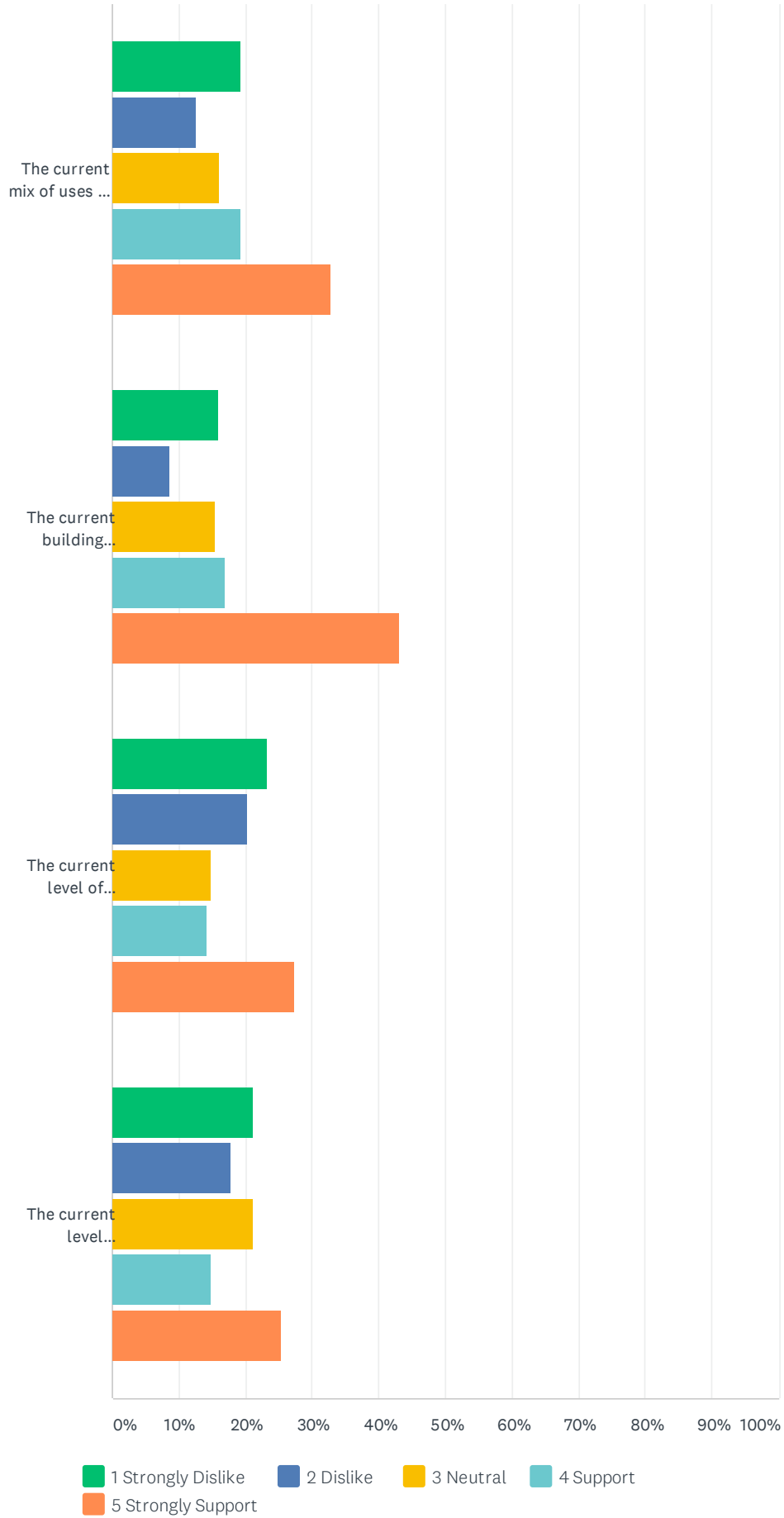


Q1 The no action alternative assumes no planning adjustments to accommodate the growth which the Eastside is experiencing. Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for:

Answered: 401 Skipped: 7

Kirkland NE 85th Street Station Area Plan - Survey

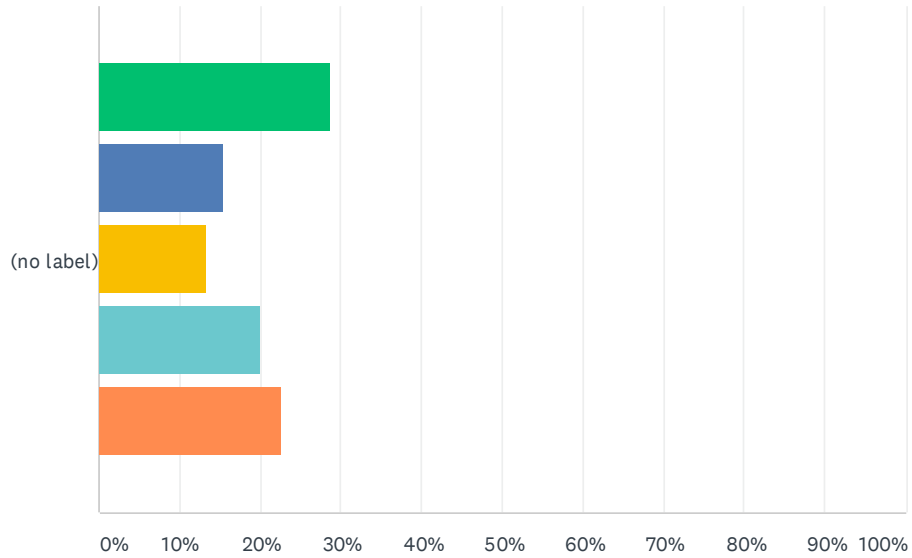


Kirkland NE 85th Street Station Area Plan - Survey

	1 STRONGLY DISLIKE	2 DISLIKE	3 NEUTRAL	4 SUPPORT	5 STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
The current mix of uses in the Station Area	19.20% 77	12.47% 50	16.21% 65	19.20% 77	32.92% 132	401	3.34
The current building heights in the Station Area	15.96% 64	8.48% 34	15.46% 62	16.96% 68	43.14% 173	401	3.63
The current level of mobility features in the Station Area	23.25% 93	20.25% 81	14.75% 59	14.25% 57	27.50% 110	400	3.02
The current level environmental features in the Station Area	21.05% 84	17.79% 71	21.05% 84	14.79% 59	25.31% 101	399	3.06

Q2 How confident are you that the existing zoning and mix of uses will be able to accommodate Kirkland’s continued growth in an Equitable, Livable and Sustainable fashion? Indicate your level of confidence on a scale of 1 (Not confident at all) to 5 (Very confident).

Answered: 395 Skipped: 13

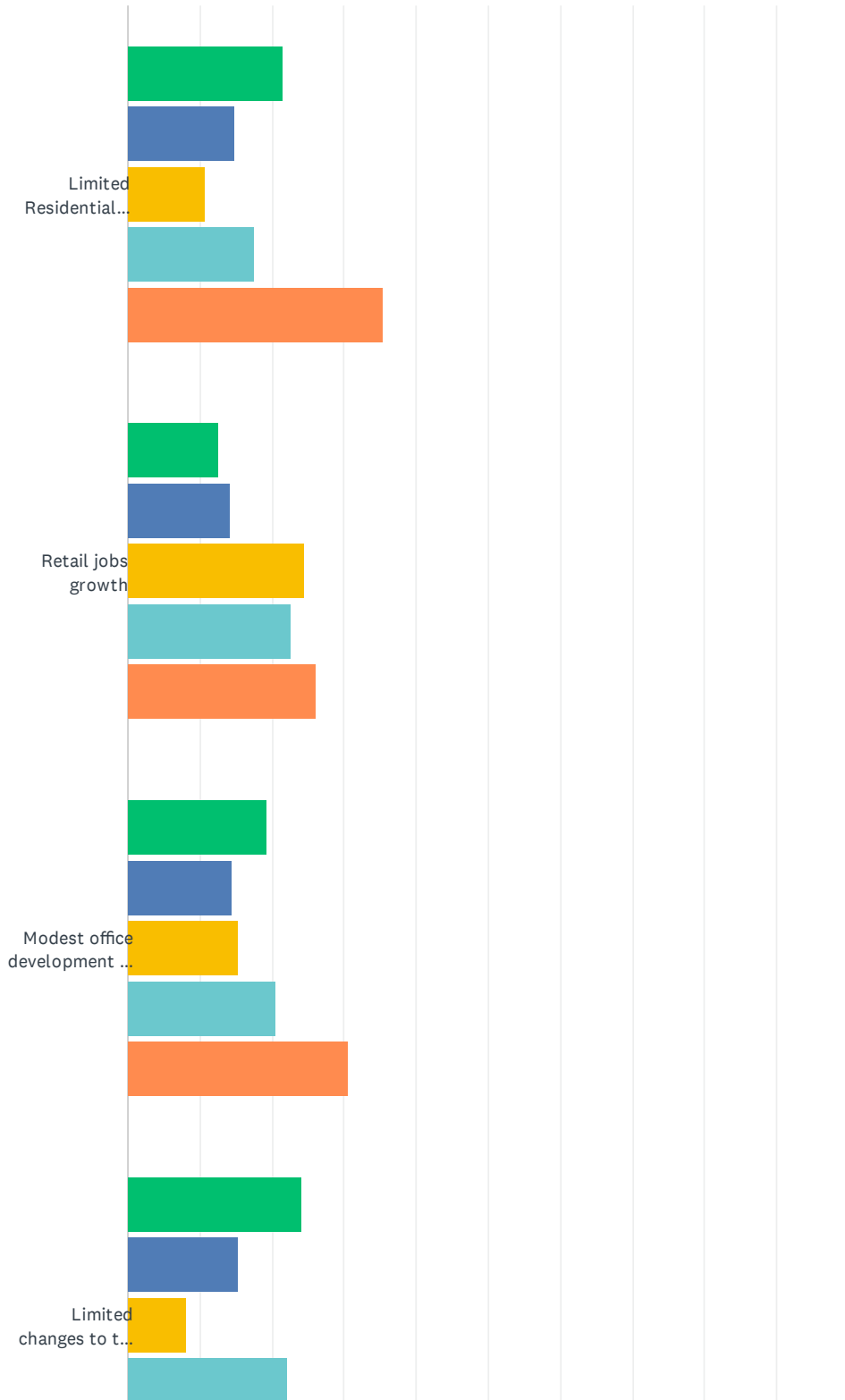


■ 1 Not confident at all
 ■ 2 Somewhat not confident
 ■ 3 Neutral
■ 4 Confident
 ■ 5 Very confident

