

2-2	Planned Action	The Final SEIS should note that the planned action approval would also specify full mitigation measures for qualifying projects.
2-13	Density Amenities & Benefits	A frequent planning strategy is to provide for a base level of density and to allow “bonus” density above the base to be achieved by various pedestrian amenities, affordable housing, achievement of sustainability goals, open space and the like. We suggest that the Final SEIS also review such a planning structure for the Station Area Plan. For example, under Alternative 3, these amenities could be used to “earn” the development rights for the density component between 225 feet and 300 feet of height.
3-101	Aesthetics	As referenced in the DSEIS, the use of upper-level structure setbacks is one strategy to diminish apparent scale, but such setbacks will not be effective given the height of buildings contemplated in Alternatives 2 and 3. For taller buildings like these, area-wide scale transitions can occur across the planning area (see comment above), while the human perception of scale will occur in the pedestrian zone. The Final SEIS should focus some evaluation of pedestrian-level measures to enhance the human scale of structures, rather than building setbacks. This same comment applies to the discussion at page 3-111.
3-111	Plans & Policies	The Station Area Plan contemplates a type of development, including pedestrian and transit mobility and sustainability elements, that goes well beyond existing planning documents for Rose Hill. This is appropriate, given the advent of regional BRT service to the planning area. The Final SEIS should acknowledge that the Station Area Plan requires a new approach to planning policies and design guidelines for this new planning area, independent of existing plans and policies, and clarify that this new approach will update the existing policies within the planning area.
3-165	TDM	The DSEIS notes the substantial mitigation benefits offered by the adoption of TDM measures in the planning area. It would be helpful to characterize the scale of beneficial impact at intersections that might be achieved through such TDM measures, even if only qualitatively.
3-166	Jobs/housing balance & phasing	We suggest that a “jobs/housing balance” within this planning area is unlikely to increase the assumed trip capture rate given the size and location of this planning area; such effects are more likely to be seen in very dense downtown areas. It is more likely that the enhanced connectivity provided by the pedestrian and bicycle connections contemplated by the Station Area Plan, as well as the new BRT station, will contribute to that goal at a broader scale. see 3-182. We also note that it would be beneficial for the Station Area Plan to emphasize and incentivize the near-term development of office

		and commercial uses in the planning area. Those uses will tend to generate greater tax benefits for the City, and those funds can be used to invest in additional services and infrastructure for the planning area.
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We appreciate the opportunity to provide these comments.

Sincerely,



John C. McCullough

cc: Lee Johnson Automotive Group

From: Patty Leverett [REDACTED]
Sent: Monday, February 15, 2021 6:45 PM
To: Allison Zike
Subject: Everest rezones for the N.E. 85th St. Sound Transit bus stop process

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing as a long time (42 years:) resident of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion of our neighborhood. Keeping long-standing policies and practices in mind, having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to those residential properties and our neighborhood.

It is an intrusion into the neighborhood in a way that current land use policies expressly say are not to occur. We believe the current height limit for the LI zone is 35 feet; there is no good reason to change that and negatively impact our charming residential community.

Thank you in advance for your thoughtful consideration. We love Kirkland and hope to remain living here for a long time!!

Respectfully,

Patty Leverett [REDACTED]
[REDACTED]

From: Andy [REDACTED]
Sent: Thursday, February 4, 2021 11:23 PM
To: Allison Zike
Subject: Feedback for BRT project

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison

Thanks for sending us the notice paper at our front door. We are living in 87 street near Kirkland Corridor. We are very excited about this project as we all work in Bellevue. So BRT station will benefit us for sure.

We are also very excited on the rezone plan, we have some questions/commons:

1. we have some concern on the building height planning for those area.

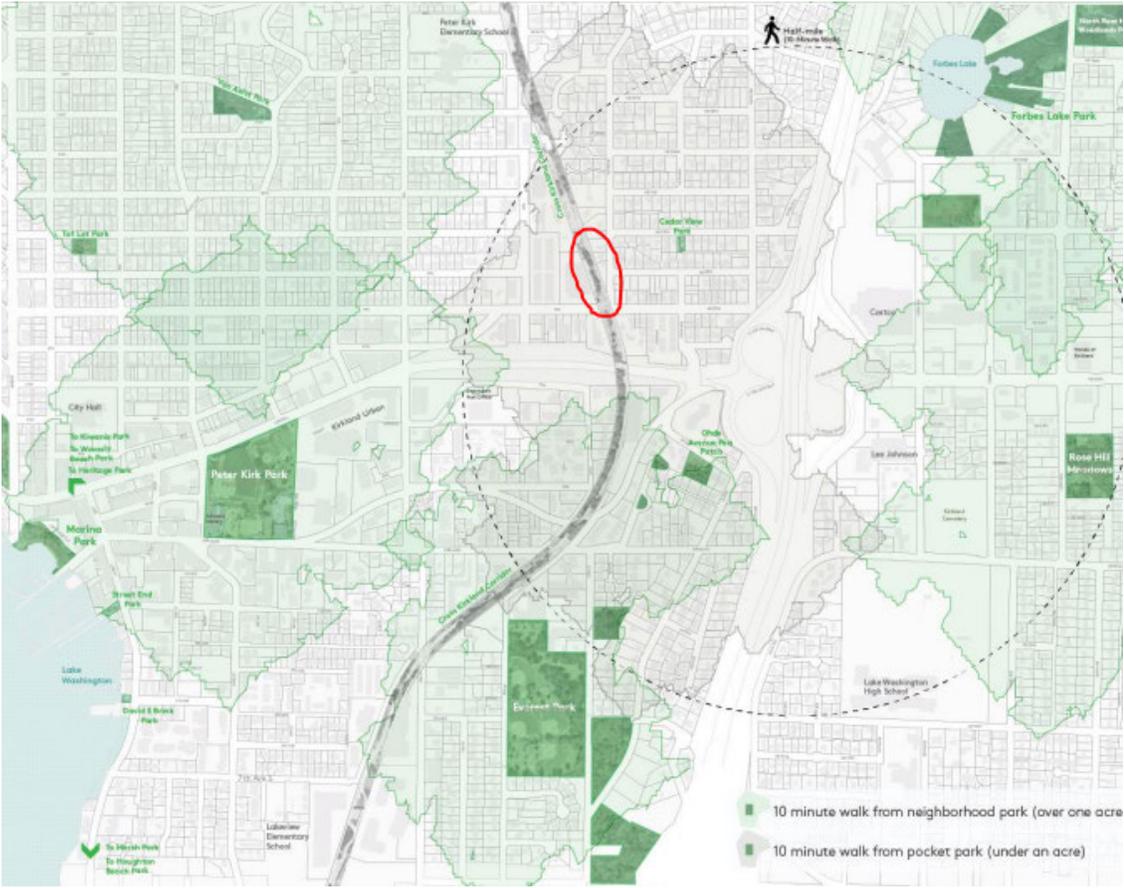


45Ft is ok for the builder down the hill new downtown area. but for the build such as mcleod autobody or paint sundries solution, they are at uphill. if that build changed to 45 ft. I'm afraid our lake view will be blocked(because we can't reconstruct our house, although the planning also increase the height limit). please double check on that.

Meanwhile, I also hoping this area can be rezone to **non industry use**. hope in the future, it allows tech company to acquire this land. Besides, current industry brings too many engineering truck or 18 wheel which bring road noise.

2. for open space:

Could you please consider to change this red circle area into a public park? currently, here has some open space and has high pedestrian traffic, as you can see, highlander area are lacking of open spaces. A park with slide or zipline should be ideal to this park. Currently, this place are badly planned.

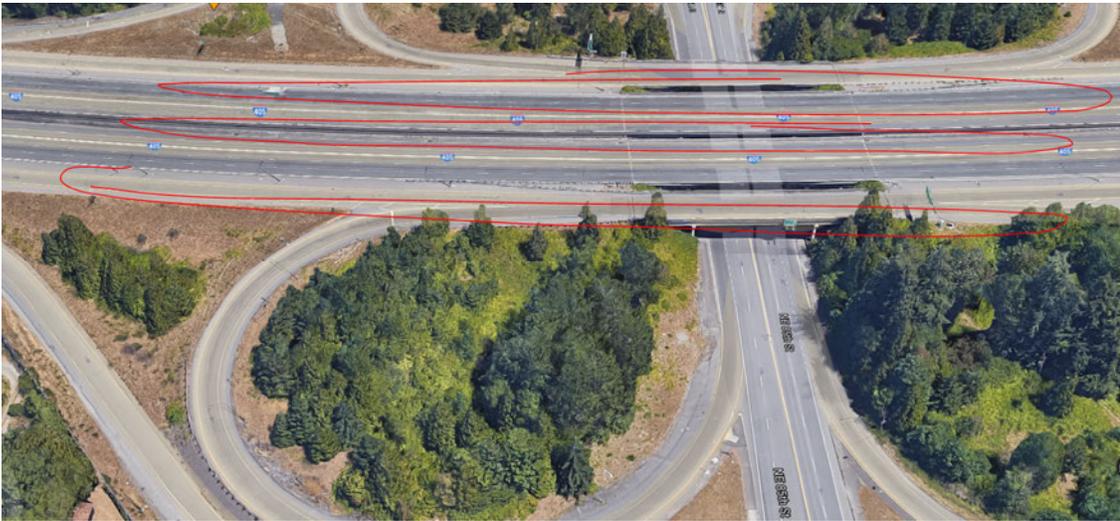




3. add sound barrier wall to 85 street and 405.
we hope that the 85 street to the west of i405 can install a sound barrier wall. We measured the noise on the corridor, the noise can still be heard on 110 AVE. most of the noise is came from 85 Street.



Same thing to 405, Although 405 have sound proof wall. but on top of the bridge, there is no sound proof wall. We are hoping with the BRT station developing, a sound proof wall can be installed on top of the bridge.



Overall, we are strongly support solution 3 as it will bring more job and business opportunity thus benefit the house price.

Thank you for all the work!
Andy

February 19, 2021

VIA EMAIL

azike@kirklandwa.gov

Allison Zike, AICP
Senior Planner, Planning and Building Department
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

RE: LWSD Comments on Draft Supplemental Environmental Impact Statement for the NE 85th Street Station Area Plan and Planned Action

Dear Ms. Zike:

The Lake Washington School District (the “District”) submits these comments regarding the Draft Supplemental Environmental Impact Statement (“DSEIS”) for the Kirkland NE 85th Street Station Area Plan and Planned Action (the “Proposal”). The District’s boundaries include the Proposal area and nearly all of the City of Kirkland. The District has concerns that the alternatives analyzed in the DSEIS do not adequately mitigate impacts to address school capacity, particularly given that most of the District schools in this area are currently or will soon be overcapacity. As detailed below, additional mitigation beyond the collection of school impact fees and height increases at Lake Washington High School (“LWHS”) as contemplated in the DSEIS is needed to ensure that school capacity is available to serve the Proposal.

