

From: JILL KEENEY [REDACTED]
Sent on: Thursday, February 18, 2021 11:48:21 PM
To: azike@kirklandwa.gov
Subject: NE 85th rezone

Ms. Zike,

Kirkland does not need more massively tall buildings and so I object to Alternatives 2 and 3 of the NE 85th St. rezone. Our city is getting more and more shade due to tall buildings already being constructed particularly along Central Ave which then create traffic 'tunnels' due to the tall buildings. As a resident of the north end of the Everest Neighborhood this proposed rezone directly affects my neighborhood. We have a few condos and apartments at the north and south ends of our neighborhood. None are excessively tall or imposing. They blend well with the single family homes nearby.

I am, in my modest 2000 square foot house, already surrounded on three sides by five huge houses of 3000 to 4000 square feet of floor space and 10 foot ceilings. I do **not** support the construction of 45 to 85 foot tall buildings but the current 35 foot height limit.

Jill Keeney
Everest Neighborhood

From: Erika Klimecky [REDACTED]
Sent: Saturday, January 23, 2021 5:15 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

Greetings,

I've lived in the Totem Lake area of Kirkland, For 29 years and have comments and concerns about the plan for the 85th St. Station area plan.

Most of my concerns revolve around building size, building height, and environmental impact.

I believe the area inside the urban development area is the only space that should allow buildings to be as high as proposed. I would also caution building anything higher than the 405 bridge deck, as that really wrecks the view to anyone passing through the area, as well as local residents and pedestrians/ drivers on 85th.

As long as buildings stay below the bridge deck, I don't have a problem with it. The idea of driving through high rise buildings next to the freeway is neither visually appealing nor appealing for environment or health reasons for the people living in those apartments.

I believe the proposed area for tall buildings is far too broad. I believe it should stay inside the designated urban area. The plan proposes to put 12-story buildings right in the middle of five residential areas, which I don't believe is beneficial to anyone, and does not reflect Kirkland's current identity.

I do think that 2 to 4-story high density mixed use buildings are great idea, specifically if it is close enough to the transit station for residents to walk to it.

Especially if it encourages reasonable parking spaces for the shops that go in the lower levels. especially if the shops that go in the lower levels serve the people that live in the next juice area. Grocery stores, barbershops, exercise, etc. Both Juanita, and new Totem Lake developments put a ton of surface parking as first priority, rather than green space. I would encourage tiered level parking rather than more miles of pavement.

My environmental concerns are several:

The swampy area behind Costco is not suitable for building, from what I know. I would hope that space gets used to make a large flood-free public green space for the community.

I would hope that for every tree that's taken down, five are replanted in its place.

I would hope that for every square foot of pavement that is added, and equivalent green space is also added.

The amount of pavement that will be added during this project seems pretty large. Water runoff down into the neighborhoods is a concern. And maintaining green spaces is an even larger concern. We tend to lose a lot of trees and green space when these projects go in, I think that's a huge detriment to Kirkland.

My final two thoughts are this:

1) Construction of this specific project had better solve and vastly improve traffic flow in that corridor. Adding thousands of residents without consideration of how much more traffic will be created, defeats the purpose of putting in the station.

2) Construction time should be as rapid as possible, since current traffic issues on the 405 / 85th interchange is already terrible. Any construction will completely destroy vehicle flow for the entire city for the duration of the construction project. Please, please take the duration of construction into consideration for whichever plan is put into place.

Thank you for considering these ideas.

-Erika Klimecky

From: Teri Lane [REDACTED]
Sent: Sunday, January 24, 2021 4:32 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

I think the City of Kirkland has the wrong proposals being presented.

According to the Growth Management Plan, growth begins in the inner city and works its' way outward. Before the City builds 20 story buildings along I-405, in the worst air in the area, they should first allow 20+ story buildings in the downtown area. Perhaps by 2050 or after, the growth from the downtown area may finally reach the I-405 area. The Rose Hill business and residential areas should remain as they are. They work well and businesses are thriving. The City should be rezoning downtown and focusing the growth there. The newly proposed bus station at NE 85th should be a "transit hub" for the immediate kirkland area. Employ the "Rapid Ride" program for the downtown and rose hill areas to access the NE 85th St bus station which has no parking (the station would be more successful WITH commuter parking!).

