

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Thursday, June 9, 2022 2:11 PM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18958] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18958
<b>Date/Time</b>	6/9/2022 2:11 PM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	8004 118th Ct NE, Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>Dear City Council,</p> <p>I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall and there is already good evidence that the added traffic is causing low quality of life for the residents of Bellevue.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google and other high tech companies. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood and will introduce other big tech companies bringing further changes/traffic/issues to Kirkland.</p> <p>Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington</p>

High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Moreover, this would increase the property values in the areas with the increased demand, causing yet another increase to the property taxes - which are becoming unbearable for many residents and would push out many existing residents to other cities or states.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thanks,  
Shabnam Abedi

**Submitter** Abedi, Shabnam  
8004 118th Ct NE  
Kirkland, WA 98033

[View in QAlert](#)

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Thursday, June 9, 2022 2:11 PM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18957] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18957
<b>Date/Time</b>	6/9/2022 2:10 PM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	8004 118th Ct NE, Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>Dear members of the Kirkland City Council,</p> <p>I am writing to express my great concern regarding the entrance to the "Kiss &amp; Ride" Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This planned entrance to the "Kiss &amp; Ride" will create significant problems for Highlands' residents including traffic, parking problems, noise, and increasing possibility of road accidents and road rage.</p> <p>Having the single access point to the "Kiss &amp; Ride" in a residential neighborhood is misguided. The "Kiss &amp; Ride" will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already busy, especially at rush hour, and the volume of cars and traffic will increase exponentially with drivers traveling to and from the "Kiss &amp; Ride".</p>

The “Kiss & Ride” entrance in the Highlands will also clog our streets as drivers wait to pick up commuters, creating a dangerous situation for residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests, creating chaos and making the neighbourhood unsafe. This is a neighbourhood filled with elderly and young children. As a mother of two young boys, I am very concerned about the City's lack of foresight and ill planning.

There is an alternative to this ill-conceived plan. Access to the “Kiss & Ride” should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Regards,  
Shabnam Abedi

**Submitter** Abedi, Shabnam  
8004 118th Ct NE  
Kirkland, WA 98033

[View in QAlert](#)



**From:** amir ahmadi <amir.ahmadi@outlook.com>  
**Sent:** Monday, June 6, 2022 4:17 PM  
**To:** Planning Commissioners  
**Cc:** Allison Zike  
**Subject:** Station Area Plan Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Amir Ahmadi. I am a resident of Kirkland and been living within Kirkland for the past 3+ decades. One of desirable characters of Kirkland is its small town feel. Even though Kirkland is not a small city, but city has done a great job preserving its character despite some changes.

As much as Station Plan Area concept and artist's rendition looks nice and inviting, but we have firsthand experience and knowledge with city of Seattle Lake Union area, city of Bellevue downtown and other cities when they start allowing Highrise and dense commercial buildings.

Both Lake Union area and downtown Bellevue are extremely difficult to get into or out of mainly due to congested roads. Not only such experiences discourage shoppers, they also take away from the character of the city and ultimately making the city not a desirable one to live in.

The only benefit such dense commercial areas provide is benefit to the big businesses and probably a source of income for the city, but they certainly won't be a benefit to the residents and definitely not to the residents that are directly impacted.

I hope Planning Commission gives a serious thought to avoid changing the city forever and turning Kirkland into Bellevue or Seattle.

Sincerely,

Amir Ahmadi  
13467 64<sup>th</sup> PI NE  
Kirkland, WA 98034

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Thursday, June 9, 2022 9:37 AM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18951] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18951
<b>Date/Time</b>	6/9/2022 9:37 AM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>Dear City Council Member:</p> <p>I am writing to express my great concern regarding the entrance to the "Kiss &amp; Ride" Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This planned entrance to the "Kiss &amp; Ride" will create significant problems for Highlands' residents including traffic, parking problems, and noise, which will significantly disturb the current neighborhood.</p> <p>Having the single access point to the "Kiss &amp; Ride" in a residential neighborhood is problematic and misguided. The "Kiss &amp; Ride" will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already busy, especially at rush hour, and the volume of cars and traffic will increase exponentially with drivers traveling to and from the "Kiss &amp; Ride".</p> <p>The "Kiss &amp; Ride" entrance in the Highlands will also clog our streets as drivers wait to pick up commuters, creating a dangerous situation for</p>

residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Avenue NE and adjacent streets without restriction. There is a much better alternative to this ill-conceived plan. Access to the "Kiss & Ride" should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.  
Thank you.

A concerned resident,  
Alex

**Submitter** Alex  
Kirkland, WA  
portiateng@gmail.com

[View in QAlert](#)

**From:** susan amorosi <sueamorosi@msn.com>  
**Sent:** Wednesday, June 8, 2022 9:02 AM  
**To:** Planning Commissioners; Allison Zike; Jeremy McMahan; Jon Pascal; Neal Black  
**Subject:** Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

Thank you for allowing public comment on the 85<sup>th</sup> Station Area Plan, (Station District). Considering the size of this project I think the city should take its time, rather than rushing into contracts. I hope the city will hire expert urban, landscape, and transportation planners with the goal of bringing a high quality of life to its citizens, rather than just increasing tax revenues, or increasing density. Density is good but if poorly designed can have huge negative impacts.

As you know, concentrated growth prevents harmful urban sprawl, allows preservation of open spaces, and coincides with healthier transportation choices. When streets are properly designed, people will choose to walk, bike, and bus rather than drive, and this will help decrease the vehicular traffic on the roads.

### **Transportation:**

People will choose bicycling, walking and transit options when sidewalks are wide and interesting, when bike infrastructures are safe and contiguous, and when mass transit is reliable, convenient, and frequent. As a bicyclist, I often feel underrepresented in Kirkland because bike infrastructure is inconsistent, traffic signals don't function well for the bicyclist, and existing bike lanes are often filled with debris, parked vehicles, garbage cans or construction cones. The pedestrian bump-outs create a hazard for bicyclists. How will the Station Area Plan be designed to connect existing bicycle infrastructure outside the Station Area Plan to the new infrastructure within? Bicyclist will be traveling through, not just within the Station District. These transition zones need to be well designed. Often bike paths are designed to share a common space with pedestrians but are not clearly defined such as around Totem Lake, which creates conflicts between bikers and walkers. The distinction between bike and pedestrian zones should a different color, such as in Bellevue's Spring District.

I have attached pictures of Bellevue's Spring District where bike lanes are distinguished and have their own traffic signals. Other pictures include examples of various open spaces in the Spring District. The first 7 pictures are Bellevue's Spring District, and the last picture is the Google Campus Park.

### **Housing:**

In the 1970's, planners liked the idea of reducing the size of the dwelling unit by creating shared communal spaces. Developers have taken advantage of this concept for profit's sake. Calling a 14 x 14-foot room with a bathroom down the hall a home is absurd. Hard working educated adults are living in closets only because they can't afford more.

Also, the communal spaces in many apartment complexes lack privacy or greenery. Take a tour of apartments in and around Kirkland and see for yourself. Often apartment proprietors prohibit the installation of privacy barriers between balconies or patios, whereas codes should require effective privacy barriers between balconies and patios to improve quality of life. Roof top decks and outdoor common spaces should be required to have both open and private seating areas.

Zoning requirements could include:

1. a minimum square footage on apartments
2. a minimum of 2 opening windows per unit.
3. Private patios and balconies in half of the units with effective privacy barriers. (Trees in courtyards could help create privacy between units) )
4. privacy nooks in communal spaces.
5. outdoor play spaces for children.

### **Open Spaces and Linear Parks:**

Open spaces should be at the core of the 85<sup>th</sup> Station Area Plan, not streets. People need open spaces away from cars for physical and emotional wellbeing. Linear parks are not really parks unless they are a minimum of 100 feet wide. The Google Campus park is a well-designed linear (100 foot wide) park. We need both corridors, for walking, running, and biking, as well as parks. Parks are where people play, work, dine and relax.

I would like to suggest that the 85<sup>th</sup> Station Area Plan, create a 100-foot-wide park, north of NE 85<sup>th</sup> Street. Acquiring the land before selling adjacent properties to developers would be necessary. I would suggest a 15-acre park, somewhere within the boundaries of NE 85<sup>th</sup> Street, NE 90<sup>th</sup> Street, 120<sup>th</sup> Ave NE and 124 Ave NE.

A great example of a well-designed park is the 12-acre Google Campus park. It is used daily by many in a variety of ways. Movable furniture creates more opportunities to meet people's needs. Moveable furniture is seen in Redmond's downtown park as well as in Bellevue's Spring District. If you visit these parks, I suggest you take a moment to watch the various ways people enjoy these spaces and how well they have been designed to do so. I hope Kirkland will think twice and hire the best.

**Building Setbacks:** Tall buildings are often built with either upper story setbacks or with recessed ground floors. Recessing the ground floor provides protection from the rain and sun and increases the width of the sidewalks. These spaces help make ground floor retail successful. The city seems to be under the impression that its citizens want upper story setbacks on taller buildings. I don't think this is what people want. On Lake Street, it helped to maintain a small town feel but this should not become an automatic standard for new construction. The 85<sup>th</sup> Station District would benefit from buildings that have a recessed ground floor rather than stepping back the upper floors, in my opinion.

Thank you for allowing public comment and for your continued dedication to making Kirkland a great place to live, work and play.

Sue Amorosi,  
32 year resident of Kirkland























Sent from my iPhone

---

**From:** Jeremy McMahan  
**Sent:** Wednesday, June 8, 2022 10:16 AM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** David Archer <dwarcher@gmail.com>  
**Sent:** Wednesday, June 8, 2022 9:58 AM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Public Comment for Station Area Hearing

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**Dear City Council,**

I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85<sup>th</sup> Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.

Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.

Further, the traffic impact in the area would be untenable on NE 85th Street and 120<sup>th</sup> Ave NE -- the road from 85<sup>th</sup> Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85<sup>th</sup> Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85<sup>th</sup> Street interchange and residents that commute on the already congested 85<sup>th</sup> Street should not be subject to the increased zoning height and related congestion nightmare.

Regards,

Dave Archer

Kirkland Highlands Resident

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** Carter Bagg <baggcd@frontier.com>  
**Sent:** Tuesday, June 7, 2022 9:24 AM  
**To:** Allison Zike; Jeremy McMahan; Planning Commissioners  
**Subject:** PlanningCommissioners@kirklandwa.gov

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

CDB Comments on 6/9 PC docs.V2

Following are some questions I have on the Form Based Codes; if there are other more applicable sections please reference them• Where is ABE(s) for Google site? (point where elevation = 0 & height limits start) Are there different ABE's for RH2A, RH2B & RH2C?

- Commercial Mixed Use District (Red Zone)
- P. 9 Minimum Rear Yard Set Back = 5' (what if backyard setback of adjacent property is more – 10' in Residential zones, 20' for some uses).
- P.6 Base allowed height in CMU zone = 85'base, 250' maximum @ boundary between RH2C CMU & NMU to South? NMU transition is 15' setback to plane w/ 30' base height & 75' lower than the 85' base in CMU 5' away? THE CMU BASE TRANSITION CAN BE HIGHER & CLOSER THAN THE MAXIMUM ALLOWABLE HEIGHT OF THE NMU?
- P.41 Form Based Codes – Transitions in Neighborhood Mixed Used Zones (Yellow Zone) – establish a plane 15' from property line where building height = allowed maximum height on adjacent property using midpoint of that property for ABE.
- Can buildings of equal height (25-30') to adjacent property be built between the 15' plane & the 5' minimum setback?
- 85th Street Improvements:
- P. 33 Shows Major Thoroughfare Section (85th) Shows 4 -11' moving lanes, a center being a turn lane) but then 24' of planting strip, bike lane & pedestrian side walk for a total R.O.W. of 105' (What is existing ROW?)
- P. 178 shows intersection of 85th & 120th shows 3 east bound lanes, 2 west bound & a turn lane (6 lanes) + a right turn lane West of 120th for Northbound I-405 traffic. And planting strip, bike lane & S/W. How far does the 6 lane configuration extend & how much additional ROW?

Sent from [Mail](#) for Windows



**From:** Carter Bagg <baggcd@frontier.com>  
**Sent:** Thursday, June 9, 2022 6:45 PM  
**To:** Allison Zike; Jeremy McMahan; Planning Commissioners  
**Subject:** Schools in 85th St. SAP

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

### **Impact of 85<sup>th</sup> Street SAP on Schools.**

- Development will increase student enrollment by approximately 950 over present trends, about 500 K-5 kids, enough for a whole new elementary school (where?) and little over 200 middle school and another 200 high school students.
- Costs the district used for last year's Capital Levy, this would total \$100. Last year's levy was mostly for growth in in Redmond, so the district is thinking of running a bond issue in 2024 to pay for the SAP schools. The difference is that a levy only requires a 50% pass rate while a bond requires 60% of voters district wide. The district includes not only Kirkland, but also Redmond, Sammamish, and even parts of Woodinville & Bothell. Are 6 out of 10 voters from those other areas going to support raising their property taxes for school to serve a concentrated area of Kirkland?
- This burden falls entirely on the district's residents, no indication city or Google funds will address the schools issue.

Sent from [Mail](#) for Windows

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Thursday, June 9, 2022 3:31 PM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18961] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18961
<b>Date/Time</b>	6/9/2022 3:30 PM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	6201 104th Ave NE, Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>We want to go on record for Opposing the Rezoning of the Lee Johnson property (Google Towers) to build a 250 foot building at the intersection of I-405 and 85th Ave N.E.. This type of planning signals the direction the City Council is taking Kirkland, which is not where the citizens (voters) want to go. Don't do to Kirkland what Bellevue has done. We want the City Council to manage our city in a manner that will maintain the character or our community without converting it into another metropolis like Bellevue. It appears Google has become far too powerful in determining how Kirkland future will be determined. Are there better options for the Lee Johnson property that will better serve our community. We are definitely opposed to rezoning the L. J. property for a 25 story building.</p> <p>David Banks Kirkland Resident</p>

**Submitter** Banks, David L  
6201 104th Ave NE  
Kirkland, WA 98033  
tim.b@live.com

[View in QAlert](#)

---

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 8:14 AM  
**To:** Allison Zike  
**Subject:** FW: Comment: Proposal for rezoning Lee Johnson property: aka future Google towers

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** mrabaskin <mrabaskin@comcast.net>  
**Sent:** Thursday, June 9, 2022 8:07 AM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Comment: Proposal for rezoning Lee Johnson property: aka future Google towers

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Kirkland Planning Commission,

Subject: Comment: Proposal for rezoning Lee Johnson property: aka future Google towers

I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.

Kirkland's character and future should not be compromised in an effort to accommodate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be unsightly and nonconforming to the Kirkland character or ANY previous comprehensive plan. You already approved and built most of Urban, another out of character development, why not stop now to keep our town from being like all the rest, when we are smaller and can keep some shred of community character and dignity? We used to be called the "Carmel of Washington." I am from CA years ago and we have GREATLY moved away from anything remotely as classy and charming as Carmel, which has very strict guidelines on development. These towers will loom large and unsightly over trees and the adjacent residential neighborhood. Please get a backbone and be more thoughtful about our town, or we might as well rename it Googleland.

Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE -- the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this outrageous proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare. Must we give up everything good about Kirkland to accommodate businesses that will forever shadow and remake a town that many loyal folks are saying is becoming unrecognizable?

Thank you for your serious consideration in this "no turning back decision" for the future of Kirkland.

Respectfully,

Maureen Baskin

Kirkland Resident for 25+ years

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** Jeremy McMahan  
**Sent:** Tuesday, June 7, 2022 9:51 AM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Talor Boatsman <tboatsman@outlook.com>  
**Sent:** Tuesday, June 7, 2022 9:02 AM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Public Comment for Station Area Hearing

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern,

First and foremost, let me say that I am excited for the Station Area Plan. As a former South Rose Hill and current Norkirk resident spanning over seven years, I enjoy seeing our city grow. I will try to keep my comments as brief as possible.

My values and what I hope are top priorities of the Planning Commission are, that any growth initiative, focused on mobility, movement, jobs, availability of services, etc. by rooted in **inclusion, diversity, education and sustainability**.

Inclusion:

- Spaces, buildings, businesses, design, landscaping, all must be inclusive to all who may be *passing through, staying for a short time, or staying forever*. What we build and what people **see** will be an opportunity for us to say who we are. We are a city that values ALL beings.

Diversity:

- It is my belief that a neighborhood, town, or city must demonstrate its aspiration to be as diverse as possible; a true representation of our diverse world. I say "aspiration" because our neighborhood may never meet everyone's "ideal" concept of a diverse community in every category there is or ever will be, but we should demonstrate our commitment that we are an open and welcoming neighborhood that supports all views, thoughts, and ideas. What people see when they visit Kirkland should give them this open and welcoming feeling. I believe this can be accomplished through design, words/signs, landscaping, open spaces, etc.

Education:

- The world is an incredible place. With as much time as people spend in front of screens, I would love to see our growth plan include an education element that gets people looking up and out at our beautiful community. For example, in the landscaping and design of the green canopy, small signs where people can read about the trees, what varietal, where it comes from, what it was/is used for or a sign that teaches people how our open space(s) are conserving/using rain/groundwater to support sustainability. **Another example could be a mural (or multiple murals) that highlight our schools!**

Sustainability:

- We must be relentless in our quest for sustainability, especially as we grow. Using sustainable, natural, and biodegradable materials, buildings/spaces that reuse natural resources; these must be the cornerstones on which we grow in this transformation and every single project that we take on as a city. We are creating a place that will be used for generations – we want things to last but also acknowledge natural cycles that may need to be maintained and looked after by those generations.

Lastly, two more items:

1. Just as we did at Kirkland Urban with the in-ground fountains that change color, I'd like to see something like this re-created for children to gather and play OUTSIDE that is fun and safe.
2. As we grow our city's services MUST grow in proportion and in anticipation of future growth. Services for protection, our environment, maintenance, mental health, medical, etc.

Thank you for your time and consideration of my comments. Should you have any questions please do not hesitate to reach out at any time.

Talor Boatsman  
206.755.0902

1561 3<sup>rd</sup> Street  
Kirkland, WA 98033

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Wednesday, June 8, 2022 10:30 AM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18925] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18925
<b>Date/Time</b>	6/8/2022 10:30 AM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	11238 NE 92nd St, Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>Dear City Council,</p> <p>We are writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p> <p>Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and</p>



faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thanks,  
Duane and Janice Burow  
11238 NE 92nd Street  
Kirkland 98033  
The Highlands

**Submitter** Burow, Duane F  
11238 NE 92nd St  
Kirkland, WA 98033  
dfburow@msn.com

[View in QAlert](#)

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Monday, June 6, 2022 12:51 PM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18868] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18868
<b>Date/Time</b>	6/6/2022 12:50 PM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>Dear City Council Members:</p> <p>I am writing to express my great concern regarding the entrance to the "Kiss &amp; Ride" Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This planned entrance to the "Kiss &amp; Ride" will create significant problems for Highlands' residents including traffic, parking problems, and noise.</p> <p>Having the single access point to the "Kiss &amp; Ride" in a residential neighborhood is very problematic. The "Kiss &amp; Ride" will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already busy, especially at rush hour, and the volume of cars and traffic will increase exponentially with drivers traveling to and from the "Kiss &amp; Ride".</p> <p>The "Kiss &amp; Ride" entrance in the Highlands will also clog our streets as drivers wait to pick up commuters, creating a dangerous situation for</p>

residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Avenue NE and adjacent streets without restriction.

A much better alternative would be to have the "Kiss & Ride" access relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Thank you.

Patricia Cayo  
A Highlands concerned resident

**Submitter** Cayo, Patricia  
Kirkland, WA  
patty\_cayo@hotmail.com

[View in QAlert](#)



June 9, 2022

Kirkland Planning Commission  
City of Kirkland  
123 5<sup>th</sup> Ave  
Kirkland, WA 98033

Members of the Kirkland Planning Commission:

On behalf of the Kirkland Chamber of Commerce, I am writing to express our support for the examination of dense commercial office development at the Lee Johnson Auto site in conjunction with the 85<sup>th</sup> St. Station Area Plan.

The Chamber is supportive of this type of development in our commercial centers, particularly in areas where mass transit is available. It is consistent with the city's desire to create more transit-oriented development, particularly utilizing the new BRT Station planned for 85<sup>th</sup> Street in the very near future.

Large employers like Google bring a wide diversity of employment options, with access to employment at various skill levels, educational backgrounds, and salary levels, and put more employment density into the area. Bringing more jobs into Kirkland has been at the center of many conversations with the city over the years, with the realization that the majority of people who live in Kirkland commute outside of the city to their places of employment each day. Creating more jobs here in the center of town, just off a major freeway and transit station, will ultimately have a positive impact on our regional transportation issues by allowing more people to work closer to where they live.

Having a larger employment base near this BRT Station means that we need to think creatively about housing as well. Many studies have shown that transit-oriented development, with housing options for people to live very close to where they work, decreases traffic congestion despite increasing density.

The Growth Management Act demands that we take our share of growth. We must do it in areas that make sense, rather than be forced later to growth in less ideal areas that are not as favorable in geography and infrastructure. This is one of the areas in Kirkland that has the capacity for density based on location and access to highways and transportation.