The District is the fastest growing school district in King County and one of the fastest growing districts in the state.¹ Enrollment growth has resulted in current or projected overcrowding in many District schools, including those in Kirkland and serving Kirkland-resident students, and the need for additional schools to serve projected future growth. The District is working hard to address existing school infrastructure needs in a rapidly growing environment but will be unable to solve this problem without access to new building sites in growth areas. These challenges will only be exacerbated by the increased growth contemplated by the Proposal.

Student Generation Rates and LWSD Service Area Data:

To ensure the SEIS accurately captures the impact the Proposal will have on the District and its ability to serve student needs, the DSEIS should be revised to reflect the

¹ See District, Six-Year Capital Facilities Plan 2020-2025, at 3 (adopted June 1, 2020), available at <https://resources.finalseite.net/images/v1611169199/lwsdorg/apu1xkoz2yms4pn2lvjf/LWSDBoardAdopted2020-2025CFP.pdf> (“2020 CFP”).

most accurate and current data from the District. The DSEIS uses outdated data from the District's 2019 CFP and potentially inaccurate assumptions and data from the Office of Superintendent of Public Instruction.² In particular, the DSEIS (Exhibit 3-97) should start with the District's most current student generation rates in the District's 2020 CFP. However, even use of this data must be qualified for the Proposal and considered highly conservative.

The projected student counts in the DSEIS, even if updated to reflect the District's 2020 student generation rates, likely understate the actual number of students that would be generated by the Proposal. The District's multi-family student generation rates are low relative to adjacent districts, in part because the District has not historically (and particularly in recent years) experienced much multi-family product of the kind contemplated by the Proposal. We expect that average student generation from multi-family units will increase in the coming years as multi-family units are constructed at a greater frequency than single family units and are built with more bedrooms, thus providing a more affordable and attractive housing option for families than single-family homes in the area. That has been the case in adjacent districts with a greater diversity of demographic multi-family units. For example, Issaquah School District, which is adjacent to the District and demographically similar, has student generation rates for multi-family development at the rate of 0.461 (for grades K-12).³ In contrast, the District's current generation rate for multi-family development is 0.151.⁴ We also know that townhomes are starting to generate more students on average than typical stacked apartment or condo units. In addition, if any units will be designated as affordable housing, these likely will generate significantly more students than the average. We request the City estimate the units by type (apartment/condo, townhome, affordable housing, bedroom count, etc.) so that we can better estimate the number of students anticipated. The SEIS should include this updated estimate when considering both impacts to school facilities and necessary mitigation.

Other District-specific information cited in the DSEIS, such as school summary data and current school capacity surplus/deficiency information, does not appear to us to be accurate based upon current information. We are working, at the City's direction, with the City's consultant to provide accurate information for use in the SEIS. This SEIS should incorporate this information to accurately reflect the District's current capacity and service data.

School Mitigation:

The District appreciates the City's ongoing concern for school capacity needs and that the DSEIS acknowledges the need to mitigate the Proposal's impacts to schools. As the DSEIS recognizes, we will continue to need growth to pay its fair share for growth-related school capacity through the City's collection of school impact fees from new housing units. And, to more efficiently use the scarce property available for school development, we also need more flexibility in local zoning codes such as the ability to build higher. However, we

² See, e.g., *id.* at 3-174-178, 3-184.

³ Issaquah School District No. 411, 2020 Capital Facilities Plan, at 11 (adopted May 28, 2020), available at http://apps.issaquah.wednet.edu/documents/events/1158/5-28-2020%20CFP%202020_FINAL1.pdf.

⁴ 2020 CFP at 8, Appendix C.

are concerned that the mitigation contemplated by the DSEIS—continued collection of school impact fees and height increases at LWHS—does not alone appropriately mitigate the impacts of the Proposal on school infrastructure. The addition of 6,600 to 9,000 dwelling units, under either Alternatives 2 or 3, will require new school spaces at all grade levels. The District's biggest challenge currently is finding developable land for new school capacity in the areas of our District where growth has already occurred and is planned for the future – like that in this Proposal. We see this as an opportunity for us, as government partners, to work collaboratively so that needed schools are sited and constructed concurrent with the development contemplated by the Proposal.

While we appreciate and support proposed height allowances for the LWHS site, this in itself is likely an inadequate measure, especially in the near term. The current structural condition of LWHS likely is unable to sustain additional height without a complete rebuild of the newly remodeled school. An alternative could be to build new structures on the site which could be used to add capacity or for programs separate from the existing high school. The viability of either alternative is likely extremely limited by site challenges and expense for related parking requirements. Nonetheless, to preserve future opportunities to provide for intensification of the LWHS site for school purposes, the City should consider, in addition to height increases, other zoning code changes such as allowing decreased setbacks and increased impervious surface limits. These changes, while likely not addressing immediate capacity needs, will allow for future development flexibility at the site.

The SEIS should include an additional mitigation measure to address P-12 capacity to serve the Proposal. There is a current significant need for an elementary school in this area that will only grow with the anticipated new students under either Alternative 2 or 3 of the Proposal. The District is unaware of available, buildable land for this purpose and, as described above, it is unclear if the LWHS site could satisfy a portion of this need even with further zoning changes. To address these impacts, the SEIS should consider the provision of future school sites as a part of permitted development. This concept could include identifying or securing a future building site as a condition of private development contemplated by the Proposal or phasing development so it keeps pace with actual school funding and construction. The District anticipates that it will need an average of 145 square feet of buildable space per student based on current programmatic service standards. For purposes of financial and programmatic feasibility, this space must be cumulative versus piecemeal. The District is amenable to nontraditional school models to address these overcapacity issues, including, for example, a multi-grade (P-12) standalone tower concept. The District would welcome the opportunity to discuss further with the City what nontraditional approaches might be workable on any buildable sites that the City identifies within the Proposal's geographic area.

Other Comments:

The District understands that the DSEIS contemplates robust traffic mitigation as a part of the Proposal. Adequately planned access in and around the area within the Proposal is critical for purposes of serving, versus burdening, any new school infrastructure needed in response to permitted new development. In addition to this planning, the District requests

consideration of whether parking areas associated with the Station can be accessible and utilized by school buses serving the area.

In sum, the Proposal, allowing for more intensive development than that currently planned for, could significantly impact the District's existing capacity challenges and further compromise our ability to support the City's permitted and planned growth. We appreciate our ongoing partnership with the City and welcome the opportunity to be part of the planning process and provide additional information on how the proposed changes impact the District as the City moves forward.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Buck", with a stylized flourish extending to the right.

Brian Buck
Executive Director, Support Services

From: Janice Lyon [REDACTED]
Sent: Thursday, January 7, 2021 10:37 PM
To: Allison Zike
Subject: Sound Mitigation and Building Height Question

Follow Up Flag: Follow up
Flag Status: Completed

Thanks for the public comment today...very enjoyable.

In reviewing proposal 2 and 3, which allow for building heights of 150 to 300 feet on the east side of the freeway, I'm concerned about both the **view corridor** to the **east** (looking from the Highlands to the cascades) and the impact that tall buildings on one side of the highway will have on impacting sound magnification from the freeway. It seems reasonable to assume that a one-sided wall created by tall buildings will amplify sound reverberating to the west and into the Highlands neighborhood. Freeway noise is already substantial in the Highlands and much of it is actually generated from the area near the 85th street cloverleaf.

Can you tell me if sound studies have been done to ascertain the impact of each proposal on the volume of freeway noise?

Lastly, we did not get to all the questions during the breakout session, one of which I believe was a discussion on building height closer to 85th street. Is there discussion of having taller buildings closer to 85th and tapering down as you get closer to Forbes Lake?

Thanks for your help,

Peter and Janice Lyon
[REDACTED]
[REDACTED]

From: David Macias [REDACTED]
Sent: Sunday, February 14, 2021 5:37 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

I support the idea all construction in the Plan area be required to be 100% electric and net zero energy and that existing buildings in the area be provided a strong aggressive energy retrofit and electrification program.

Also, I think the 10% and 20% accommodation for EV parking is too conservative given the possibility of greater EV sales from Detroit's awakening to the market opportunity and local family income levels.

Finally, it's probably safe to say commuter workstyles will not completely return to pre-COVID normals, meaning there will be a greater share of those opting to work remotely. But, what many have learned is at-home is often not as peaceful as coffee shop or library, etc. The design team should explore public spaces in the transportation hub that have working areas that are out of home, but not all the way to Seattle, think Tokyo's subway stations. The hub or hubs can serve as a Kirkland-based meet and work hub.

From: Ken MacKenzie [REDACTED]
Sent: Thursday, February 18, 2021 11:57 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Allison,

This email includes my initial comments on this document:

Kirkland NE 85th St Station Area Plan and Planned Action
Draft Supplemental Environmental Impact Statement
January 2021

Please include me as a party of record.

I look forward to your response.

Thank you,

-Ken MacKenzie

Numbered comments:

1. Page v, "Fact Sheet"
The "Date of Final Action" of "Spring 2021" is inappropriate. A project of this size and scope with this much impact on the environment and the community requires much more review and consideration. A 2 year period for review and comment would be aggressive.
2. Page vii, "Distribution List"
All Neighborhood Associations in Kirkland and the Kirkland Alliance of Neighborhoods needs to be added to the distribution list. It's critical that planners recognize that the impact of this proposed project will be felt throughout all of Kirkland.
3. Page 1-4, section 1.3
The public comment period associated with this project has been incomplete. I sent you an email timestamped at 4:36pm on June 16, 2020 with the subject "NE 85th St. Station Area Plan SEPA comments". I am unable to find any response email from you or anyone else associated with the project.
4. Page 1-5, Section 1.4, "Objectives"
A listed objective is to "... create the most: ... and quality of like for people who live, work, and visit Kirkland". In fact, all changes in this document hamper the "quality of like for people who live, work, and visit Kirkland" by increasing traffic and transit congestion, restricting mobility through the proposed development area, creating additional school overcrowding, destroying peaceful residential neighborhoods, and restricting shopping and recreational service options, and eliminate local businesses in favor of national brands and franchises by driving up the cost of shop rental.
5. Page 1-5, Section 1.4, "Alternatives"
It needs to be noted that the recent updates to zoning codes in North and South Rose Hill were justified, in part,

by the need to support the BRT. Thus, the "No Action" alternative should be relabeled to reflect the reality that the zoning surrounding the proposed station has been changed to allow more height and density. "2019 Enhanced Density Action" would be appropriate. The point is that "No Action" sounds passive where the reality is that Kirkland has already moved aggressively to support the investment in the BRT by Sound Transit. Further, many in the Community feel that the support given is appropriate and sufficient. Sound Transit needs correct information about the support provided thus far rather than be led to believe that no support has been offered.

6. Page 1-5, Section 1.4, "Alternatives"

There is also no information backing up the jobs and household assertions for any alternative. They appear to be guesses.