The City needs re-evaluate their thinking. WE don't want 20-story building on the freeway! How ridiculous!

Please don't ruin the wonderful Kirkland area. We love our community "as-is". We don't need growth to the ninth degree in Kirkland today. Save growth for future generations!

Thank you!

From: [REDACTED]
Sent: Wednesday, February 17, 2021 8:17 PM
To: Brian Granowitz; Rodney Rutherford
Cc: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Follow Up Flag: Follow up
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Hello,

I am in strong agreement with Mr. Granowitz's comments below, opposing the Station Area Plan. I live and work in Kirkland and am concerned about the possibility of taller buildings going in—particularly concerned about increased traffic, not being able to see the sky because of tall buildings, and the overall changes in the character of the neighborhood. Enough tall buildings already.

Thank you,
Leah Lang

Sent from [Mail](#) for Windows 10

From: [REDACTED]
Sent: Monday, February 15, 2021 1:04 PM
To: [Rodney Rutherford](#)
Cc: azike@kirklandwa.gov; jmcmahan@kirklandwa.gov; PlanningCommissioners@kirklandwa.gov; CityCouncil@kirklandwa.gov; psweet@kirklandwa.gov; abolen@kirklandwa.gov
Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

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.



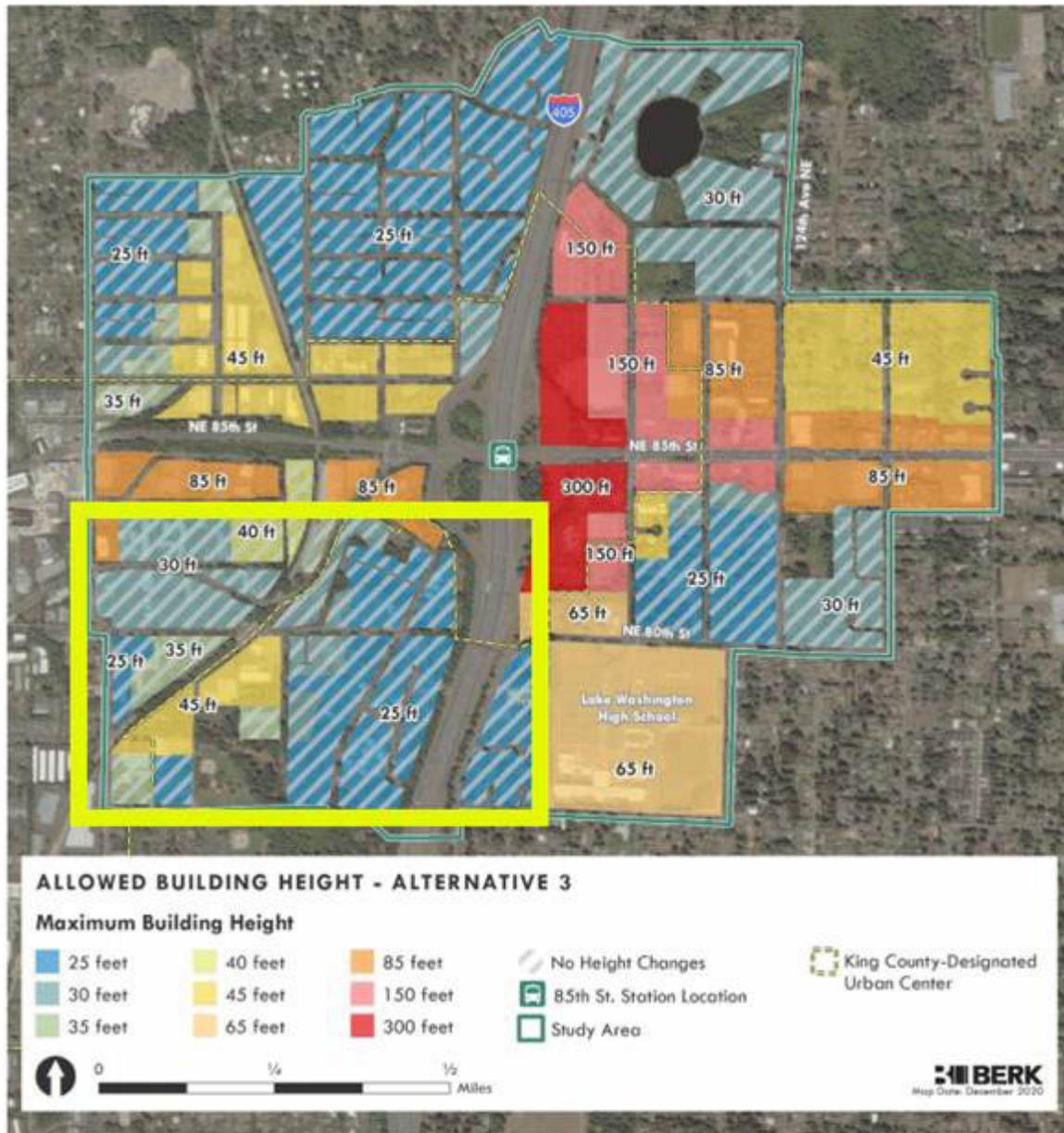
For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