We think a project like this makes good sense. We encourage you to move this forward to the next steps in the process to allow feasible construction for a major commercial employer in this location.

Thank you.

A handwritten signature in blue ink, appearing to read "S8" followed by a stylized flourish.

Samantha St. John, CEO  
Greater Kirkland Chamber of Commerce

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 8:07 AM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Claypool <claypool@nwlink.com>  
**Sent:** Wednesday, June 8, 2022 8:02 PM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Public Comment for Station Area Hearing

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Cindy Claypool  
(Norkirk)

June 8, 2022

Not just the form letter

Dear City Council,

I am writing to oppose the City of Kirkland's plan to max out the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.

Kirkland already has a Designated Urban Center in Totem Lake. People move to the historic core of Kirkland in part because they don't like what Bellevue has become. They don't want tall office buildings blocking light and air, and creating parking problems. Kirkland's character is of shorter buildings, which feels more like a town than an overdeveloped city. *The pretty pictures in the City brochures and online information all show buildings of perhaps six stories, at most. Don't do a bait and switch.* Yes, the Zoning Map designates up to 250 feet, but are people taking that in? Three dimensional visuals make more impact.

While it could create 9,000 jobs, it won't create the needed amount of new housing. Some, yes, but the ratio of population to housing would remain the same as now.

We need much more affordable housing, not just office space.

Even if some of the new Google employees reside in the Station area, and don't own cars, themselves, they will have friends and family visiting. It's great if you can do without a car, but it's a nightmare for visitors, if parking is uncoupled from residences. Do we want the Station to be like Capital Hill in Seattle?

Kirkland's character and future should not be compromised for the corporate interests of Google, which already has some 760,000 square feet of office space in the Kirkland Urban area. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would overbuild the area. These towers will loom over the adjacent residential neighborhood, like a McMansion over a 1940s cottage.

Further, the traffic impact would be untenable on NE 85th Street and 120th Ave NE -- the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of

Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland. I'm appalled that a 16-story building is being planned for Totem Lake. (Daily Journal of Commerce, April 19, 2022) I liked how Totem Lake redeveloped, prior to learning this. The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare. Let them ask for 20-some stories and get 10.

Yes, the area needs redevelopment and improved pedestrian and bicycle access. But we don't need 20 story buildings that will stick up like a wart on a pickle. A pickle with too much traffic, already. Don't put all your eggs in the Google basket.

Kirkland used to be referred to as the Carmel of the Pacific Northwest. The two cities have similar budgets. Carmel, supposedly, has retained its village character. Can't we do the same?

Thank you,  
Cindy Claypool (NorKirk)

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Wednesday, June 8, 2022 10:34 AM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18927] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18927
<b>Date/Time</b>	6/8/2022 10:34 AM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>City Council members:</p> <p>We are extremely opposed to the proposed variance to allow buildings 250' tall in Kirkland, as it will change the character and population of Kirkland forever. We do not want Kirkland to become another Bellevue. We do not need more high tech jobs here, bringing more families, additional pressures on our school system and infrastructure, traffic and noise to some of our neighborhoods, higher home valuation leading to higher taxes. We want to retain the character of Kirkland as it is.</p> <p>Who does this proposal benefit besides Google? Certainly not the citizens of Kirkland. We support legislation that benefits the citizens of Kirkland- this variance DOES NOT. We urge you to oppose it. We will remember your votes at the next election.</p> <p>Robert and Barbara Conta 18th Ave. Kirkland</p>

**Submitter** Conta, Robert  
Kirkland, WA  
bsconta@gmail.com

[View in QAlert](#)



**From:** Aaron Cooley <accooley@yahoo.com>  
**Sent:** Wednesday, June 8, 2022 3:02 PM  
**To:** Planning Commissioners; Allison Zike  
**Subject:** Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.

Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.

Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE -- the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thanks,

Aaron Cooley  
11213 NE 91st ST  
Kirkland, WA 98033  
Kirkland Highlands Neighborhood



## MEMORANDUM

June 9, 2022

TO: CITY OF KIRKLAND

FROM: JOHN ELLINGSEN (COSTCO DIRECTOR OF REAL ESTATE)  
STEVE BULLOCK (MG2 ARCHITECTS)  
CHRIS FERKO (BARGHAUSEN ENGINEERS)  
PATRICK MULLANEY (STOEL RIVES)

RE: *Summary of Proposed City of Kirkland Comp. Plan and Land Use Regulations on Costco Consumer Warehouse*

---

### I. INTRODUCTION

This Memorandum is a preliminary analysis of the Draft Kirkland NE 85<sup>th</sup> Street Subarea Plan (“Draft Plan”), Draft Form Based Code (“Draft Code”), and Draft Design Guidelines (“Draft Guidelines”) by Costco’s design professionals as they pertain to Costco’s existing consumer warehouse, associated fuel facility and auxiliary parcels (“Costco Property”), which are located at 8629 120<sup>th</sup> Avenue NE in the City of Kirkland (“City”). The Plan, Code and Guidelines are collectively referred to as the “New Regulations”.

Costco appreciates the City’s recent proposed changes to the “Continued Uses” provisions in the New Regulations (Section 57.10.04.03), which addresses existing uses in the proposed Commercial Mixed Use zone, and requests that the City adopt this provision.

Without the Continued Uses provision, the New Regulations would fall short of fully addressing Costco’s existing use and its future viability, as the New Regulations envision mixed-use tower development on Costco’s property with street-fronting, multi-tenant, pedestrian-oriented, retail uses and the creation of an expanded Forbes Lake Park and associated open space that would utilize a portion of Costco’s frontage. In addition, the New Regulations contemplate two green mid-block crossings and an extension of 90<sup>th</sup> Street NE bisecting Costco’s Property in various locations, which would require provision of over 104 feet of new right-of-way and would separate Costco’s consumer warehouse from the existing fuel facility.

To remain viable in the future and to ensure a continued presence in Kirkland, Costco requires the land use certainty to reconfigure its property and expand or add new facilities and services from time to time, which the Continued Uses provision provides. Costco believes that it is important that the Draft Plan, Draft Regulations, and Draft Guidelines provide a clear roadmap, so that a planner interpreting these documents ten or twenty years in the future will have reasonable

certainty as to how Costco's existing use and potential redevelopment of its Property are intended to be treated. The Section 57.10.04.03 Continued Uses provision appears to achieve this objective.

Costco submits the following analysis to describe its existing use, possible short term development scenarios, and areas where the New Regulations could be problematic without the proposed Continued Uses provision.

## II. BACKGROUND

Costco has been a member of the Kirkland community since August 1985. It currently operates a 158,502 square foot membership consumer warehouse and five island fueling facility on a 15.2-acre principal property. Costco also owns an additional parking lot parcel and the parcel at the southeast corner of 120<sup>th</sup> Avenue NE and NE 90<sup>th</sup> Street. Each parcel is approximately 0.71 acres in size. Finally, Costco leases a parcel for additional parking. The owned and leased parking parcels are located across 120<sup>th</sup> Avenue NE from the warehouse.

Since its opening, Costco has improved its property to expand its facilities to respond to consumer demand. In the early 1990s, Costco remodeled an existing warehouse into its membership warehouse store. In the 2000s, Costco expanded parking in the northwest corner of the site, expanded the receiving area on the west side of the building, added a fueling facility and reconfigured the parking lot and added additional parking on the east side of 120<sup>th</sup> Avenue NE.

As shown on Figure 1, Costco continues to contemplate future development scenarios, short of a complete teardown, such as the possible expansion of the existing warehouse, construction of 3-4 stories of structured parking, expansion of the existing fueling facility, or the addition of a car wash.

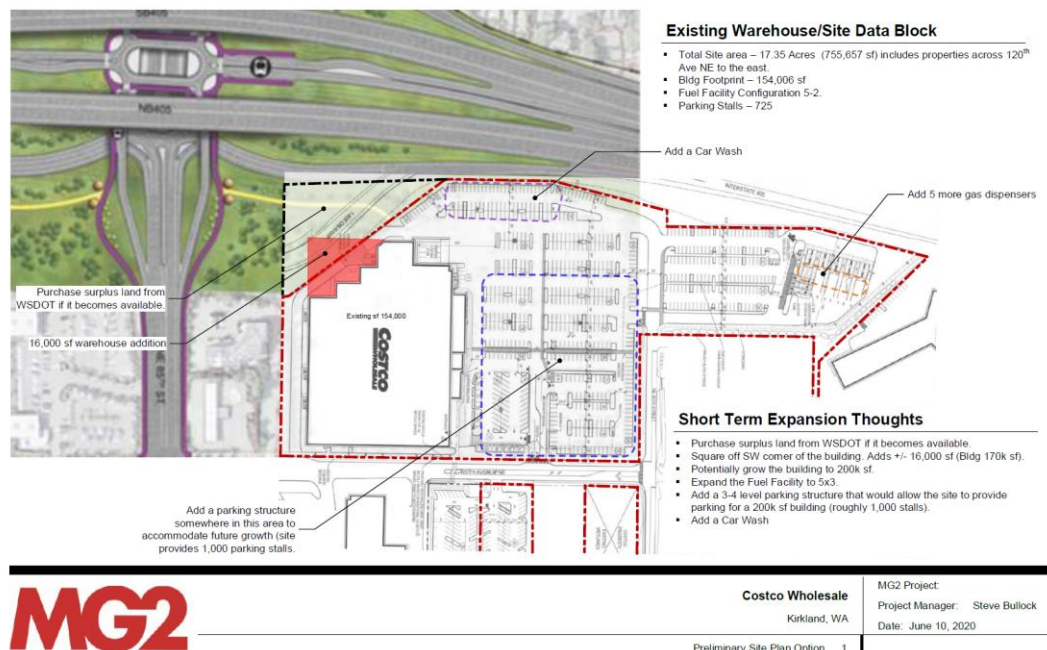


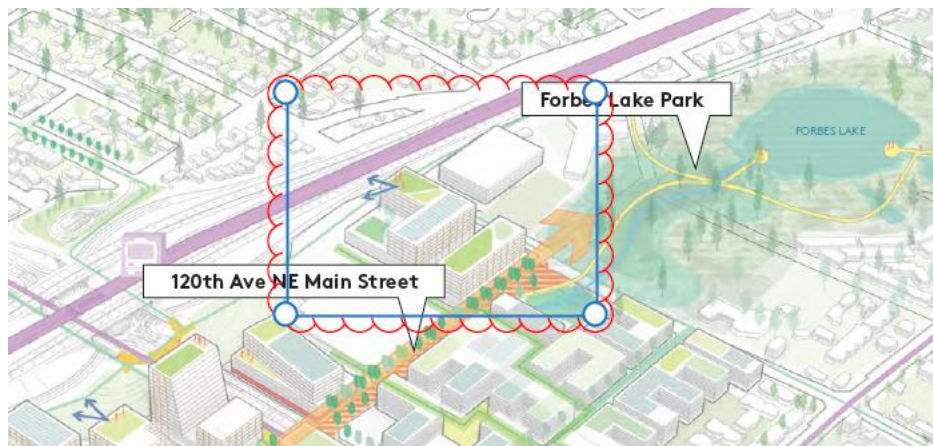
Figure 1: Costco Short Term Expansion Concepts

### III. ANALYSIS

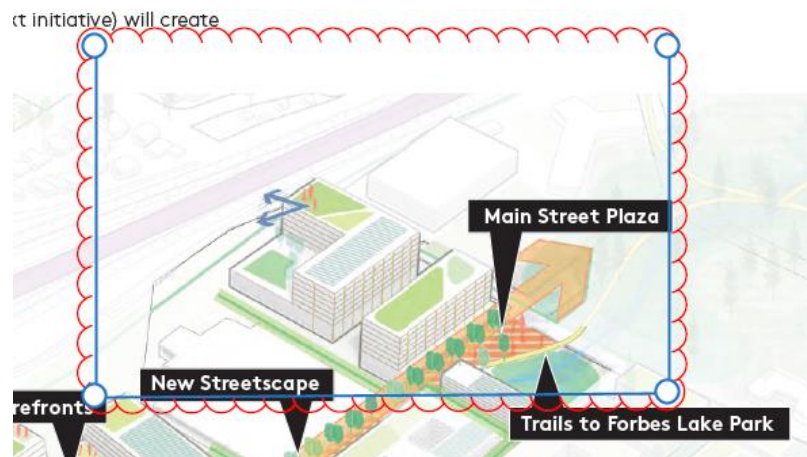
The following analysis discusses aspects of the Draft Plan, Draft Code, and Draft Guidelines as they pertain to the Costco Property. The proposed Continued Use provision provides mechanisms for addressing these issues, which is why Costco supports its inclusion in the Draft Code:

#### A. Draft Plan

- The figure on Draft Plan Sec. 1, pp. 16-17 shows the Costco Property as redeveloped with a twin-tower and a large structure located on the current site of Costco's fuel facility, which from the description in the Draft Plan text may be intended as a "mixed use educational facility". The figure also shows an expansion of Forbes Lake Park and additional "trails and open space amenities" adjacent to and within Costco's Property.

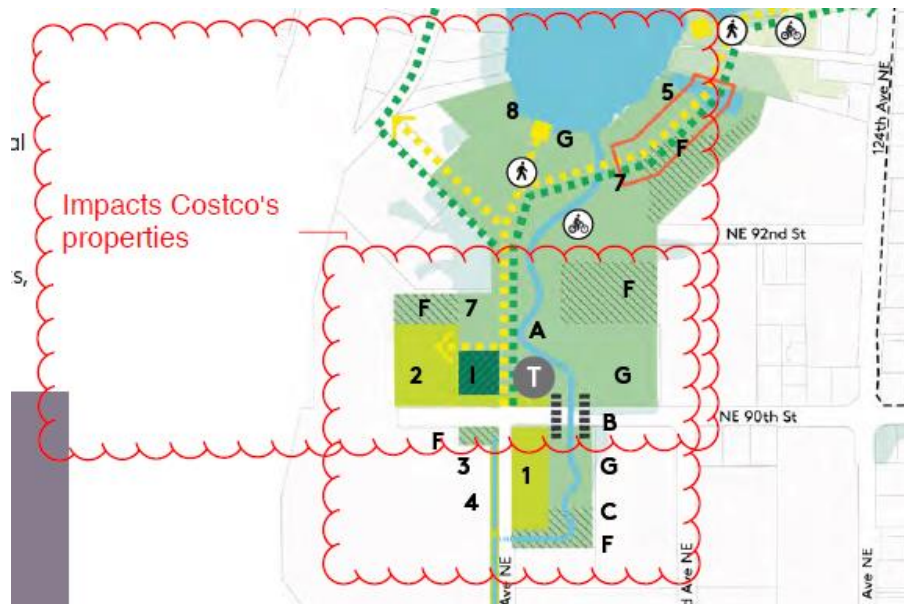


- Similarly, the figure on Draft Plan Sec. 1, pp. 18-19 shows the Costco Property fronted and occupied by a "Main Street Plaza" and trails to Forbes Lake Park:

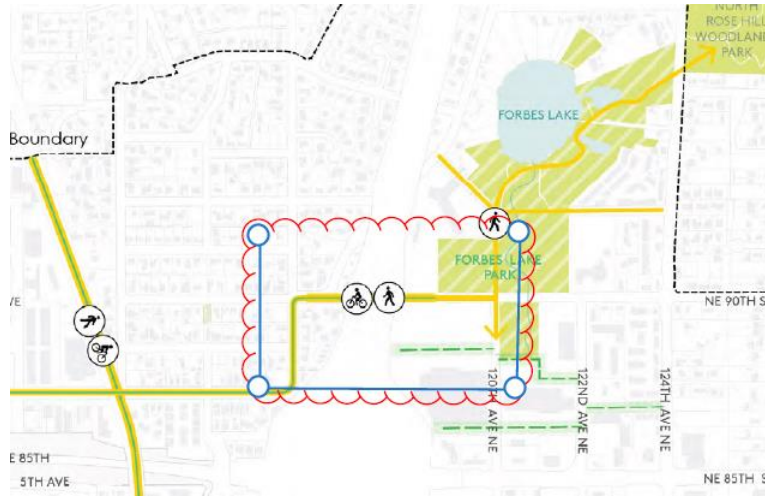




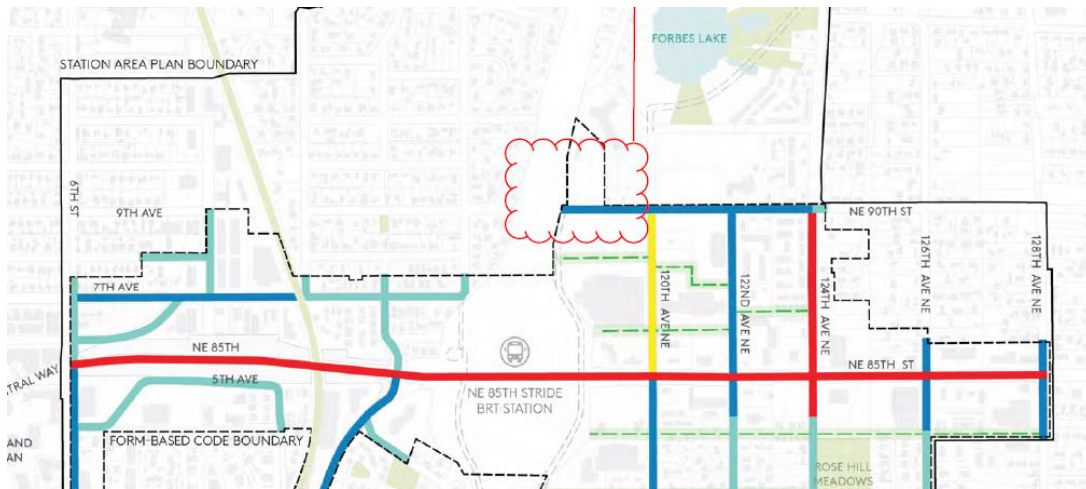
- Draft Plan Sec. 8, pp. 147-148 depicts a stream opening and bike and pedestrian paths associated with the proposed expansion of Forbes Lake Park that appear to impact Costco's Property.



- Draft Plan Sec. 8, pp. 154-155 depicts a pedestrian connection through the center of Costco's Property.



- Although the right-of-way does not currently exist, Draft Plan Sec. 9, p. 169 shows a proposed Neighborhood Mixed-Use Street (an extension of NE 90<sup>th</sup> Street) bisecting Costco's Property in a manner that would isolate the fuel facility from the warehouse parcel with a 64-foot right-of-way. The NE 90<sup>th</sup> Street extension is also shown on Draft Plan Sec. 9, p. 175. The figure also depicts two pedestrian connections, one in Costco's main parking lot and the other in an area that is used to access the warehouse loading docks. Draft Code, p. 30.





- Finally, Draft Plan Section 11 (Appendices) was not included in the Draft Plan, which precluded review of important topics such as the Implementation Strategies; Forbes Lake Technical Memorandum, and Engagement Comment Summaries.

## B. Draft Regulations (Kirkland Zoning Code Chapter 57)

- As shown on Draft Code, p. 6, Costco's Property is proposed to be rezoned to Commercial Mixed Use with 150-foot height limit on the warehouse parcel and 75-foot height limit on the fuel facility parcel.

While Costco does not have any objection to the proposed rezone *per se*, the rezone would create uncertainty regarding possible future expansion unless the Continued Uses provision remains in the Draft Code.



- Redevelopment of the Costco Property with a multi-story Costco (i.e., with a 160,000 to 200,000 square foot first floor) would not meet the Draft Code's restrictions for "Maximum Floorplate" on Draft Code, p. 7, definition #6. Per the Draft Code Development Standards, the maximum floorplate for a building between 40 and 75 high is 35,000 gross square feet. The allowed floorplate is reduced to 25,000 gross square feet for a building between 75 and 125 feet high and to 20,000 gross square feet for a building over 125 feet.
- The definition of "Primary Use" on Draft Code, p.7 is unclear as it uses both the terms "site" and "property":

9. **Primary Use** refers to the predominant and main land use activity on **a site**, and is the highest and most readily identifiable use that characterizes **a property**.

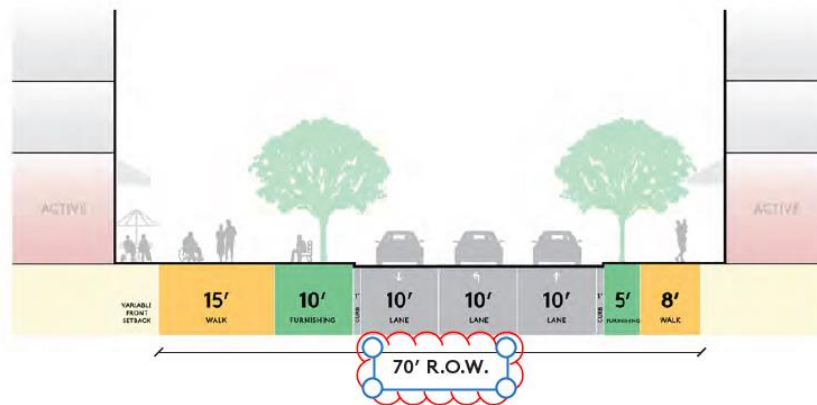
Neither of the highlighted terms appear to be defined in the Draft Code, and, in Costco's experience a development "site" can be comprised of multiple parcels or properties. Thus, this definition could be clarified by providing that a ***"Primary Use"** refers to the predominant and main land use on a development site and is the highest and most readily identifiable use that characterizes the development site.*

As discussed in more detail below, there are several development scenarios which Costco could envision that would not meet certain requirements of the Draft Code or Draft Guidelines. The Draft Code's Form Based street frontage standards would likely impact Costco's ability to expand its existing warehouse or add a parking garage in its current main parking lot. Similarly, the Maximum Façade Width, Maximum Façade Break Width, Maximum Façade Break Depth, and Façade Transparency requirements (Draft Code, pp. 9 and 12)) would likely impact Costco's ability to expand its current warehouse and the Ground Floor Parking Setback could prohibit construction of a parking garage at the rear of Costco's Property (Draft Code, pp. 15 and 17).