7. Page 1-5, Section 1.4, "Alternatives"

There is no information about what categories of jobs will be available for alternatives 2 & 3 and how they compare to jobs that are available today. For example, warehouse, distribution, and light manufacturing has historically been an important part of Kirkland and offered good jobs to people with a wide range of education and experience. Converting all of these jobs into office jobs by fiat of zoning which forces redevelopment of today's light industrial areas into mixed residential and "flex office" and "tech" will restrict Kirkland's workforce to people who like to sit all day, wear sandals to work, and have significant education. This will make Kirkland's workforce less diverse. While page 1-8 talks about how light industrial will be preserved, this is in name only as once the land becomes available for other uses, today's distribution facilities, manufacturing, and repair businesses will be destroyed when the buildings they rent are torn down and land they use are replaced with "modern" mixed residential buildings that have limited and expensive ground floor uses.

8. Page 1-8, Section 1.4, "Land Use Patterns and Building Height"

The "Flex Office" and "Office Mixed Use" areas in Exhibit 1-6 are too far from the station for pedestrian access and the access streets are too narrow for effective/efficient transit access. Thus this new use of these areas will require auto access for workers and the plan does not accommodate this traffic or parking requirement increase.

9. Page 1-10, Section 1.4, "Land Use Patterns and Building Height"

The "Industrial/Tech" and "Office Mid Intensity" areas in Exhibit 1-7 are too far from the station for pedestrian access and the access streets are too narrow for effective/efficient transit access. Thus this new use of these areas will require auto access for workers and the plan does not accommodate this traffic or parking requirement increase.

10. Page 1-10, Section 1.4, "Land Use Patterns and Building Height"

The note at the bottom of the page: "...the alternative considers adding a story in height at the Lake Washington High School. See Exhibit 1-8." is naive. First, the plan does not include the cost of expanding the school. Second, this would require replacement of a new and several newer buildings that are well within their service life at a cost that is not contemplated by the plan. Third, a school campus is a system and adding more classroom space also requires supporting auxiliary facilities, the cost of which is not part of this plan. Fourth, adding so many students to a school increases congestion in the entire area and the impact of this added congestion is not discussed in the plan.

11. Page 1-12, Section 1.4, "Action Alternative 3"

This is so shortsighted. As noted in the comment on page 1-10, the naivety of the suggestion that "all you have to do is add a story to Lake Washington High School" is amplified and the lack of thought and consideration renders the idea of simply adding two stories laughable. This notion is completely inappropriate, shortsighted, impractical, and just plain wrong. The authors clearly simply threw up their hands with a prayer to the gods of urban planning asking for a free lunch consisting of school buildings, infrastructure, and congestion relief. This section must be some kind of hopeful joke.

12. Page 1-15, Section 1.4, "Growth"

This section offers no information about the kinds of jobs that will be available.

13. Page 1-15, Section 1.4, "Growth"

The growth projections outlined for Alternatives 2 and 3 are completely incompatible with Kirkland and would damage the quality of life for everyone who lives in Kirkland - both the new arrivals and, especially, the current residents. Kirkland is not prepared to provide government services, utility services, transit services, school services, business services, or recreational opportunities for this many new people in this time frame. Further,

given the planned and "now under construction" urban growth in other areas of King County, there is no need for Kirkland to contemplate even attempting to add this many people and destination jobs, especially at this location.

Because of geography, this location today and tomorrow will be a thoroughfare, not a destination. Everyone who uses 85th St today will use it tomorrow and more use will be added by the growth in downtown Redmond. The current congestion on 85th St will simply become unbearable if more residences and destination jobs sites are built at or near the I-405 intersection. The report offers no evidence that the BRT station will handle any significant part of the traffic load - though it clearly wishes it would.

There is a clear hope in this report that most everyone who works in this area will live there. But we know that this just doesn't happen, especially over the long haul. People are likely to rent or buy near where they work at first. But then they get another job somewhere else and the kids are settled in a school or the partner is happy with their job, so getting to the new job requires a drive. They'd like to take the bus, but it takes too long and they can't get home in time to pick up the kids from day care. Kirkland is not geographically situated to be a closed society and completely self-sufficient. Big cities might be, where big means well over a million, where the geography and history is just right. Kirkland today and tomorrow will offer a place to work, live, and play, but not to the same person. And that's nothing to feel guilty about.

14. Page 1-16, Section 1.4, "Transportation Investments"

This list of improvements is woefully short of what's required for alternatives 2 & 3. All people who used 85th St regularly during pre-Covid times can easily testify that this list (and exhibit 1-12 on page 1-17) is unlikely to help alleviate the current congestion problems and know clearly that there's no change they would make a dent in the congestion problems associated with alternatives 2 & 3.

15. Page 1-18, Section 1.4, Exhibit 1-13

Since there is no detail and no explanation of benefits and costs, this comes across looking like a sales glossy and should be deleted.

16. Page 1-20, Section 1.4, Exhibit 1-15

The assertion: "Parking: As the Study Area will benefit from proximity to planned high capacity transit and regional bike trail access, there may be a lessened need for onsite parking." The use of the term "may" is the tip off that this assertion has no value and should be removed. It's just window dressing.

17. Page 1-20, Section 1.4, Exhibit 1-15

The prayer: "District parking facility (Alternative 3 only): A district parking facility is conceptually located within Rose Hill commercial area that provides shared access to parking for commercial area users, visitors and residents in mixed use areas but would not be available for commuters." is absurd. What does it mean for a facility to be "conceptually located"? It's either in the plan or not. Since it's not, this should simply be deleted.

18. Page 1-21, Section 1.4, "Parks, Open Space, and Environment"

This section is filled with so much hope and conjecture that it must be removed and replaced with actual plans - examples: "There may be opportunities for park acquisition, or implementation of public or private pea patches in new developments" and "At a site level the Form-Based Code would create standards for a pedestrian oriented public realm, and buildings could be required to meet a green factor." There is no planned new park space. The report needs to identify this and condemn alternatives 2 & 3 because they add people and do not add required open ground-level park space.

19. Page 1-22, Section 1.5, "Key Issues and Options"

This section is way too vague and prayerful to be useful. It must be replaced with actual statements and plans.

20. Page 1-24, Section 1.5, Exhibit 1-16

What are the destination transit assumptions for each alternatives? What % of each kind of transit is destination traffic where people are accessing a job or service or recreational opportunity from outside the area. What % of commute traffic to other outside areas originates in the station area. It seems likely from the table that this area is presumed to be self sufficient where most job-home, home-shop, home-park, and home-school happen within the area. Please provide the numbers.

There is some (but not enough) information in chapter 3 that addresses the comments. The document has a

major organization issue with too much material repeated in both chapter 1 and 3. It must make maintaining the document a true headache and it certainly makes understanding it massively difficult. Chapters 1 and 3 need to be combined and all the duplication eliminated.

21. Page 1-27&28, Section 1.5, "Tree Canopy"

The report needs to be more honest that Alternatives 2&3 will cause the removal of pretty much all trees within the area and the ground level will be mostly concrete and only a few sidewalk trees will be restored. Those trees won't grow quickly because the tall and dense buildings will shade them. Since all new residences will be multi-family, the only green stuff will be some small shrubs and a few dwarf trees on building roofs.

22. Pages 1-30 through 1-35, Sections 1.6.3-1.6.5

This material is so full of "could be" and "would allow" and "would potentially" that it has no value and should be deleted.

23. Page 1-36, Section 1.6.6, "Transportation"

This section needs to be examine the impact on 85th St by the rework of the I-405 interchange with 85th St. It's clear from the design that peak-time backups will get worse once the number of connections between I-405 and 85th Street are cut in half. This will cause even worse peak-time backups onto 85th Street where cars and buses wait to enter I-405. After the interchange rework, there will be half as many opportunities for cars and buses to enter I-405 and 85th St will be even more congested.

24. Page 1-36, Section 1.6.6, "Transportation"

Today, bus transit access through the 85th St corridor is poor and bus access to Lake Washington High School is poor. This plan does not address the increased transit load and related congestion on 85th Street.

25. Page 1-37, Section 1.6.6, "Transportation"

The list under the text: "The following conditions would be considered to result significant impacts for the two Action Alternatives:" needs to be edited and overhauled to force it to be sensible. In particular, I can't make sense of: "— Result in on-street parking demand exceeding supply beyond the level anticipated under Alternative 1 No Action."

26. Page 1-37, Section 1.6.6, "Transportation", Exhibit 1-17

What are the assumptions that underlie this table? It does not comport with the vast increase in population and new jobs that are projected as part of Alternatives 2&3. What % of station area residents are assumed to work, shop, and go to school in the area verses what % of the people who work in the area are assumed to live there? How do these assumptions compare to the numbers today for Kirkland and Bellevue and Redmond, and Bothell?

27. Page 1-37, Section 1.6.6, "Transportation", Exhibit 1-17

This table, and all other sections that analyze and project traffic vehicle counts and intersection congestion need to be updated to reflect the traffic situation before the onset of the Covid pandemic in order to more accurately reflect reality. It appears that they contain and build on data obtained during the pandemic. We all know that traffic congestion and bus service has been dramatically impacted by changes in work and school during the pandemic.

28. Page 1-38 and 39, Section 1.6.6, "Transportation"

The statement under: "Also, the NE 85th Street SAP assumes a few changes that would encourage..." are unacceptable. Today, reduced parking for some developments work because residents and workers park on the street in the surrounding neighborhood. Under Alternative 2 & 3, the few surrounding neighborhoods with on-street parking would be overrun.

29. Page 1-38, Section 1.6.6, "Transportation"

The "Intersection Specific Improvements" listed are woefully short of what's required for Alternatives 2 & 3. They are tiny adjustments that will be ineffective in the face of the huge traffic congestion generated by the vast number of new residents and commuters contemplated by these alternatives. But they are good ideas to alleviate the traffic problems that we experienced before Covid reduced commuter traffic and eliminated school traffic.

30. Page 1-38, Section 1.6.6, "Transportation"

The last paragraph illustrates the disease of uncertainty and conjecture that this entire document suffers from: "Another measure the City could consider implementing is additional intelligent transportation systems (ITS) elements into the corridor beyond..." The City of Kirkland is struggling to evaluate a proposal that is detrimental

to its very soul and seeing mere suggestions about possible actions and mitigations is useless. The entire document needs to be purged all sentences that include words like "may", "might", and "could". It's not a "feel good" advice document providing recommendations and sales ideas about some idealized future state - it's supposed to be a clear and concise analysis of the impacts of a proposal. The document should be completely reworked to be realistic, clear, and specific.