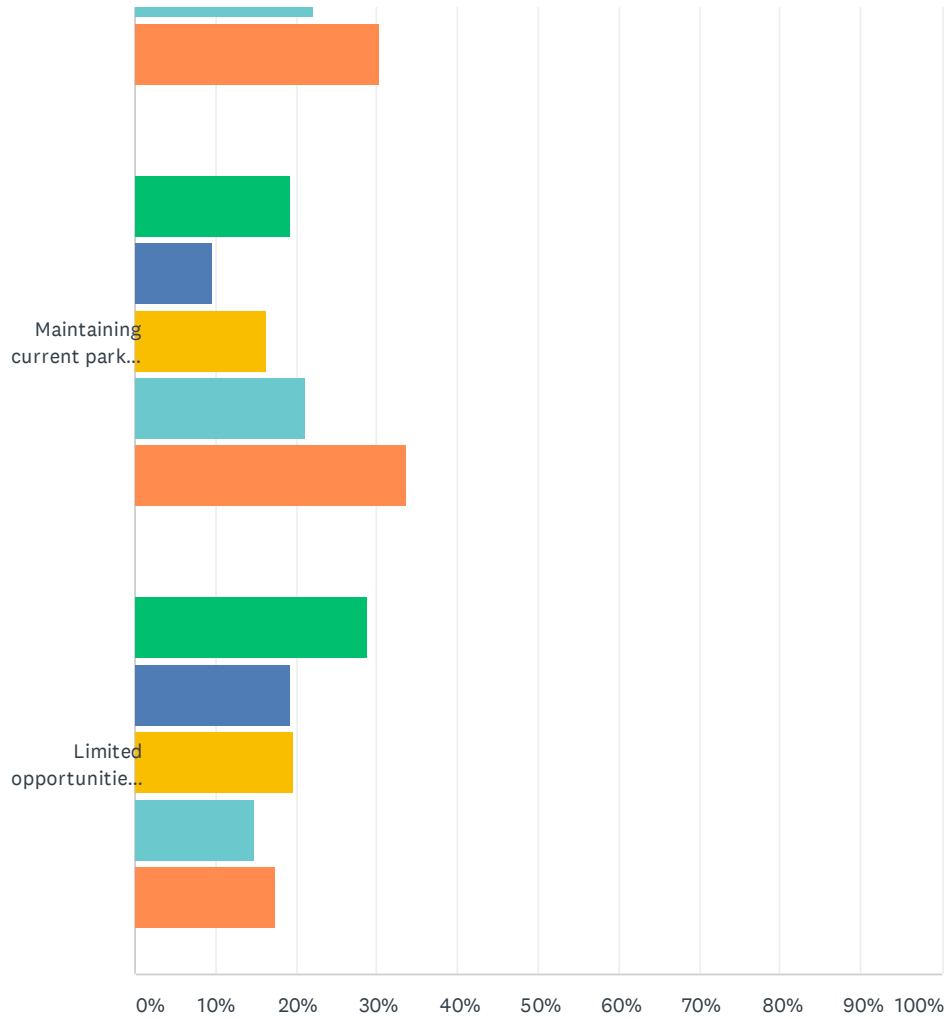
	1 NOT CONFIDENT AT ALL	2 SOMEWHAT NOT CONFIDENT	3 NEUTRAL	4 CONFIDENT	5 VERY CONFIDENT	TOTAL	WEIGHTED AVERAGE
(no label)	28.61% 113	15.44% 61	13.42% 53	20.00% 79	22.53% 89	395	2.92

Q3 Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following aspects of the Alt 1 - No Action plan.
Note - these are likely outcomes based on what existing policies and regulations already allow in the Station Area

Answered: 397 Skipped: 11



Kirkland NE 85th Street Station Area Plan - Survey



■ 1 Strongly Dislike
 ■ 2 Somewhat Dislike
 ■ 3 Neutral
■ 4 Somewhat Support
 ■ 5 Strongly Support

	1 STRONGLY DISLIKE	2 SOMEWHAT DISLIKE	3 NEUTRAL	4 SOMEWHAT SUPPORT	5 STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Limited Residential Development	21.48% 84	14.83% 58	10.74% 42	17.65% 69	35.29% 138	391	3.30
Retail jobs growth	12.60% 49	14.14% 55	24.42% 95	22.62% 88	26.22% 102	389	3.36
Modest office development (up to 6 stories) in Rose Hill	19.29% 76	14.47% 57	15.23% 60	20.56% 81	30.46% 120	394	3.28
Limited changes to the mobility network, including the new BRT station, and minor upgrades to bike and pedestrian connectivity along 85th	23.98% 94	15.31% 60	8.16% 32	22.19% 87	30.36% 119	392	3.20
Maintaining current parking requirements for new development	19.34% 76	9.67% 38	16.28% 64	21.12% 83	33.59% 132	393	3.40
Limited opportunities for development of new parks or public spaces	28.90% 113	19.18% 75	19.69% 77	14.83% 58	17.39% 68	391	2.73

Kirkland NE 85th Street Station Area Plan - Survey

#	DO YOU HAVE ADDITIONAL COMMENTS ON ALT 1 - NO ACTION?	DATE
1	It appears not to keep up with growth and ONLY benefits commerce	2/20/2021 6:57 PM
2	No construction in this area, no more building, make use of downtown space. 85th Street to 405 and to Costco and beyond is already stretched beyond capacity. And you want to add more buildings? Why?	2/19/2021 5:33 PM
3	The current zoning enables significant improvements in the area.	2/19/2021 12:04 PM
4	We need to do something.	2/18/2021 6:44 PM
5	the current traffic on 85th is already high density; this plan closest to honoring Kirkland to be carbon neutral; increase in housing density will impact traffic in the designated area and side streets as well as schools;	2/18/2021 5:19 PM
6	All development must mitigate noise to residential neighborhood	2/18/2021 3:19 PM
7	Keep growth strictly limited to preserve levels of service and quality of life for Kirkland	2/18/2021 2:19 PM
8	This is the head in the sand option. Absolutely unacceptable. It will do nothing to accommodate the growth Kirkland will see and it would be a hugely wasted opportunity to create a blueprint for how to take advantage of transit oriented development. Parking minimums should be eliminated for this project.	2/18/2021 12:26 PM
9	I love my city. I am looking forward to starting a family here. Kirkland is appealing because it has a small town feel, and a real sense of community. That is the draw for others to move to Kirkland. If we allow crazy growth, it will lose it appeal for it's resident families. There is plenty of support in this city from current residents. With growth and building comes trash, congestion and crime. It is my hope that current residents aren't pushed north to maintain that small town, family community. If you don't build it, they won't come.	2/18/2021 10:50 AM
10	Needs more bike and ped improvements. Not sure what the current parking reqs are, but they should require adequate parking for employees, residents. Keep parked cars off the roads, put them in lots.	2/17/2021 9:48 PM
11	building height needs to be 3 stories max on Rose Hill	2/17/2021 2:36 PM
12	6 story buildings do NOT belong on Rose Hill	2/17/2021 2:19 PM
13	I no longer support high density residential (and especially not owner occupied). We have more than enough stock within the city. Apartments are not great for a community, add to resident transiency, are a horrible tax base and overcrowd schools and medical services. Apartments also lead to a substandard (unaffordable) quality of life as housing costs continue to escalate with rising rents, never stabilize and provide no asset equity.	2/16/2021 5:27 PM
14	Additional retail jobs growth must be in conjunction with additional housing that is affordable for these employees.	2/16/2021 4:02 PM
15	Alternative 1 is the best option for existing residential neighborhoods.	2/16/2021 2:49 PM
16	too much high density building already in kirkland	2/16/2021 6:51 AM
17	No action fails to address coming growth and seems irresponsible do nothing.	2/16/2021 4:50 AM
18	This sucks so much. Let's move on.	2/15/2021 10:11 PM
19	This is a biased survey with leading questions - certainly can see how you are trying to persuade people. Badly done!	2/15/2021 6:15 PM
20	Traffic and parking are my biggest concerns. The current land area for those things is already limited. HOW can that possibly get better with even more people moving into the area than are already planned for? I just don't see it because limited square feet is limited square feet.	2/15/2021 3:55 PM
21	do not understand the definition of objective and goals at the beginning and how they apply to this survey	2/15/2021 1:33 PM
22	Do not want buildings taller than 6 stories.	2/15/2021 12:13 PM
23	I think that the second alternative is preferable. I would like a walkable, safe, environmentally responsible town that accommodates growth.	2/15/2021 11:25 AM
24	I feel strongly that this is the BEST option for Kirkland.	2/15/2021 10:48 AM
25	Need to coordinate plan with Bellevue; emphasis to include on pedestrian/bike pathways; environmental sustainability design needs to be included	2/15/2021 10:04 AM

Kirkland NE 85th Street Station Area Plan - Survey

26	No action seems unreasonable given the growth.	2/15/2021 9:32 AM
27	West side of study area is already a perfect neighborhood, please don't change it	2/14/2021 11:16 PM
28	No tall buildings please!	2/14/2021 9:25 PM
29	Please stop trying to make Kirkland another Bellevue. Families who moved here 15 years ago because it was a nice community are being forced out because it is too expensive.	2/14/2021 4:30 PM
30	Best option! Don't turn Rose Hill into a downtown Redmond- we don't want more crime!	2/14/2021 4:21 PM
31	Don't ruin Kirkland by building 6 story buildings. That's what Bellevue is for!	2/14/2021 4:17 PM
32	Do NOT raise the height restrictions and turn Rose Hill into mini Bellevue or Redmond. Your self interests and bias in this survey are glaring.	2/14/2021 4:01 PM
33	Keep open spaces, parks, bike access. Eliminate high occupancy and building more than 5 stories.	2/14/2021 3:50 PM
34	Stop bldgs anything over 5 stories. You are letting Kirkland turn into Bellevue. Kirkland is a quant community. Leave it the way it is. DO NOT CHANGE 85th and 405	2/14/2021 2:10 PM
35	There is still a large amount of growth that can happen from building up to limits vs what is currently built.	2/14/2021 1:45 PM
36	traffic horrible at this entrance & exit at 85th & I405. We do not need further development in this area. We have plenty of unused office and apartments in downtown Kirkland that are already over the height requirements. Once these places are filled we will have even more traffic on the same roads that have been here since I moved in 18 years ago. It is ridiculous to think traffic and ongoing pollution from same will not continue to get worse and worse since nothing is planned to expand any roadways in downtown or i405.	2/14/2021 1:07 PM
37	The alternatives call for rezoning PLA 5A, B, C, & D, changing the mostly residential area to mixed use, and substantially increasing the allowable heights of the buildings, from 4 . I am strongly opposed to this, especially increasing the allowable heights. When Urban went in, and got increased height rezoning, I knew that this would eventually be proposed for our mostly residential area, which happens to abut Urban. Again, I am strongly opposed to a change in height allowances. The office park next to my condominium complex were grandfathered into our residential area but were zoned residential. They wanted spot rezoning to allow them to upgrade their office buildings, which the residents were not in favor of. Instead of going to court over this, we met with the city and the owners of office park and we came up with a compromise that spot zoned their lot so they could do that. If the city significantly changes the zoning in our area, I'll feel that the compromise we negotiated in good faith was taken advantage of. For office building, such as the Google\FileNet building, at 720 4th Ave, their existing zoning\height is enough. The residential residents of our neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness. Also, I don't know how this potential change in zoning was made known to the public, but none of my neighbors knew about this until early February, and from what I've read, this has been in the works since early 2020. Also, the information, especially the charts\images in https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan are virtually impossible for a color blind person, such as myself, to read. It is not accessible to the 10% of men who are color blind.	2/14/2021 12:31 PM
38	Affordable housing is important, regardless of other action.	2/12/2021 4:57 PM
39	This is the best alternative as the BRT is a giant misuse of taxpayer money.	2/11/2021 3:37 PM
40	Not in support of this option.	2/8/2021 4:44 PM
41	I am concerned that this alternative will not score highly under the current objectives. I think the objectives need to be revised.	2/8/2021 2:28 PM
42	I know we need to accommodate growth but why wasn't this growth accommodated in the redevelopment of Totem Lake where there were minimal residential houses nearby? The 85th St corridor has too many houses nearby to be subject to even the current 6 story allowances.	2/7/2021 2:52 PM
43	More development without a socio-economic and environmental focus in untenable.	2/6/2021 10:39 PM
44	Agree with limiting building height to maximum 6 stories! You will never get back views over the hill if you build.	2/6/2021 10:12 PM
45	Best option for Kirkland	2/6/2021 9:35 AM
46	Since school funding isn't considered as a priority whatsoever, the livability of any plan to increase housing is absurd.	2/5/2021 11:24 PM

