

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.

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.

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 originally 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.

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.

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.

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 that impact all of us for generations to come, and using our tax dollars effectively and efficiently. Susan Davis

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Sent from [Mail](#) for Windows 10

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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.

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.

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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Sent from [Mail](#) for Windows 10

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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]

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

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

[View in QAlert](#)

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]
[REDACTED]
[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.

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]

[REDACTED]

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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.

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.

Ken & Jill DeRoche
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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.
- (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.
- (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).
- (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!
- (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.
- (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.

(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?

(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.

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

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██████████
██████████

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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.

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.

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.

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.

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.

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?

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

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.

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]
[REDACTED]

Sent from my T-Mobile 4G LTE Device

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.

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.

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 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 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

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.

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

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 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 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]

[REDACTED]

[REDACTED]

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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

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 full 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. :)

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

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.

Thank you,
Lana Fava

[REDACTED]
[REDACTED]

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.

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.

Please consider the welfare of our Overlook Village neighborhood when making your decisions.

Sincerely yours,
Alice Fleck, Board Secretary

February 2, 2021

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.

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.

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?

Looking forward to next steps, thank you for keeping us engaged in planning review and comment processes.

Sincerely,

Syd & Margaret France

[Redacted signature block]

Cc: David Aubry, Chair, Everest Neighborhood Association

From: kathy frank [REDACTED]
[REDACTED]
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.

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!

Thanks for your time.
Kathleen Frank

[REDACTED]
[REDACTED]



Google LLC
1600 Amphitheatre
Parkway
Mountain View, CA
94043

650 253-0000 main
Google.com

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.

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.

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

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.

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.

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.
- **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.
- **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.
 - **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.

- 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.

- **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.
- 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.
- AM Peak Hour: The final SEIS should add an analysis of am peak hour existing conditions and impacts for each of the Alternatives.
- 118th: The final SEIS should assume full vehicular access to/from the Lee Johnson site and NE 80th Street via 118th Ave NE.
- 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.
- 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.
- 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.

- **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.
- **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.

- **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.

- **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.
 - 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
C6F8A3DF15154EE...

Mark Rowe
Real Estate Project Executive, Americas Northwest Region
Kirkland, Washington, USA

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?

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.

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

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.

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?

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.

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.

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

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.

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?

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?

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)

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”?

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.

When reading through the Transportation section, several references indicate that the traffic volumes were “conservative”. Does that mean underestimated?

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.

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.

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.

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

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.

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.
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.

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.

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

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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