- The Draft Code's street standards describe 120<sup>th</sup> Avenue NE as a "Main Street," which is defined as "special streets that concentrate ground-floor retail and active uses, often with generous public-realm designed to prioritize pedestrian activity and support transit." Draft Regulations, p. 30. As shown on the following figure, the new Main Street would require a 70-foot right-of-way. Draft Code, p. 34.

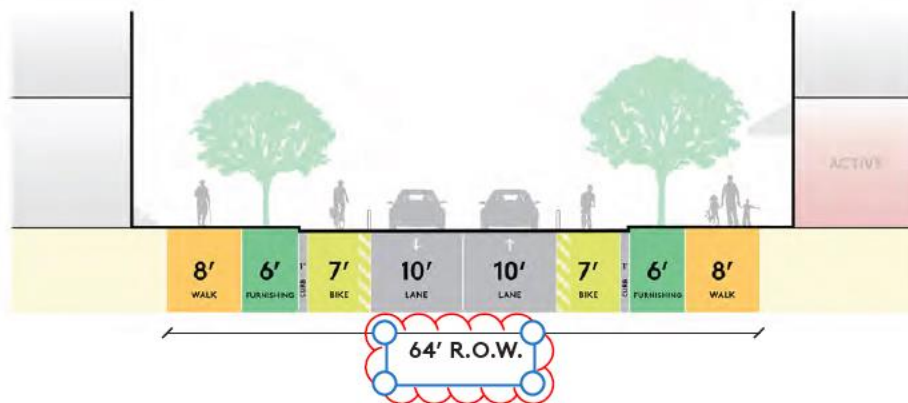


MAIN STREET



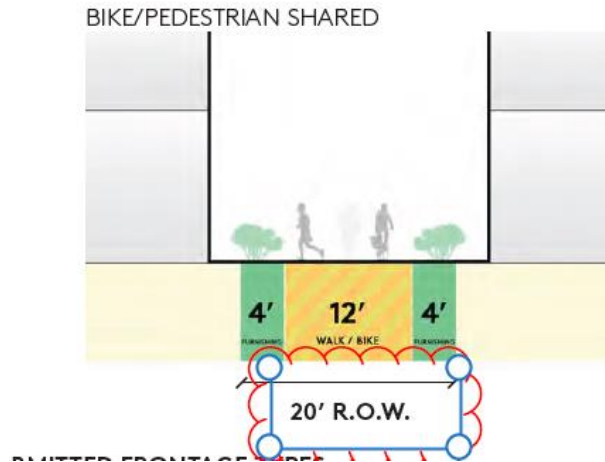
- NE 90<sup>th</sup> Street is designated as “Neighborhood Mixed Use” street, which is defined as neighborhood-oriented, serving “low to mid-intensity commercial and midrise residential and occasional ground floor retail” and including a buffered bike lane. Draft Regulations, pp. 30 and 32. The figure on Draft Code, p. 31 shows the extension of NE 90<sup>th</sup> Street across Costco’s Property, would require a 64-foot right-of-way, although no such right-of-way currently exists. Draft Code, p. 35.

NEIGHBORHOOD MIXED USE STREET



- Finally, as mentioned previously, two Green Midblock Connections (Draft Code, p. 31) are shown on Costco’s property “to provide important network connections for cyclists and pedestrians through and across long blocks....” One of the Green Midblock Connections is depicted in an area currently used to access Costco’s loading docks and the other would bisect Costco’s main parking lot. Draft Regulations, p. 30. As shown on Draft Code p. 38, the Green Midblock

Connections would require provision of two additional 20-foot rights-of-way across Costco's property. Thus, not including what might be required for the upgrade to 120<sup>th</sup> Avenue NE, if constructed, the City's current plan would require Costco to provide approximately 104 feet of right-of-way in three separate locations on its Property.



- The Draft Code's Green Innovation Requirements (General Provisions Section 2), Draft Code, p. 43, does not include the square footages that would trigger the requirement to meet the NE 85<sup>th</sup> Street Station Area Plan Sustainability Framework or the High-Performance Building Standards, which include the requirement to meet the very high LEED standards of New Construction Platinum or LEED Core and Shell Gold. Draft Code Green Innovation Requirements Sec. 2 (iii) requires that all new developments over 5,000 square feet must include a renewable energy generation system with a production rate of 0.60W/sf of all conditioned area". It is highly likely that an expansion of Costco's existing warehouse would trigger one or more of these Green Innovation requirements, yet the Draft Code does not explain how the requirements would be applied to expansions or partial redevelopments of existing structures.
- Finally, the Draft Code's Incentive Program (Draft Code, pp. 48-51) does not provide any values for the various Bonus Ratios, making it difficult to evaluate the effect of this Section.

### C. Draft Design Guidelines

The Draft Guidelines place the Costco property in the Forbes Lake District (E-page 91)<sup>1</sup>, which is described as "[a] walkable mixed-use district . . . organized around a green main street

<sup>1</sup> The Draft Design Guidelines did not include page numbers, so the packet's E-page number is used as reference to the provisions being discussed.

corridor with retail and active uses combined with small open spaces on 120<sup>th</sup> that connects to Forbes Lake.”

The Draft Guidelines include provisions that would be difficult to meet for some of the development scenarios envisioned by Costco. Costco’s warehouses have been optimized to meet operational requirements, which include stocking and storing a large volume of inventory and ensuring a safe and comfortable shopping experience for Costco’s members. Transparency requirements or re-orientation of the building toward 120<sup>th</sup> Avenue NE would be incompatible with Costco’s prototypical consumer warehouse design, which has merchandise stocked against the exterior walls and has the main entrance oriented toward the main customer parking field. Draft Guidelines that could affect redevelopment of Costco’s consumer warehouse include the following:

- Section 8, Site Planning 1(e) (E-page 92) calls for encouraging recessed main building or shop entrances consistent with a traditional “main street” design that is inviting and promotes streetscape continuity.
- Section 8, Public Spaces: Plazas, Courtyards, Terraces and Gardens 2(a) and 2(d) call for development on large sites to be configured to create a focal plaza or plazas that are oriented toward an adjacent sidewalk or internal pathway. Further, to the extent possible “storefronts, street vendors, and other pedestrian-oriented uses, are to be incorporated around the perimeter of the plaza space.
- Section 8, Building Design 1(a-c) (E-page 94) call for street and public spaces to be enlivened by storefronts, windows, merchandise and other activity. Buildings are to be designed with frequent entrances to encourage multi-tenant occupancies and walk-in traffic. The primary building entry is to be visible from internal or external streets and public spaces, and ground floor facades should provide high levels of transparency to provide a visual connection between activities.
- Section 8, Massing/Articulation 2(j) (E-page 95) encourages roofs to be expressed in varied ways, avoiding monotonous designs and potential views from adjacent buildings.
- Section 8, Parking Garages (E-page 95) states that the intent of the guidelines is to “[m]itigate the intrusive qualities of parking garages in pedestrian areas.” Subsections 3(a and b) calls for parking garages to be located away from public sidewalks and through block pathways and where this cannot be accomplished design strategies including intervening ground-level retail uses, dense landscaping, comfortable pedestrian spaces and/or attractive façade treatments should be required. Additionally, parking garage location is encouraged to be located away from the primary street either to the side or rear of the building. These parking garage mitigation requirements and locational standards would be extremely difficult to meet on the Costco Property, given the current location of the warehouse and space available for potential addition of a parking garage.

- Section 9, Green Innovation District, Site Planning 5 (E-page 97) states that frontages should orient buildings, open space, driveways and other site elements to support pedestrian activity on 120th Avenue NE. The Section 9 Building Design standards, which also apply in the Forbes Lake District, call for “minimizing the dominance of large single occupant structures” by creating distinct buildings and multiple ground floor tenant spaces. Section 9, Building Design 1 (E-page 97).
- Section 10, Forbes Lake District, Site Planning 4 (E-page 98) calls for the establishment of 120<sup>th</sup> Avenue NE “as a pedestrian-oriented main street for the District and a visual and ecological connection to Forbes Lake Park. The Draft Guidelines again call for “an active, transparent, continuous, and pedestrian-oriented street edge.” As a general comment, the requirements of landscaping, pedestrian connectivity, the extension of NE 90<sup>th</sup> Street, and the requirements for public plaza/open space substantially reduce the amount available for the building footprint, parking, and circulation on Costco’s property, and the Draft Guidelines envision a development scenario that is not supportive of Costco’s existing use.

In conclusion, Costco supports the City’s 85<sup>th</sup> Street Station Subarea planning efforts, provided that the resulting New Regulations includes the Section 57.10.04.03 Continued Uses provision that gives the City mechanisms to accommodate existing uses and redevelopment in the proposed Commercial Mixed Use zone.

**From:** Sharon Cox <cox.sharonm@gmail.com>  
**Sent:** Thursday, June 2, 2022 7:13 PM  
**To:** Planning Commissioners; City Council; Allison Zike  
**Cc:** sundar@gmail.com; dweatneat@seattletimes.com; editor@kirklandreporter.com  
**Subject:** PROPOSED NE 85th STREET STATION AREA PLAN CASE NUMBER: CAM20-00153.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Kirkland Planning Commission, Kirkland City Council and Allison Zinke:

My name is Sharon Cox. I have lived in Kirkland's Moss Bay Neighborhood for 20 years.

Here are my written comments for consideration at the scheduled June 9, 2022 Planning Commission hearing regarding the proposed NE 85th STREET STATION AREA PLAN CASE NUMBER: CAM20-00153.

The current zoning for Rose Hill was established in May 2019 (<https://www.kirklandreporter.com/news/kirkland-approves-updates-to-rose-hill-zoning/>) A year later the City of Kirkland decided they need to revise the Rose Hill height limits again because Google purchased property in this neighborhood. The proposed changes to the zoning codes do not include additional parks or 40% tree canopy as the City of Kirkland has outlined is needed in their March 2022 Tree Management Code and initial proposed NE 85th Street Plan **(C and F)**

Google was under contract to purchase the 10 acre Lee Johnson Chevrolet property at 11845 NE 85th St, Kirkland, WA 98033 in November 2020. Lee Johnson Chevrolet and The City of Kirkland have known about the purchase since at least a year prior - on Nov. 2019 **(A)**. Since then the City of Kirkland has been working with Google on the type of building they want to construct on the Lee Johnson property. The City of Kirkland and the Planning Commission are proposing revisions to the building zoning codes to meet Google's requests while ignoring their own established environmental standards to arrest climate change.

The NE 85th Street Station Plan proposes a significant increase in building zone heights in the Rose Hill Neighborhood at the request of Google as they develop the above 10 acre property.

The current building heights for the Rose Hill neighborhood are at 25 to 50 feet. The proposed height limits for the Google property are 250 feet. The surrounding properties' proposed height limits are at 150 feet. Google is the only property with a building height of 250 feet - 100 feet more than all the other buildings in this neighborhood. **(B)**.

I think we can all agree a significant tree canopy is needed to help arrest climate change. The City of Kirkland said as much in their proposed April 2020 NE 85th Street Area Plan "**The deliberate addition of vegetation and tree canopy can improve air quality, reduce heat island effect .... improving habitat and human health**" **(F)**.

On March 15, 2022 the City of Kirkland revised the Tree Management Code to **require healthy resilient urban forests with A CITY WIDE TREE CANOPY OF AT LEAST 40% (C)**.

However the same Code allows developers to cut down all trees on their property and pay the City of Kirkland \$450 per tree. I believe this has been done because there are currently several stands of legacy trees on Google's 10 acre property which they wish to cut down **(C)**.

On December 8, 2020 the City of Kirkland developed the Sustainability Master Plan. The first year report card says " As trees grow and mature, their environmental benefits increase; this is **why it is so important to retain existing trees** in addition to planting new ones." **(D)**

The proposed NE 85th Street Station Area Plan (SAP) does not include a 40% tree canopy as outlined in the newly minted March 2022 Tree Management Code **(C)**. In the proposed NE 85th Street Area Plan the buildings are allowed to take up 90% of the property. The tree canopy outlined in the proposed 85th Street Area Plan is what already exists along the public streets in the Rose Hill neighborhood. There are no other provisions provided for complying with Ordinance 0-4786 **(E)**

**The current 85th Street Station Area Plan, as proposed, appears to be in violation of City of Kirkland's recently adopted Ordinance 0-4786 Tree Management which states Kirkland "must protect and enhance and maintain healthy trees ... working towards achieving a healthy resilient urban forests with A CITY WIDE TREE CANOPY COVERAGE OF AT LEAST 40% and promote site planning, building, and development practices that work to avoid removal or destruction of trees and vegetation, that avoid unnecessary disturbance to the City's natural vegetation." (C).**

I do not see any of these requirements in the proposed NE 85th Street Area Plan. I am requesting you go back to the drawing board and revise the proposed NE 85th Street Area Plan to include 40% tree canopy.

Sincerely

Sharon Cox  
638 Kirkland Way, Unit 4  
Kirkland, WA 98033  
206 794 2585

cc: Sundar Pichar, CEO Google and Alphabet Inc  
Kirkland Reporter  
Danny Westneat, Seattle Times

\*\*\*\*\*

**(A) Google purchase of Lee Johnson Chev property**

<https://www.bizjournals.com/seattle/news/2020/11/23/lee-johnson-alphabet-kirkland.html>  
<https://www.geekwire.com/2020/google-keeps-growing-seattle-area-agrees-buy-10-acres-car-dealership-site-kirkland/>  
<https://www.djc.com/news/re/12136681.html>  
<https://www.geekwire.com/2022/photos-inside-googles-sprawling-new-campus-east-of-seattle-as-it-doubles-down-on-a-return-to-offices/>

**(B) NOTICE OF HEARING NE 85th STREET STATION AREA PLAN CASE NUMBER: CAM20-00153, Page Two**

<https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/ne-85th-street-station-area-plan-notice-of-hearing-cam20-00153-1.pdf>

AND

**Final Supplemental Environmental Impact Statement Dec 2021**

[https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/fseis-materials/kirkland-station-area-plan\\_finalseis-complete12-30-2021df.pdf](https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/fseis-materials/kirkland-station-area-plan_finalseis-complete12-30-2021df.pdf)

page 6

Alternative A Current Trends maintains existing zoning heights of 25-75 feet

Alternative B ..... **increased allowable heights** .... ranging up to **125-250 feet**

**(C) ORDINANCE 0-4786, TREE MANAGEMENT AND REQUIRED LANDSCAPING, 15 day of March, 2022.**

<https://www.codepublishing.com/WA/Kirkland/ords/Ord4786.pdf>

**95.05 Purpose and Intent 1. Trees and other vegetation are important elements of the physical environment. They are integral to Kirkland's community character and protect public health, safety and general welfare.** Protecting, enhancing, and maintaining healthy trees and vegetation are key community values. **Comprehensive Plan Policy NE-3.1 describes working towards achieving a healthy, resilient urban forest with a City-wide tree canopy coverage of at least 40 percent.** The many benefits of healthy trees and vegetation contribute to Kirkland's quality of life by: a. Minimizing the adverse impacts of land-disturbing activities and impervious surfaces

Tree and vegetation removal in urban areas has resulted in the loss to the public of these beneficial functions. The purpose of this chapter is to establish a process and standards to provide for the protection, preservation, replacement, proper maintenance, and use of regulated trees, associated vegetation, and woodlands located in the City of Kirkland. **The intent of this chapter is to: a. Maintain and enhance canopy coverage provided by trees for the benefits** identified in KZC 95.05(1); b. Preserve and enhance the City of Kirkland's environmental, economic, and community character with mature landscapes; c. **Promote site planning, building, and development practices that work to avoid removal or destruction of trees and vegetation, that avoid unnecessary disturbance to the City's natural vegetation, and that provide landscaping to buffer the effects of built and paved areas; d. Mitigate the consequences of required tree removal in land development** through on- and offsite tree replacement with the goals of halting net loss and enhancing Kirkland's tree canopy to achieve an overall healthy tree canopy cover of at least 40 percent City-wide over time; e. f. g. h. i. Encourage tree retention efforts by providing flexibility with respect to certain other development requirements; Balance tree protection with other major city wide interests; **Implement the goals and objectives of the City's Comprehensive Plan and Sustainability Master Plan;** Implement the goals and objectives of the State Environmental Policy Act (SEPA); and Manage trees and other vegetation in a manner consistent with the City's Urban Forest Strategic Management Plan; industry standards; and best management practices established by the International Society of Arboriculture (ISA) and the American National Standards Institute (ANSI) for Management of Trees During Site Planning, Development and Construction, Pruning, and Tree Risk Assessment. j. Preserve and protect street trees, trees in public parks and trees on other City property.

The applicant may elect to not plant mitigation trees on the subject property and pay a fee in lieu of planting. The fee in lieu shall be \$450 per required mitigation tree that is not planted on the subject property. The fee in lieu cost shall be multiplied by the number of required mitigation trees.

**(D) Sustainability Master Plan and One Year Report Card**

<https://www.kirklandwa.gov/Whats-Happening/News/City-of-Kirkland-Adopts-Sustainability-Master-Plan#:~:text=The%20Sustainability%20Master%20Plan%20establishes,community's%20priorities%20for%20creating%20a>  
<https://www.kirklandwa.gov/Government/Departments/Sustainability-Center/Sustainability-Master-Plan>  
<https://www.kirklandwa.gov/files/sharedassets/public/public-works/recycling/sustainability/2021-smp-year-one-report-card.pdf>

**(E) Proposed 85th Street Station Area Plan page 1**

[https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/new-folder/may-2022-sap-posters\\_web-size.pdf](https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/new-folder/may-2022-sap-posters_web-size.pdf)

**(F) Kirkland 85th St Station Area Plan Opportunities and Challenges, Multi-Benefit Solutions, page 68-69**

<https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/opportunities-and-challenges-report.pdf>

Kirkland is known for its innovation around stormwater practices and its open spaces. There are opportunities to provide the community benefits of new open space within the station area that can also achieve additional co-benefits



of stormwater management, mitigating noise and air quality, and enhancing urban habitat connectivity. **The deliberate addition of vegetation and tree canopy can improve air quality, reduce heat island effect, and capture stormwater, in addition to improving habitat and human health. Layering these functions and benefits within a facility or capital investment often is accomplished through partnerships. The station area planning process has the potential to uncover opportunities that leverage or align resources and ultimately result in higher performance providing great quality of life for residents, employees, and visitors while reducing the costs to the community.**

**From:** Bill Cruikshank <bill.cruik@gmail.com>  
**Sent:** Sunday, June 5, 2022 12:50 PM  
**To:** Allison Zike  
**Subject:** NE 85th St Planning: I support density but not expanding streets for cars

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Allison,

I'm writing to let you know that I support the density in the NE 85th St Station Area Plan (awesome work!). However, I do not support any plans to expand NE 85th St for more cars. Kirkland should be working to reduce the number of cars. Kirkland wants to build a more sustainable, people-centered neighborhood and reducing cars is critical to this goal. This station area is already centered on our freeway and NE85th is one of the noisiest, most polluted streets in Kirkland. For the sake of future residents, the city should start taking steps to protect them from the cars that currently ruin this part of the city.

Thank you,  
Bill Cruikshank

**From:** Jeremy McMahan  
**Sent:** Monday, June 6, 2022 1:33 PM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

From: SEF <sarahfink11158@gmail.com>  
Sent: Monday, June 6, 2022 12:58 PM  
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>  
Subject: Public Comment for Station Area Hearing

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Members of the Kirkland Planning Commission, I am deeply dismayed at this entire projects focus.

We moved to Kirkland to escape Seattle's high rise canyons and limited vistas. We like Kirkland's current height limitations, the distinctly different neighborhoods and being able to see the Olympics as well as the Cascades.

Do we really need to continue the high rise proliferation? If the recent downtown Kirkland project is any indication, the members of Planning Commission must not live in Kirkland or, if they do, must wish they lived in Seattle.

Finally, I am disappointed in the quality of all your promotional documents. The mailer was so small that most of it was unreadable. Even when viewed online, the various plans are confusing and the individual streets are poorly marked. A directional compass on each plan would have helped... On your mailers back page, your printed in large "We want to hear from you!".

My hope that you will consider my strong objection.