31. Page 1-41, Section 1.6.6, "Transportation", "Regulations and Commitments"

In the paragraph starting: "Washington State Commute Trip Reduction (CTR) law", there's no mention about how practical and effective this would be in an outlying area with generally poor transit service compared to areas of Seattle. Clearly, it can work well in a downtown area with lots of frequent transit service. What assumptions underpin the wishful (there they go again) statement: "As more businesses subject to CTR locate in the Study Area, it is expected that decreases in single-occupancy vehicle (SOV) commute rates would result."?

32. Page 1-41, Section 1.6.6, "Transportation", "Additional Transportation Demand Management and Parking Strategies"

Please explain how the paragraph beginning with "Research by the California Air Pollution Control Officers Association (CAPCOA),..." is relevant. Is this research related to downtown areas or outlying satellite districts such as this? What is the impact of weather (Kirkland weather is really different from metropolitan areas in CA). Chances are that research in CA is not directly applicable to Kirkland. Please help us appreciate how it works in this case. Also, please provide a useful reference to the exact research being cited.

33. Page 1-41 through 43, Section 1.6.6, "Transportation", "Additional Transportation Demand Management and Parking Strategies"

This is another one of the wish-lists and conjecture that this document is getting famous for. Please remove the vague possibilities and restrict the list to proven approaches with concrete and proven benefits for this particular development proposal with a separate conclusion/benefit quantified for each of the three alternatives being contemplated. The vague "%" improvements in exhibit 1-20 are insufficient as they appear to be guesses.

34. Page 1-45, Section 1.6.6, "Transportation", "With mitigation, what is the ultimate outcome?"

This section is pure conjecture and has no value when attempting to evaluate the Station Area Plan. Please remove it.

35. Page 1-47, Section 1.6.7, "Public Services", "What are some solutions or mitigation for impacts?"

The paragraph on Parks is vague. Exactly what space is available? What's the cost? Where is it? Please replace the empty description of the possibilities with something real. Otherwise, it seems best to assume that there will be all these new residents and no new park space. This situation hurts all nearby residents - Kirkland and Redmond.

36. Page 1-47, Section 1.6.7, "Public Services", "What are some solutions or mitigation for impacts?"

The paragraph on schools must be a joke. It makes it seem like all the planning processes are in place and that all will turn out well. This is hardly the case. If the numbers in this report can be believed, an entire new Elementary School is required. Where will it be built? How much will it cost? Please be aware that development impact fees do not buy land and build schools - Kirkland/LWSD property taxpayers do. Maybe California has some magic formula - wait, I know they don't as I was a taxpayer in San Francisco and Mill Valley and had a kid in public schools. California pays for schools just like we do. This document needs to get serious about schools. Today, LWSD schools in this area are overcrowded and the district lags behind growth. This document needs to tackle schooling and education in a serious way rather than dismissing it as if some other government group will solve it at no cost. Where is the space in the Station Area or surrounding nearby areas for the required new school buildings? When you think about this, please note that the schools in this area have used up their land and simple building additions are not equitable proposals. For example, please visit Mark Twain Elementary School and report back on where they would find space to double the school size.

37. Page 1-49, Section 1.6.8, "Utilities"

I don't see a section for Electricity. How could you miss this? Will the existing grid handle the new load? What's the cost of any required enhancements? Who will pay? What impact will this have on which ratepayers?

38. Page 1-49, Section 1.6.8, "Utilities"

I don't see a section for Gas. It's possible that someone assumed that no buildings will use natural gas. Maybe some will. In any event, the plan, costs, and impact mitigation needs to be included.

39. Page 1-49, Section 1.6.8, "Utilities", "Sewer"

Is it possible to provide the needed capacity improvements? Is the current system expandable enough? What's the cost? What's the fallback plan if it can't be expanded? Maybe sewer capacity problems or expansion costs are prohibitive? We know for sure that the Kirkland sewer system design did not anticipate this sort of growth at this location. The discussion on page 1-50 is too vague and leaves the impression that maybe the system cannot be feasibly expanded.

40. Page 1-49, Section 1.6.8, "Utilities", "Water"

This section is too vague, except for "The City has identified replacement of the undersized main serving the 510 pressure zone as a recommended capital improvement project." which is obtuse because regular folks have no idea what the "510 pressure zone" is. Please explain and include costs for each alternative and how the cost will be handled. The note on page 1-50 about RCW requiring building permit applicants to demonstrate adequate water is clearly empty filler text. Please make this section real by taking the water supply problem for this huge population and office expansion seriously.

41. Page 2-30, Section 2.6, "Benefits and Disadvantages of Delaying the Proposed Action"

As presented the benefits of delaying the proposed action far outweigh the disadvantages. This section does not talk about the negative impact of Alternatives 2 & 3 on the quality of life in Kirkland and people in Kirkland accepted and chose when they invested in Kirkland.

One alternative that needs to be explored is relocating the BRT Station. Some advocated putting one at I-405 and 85th St because it would be close to the overbuilt downtown Kirkland and could be sold as a convenient transit connection. Is there any real data to support that relationship? Will people who live in one of the new apartment buildings downtown find BRT useful? I can find no publicly available study on the subject. Would Totem Lake be a better location for a BRT?

This document needs to build a case that the Station Area is best located at 85th St and I-405. As it is, the document mostly apologizes for the location on 85th St and, after reading it, I came away agreeing that it's a bad idea.

42. Pages 3-5 through 3-8, Section 3.1.2, "Impacts"

The greenhouse gas predictions for alternatives 2 and 3 appear to depend on most all residents working within walking distance or close transit ride of their home and also shopping close by. There also appears that there might be an assumption that bikes and electric bikes will be used by a significant number of people. What study relevant to Kirkland weather supports that assumption? But for all alternatives, it's impossible to determine the underlying assumptions since the section presents simple numbers without support. Please provide the underlying assumptions and models as well as a demonstration that they are likely to be accurate. For example, the document needs to provide information about other similar developments and how travel/transit patterns have played out over time, including data on the types of jobs, residences, and schools, along with population and information about the surrounding area.

43. Page 3-8, Section 3.1.3, "Mitigation Measures", "Incorporated Plan Features"

The section includes the assertion: "Dense landscaping along roadways can reduce air pollutants by up to 50%" followed by "As part of the Station Area Plan and Code associated with the Action Alternatives, the City is proposing green streets with optimal implementation of landscaping to contribute towards meeting the citywide tree canopy goal." The assertion and the proposal don't seem connected and it's clear from the density proposed in the Station Area Plan, including urbanesque zero front yard setbacks that there will not be sufficient space for "Dense landscaping". Please update the plan to reflect the reality of the sort of landscaping that's possible in the proposed urban environment.

44. Page 3-26, Section 3.3.1, "Affected Environment", "Current Land Use"

Please update Exhibit 3-10 to clearly delineate acres used for parking associated with: (1) car sales and repair; (2) retail/restaurant; (3) office; (4) education. Also please create a "parks" category that is separate from "public" and add a footnote to explain "public".

45. Page 3-54, Section 3.4.1, "Affected Environment", "City of Kirkland Comprehensive Plan"

To meet the goal of exploring environmental impacts, this document must include a careful and thorough analysis of the impact of each alternative on the Neighborhood Plan every nearby and impacted

- neighborhood. The current draft EIS glosses over these impacts. The Neighborhood Plans must be treated seriously and with the respect that they earned through careful crafting by the public and the Planning Department followed by review and approval by the Planning Commission and the City Council.
46. Page 3-69, Section 3.4.2, "Impacts", "Exhibit 3-34. Kirkland Subarea Plan Evaluation Matrix"
This exhibit overlaps with the material presented in section 3.4.1 in a way that makes understanding the plan unnecessarily difficult. These two sections need to be rationalized and likely combined so that the neighborhood impacts are clear.
 47. Page 3-121, Section 3.6.1, "Transportation", "Affected Environment", "Exhibit 3-57 Existing Bus Routes"
The transit network serving Kirkland and surrounding areas provides infrequent connections which results in extremely long travel times if any transfer is required. The most recent large scale changes increased travel times for most all trips involving more than one route. The Draft EIS needs to be updated to show average travel time between important destinations rather than simple good-looking headway times. This would provide a useful basis for evaluating the impact of the various alternatives and help everyone understand whether the transit dependencies built into this plan yield an improved Kirkland environment or damage the Kirkland environment.
 48. Page 3-121, Section 3.6.1, "Transportation", "Affected Environment", "Exhibit 3-57 Existing Bus Routes"
The headway time in the table for the 255 line is incorrect - in practice, it's more like 15-20 minutes, and worse in the afternoon.
 49. Page 3-126, Section 3.6.1, "Transportation", "Study Intersections"
The sentence "Traffic operations could be affected by land use changes in the Study Area" must be corrected to be a definitive statement, e.g., "Traffic operations will be impacted by land use changes in the Study Area."
 50. Page 3-126 and 3-127, Section 3.6.1, "Transportation", "Study Intersections"
Traffic operations must be analyzed using data collected before the onset of the Covid pandemic. Data collected during the pandemic is not representative. The document must both state the data collection dates clearly in every section throughout the document.
 51. Page 3-127, Section 3.6.1, "Transportation", "Parking"
The document must be updated to be accurate and clear about parking associated with car sales and repair versus retail shops and restaurants. Car sales requires large and convenient parking for inventory.
 52. Page 3-134, Section 3.6.1, "Transportation", "Cross Kirkland Corridor Master Plan"
This section provides an inaccurate picture of the community's vision for the trail. The attempt to convert the trail to use by mass transit died. The section should be removed from the document.
 53. Pages 3-139 through 3-141, Section 3.6.1, "Transportation"
These exhibits, and the corresponding exhibits in section 1 should be removed from the document because they are too vague and imprecise to be useful.
 54. Pages 3-142 through 144, Section 3.6.1, "Transportation", "Trip Generation"
This section must be updated to base projections on pre-Covid measurements and include information about "through traffic", e.g., Kirkland traffic to/from Redmond, and Redmond traffic to/from I-405. The trip counts seem quite low. The large scale development in downtown Redmond as well as continued development in outlying areas of Redmond is driving higher trip counts through the 85th St corridor to/from I-405 as well as Kirkland Neighborhoods. The timeframe of underlying traffic measurements needs to be shown in the document and only pre-Covid data can be used for projections.
 55. Page 3-147 through 3-157, Section 3.6.1, "Transportation", "Traffic Operations – Auto and Freight" (for every Alternative)
Traffic operations must be analyzed and projected using baseline data collected before the onset of the Covid pandemic. Data collected during the pandemic is not representative. The document must both state the data collection dates clearly in every section throughout the document and only use pre-Covid traffic data.
 56. Page 161, Section 3.6.1, "Transportation", "Intersection-Specific Improvements"
The sentence "Another potential approach to reduce the auto and freight intersection impacts is to make capital improvements to increase the capacity of the intersections and roadways in the Study Area." needs to be reworked to specify a clear proposal that will eliminate the impact being discussed. This style of incomplete proposals permeates this page as well as page 3-162 and pretty much all discussions of traffic throughout the document. As it is, the reader is left with a "maybe it will, maybe it won't" impression that is insufficient in the

face of the challenges posed by the overall proposal. The community needs clear thinking and complete solutions if it is to be confident about the proposal, not wishy-washy ideas and random thoughts and hopes.