Kirkland NE 85th Street Station Area Plan - Survey

47	Stop building such "Mega" structures	2/5/2021 10:06 PM
48	<p>I think Alt 1 is the best compromise between supporting job opportunities in the Kirkland area and maintaining the livability of residents the neighborhoods. This currently works for us. Adding taller buildings and additional high capacity housing in this commercial area will be DETRIMENTAL to existing Kirkland residents. Ongoing discussions on social media reflect this sentiment for the redevelopment of this area. Alternative 1 would improve the existing infrastructure of water management to what is now with newer technology without the concern of increase water run off as Alternative 2 and 3. I wouldn't take the risk here with Alt 2 and 3. Alternative 1 does not increase the per capita emissions above the existing conditions. Alternative 1 would be minimal impact to existing wetlands and streams. I would choose it for this reason. Under Alternatives 2 and 3, there seems to be substantial impact to habitats such as Forbes Creek and area west of 120th Ave and 90th Street. This is really concerning to me as it could potentially impact the habitats quality of an already existing habitat. These resources are very precious to the neighborhoods now and should be protected as much as possible. I think we should continue with Alternative 1 since it provides the greatest growth for business. We need more business opportunities not housing opportunities. Many small business are struggle to find storefront space. We need more business space for the existing Kirkland residents so they can work and afford to live in Kirkland. I don't like this increase of housing in this area as it takes away for the business opportunities for Kirkland residents to invest business in Kirkland. Residential increase will only causing traffic on 85th and deter customers from 85th street businesses. With increase residential space will also increase the need for parking and most likely forcing an overflow of street park in the nearby neighborhoods off of 85th street which will be an disaster like Seattle neighborhoods. We also need to consider the Kirkland Costco. It is vital business in the Rosehill Neighborhood and SHOULD NOT be negatively impacted in any way. I'm very concerned about the tall building in the alternatives 2, 3 and how it would impact the views of the lake and mountains from 85th street. Our views is one of our defining characters in the Rosehill neighborhood and should be protected. Since Alternative 1 has the least impact I think we should stick with it. I don't like the mid intensity use pass East of 124th approaching into the low density residential. Don't think we should have any tall building pass 124th street. The Alternative 1 building height is more desirable in this sense. I'm not for tall building in this commercial area. We need buffers between residential and tall tower like buildings. At least a block or two transition between tall buildings and residential homes.</p>	2/5/2021 9:50 PM
49	My only comment is that we moved out of apartments in seattle into a neighborhood where families can own houses and have gardens. Im against proposals that will just cram more people into the space	2/5/2021 7:43 PM
50	This will make traffic worse then it already is in this area	2/5/2021 5:38 PM
51	Limit crowded spaces	2/5/2021 4:46 PM
52	A big missed opportunity to maximize the value of the BRT work	2/5/2021 11:18 AM
53	I'm for option 2	2/5/2021 9:20 AM
54	Keep things as is. Support of new parks as land becomes available	2/4/2021 11:52 AM
55	Even 6 story buildings are too high. Major noise issues now. Current traffic is already horrible on 85th Street.	2/4/2021 10:13 AM
56	I live at 921 5th Ave and this plan 1 would allow me to continue living here. I am 79 and can walk to QFC, Library, Kirkland cross county corridore, Kirkland restaurants, boutiques and Lake Washington. I dod not want to lose these living advantages!	2/3/2021 6:03 PM
57	In light of Covid and how rapidly the work and at home environment has has changed I STRONGLY believe the premise, scope and budgetary needs of this project need to be reassessed.	2/3/2021 3:30 PM
58	Alt 1 - No Action would be a terrible outcome for the 85th corridor. The future BRT station needs to be developed to its full potential.	2/2/2021 2:13 PM
59	I do not support this alternative as it does not complement the planned BRT station in 405 or provide strong transportation connections to the surrounding area. It also does not appear to actively work to solve Kirkland's probably related to a lack of affordable housing.	2/2/2021 7:23 AM
60	We have been residents of South Rose Hill for almost 30 years and very much enjoy the current mix of residential, commercial and open spaces. We enjoy a large western view. We are most concerned with the zoning on PR 3.6, on 118th Ave NE, abutting NE 80th St. Currently, this area is light use, low height office space, with minimal traffic impact. We are concerned that a change in this zoning allowing for higher buildings, more density, and more	1/30/2021 10:04 AM

Kirkland NE 85th Street Station Area Plan - Survey

traffic would significantly change the character of the neighborhood, eliminating views, sunlight, and adding traffic to the 118th Ave NE cul de sac.

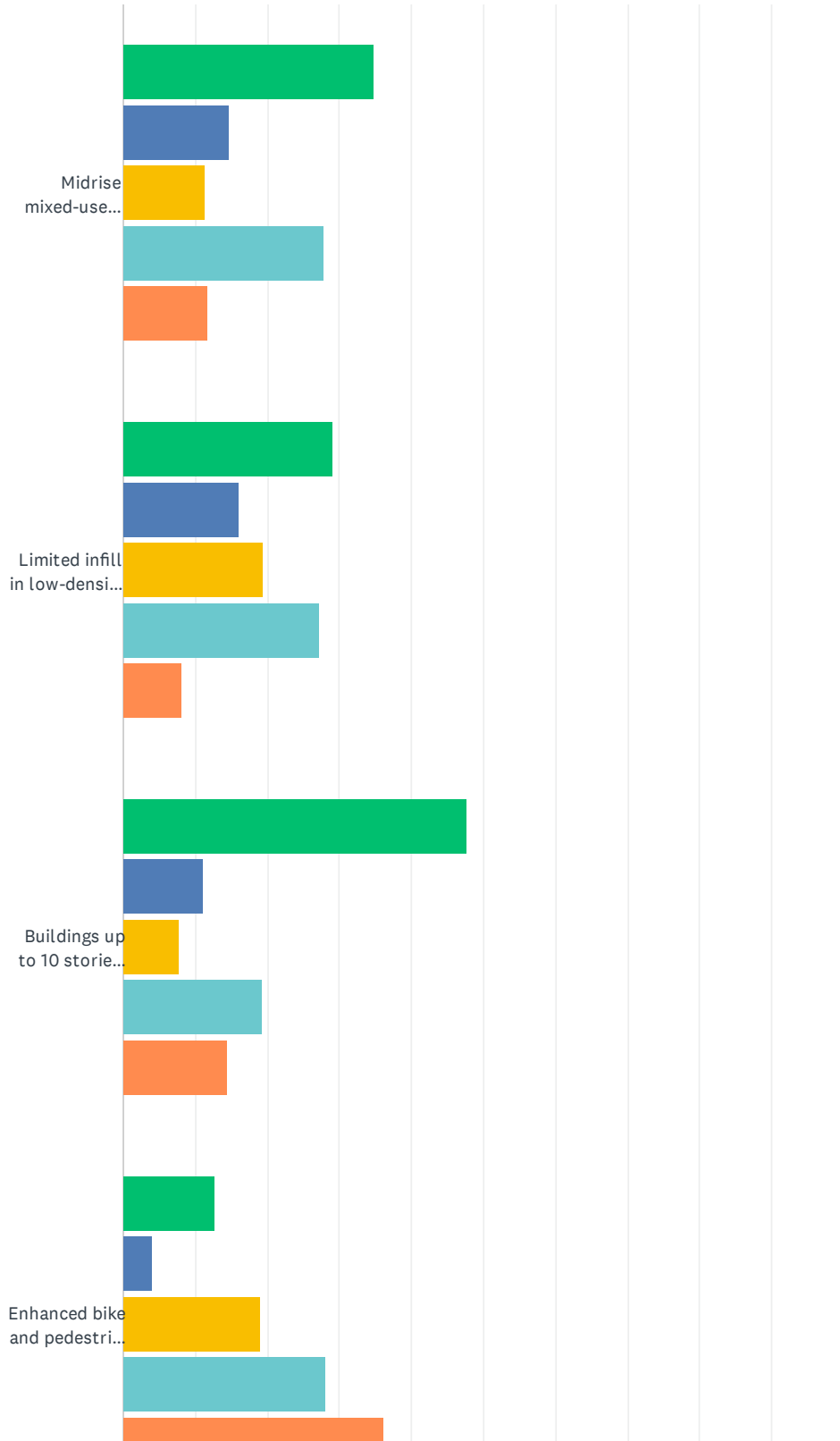
61	living in Kirkland because we don't want to live in a large city like Seattle/Bellevue and only see buildings	1/28/2021 8:08 PM
62	It's clear that No Action is a non-starter. We must embrace change	1/28/2021 7:37 PM
63	Transit center will be built with no parking provided. Adding more traffic by ramping up development will negatively impact the residents who call South Rose Hill home.	1/28/2021 7:00 PM
64	This plan seems to lack the vision for how Kirkland needs to grow.	1/28/2021 5:57 PM
65	It does not permit enough growth in residence or business and misses this one-time chance for economic opportunity and smart growth vs. sprawl. Sprawl causes more traffic from commuting.	1/27/2021 12:37 PM
66	There is a lot of growth already built into the "no action" plan. We as a community could CHOOSE to have more affordable housing no matter which plan moves forward. Low income housing is what is truly needed, not "affordable" housing.	1/27/2021 12:17 PM
67	This option would be extremely shortsighted and is unacceptable.	1/27/2021 11:21 AM
68	I support parks and open spaces. I'm not sure if the question is asking if I want to limit them. I don't support 20 story mixed use buildings if there isn't affordable housing included.	1/26/2021 11:48 AM
69	Improvements to bike/pedestrian accessibility would be great, but we can't support massive building of residential and office here. The traffic is already bad, so this is the best alternative.	1/25/2021 2:30 PM
70	I'm very concerned that Alt 1 does not reduce the Station Area's carbon footprint	1/24/2021 5:09 PM
71	The City needs to leave growth for the future, we are fine now.	1/24/2021 4:40 PM
72	Rose hill is NOT downtown Kirkland. All growth should start in downtown and then grow outward. Rose hill is a "community area" for existing homes in the immediate area.	1/24/2021 3:34 PM
73	East of 405 already has many projects that are ongoing-let's see how that rolls out as to quality of life for the residents	1/23/2021 11:39 AM
74	We need to look at the future with proper planning	1/21/2021 11:12 PM
75	No action is the best option. Kirkland cannot, and should not support the massive increase in population should options 2 or 3 be adopted. Our quality of life will be negatively impacted.	1/20/2021 8:20 PM
76	No action isn't sustainable. People keep moving to Kirkland and to WA, and growth is unavoidable. Pretending that everything can stay the same will be a huge source of long-term problems and drive people out of the area.	1/19/2021 8:12 PM
77	I think we should look forward to be an example of how to integrate progress but make the city for all	1/19/2021 7:53 PM
78	Keeping zoning as-is won't detriment Kirkland significantly. I'm not seeing strong enough reasons to change but will give feedback on the other options and on specific parts.	1/19/2021 4:36 PM
79	Best possible choice	1/19/2021 11:50 AM
80	I don't think this is a good option as it doesn't allow growth based on the value of this station.	1/18/2021 7:26 PM
81	It is my understanding that the RH3 parcel on the N side of 85th has already been approved for mixed commercial and med? density residential... Which I think is a perfect location for it with easy access to the BRT.	1/16/2021 11:58 AM
82	We need to increase zoning to accommodate growth and help with housing costs and transit/commute times	1/15/2021 12:51 PM
83	Not a good idea - traffic congestion is already bad at that intersection.	1/15/2021 8:23 AM
84	additional sidewalk development is necessary for this project.	1/14/2021 9:56 PM
85	Why do we have to combine increased development with changes that are positive for the environment and mobility?	1/14/2021 8:00 PM
86	this is why we moved to kirkland. We did not want a high rise development. We did not want seattle or bellevue.	1/14/2021 5:37 PM
87	Not sure why ST is spending so much on this transit hub given the projected low ridership	1/14/2021 9:32 AM
88	Not an option. The current 85th area is really just an "alley" between Kirkland and Redmond,	1/13/2021 7:41 PM