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: [REDACTED]
Sent: Monday, February 15, 2021 1:30 PM
To: Allison Zike
Subject: 85th and 405

Follow Up Flag: Follow up
Flag Status: Flagged

I would lime nothing done to the area where 85th and 405 meet. The traffic is bad already!

Sent from Xfinity Connect Application

2/14/21

City of Kirkland Planning and Building Department

Allison Zike AICP Senior Planner and Planning Commissioner

RE: Comments on draft EIS for NE 85th Street Area Plan

Dear Ms. Allison Zike and Planning Commissioners:

This letter is in response to the portion of your plan to rezone the four homes on the North side of Ohde Avenue. My wife and I strongly disagree to the rezoning of our property at 11516 Ohde AVE and in discussions with our neighbors who are also affected by the changes you are proposing, they are also of the same opinions and do not want the proposed rezoning. This change as discussed with our neighbors Syd and Margaret France is that the last information is that the residential zoning will remain, however the height limit ordinance will be changing substantially.

I am a retired contractor who constructed 400-500 homes per year, along with large condos/apartment complex. Your plans to me suggest that the change in height leaves an open door in the future for condos and/or apartments. This also suggests the same or similar situation will come to light in the future, which none of us living on the north side of Ohde AVE want to happen to our homes or neighborhood.

Our home has been a family home for 4 generations, we as well as our neighbors Syd and Margaret intend to pass on our properties to our children. I want to strongly suggest that you please leave the integrity and continuity of our property's and the Everest Neighborhood as is and respect what goes on here that makes The Everest Neighborhood an appealing place to live, hopefully for many more years.

Thank you for your time and attention to this matter and I look forward to hearing from you.

Respectfully,

Jim and Sandy Lazenby

[Redacted]

[Redacted]

[Redacted]

[Redacted]

McCULLOUGH HILL LEARY, PS

February 18, 2021

VIA ELECTRONIC MAIL

Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, Washington 98033

Re: Kirkland NE 85th Street Station Area Plan and Planned Action
Comments on Draft Supplemental Environmental Impact Statement

Dear Ms. Zike:

We are writing on behalf of Lee Johnson Automotive Group to provide comments on the Draft Supplemental EIS (DSEIS) for the Kirkland NE 85th Street Station Area Plan and Planned Action (the "Station Area Plan"). The Station Area Plan is a forward-looking planning effort designed to take best advantage of the regional investment in Bus Rapid Transit (BRT) and the planned station at the I-405/NE 85th Street interchange, as well as promoting a more pedestrian-oriented and sustainable future for the City of Kirkland and the community. We applaud the City's efforts in connection with this important planning effort.

In general, we believe that the DSEIS is a comprehensive and thoughtful review of the possible environmental impacts associated with the Station Area Plan. Our comments are more in the nature of suggested refinements or clarifications of the document, not a criticism of it. We would look forward to our comments being considered in the preparation of the Final SEIS.

As an initial matter, we strongly endorse Alternative 3 presented in the DSEIS. Alternative 3 provides the best opportunity to capitalize on the regional investment in BRT high-capacity transit coming to the area, and to support the connectivity, pedestrian and sustainability goals outlined in the DSEIS. The 85th Street BRT station will be the only high-capacity transit station in the City of Kirkland and the community that develops immediately around the station will survive for generations. The City should ensure that this development is sufficiently robust to make the best long-term use of this unique transit opportunity.