57. Page 3-153, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies"
Wholesale elimination of parking spaces is an inappropriate solution because it degrades the quality of life for people who live more than walking distance (consider rainy cold nights) from a destination shop, store, restaurant, or work. The idea that people can "just hop on the bus" is naive and clearly the product of thinking by people who don't live in Kirkland and need to buy some milk on Tuesday night at 9PM in January.
58. Page 3-164, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies"
For example, the sentence "Provide private shuttle service as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the Google campus, Kirkland Urban, and other destinations, and to provide an attractive transportation alternative for locations that are less served by fixed-route transit." is yet another wishy-washy hope that positions itself as a solution. First, who will pay the fare and what will it be? Second, will the shuttle be profitable? Third, why not Metro - have they refused?, Fourth, how much pollution per rider will this generate, especially when mostly or completely empty?

This draft EIS is an inappropriate place to idly speculate about possible mitigations to problems created by the proposed. Instead, firm, clear, effective and feasible mitigations must be proposed.

This entire page needs to be reworked to list mitigations that are clear, practical, and work effectively.

59. Page 3-164 and 3-165, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies"
The paragraph starting with "Should the City of Kirkland move forward with all the strategies outlined above, Fehr & Peers' TDM+ tool estimates that office trips in the Study Area would decrease by 14 to 21%, residential trips by 19 to 23%, and retail trips by 11 to 17%, as shown in Exhibit 3-79." is clearly simply a guess and must be removed from the document.
60. Page 3-165, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies"
Exhibit 3-79. Trip Reduction from Transportation Demand Management Strategies is clearly a guess and should be dropped from the document. If it's not a guess, the supporting data and model should be shown in the document.
61. Page 3-181, Section 3.7.2, "Impacts"
There is no section on electric service utility impacts and costs
62. Page 3-181, Section 3.7.2, "Impacts"
There is no section on natural gas utility service impacts and costs
63. Page 3-183, Section 3.7.2, "Police"
The cost of providing the huge increase in police service needs to be part of the document as well as the mitigation measures, including costs for staffing, equipment, and facilities increases and the associated projected tax increases to pay for it.
64. Page 3-183, Section 3.7.2, "Fire and Emergency Services"
The cost of providing the huge increase in police service needs to be part of the document as well as the mitigation measures, including staffing, equipment, and facilities increases and the associated projected tax increases to pay for it.
65. Page 3-184, Section 3.7. 2, "Schools"
There is no comprehensive and complete outline of the impact of various alternatives on Schools, though the section includes some summary information reiterating information in section 1. This section needs to be reworked to show the impact and specific mitigations (e.g., specific new buildings, new land, additional staff, and new equipment) as well as cost and schedule. As pointed out in comments on section 1, the cost of providing education falls on the Kirkland Community through higher taxes and/or overcrowded schools. The education impact of Alternatives 2 & 3 are grim and grimmer. The Draft EIS needs to clearly address the methods and cost to provide educational opportunities for all Kirkland kids. This proposed development would impact all schools as school boundaries will be redrawn to accommodate and re-distribute the students throughout most of Kirkland.

66. Page 3-184, Section 3.7. 2, "Parks"

Like public safety and education, the document offers no specific mitigation for the impact to Parks. This development proposal requires new parks to provide appropriate recreational opportunities for the increased population. The Draft EIS simply must provide specific information about the size, location, cost, and amenities of these new parks.

67. Page 3-188, Section 3.7.2, "Parks"

Parks include both small local areas such as kiddie playgrounds and large open areas for group recreation and team sports. While the former might possibly be addressed through the magic fix-all of "Form-Based Code", the latter cannot. Specific new land must be identified and provided to meet the recreational needs of the large proposed new population.

In addition, this section is completely inappropriate when it suggests: "Onsite open spaces and community gathering spaces are proposed with each Action Alternative in the Form-Based Code to alleviate demand for and use of local public parks." It appears that the authors think that Form-based Code can control what people want, need, and expect in and from their community. Form-based Code is a bureaucratic tool, hopefully not a way to control people's minds and desires and needs. Please update the words to obscure the author's ideas about the people who live in Kirkland.

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:31 PM
To: Allison Zike
Subject: FW: Kirkland NE 85th St Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Angela Maeda [REDACTED]
Sent: Wednesday, February 17, 2021 4:32 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: Kirkland NE 85th St Plan

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

My name is Angela Maeda and I attend the Salt House Church near Lake Washington Highschool.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St.

I look forward to hearing from you. Thank you for your consideration.

Angela Maeda

Angela Maeda (she/her), MAC, LMHC



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February 1, 2021

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

Re: NE 85th Street Station Area Plan (SAP) – EIS Comments

Dear Allison,

I am writing you to provide comments on the scoping of the environmental impact statement (EIS) being prepared by the City of Kirkland for the NE 85th Street Station Area Plan (SAP). We are the buyers of the Crescent Lighting property located at: 12631 NE 85th Street.

1) Zoning / Land Use

The City should maintain consideration for the land uses within the area where the Crescent Lighting property is located. Per the comprehensive plan, this property is classified commercial however, within the SAP, this area/land use is referred to as Mixed Use (Exhibit 1-5) but also as Residential Mid Intensity (Exhibit 1-7). Clarifying what would be a permissible use(s), included a predominately office development should be considered. In both Alternatives 2 & 3 the height for this specific property is proposed to be 85'. During a recent stakeholders meeting sponsored by Jack McCullough, it was noted by City staff that the creation of jobs is paramount to the success of this plan. A close second was the creation of affordable housing. It is my understanding a nexus study is on the horizon that may result in a commercial linkage fee that would also help contribute to the City's stock of affordable housing.

Within the SAP's mixed-use zones, the City should not require a percentage or mandatory proportion of any specific product type, just that the inclusion of a mix of uses be required. This could be office, retail, housing or any mix of the two or three. Overprogramming the requirements for properties within this zone has the potential to deter improvements, hinder economic growth and preventing the City from achieving the goals of the SAP. Furthermore, there should not be limitations on plate sizing or FAR maxes.

As it pertains to building form and transition zoning, we agree that an element of upper story setbacks has the ability to help soften the edges around more intensive zones. There is a finite amount of property within the SAP and maximizing this area's potential to achieve the City's goals is vital. We believe the City should evaluate the land uses immediately adjacent to the SAP and evaluate up zoning the parcels so that the tail isn't wagging the dog. This would help smooth the transition between intensities without relying on the properties within the SAP to be required to shoulder the full burden of creating the desired transitions.

2) Parking

Considering the future BRT Station is within the heart of the SAP, the City should not be prescriptive with respect to parking. Each proposed development should be reviewed independently to evaluate its uses, the potential for shared parking, parking management strategies, alternative modes of transportation, shuttle services and paid parking to name a few. Permitting developers to right-size the quantity of parking will lead to a more successful application of the SAP.

3) 128th Ave NE - proposed to be a Green Street

As the city has stated, a curb cut onto NE 85th Street will not be permitted from the Crescent Lighting property. This is a large piece of property with the potential to generate a significant number of trips. From my understanding of Green Streets there are expected to promote more bicycle and pedestrian activity. The City should consider bicycle and pedestrian calming features in the area of the Crescent Lighting property to minimize any potential for conflict between those utilizing the Crescent Lighting property and those within the Green Street.

Thank you for the opportunity to comment.

Marc Boettcher
MainStreet Property Group LLC

Cc: Kim Faust

From: David Malcolm [REDACTED]
Sent: Sunday, February 14, 2021 9:33 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Some growth is good but the pollution/carbon emissions that may accompany it is not. For this and other reasons, the (e-)bicycling routes and grades are important. At present the cycling routes from downtown Kirkland to Rosehill are a mess – there is no route that does not involve either very steep grades or dangerously narrow bridge passages. The re-engineering and development of the 85th interchange is an opportunity to correct this situation.

The maps showing the cycling routes corresponding to the three alternatives do not differ very much. For example, they all show a cycle route along Central Way – this is ridiculous unless that street is widened substantially. In addition, they all show use of the pedestrian bridge over the 405 at NE 80th Street. This makes sense but the approach to this bridge on the south via a steep helical ramp and up Kirkland Avenue is too challenging for many riders.

Kirkland transportation department is aware of these problems. They should be tasked to engineer some solutions.

Regards

David Malcolm,
[REDACTED]
[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows 10

From: Beverly Marcus [REDACTED]
Sent: Monday, February 8, 2021 11:28 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

My comment is to ask that all construction in the Plan area be required to be 100% electric and net zero energy.

Thank you.

Beverly Marcus
[REDACTED]

From: Cheryl [REDACTED]
Sent: Monday, February 15, 2021 11:49 AM
To: Allison Zike
Subject: 85th & I-405 Bus Station

Follow Up Flag: Follow up
Flag Status: Flagged

Hi !,

I think it is a good idea to increase the density of the 85th St & I-405 Bus Station area and to raise the current building/housing restrictions 10 floors or more. Affordable housing would be most welcome! When my husband and I downsized in 2016, we were looking for a vibrant community where we could walk to many destinations and drive a lot less. Kirkland was it! I am in my 70s and I most often walk a mile + to the grocery store, library, etc. and then back. Don't need a gym membership.

Thank you,

Cheryl Marshall
[REDACTED]

From: Ingrid Martin [REDACTED]
Sent: Friday, January 8, 2021 4:18 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

Dear Ms. Zike,

I am a seventy year old senior who lives in the Juanita area. Like a number of us seniors I am concerned with the lack of parking in the proposed plans. Apparently it would take at least three bus transfers to get from here to either the Bellevue or Lynnwood link transfer center. This is often time intensive and can be challenging. That being said of the three options, I prefer option 2 for this development project.

Thank you for considering my comments when making this important decision.

Sincerely,
Ingrid Martin

Sent from my iPhone

From: Bob McConnell [REDACTED]
Sent: Wednesday, February 17, 2021 10:53 AM
To: Allison Zike; City Council; Planning Commissioners
Subject: Transit Station at 405 and 85th

Follow Up Flag: Follow up
Flag Status: Flagged

All,
I don't think Kirkland needs ANY buildings above 5 stories and it needs very few more of those. We must start questioning whether we need more people in Kirkland. More condos and apartments keep coming with no traffic mitigation.

It seems clear that we have become slaves to developers. They need to keep developing to survive. It is not the city of Kirkland's job to help them survive. We do not need the population of Kirkland to increase. Leave the high rise buildings to Bellevue.

Whatever development is finally agreed to at 85th and 405 needs to be a self-contained community so that residents are not driving to downtown Kirkland for every need. Also consideration should be given to a convenient shuttle service of some kind to get people quickly to and from the new neighborhood to appropriate parts of Kirkland. This needs to be very quick and easy and NOT an elongated loop covering all of Kirkland. Perhaps there are two different services, but what we don't need is more cars in downtown Kirkland.