Sarah Finkenstaedt  
11158 79th Pl NE  
Kirkland 98034

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** Curtis Fleck <cleefleck78@gmail.com>  
**Sent:** Monday, May 23, 2022 4:44 PM  
**To:** Jon Pascal; Allison Zike  
**Subject:** Public Comment for Station Area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Councilmember Pascal and Planning Commissioner Zike,

My husband Curt and I have watched every meeting regarding the 85th Street Station Project Plan and he has emailed you both plus had two very pleasant phone conversations with Jon Pascal. He spoke with you on behalf of our neighborhood, Overlook Village, which is bordered by 80th, the apartment style condos on 118th Way, and the homeless shelter/church on 120th, plus Lee Johnson who shares our fence. I am writing as a homeowner and constituent who is extremely disappointed with decisions being made that will affect our neighborhood.

Many times, we have heard the phrase "affordable housing", however all 30 of the households which will most likely be displaced already live in "affordable housing" within the station area. Our homes in Overlook Village are not multi-family structures, but have provided a lovely residential atmosphere for our eleven families since 1990. I am appalled by the disregard of the Council and Planning Commission toward those of us who are already living in the station area.

It is highly probable (especially with offered incentives) that since it was stated at a recent joint Council/Commission meeting that adjoining neighborhoods (Phases 1 and 2) needed to be rezoned for higher density to increase the tax base and thus help fund this project, our neighborhood will be approached for redevelopment. It seems so unfair that an established neighborhood of current tax payers will be impacted so much. It seems to me that the displacement of our residents will further contribute to Kirkland's housing crisis, especially for my husband and I who are on fixed retirement incomes. We are truly a part of the shrinking middle class!

Even if our neighborhood is not approached for redevelopment after rezoning, (highly improbable) I can not imagine the traffic, construction, and inconveniences damaging our future quality of life. It appears that the City is more focused on recreating Kirkland without planning for infrastructure needs which should be a top priority.

Thank you for reading my comments and concerns. I noticed that a topic of discussion has been that of renaming the Station Area. I suggest Googleland as I feel the city of Kirkland has sold their soul to Google.

Sincerely,  
Alice Fleck

**From:** LINDA FUNK <jamiandkahli@msn.com>  
**Sent:** Thursday, June 9, 2022 11:46 AM  
**To:** Allison Zike  
**Subject:** Against property changes on 85th

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am against the proposed property changes to the Lee Johnson property. We should not have buildings permitted that tall.

Resident of Kirkland

Sent from my Verizon, Samsung Galaxy smartphone

**From:** 037 <saxplayer037@gmail.com>  
**Sent:** Thursday, June 9, 2022 7:38 AM  
**To:** Planning Commissioners; Allison Zike  
**Subject:** 85th St Station Area Plan Feedback

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I cannot attend the hearings on the plan, so I am submitting the following comment:

"From my perspective, I have no problem at all with a dense, tall transit/residential/commercial hub. I don't think anyone's views are truly impacted (the land to the east is a cemetery), I want to avoid sprawl, and the site (currently a car dealership and a freeway cloverleaf) does not seem like something worth restricting/protecting. However, I AM concerned that the non-motorized access (non-car) will be lacking, due to what I have seen in nearly every corner of Kirkland. Considering we have many streets with no sidewalks, most streets with no bike lanes, and the bike lanes we do have are not safe/protected--it seems clear to me that the "sustainability" talk from the City and staff is just that--talk. This would be my main objection to the plan."

Leo Gilbert  
Juanita Neighborhood Association Board  
Juanita KAN Representative

**From:** Jill Gough <jigonw@gmail.com>  
**Sent:** Saturday, June 4, 2022 6:08 PM  
**To:** Allison Zike; Planning Commissioners  
**Subject:** Public Comment for Station Area Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Allison and Planning Commissioners,

Reference: Permit No. CAM20-00153

Thank you for the opportunity to share my comments and concerns with you regarding the Station Area Plan.

I received in the mail today “Exciting Changes may be coming to Kirkland by 2044” brochure. It seems like somebody at the city is certainly trying to sell these changes. So if this plan isn’t “adopted”, then no “exciting changes” will happen in Kirkland. Did you ever think that maybe what the Planning Department considers “exciting changes” is not what the residents of Kirkland think are “exciting”.

I have previously expressed concern that as a resident of North Rose Hill this Station Area Plan does not address the impacts of increased population and traffic to those of us living in North Rose Hill (this plan certainly impacts South Rose Hill as well).

The current congestion on NE 85<sup>th</sup> Street has changed how traffic moves from Redmond to northbound I-405 resulting in impacts to the North Rose Hill community. During evening commutes, many drivers by-pass the congestion on NE 85<sup>th</sup> Street by turning north on 132<sup>nd</sup> Ave NE and then turning west on NE 100<sup>th</sup> ST or continuing on 132<sup>nd</sup> Ave NE. Drivers used to stay on NE 85<sup>th</sup> ST until 124<sup>th</sup> Ave NE, but traffic backs up on NE 85<sup>th</sup> ST well before 124<sup>th</sup> Ave NE. I have already complained to the city about the intersection of NE 100<sup>th</sup> ST and 128<sup>th</sup> Ave NE about “commuters” cutting through the neighborhood and not stopping at the four-way stop. This has gotten worse because the “diverter” the city insisted on installing at this intersection. The city should be working with the state on ways to eliminate queueing on NE 85<sup>th</sup> ST as drivers wait to get on to I-405. Also, making sure that what the state is proposing will continue to give Rose Hill residents easy access to downtown Kirkland.

On the diagram in the brochure labeled “Potential Opportunity for NE 85<sup>th</sup> Street and 120<sup>th</sup> Ave NE Improvements”, it is depicting one lane of traffic on NE 85<sup>th</sup> ST and then a bike lane heading west. This is absolutely ridiculous to think that with the increase in population that traffic is going to get better and the two lanes that are often backed up now will improve to where only one is needed. People from Redmond are still going to need to get to I-405. And even if you don’t want to consider them, how are all the North Rose Hill residents supposed to get to downtown Kirkland to enjoy all the amenities the city has to offer including the lake?

How is the city addressing Costco? It appears on the maps that either Costco is gone or else Costco’s parking is gone. What is happening with Costco’s gas station? These are amenities that are important to Kirkland residents. It appears that the city of Kirkland may not be interested in keeping this business and the taxes they generate plus keeping Kirkland residents shopping local.

I am also concerned that the city of Kirkland cemetery is never labelled and that on one of the maps in the brochure it is labeled as “Passive Open Space Opportunity”. Define what “Passive Open Space Opportunity” is. I have 4 family members buried in this cemetery. Currently the cemetery is fenced and locked at night, so I am very interested in knowing what is being considered.



I believe the allowance of buildings 250' tall is not in keeping with the scale of the city of Kirkland. How tall are the buildings in Totem Lake or the Urban? Why would Rose Hill get taller buildings than these locations? If the average floor to floor height is 14', then you are looking at 17 floors. Why is Google (I believe they bought the Lee Johnson property) should get special accommodation for a building that is 250 feet. It is interesting that none of the pictures in the brochure show a tall building. Most depict what will be the more common height of buildings, but think that this brochure should show a rendering that highlights just how tall a 250 foot building on the Lee Johnson property would be compared to the other buildings in the vicinity.

I believe a thorough traffic study should be undertaken that identifies the impacts to existing neighborhoods before any further changes are implemented. I did read through and commented on DSEIS and I did not see any type of detailed traffic study. How can the city council make an informed decision without understanding the impacts to those that currently live in the impacted areas.

I would love to get a response to my concerns and to actually have them considered. I would also be available to meet with the city planners to discuss my concerns. Thank you.

Respectfully,  
Jill Gough, P.E.  
12812 NE 103<sup>rd</sup> Pl  
Kirkland, WA 98033  
[jjgonw@gmail.com](mailto:jjgonw@gmail.com)

**From:** laurie.hanson4@frontier.com  
**Sent:** Wednesday, June 8, 2022 12:15 PM  
**To:** Planning Commissioners  
**Cc:** Allison Zike  
**Subject:** Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

***Planning Commissioners and City Council,***

***I have been a resident of Kirkland for over 50 years and I care deeply about the city. I have attended a multitude of City Council, Planning commission, Transportation commission and joint meetings on the rezoning project. I've also read through much of the reams of material from the consultants, slide decks and public documents regarding this project. My conclusion is that the Kirkland Infrastructure will not support a project on scale with 250' building heights. I am asking the planning commission to recommend the City Council not approve this zoning for Phase 1.***

I am presenting the following comments for review regarding the Station Area Public Hearing:

In your consultant presentations, the assumptions about the number of people who will move into apartments and ride the bus or bike and walk is woefully optimistic. How will we magically go from 2% to 25% of the population using alternative transportation modes? Not everyone can handle their daily life on a bicycle or a bus. As families grow, their daily lives involve taking Kids to activities, picking up groceries, running errands, traveling to appointments.

None of these things, especially in combination, can be done on a bike and you can't take the bus to Costco.

In his January 1st article the FYI guy, Gene Balk, from the Seattle times cited a recent poll in King County showing 51% of suburban residents support high density housing. However, out of that same group, 83% want to live in a single-family home.

People will be forced to move further and further from Kirkland to accommodate their needs. Like urban areas in California, we will expand the commute, so more and more people are forced to travel 1.5 to 2+ hours. The number of cars on the road will continue to increase until we have massive gridlock in this corridor, as they must live elsewhere out of necessity.

We have one 4-lane highway, 85th St, and all the rest are residential side streets. Bellevue has buildings at 18 - 20 stories i.e., Lincoln center towers, which is the height proposed for this phase one zone. They are on a large grid of multiple 4 lane roads. Kirkland does not have the infrastructure to support this change.

Google, has not released the total number of employees for their current finished, but unpopulated locations. They have two additional locations with more commuters to come. On top of this they will add a minimum of 7,500 employees on the Lee Johnson site if the Zoning is increased to 250 ft. That is just Google. This doesn't take into account potential commuters and residents for other 85<sup>th</sup>-St corridor locations that will be rezoned and developed.

Commuters and residents will continue to choose the most convenient mode that works for their lifestyle and daily needs. Driving is still a very viable option even with addition of the BRT, which is not mass transit. BRT is predicted to handle 600 person trips per hour through the 405 corridor. The EIS traffic studies anticipate 26,000 trips through the 85<sup>th</sup>-Street corridor alone during one hour at 5pm. BRT will not be significant time gain, nor will it provide for dropping off and picking up kids for activities, hauling groceries, or even just being the fastest mode to work. With this building height we are adding an unmanageable number of Google employees whose will make traffic untenable as they continue to drive. They will park in neighborhoods and reduce quality of life for current residents, increasing traffic, pollution and reducing safety and mental health.

Kirkland does not have the infrastructure to support the massive increase in traffic. We can mitigate this by keeping the zoning in line with current levels. Google is working with much smaller buildings now in Kirkland and could scale back their project at the Lee Johnson site to take pressure off this corridor. I implore the council to vote no on the rezoning of phase 1 and work to reduce the building heights for this parcel. We can grow thoughtfully, leveraging the BRT investment while maintaining the character of Kirkland.

**Two further points to consider:**

- 1) Only 30% of Google's workforce is women. This is your so- called anchor participant in this project. Do we want the major employer in Kirkland, and the one dictating how our future development will be handled, to be a company who fails on diversity and inclusion where women are concerned?
- 2) City government is currently closed. We should not be passing any actions of this size until city Government is fully reopened. It is irresponsible and gives the impression of purposefully keeping a major initiative like this out of the public eye to avoid scrutiny.

*Laurie Hanson*  
425-503-4936  
[Laurie.hanson4@frontier.com](mailto:Laurie.hanson4@frontier.com)

**From:** Mark Heggenes <mark.heggenes@outlook.com>  
**Sent:** Wednesday, June 8, 2022 5:31 PM  
**To:** Allison Zike; Planning Commissioners  
**Subject:** Public Comment for Station Area Hearing - Zoning changes

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commision and Kirkland City Council,

As a resident who lives in the Highlands neighborhood in Kirkland, I strongly oppose the proposed zoning changes to increase the building height to 250 feet for Google campus. It should match the rest of the Google campus and be no more than what is currently being constructed already.

These proposed changes are literally insane - It will leave our community continually gridlocked as our roads are already over-capacity. A bus stop is not justification enough to move forward with this community destroying plan.

We need more bike and pedestrian paths, greenspace and amenities for current residents as it currently stands - The proposed changes will negatively impact all Kirkland residents.

Please listen to your current residents and do not move forward with this disastrous proposal.

Regards,  
Mark Heggenes

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 8:08 AM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Matt Holle <mattholle@hotmail.com>  
**Sent:** Wednesday, June 8, 2022 5:46 PM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Public Comment for Station Area Hearing

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

First, thank you for providing an opportunity for Kirkland residents to voice their opinions and ask their questions.

Second, after listening to a few city meetings on the station, I see that the city has put in a lot of work here. I really appreciate that we're working so hard to take advantage of the Washington State investments in the area. Thank you for the hard work you're putting into this.

I have three questions:

1. I applaud our city leaders for highlighting the need for improved density, and for affordable housing.
  - a. It may help alleviate some residents' anxiety if the city provided data showing existing population density vs those of our neighbors (e.g. Redmond & Bellevue), and what Kirkland's goals are. We've seen a lot of new housing built over the last 5 years (e.g. Village at Totem Lake, Kirkland Urban, lots more apartments/condos downtown and along 85th, ...). Showing us the data will help folks understand why we need another 6K units at 85<sup>th</sup> & 405. Without this data, my observation is that people are jumping to the conclusion that the city is enabling this housing because Google wants it. The data would shut down those arguments.
  - b. It seems like the city's strategy to address skyrocketing housing costs in Kirkland is to allow more to be built. At the 5/18 open house the city held, I heard someone say that Kirkland requires 10% of new units be designated "affordable housing". Is that working? I don't believe it is. Rental costs in Village at Totem Lake are very high (higher than rental rates for comparable units in Green Lake!). Providing more supply in order to drive down costs isn't working. If developers see that the market is being over-supplied, they'll simply go build elsewhere. And if that is the city's strategy, why did the city allow Kirkland Urban to be built with relatively few housing units? Regarding affordable housing, have we considered a higher requirement for new buildings, say 25%? If not, why not?
2. I'm very concerned that the city is going to cause a significant increase in traffic and congestion along the 85<sup>th</sup> street corridor (east of 405) with this plan. The plans appear to show a lot more lanes being built. New street infrastructure results in more congestion. This has been shown many times in many different cities (see [Induced Demand](#) for why building more street infrastructure will result in even more automobiles and traffic delays on our streets). The citizens of Kirkland do not want more cars on our streets. We want more transit, more bikes, and a more pedestrian-friendly city. This is not reflected in the city's plans, as I see a very high percentage of automobile traffic planned for the 85<sup>th</sup> street corridor (as compared to bus & pedestrian). Instead, I ask that you consider:
  - a. dedicating some lanes to buses (not shared with automobiles) along the 85<sup>th</sup> street corridor. See [here](#) how this has worked in downtown San Francisco! Let's learn from other cities.

- b. Please do not provide more than one lane in each direction for automobiles along the 85<sup>th</sup> street corridor. More lanes will lead to worse congestion. Again, “induced demand” has shown this to be true over and over again.
  - c. Please provide wide pedestrian sidewalks.
  - d. Please provide wide, dedicated bicycle lanes.
  - e. Please mandate that parking must be underground for the complex at 85<sup>th</sup> and I405, or a large parking garage. Village at Totem Lake is fantastic, except the city allowed the developers to build a massive surface-level parking area between the village and Totem Lake boulevard. Think how awesome that village would be without that broad swath of parking lot. If we’re concerned about people’s ability to conveniently drive their car to this complex and quickly pop into a store, then we can point them to all the fantastic mass-transit that’s available, or the fantastic bike lanes, or the fantastic pedestrian-friendly side walks. Let’s dissuade people from driving their single-occupancy vehicles to this hub. If we say we’re going after an eco-friendly, sustainable plan, then we need to address what we’re doing to traffic.
3. I’m very concerned about the plan to widen 124<sup>th</sup> Ave NE, between 80<sup>th</sup> and NE 124<sup>th</sup> Street in Totem Lake. Again, more roadway leads to worse traffic. Shouldn’t these folks be using I405 instead of a neighborhood Avenue for that stretch? Recall that I405 runs parallel, and is a stone’s throw away. Why would we induce people to drive their cars on our neighborhood streets by widening these roads?

Thank you again for your time and work on this project!

-Matt Holle  
12124 NE 97<sup>th</sup> Street  
Kirkland, WA 98033

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Jeremy McMahan  
**Sent:** Monday, June 6, 2022 11:52 AM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Hsu, Tina <tinahsu@alumni.caltech.edu>  
**Sent:** Friday, June 3, 2022 11:57 PM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Public Comment for Station Area Hearing

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

I'm writing to express my concern about the planned transit drop-off in my neighborhood, a people-centered walking neighborhood where families walk their dogs and kids play on the sidewalk. Adding a "kiss and ride" for motor vehicles in a walking, residential neighborhood is nonsensical, and it boggles my mind that you are trying to convince me it's for my benefit for accessing transit. It's inconvenient and unpleasant to have all the transit riders from Norkirk, Rose Hills, and possibly beyond routed into my neighborhood, rushing to make the next bus and driving uncourteously on my street. It's disruptive to have ride-share drop-off and pick-up getting lost in my neighborhood. It is inefficient to have transit riders who want to access the commercial area east of I-405 end up in a residential neighborhood.

Please consider relocating the transit motor vehicle drop-off to either of the east corners of the I-405 / 85th St interchange, where the commercial zoning will better accommodate the loitering cars, ride-share traffic, and a general public presence.

If the planning commission wants to make transit convenient for the residents, prioritize making walking and biking access easy and *pleasant* across the interchange.

Thank you for your time.

Tina Hsu  
Highlands resident

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.



**From:** Liz Hunt <liz@starwhite.net>  
**Sent:** Wednesday, June 8, 2022 10:32 PM  
**To:** Planning Commissioners  
**Cc:** Allison Zike; Jeremy McMahan; City Council  
**Subject:** Public Comment for the NE 85th St Station Area Plan Public Hearing, June 9th, 2022

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Kirkland Planning Commissioners  
Cc: Allison Zike, Jeremy McMahan, Kirkland City Council

Subj: Public Comment for the NE 85th St Station Area Plan Public Hearing, June 9th, 2022

This is a big and ambitious plan.

I support the goals of this plan and I truly hope that the Station Area Plan will be beneficial for Kirkland.

However, I have concerns about whether this plan is sufficiently designed to achieve all of the goals. For example:

- Affordable housing – The details of the still-evolving base/incentive plan were shared with the public last Friday, in the packet for last night’s City Council meeting. I hope that this incentive plan will provide for affordable housing, but the incentive plan is not yet complete so it is hard to tell.
- Traffic/Mobility – does this plan accurately project the number of additional people who will be walking, biking, driving, and riding through and around this area? For example, what happens when hundreds or thousands of people flood the crosswalks in this area during rush hour? Will traffic continue to flow?
- Schools – Urban schools can work, but this needs to be completely thought out. For example, urban schools put a big demand on City parks and open space because urban schools don’t have their own fields and green space.
- Parks and Open Space – I strongly dislike the City’s plans to decrease the Level of Service for our parks, recreation, and open space in the Station Area and throughout the City.

Here are some specific comments & questions on the documents for the Public Hearing:

Comprehensive Plan – new Chapter:

1. Just below Figure 3 it says that “The Station Area Subarea contains just over 3,000 residents as well as approximately 3,000 jobs.” But later in the Land Use Policies, the table shows 1,909 households and 4,808 employees in 2020. Which numbers are correct?

Misc. KZC Amendments:

2. 57.10.03 – Regulating plan – says “For instance, CMU 85/200 would reflect a base maximum height allowance of 85’ and a bonus maximum height of 150’.” Error – Shouldn’t the bonus maximum height be 115? (85+115 = 200)
3. Figure 2: Regulating Plan – the Form-Based Code boundary includes some big sections of low-density residential parcels in Rose Hill and some smaller sections of low-density residential parcels in Norkirk. How does FBC apply to low-density residential areas?

4. 57.10.04.02, item 10 Building Heights – How many parcels will the Lee Johnson/Google property consist of after the rezone to CMU? Will the Average Building Elevation (ABE) be calculated for the whole property or for individual parcels?
5. 57.10.04.03 Commercial Mixed Use – Continued Uses – this section is complicated and has various exceptions. It also adds significant additional decision power to the Planning Dept.
6. Figure 3 – Lot Coverage and Setbacks for CMU – Is the rear yard really only a 5' minimum? Is that appropriate for commercial developments? I understand that commercial buildings could adjoin each other on the sides (0' side yard), but is a 5' rear yard standard? Is there any description of where/how deliveries will be made to these commercial buildings?
7. 57.20.05 – Street Types Standards – Major Thoroughfare – Both Urban Street Edge and Retail/Active Uses are permitted. Does that mean that the developer can choose which they prefer? If so, and since NE 85<sup>th</sup> St will be a Major Thoroughfare, then Google could choose to put Urban Street Edge along NE 85<sup>th</sup> with no Active First Floor?
8. 57.25.05 – Transitions – Sky exposure plane – item iii – The max height of the vertical plane is calculated using the allowed max height of the adjoining property. This could have huge impacts to homes or buildings that are in the rezoned areas. Instead of calculating the plane based on the max height when the existing adjoining building was built (possibly 25'), the plane will be calculated based on the NEW zoning for the building, which could be much higher (up to 85', 150', or even 250'). Is there any mitigation for properties that are subject to this?
9. 57.25.06 – Parking – General Provisions – Off-Street Parking – the stated requirements can be decreased if the developer can convince the Planning Dept that they have a good plan for reducing parking need via Transportation Demand Management. I have two concerns: This puts more control in the Planning Dept and less control in the regulations, and will there be any ENFORCEMENT? What if the TDM plan doesn't work? What if parking overflows into the surrounding neighborhoods?
10. 57.25.06 – Parking – General Provisions – Bicycle Parking – the stated requirements can be decreased by the Planning Dept. Same questions as in the item above.