Kirkland NE 85th Street Station Area Plan - Survey

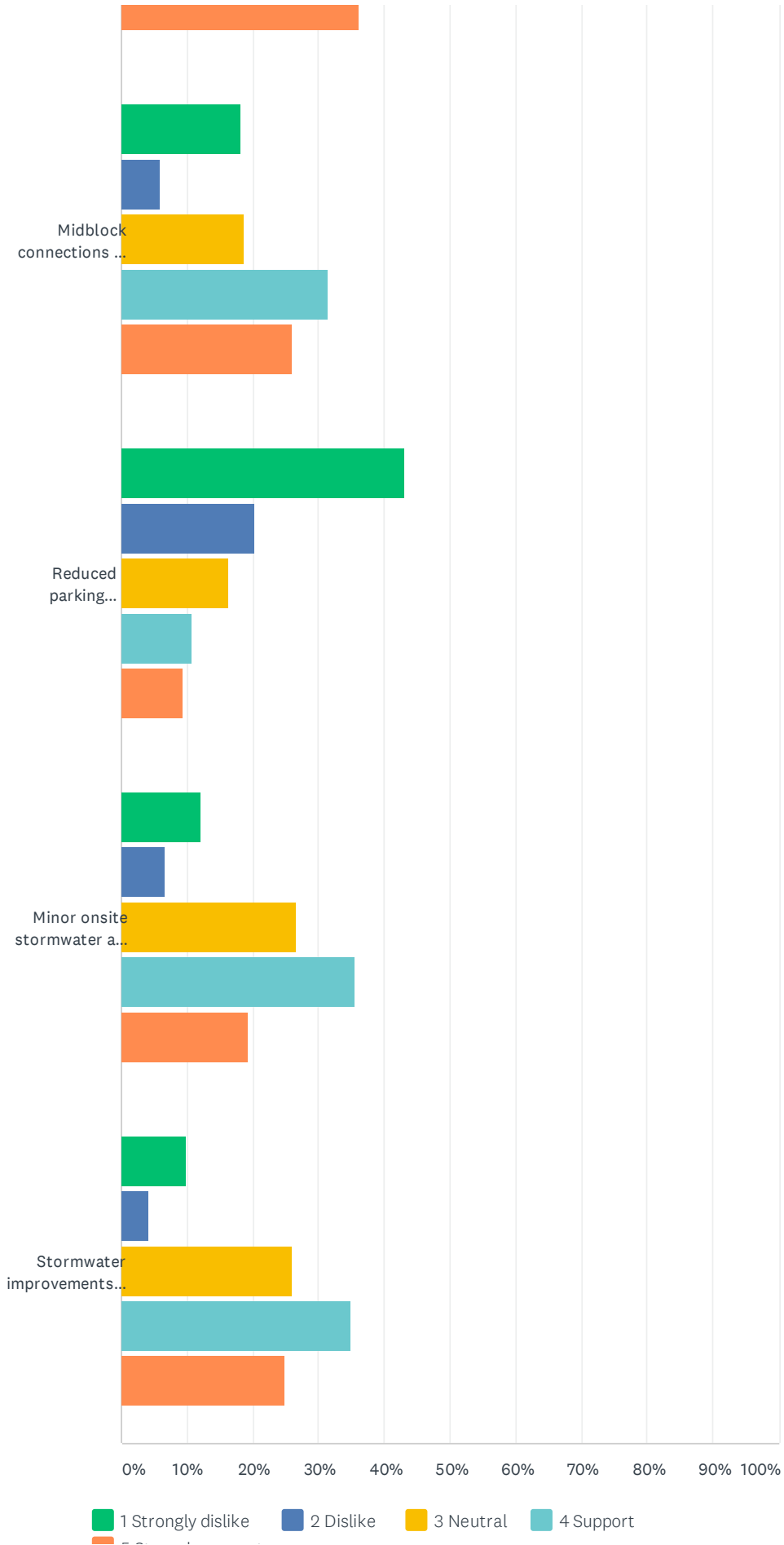
	has little identity nor purpose of its own. Not an attractive place to live, shop, or visit.	
89	The No Action alternative is by far the worst option - Kirkland ought to increase density, not remain stagnant.	1/13/2021 5:50 PM
90	This would be an absolute waste of the ST3 interchange transit features and would hinder responsible growth.	1/12/2021 9:24 PM
91	Please don't do no action! This would be a huge lost opportunity for the community!	1/12/2021 5:37 PM
92	We were promised with the Kirkland Urban Development plan and Totem Lake Development plan that further density would not be forced on the rest of Kirkland neighborhoods. Growth Management goals were supposedly met.	1/12/2021 5:04 PM
93	Even though this is not a realistic option going forward it would allow for a more thoughtful growth plan than option 2 & 3	1/12/2021 2:14 PM
94	I am sure this whole station thing is based on Google acquiring the land right next to it. Insider info. Your plan for huge growth is completely disregarding your exiting residents, why is that? we are the ones paying for it. And the "google" people this is planned for are very transinant. i see tha in how fast the 2 million dollar homes are sold and resold. No one stays. How much community is built there?? is completely	1/12/2021 12:32 AM
95	Prior to any major changes, (1) downtown parking needs to be improved so businesses have a chance to remain - and (2) A above street Gondola or Mono-Rail system needs to be approved and started in order to get people from the bus station downtown...up 85th and over 405.	1/11/2021 5:10 PM
96	I don't wish to live amongst residential or commercial towers, hence choosing the Highlands neighborhood 20 years ago.	1/11/2021 4:54 PM
97	Great, a huge bus station no one will use!	1/10/2021 2:54 PM
98	Alt-1 is the only plan that should be considered. All others will far reaching negative impacts for our community. Also, the way this survey is being presented is confusing at best. It is worded to obviously push people into agreeing with the other detrimental alternatives.	1/10/2021 2:00 PM
99	Don't understand why the Highland area is not getting high density area status. The proximity to the project is close enough that the area should be considered as high density area. If not, it will be soon.	1/9/2021 9:23 PM
100	Make no changes!	1/9/2021 6:45 PM
101	This is the best alternative as the BRT is a giant misuse of taxpayer money.	1/9/2021 4:57 PM
102	Question 3 is extremely confusing, and I believe the answers you receive will not be usable because there are so many ways to interpret what you are asking. I support alternative 1 and believe existing zoning is sufficient to provide jobs and housing around the transit station.	1/9/2021 4:23 PM
103	It appears it is going to cover Costco - oh no! We need to maximize parking if you are adding housing.	1/9/2021 2:43 PM
104	Don't ruin Kirkland!	1/9/2021 2:02 PM
105	The BRT station would be a complete waste of taxpayer money if we do the "no action" plan and do not properly take advantage of the station.	1/9/2021 9:53 AM
106	We need to move forward with changes that accommodate growth in residential and office or the cites around us will. The No Action plan will leave Kirkland behind	1/9/2021 9:01 AM
107	Keep kirkland the way it is	1/8/2021 2:48 PM
108	Strongly support Alternative 1 - No Action! Let's make our Kirkland like Woodinville - wineries, restaurants and small business and not like Bellevue and Seattle - concrete jungle, congestion, pollution and crime!	1/7/2021 8:49 PM
109	I believe Alt 1 cold include aspects of improved biking and walkways and the current neighborhoods are already inclusive and diverse as we have a very eclectic community which makes it Kirkland.	1/7/2021 8:12 PM
110	No Action options are always structured in a way to game the system. We could create gentle missing middle density, change parking requirements, and prioritize biking and walking as part of Alt 1 No Action by simple changes to ordinances, laws, and surface street treatments.	1/7/2021 8:03 PM
111	Based on the transportation impacts and insufficient mitigation thereof in the EIS, this is the ONLY viable alternative.	1/7/2021 8:00 PM
112	We would like to keep the area as is	1/7/2021 7:50 PM

Q4 Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following aspects of the Alt 2- Guiding Transit-Oriented Growth plan:

Answered: 378 Skipped: 30



Kirkland NE 85th Street Station Area Plan - Survey



Kirkland NE 85th Street Station Area Plan - Survey

■ 5 Strongly support

	1 STRONGLY DISLIKE	2 DISLIKE	3 NEUTRAL	4 SUPPORT	5 STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Midrise mixed-use residential development focused in Rose Hill	34.67% 130	14.67% 55	11.20% 42	27.73% 104	11.73% 44	375	2.67
Limited infill in low-density residential areas	29.11% 108	16.17% 60	19.41% 72	27.22% 101	8.09% 30	371	2.69
Buildings up to 10 stories tall adjacent to the BRT station	47.61% 179	11.17% 42	7.71% 29	19.15% 72	14.36% 54	376	2.41
Enhanced bike and pedestrian infrastructure	12.83% 48	4.01% 15	18.98% 71	28.07% 105	36.10% 135	374	3.71
Midblock connections in Rose Hill to increase connectivity and walkability	18.18% 68	5.88% 22	18.72% 70	31.28% 117	25.94% 97	374	3.41
Reduced parking requirements for mixed use development	43.16% 161	20.38% 76	16.35% 61	10.72% 40	9.38% 35	373	2.23
Minor onsite stormwater and tree canopy improvements	12.03% 45	6.68% 25	26.47% 99	35.56% 133	19.25% 72	374	3.43
Stormwater improvements along 120th Ave NE to improve water quality	9.89% 37	4.28% 16	25.94% 97	35.03% 131	24.87% 93	374	3.61