I hope you'll consider that this letter is not rabidly anti-development. However we need to try to maintain Kirkland as a place similar to the one we bought into 20 or 10 or 1 year ago. Most of us don't want to live in Bellevue.

Best regards,

Bob McConnell

[REDACTED]

[REDACTED]

From: Bob McConnell [REDACTED]
Sent: Wednesday, February 17, 2021 11:05 AM
To: Allison Zike; Planning Commissioners; City Council
Subject: Cookie Cutter houses

Follow Up Flag: Follow up
Flag Status: Flagged

I'd like to suggest that members of the city council and planning commission take a walk around Kirkland's neighborhoods and notice that our development rules are creating neighborhoods where the new houses are all the same. Every house is built to the minimum setback rules and to the maximum height allowed. This results in boxes with flat roofs. They are ugly. They have no character. They have no room for trees or shrubs.

I don't know a good solution except to not approve a "box" on every available lot. We should demand that new houses fit into the neighborhoods they are going into. Perhaps one-half of the new houses should have peaked roofs. It is not our problem if this causes smaller houses with lower prices to be built. That is a problem for the developers and builders and we do not need to help them.

Bob McConnell
[REDACTED]
[REDACTED]

From: Carolyn McConnell [REDACTED]
Sent: Monday, February 15, 2021 3:23 PM
To: Allison Zike
Subject: DEISD

Follow Up Flag: Follow up
Flag Status: Flagged

I am strongly opposed to further 45 foot buildings anywhere in Kirkland. There are already too many. They are aesthetically displeasing, adding to traffic, with unpleasant increased density. I do not want to be affected by thousands more people. Just say no to these monstrous buildings! Carolyn McConnell, PhD
631 Market St, Kirkland, WA 98033

--
Carolyn McConnell, PhD

[REDACTED]

[REDACTED]

[REDACTED]

Sent from Gmail Mobile

From: Doug Murray [REDACTED]
Sent: Wednesday, January 20, 2021 7:41 PM
To: Allison Zike; Planning Commissioners
Subject: Station Area Plan Comments

Follow Up Flag: Follow up
Flag Status: Completed

Station Area Plan Comments

I support the idea of using high density development on the 85th street corridor to accommodate Kirkland's obligations under the Growth Management Act. Given the siting of the BRT station on 85th Street and the almost inevitability of much more development on the 85th street corridor, implementing a comprehensive plan for a livable high density neighborhood makes sense. Therefore I support alternative 3 with several reservations/caveats:

- I do not believe that we should perpetuate a class based binary choice of either living in a single family home with a yard, trees and views or a boxy apartment with views only of other boxy apartments and parking lots. Thus, Kirkland should implement a plan that will lead to a truly livable neighborhood with access to nature, pleasant places to walk and recreate and views in addition to urban amenities that can be available in a dense neighborhood.
- Access to parks and other open spaces is important for the physical well being and mental health of people. Adding some tree lined streets seems insufficient. It seems to me that Kirkland needs to add one or more substantial sized parks to the area to accommodate the increased needs of new and existing residents.
- Kirkland has a stated goal of having 40% tree canopy. This goal should be reflected in zoning requirements for tree coverage in exchange for allowances for greater building heights. This could include rooftop gardens as long as they include trees.
- The plans place the tallest buildings on the west side of the high density development area. This will effectively block the views from the lower structures to the east. Given that the view is about the only recognized natural amenity of the area I find this to be very undemocratic. I advocate a more democratic approach that provides for view access from all areas. Perhaps this can be accomplished by siting relatively skinny towers throughout the area to allow views between the towers. Another approach would be to have a more uniform maximum height for buildings in the plan area with strong incentives to include rooftop terraces allowing for views and outdoor access. Hopefully, architects and urban planners can come up with creative solutions to this problem.
- In the event that the plan for higher buildings on the west side of the development area is maintained, I propose the substantial mitigation fees should be charged for the privilege of blocking views further up the hill. The fees can be used to provide other amenities such as parks to mitigate the loss of the views. The fees can easily be justified on the principle that privatizing a resource previously shared by all people in the neighborhood (in this case the view) should be compensated for just like any other transfer of ownership would be compensated.
- I believe that any new zoning regulations should contain a section addressing dark sky concerns. Inappropriate lighting is bad for people and wildlife and wastes energy. The International Dark Sky Association (<https://www.darksky.org/>) has good information on this issue. We should strive for a pleasant nighttime environment as much as we do for a pleasant daytime environment.

Thank you for your consideration.

Regards,

From: Erik Oruoja [REDACTED]
Sent: Tuesday, January 5, 2021 11:16 PM
To: Allison Zike
Subject: NE 85th Street Station Area Plan - Public Comment

Follow Up Flag: Follow up
Flag Status: Completed

My household highly supports alternative #3. Density and growth centered around the considerable transportation investment being made at 85th and I405 is highly logical and will capitalize on that investment. The current status quo and alternatives other than alternative 3 would exacerbate our community's current challenges with lack of housing inventory particularly high density housing development with walk/bike distance of high capacity transit.

Respectfully,

Oruoja Household - Kirkland Residents since 2015.

From: Louise Pathe [REDACTED]
Sent: Monday, February 15, 2021 10:33 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi. I'm Louise Pathe and I live and shop in Kirkland. I care about the future of our planet and our society. I'm requesting that all construction in the Plan area be required to be 100% electric and net zero energy, and that existing buildings in the area be included in an aggressive energy retrofit and electrification program.

The City has committed to cutting greenhouse gas emissions in half by 2030. Let this project help get us there.

Louise Pathe

From: Bruce Pelton [REDACTED]
Sent: Tuesday, February 16, 2021 5:03 PM
To: Allison Zike
Subject: FW: Kirkland - 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

I would appreciate if you would confirm that you received these comments. Bruce

Sent from [Mail](#) for Windows 10

From: [REDACTED]
Sent: Tuesday, February 16, 2021 4:16 PM
To: [REDACTED]
Subject: Kirkland - 85th Street Station Area Plan

Alison Zike, AICP, Senior Planner
City of Kirkland

Re: Comments on Draft SEIS
85th Street Station Area Plan

Dear Ms. Zike,

My wife and I have lived in the Kirkland area for many years and have seen the city grow and change. We first lived in an apartment on Lake Washington Blvd. N.E. in 1976. Our residency ended when the apartment was converted to a condominium and sold for a price that we could not afford. After that we lived in the Juanita area before it was annexed. After having our second child we moved into a home on RoseHill and lived there for almost 30 years, until we purchased our current residence in 2011.

Our current home is located in the center of the planning area for the 85th Street Station. Our back yard looks over the intersection of Slater Avenue and Odhe Avenue. The neighbors to the west are the four homes located on the North side of Ohde Ave that will potentially be rezoned into office. Our front yard faces 116th Ave. N.E., the freeway sound wall and across 405 to the Lee Johnson property that is proposed to be rezoned high rise office.

My wife and I are against both Alternative II and III. We have seen Kirkland approve and encourage large projects in Totem Lake and the Urban/Park Place and think that that is enough change for one decade. The fact that sound transit has decided to spend millions of dollars on a new bus stop on 405 should not cause Kirkland to change its "Livability" forever. We don't like the look and feel of how both Mercer Island and Redmond have changed their downtown districts with mid-rise buildings edging the sidewalks and streets - creating a closed in, dark and uninviting atmosphere. If either Alt. II or III are adopted Kirkland will leapfrog both of those communities in building height and the closed in, uninviting sensation will be even greater.

Please see the attached list of Specific Issues and Questions

Sincerely,
Bruce & Heidi Pelton

rez

List of Specific Issues/Questions

1. Ohde Ave. Area office rezone under Alt II would allow buildings up to 65 feet tall and under Alt III buildings up to 85 feet tall. How does the city plan to buffer or create acceptable land use transitions to protect our home and the homes on the south side of Ohde Avenue?
2. Ohde Avenue is the only point of access for the uphill portion of the subject property. The intersection of Ohde and Kirkland Way is treacherous. It is very steep and doesn't have appropriate sight distance for the speed at which cars coming up Kirkland Way travel.
3. Eastside of 405 – high rise office rezone under Alt II would allow buildings up to 150 feet tall and under Alt III up to 300 feet tall. How does the city plan to create acceptable land use transitions to protect our home?
4. The shading diagram uses the assumption that at 10am in the fall the shade created by a 300 foot building wouldn't extend across 405. Currently every clear morning the sun comes up over the trees on the east side of 405 and we enjoy sunshine beginning shortly after sunrise. With Alt II and Alt III our house would be in the shade from sunrise until the sun either got high enough or far enough south to give us the light we enjoy today.
5. Glare and reflection - In the summer afternoons the sun reflecting off the western side of a 300 foot building will be a problem.
6. Fire Safety – fighting a fire in a mid-rise or high-rise office has to be a daunting task. I saw estimates of extra personnel but I didn't see anything about the extra equipment, firehouse or training costs that would be required if Alt II or Alt III are adopted.
7. Sewer – The DEIS mentions an estimate of how much extra flow will result in Alt II or Alt III are adopted. It also indicated that the city would have to update the city wide sewer comp plan. How much capacity is currently available in the lift station and does the city have the ability to add the increased sewer flow into King County's pipes and treatment plant? Or are there capacity limits?
8. Growth Management Act – It is my understanding that the state requires every city and county to create a plan for estimated growth. Those plans are then reviewed and eventually approved by the state. Where is Kirkland growth in relation to the current approved plan?

Sent from [Mail](#) for Windows 10

From: Colleen Clement [REDACTED]
Sent: Thursday, February 11, 2021 2:28 PM
To: Allison Zike
Cc: [REDACTED] 'Dave Russell'
Subject: NE 85th St Station Area Plan Draft SEIS Comments : People for Climate Action Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Kirkland City Senior Planner Allison Zike,

Thank you very much for the opportunity to comment on the draft SEIS for the 85th Station Area Plan. We are writing on behalf of People for Climate Action-Kirkland, a locally focused sector of a King County volunteer group, People for Climate Action, dedicated to helping King County cities meet their climate objectives. Our local city group, dedicated to Kirkland, has had a very collaborative history of working with the City on climate matters and sustainability, and we are recognized as a Kirkland City Ally organization.

After a review of the 1/7/21 draft SEIS document, as well as having watched the recent Special Study Session and community presentations, we have determined that while the draft SEIS contains much useful analysis and thoughtful solutions and mitigations, we feel that it does not go nearly far enough to address reducing greenhouse gas emissions, which is key to addressing the climate change crisis and our sustainability. It would be a critical lost opportunity for this “once in a generation” project to not address and incorporate upfront forward thinking in this planning phase.