KMC Amendments:

11. Design Guidelines for Pedestrian-Oriented Business Districts – RH 8 Zone changes – It is hard to understand the changes being proposed because the new text in red overwrites the existing sections.
12. Design Guidelines for Pedestrian-Oriented Business Districts – RH 8 Zone changes – This is the first time I have seen these proposed changes. RM 8 is outside the Station Area. Are these changes being approved as part of Phase 1 for the Station Area Plan?

One more question:

13. What is the "highest and best use" of properties in the Commercial Mixed Use zone? How is that defined with Form-Based Code and base/incentive heights?

Thank you for the opportunity to provide feedback on this plan.

Liz Hunt  
8<sup>th</sup> St W  
Kirkland, WA

**From:** Liz Hunt <liz@starwhite.net>  
**Sent:** Monday, June 6, 2022 8:21 PM  
**To:** City Council  
**Cc:** Allison Zike; Jeremy McMahan; Planning Commissioners  
**Subject:** Public Comment for 6/7/22 City Council Meeting, Item 7e, Station Area Plan Policy Direction

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor Sweet and Councilmembers,  
(cc: Allison Zike, Jeremy McMahan, Planning Commissioners)

I have the following comments & questions on Agenda Item 7e, Station Area Plan Policy Direction:

1. Why is this information not part of the Planning Commission packet for the June 9<sup>th</sup> Public Hearing? A large percentage of this material (if not all of it) is directly relevant to the Phase 1 public hearing.
2. Incentive Zoning Program – Pg 5 – The details of this program “... are still being finalized”. Why is this crucial aspect of the Commercial Mixed Use zone not going to be finalized until June 21<sup>st</sup> at the earliest, yet final adoption is expected on June 28<sup>th</sup>??
3. Development Agreement – page 8 of Staff Memo – I am concerned about the exceptions that are in the works for Google. The memo states that Google will be allowed to meet the Form-Based Code requirements “... in alternate ways”. For example, Google could build “... larger floor plates ... than in the Form Based Code...” and offset that with community benefits or less height than allowed. Isn't the whole point of the complicated base/incentive heights program to codify how developers can gain additional square footage and provide desired community benefits? Why does Google need additional special treatment?
4. Development Agreement – page 9 of Staff Memo – How much time will the public have to review the draft Development Agreement before the Public Hearing planned for July 2022?
5. Incentive Zoning Program – Pg 2 – I appreciate this program in concept. It is important to NOT give away increased commercial building height for free in this upzoning.
6. Incentive Zoning Program – Pg 2 – Does this program generate ENOUGH community benefits as compared to the large amounts of additional height being granted? There is not enough time nor enough information in this packet to answer that question. I would like additional insight into the calculations to understand if Kirkland is getting enough benefit.
7. Incentive Zoning Program – Pg 4 – Option 2 question: How much affordable housing contribution would be required before the developer can move on to Tier 2 amenities? Would it be calculated based on the size of the development, or by some other formula?
8. 120<sup>th</sup> Ave NE “Main St” Concept – Pg 6 – The north section (north of NE 85<sup>th</sup> St) – Where does the “... development dedication” come from to increase the ROW? From the East or the West side of 102<sup>th</sup>?

9. 120<sup>th</sup> Ave NE “Main St” Concept – Pg 6 – The north section (north of NE 85<sup>th</sup> St) – If Costco builds a parking garage, which would not be held to the full form-based code rules, would Costco be required to make “Main St” street frontage improvements?
10. 120<sup>th</sup> Ave NE “Main St” Concept – Pg 6 – The south section– Why is there no development dedication expected from Google? (The existing curb-to-curb width will be maintained.) Adding the new center turn lane appears to require removing the existing on-street parking which is often full today. Where will that parking be relocated? This area is going to gain lots and lots of cars.
11. 120<sup>th</sup> Ave NE “Main St” Concept – Pg 7 – The south section– The last 2 paragraphs say that it will be hard to achieve the “Main St” vision for 120<sup>th</sup> Ave, but Council should approve a separate corridor study for this street after the SAPlan is approved. So, this Main St. is important enough to spend more money studying it. However, Google will NOT be required to meet the requirements defined by that study. It sounds like we should skip the study and have Google implement the important Main St. features.
12. 120<sup>th</sup> Ave NE “Main St” Concept – Pg 6 – Are 10’ lanes wide enough for school busses and delivery trucks and big shuttle busses to safely pass each other on this street?
13. What is the “highest and best use” of properties in the Commercial Mixed Use zone? How is that defined with Form-Based Code and base/incentive heights?

Thank you for your service to our great City.

Liz Hunt  
8<sup>th</sup> St W  
Kirkland, WA

**From:** Audrey Jolly <audrey\_jolly@hotmail.com>  
**Sent:** Tuesday, June 7, 2022 3:40 PM  
**To:** Allison Zike  
**Subject:** Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Love the plan.

As I have recently tried to help my new college grad find housing and transit to his new career job in Factoria, I have been dismayed at the high cost of apartments on the Eastside, and long transit times.

I know of some of the Eastside transit woes from my own commute, and work as a recruiter. Anyhow, it's not just Software devs in single family homes that need to live close to work in our community. Building rapid transit and multifamily homes is critical to handling our region's growth and keeping our community livable for our kids. Thanks for the hard work.

Audrey Jolly

**From:** Allison Zike  
**Sent:** Thursday, June 9, 2022 6:38 AM  
**To:** Planning Commissioners  
**Subject:** FW: A new Service Request has been created [Request ID #18926] (85th Station Area Plan) -

[Public comment below](#)

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Wednesday, June 8, 2022 10:33 AM  
**To:** Allison Zike <AZike@kirklandwa.gov>  
**Subject:** A new Service Request has been created [Request ID #18926] (85th Station Area Plan) -

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18926
<b>Date/Time</b>	6/8/2022 10:33 AM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	11218 NE 91st St, Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>Dear City Council,</p> <p>I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p>

Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thanks,

Priscilla LaCour  
11218 NE 91st ST  
98033

A concerned resident since 1977!

**Submitter** Lacour, Priscilla D  
11218 NE 91st St  
Kirkland, WA 98033  
[pdlacour@yahoo.com](mailto:pdlacour@yahoo.com)

[View in QAlert](#)



**From:** Jeffrey Laub <laubjeff@hotmail.com>  
**Sent:** Thursday, June 9, 2022 8:08 AM  
**To:** PlanningCommissioner@kirklandwa.gov; Allison Zike  
**Subject:** Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

I am writing to express my great concern regarding the entrance “Kiss & Ride” Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This plan will create significant problems for Highlands’ residents including traffic, parking problems, and noise.

Having a single access point to a “Kiss & Ride” in a residential neighborhood is problematic and misguided. The “Kiss & Ride” will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already a busy intersection, especially at rush hour, and the volume of cars and traffic will increase exponentially with commuters traveling to and from a “Kiss & Ride”.

The “Kiss and Ride” will clog our streets as drivers wait to pick up commuters, creating a dangerous situation for residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Ave NE and adjacent streets without restriction.

However, there is an alternative to this ill-conceived plan. Access to the “Kiss & Ride” should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise. From my review of the plans associated with the NE 85th Street Station Plan Project, it is clear that the improvements associated with this project lie largely to the east of I-405, particularly along NE 85th Street and 120th Avenue NE. Much of the ridership using the proposed transit station will be accessing these areas, whether they be residential, office, or retail spaces. Placing the “Kiss & Ride” to the east of I-405 (either near to the existing Lee Johnson Chevrolet or Costco) will significantly aid these riders in accessing these locations. In addition, the existing infrastructure to the east of I-405 (four lane arterials, traffic signals) is much better suited to accommodate the traffic associated with dropoff/pickup trips than the two-lane, 25-mph residential streets of 116th Avenue NE and NE 87th Street.

Thank you.

Jeff Laub  
9445 116th Avenue NE

---

**From:** Allison Zike  
**Sent:** Thursday, June 9, 2022 6:38 AM  
**To:** Planning Commissioners  
**Subject:** FW: Public Comment for Station Area Hearing  
  
**Importance:** High

---

**From:** bloomis304@gmail.com <bloomis304@gmail.com>  
**Sent:** Wednesday, June 8, 2022 7:17 PM  
**To:** Allison Zike <AZike@kirklandwa.gov>  
**Cc:** bloomis304@gmail.com  
**Subject:** RE: Public Comment for Station Area Hearing  
**Importance:** High

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

June 8, 2022

Dear Planning Commission,

Thank you for all the work you have done on this project. It's long and a thankless job! I know, I was a Planning Commissioner way back in the 1980's before a Hearing Examiner and the commission reviewed all Kirkland projects including Carillon Point. That took over a couple years to put together. Back then Kirkland didn't want to be a "Bellevue", or an "Any Town USA"! Kirkland was proud of our unique family and community oriented little town.

So, I'm just going to just give you some of my rambling thoughts.

- I'm opposed to the rezone of 85th/405 Station Area Plan
- Four 250 foot buildings are too tall for anywhere in Kirkland
- 9,000 people in that small area is way too many
- No parking provided is short sided and unacceptable
- Kiss and Ride will destroy the Highlands residential neighborhood
- Kirkland should at the very least provide neighborhood parking permits for the neighborhood
- Congestion on 85<sup>th</sup> and throughout the 1mile radius will be a nightmare
- Not having a workable plan to get people from 3<sup>rd</sup> Street Transit center to the Station is something that should have been worked out before this project got this far
- There's not enough real open space and parkland
- There's not enough attention to senior citizens and people with disabilities needs
- Has the 70<sup>th</sup> Street Park & Ride been considered instead of 85<sup>th</sup> where there will be sooo much disruption to established businesses

- If this gets built the public should have access to the fabulous views that the Google execs will enjoy
- My feeling is that this came about because Kirkland citizens have to pay for light rail and instead we get busses! This is Sound Transit's appeasement to Kirkland
- And, Kirkland wants \$\$\$ and to keep Google here – no matter what the citizens who have made this town what it is today, and don't want this project!

So, thank you for your time.

Barbara Loomis  
50 year resident of Kirkland and the Market neighborhood

**From:** Lyon, Peter <peter.lyon@novartis.com>  
**Sent:** Thursday, June 9, 2022 6:55 PM  
**To:** Allison Zike  
**Cc:** Janice Lyon  
**Subject:** Public Comment Re: 85th Street Project azike@kirklandwa.gov

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City of Kirkland Planning Staff,

Please note my vehement disagreement with the size and scope of the 85<sup>th</sup> street re-development for the following reasons:

1. Scope and scale of the allowable buildings is completely out of touch with the surrounding area as well as the in the context of the rest of Kirkland. The LJ site which at its LOWEST, is 280 above sea level, will have the opportunity to rise another 250 feet which is higher than the allowable building heights anywhere in Kirkland. In fact, given the topography of the Lee Johnson site, which climbs to 360 feet above sea level, the allowable building will potentially be the tallest building on the entire east side in any community. Certainly this is in no-way in scope or scale with the surrounding area and significantly higher than Totem Lake building heights.
2. Noise from the freeway will be significantly worse West of I405, due to rebounding sound waves washing over the area. No impact study was conducted on the impact of freeway noise with the re-zone. At the very least, low volume material (rubber included in asphalt) should be used on the re-paving of the area between Totem Lake and 70<sup>th</sup> St.
3. Traffic impact on surrounding neighborhoods will be high. It is un-reasonable to think that the majority of trips made to the area will be made using transit and people will pour into the Highlands neighborhood
4. Parking in the Highlands neighborhood will be negatively impacted by commuters parking, leaving their cars and using the BRT. One only needs to study the impact of the Mercer Island Park and Ride at Island Crest Way, to see the impact of people commuting to the transit location and parking their cars there.
5. No steps have been made to substantially increase usable parks in the area
6. The loss of view corridors have not been taken into account with the massive size and scale of the buildings
7. Street width in the newly developed area is too narrow as are sidewalks
8. Drop off and pick up area for the BRT are in a residential neighborhood and could have been designed to be joined from 85<sup>th</sup>
9. Drivers will increase the "pass-through" nature of the Highlands neighborhood. Increasingly using 87<sup>th</sup> and other collateral circulation to avoid 85<sup>th</sup> street
10. On-ramp to I405 in both directions will be even more backed up due to the size of the development and the poor placement of the variable toll lanes that back up traffic needlessly

Kirkland had the opportunity to aim higher for this development and should hold out for more. The DOT rammed through BRT without significant upgrades to the surrounding area:

- No lid
- No tunnel
- No playfields
- No added parking
- No sound mitigation (I-90 across MI was lowered substantially to reduce impact of sound on the surrounding community
- No special entrance to the BRT or variable toll lane (See the effectively private entrance that MI has to the i 90 express lanes)
- Parking drop off in a residential neighborhood

You continue to hear that the last thing that residents want is for Kirkland to resemble Redmond or Bellevue. The size and scope of the buildings in this proposal are too high and puts Kirkland on track to exceed the building heights in the rest of Kirkland, Redmond and most of Bellevue. In fact, no building in Redmond will be remotely close to the total height of the proposed buildings on LJ property.

Please moderate your plans by half on every property and provide for more sound, parking and traffic impacts on surrounding communities. Additionally widen the street in the main development on 120<sup>th</sup> with center medians, wider sidewalks and more pedestrian friendly amenities.

Please create more open space for people to gather. The pictures of the “successful” Totem Lake development are all from the pedestrian areas that are broader than this proposal ESPECIALLY when considering the ratio of width to building height.

Lastly, if buildings are allowed to go to the proposed height, then there should be PUBLIC space for pedestrian viewpoints on the buildings themselves.

Thanks for considering these thoughts,  
Peter Lyon

---

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 6:28 PM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Plan Public Hearing on 6/9/2022

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Ken MacKenzie <kirklandcity@screamforicecream.net>  
**Sent:** Thursday, June 9, 2022 6:22 PM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Public Comment for Station Area Plan Public Hearing on 6/9/2022

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

# Planning Commission Public Hearing Station Area Plan Schools

Ken MacKenzie

June 9, 2022



# Projected Growth

- From the final EIS: **936** new students
  - 519 Elementary  
(one entire LWSD Elementary school)
  - 219 Middle
  - 206 High

# What's the Plan?

- There is no plan, only some ideas expressed in section 11 of a document posted on the Planning Commission web page for this hearing, e.g.,
- 11. Public Services and Public Facilities”  
"Increased density and future growth within the Station Area will result in increased student growth and demand for educational facilities. As part of the Subarea Plan planning process, the City and Lake Washington School District (LWSD) discussed anticipated student growth in the Station Area, and how the City can help the district address school capacity and explore creative solutions."

# “Urban School” Idea Being Floated

- From a document posted for this hearing:



- With a cage on top?
- No fields for recess
- Looks like a prison
- I couldn't find any “Urban Schools” as pictured in Seattle or San Francisco
- Is “Urban Schools” an idea invented by a Professor of Urban Planning living in San Louis Obispo while sitting on an veranda at home overlooking the Pacific Ocean?
- Wrong for Kirkland and inequitable - inconsistent with other cities in LWSD

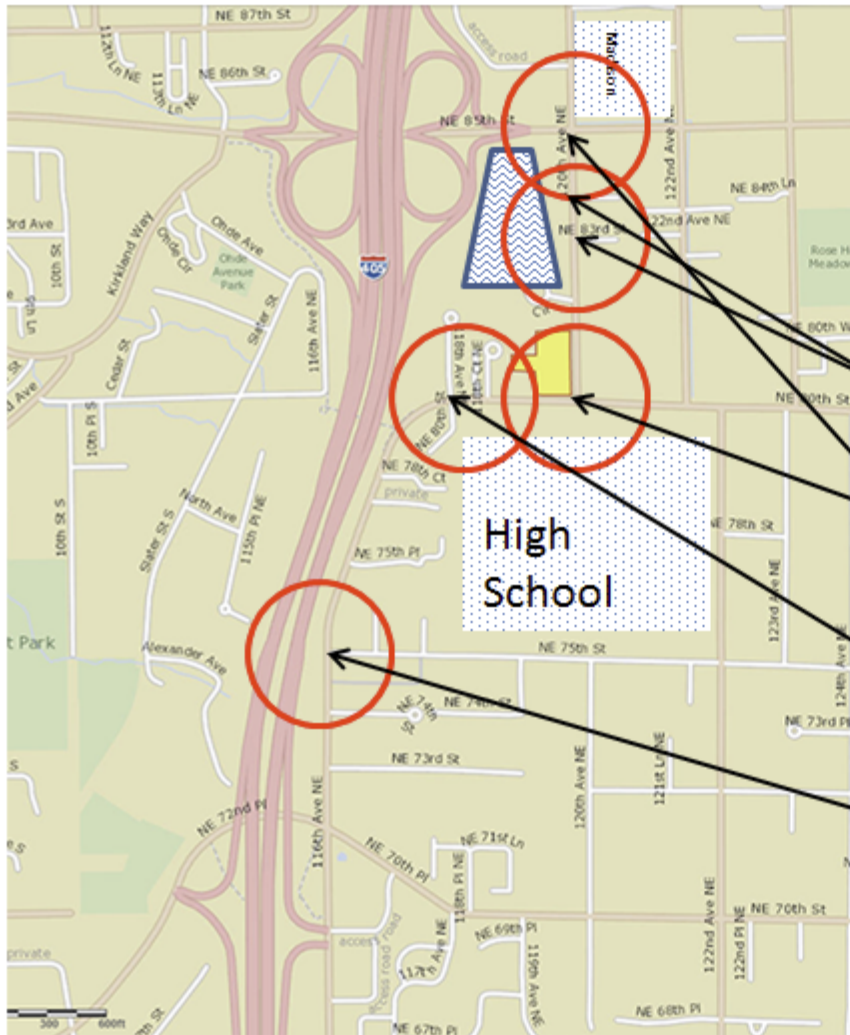
# “Urban School” Idea Being Floated

- From a document posted for this hearing:



- With a cage on top?
- No fields for recess
- Looks like a prison
- I couldn't find any “Urban Schools” as pictured in Seattle or San Francisco
- Is “Urban Schools” an idea invented by a Professor of Urban Planning living in San Louis Obispo while sitting on an veranda at home overlooking the Pacific Ocean?
- Wrong for Kirkland and inequitable - inconsistent with other cities in LWSD

# Traffic Studies Don't Address LWHS issues related to Google Towers



- Two parking garage driveways (120<sup>th</sup>)

Additional traffic at main LW High School entrance & also 120<sup>th</sup>/85th

Conversion of a small residential street  
into major office tower access (118<sup>th</sup>)

Additional traffic interference at important secondary LWHS entrance

# No Plan

- No ground for new schools set aside within the Station Area
- Vague reports of meetings and discussions with LWSD
- Horrible “Urban School” idea floated by the City’s planning consultant and/or Planning Dept
- Huge unhandled increase in LWHS traffic congestion resulting from 7,000 new Google offices on the Lee Johnson property
  - Published intersection studies don’t consider the combined Google, LWHS, and general station area traffic

# Requested Planning Commission Action

Reject the proposal until and if there's a viable  
plan for schools and schooling



NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** Nicole MacKenzie <nicole@screamforicecream.net>  
**Sent:** Thursday, June 9, 2022 8:21 PM  
**To:** Planning Commissioners  
**Cc:** City Council; Allison Zike; Jeremy McMahan  
**Subject:** Additional Public Comment for the NE 85th St Station Area Plan Public Hearing, June 9th, 2022

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Commissioners,

You are being asked to consider the massive proposal for the NE 85th St. Station Area Plan. The City has put a lot of time into preparing this substantial proposal. There are very laudable and worthy stated goals and visions. Certainly, the broad sweeping aspirational language and the glossy brochures mailed to Kirkland residents make the proposed Plan **seem** like a clear positive. However, there are also very serious issues that have not been fully considered or developed.

Let me be clear, I am NOT anti-growth or NIMBY. However, the Plan does not have clear plans for improving the infrastructure to be able to handle all of the projected increases in residents, workers, and students. The Plan tells us that there are currently about 3000 residents in the Station Area and 3000 current jobs and if the Plan is adopted and implemented the Area will increase by roughly 8100 new **households** and 22,751 new jobs by 2044. If Google is allowed to build the four 250' towers it wants, it will bring >7000 new jobs alone and Google intends to start building as early as the end of this year. Yet the BRT station will not even be completed until 2026.