For ease of reference, we have organized our comments by page number in the DSEIS. Our comments are as follows:

<i>Page</i>	<i>Issue</i>	<i>Comment</i>
1-5	Objectives	We suggest that the objectives of the Station Area Plan (and thus of the SEIS) should include the transit-oriented development goals that form the centerpiece of the plan, based on the planned BRT station and enhanced connectivity throughout the planning area and downtown Kirkland.
1-10	Alternative 2	We note that building height and number of stories will depend upon the nature of the development. A 150-foot-tall office or R&D will have floor-to-floor heights in the 13-foot to 16-foot range, thus resulting in a building that may be 9 to 11 stories. On the other hand, a 150-foot-tall residential building may have 10-foot floor-to-floor heights, resulting in a building that is about 15 stories. Within a form-based code, a reliance on building height provides more clarity than a reference to number of stories, which will vary.
1-12	Alternative 3	Same comment.
1-21 1-26	Blue Street	While the concept of a Blue Street on 120 th Avenue NE reviewed in the DSEIS might provide both practical and symbolic sustainability benefits, we think it is inappropriate in the context of a planning area EIS to adopt such a prescriptive approach to stormwater infrastructure. The goals promoted by the Blue Street concept may be met by a variety of other alternative implementation strategies, and we suggest that such alternatives be explored in the Final SEIS. We also note that the proposed location of the Blue Street may seriously conflict with the capacity requirements of 120 th Avenue NE to serve critical mobility needs for bicycles, pedestrians and vehicles in the densest portion of the planning area. The DSEIS does not address this potential locational conflict.
1-23	Greenhouse Gases	The Final SEIS should discuss the regional greenhouse gas reduction benefits of locating jobs and housing near a high-capacity transit station. This central goal of the Station Area Plan will itself provide these important benefits. Similarly, in the transportation context, the Final SEIS should discuss the corresponding reduction in vehicle miles traveled in this connection (see page 3-3).
1-31	Housing	The DSEIS should note that larger residential units and commercial unit flexibility can be achieved by means other than prescriptive requirements. For example, Seattle has successfully implemented incentives in its downtown zoning to promote larger units without having to resort to mandates. The DSEIS should acknowledge that such incentives may be successful and encourage the decision-maker to consider a menu of such options.

1-34	Aesthetics	The I-405/NE 85 th Street interchange serves as an important gateway to the City of Kirkland. In such a location, the development of larger-scale iconic buildings can provide an important gateway element at the skyline. This may provide an important positive aesthetic impact of the structure heights considered in Alternatives 2 and 3.
1-35	Land Use Transitions	The use of height transitions to mediate between zones of different scale is a familiar urban design strategy. The Final SEIS should acknowledge that the plan alternatives provide such transitions across the plan area, not necessarily on particular development sites. Especially on the highest-density parcels closest to the BRT station, imposing such transitions on a parcel itself would only serve to compromise the TOD goals of the Station Area Plan.
1-36	Transportation	Although the DSEIS does acknowledge that its transportation analysis squeezes an extra 9 years of projected growth (out to 2044) into the 2035 horizon year of the BKR model, we think that this important and highly conservative approach should be further emphasized in the document. For example, it would be useful to qualitatively characterize the magnitude of this 9-year difference and discuss how that would reduce projected impacts at all studied intersections. This comment also applies to the discussion at page 3-142.
1-39	Transportation	The Final SEIS should note that a key transportation mitigation element of the Station Area Plan involves the location of new job and housing density near a BRT station. This strategy will inevitably serve to substantially increase the transit mode split, as compared to the No Action Alternative. This comment also applies to the discussion at page 3-135.
1-43	Adequacy Standards	The DSEIS alludes to the potential for modifying transportation adequacy standards for the planning area, such as in other areas in the region served by high-capacity transit. We believe that such changes will be required to realize any of the action alternatives, and the DSEIS should discuss programmatic changes to such adequacy standards that reflect the plan emphasis on a broader variety of mobility modes, rather than the present-day focus on vehicular level-of-service at intersections. In this regard, it would be appropriate for the Final SEIS to discuss such alternative means of evaluating mobility adequacy in light of the plan goals. This comment also applies to the discussion at page 3-135.
1-44	Mix of Land Uses	The Station Area Plan assumes that an appropriate mix of residential and commercial land uses may occur across the entire plan area, and not just on individual sites. This point should be acknowledged in the Final SEIS.