Understanding the challenges of balancing factors pertaining to appropriate growth, we support the need for high-capacity transit and a reconfiguration of the 85th street interchange, for our region’s transportation future and the more intense development it will require. We recognize and respect the City’s dedication to taking steps to hear from the community and seriously consider building our voices into this plan. Our specific voice speaks to the need for major consideration, when planning this significant-project, for greenhouse gas emission impacts, and the critical mitigations, to address our climate and our sustainability. This is a unique opportunity for the City of Kirkland to “set the standard” for the region.

We ask that the 85th St. Station Area Plan be revised, to include our recommendations below as requirements in the Plan, and to address our comments (see Appendix section).

All three Study Area alternatives result in increased total greenhouse gas emissions. In its Comprehensive Plan and other documents, the City of Kirkland has committed to reducing its annual greenhouse gas emissions by 50% by 2030 and 80% by 2050. We request that the following additional mitigations be added to the SEIS in order for this project to contribute, rather than deter from, realizing these greenhouse gas reduction goals.

- All new construction will be all electric
- All new construction will be net zero energy based on some established certification process
- Existing buildings within the Study Area will be included in retrofit programs. Methods to achieve these goals include:

- Use the recently passed C-PACER legislation to provide commercial building owners access to less expensive capital over a longer term
- To support equity for multi-family owners and tenants, create an incentive program to share energy efficiency savings
- Establish a program to assist homeowners in identifying and selecting appropriate and cost-effective improvements
- All retrofits that include more efficient heating and hot water systems should be 100% electric
- Encourage the installation of individual and community distributive solar energy by removing barriers and providing incentives for solar in land use regulations
- Require EV charging stations with all new developments or redevelopment projects at a minimum ratio of one EV charger for 10% of all required parking stalls, and require 20% of required parking stalls to be charger-ready for more EV chargers in the future

Now is the time for the City of Kirkland to demonstrate commitment to its goals, targets and actions and show leadership in addressing climate change and sustainability.

Thank you for your consideration and contribution to this very significant and complex project. Please let us know if you have any questions or would like to discuss this further.

Colleen Clement, Sarah Richards, Dave Russell, Ron Snell
 People for Climate Action Kirkland Steering Committee

Appendix:

Section 3.1 Air Quality/Greenhouse Gas Emissions

3.1.1 Affected Environment

The SEPA GHG Emissions Worksheet was used to estimate greenhouse gas emissions under current conditions. It is noted that the worksheet is designed for high-level planning (p. 3-4), so an alternative method was used to evaluate transportation-related greenhouse gas emissions. A more location specific evaluation of energy emissions should be considered, especially given that buildings account for twice the emissions as transportation.

In the discussion of lifetime GHG emissions estimates for the Study Area under the No Action alternative, it is noted that transportation accounts for approximately one third of the total emissions, but there is no note about buildings accounting for 60 percent of the total. It would be helpful to show the percentage of total emissions of each in Exhibit 3-3. Again, the study seems to disproportionately focus on transportation when buildings are the largest source of emissions.

3.1.2 Impacts

Thresholds of Significance

The measurement to determine whether or not each alternative results in significant GHG emission impacts should be based on total and/or total annualized emissions. The relevant commitments that the City of Kirkland has made to

reducing GHG emissions in the Comprehensive Plan and the Sustainability Master Plan are based on total annualized emissions.

No Action Alternative

The results of the No Action alternative are discussed relative to transportation (the numbers in the table show an increase of 56 %), however the largest increase in emissions is from buildings, which nearly double (98 % increase). This should be noted, as it is the most significant impact and the cause for total emissions increasing 81 %. It would be helpful to show the percentage increase of each sector and the total in Exhibit 3-4.

As stated above, the total increase in GHG emissions should be considered relative to the City's commitments to reduce GHG emissions, and therefore the No Action alternative should be found to be significant.

Alternatives 2 and 3

Same comments as above. Both scenarios result in significant increases in GHG emissions.

3.1.3 Mitigation Measures

All three study scenarios result in significant increases in GHG emissions, with the largest proportion of emissions due to fossil fuel energy use in buildings. As stated, the project should be consistent with the City's environmental plans and commitments. This mitigation section should focus on the building sector.

Applicable Regulations and Commitments

This section should focus on energy (natural gas and other fossil fuels to heat buildings) and transportation emissions policies, actions and goals, such as:

Comprehensive Plan:

- Policy E-5.1: Achieve the City's greenhouse gas emission reductions as compared to a 2007 baseline: 25 percent by 2020; 50 percent by 2030; 80 percent by 2050.
- Policy E-4.1: Expand City programs that promote sustainable building certifications and require them when appropriate.

Sustainability Master Plan:

- Goal ES-5: Reduce emissions of pipeline gas and other fossil fuels from all buildings by 20% by 2025 and 50% by 2030, as compared to a 2017 baseline.
- Action ES-5.3 Explore requiring or incentivizing all new construction to be built with only electric systems.
- Goal BI-1 Certify all new construction as High-Performing Green Buildings by 2025.
- Goal BI-2 Increase the resilience of the built environment by requiring 50% of new construction to be Certified Net-Zero-Energy by 2025 and 100% of new construction to be certified Net-Zero-Energy by 2030.
- Goal BI-3 Achieve the K4C Goal to reduce energy use in all existing buildings by 25% by 2030 and 45% by 2050 compared to a 2017 baseline.
- Goal ES-3: Add an additional 10 MW of combined individual and community distributive solar by 2030. Under this goal, Action ES-3.3 Consider revisions to remove barriers and provide incentives for solar in land use regulations.
- Goal ES-4: Reduce GHG emissions from vehicles 25% by 2030. Actions under this goal include developing infrastructure including Action ES-4.3 Require EV charging stations with all new developments or redevelopment

projects at a minimum ratio of one EV charger for 10% of all required parking stalls, and require 20% of required parking stalls to be charger-ready for more EV chargers in the future.

Mitigation Measures

As stated earlier, mitigation of the some of the increased greenhouse gas emissions from all three of the Study Area alternatives will require addressing the built environment, as it accounts for the largest increases in emissions. To significantly move toward the emission reduction targets laid out in the SMP the following mitigations should be included:

1. All new construction will be all electric
2. All new construction will be net zero energy based on some established certification process
3. Existing buildings within the Study Area will be included in retrofit programs to meet the goal of reducing energy by 25% by 2030 and 45% by 2050 compared to a 2017 baseline Methods to achieve these goals are outlined in the actions listed under this goal in the SMP (page 22):
 - Use the recently passed C-PACER legislation to provide commercial building owners access to less expensive capital over a longer term (BI-3.3)
 - To support equity for multi-family owners and tenants, create an incentive program to share energy efficiency savings (BI 3.1)
 - Establish a program to assist homeowners in identifying and select appropriate and cost-effective improvements (BI 3.5)
 - All retrofits that include more efficient heating and hot water systems should be 100% electric
4. Require EV charging stations with all new developments or redevelopment projects at a minimum ratio of one EV charger for 10% of all required parking stalls, and require 20% of required parking stalls to be charger-ready for more EV chargers in the future
5. Encourage the installation of individual and community distributive solar energy by removing barriers and providing incentives for solar in land use regulations

-END-

From: OUR Kirkland [REDACTED]
Sent: Thursday, February 18, 2021 3:45 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #12073] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

A new service request has been submitted and action needs taken.

Service Request Details	
ID	12073
Date/Time	2/18/2021 3:45 PM
Type	85th Station Area Plan
Address	[REDACTED]
Origin	Call Center
Comments	LEAVE IT ALONE! We ordinary citizens are fed up with city government kowtowing to big business. Let these entities go to Bellevue! If I must pay more taxes to keep our city " low key", and "user friendly", so be it!!!
Submitter	Pope, Robert G [REDACTED] [REDACTED] [REDACTED]

[View in QAlert](#)

From: [REDACTED]
Sent: Tuesday, January 5, 2021 11:11 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan: Upcoming Engagement Opportunities [December 2020]

Follow Up Flag: Follow up
Flag Status: Completed

Hi Mrs Ziki,

My name Robert “Scott” Powell and am a 23 year resident of the beautiful Everest neighborhood and the original owner of my home on [REDACTED] [REDACTED] [REDACTED]. I’ve been trying to read through the 411 page document provided. I’m an executive director at a large aerospace company and have spent a 37 year career assessing options for a myriad proposed changes and know how easily data can be skewed/tailored to support an outcome if not assessed correctly.

First I would like to share that I moved to Kirkland, and not Bellevue or Seattle, for the smaller town fill that has always been an *inclusive, diverse, and welcoming community*, not congested, and affordable for hard working individuals. Does someone in the city council, WDOT, etc. believe it’s not inclusive, diverse or welcoming? I don’t see how this proposed zoning change improves or changes that unless inclusiveness is really meant to imply entitlement and playing the politically correct card for an agenda. To be honest I’m so tired of hearing young tech workers complain that they have to drive a distance to where they work. It is not a given right that you get to live right by where you work and contrary to their belief they’re not entitled. I’ve had to drive a minimum of 27 miles one way for my 37 years in Washington because there is no way to live close by all the facilities. I’ve also been around long enough to see the effects of “affordable housing” in many cities, it lowers the value and desirability of neighborhoods by increasing crime due to increased numbers. You show me any neighborhood that had an initiative in

affordable housing or increased density of individuals in the US and I'll show you a neighborhood or portion of the city/town where the quality of life, safety and value degraded. So I do not see how this improves the *quality of life* for those of us who live in Kirkland.

People who live in Kirkland live here because we don't want high rise buildings, we love the residential family oriented community, enjoy the vibrant and picturesque downtown are not looking to increase the households and jobs here by a factor of 3 to 4. And hopefully this is not an agenda to bring money to the Kirkland coffers. Now if the objective is to improve transit which I believe this is truly what this proposal is supposed to be about then there would be no need to increase building heights adjacent to our neighborhoods and even higher or increasing housing density and affordability which does not benefit transit.

But all that said I do have some specific questions/concerns. First for Alternative Actions 1 and 2, you show building height maps. Could you provide the same building height map for today's zoning, i.e. Alternative 1. I do have a concern about both Alt. 2 and 3 and the **45' height**, which I assume is an increase as nothing is that high, between my home and the park. This height increase will result in a discontinuity look between residential, industrial, residential. It will also decrease sun exposure to adjacent homes and the park possibly resulting in damaging affects to trees which could also impact storm water draining, etc. I would suggest not changing any of the current industrial/multi-purpose building heights immediately adjacent to the residential neighborhoods.

And under Governor Inslee's green environment initiative increase the local population, even though you can skew the data on a per capita basis to make it look good, the increase in emissions would be substantial, the adverse effect to lake Washington even greater. Increasing population within the same foot print is never good for the environment. Again this is support to truly be about rapid transit then there is no need to have

increased population and housing density. All this will result in a reduction in the tree population and decrease the useable drainage area. And in my 27 years of living here any true improvement I approached the city with for my home was met with 1) you cannot remove a single tree and 2) you cannot reduce the permeability square footage. Kirkland city planning has always put environment first and foremost and Alt 2 encroaches on it while Alt 3 flies in the face of it.

