Transportation Planner
- Jim Lopez, Deputy City Manager, External Affairs
- Chris Hendrickson, City Manager Office

Guests:

- Arthur Bachus, Sound Transit, co-project manager
- Brian Henry, King County Metro, lead service planner for East King County
- Ryan Miller, Metro, Transit Planner
- Gunner Scott, Metro, Community Engagement Lead
- J.R. Alexander, Sound Transit, co-project manager, Eastside Service Planner

7:03pm Introduction

- Chair Bill Blanchard called the meeting to order
- Thanks to Anna, Bea, everyone who helped out with the candidate forum
- Adoption of prior meeting minutes
  - Minutes are accepted by default; people can submit corrections to the secretary

7:05pm Public comments

- None
- Round-the-horn introductions

7:14pm King County Metro and Sound Transit update on East Link Connections

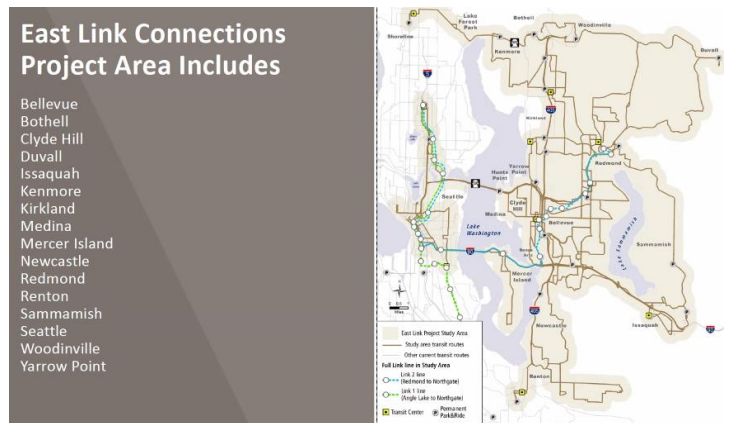
- Metro and Sound Transit guests, presenting

- Metro service update (Brian Henry) →
  - Ridership has steadily increased since the start of 2021
  - Seattle-based routes have increased the most
  - Many restored routes on the Eastside; only four routes still suspended
  - North Eastside Mobility Project (NEMP): expand transit service and improve mobility in the north Eastside, and strengthen connections to important destinations
  - Visit <https://elc.participate.online> (Gunner)
    - See route level maps
    - Take the survey



- Project goals, scope for East Link Connections (Brian)
  - Improve mobility for priority populations, as defined by Metro’s Mobility Framework
    - Address diverse populations, languages, cultural needs
    - Minimize duplication of bus service with Link
    - Improve connections to link
  - Evaluating service (J.R.)
    - Ridership: how many people?
    - Productivity: spending resources well?
    - Equity analysis: meeting the needs of historically underrepresented community members? Do service changes improve service for priority areas?
    - Public input and feedback: what are riders saying?
  - Project area (Brian)
    - See map →

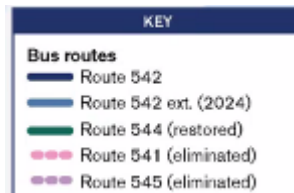
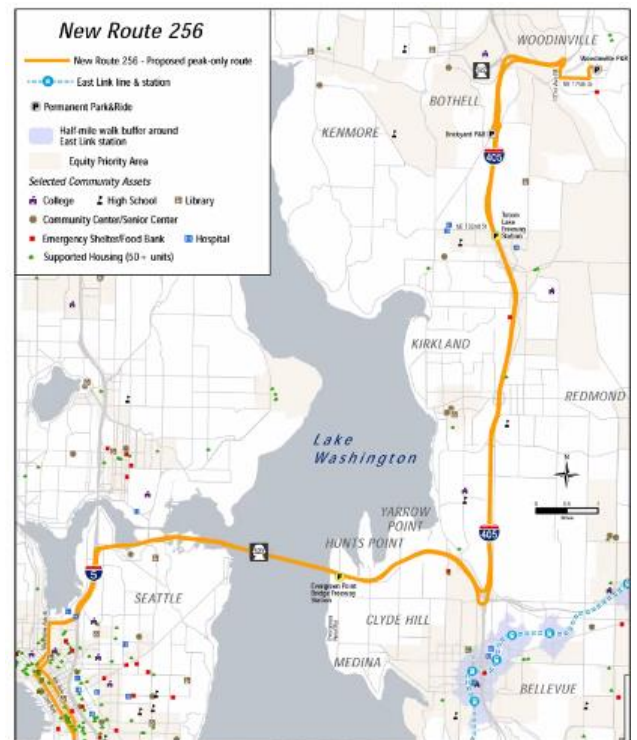
- Link light rail on the Eastside (J.R.)
  - Fast, reliable service free from traffic
  - 28 new stations opening by 2024
    - 17.4 new miles (12 stations) on the Redmond Link 2 line
    - Service every 8 minutes during peak hours