The 85th Street corridor is already a parking lot during morning and evening commute hours as parents and students are trying to get to and from Rose Hill Elementary and Lake Washington High School, workers are trying to get to and from their jobs at businesses on 85th, downtown Kirkland, and other locations to the east, north, south, and west of the City, and parents/kids try to get to various after-school activities across Kirkland or in Redmond, Bellevue and other areas of King County. Many of the trips taken by people in and through the corridor simply cannot reasonably be done by bike, bus, or walking and therefore you cannot assume that the addition of the BRT station will result in substantially more people using mass transit than currently do. It is not as though there is no mass transit on and through the corridor already and yet those buses are not full.

The Lee Johnson/Google property is at the southwest corner of NE 85th Street and 120th. Google's plans include 2 driveways on 120th and only about 1000 parking spaces. Yet Google admits that it has struggled to get its employees at its main campus on 6th Street South to use alternate transportation means despite providing incentives to do so, including charging for parking. Rather than take mass transit or pay to park, employees park in the surrounding neighborhoods. Where will they park in the Station Area? LWHHS's parking lot is often too full and students, teachers, parents (or other visitors during the day or for evening events) end up parking on the streets. Yet, the Plan will take away much of the current available on-street parking. 120th Street is a nightmare in the mornings and afternoons in both directions as a result of parents dropping off and picking up their kids and students and teachers arriving or leaving. Imagine adding up to 7000 more vehicles on 120th trying to get into and out of the Google campus!!!

The Plan does not include any realistic proposals to mitigate the impacts of the thousands of additional students that will be brought to the Area as a result of the Plan on the Lake Washington School District. The

District has tried ***and failed*** multiple times over the last decade to get capital bonds approved to build new and rebuild/expand existing schools to accommodate all of the growth that has been experienced and is already projected without the proposed Station Area Plan's projected and rapid increases. Increasing the height limit for the District to build facilities will not help. The current population of roughly 2000 students per standard high school which the District already allows is large enough. Increasing the population at LWHS will degrade the quality of education and quality of life for the students and teachers. Additionally, LWSD has said it has NO intent for building Urban Schools. The intent to essentially take some of LWHS's property to put a civic mixed use building on it also is detrimental to the School District and the students who attend LWHS. Having private property owners include "educational" space in their buildings/projects also does nothing to alleviate the problems for the District as the school will not allow some classrooms to be located in multiple buildings blocks away as it significantly reduces the ability of the school to control the conditions, etc.

The Plan says that it prioritizes affordable housing but it is built around Google and its plans. As a high tech business, Google will be primarily employing highly paid people. Housing built will be targeted towards those employees and therefore not really all that affordable. There are also already multiple mixed use residential projects (Continental Divide and Madison Project) in progress with more proposed that will only have 10% "affordable" housing. Developers are going to build for as much profit as they can get and so they will still build high end/luxury housing to get the money.

Thank you for your time and consideration.

Regards,  
Nicole MacKenzie  
236 7th Ave. W

---

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 2:31 PM  
**To:** Allison Zike  
**Subject:** FW: Clarification: Comments on Station Area Plan "CAM20-00153 DRAFT COMPREHENSIVE PLAN AMENDMENTS"

---

**From:** Ken MacKenzie <kirklandcity@screamforicecream.net>  
**Sent:** Thursday, June 9, 2022 2:23 PM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Clarification: Comments on Station Area Plan "CAM20-00153 DRAFT COMPREHENSIVE PLAN AMENDMENTS"

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Honorable Commissioners,

To clear up any uncertainty, the email below contains official public comment and testimony related to the June 9 Public Hearing of the Planning Commission on the Station Area Plan.

I apologize if there was any confusion.

-Ken

On 6/9/2022 2:07 PM, Ken MacKenzie wrote:

Honorable Commissioners,

This letter comments on the certain chapters of this document:

CAM20-00153  
ATTACHMENT 2  
DRAFT COMPREHENSIVE PLAN AMENDMENTS

as posted on the Planning Commission Web page:

<https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Commission>

in the section relating to the June 9 Planning Commission Public Hearing.

The document link is: [https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/planning-commission/ne-85th-street-station-area-plan-06\\_09\\_2022-pc-hearing-packet-cam20-00153sfs\\_part1.pdf](https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/planning-commission/ne-85th-street-station-area-plan-06_09_2022-pc-hearing-packet-cam20-00153sfs_part1.pdf)

As "Draft Comprehensive Plan Amendments", one expects that the language that is proscription - it is labeled a "plan".

However, the language in these sections does not meet the standard set in other parts of the document:

9. Parks, Recreation and Open Space

9 [sic]. Transportation and Mobility (appears to be a duplicated section/chapter number)

10. Urban Design Framework

11. Public Services and Public Facilities

While all of these sections engage in conjecture and discuss options/possibilities rather than plans, among the most egregious offender is language concerning schools found in "11. Public Services and Public Facilities".

A few examples (there are many more) of specific problem areas are:

Page	Section Title	Text
61	Schools and Education Needs and Opportunities	"Increased density and future growth within the Station Area will result in increased student growth and demand for educational facilities. As part of the Subarea Plan planning process, the City and Lake Washington School District (LWSD) discussed anticipated student growth in the Station Area, and how the City can help the district address school capacity and explore creative solutions."
		"The major existing school site in the Station Area is Lake Washington High School. One opportunity to increase density on the site is by incorporating it into a future Civic Mixed Use regulating district. An increased maximum height allowance up to 75' on portions of the site will be designated. A height of 75', or approximately up to 5-6 stories, could be accommodated on that land area, including structured parking above, or below, ground, which could substantially expand the building square footage and generate sufficient space to accommodate long-term needs. LWSD would need to further study the concept of colocating different grade levels on this site and issues related to parking and traffic management related to urban school concepts."
62		"As development occurs in the Station Area, the City can help facilitate private sector and school district conversations to explore opportunities, barriers and partnership strategies based on shared interests. These partnerships could take the form of shared space agreements or lease arrangements as discussed earlier. City staff will continue to connect the District with potential partners as opportunities arise."
		"Policy – Identify development standards that can provide Lake Washington School District with more development capacity to build additional school space on current district-owned sites. This could include increasing the allowed height, reducing setbacks, creating more flexible standards, and simplifying the permitting process."
		"Policy - Foster partnerships with the Lake Washington School District, the City, and the private sector to encourage shared facilities in the Station Area and/or optimize utilization of shared use agreements."

		"Policy - Foster partnerships with institutions of higher learning to aid in workforce development, support cultural endeavors, and accommodate transitioning public school students."
--	--	--

The lack of specificity and postponement of decisions into the future and conjecture about what could possibly happen makes this draft generally read as if it's a "to do" list and/or status report on some meetings that resulted in open action items.

The City and Community deserves a Comprehensive Plan that is clear, complete, and implementable.

The obvious conclusion is that the Draft Comprehensive Plan is not ready for a vote by the Planning Commission or the City Council, much less ready for implementation.

Some have observed that many people have worked hard on this plan and the City has spent \$millions to get this far. The claim is that everyone is tired and ready to get moving against a deadline imposed by Google. Balanced against this is the clear conclusion that there is no plan yet. Instead, we have pages and pages and pages of aspirations and wishes accompanied by a few plan elements.

Thus, the appropriate action for the Planning Commission is to reject this document and direct the Planning Department to create a real and complete plan to replace the proposed status report and wish list.

Thank you,

-Ken

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** cindymanheim@frontier.com  
**Sent:** Thursday, June 9, 2022 3:50 PM  
**To:** Planning Commissioners; Allison Zike  
**Subject:** Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

Please do not irreparably change the character and livability of Kirkland.

The plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange is horrible. Because this area is already one of the highest ground levels in Kirkland, the buildings will tower over the community. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.

Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.

Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE -- the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thanks,

Cindy Manheim

Current Highlands Resident



---

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 11:02 AM  
**To:** Allison Zike  
**Subject:** FW: PlanningCommissioners@kirklandwa.gov

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** George M. <gam\_65@yahoo.com>  
**Sent:** Thursday, June 9, 2022 10:50 AM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** PlanningCommissioners@kirklandwa.gov

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

85th Street conversion plan

Hi,

I'm a resident in WoM neighborhood and recently learned of the plans for 85th street corridor. My reaction was mixed. While I certainly welcome hi tech jobs to our area, the plan in my opinion is not in keeping for a suburban park like city such as Kirkland. The project looks like something I would see in Manhattan NYC. - extremely urban in scale and appearances. The Google campus on 6th Ave. is much more in keeping with a park like suburb setting as we have. I think the complexity, costs, traffic would be a disaster for the City and this project needs to be scaled appropriately for the City of Kirkland. It has the appearance of trying to jam some overly urban project to achieve some other political goals that don't make any common sense. It looks like a project that belongs in a Metaverse video game than our park like suburb

thx

George Marema

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 8:05 AM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

From: susan mccord <mccord15@live.com>  
Sent: Wednesday, June 8, 2022 11:42 PM  
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>  
Subject: Public Comment for Station Area Hearing

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

RE: Planning Meeting

I regret that I am unable to attend the meeting for planning an improved Kirkland for walking and biking, but I am very interested in this topic.

I am a Kirkland resident who has been renting in the micro unit apts on Central way for a couple of years now, and as a person who both lives and works right here in Kirkland Urban I have had the firsthand experience of getting around Kirkland.

In addition, allow me to point out that because I walk or bike everywhere and do not even own a vehicle I believe I have a somewhat unique viewpoint.

The following two points are my biggest concerns.

1) an pedestrian overpass is badly needed at the intersection of 405 and Central/85th. Attempting to navigate the on/off ramps when walking beneath 405 is clearly dangerous.

2) and I see this second point as far more important: The mini swamp that occurs just up from Third Street and Central on Fourth Avenue (right accross from where some more new apts are currently going up). In the gutter on the South side of 4th Avenue a pooling of swampy water turns into a toxic stagnant dry dust that then is swept all around the neighborhood by the street sweeper. I walk everywhere and only by truely walking through there at all times of the year do you fully appreciate how unhealthy this non draining area of the gutter is. Driving by you do not understand it. I walk (and bike) all around Kirkland and there is nothing else here like it. That the beautiful, incredibly well kept city of Kirkland, all full of baby strollers and kids and pets being walked, could just ignore this obvious health hazard puzzles me quite a bit. Should it not have a drain underneath the street from the lowest spot of the gutter on the flat crest of that hill to flow down towards Third street?

Thank you for your time reading this, Sincerely, Ms. Susan McCord

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 10:30 AM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Moriarty, Lucas (HBO-NS) <lucas.moriarty@wmcontractor.com>  
**Sent:** Thursday, June 9, 2022 9:43 AM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Public Comment for Station Area Hearing

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hey Kirkland Planning Commission,

This plan for NE 85<sup>th</sup> looks very promising! I think you're already on the right track in most regards, and the only feedback I really have is this:

1. For walkways and bikeways to be taken, they need to be both safe (for ALL users, not just cycling enthusiasts) and convenient. Too often, bike/pedestrian routes end up circuitous for the sake of motor traffic, where it should be the other way around.
2. Instead of different types of zoning, I think they should all be mixed use. We should really strive to emulate Japan's zoning regulations (<https://urbankchoze.blogspot.com/2014/04/japanese-zoning.html>). Having all these separate use cases is what necessitates commuting in the first place. If all of a person's needs can be met on foot/bike, you can reduce reliance upon motor vehicles.
3. You may need more crossings; I see one to the Green Innovation District, but not one to the Forbes Lake District (something around NE 92<sup>nd</sup> St.). And the crossing at NE 100<sup>th</sup> St. has this weird gate that prevents its use by cyclists. That needs to go.
4. Ensure the pathways through the Forbes Lake Park are wide enough to comfortably accommodate both cyclists and pedestrians, and do the same for the North Rose Hill Woodlands Park. If given the option, cyclists will prefer that over the main roads which is better for all transit users.
5. For the Downtown Gateway District, consider adding a dedicated bike path/trail that runs from the Cross-Kirkland Corridor to/through Kirkland Urban/Peter Kirk Park along 5<sup>th</sup> Ave. Or consider widening the 'Public Pedestrian Path' that runs east-west from 10<sup>th</sup> St. to 4<sup>th</sup> Ave.
6. Lastly, when it comes time for actual implementation, please look to the Dutch for design inspiration. The Netherlands is thought of as a cyclists paradise, but it's also one of the best places to drive thanks to their road design (<https://dailyhive.com/vancouver/best-place-in-the-world-to-be-a-driver-netherlands>).

Thanks for taking the time to listen to me ramble, and I'm excited for Kirkland's future!

Cheers,  
Lucas Moriarty

P.S. – Yes, I'm a Kirkland resident, just writing this from my work computer.

This message is the property of Warner Bros Discovery, Inc., and is intended only for the use of the addressee(s) and may be legally privileged and/or confidential. If the reader of this message is not the intended recipient, or the employee or agent responsible to deliver it to the intended recipient, he or she is hereby notified that any dissemination, distribution, printing, forwarding, or any method of copying of this information, and/or the taking of any action in reliance on the information herein is strictly prohibited except by the intended recipient or those to whom he or she intentionally distributes this message. If you have received this communication in error, please immediately notify the sender, and delete the original message and any copies from your computer or storage system. Thank you.

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** Jeremy McMahan  
**Sent:** Tuesday, June 7, 2022 12:01 PM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

From: Pamela Mullen <pam.mullen@mac.com>  
Sent: Tuesday, June 7, 2022 11:45 AM  
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>  
Subject: Public Comment for Station Area Hearing

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I've looked over the mini brochure and the PDF online.

It looks interesting and I appreciate the attempt (I will not live long enough to see the things that might be helpful to me, however). I'm not sure truly affordable housing will happen in this market.

However, although the transit station may bring jobs and people to jobs from outside this area, none of the plans mention the traffic congestion and parking. Not one parking lot is mentioned. Where are those 8000+ households going to park? How will anyone who lives just slightly beyond the immediate area covered ever use the NE 85th Stride BRT station? Some people don't bike.

Thanks,

Pam Mullen

Sent from my iPhone

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Monday, June 6, 2022 10:54 AM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18860] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18860
<b>Date/Time</b>	6/6/2022 10:54 AM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>It is my understanding that one of the planning commissioners, Commissioner Rutherford, is actually a Google employee. If this is indeed true, would it not be a conflict of interest for Mr. Rutherford to vote on increasing the height limits for the sole purpose of accommodating Google and their new proposed "Towers" to be placed on the Lee Johnson site? Seems like a huge one to me, and I wonder why oh why has he NOT recused himself from this vote? I would think that would be the right and ethical thing to do. Even if he is unwilling to do the right thing, I don't believe he should not be allowed to vote on this given obvious reasons. Shouldn't the City itself have rules in regards to these type matters? Lots of red flags on this whole project, please advise on this one.....</p> <p>Concerned, Lynda Myra – Highlands resident since 1983</p> <p>Following up on my "Conflict of Interest" email regarding Commissioner Rutherford. I realize this is a weekend and no one would have had a</p>

chance to read and reply, but regardless of it being the weekend, it has been brought to my attention by other everyday people (got to push through those weekends!) that I am not the FIRST person to point out this conflict. so, again, why is this allowed???

**Submitter** Myra, Lynda  
Kirkland, WA  
riversinc2@gmail.com

[View in QAlert](#)

---

**From:** Jeremy McMahan  
**Sent:** Tuesday, June 7, 2022 1:20 PM  
**To:** Allison Zike  
**Subject:** FW: Google Towers on Lee Johnson Site

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Lynda <riversinc2@gmail.com>  
**Sent:** Tuesday, June 7, 2022 1:17 PM  
**To:** City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Google Towers on Lee Johnson Site

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Planning Commissioners  
City Council

I am writing to urge you to vote NO to increasing the height limits for the proposed Google Towers project on the Lee Johnson site. I believe this will only hurt the city as a whole. Kirkland still has a vibrant downtown consisting of small shops, boutiques, and restaurants. It is listed as a destination place to visit, as still having a "small town feel", and even has recent yep reviews stating such. If one is to exit 405 to access the downtown district and the first thing they see is 4 overly tall towering buildings, no matter how "tastefully" they are built, how "small town" will Kirkland feel then? Allowing the additional height for this project could be very detrimental to all the small downtown businesses that have been Kirkland for so very many decades.

It has been stated that this project will add 6,000 high paying tech jobs, and with that comes families, kids. This huge influx will add an enormous strain to our already overloaded school system. Google themselves has acknowledged this problem, and I heard, has offered to maybe open up some of this new campus for classrooms, but even if this is true, *what about teachers?* Where are they going to come from? There is a huge teacher shortage and not enough to 100% always cover the classrooms we already have. Lake Washington school district has been one of the top in the state, but how good are they going to be with this additional extreme overload? What about the kids that are already living here? ***Won't this be detrimental to them also?***

Then there is the additional traffic; those 6,000 people WILL come with cars plus the noise that goes with all that extra traffic. Traffic is already close to unbearable at times. And I see no proposed upgrade to our infrastructure with this plan. For the Highland neighborhood, my neighborhood, it will also mean a lot more noise. They are removing part of the sound wall for the "kiss and ride" (lucky us for getting this with zero community input). Adding one bus line along with this one very overpriced bus stop isn't going to fix added traffic or noise issues any. So please do not pretend it will. And before you tell all the rest of us to simply walk or take the bus, when was the last time ANY of you did so? This is a real question, and I would truly love an answer. I sure hope the answer I receive back from each of you is 3 -4 times



weekly, and you all do this every week if not more. If you want all the rest of us to give up our cars, all of you should be doing so also. And to be clear, we are doing this for Google??? Right??

Then there is housing. Most likely the biggest hurt for me personally. Kirkland already has a housing shortage, if the project is approved we now have these very high paid people wanting to live very close to where they work – I know they do, they are my neighbors, and yes they are very nice, but they can buy their way into what they want, and they don't like to deal with commutes (*who does*) so there will be even more push for those of us who have been here a very long time to move on elsewhere. Councilman Neil Black – first thank you for your time in attending our Highland meeting and speaking with us all, it is much appreciated – but in your answer to my question you made the claim property tax really does not go up much as it can only go up 1% - but hey, it DOES go up that 1%, and 1% every year for 10 years, well, good gosh, where are we now at? Because it multiplies Mr. Black, it is one percent x one percent, the second year, and one percent x one percent x one percent the 3<sup>rd</sup> year, well, hopefully, you get the idea. Bottom line I simply know what my property tax bill says, not the blah, blah I am told. I bought my house in 1983, and my house is now paid off, but what I am paying in property tax alone is way more than principal interest and tax altogether back in 1983, actually it is way more than even 7 years ago. By quadruple and then some. And Mr. Black or any other councilperson, one cannot eat equity; it is not a real thing. Period. It only is a thing that forces one out of their home so some overly paid person can bulldoze it down along with any and all trees on the lot, and build an overly-large thing on it. It's a horrid process that doesn't fix the housing shortage any, it only means the rich get to live here instead of the average income person. And no I do not want to move to Montana, and why should I? Why do I not count? I worked as a teacher for the Lake Washington School District for 30 years, why do I not count? Why make Kirkland only for people with high paying tech jobs? Why? Why can I not retire in the home that I have lived in for the past 30 years? A place where I have access to the medical I now so need? Adding these extra 6,000 high tech jobs could be the straw that breaks the camel's back so to speak. This is a squeeze that we average Kirkland dwellers are feeling. I am not sure how this is not seen by our policy makers, or rather why you are all continually ignoring it. Please see it now and please vote no on this project. Kirkland does not need more high paying, high tech, Google jobs in this city, there are plenty currently. More than plenty actually.

Rather than continue to give preferential treatment to Google, how about recruiting other types of businesses to our city. It would be more beneficial to the city as a whole to have additional diverse businesses, and not simply be the city owned and controlled by Google. We don't need more high tech jobs. We don't need these towers, and all they will bring with them. There is nothing beneficial (*other than maybe tax dollars??*) in this project. Please keep the “small town feel, and vote no. No to extra traffic, overcrowding in our schools, and extra added strain on our housing. Please strongly consider the people who currently reside in this city, **the people you are supposed to be representing.**

Lynda Myra,  
Highland resident since 1983  
Retired teacher, Lake Washington Schools



Virus-free. [www.avast.com](http://www.avast.com)

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** Thomas Neir <tomneir@gmail.com>  
**Sent:** Friday, May 27, 2022 2:36 PM  
**To:** Planning Commissioners  
**Cc:** Allison Zike  
**Subject:** SUPPORT for Station Area Plan - Coming meeting topic

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I am writing to **SUPPORT** the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, is fortunate enough to have attractive, grade A office space, opportunities what also include residential and transit option.

Kirkland's character, future and sustainability will surely be enhanced by approval of the propose station plan. The land currently occupied by the Lee Johnson car dealership location, next to the new interchange and BRT, is by far the best location for towers of density that will house and employ thousands with a minimum of environmental impact; an example for the entire region.

Further, the transportation options enabled by the new I-405/85th interchange will open new transportation possibilities for Washington High School ("LWHS") students/faculty, the 9,000 people that will occupy buildings, those that currently utilize both 85th and 405. All forms of transportation will, for the first time, have robust usage option right here in Kirkland.

Do listen to, but do not over-weight, the inputs from those championing single-family neighborhoods, exclusivity, and NIMBY narrowness, to the exclusion of a multitude of living options, diversity, and sustainable growth. Also, please work to fully utilize the newly free DOT land to the good of Kirkland.