Finally I know change is inevitable but it shouldn't be under the veil of the popular political agenda no matter what it is. And then don't target one of the true jewels like the Everest neighborhood as an example when we already live the values below in italics. For the 23 years I've lived in Kirkland people live here for its small town values, inclusiveness and diversity and if folks can't see how this culture has become even more culturally and ethnically diverse in just the past 15 years they're blind. And it seems for some reason in the past six months we are no longer diverse or inclusive or is someone just using the current political environment as a catalyst for transportation funds.

Conclusion:

Alternative 1) would be preferred and accommodating the light rail could be done much less intrusively and there is no need for increased population for the city to flourish. And again no one wants a Bellevue and no one wants density like Redmond.

Alternative 2) would be the best compromised approach but I would ask that adjacent to existing low/med density neighborhoods that building heights not be allowed to increase above current height limitations. In particular the proposed 45' increase between my neighborhood and the Everest park. Limit the increase in households and jobs by a factor of 2 over Alt 1 (not a factor of 3).

Alternative 3) a nonstarter, no Kirkland residents want to see building heights from 85' to 300', that's just an eye sore and again why we don't live in Bellevue. And ultimately the increased density and population will truly be a negative as it will bring more crime, a lower quality of life and ultimately make this study region of Kirkland a very undesirable area. And no matter how you present the data it's terrible for the environment but obviously making someone(s) rich.

Thank you very much for taking the time to read this,

Regards, Scott Powell

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional transit investment to maximize transit-oriented development and create the most:

- opportunity for an inclusive, diverse, and welcoming community,*
- value for the City of Kirkland,*
- community benefits including affordable housing,*
- and quality of life for people who live, work, and visit Kirkland.*

From: Cindy [REDACTED]
Sent: Monday, February 15, 2021 1:19 PM
To: Allison Zike
Subject: INPUT ON REDESIGN AT 85TH & 405 FOR BUS STATION BY THIS FRIDAY

Follow Up Flag: Follow up

Flag Status: Flagged

My Name is Cindy Randazzo and have lived in Kirkland for almost 5 years. I've been involved and lived in Norkirk and currently live in Finn Hill. I am vehemently opposed to the project and believe it would be a detriment to the Highlands, Norkirk, and Everest Neighborhoods with absolutely no benefit to Kirkland's overall betterment. We need to pass on this project it should be no Kirkland elected officials legacy! Please keep Kirkland's integrity intact.

Best,
Cindy Randazzo

Sent from my iPhone

From: Matthew Sachs [REDACTED]
Sent: Saturday, January 9, 2021 4:22 PM
To: Allison Zike; Planning Commissioners
Subject: Station Area Plan: I support Alternative 3

Follow Up Flag: Follow up
Flag Status: Completed

There is an affordability crisis in Kirkland, a housing crisis in King County, and a climate crisis on Earth. Alternative 3 does the most to increase the supply of both market-rate and below-market-rate housing and support active transit, and so I support that option.

In addition to the mitigations in the DEIS, I encourage the city to support connectivity between the Highlands and the Station Area via non-car modalities, such as:

- [On-demand shuttle service](#) for the neighborhood
- Encouraging WSDOT to fund the northwest pedestrian connection between the NE 90th St in the Highlands and the station
- Funding the 116th Ave NE neighborhood greenway called for in other city plans

I'd also like to see further support for non-car connectivity between the Station Area and downtown Kirkland, such as increased transit/shuttle service and a fully separated bikeway.

--Matthew Sachs, station area resident

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:35 PM
To: Allison Zike
Subject: FW: 85th Street Redevelopment Planning

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kim Saunders [REDACTED]
Sent: Sunday, February 7, 2021 7:41 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: 85th Street Redevelopment Planning

Honorable Kirkland Council Members
Mayor Penny Sweet,
Deputy Mayor Jay Arnold,
Council member Neal Black,
Council member Kelli Curtis,
Council Member Amy Falcone,
Council Member Toby Nixon, and
Council Member Jon Pascal:

I am writing as a Kirkland resident and founding member of Salt House Church located at 11920 NE 80th St in Kirkland.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors (including many kinds of essential workers, including teachers) are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.

- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St.

I look forward to hearing from you. Thank you for your consideration.

Thx,

Kim Saunders



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From: Rachel E Seelig [REDACTED]
Sent: Tuesday, February 16, 2021 9:33 PM
To: Allison Zike
Subject: DSEIS comment

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Allison-

I am a resident of the Everest neighborhood. I'm writing to express my opinion that there is no good reason to change the building height limit. It would negatively impact the Everest Neighborhood and any other neighborhood to have 45- or 85-foot-tall structures immediately adjacent to residences, as called for by Alternatives 2 and 3. Thank you for recording my input.

Rachel Seelig

█ / /

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From: Kelli Curtis
Sent: Friday, February 19, 2021 1:32 PM
To: Allison Zike
Subject: FW: NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Susan Shelton [REDACTED]
Sent: Tuesday, February 16, 2021 4:32 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: NE 85th Street Station Area Plan

Honorable Kirkland Council Members,
Mayor Penny Sweet
Deputy Mayor Jay Arnold
Council member Neal Black
Council member Kelli Curtis
Council Member Amy Falcone
Council Member Toby Nixon
Council Member Jon Pascal

Hello,

My name is Susan Shelton. I am a former Kirkland resident of 32 years. I raised my family on NE 73rd Street - 98033. I have worked for Lake Washington School District since 2012. I also have a daughter who works for LWSU (high school counselor) she would like to purchase a condo in the area. While she has the means for a down payment and a healthy income she is having a hard time finding an affordable place to live in the area. I have attended Salt House Church since December 2016.

Thank you for inviting our input into the Kirkland NE 85th Street Station Area Plan. As a congregation located in the center of this development, we could choose to voice concerns over a lack of parking, traffic congestion, or buildings too high. However, our faith compels us to prioritize and uphold lower-income residents in Kirkland and to seek the well-being of all, in service of the common good. We believe everyone should have a safe, healthy, affordable place to live. This is why we, Salt House Church, sold our northwest corner of our property in order to become Kirkland Place. Yet, housing remains a dire, urgent need:

- *Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- *Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.

- *The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.
- *Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- *Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

Therefore, I urge you to double the amount of low-income housing included in your development plan for Kirkland NE 85th St.

I look forward to hearing from you. Thank you for your consideration.

Susan Shelton

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February 19, 2021
Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Subject: NE 85th St Station Area Plan Draft SEIS Comments

Dear Ms. Zike:

Sound Transit has reviewed the NE 85th Street Station Area Plan Draft SEIS.

We share your goal of advancing development of a thriving, transit-oriented community surrounding the I-405 Stride bus rapid transit (BRT) station at NE 85th Street, and we look forward to future collaboration as the Station Area Plan process proceeds and plans are implemented.

Please contact us if you have any questions:

Paul Cornish
BRT Program Director
paul.cornish@soundtransit.org
(206) 398-5342

Cynthia Padilla
Senior Project Manager, I-405 BRT
cynthia.padilla@soundtransit.org
(206) 903-7385

Sincerely,

Paul T. Cornish

Paul Cornish
BRT Program Director

cc: Cynthia Padilla, Senior Project Manager, I-405 BRT, Sound Transit
Kathy Fendt, East Corridor Environmental Manager, Sound Transit
Gary Yao, Senior Land Use Permits Administrator, Sound Transit
Diana Giraldo, Project Manager – I-405/NE 85th Interchange and Inline Station,
Washington State Department of Transportation
Brian Macik, I-405 BRT Transit Integration Lead, King County Metro

CHAIR

Kent Keel
University Place Councilmember

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Peter M. Rogoff

From: Taylor Spangler [REDACTED]
Sent: Monday, January 11, 2021 3:01 AM
To: Allison Zike
Subject: questions about the 405/85th area plan

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Hi Allison,

I'm a Kirkland resident (South Rose Hill) who attended the meeting last week about the plans around the 405/85th street interchange. I happen to live VERY close (between 80th and 85th on 120th) to the proposed plans. I'm reaching out to you with some questions/comments as I think you and my breakout room lead mentioned that you were the best person to contact. Apologies in advance for the length of my e-mail.

First, I wanted to thank you and everyone involved for holding that meeting, I had to step in and out a few times, but overall I found the different plans interesting, and I even managed to learn glean some insights from some of the other attendees despite so much negativity in the room from a few toxic individuals who seem to be under the impression that they alone speak for the soul of Kirkland. To hear someone exclaim with pride that they were able to keep the U-Haul there as they're building a massive apartment complex, I thought it was a joke at first, until I realized who was saying it.

Second, I wanted to say I'm very supportive of a lot of the work being proposed. Being someone who moved here from downtown Bellevue a few years ago my biggest problem with the South Rose Hill area is that, despite being right outside of downtown Kirkland, it doesn't really feel like it. It's not easy to walk to anything other than Safeway or Costco, and those aren't places where walking to them makes them more convenient. I'm also an avid cyclist who commutes by bicycle to work in Redmond, so I'm excited to hear about some of the plans for making it more convenient to travel by bike or food in the area.

My questions mostly revolve around the specifics around the plans that will directly affect my neighborhood.

1. I can't tell, but it looks like neither of the plans involving upzoning would be upzoning my area/the homes around me, is that right? We're basically right behind the taco time/Subaru (AWD) repair shop (literally right behind on NE 84th). I can't tell from the lines/diagrams if we're getting up zoned or if we're just stuck zoned at 45 feet (I'm also not positive if we're already 45 feet, but assuming we are because the ppl across the driveway are 3 story buildings which I assume is ~45 feet).

- If we are not being up zoned, is the logic simply that there are already homes/ppl living there? There are some other similar townhomes up the street that look like they're up zoned in one of the plans and I'm not sure why they would be up zoned but we would not. It seems like up zoning the entire block in front of the cemetery might make sense, but I'm guessing the reason you didn't is just that it'd create a massive backlash and would be unnecessary given what you'd like to accomplish.
- My main reason for concern is if we don't get up zoned, we're likely to be stuck looking at whatever building they put there basically in our backyard, which it looks like would either be 85 or 150ft tall. I'm not totally against such a thing, but I don't think our privacy trees would last through the kind of construction required to put either sized building there and I'm sure you can understand why I'd be a little miffed if my bathroom window lined up with someone else's bathroom window in a new apartment complex or office building. It's just a lifetime of awkward eye contact I'd be happy to avoid. Anyway I know we're a weird little offshoot of townhomes in a sea of big single family homes, and may mess things up to upzone an extra chunk, so I obviously won't be too offended either way. Just thought I'd share my concern/perspective. I'm sure some of my neighbors may even feel differently.