- Impact: 1 light rail train = 10 buses = 500 cars = 800 people
- East Link Connections Mobility Board (Gunner)
  - Community members who live, work, and travel in east King County

- Advise and collaborate with Metro and Sound Transit to develop and refine a proposed transit network on the Eastside
- Metro and Sound Transit proposed changes (Ryan)
  - Divided area into North area (incl. Kirkland), East (Lake Samm eastward), South (I-90 southward), Central (I-90 to Hwy 520)
    - Surveyed for top prioritized needs:
      - Improve and add local connections
      - More service on nights and weekends
      - Ensure transfers are easy and seamless
      - Preserve easy access to downtown Seattle
  - Proposed changes:
    - Create new routes and new connections to LINK
    - Add more all-day service
    - More direct routing for some all-day routes
    - Consolidate peak-service on I-405 and provide a new connection to DT Seattle and SLU
  - Examples:

- New route 251 proposed, Woodinville to Redmond along Red-Wood Road
- New route 256 proposed, Woodinville to Seattle, on 405 through Kirkland and across 520, through South Lake Union, to downtown Seattle →
  - Enhancing express onramp lanes at I-5
  - Consolidates several existing routes
- Peak route 931, Bothell to Duvall, through Woodinville
- ST route 544 (J.R.), peak only, 10min, S. Lake Union to Redmond
- SR 520 overview: 3 ST bus routes:



- Timeline and staying involved (Gunner)
  - Timeline:
    - Phase 1, Feb-spring 2021: Needs assessment (done)
    - Phase 2, summer-fall 2021: Service concepts (underway)
    - Phase 3, winter 2021-2022: Service proposal

- Phase 4, summer 2022: King County Council and Sound Transit Board approval
  - Virtual open house
    - Take the [survey](#), from now until October 25
    - Visit the [online open house](#) (their project main page)
    - Join an [information session](#) on Sat 10/16, 10-11am
- Q&A
  - (Debbie) I see a lot of changes around Kirkland, not much in Kirkland. What helps me use transit more?
    - (Ryan) Big new trunk routes that connect you to light rail, 250 and 225
    - Route 930 from Totem Lake also proposed for additional service, evenings and weekends
  - (Lisa) Who's on the Mobility Board from Kirkland?
    - (Gunner) We have one from 98033, 98034, 98034. They are private citizens. We also have some employers, including Amazon, HopeLink Mobility, Microsoft, Overlake Hospital, Together Center, etc.
  - (Lisa) Will the new 255 stop at the Montlake freeway station for transfers?
    - (Ryan) No, the new structure doesn't allow us to pull out to that station and then get back on the freeway. You'll have to transfer at Evergreen or Yarrow Point.
  - (Lisa) Not seeing a lot of connection to Redmond from the 405 corridor service, e.g., from the new 85th St. Station
    - (Ryan) Connections to Stride: we'll evaluate them when we get closer.
    - (J.R.) Not part of this project. We'll use a similar outreach process.
  - (Liz) Similar reaction to Debbie: It looks like transit is steadily decreasing in Kirkland. Can we get a diagram of routes that go through Kirkland today vs. routes that are proposed to go through Kirkland?
    - (Brian) We can do that. The East Link Mobility project was specifically about connecting people to light rail and the backbone of the transit web. Note that 255 and 250 are good local routes.
    - (Gunner) You can see Northeast area routes at [North Eastside Mobility - Programs & Projects - King County Metro Transit - King County](#)
  - (Kim) Please feel free to reach out to [me](#), to facilitate conversation with transit providers
  - (Ken) The 255 is not working as a way to get downtown. It doesn't go downtown anymore, and yesterday 4 buses in a row were not operating. The transfer time at University is not acceptable. It used to be very convenient and work well, and now it doesn't. What does the capacity and utilization look like? Will we spend money sending empty buses around?