Please march proudly ahead with the plan and work with major partners that will make this a cornerstone of wise growth for all to witness.

Thanks,

Tom Neir

**From:** Julia Nolan <julia\_m\_nolan@yahoo.com>  
**Sent:** Wednesday, June 8, 2022 4:18 PM  
**To:** Planning Commissioners; Allison Zike  
**Subject:** 85th St. Station Area Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing in support of the 85<sup>th</sup> St. station area plan.

To me, a major benefit of the Seattle area is the way it has grown and expanded over the past decades. A challenge moving forward will be determining how to accommodate this growth in a way that most benefits our residents. In my opinion, the 85<sup>th</sup> St. Station Area Plan does a good job of balancing our need for growth with the need to ensure that the ways in which we grow best benefit our residents.

In particular, I love that this growth is being developed around a transit hub. This should allow both residents of Rose Hill as well as other Kirkland residents to be able to travel without increasing traffic congestion. I also love the mixed use neighborhoods, which should both benefit any future residents as well as people who live farther away, but will travel to that area for shopping and entertainment. Finally, I'm very excited by the passive open space areas (which will keep our city beautiful and green and allow for recreation), as well as the bike paths and connection to the cross Kirkland corridor (which will also allow for recreation and healthy lifestyles). In particular, I love that there will be transit and pedestrian connections to the Totem Lake area (allowing easy progress between the two areas) as well as walking paths around the lake.

I feel that this is an excellent plan, one that allows growth and change while supporting the right kind of growth and change. (Beautiful, walkable neighborhoods as opposed to urban sprawl.) I strongly support it and urge the planning commission to do so as well.

Regards,

Julia Nolan

**From:** Daniel Norman <dansnorman@gmail.com>  
**Sent:** Thursday, June 9, 2022 10:45 AM  
**To:** Planning Commissioners; Allison Zike  
**Subject:** Stationary Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.

Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.

Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE -- the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thank you.

Daniel Norman  
Highlands resident for 20 years

**From:** Joan Lindell Olsen <joanlouise@outlook.com>  
**Sent:** Thursday, June 2, 2022 3:51 PM  
**To:** Allison Zike  
**Cc:** Penny Sweet  
**Subject:** Fwd: 6/9/2022 Planning Commission Meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Allison,

I continue to see comments from Kirkland residents in opposition to various aspects of the Station Area Plan - primarily the height increases in commercial buildings. What is the City of Kirkland doing in response? To be clear, while I'm sure the developers have \$\$\$ signs in their eyes about it, how is the City responding to the desires of its constituents? The Zoom meeting in May (I think on the 18th) was a joke - a lot of bureaucratic answers instead of responding to the real questions and criticisms of the plan. I am considering filing a lawsuit against the City to stop some of the zoning changes given the fact that the City Council is completely ignoring the wishes of the residents that it ostensibly represents.

Why has Penny Sweet sold out Kirkland to Google? It is greed.

Joan Lindell Olsen

Begin forwarded message:

**From:** Karin Bayes <KBayes@kirklandwa.gov>  
**Date:** June 2, 2022 at 3:33:15 PM PDT  
**Cc:** Karin Bayes <KBayes@kirklandwa.gov>  
**Subject:** 6/9/2022 Planning Commission Meeting

Good Afternoon,

The agenda and meeting packet for the **June 9, 2022 Planning Commission Hearing** are now available on the City webpage and can be viewed by following the links below:

[Agenda](#)

NE 85<sup>th</sup> Street Station Area Plan – CAM20-00153

[Part 1](#)

[Part 2](#)

[Part 3](#)

Staff Contact: Allison Zike, Senior Planner, 425-587-3259 or [azike@kirklandwa.gov](mailto:azike@kirklandwa.gov).

## Karin Bayes

Office Specialist

City of Kirkland | Planning & Building Department

123 5<sup>th</sup> Avenue, Kirkland, WA 98033 | 425-587-3236

**Virtual appointments are here!** We are now providing the opportunity to meet with Development Services Staff via Microsoft Teams.

Appointments are currently available Monday through Friday between 3 PM and 5 PM.

Please visit the [Development Services Virtual Appointments](#) page of our website for more information or to schedule.

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Friday, May 27, 2022 2:21 PM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18741] (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** 18741

**Date/Time** 5/27/2022 2:20 PM

**Type** 85th Station Area Plan

**Address** 1819 9th St W, Kirkland

**Origin** Call Center

**Comments** CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council Member:

I am writing to express my great concern regarding the entrance to the "Kiss & Ride" Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This planned entrance to the "Kiss & Ride" will create significant problems for Highlands' residents including traffic, parking problems, and noise. Having a single access point to the "Kiss & Ride" in a residential neighborhood is problematic and misguided. The "Kiss & Ride" will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already busy, especially at rush hour, and the volume of cars and traffic will increase exponentially with drivers traveling to and from the "Kiss & Ride". Trying to enter onto 405 during rush hour from West of Market will be horrendous! The "Kiss & Ride" entrance in the Highlands will also clog our streets as drivers wait to pick up commuters, creating a dangerous situation for



residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Avenue NE and adjacent streets without restriction. There is an alternative to this ill-conceived plan. Access to the "Kiss & Ride" should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Thank you  
Steve and Deb Oroszlan

**Submitter** Oroszlan, Deb  
1819 9th St W  
Kirkland, WA 98033  
425-941-7022  
doroszlan@gmail.com

[View in QAlert](#)

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Friday, May 27, 2022 2:20 PM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18740] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18740
<b>Date/Time</b>	5/27/2022 2:20 PM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	1819 9th St W, Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>Dear City Council,</p> <p>I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p> <p>Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten</p>

percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thanks,  
Deb and Steve Oroszlan

**Submitter** Oroszlan, Deb  
1819 9th St W  
Kirkland, WA 98033  
425-941-7022  
doroszlan@gmail.com

[View in QAlert](#)

**From:** Roshan Parikh <roshanparikh@hotmail.com>  
**Sent:** Thursday, June 9, 2022 6:36 PM  
**To:** Planning Commissioners  
**Cc:** City Council; Allison Zike; Jeremy McMahan  
**Subject:** June 9, 2022 Planning Commission re: 85th SAP

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

### Comments to Kirkland Planning Commission – June 9, 2022

Compared to past developments, the up-zoning plan for the square mile around the BRT station is much larger in scale and impact in terms population density, building sizes, intensity of use and the related impacts on our quality of life. All the essential elements that make Kirkland such an attractive place are at risk in this plan.

Some key indicators that do not have adequate, concrete plans that should be required before approval by the Planning Commission or City Council that directly affect the quality of life in Kirkland are:

1. The effect on the Lake Washington School District
2. The mobility of traffic through the SAP area as well as people's ability to reach vital retail, residential and educational functions within the area
3. The increased public safety requirements associated with dense populations
4. The financial impact of needed capital investments as well as ongoing operational costs to fund all the additional infrastructure needed to make such a dense development compatible with projected goals for the area
5. How to mitigate the plainly adverse impact of development on the immediate neighbors to the SAP as well as those directly adjacent to the primary impact area
6. The effect on parks and recreational programs, especially the current metrics for park space per person and distance from neighborhood and community parks
7. The effect that high density development without substantial mitigations has on the health of the citizens, the natural beauty of our city and the social harmony among the residents

Below I focus on just a few points of immediate concern and request that no permit to build be granted until effective mitigation plans are agreed to. Please continue to engage with concerned citizens and develop a plan that balances the need of current citizens with the generations yet to come.

#### Google/Lee Johnson transaction

This transaction appears to be most urgent to the participants and to city staff for a variety of reasons. Google representatives indicated that approximately 7,000 people per day plus support staff would use the buildings they envision. That would generate at least 14,000 person trips per day, and even with their private minivan network, reduced on-site parking capacity to force transit usage, the impact on a highly congested traffic corridor at peak times will be immense. The direct impact on pickup and drop off at LWHS will have an immediate negative effect on students, staff and parents without major increase in traffic capacity. The immediate neighbors will suffer the same, and those in adjacent neighborhoods will suffer cut through traffic and hosting a lot of new parking for those who wish to "hide and ride". Allowing a huge building capacity before we can figure out how to ensure we don't suffer a decline in satisfaction and service levels of the key metrics above will harm the very goals meant to be achieved. If a special exemption is granted in this one case, no matter how attractive the project, all others who want to develop throughout the entire SAP will point to this precedent and will overburden all our systems, unless proper, realistic, well-funded mitigations are

agreed to in advance. I request the council and planning commission to move with deliberate speed, but not allow any project to front run a process needed to ensure the welfare of all in our city comes first.

#### Lake Washington School District

The school district is already overcrowded, and the projected population increase in the district will require new facilities. The consultant report indicates a new “urban” district model will be needed, one more vertical and with less green space. I do not think the school district has agreed to this vision. This requires a major departure from the type and quality of facilities many people move to a place like Kirkland for, and it will need major public backing over the long term to approve levies and bonds and keep their students enrolled. With the income demographic Kirkland is fortunate to have, if the educational model people expected is not fulfilled due to overcrowding or facility features, might we set off a series of events where enough Kirklanders decide to pursue alternative educational resources and vote against the financial obligations and time commitments that have made our district one that attracts so many? It would be a grave disservice to proceed without a firm plan being worked out with plenty of public input to ensure whatever future LWSD investments are needed will be supported for the long term with enrollment and associated financial resources.

#### Public safety and development density

The consultant’s study section on the cost of public safety were reduced based on city staff’s analysis from the Finn Hill annexation data per public meeting Q/A. The Finn Hill area is low density, and in nearly all high-density areas such as the one being planned for the SAP, the calls for service are likely to be more congruent with the higher density area’s volume of service calls. The SAP puts the same population of Finn Hill into one square mile, with more business, offices, traffic and educational facilities, not a mostly residential area like Finn Hill. Like all the major assumptions in the consultant report and staff projections, I request that public safety service calls be stress tested at various levels of comparable areas of similar uses/population density.

#### Parks and recreation

One of the primary reasons Kirkland is identified with a quality of life is our parks and recreation that have been developed and maintained over decades. I request that no building approvals be granted for the SAP plan to begin until levels of service measures are agreed to with substantial public input, and appropriate mitigations with funding sources. The Forbes Lake Park redevelopment pitched as a convenient park for the SAP is not big enough to meet the expected level of service, and mitigations like linear parks are not a substitute for neighborhood or community parks. If rooftop parks are suggested as mitigations, we must have adequate public access to be meaningful.

#### Affordable housing

The increased economic activity, especially highly compensated jobs which everyone desires, will have the effect of bidding up the prices of surrounding properties, the effect of which will totally swamp the number of “affordable” units expected to be generated. This will lead to displacement of currently affordable places occupied right now by immediate neighbors, a pattern repeated in many areas of the Puget Sound where owners or renters of existing housing stock are displaced when higher end uses are developed. This could lead to re-zoning the newly increased value of parcels to more housing, retail, etc. affecting all the key livability measures outlined above. The SAP needs more critical thinking about how to produce “affordable” housing without creating a spiral of displacement and undesirable associated consequences.

#### Transit

For the BRT to work as intended, the “last mile” of transit needs to exist, otherwise cut through traffic, parking in every adjacent place close to work, and massive daily congestion from the downtown Kirkland to Redmond, and from surface streets in Houghton through Juanita will decrease the quality of life in Kirkland. Some type of local circulator bus system needs to serve the SAP to get people from their homes, offices and business to the main BRT station. The daily minimum from Google’s planned campus will be 14,000 person trips per day. The city’s transportation department has suggested that a widening of the intersection at 85<sup>th</sup> and 120<sup>th</sup> plus addition of left turn lanes will be enough to mitigate effects. The transportation department also projects a shift in mix of all transportation types coming to/through the SAP, and that 25% of trips will be by bicycle eventually. Given our topography, climate, income demographics, trip types and physical abilities such a projection for bicycle usage is very optimistic. The current projections do not adequately plan for

a variance from that target of bicycle usage, or from transit usage, in the overall mix of transportation. Further study is required based on a better sample of existing traffic, plus stress testing various transportation mixes, to judge what surface capacity is needed. Additional traffic of all types will affect the public's ability to use this vital main corridor. Above all we must ensure that Lake Washington students and staff can get into and out of campus at peak times without enduring unacceptable increases in time spent getting to and from school.

I urge the planning commission and the city council to ensure that the sequencing and pacing of development plans ensure that a level of concurrency will be achieved to current level of service for traffic/transportation, parks, schools and public safety.

Sincerely,

Roshan Parikh  
310 10<sup>th</sup> Ave West  
Kirkland, WA 98033

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Thursday, May 19, 2022 8:51 AM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18614] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18614
<b>Date/Time</b>	5/19/2022 8:50 AM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	11811 NE 102nd Pl, Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>I'd like to ask for clarification or explanation regarding the true equity and accessibility of the new Station Area as presented at the SAP Open House tonight. Specifically, the entire design reeks of ableism. How is anyone who is differently or physically disabled supposed to feel or be included in this new walkable and bikeable area?</p> <p>I understand the BRT designs fall under WSDOT's purview, but perhaps you can somehow require a redesign of the grade for the pedestrian paths on 85th north to the BRT. They are set at 5%; ADA requirements explicitly state a maximum of 2% grade.</p> <p>Additionally, within the SA itself, someone using a wheelchair, walker, cane, stroller, crutches, etc., will struggle to walk throughout the area and will therefore be excluded. I'm sure there will be subterranean parking available, but that's not the intent of this design. It's sold as a walkable, bikeable area.</p>

Finally, I remain baffled as to why this sort of growth:

1. Improves the quality of life of residents (an explicit goal of the SAP)
2. Is necessary when Kirkland will already exceed population and job growth requirements as set forth by the Growth Management Act.

I would sincerely appreciate an explanation of these decisions. It's very frustrating to listen to continual concerns by my fellow citizens that clearly go unlistened to. The City Council plows ahead with its own desires, ignoring the fact they are to be representatives of their constituents.

Thank you,  
Kara Pietila  
Highlands Resident

**Submitter** Pietila, Kara D  
11811 NE 102nd Pl  
Kirkland, WA 98033  
captainkarad@gmail.com

[View in QAlert](#)



---

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 8:14 AM  
**To:** Allison Zike  
**Subject:** FW: Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Barbara Rebella <barbara.rebella@hotmail.com>  
**Sent:** Wednesday, June 8, 2022 5:17 PM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Public Comment for Station Area Hearing

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85<sup>th</sup> Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.

Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google (or any other one). Permitting Google (or any other one) to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.

Further, the traffic impact in the area would be untenable on NE 85th Street and 120<sup>th</sup> Ave NE - the road from 85<sup>th</sup> Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85<sup>th</sup> Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland. I don't want to see Kirkland becoming a new Seattle or Bellevue! Kirkland is wonderful as it is!!!!

The neighborhoods surrounding the I-405/85<sup>th</sup> Street interchange and residents that commute on the already congested 85<sup>th</sup> Street should not be subject to the increased zoning height and related congestion nightmare.

Thanks,

Barbara Rebella (a recent resident who has chosen Kirkland -among others- for its green and sights, which should not comprehend tall towers!)

Get [Outlook for iOS](#)

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** Jeremy McMahan  
**Sent:** Tuesday, June 7, 2022 8:24 AM  
**To:** Allison Zike  
**Subject:** FW: station area plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** joseph rene <joseph.r2016@aol.com>  
**Sent:** Tuesday, June 7, 2022 6:59 AM  
**To:** City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** station area plan

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City of Kirkland City Council and Planning Commission,

I would like to add my voice to the public hearing comments for the station area. I moved to Kirkland 40 years ago because I could not afford a house in seattle or bellevue I bought in the highlands neighborhood because I found a house that was very nice and was in my 150 thousand dollar price range. I am the middle income that you have talked so much about in your meetings. My neighbors are the middle income that was the foundation of Kirkland. This past week I got a new tax assessment from King County for the upcoming year. My assessed property value for my insignificant house and yard in the highlands neighborhood increased over half a million dollars. That is for a one year period! I did nothing to my property or my house during that year. The assessed value went up an additional third of the total value. City Council member Neil Black at the last Highlands meeting said that Washington state property taxes could not increase more than 1 percent in a year. This is such an incredibly inaccurate statement. They many not be able to increase the rate but the assessed value can skyrocket. I will pay over 16 thousand dollars next year for property taxes. I will never be able to retire or I will have to sell my house that I have lived in for forty years. I have saved my entire life to be able to live in my house and I had no intention moving. I have contributed to my community. I have worked hard and now I feel that you want to take that away to make room for high wage jobs. I realize that this will bring income to Kirkland. But the price is too high for the current residents and neighborhoods.

I filled out your survey that you asked for and as most Kirkland residents, I voiced that I was in favor of keeping the current comprehensive plan or allowing moderate growth. I was fairly shocked that the city council over ruled the planning commission and allowed for 250 feet of building on the Lee Johnson / Google property at 85th and 120th. This is not moderate growth. This is rapid high growth for an area that is not ready. This is spot zoning for a single company. This will bring in 6000 high paying jobs in the very near future. We will not have the housing for these employees any time in the near future. The other properties on 85th are not up for sale and may never be redeveloped. This will add 6000 new families looking for houses close by. These houses or multi family are not built and may never be built. We will have 6000 google employees right away. This does not include the other campuses in Kirkland that are just opening or under construction. You are turning Kirkland into a Palo Alto tech campus. This will drive out all the current middle income families because they can not afford their own homes. Right now I pay double in property taxes what I used to pay in my mortgage. You are planning on making this situation worse by turning Kirkland and my neighborhood into a Google sub division.

I have listened on line to most of the meetings concerning the station area and I feel that you have turned a blind eye when issues of traffic, noise, lack of housing have been brought to your attention. The city council members just seem to praise all the park space and greenery we will be getting. I do not actually see the green space around Forbes Lake as a good enough trade off for forcing current residents out of their homes.

I do live in the station area and I will tell you first hand that the noise level in the last five years from 405 has significantly increased. The development in the area has taken down all of the trees that used to provide noise barriers and now it is impossible to sit in my back yard because of the noise. Now you are telling me that you will allow a 250 foot building

across 405 and not do any additional sound wall. At our Highlands Meeting after the Station Area Open house last month, the noise and sound wall was an issue. WSDOT said that they had no control over what was built in the station area and could only do numbers based on current standards. Then Kirkland planners said that they had no control over WSDOT sound studies and sound wall additions. You both placed noise blame on the other party. In fact you are opening up the sound wall at 87th for a pick up and drop off. Added to this you are putting a concrete water retention box that appears to be large enough to drive semi truck into right next behind the highlands homes between 85th and 87th. Between the 250 feet of google buildings, the opening for the pick up and drop off, the water retention concrete pond, **YOU ARE DOOMING US TO LIVE IN A NOISE ECHO CHAMBER.** Neither Kirkland or WSDOT wants to address the issue and you place the blame on the other party. Unfortunately 405 is higher than our homes. Building four 250 foot buildings across from our neighborhood will make the noise level unbearable. At lease in Bellevue 405 is lower than the buildings and has sound walls. We have a situation were 405 is above our homes and there are is going to be openings to 405 and no plans by WSDOT to plant trees around the concrete water retention pond.

At the highlands meeting last year in December the WSDOT representative told our neighborhood that we could only expect 25 trips per day to use the pick up and drop off. I can not in any manner believe that there will only be 25 trips per day to our neighborhood. This number was on current populations and predictions. This did not include any numbers if the station area was built. This is very very misleading and I believe is treating the neighborhood as if we do not have intelligence. Later at the open house WSDOT said the number was 25 trips per hour. This is a very very large difference. If the station area is built the numbers would be in the hundreds of trips a day. WSDOT would not invest in a drop off location if only 25 people were using in a day. If it was only 25 trips a day it could be accessed from 85th with out a problem. The reason given at our meeting for the 87th street location was because of the close location to the Kirkland Corridor. This does not make any sense because cars are not allowed on the Kirkland Corridor. There is already a bike and walking path planned. They chose to invade the neighborhood solely because it was less expensive to use an existing road. This will make my neighborhood a nightmare to get in and out of due to traffic. You never allowed our neighborhood to be part of any discussion on the pick up and drop off location. Every plan we were shown of the actual station never showed a pick up and drop off. When it finally showed up on a plan we were told it was too late for any public input. This is not fair to your neighborhood and I feel very mislead by both the City of Kirkland and WSDOT. You should have told us from the start. It appears that it was always planned for this location but just like the water retention pond you did not release the information to the public. Then when it was released you told us it was too late to comment.

I would also like to bring up where will all the children go to school when all the station area is built. My kids had class rooms in portable buildings because of the over crowding in the lake washington schools. I was active in their education and saw first hand that we needed new facilities. Now you are adding much more than 6000 google employees. You will have to plan for everyone that works or will live in this area. That means that the children currently in the school district will have to pay the price for more over crowding and lack of facilities. We have a teacher shortage even if we can find a way to build class rooms. My children are now grown and thru the system but I fear for what is to come on both the cost of building new facilities and finding teachers for these facilities. The building of new schools are funded by increases to property taxes for the area. You will ask us to pay even more.