Kirkland NE 85th Street Station Area Plan - Survey

#	DO YOU HAVE ADDITIONAL COMMENTS ON ALTERNATIVE 2?	DATE
1	10% of the new housing IS NOT ENOUGH for more affordable housing	2/20/2021 7:01 PM
2	I live just west of the high school (LWHS), far from any parks. I wish there were some provision for a park in this neighborhood.	2/19/2021 11:13 PM
3	Increase bicycle infrastructure on NE 85th eastward from 120th NE to 132nd NE. Place more emphasis on green spaces throughout areas of increased development.	2/19/2021 9:39 PM
4	(1) Parks/Open Space - why is there so little increase in parks & open space? Especially in contrast to the very big increase in building sq ft? (2) Some of these questions are confusing & misleading. E.g., "Minor onsite stormwater and tree canopy improvements." How do I say that this alternative should include significant improvements not minor? Does "Dislike" mean that I don't want those improvements?	2/19/2021 12:23 PM
5	This may create more traffic for I-405 North. Please don't add lanes to city streets and turn them to alternative highways for the benefit of Bothell/Kenmore residents.	2/18/2021 9:36 PM
6	This is the one I like. #3 is just to much for a small area.	2/18/2021 6:47 PM
7	why is the city trying to create another Totem Lake remodel? traffic gridlock; high rise buildings; lose of appeal of Kirkland as a welcoming place to live, safe area for children	2/18/2021 5:23 PM
8	limit building heights to 65 feet east of 124th Ave. require 20% affordable housing for any buildings above current zoning allowances. Need improved transit connections between downtown Kirkland/Kirkland transit center and BRT and east of I-405.	2/18/2021 3:48 PM
9	All development must mitigate noise to residential neighborhood	2/18/2021 3:20 PM
10	No massive developments but yes to water quality and pedestrian friendly	2/18/2021 2:21 PM
11	Better than alternative one but still misses the opportunity to create transit oriented development. This project has potential to create a 10 minute neighborhood and greatly reduce vehicle trips by population. But this option doesn't get us there. Parking minimums should be eliminated for this project.	2/18/2021 12:28 PM
12	I support improvements to ease the already congested areas in my city. Creating more bike and pedestrian infrastructure would make for safer, alternative commuting.	2/18/2021 10:55 AM
13	Reduced parking is a non-starter. Not sure what the current parking reqs are, but they should require adequate parking for employees, residents. Keep parked cars off the roads, put them in lots. Just because there are more sidewalks doesn't mean people will use them. Same with bike paths. I have personal experience owning a property next to one built with 10 units and 3 parking spaces. It's a nightmare for everyone else on the street.	2/17/2021 9:52 PM
14	Ht restriction to 3 stories on Rose Hill; project outcomes too uncertain	2/17/2021 2:41 PM
15	Ht needs to be restricted to 3 stories; too much ambiguity in "possible" outcomes	2/17/2021 2:29 PM
16	When I read the EIS, my initial impression was really not positive. First, transit and high density housing, especially apodments and apartments with several unrelated individuals domiciled together are enormous losers in post-Covid society. Second, I came away with the impression that city government is really working hard toward obtuse virtues such as "improve health equity factors such as access to open space, healthy food..." and "Possibly would support additional educational opportunities." These sound like someone's pipe dream of urban planning theories. As a long time taxpaying resident of Kirkland, I would love to see better management of the limited amenities we have. Improvements to marina park. Maintain the road and EXPANDING THE ROADWAYS TO ACCOMMODATE THE VEHICULAR TRAFFIC THAT HAS COME ALONG WITH YOUR RAPID DEVELOPMENT. Additionally, I would love to not pay on anymore bonds for additions schools or public safety amenities that are a direct result of voracious development. As in every other city, an expansion of schools, parks etc needed as a result of growth are paid for by the developers.	2/16/2021 5:39 PM
17	It is unreasonable to assume all those using the new bus stop will come either on foot or bicycle.	2/16/2021 2:53 PM
18	Unambitious, but better than the craptastic Option 1.	2/15/2021 10:12 PM
19	Again your survey is biased if you read alt 1 then come to alt 2 you can tell what the city wants to do - poorly done!	2/15/2021 6:18 PM
20	10 stories? Quit making Kirkland try to look like Bellevue!	2/15/2021 3:52 PM
21	I oppose the 10 story buildings near freeway. I am in favor of everything else in this plan	2/15/2021 3:37 PM

Kirkland NE 85th Street Station Area Plan - Survey

22	What are existing condos at the east end of 5th Ave scheduled to be zoned for 65'	2/15/2021 2:23 PM
23	Where is the 405 clover exit etc?	2/15/2021 1:40 PM
24	I oppose all increases in density and taller building heights. Kirkland Urban is already an unnecessary eye sore - please don't ruin Kirkland further.	2/15/2021 1:31 PM
25	This plan seems to me to offer the most opportunities of the three alternatives. It is extremely difficult to plan wisely now, as the post-pandemic world may be very different than we expect. Still, this area is rich in open space - from the state park to the cemetery, the high school grounds, the capped landfill, and many small parks. It is exciting to see this quite urban embrace of those places.	2/15/2021 11:34 AM
26	Where is public parking for access to the bus station? Without public parking, this is a non-starter.	2/15/2021 11:33 AM
27	Bellevue and Redmond are better suited to this. NOT Kirkland.	2/15/2021 10:50 AM
28	Unclear how this affects overall traffic for the area. Need to coordinate plan with Bellevue.	2/15/2021 10:06 AM
29	Kirkland is a geographically much smaller than Bellevue and Redmond - therefore Kirkland should not create a growth plan without aligning with Redmond or Bellevue. If the root problem is population growth, Redmond and Bellevue should bear most of the growth. Anything more than the bare minimum growth plan for Kirkland is like Canada creating and building a defense plan for all of North America without aligning with the U.S.	2/15/2021 9:42 AM
30	Dense development out of character for existing neighborhoods. Changes to 405 interchange will not increase inadequate surface street capacity. The idea that retired people already living in the area will start walking a mile or more to services is a pipe dream.	2/15/2021 8:48 AM
31	NO TALL BUILDINGS! It's disgusting what is becoming of Kirkland for the profits of developers and politicians. "Affordable housing" is an over-used ploy to make people think the politicians care about their citizens. as witnessed by horrible design of the Urban, the city cares about profits and raising taxes.	2/15/2021 7:01 AM
32	Any development would be better done on east side (and beyond) of study area of Rose Hill where there is underused commercial plots. As someone who regularly walks, cycles and drives in the area, the natural terrain incline from west to east of 85th makes certain mobility enhancements unviable if not impossible.	2/14/2021 11:26 PM
33	This would make our residential neighborhood look like a downtown city. There has been too much development already. Small houses are being torn down and two huge houses put up in their place. The reason we moved to Kirkland was because it was a nice place to live with houses with yards. All the planners seem to want now is more money and letting developers take over. It's harder to get a permit to remodel than it is for a developer to get a permit to tear down and rebuild. You're forcing people and families out of our city because we can't afford to live here. We can't even afford to sell and move in our own neighborhood. Housing prices are skyrocketing and so are our property taxes! Stop letting developers who don't care about our community get whatever they want.	2/14/2021 4:39 PM
34	Do you think taking on a project like this makes sense when we will likely go into a worldwide post pandemic depression?	2/14/2021 4:19 PM
35	The tall building height is unacceptable. There is already too much traffic through here, this would make it worse. This would eliminate Costco, an important retailer for this area.	2/14/2021 4:17 PM
36	10 stories?!?! Ridiculous.	2/14/2021 4:04 PM
37	Widen existing roads by triple, create way more parking	2/14/2021 2:22 PM
38	Keep Kirkland the way it is NO HIGHRISES NO CHANGES TO 85th and 405	2/14/2021 2:11 PM
39	This jump from Alternative 1 to 2 is absurd. It is 2x the previously proposed increase to 75' for some areas. A true Alternative 1 would take into account the feedback previously supplied during the community meeting when this was done a year and half ago. This is worst than the worst proposal that was discussed then yet you made this the 'middle' choice to make it seemed reasonable vs the entirely unjustifiable and absurd alternative 3.	2/14/2021 1:57 PM
40	we already have plenty of vacant mixed use space in downtown Kirkland. every one is working at home and will continue to do so. office space rental in Seattle down 70%. we do not need more offices and apartments downtown. I think you need to look at Kirkland density again in light of changes since pandemic that will likely be permanent	2/14/2021 1:09 PM
41	The image and questions in the this survey, the DEIS, council meetings, etc., talk about changes to Rose Hill. The community in zones PLA 5A, B, C, & D are not part of Rose Hill, we	2/14/2021 12:42 PM

Kirkland NE 85th Street Station Area Plan - Survey

are part of the Moss Bay neighborhood. The questions asked in the survey do not give us an opportunity to provide feedback about how our community feels about the proposed zoning changes, and feedback from other people is likely to be skewed by this. And all of the other residential areas in Moss bay have no planned height changes. Why do our zones have this?

42	This area is already very congested, I am strongly against adding lots of large buildings without planning for additional roads for increased car traffic. Also, BRT station and related ramps will undoubtedly increase congestion on i405 which is also a bottleneck in this area, this is why the traffic is backed up from Bellevue during rush hours. It is irresponsible to make it worse for thousands of commuters.	2/13/2021 11:48 PM
43	Rose Hill is al ready at a higher elevation looking east from downtown Kirkland. Allowing 150 ft buildings will begin the tread of a "Rose Mountain." Need plan for crossing 85th on foot for crowds of people that won't hold up traffic. Cannot erect a "skywalk" that would impact this view corridor to the west.	2/13/2021 7:14 AM
44	There is a great need for affordable housing.	2/12/2021 4:58 PM
45	In the area along 5th Ave to 10th street including USPO to the condo's at the corner of 5th ave. and 10th street I strongly dislike the raising of building heights to 65 feet	2/11/2021 3:43 PM
46	Would be favorable to some of the proposals regarding stormwater improvements and increased walking and biking opportunities, but definitely against 10 story buildings and encroaching on existing low density residential areas.	2/8/2021 2:32 PM
47	Insufficient low income housing in plan	2/7/2021 7:31 PM
48	It is very misleading to jump from a few stories allowed in the current zoning to the next alternative allowing 10 story buildings and calling it accommodating "moderate" growth. 10 stories in our neighborhood is not moderate by any definition! Why wasn't this height built into Totem Lake where there are minimal houses adjacent? 85th St is mainly single home neighborhoods adjacent. You are asking too much of our area of the City. 10 stories is not acceptable - more than 5 stores is too high.	2/7/2021 2:59 PM
49	This is a good compromise and one that might retain some of the character of Kirkland. However, I'm not convinced it will adequately address the affordable housing needed to support our area. I'd also want to find a way to develop this with an environmental net-zero impact.	2/6/2021 10:56 PM
50	GHG emissions increase. All net zero required, all electric would mitigate some.	2/6/2021 10:39 PM
51	No more than 6 stories!!	2/6/2021 10:14 PM
52	We don't need towering, oversized buildings!!	2/6/2021 1:31 PM
53	Will cause even more traffic and overcrowded schools	2/6/2021 9:37 AM
54	The vagueness of the objectives is difficult to comment on. To what degree will the housing be "affordable"? We can and must do better than %10. Kirkland has produced immense wealth and it is a moral obligation to create opportunities for our lower income neighbors to be able to both live and work in Kirkland. Housing is my number one concern, because it is your biggest opportunity to get this right at this moment. Hold Google to a higher responsibility in our community. We do not have to decide between 20 story high rises and a visionary amount of affordable housing. We are far more creative and ingenious and compassionate than that. Be transparent about what "affordable" means. Will first year teachers be able to afford the housing? Will retail workers be able to afford the housing? The language of equity can't be used to only dress the window. Kirkland's population is about %2 African American, and yet Kirkland's Shelters serve a majority of people of color. I believe we can do better and this is our opportunity.	2/6/2021 8:31 AM
55	Increasing housing density will destroy schools and create a domino effect of poorer livability!	2/5/2021 11:27 PM
56	I really like the mobility designs for Alternative 2 but STRONGLY DISLIKE the increase housing density and tall buildings that would impact nearby neighborhoods. I'm really concern about stormwater growth and because of increase of impervious surface in Alternative 2. Flooding is a serious issues. Also increase of impervious surfaces impact wetlands and tree canopy. I don't like the habitat impact Alt 2 would have on existing areas. I like the additional planting of trees in this alternatives, but I do not like the tree lose in such rapid manner. Additional trees should be planted in this area onto of what is already lost as tree growth takes decades to see maturity. And as traffic increases we will needs these trees to offset the air quality and pollutions. I'm very concerned about the tall building in the alternatives 2, 3 and how it would impact the views of the lake and mountains from 85th street. Our views is one of our defining characters in the Rosehill neighborhood and should be protected. I don't like the mid intensity use pass East of 124th approaching into the low density residential. Don't think we should have any tall building pass 124th street.	2/5/2021 9:59 PM