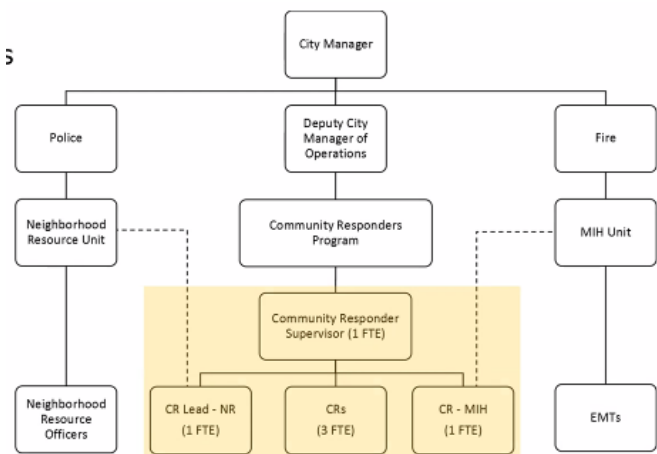
- (Ryan) I absolutely hear you about the canceled trip. We have an operator shortage, partly due to COVID mandates. We're adding staff every day and hope to restore operator staffing.
- (Brian) Each route has its individual performance. Overall ridership has been growing. When there's a lot of demand for a route, we try to bring that route back sooner.

8:04pm Community Responder program

- Jim Lopez, presenting
- Background
  - Follow-on from [Resolution 5434](#) from 2020:
    - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AFFIRMING THAT BLACK LIVES MATTER AND APPROVING THE FRAMEWORK FOR KIRKLAND TO BECOME A SAFE, INCLUSIVE AND WELCOMING COMMUNITY THROUGH ACTIONS TO IMPROVE THE SAFETY AND RESPECT OF BLACK PEOPLE IN KIRKLAND AND END STRUCTURAL RACISM BY PARTNERING WITH THOSE MOST AFFECTED
  - \$1.5M initially budgeted for Community Safety Responders and two cars
  - Best practice review by Ms. Anura Shah
    - Support Team Assisted Response (STAR)
- Goals
  - Provide appropriate support and response to behavioral or mental health crisis through interaction, assessment, diagnosis, treatment, and prevention
  - Divert situations of behavioral health crisis away from the criminal justice system
  - Address mental health workflow
    - High level and breadth of calls that come into emergency services
    - Previously routed primarily to police

- About the program

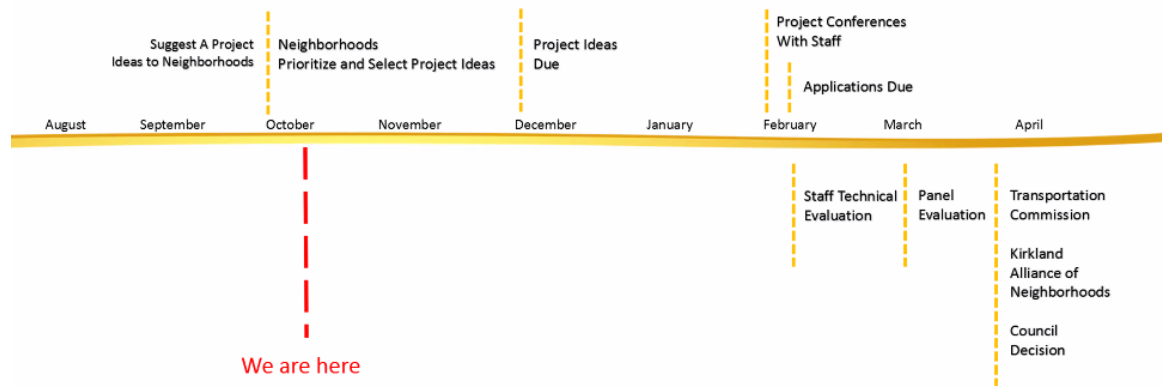
- Created a team of Community Responders →
  - Partner with other first responders on calls related to behavioral crisis
  - Six experienced, licensed mental health professionals, such as licensed independent social workers, mental health counselors, or marriage and family therapists
- 11 total FTEs
  - Six full time employees (FTE)



- Four new FTEs in the fire department as well, plus one existing fire personnel
    - \$2.5M total investment
  - What calls do they respond to?
    - 911, Fire department, and Police department calls
    - Community Responder will be appended to the responding personnel
    - Building algorithms now for determining the appropriate deployments
    - We anticipate that this will make our emergency response departments more attractive places to work, when people know that this resource is available
- Next steps
  - Supervisor and Lead positions posted for hire
  - Other positions to be hired next year
- Q&A
  - (Lisa) Heading in the right direction. Who's doing the hiring? Fire, Police, Human Services?
    - (Jim) All of those, and the City Manager's office. It's our program. Maybe it won't always be here; maybe we'll build a new division.
  - (Johanna) Hoping that people won't become frustrated when there aren't enough services to meet their needs.
    - (Jim) The most effective iterations of services like this have a physical location where they can provide services, as in Atlanta GA. We think of this as a phase toward a continuum of care.
    - (Johanna) <Told a story of someone who was released right back to the place where they had presented in a dangerous way.>
  - (Ken) How are we integrating with County services?
    - (Jim) Right now the County is not providing this level of integrated services. We'll be looking to partner as we move into phase 2.