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

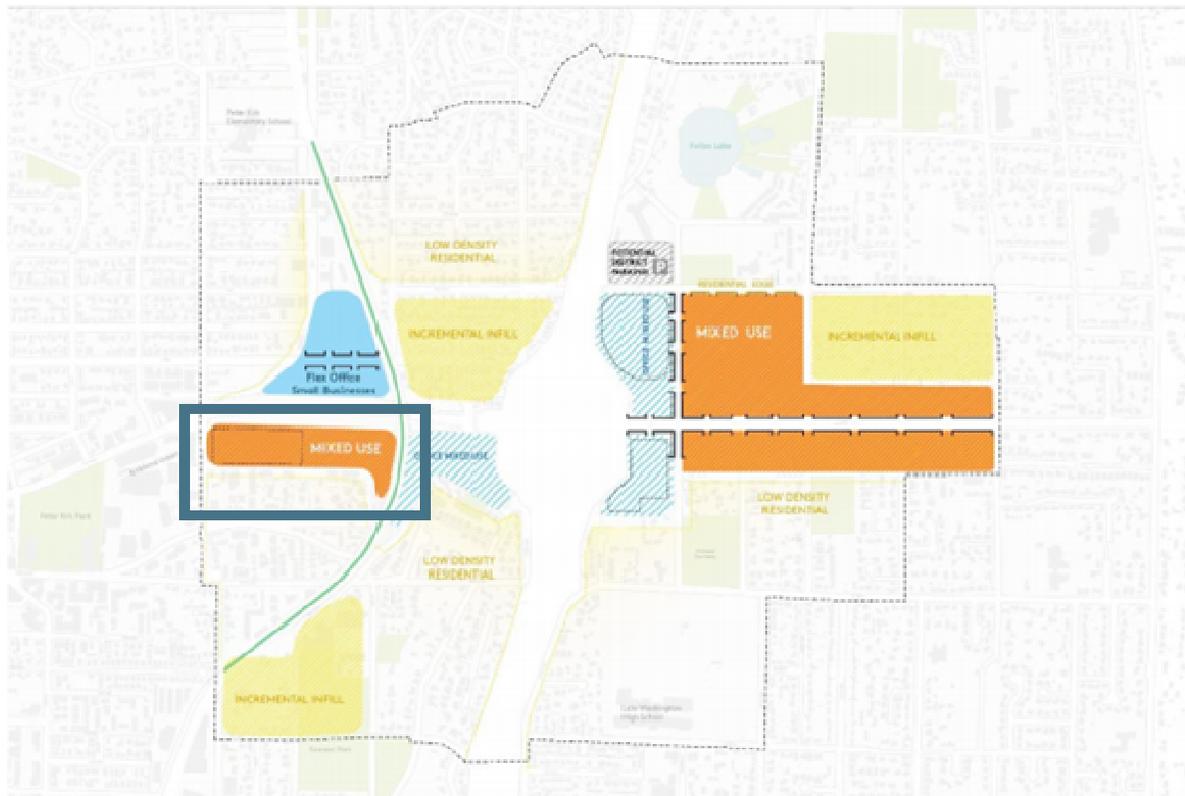
Hello,

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.

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.



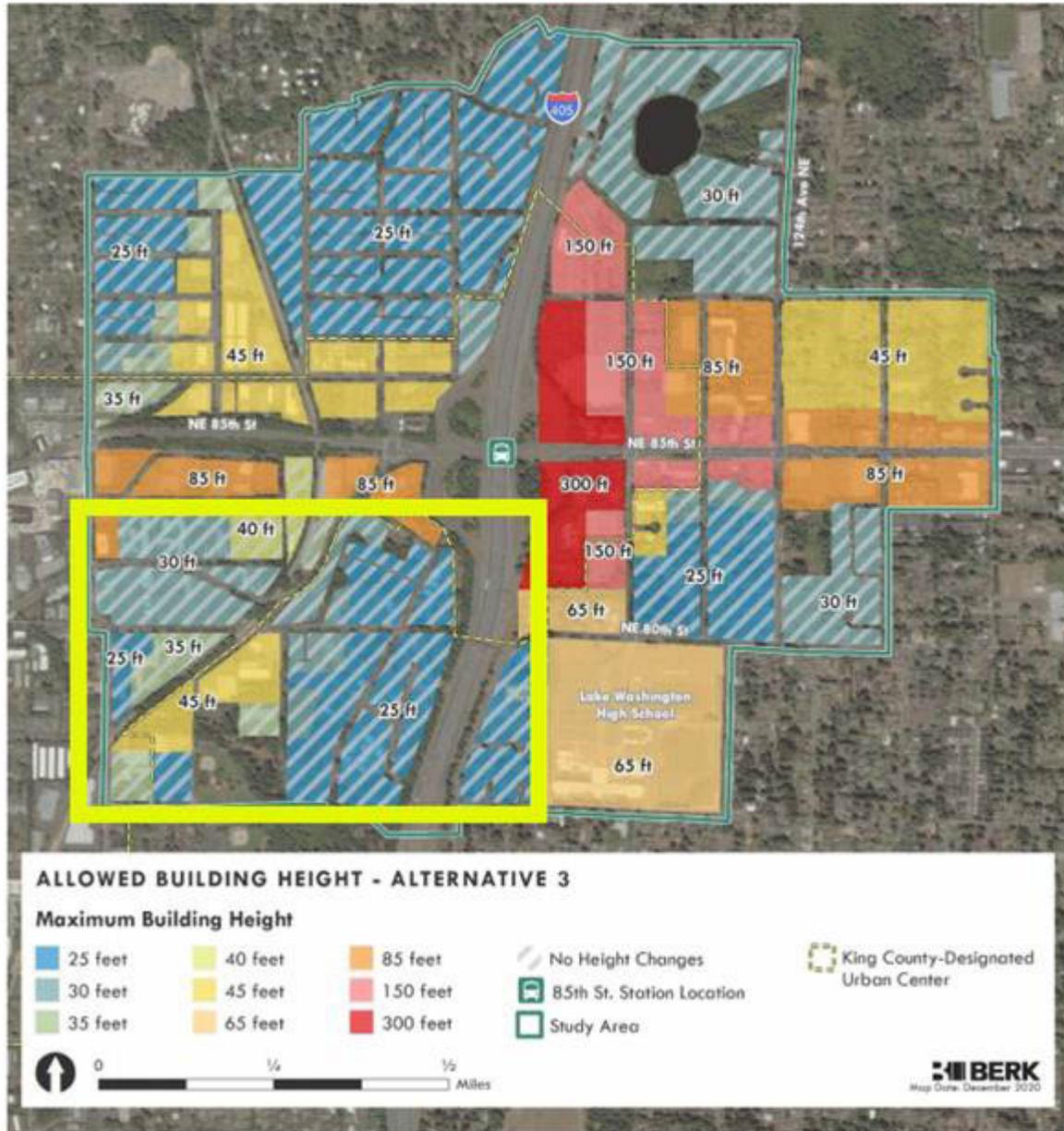
For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

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.