Kirkland NE 85th Street Station Area Plan - Survey

57	You should have park and rides if there is a transit station.	2/5/2021 6:18 PM
58	Does not do much for growth and affordable housing, would be a waste of money	2/5/2021 3:55 PM
59	Seems like the least we should do.	2/5/2021 11:20 AM
60	10 story towers are an eyesore and will contribute to congestion, pollution, and noise which are currently bad.	2/4/2021 10:14 AM
61	I would lose my apartment to high rise buildings. I like where I live and don't want to move!	2/3/2021 6:16 PM
62	See previous comment on alternative 1.	2/3/2021 3:31 PM
63	Alternative 2 still underutilizes the space adjacent to the 85th St. BRT station. Affordable housing amounts are still lacking compared to the expected growth in Kirkland. I have lived here practically my whole life and many of my childhood friends simply can't afford to live here anymore. Maximizing affordable housing should be a high priority.	2/2/2021 2:19 PM
64	For this level of investment and density, I'd want to see a greater amount of affordable housing, a more clearly developed vision for bike/ped (what do "infrastructure," "route," and "connections" really mean on the graphic?), and how this interacts with the surrounding neighborhood. To me, Alternative 2 is better overall than Alternative 1.	2/2/2021 7:26 AM
65	Alternative 2 is my preferred alternative over either 1 or 3. Both Alternative 2 and Alternative 3 reduce the emissions per capita significantly –(to 460 and 410, respectively) compared to Alternative 1 (726). Although Alternative 3 attains a lower per capita emissions level, it's not significantly lower and isn't worth it considering the negative effects on the area. Alternative 2 has less negative traffic effects. Parking – your Draft SEIS indicated the parking codes might be revised to reduce the amount of parking new development must provide. While the goal of moving away from cars as a primary mode of travel is good, limiting parking means that parking issues will arise in nearby, lower-density neighborhoods (overflow). By 2044, Alternative 2 would provide total growth levels of 78% household growth and 82% job growth of the Alternative 3. So significant percentage with less negative effects on the area. Alternative 2 allows for significant growth in housing and jobs with much fewer negative effects on the aesthetics for the surrounding, low-density residential areas.	2/1/2021 3:58 PM
66	Strongly oppose such drastic height increase next to BRT station.	1/31/2021 10:07 AM
67	We are not clear on what "adjacent to the BRT" means. On NE 85th, we would be accepting of higher buildings. We want the zoning to stay as is along the NE 80th corridor, specifically at the NE 80th and 118th Ave NE intersection and 118th cul de sac.	1/30/2021 10:11 AM
68	Is it enough?	1/28/2021 7:38 PM
69	This is better than No Action, but does not go far enough to make Kirkland a better place to live and work.	1/28/2021 5:59 PM
70	Population and Jobs forecast should have a 30,000 target, not 45,000	1/28/2021 9:28 AM
71	Strongly support this over doing no changes but it doesn't go far enough in using this opportunity to help Kirkland thrive in the long-term by doing more to attract the businesses and services that provide great jobs and enough varied residential for workers. Smart growth keeps Kirkland vibrant and with enough tax revenue to maintain parks and services that make this the best place to live on the Eastside. If we don't have smart growth, we will stagnate.	1/27/2021 12:45 PM
72	We need low-income housing and could choose to do that. We could also choose to increase the amount of "affordable" housing. Both of those choices would better served the whole community.	1/27/2021 12:28 PM
73	I like this alternative, but Kirkland should strive for something even bolder.	1/27/2021 11:29 AM
74	COSTCO needs to remain.	1/26/2021 4:38 PM
75	10 story buildings = many more people coming and going, and the EIS shows how bad this would impact traffic. Even with mitigation it will be much worse. Non-starter.	1/25/2021 2:33 PM
76	Excited to see more bike connections! New bike infrastructure must provide physical protection from cars so it's accessible for most people.	1/24/2021 5:31 PM
77	I love the new bike connections but many of our bike lanes provide little protection from traffic and require merging with vehicles. I want to see the plan include protected bike lanes and standards for level of traffic stress to ensure our bike network is an attractive option for most people.	1/24/2021 5:31 PM
78	Bikes and pedestrian needs have been addressed, my street is a designated bike line, I have see the total of 4 bikes ridden up my hill in the last 5 years. Buses even prior to Covid are	1/24/2021 5:07 PM

Kirkland NE 85th Street Station Area Plan - Survey

empty on weekend. People do not want to spend hours on buses and transfer Uber to visit friend and family.

79	Density should NOT be increased in the Rose Hill area at this time. Maybe in 2050 or later, it would be appropriate for future generations, AFTER downtown Kirkland approved high rise buildings and higher density downtown.	1/24/2021 3:40 PM
80	too much congestion with no infrastructure improvements	1/23/2021 11:43 AM
81	Middle ground could seems like a solution, but I think Kirkland could embrace fully growth with sustentability	1/21/2021 11:13 PM
82	I've seen a couple versions of this map. There's significant problems with the planned path improvements and zoning changes on the Moss Bay side of the proposal. They relate to key features of the neighborhood: 1. The hillside is too steep to support bike or walking traffic and there's no room for enhanced features like rideable switchbacks. Anyone who wants to commute to the new BRT station won't want to use these paths because they'll wind up sweaty after going up such a massive, steep hill just to get to the bus. 2. On some versions of this map it shows mixed use up against "hillside" of 85th. No retailers will want a store front that faces the hillside. 3. Road is already too busy at times, especially with the post office. It loops through all the existing complexes and only has 2 outlets. It is very tight and small. It will not support sacrifices for increased residential density, bike lanes, or walking paths. 4. Existing residents already in high-density units would be negatively impacted. Many are currently retired, with fixed incomes, and would be severely impacted by the zoning change. 5. Regarding the large building plans uphill... have any geological stability studies been performed? As a resident who lives downhill of these proposed massive buildings I am very concerned at the increased load on the hillside.	1/19/2021 4:47 PM
83	Bad. Makes our life worse than "no change". Things OK "as is".	1/19/2021 11:53 AM
84	Further decrease/limit building heights (60' or less) west of 405 for livability in adjacent neighborhood. Calculations for Ariete were artificially low on parking. As long as there is no train people will all have cars and people will want to park them at their residences. They will want convient no or low cost parking to dine & shop locally. It's foolish to price parking high for revenue or false thinking it will increase transit use. In the end, I'll drive to Bel Square and other areas with free & easy parking. Then no parking revenue and no revenue to local business = less tax revenue. Also, if no parking at transit hub ridership will be low. I'd drive to the other park & rides. Be realistic. Pretty high price tag for a lot of "possible" & "may" statements	1/18/2021 6:23 PM
85	I'm initially reluctant to support 10 story buildings in Kirkland but my husband reminded me that Evergreen Health, Villages at Totem Lake and Kirkland Urban are 10-ish stories and it hasn't destroyed the community feel of Kirkland.	1/16/2021 12:42 PM
86	We need increased zoning to accommodate growth, and help with affordable housing, and improve commute/transit times. 10% is the bare minimum requirement for affordable housing. It should be raised to 15%	1/15/2021 1:19 PM
87	mostly like this just with a little more of a barrier between large buildings and neighborhoods.	1/14/2021 10:01 PM
88	What does limited infill even mean?? Try writing your questions in English instead of "developer-ese"	1/14/2021 5:12 PM
89	I don't know what "midblock connections" are.	1/14/2021 4:17 PM
90	I think having substantial underground parking is important in these areas.	1/14/2021 3:57 PM
91	Schools and traffic are already stretched beyond capacity.	1/14/2021 2:53 PM
92	There isn't enough housing created in this measure, particularly affordable or missing middle. For single family zoned housing in this area, please consider making zoning code amendments to allow for more density. Also, lessen the parking requirements in these areas.	1/14/2021 9:38 AM
93	The only reason I didn't mark strongly support is because Alternative 2 does not go far enough. Kirkland ought to have more density - this is a good start but we can do better.	1/13/2021 5:52 PM
94	This is a better action than making no zoning changes but still would present a hindrance to adequate and responsible growth.	1/12/2021 9:25 PM
95	I live in the Highlands and would love better bike connections to access Rose Hill! I'm especially excited about the new 405 ped crossing and the ped connection directly from the Highlands main road to the new BRT station. Would also love to see safety improvements made for walking and biking as you've indicated.	1/12/2021 5:42 PM
96	I don't want to see building higher than 5 stories. I don't want to see a reduction in parking. So	1/12/2021 5:14 PM

Kirkland NE 85th Street Station Area Plan - Survey

far bus service to other areas of Kirkland is inadequate and has also been redirected to commuter routes. Even if you rarely use your car you still need it so therefore you need a place to park it. And I cannot walk to the bus stop with a big load of groceries.