8:25pm Neighborhood Safety Program (NSP)

- David Wolbrecht, presenting



- See September meeting notes for David’s last presentation on NSP
- Program updates
  - Feedback from NSP Panel Reps discussion, March 2021
  - Continued trend in funding fewer, larger projects (e.g., rapid flashing beacons)
    - We will not be separating the program into low-cost and high-cost categories this year
    - Can we adjust scoring criteria to award extra points to less expensive projects?
    - Increase the NSP budget? Could be addressed in next biennium ...
  - Neighborhood Panel Scoring is not clearly defined
  - Need clearer descriptions of projects, costs, and technical scoring process
  - Interest with Neighborhood Traffic Control Program projects, such as speed radar signs and speed humps – but this is hard to implement
- City updates
  - Sunsetting the current “Suggest a Project” CIP online platform
    - Use [OurKirkland](#) instead
  - Neighborhood Traffic Control Program (NTCP)
    - Suspended in 2020 due to staff reductions due to pandemic budget impacts
    - Still getting many requests
    - NTCP has its own specific processes of technical analysis and community engagement
    - How can we integrate NTCP projects with NSP?
- Plan
  - Review and evaluate throughout 2022 NSP
  - Current program process and elements remain for this year, no midstream changes, no changes of rules
  - Either full NSP Panel (or sub-committee conversations) to explore possible changes as we go
    - Execute the current process, but then ...
    - Evaluate how it could be improved, what would alternatives look like: meta-analysis

- Reflect on potential impacts of changes to large/small project pots, scoring, NTCP integration, etc.
  - Seek recommendations at end of 2022 NSP (April 2022)
    - Come back to KAN for consideration
- Q&A
  - (Lisa) Do rapid flashing beacons have to have an island?
    - (Kim) Not recommending RFBs for three or more lanes; need to look at other solutions.
    - (David) will check with Transportation Engineering and will follow up with Lisa
  - (Lisa) What about projects that straddle areas?
    - (David) will confirm process and follow up with Lisa
  - (Chris) What's the status of collecting NSP reps from each neighborhood?
    - (David) Need them identified in December.
    - ACTION ITEM for all NAs: Identify an NSP rep and notify David.

8:43pm 85<sup>th</sup> St. Station Area Plan working group update

- Ken MacKenzie and Liz Hunt presenting
- Ken and Liz have done a great job!
  - Curtis Brown (adjacent homeowner) also very involved
- Plan
  - Incorporate two in-progress mixed-use projects
    - Madison →
      - Where Petco is now, right by the intersection
    - Continental Divide
      - At the eastern end of the Station Area
  - City's goals:
    - Support Sound Transit BRT (2026?)
    - Significantly increase office space, especially for Google
    - Support desire for walkable neighborhood
    - Provide more housing
- Project status/schedule
  - Roughly a square mile, centered on 85<sup>th</sup> x I-405
  - Started Nov 2019
  - Now: Additional studies (fiscal impact, community benefits, transportation)
  - 10/26: City Council meeting
  - 11/1 6pm: Community workshop, online
    - See the [City website](#) for details
    - Please help us maximize attendance and participation
  - Oct-Dec: Council selects preferred plan
  - Early 2022? Planned Action Ordinance for desired Google building heights, etc.
  - April 2022: Final plan adopted by Council

Madison Project/Petco (in progress)





## Three New Zoning Options Proposed

1. Keep current zoning
  - Including increased heights for Madison Project (PetCo) and Continental Divide (132<sup>nd</sup> Ave)
  - NOT an option, it appears
2. “June Alternative A”
  - Some increases; base bookend for study
3. “June Alternative B”
  - Big increases; high bookend for study
  - What can we get if we “go big”?

The “BOOKENDS” – for Fiscal & Community Benefits Studies

### ALT A: Current Trends

Reflects minor changes to existing plans in line with recent market trends, primarily focused on existing commercial areas such as Rose Hill.