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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. Kirkland wants their trees, so save the space and plant trees.

Thanks

Gayle

Sent from [Mail](#) for Windows 10

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.

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, especially at this intersection.

Matt Gregory
[REDACTED]

Sent from [Mail](#) for Windows 10

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.

Thanks for considering this idea.

- Boaz

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 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.

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.

3. Even the Lowest Density Plan will cause these serious problems.

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

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.
Thank you,
Kirsten Hansen**

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.

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].

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?

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.

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.

Ultimately, even with all the highly questionable mitigation strategies, the DEIS concludes that **“even with some combination of these potential mitigation measures, queuing 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.

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.

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].

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.

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.

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

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 that 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.

^[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

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.

Thank you!

Jess Harris, Highlands resident

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.

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. Your team was put on the spot over this and handled their response very well.

Thank you
Christine Hassett

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.
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.
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.

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.
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.

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.
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.

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 well.

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

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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 honest 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+ miles per year and regularly walks to downtown Kirkland. Garbage, increased crime, vandalism, pollution and noise will follow if allowed.

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.

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.
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.
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.

Thank you,
Mark and Victoria Heggenes

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?

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?

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.

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.

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?

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?

We are concerned about the potential impact of tall buildings on pedestrians, such as shadows, wind funneling, and turbulence.

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.

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.

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?

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

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?

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?

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]

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.

-matt

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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. Granowitz 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.

Best regards,
Jeffrey J Hoyt

[REDACTED]
[REDACTED]
[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]

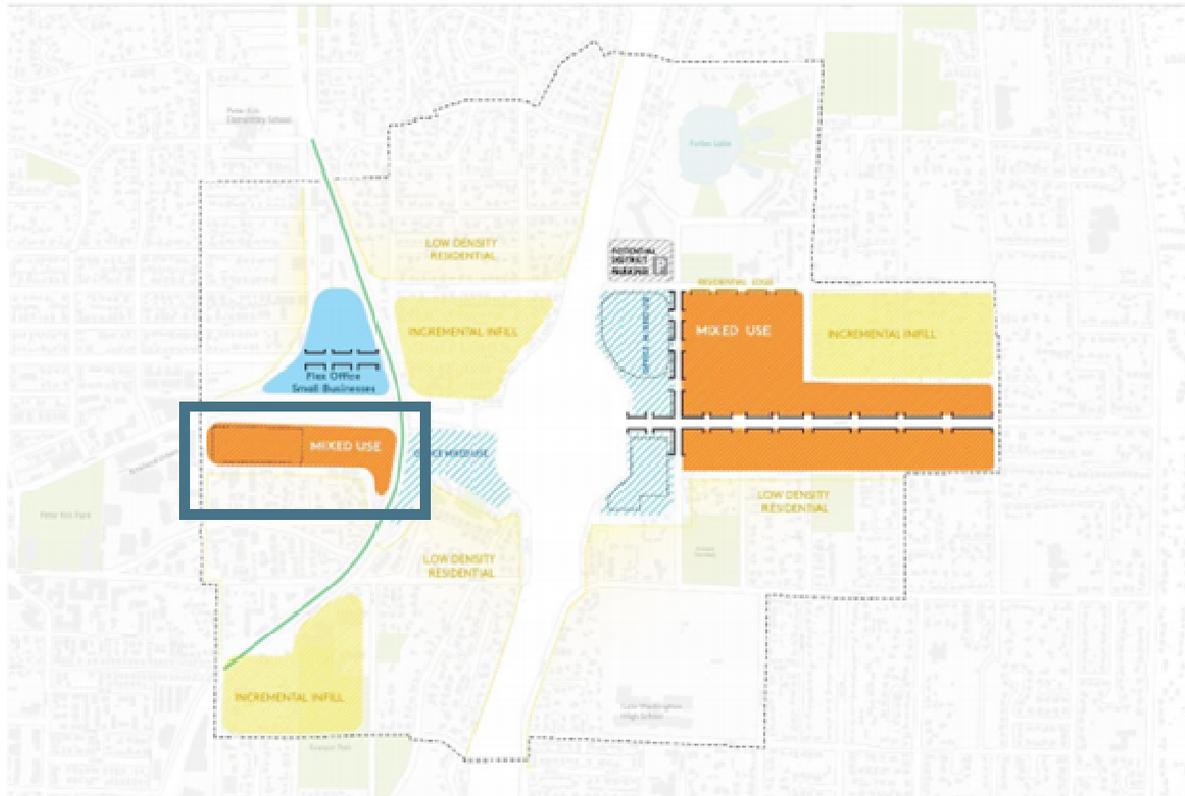
Hello,

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.