I realize that the main reason that the station area is desirable to the planning commission and city council is due to the 10 percent affordable housing associated with any multi family build in the area. We are not guaranteed and anything will be built in the near future. Even if it is built, our infrastructure will not be able to handle the amount of people and traffic. Our downtown core has one on ramp to 405. Bellevue downtown has 3 major on ramps in a 4 block radius. When the first phase of Kirkland Urban was completed the city put traffic calming on 85th. All this did was change the traffic pattern to have cut thru traffic use the norkirk and highlands neighborhoods as an alternative. The traffic now all comes up 7th street. In the mornings I can wait for up to a half hour just to get on the freeway in my own neighborhood because of the cut thru traffic. I realize that you will be putting in traffic circles but this is absolutely unfair to the highlands and norkirk neighborhoods. When the new phases of Kirkland Urban open up we will have even more traffic. When the Lee Johnson / Google campus opens we will be inundated with off site parking and additional pick up and drop off traffic. If I am reading the plans correctly, it appears we will be loosing lanes on 85th street for additional bike and walking lanes. I will tell you biking up 85th is not something anyone is going to want to do. We have to get to work. I can not bike to work and there is not bus service to the multiple locations that I have to go to every day. I realize that google employees are encourage to bike or ride the bus. It does seem that the higher the income the less likely you will be to ride the bus. With google paying signing bonuses and over 100 thousand dollars a year to graduating college students I have a had time believing they will ride the bus to work. My fear is that they will park 10 to 15 blocks away and then ride their bike the last stretch. This has happened in other areas of mass building with limited parking and infrastructure.

Lastly I would like to point out that it is absolutely conflict of interest for Commissioner Rutherford to vote on anything concerning property being purchased by Google. What are you thinking. This is directly against any code of ethics. It does not matter how he votes nor does it matter if he thinks he can be objective, he works for google. Google is buying

the property that is at the core of the most controversial part of the station area. It is against all code of ethics to allow an employee of google be a part of the vote for this phase of the station area. I can not believe that he did not recuse himself. It is not the point that you can be objective it is the way the public will view this vote. It will come off as tainted and you will have Kirkland residents upset that a Google employee was allowed to voice his opinion and also allowed to vote on zoning for a google campus.

I appreciate all the work on this plan but I do hope that you look at all the negative attributes that will be affecting our neighborhoods before you approve the plan. We deserve that as current residents. I feel that we are taking the lion share of the damages that will be part of this plan and the most of our concerns have been glossed over by the planning commission and city council. This plan should not just be for Google jobs and income to the city. We need to look at how the current residents, future residents, schools, and infrastructure will be affected. The negatives need to be more balance with the positives. Right now our neighborhood is not receiving many of the positives.

Thank you,  
Joseph Rene

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 7:54 PM  
**To:** Allison Zike  
**Subject:** FW: Comment for station hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Carl Reusser <carlr@sierraind.com>  
**Sent:** Thursday, June 9, 2022 6:45 PM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Comment for station hearing

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City council,

I am writing to oppose the design of the station plan area. The height and designs are disgusting and will make this area look like some low rent urban center with no regard of aesthetics or community feel.

This will also price out ordinary people who are trying to buy around here and only welcome transplants who're already causing a housing crisis here.

And that's not even to bring up how horrid traffic already is and the catastrophic increases in it that this will cause.

Aren't you supposed to make this city better? Because you seem dead set on making it worse with this.  
Get [Outlook for iOS](#)

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Winn Richardson <winnrichardson@gmail.com>  
**Sent:** Thursday, June 9, 2022 2:07 PM  
**To:** Planning Commissioners; Allison Zike  
**Subject:** 116th/87th roundabout

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a Kirkland highlands resident and unfortunately have only just become aware of the city's plans to include a "kiss and ride" on 116th. I would like to go on the record, with my husband Richard Eide, as being in strong opposition to the project for a number of reasons. Maily, this is a residential neighborhood that shouldn't have to include transportation. There are plenty of commercial zones available on the east side of 405 and there is also already a park n ride south of 116th and 87th that is near commercial buildings not residential.

The 116th/87th intersection is already congested and it is only used by Norkirk and Highlands neighbors. Bringing in cars, buses and people will add to the traffic, noise and the overall unpleasantness that comes with projects like these. People live in this neighborhood and will not appreciate this new addition. I do not understand how a residential neighborhood can now be zoned for transportation.

I will be in attendance tonight via ZOOM and I hope to hear more about this as well as the other proposed changes on the 85th project. If I need to go on record now for that too, I am opposed to the new building size proposals and have so many questions about what affordable housing really means and how these schools are going to get funding for the additional space they will need. It took years to get a bond passed to rebuild Peter Kirk Elementary.

Regards,

Winn Richardson

**From:** Alan B. Rosdahl <abrosdahl@comcast.net>  
**Sent:** Thursday, June 9, 2022 12:53 PM  
**To:** Allison Zike  
**Subject:** Rezoning Lee Johnson parcel(s)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a long time North Rose Hill resident, I want to voice my concerns about the possible rezoning of the Lee Johnson area to up to a height limit of 250 feet. The proposed change would completely change the character of Kirkland which many of us have come to love and enjoy. Even worse, the strain on infrastructure would be unacceptable. Traffic alone, on 85th is already a nightmare at certain times of the day. I can't imagine the impact of adding thousands of new employees.



**From:** Matthew Sachs <matthew@sachsfam.org>  
**Sent:** Sunday, June 5, 2022 9:50 AM  
**To:** Neal Black; Planning Commissioners; Allison Zike  
**Subject:** I support the Station Area Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a resident of the Highlands neighborhood and the Station Area, I support the Station Area Plan, including the Pick Up / Drop Off area with access at 116th Ave NE & NE 87th St. I'm glad that the Highlands can be a part of providing access to the Station, and have confidence in the City's ability to monitor traffic and parking impact and implement mitigations if they prove unduly burdensome.

**From:** Aimee Sixel <asixel@yahoo.com>  
**Sent:** Wednesday, June 8, 2022 8:41 AM  
**To:** Planning Commissioners; Allison Zike  
**Subject:** Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission members:

I am writing to ask that you **do not** approve the proposed building height at the current Lee Johnson site to 250 feet.

In my opinion there are several reasons why this height should not be approved, but I would like to mention 2 specific reasons.

First, the detriment of the character of Kirkland. There is a reason the residents have chosen to live in our city -it is not Bellevue. If tall buildings were important, we would be living in a city that currently has towering offices and condo buildings. Most people enjoy the quaintness and charm of our city. Neighbors adjacent to the Lee Johnson site will be dwarfed and in the shadow of the proposed Google Towers.

Second, traffic. It is my understanding that the proposed Google Towers would employ thousands of people with the site adjacent to 120<sup>th</sup> St. This street will not be able to handle the additional traffic. The proposed "main street" concept for 120<sup>th</sup> does not substantially increase the road capacity for cars. It does create sidewalks and bike lanes, but the reality is that most professional people do not walk or ride bikes to their office. Additionally, 85<sup>th</sup> St does not appear to have an increase in its capacity either. All I envision is a huge bottleneck at 120<sup>th</sup> and 85<sup>th</sup> because that is the current situation, and no additional car lanes are currently proposed.

It is disappointing that more outreach has not been done to engage community members in such big changes to our city. The recent flyer was received less than a week before the meeting on June 9<sup>th</sup> and it did not depict any structures of the height proposed. This is misleading and untruthful.

Again, I am writing to ask that you **do not** approve the proposed building height at the current Lee Johnson site to 250 feet.

Best – Aimee Sixel

Highlands neighborhood

**From:** rsnell2@comcast.net  
**Sent:** Wednesday, June 8, 2022 9:00 PM  
**To:** Planning Commissioners; Allison Zike  
**Subject:** Support Kirkland's High Performance Building Standard as a baseline for the 85th St Station Area Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Members of the Kirkland Planning Commission:

My name is Ron Snell and I am a long-term resident of Kirkland. I want to express my strong support for applying Kirkland's High Performance Building Standard as the baseline for development in the 85 St Station Area Plan, which states; "Demonstrate that buildings are all electric. Excepted from this requirement are gas commercial cooking appliances provided a corresponding and appropriately sized electric outlet and all related infrastructure is provided".

There are numerous community benefits for requiring 100% electric buildings, including the elimination of gas as an energy source, which results in the reduction of greenhouse gas emissions that impact our climate, as well as addressing health and safety concerns. It is very important to note that for gas stoves, their use releases toxic gases, including Nitrogen Oxides (NO<sub>2</sub>), which are harmful to human health. In some cases, homes with gas stoves can produce levels of NO<sub>2</sub> which exceed EPA outdoor air quality standards. Children who live in a home with a gas cooking appliance are 40% more likely to suffer from respiratory conditions, such as asthma, than those in an all-electric home.

The good news is that electric stoves, including electric induction stoves, are cleaner. Induction stoves can also provide a superior cooking experience when compared with gas stoves. Induction stoves heat up much faster and can boil water more quickly. Cooking temperatures are much easier to regulate on induction stoves than gas. Induction stoves also are safer to use than gas. Working on a magnetic principle that heat cooking wear by contact rather than using radiant heat, the surface on an induction stove is cool as soon as a pot is removed from the stove. This is a relief to parents of young children, who do not have to worry that small hands may unintentionally be burned by a bare but still hot stove top. Builders who want to give their new owners and tenants superior cooking technology will install induction stoves in new buildings.

I strongly urge the Kirkland Planning Commission to give Kirkland a cleaner, healthier, safer, and more sustainable environment by approving the High Performance Building Standard as the baseline for the 85<sup>th</sup> St Station Area Plan.

Thank you for your consideration,

Ron Snell  
Kirkland, WA  
[rsnell2@comcast.net](mailto:rsnell2@comcast.net)

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 7:53 PM  
**To:** Allison Zike  
**Subject:** FW: Place Phase I to a vote of the property owners in Kirkland

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

From: William Steele <bill@automotivevelocity.com>  
Sent: Thursday, June 9, 2022 6:58 PM  
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>  
Subject: Place Phase I to a vote of the property owners in Kirkland

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Council and Planning Commissioners,

Thank you for the opportunity to express the voice of the tax-paying long-time residents of Kirkland.

The City of Kirkland, working in concert with Dow Constantine's office, has been quietly working to transform the character of Kirkland. My comments may seem inflammatory, but they are factual. There have been opportunities for public comment scheduled with full knowledge that the residents of Kirkland are devoid of an informational source.

The largest audience was 27 people; at least half were Google proponents with skin in the game. The city website reported that over half the attendees approved the rezoning plans. Let's place this on a ballot.

Kirkland has a unique small-town character and plays an essential part in the diversity of the Eastside. Plans to alter that character run against the best interests of Kirkland and its tax-paying population. The Eastside needs to protect the only waterfront town with easy access for all the people of King County, Washington State, and its tourists.

The 85th Street corridor and the infrastructure required to handle the traffic and construction will come at an unsupportable cost. This cost will not only put a burden on the city utilities but the tax-paying population. At this time, Kirkland's maintenance and utilities cannot service the current demand. In addition, an expansion in line with Phase 1 will place an excess load on the building and planning departments, the fire and police departments, and the ability to provide K1 through 12 education to our children resulting in higher taxes.

Traffic on the 85th street corridor at the I-405 intersection is already stressed, and adding additional traffic and construction spread over the next 20 years will not ease this congestion. Is there a plan to mitigate the additional congestion during this 20-year transition?

Let's be practical about this and come to terms with the fact that Inclusion and Diversity will not be the product of this expansion. Instead, it will foster exclusion. Average Kirkland taxpayers have seen their property taxes double over the past four years without an increase in services. The Kirkland landscape has transformed from a melting pot of families from all walks of life into a tech-worker-only city. How many of Kirkland's city employees can afford the Kirkland lifestyle now? How many will in the future? The city employees are being priced out and replaced by tech workers from foreign countries. This transition creates inverse diversity where the fabric of the community is lost.

One last point is that public transportation is a failure, and empty articulated buses driving aimlessly through our streets are not serving our communities. Instead, an overhaul of the transit system needs to take place. Part of this solution may be the light rail. But, is there a need to add infrastructure, hoping that the light rail will support the cost? No, we should build the light rail and then allow the infrastructure to transform naturally, based on need.

In summary, the City of Kirkland and the City Council have been working behind the scenes to transform the community profile without the consent of the citizens. The city is biting off more than it can chew and is virtue signaling to justify its lack of transparency. Whether this radical change to Kirkland is being pushed upon us by King County or our elected officials' fault does not matter. It is not in the best interest of Kirkland and the citizens that chose to live here.

Thank you,

Bill  
Kirkland Property Tax Payer

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

**From:** OUR Kirkland <noreply-kirkland@qscend.com>  
**Sent:** Thursday, June 9, 2022 9:36 AM  
**To:** Allison Zike  
**Subject:** A new Service Request has been created [Request ID #18950] (85th Station Area Plan) -

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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

Service Request Details	
<b>ID</b>	18950
<b>Date/Time</b>	6/9/2022 9:36 AM
<b>Type</b>	85th Station Area Plan
<b>Address</b>	Kirkland
<b>Origin</b>	Call Center
<b>Comments</b>	<p>Dear City Council:</p> <p>I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p> <p>Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and</p>

faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.  
Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.  
The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.  
Thanks.

A concerned resident,  
Leo

**Submitter** Teng, Xue  
Kirkland, WA  
tengxue228@gmail.com

[View in QAlert](#)

---

**From:** Jeremy McMahan  
**Sent:** Thursday, June 9, 2022 3:53 PM  
**To:** Allison Zike  
**Subject:** FW: Comments for the 7/9/22 Station Area Plan Public Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

**From:** Melissa Thirloway <thirloway@gmail.com>  
**Sent:** Thursday, June 9, 2022 3:32 PM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Cc:** Jeff Thirloway <jlthirloway@msn.com>  
**Subject:** Comments for the 7/9/22 Station Area Plan Public Hearing

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

Thank you for sending the pamphlet that describes the vision and goals for the upzoning on NE 85<sup>th</sup> St and nearby areas. The plan has some excellent goals and it's obvious many people have been working hard on developing this plan.

We have been residents of Kirkland since 1980. We love this community and are concerned about the proposed 85th St. changes.

We understand that Google intends to build four 250' tall office buildings on the Lee Johnson site well before the new transit station is ready to transport additional workers into and out of the area. We think it is irresponsible to increase traffic and congestion without concomitant improvements in our public transportation system. The strain of the current high school and commercial traffic, particularly at peak hours, is already problematic, without 7,000+ additional workers moving about that area.

We also believe 250' tall buildings are a shocking increase in size over anything on the 85th St./Central Way corridor, and will change the character of this part of Kirkland in unexpected and damaging ways.

We see that the plan includes enlarging schools instead of adding new schools and playfields. We believe this will result in harmful consequences to students who will be robbed of the opportunity for healthy competition in sports and academics, as well as the more individualized attention that smaller academic communities afford. We are also concerned about overusing the existing playfields in ways that would limit participation in sports and recreational events. We think the quality of education in Kirkland will be compromised, and request that we maintain the current school size and school amenities to student ratio.

Some of the projections of new buildings in the city's mailer show large, box-like structures, reminiscent of the kinds of buildings we have seen go up in other communities (e.g., Redmond). We find this style of building to be oppressive, overwhelming and unwelcoming, more like a hive for worker bees and not an inviting, diverse community. We believe Kirkland has retained much of its character over the years through multi-faceted facades and inviting courtyards in public/commercial places and hope those architectural standards will be applied throughout this project.



We would appreciate your consideration of our comments and hope that compromises can be found to address our concerns.

Thank you,  
Melissa and Jeff Thirloway  
235 10th Ave W  
Kirkland, WA 98033

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

Dear Members of the Kirkland Planning Commission:

Thank you for the opportunity to comment on the 85<sup>th</sup> Street development plan.

I have practiced cardiology in our community for twenty years and currently serve as the President of Washington Physicians for Social Responsibility and as a King County Representative to the Washington State Medical Association House of Delegates.

I am asking you to center human health impacts in your decision-making about this project. When we do so we can only conclude that all new construction should use 100% electric space heating, 100% electric water heating, and 100% electric cooking.

We know about the health impacts of climate change (extreme weather, drought, famine, floods, insect borne diseases). We know that that current generation electric heat pumps create fewer CO2 emissions than gas heating, even if the electricity is generated by burning gas. Therefore there is no rational choice in new buildings but to rely completely on electricity to heat buildings.

We have had years of purposeful deceptive conditioning by the gas industry to make us believe that cooking with gas stoves was clean and superior to electric stoves. We now know that the levels of toxic pollutants generated by gas cooking, particularly nitrogen dioxide, reach levels indoors that would be banned by the EPA if found outdoors. We know that children who live in homes with gas stoves have a 40% higher prevalence of asthma symptoms than children who live in electric stove homes. We know that nitrogen oxides also contribute to the risk of heart attack, stroke and dementia in adults.

Last fall the Washington State Medical Association passed a resolution declaring burning gas a health risk and calling for policies to reduce its use.

The State Building Codes Council knows this as well. That is why they updated the code for larger multi-family and commercial buildings to require all electric heating and to be compatible with electric cooking. In essence this allows the builder to install gas stoves so long as the option for a retrofit to electric is available later. It makes absolutely no sense given what we

currently know to install a gas appliance now that will need to be removed later. I am asking you to go a step further and have no gas use whatsoever in the commercial and residential spaces of this development project.

Thank you for considering.

Mark Vossler, MD

**From:** John Weale <jweale@gmail.com>  
**Sent:** Thursday, June 9, 2022 12:18 PM  
**To:** Planning Commissioners  
**Cc:** Allison Zike  
**Subject:** Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I support increasing the proposed height bonus allowance to 250' for the commercial zone East of and adjacent to I-405. Zoning shapes the city for the next generation and we have to choose: Will Kirkland be primarily a bedroom community for millionaires driving to Seattle and Bellevue, or a community where people can live *and* work? My preference is for the latter, a community that is not chained to commuting, stuck in inevitably worsening congestion. To make that happen, we need a balance of housing and office space *here*.

The proposed station area is the right place for higher density - next to a busy freeway and adjacent to the new station on the protected right-of-way I-405 transit lanes. If a private developer wants to spend their money to build a highrise office here, I support it. It's a good use of what is already paved over and built commercial land. I would also support extending the 250' allowance to the North of 85th.

I greatly value the opportunity to provide more housing. Apartments next to a busy road are certainly not everyone's preference, but that is *why* they have a natural tendency to become the more affordable housing over time. Nothing is affordable when new, but the market rate unit today is the affordable unit of tomorrow after the granite counters are a bit stained and the lobby rug worn. And studies are pretty clear that adding any housing to supply, even high market rate housing, helps hold down rent increases for everyone. Supply and demand works.

There are too many excellent features of the proposed plan that I see improving our community and softening the inevitable impacts of this region's growth over the decades, but the final item I wish to comment on is parking. Please minimize it. If you build it, they will come - build workspaces, homes, and shops and people and families will come to join and enrich our neighborhood. But build parking spots, and cars and traffic will come. The rapid transit station is the justification - a powerful justification - for the increased density. Bake that justification into the bones of what is allowed. Minimal parking with resident permits to protect street parking (as is done around hundreds of mass transit stations around the country). If thousands of office workers rely on the new transit station to get to work, because there isn't a pit of free parking to attract their traffic, their weight of numbers will ensure it will become the well cared for, maintained, and developed asset it should be for our community.

(Resent with corrected Subject line)

Sincerely,  
John Weale  
South Rose Hill  
126th AVE NE & NE 75th St



**From:** Steve Wilhelm <stevellen95@comcast.net>  
**Sent:** Friday, June 3, 2022 5:39 PM  
**To:** Allison Zike  
**Subject:** Please make 116th Ave. NE sound barriers higher with NE 85th Street Station Area Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Allison,

I hope you're well, and we've corresponded before on some questions about South Rose Hill, where my wife and I live. Our address is 7510 117<sup>th</sup> Ave. NE.

I'm very much a transit person, and I think density around transit is a positive, so you have my support for the NE 85<sup>th</sup> Street Station Area Plan.

Here's my request:

While you're investing in the area, could you please raise the sound barriers along 116<sup>th</sup> Ave. NE, in particular between the corner where NE 80<sup>th</sup> turns into 116<sup>th</sup> Ave. NE, and to the south where NE 70<sup>th</sup> crosses I-405?

I've spoken with WSDOT engineers, and they have said they should have built that old section of the sound barrier higher, 30 years ago, acknowledging that it's lower than the section to the north.

It's very loud in our neighborhood, especially when the wind is from the south, so that sometimes my wife just wants to move away. Heightening the barriers would be helpful to her, and also to future people living to the east (and uphill) of the freeway.

Thank you.

Also, am I correct that zoning in our immediate neighborhood is to remain at RS 7.2?

Thank you,

Steve Wilhelm  
206-819-5286

**From:** John Zemlin <johnz@zemlins.net>  
**Sent:** Wednesday, June 8, 2022 7:55 PM  
**To:** Planning Commissioners  
**Cc:** Allison Zike  
**Subject:** Public Comment for Station Area Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION/EXTERNAL:** This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I live in Norkirk neighborhood at 633 12<sup>th</sup> Ave. A question I have is about noise mitigation from the new elevated highway.

- Will there be any noise reduction measures taken when elevating the new highway?

John Zemlin  
425-736-2375 cell