Max Allowable Heights: 67-75'  
Typical Allowable Heights: 35'  
2044 Households: 3,669 (~14,469 people)  
2044 Jobs: 11,821

### ALT B: Transit-Connected Growth

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

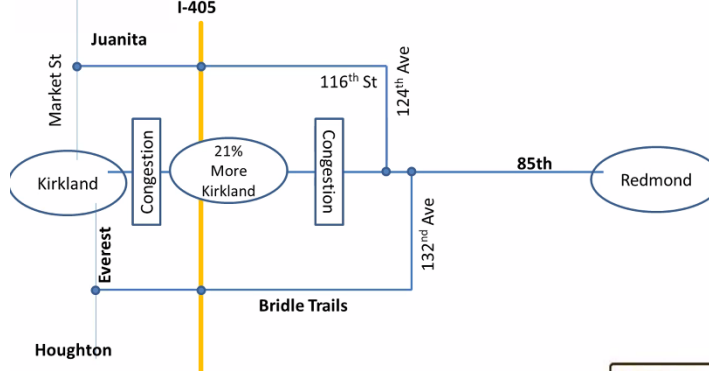


Max Allowable Heights: up to 250'  
Typical Allowable Heights: up to 75-100'  
2044 Households: 8,003 (~31,560 people)  
2044 Jobs: 20,151

- Alternative B results in fewer retail/restaurant jobs and industrial jobs, but way more office jobs

- Traffic congestion, Ken’s projection:

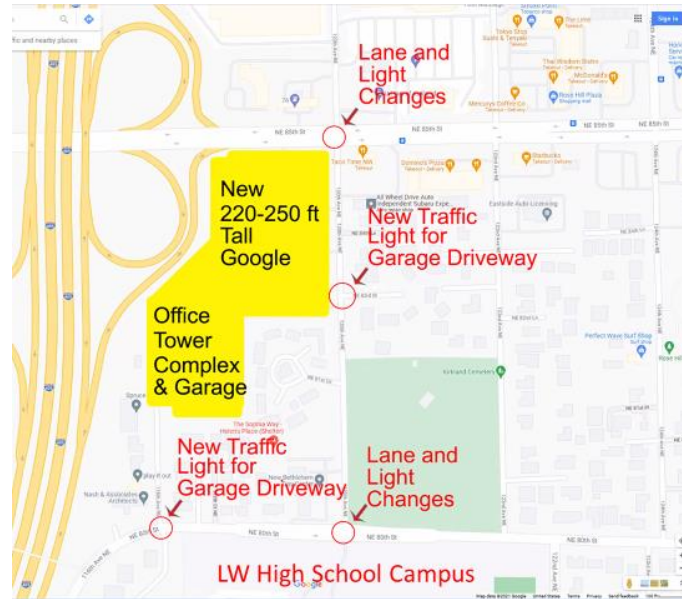
## Traffic Congestion – Bus and Auto



- “Pig in a python” metaphor: diverting traffic to parallel roads

- Google offices
  - Proposed: 250’ tower complex
  - Example: →
  - Want to convert a quiet stub street (118<sup>th</sup> Ave. NE) as a private driveway entrance to their complex
  - Proposed traffic reconfigurations (in environmental impact statement): →





- Google is big in Kirkland!
    - They own the Kirkland Urban East, North, South, and Central buildings
    - Old Filenet building near the Post Office
    - Already 1M square feet, even before the Lee Johnson addition
- Unanswered questions and concerns
  - Do we really want 20% of Kirkland to be crammed in this square mile?
  - Mismatch of jobs, housing, and services mismatch
    - Tech workers will likely live elsewhere (high-end housing)
    - Affordable housing residents will work elsewhere; removed many retail jobs in the immediate area
  - Transit: 20K new residents and 14K new jobs
  - Roads: no widening of existing roads for bike or transit
  - Bike/ped: unanswered questions raised by Transportation Commission
  - Lee Johnson property bringing many issues
  - No new parks, for 20K new residents (perhaps some plazas and rooftop patios)
  - No school accommodation planned
    - 738 new elementary students
    - 228 new middle school students
    - 225 new high school students
  - No specifics about how to create lower-cost housing
  - If Transfer Station remains in Bridle Trails or South Rose Hill, no discussion of compounded traffic
  - Taxes: tall building require new/more safety equipment that the City has to acquire
  - Where is the vision? Why is the scope so large? How is this good for Kirkland?
- Q&A
  - (Janet) Can we get a copy of Ken's slides?

- (Ken) Will mail a PDF version to Bill for distribution

9:12pm Roundtable

- Waived due to time

9:12pm Closing

- Adjourned at 9:12pm
- Next meeting: November 10, 2021