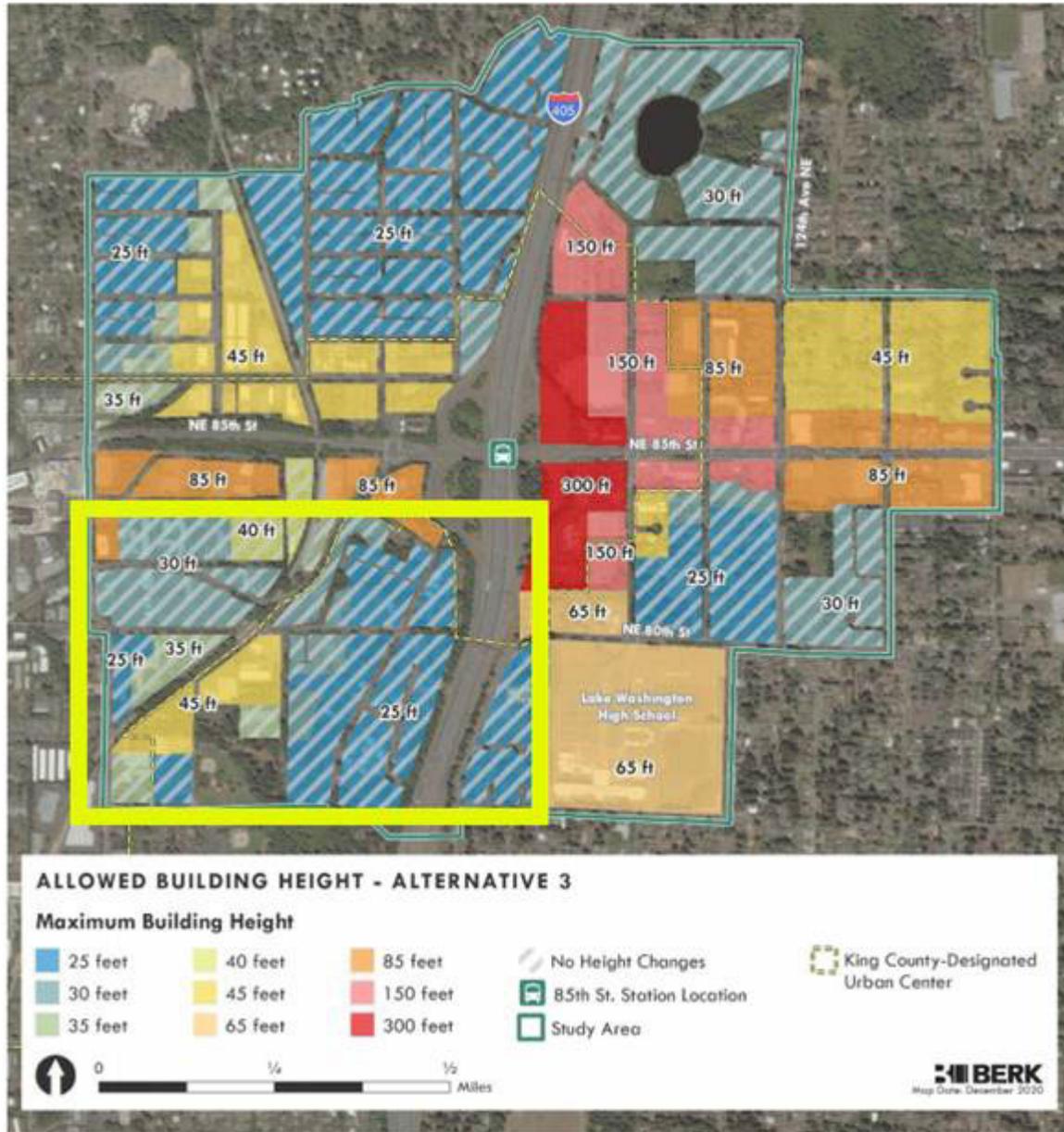
For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

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



* I live and work in Kirkland.

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!

Thanks and best,
-Stephanie Hurst

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?

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.

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?

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.

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.

Appreciate the time and thought given to involve public input.
Kathy Iverson

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?

Regards,
John Janssen
[REDACTED]