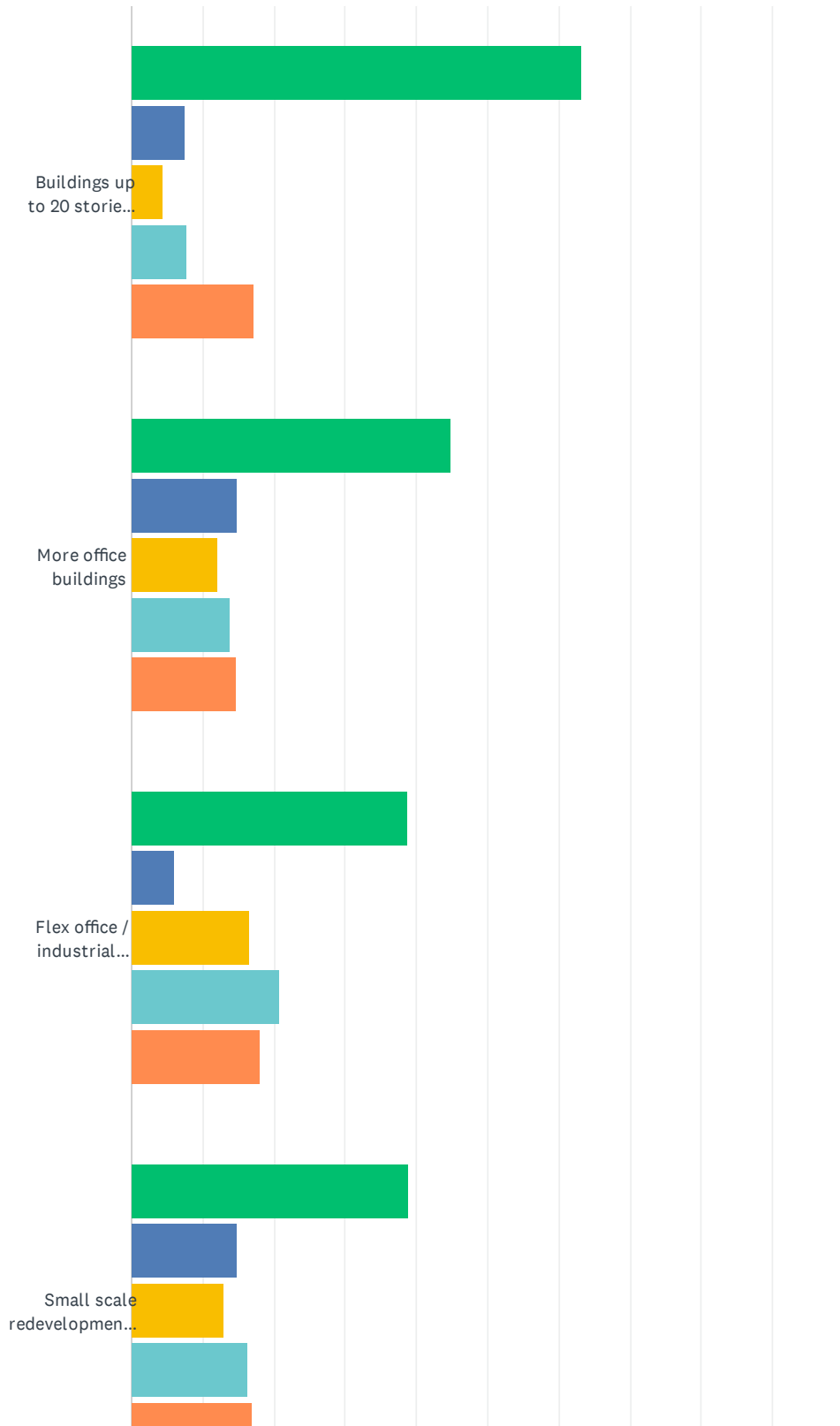
97	10 story development should be extremely limited. Affordable housing development should be required. Wise development must envision places for children to play, childcare options, quality pedestrian corridors that meet the needs of families with small children and seniors with aging bodies who still wish to be mobile.	1/12/2021 3:54 PM
98	This is not a forthright plan that all residents had the opportunity to help plan. It feels like it is designed for the benefit of increasing the tax base and helping interested developers. We live in Kirkland because we like it the way it is. If you had been more responsible with taxpayer money (traffic circles instead of fixing potholes!) you would be more trusted.	1/12/2021 2:19 PM
99	Please do NOT reduce parking requirements, people still have cars, and then they jsut park them anywhere and everywhere. It becomes a HUGE problem. In fact YOU SHOULD INCREASE THE PARKING REQUIREMENTS!!! There are already not enough requirements on provided parking for complexes near buses. Just cause one can ride a bus, does not mean they do so for all things. How often do any of YOU ride a bus??!	1/12/2021 12:38 AM
100	Kirkland only has to look at Redmond to see overly tall (95% flat-top) boring Architectural structures that would forever change the uniqueness of Kirkland. ADU's, Cottage Housing, MDRT (Major Design Review Team) use for Architecture would be ideal to obtain moderate growth...while protecting views and Kirkland style.	1/11/2021 5:18 PM
101	If this plan is approved, I will have to consider moving my family away from Kirkland.	1/11/2021 4:59 PM
102	150 feet is too tall for buildings in this area!!!	1/11/2021 11:19 AM
103	Keep all the bs East of 405.	1/10/2021 2:56 PM
104	Increased density will lead to gridlock along 85th. A bus station is not going to solve this, it is not a light rail station. 85th is already a nightmare, these proposed changes will be the final nail in the coffin.	1/10/2021 2:07 PM
105	All of this is going to increase traffic and the infrastructure on 85th and in downtown Kirkland will not support this. Also, this will increase the noise as the BRT project is not mitigating the noise at all. Kirkland is prioritizing growth over planning.	1/9/2021 5:00 PM
106	10 stories is too tall. 6-8 is plenty to accommodate growth while retaining Kirkland's character and people-friendliness.	1/9/2021 4:25 PM
107	Too dense!	1/9/2021 2:43 PM
108	Don't ruin Kirkland!	1/9/2021 2:03 PM
109	This is the bare minimum of what should happen. I would hope we would better leverage the taxpayer investment in the BRT station and be more aggressive.	1/9/2021 9:55 AM
110	This is a good compromise to accommodate our future growth.	1/9/2021 9:02 AM
111	Concerns on true transportation impacts "The parking impacts are anticipated to be brought to a less-than-significant level" - this seems like a huge stretch and I'd like to see some examples from other cities in the area that this has been successful	1/8/2021 10:27 PM
112	Does not do much for growth and affordable housing, would be a waste of money	1/8/2021 4:04 PM
113	Traffic in this area is already terrible. There is no evidence that the BRT station is going to reduce traffic at all, and putting in 10 story buildings is going to make things even worse. By reducing the parking, it will not encourage people to take transit; instead, people will park in nearby residential neighborhoods.	1/8/2021 3:54 PM
114	Strongly oppose Alternative 2.	1/7/2021 8:50 PM
115	The discontinuity of building heights west of I-405 is undesirable, please do not have 25' to 45' to 25' to 85'. Its very discontinuous and a negative for view, property value, general appeal for the adjacent residential neighborhoods	1/7/2021 8:17 PM
116	Alternative 2's are always teasers to get you to chose Alternative 3...which is what the city and the consultants want us to choose. It would be better to offering these options ala carte AND in the context of the larger city master plan. We don't have to solve all of the city's growth problems in isolated areas. All neighborhoods to absorb growth with missing middle housing and 15-minute neighborhoods.	1/7/2021 8:15 PM
117	Transportation impacts - even with proposed mitigation strategies - are completely unacceptable.	1/7/2021 8:01 PM

Kirkland NE 85th Street Station Area Plan - Survey

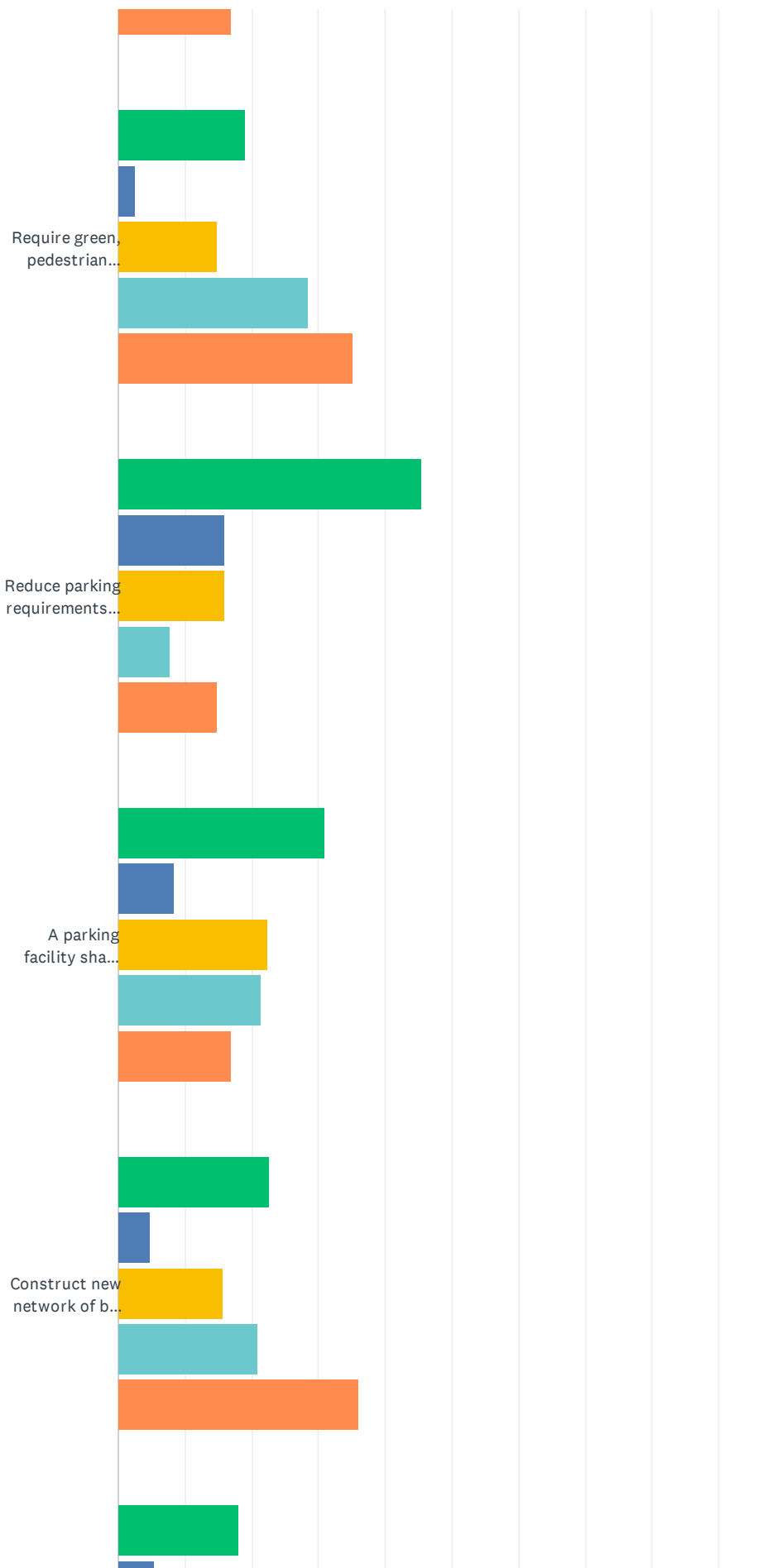
118	This is generating a lot of traffic, noise	1/7/2021 7:51 PM
119	I support height increase of East of 405. Do not support west of 405. e heights proposed west of 405 of 45' and 85' structures on each side of the CKC, you will be walking in a tunnel and view will be gone on the 85th CKC junctio	1/7/2021 7:45 PM
120	The main problem with alternative 2 is not allowing for more infill housing	1/7/2021 7:16 PM

Q5 Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following aspects of the Alt 3 Transit-Oriented Hub plan:

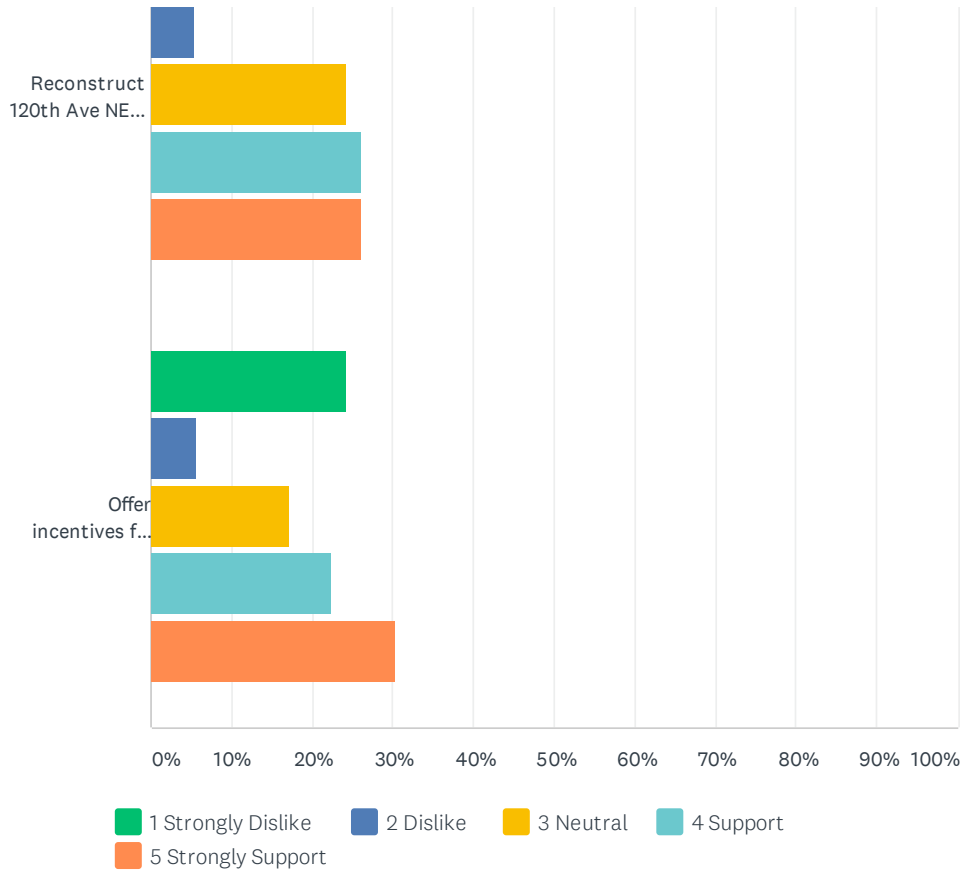
Answered: 373 Skipped: 35



Kirkland NE 85th Street Station Area Plan - Survey



Kirkland NE 85th Street Station Area Plan - Survey



	1 STRONGLY DISLIKE	2 DISLIKE	3 NEUTRAL	4 SUPPORT	5 STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Buildings up to 20 stories right next to the new BRT station	63.27% 236	7.51% 28	4.29% 16	7.77% 29	17.16% 64	373	2.08
More office buildings	44.74% 166	14.82% 55	12.13% 45	13.75% 51	14.56% 54	371	2.39
Flex office / industrial space in existing industrial areas of Norkirk	38.69% 142	5.99% 22	16.62% 61	20.71% 76	17.98% 66	367	2.73
Small scale redevelopment in established neighborhoods	38.92% 144	14.86% 55	12.97% 48	16.22% 60	17.03% 63	370	2.58
Require green, pedestrian friendly midblock crossings for any redevelopment in Rose Hill	19.02% 70	2.45% 9	14.95% 55	28.53% 105	35.05% 129	368	3.58
Reduce parking requirements for developments in Rose Hill that provide demand management	45.41% 168	15.95% 59	15.95% 59	7.84% 29	14.86% 55	370	2.31
A parking facility shared with mixed use developments	31.06% 114	8.45% 31	22.34% 82	21.25% 78	16.89% 62	367	2.84
Construct new network of bike lanes, including on 132nd Ave NE, Kirkland Ave, and a new bike/ped bridge across I-405 at NE 90th St	22.49% 83	4.88% 18	15.72% 58	20.87% 77	36.04% 133	369	3.43
Reconstruct 120th Ave NE and invest in infrastructure that improves stormwater quality	17.98% 66	5.45% 20	24.25% 89	26.16% 96	26.16% 96	367	3.37
Offer incentives for constructing new green buildings in the Station Area	24.32% 89	5.74% 21	17.21% 63	22.40% 82	30.33% 111	366	3.29

Kirkland NE 85th Street Station Area Plan - Survey

#	DO YOU HAVE ADDITIONAL COMMENTS ON ALTERNATIVE 3?	DATE
1	There are tons of people moving to and working in this area (Kirkland, Eastside corridor). We must plan bold solutions to ensure there is adequate infrastructure to accommodate them rather than just allowing sprawl.	2/21/2021 11:23 AM
2	Didn't see any park/open spaces in this design as in #2, the building heights WAY too high and I honestly think it will end up benefitting the city/contractors and commerce - not the people. TOO much business growth. Yet I do like the mixed use options best here. I just don't trust it will really work out that way...	2/20/2021 7:10 PM
3	I like everything about this plan except the 20 story buildings. That is too high. Keep it at 10 stories	2/20/2021 9:06 AM
4	I live in the study area, just west of LW High School. I'm very supportive of the envisioned high-density development and associated transit/pedestrian improvements. I wish there were provision for a new park south of 85th.	2/19/2021 11:21 PM
5	I like many aspects of this plan; however, I am not in favor of building heights reaching 300 ft.	2/19/2021 9:48 PM
6	(1) I am VERY concerned about the huge increase in cost to the City to provide service to 20-story buildings. Our fire dept, etc., would require major upgrades. (2) 85 ft buildings along NE 85th St west of I-405 would create a horrible tunnel effect in the beautiful gateway to downtown. (3) Why is there so little parks/open space added? Especially given the HUGE building sq ft added? (4) Why do these drawings still show jug handles at I-405 interchange?	2/19/2021 12:30 PM
7	I am strongly opposed to changing the office building heights in the Moss Hill Neighborhood around existing neighborhoods near the Post Office and adjacent office park. That would significantly affect our quality of life, access to light and green views, and squeeze our available parking even more.	2/19/2021 10:02 AM
8	more walkable retail.	2/19/2021 7:58 AM
9	This may create more traffic for I-405 North. Please don't add lanes to city streets and turn them to alternative highways for the benefit of Bothell/Kenmore residents.	2/18/2021 9:38 PM
10	Just to big for such a small area.	2/18/2021 6:49 PM
11	are you competing with Bellevue? traffic congestion; destruction of existing neighborhoods just to increase tax revenue; noise pollution; destruction of the "soul of Kirkland"	2/18/2021 5:29 PM
12	25% affordable housing for any buildings above 150 feet - otherwise all we get it view properties for higher income people. Much more east west transit - needes to connect to downtown Kirkland and Redmond. Higher building heights east of immediate station area will greatly impact area and add significant traffic through neighborhoods - heights should be limited to existing zoning east of 128th; 65 - 85 feet between 124 and 128th.	2/18/2021 3:54 PM
13	Any development must mitigate noise to residential neighborhood	2/18/2021 3:20 PM
14	This will kill the quality of life in Kirkland. No to big buildings and massive sudden population increase. Preserve Kirkland!	2/18/2021 2:23 PM
15	This is a Kirkland kind of decision. Kirkland's leadership has always been forward looking which is why we have the best community on the Eastside. This option can provides the bold leadership we deserve and can fulfill the promises of a transit oriented project and a ten minute neighborhood. It would significantly reduce vehicle miles travelled by population and help prevent carnageddon in Kirkland. Parking minimums should be eliminated for this project.	2/18/2021 12:31 PM
16	I support improving what we currently have. I work, live and play in Kirkland, and I love it! Growth does not always equal progress. Let's not lose the charm that is Kirkland.	2/18/2021 11:05 AM
17	Again, don't reduce the parking. Just because there's a fast bus (hello! we need light rail), doesn't mean people will give up cars. Same with sidewalks. Americans are not wired that way, sadly. Also, we need to stop with the apartment buildings with a ton of retail. Should be some with that, but not every building.	2/17/2021 9:55 PM
18	I think this makes the most sense in order to keep Kirkland affordable and desirable, what is there currently is inefficient, unattractive, and not forward-thinking	2/17/2021 9:17 PM
19	Planning for a major transit hub is the best way to plan for the future. This proposal descreases the need for transportation among its other benefits. I'm strongly in favor of this option.	2/17/2021 7:57 PM
20	Dwtwn Kirkland, Redmond and Totem Lake developments are not appropriate for Rose Hill	2/17/2021 3:53 PM
21	I would like to see evidence to support that we lack "housing density" or food accessibility. Is	2/16/2021 6:38 PM

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food factually inaccessible in Kirkland? Virtue-speak does not make a well-managed city. Although I would argue yes we need more diverse housing, I believe we need more single family homes, but I guarantee that is not the preferred type of housing for a TOD hub. I'm certain there are technology companies who are demanding more apartments and high-density housing for their workers. But what is the apartment vacancy rate in Kirkland today? I also know the quality of life in Houghton has been negatively impacted by the amount of development we've allowed (overcrowded schools, crowded park and ride, failing traffic intersections, water infrastructure) and we successfully fought the largest endeavor to increase density. I would love to see the City focus on better providing the services residents expect (improving traffic flow, adding sideways paid for by the city and not homeowners, not limiting parking, under grounding power lines at reconstructed intersections like 6th and Kirkland Way, design review to mitigate horrible projects like the "hotel" behind the 7 Eleven on 6th and non-functioning drive aisles like those in the Village at Totem Lake and Kirkland Urban.)

22	People will not walk or ride bikes to the station. It is unreasonable to decrease the parking requirements for the new buildings.	2/16/2021 2:56 PM
23	I think this is the most responsible and long range option. It is my preferred option. Thank you for all your work on providing these alternatives.	2/16/2021 4:54 AM
24	More employment, more housing. A neighborhood that doesn't suck. It's all good.	2/15/2021 10:14 PM
25	Once again you set up this survey to discourage alt 1 in the questionnaire- poorly done!	2/15/2021 6:20 PM
26	20 stories!! Are you joking? Stop!	2/15/2021 3:53 PM
27	I don't support a new bike bridge across 405 at 90th but otherwise support new bike lanes	2/15/2021 3:42 PM
28	What the h are you thinking!!!! Kirkland is not Seattle Kirkland is not Bellevue. People move here and stay here for the quaint quiet surroundings. Do not do this. You are going to RUIN this town. Shame on you.	2/15/2021 3:40 PM
29	What are you doing to our city, neighborhoods? We don't have any restuarants or retail at Kirkland Urban!	2/15/2021 1:44 PM
30	The fact that our city planning department is even considering 20 story buildings in Kirkland is tough to accept. This will change Kirkland for the worse for those that chose to live in a quaint community. Please don't appease Google first and residents second - this will turn Kirkland into Bellevue. We don't need, nor do residents want this up-zoning.	2/15/2021 1:36 PM
31	Building heights are too high!	2/15/2021 1:09 PM
32	No buildings over 6 stories tall!	2/15/2021 12:19 PM
33	As I commented earlier, it is very difficult to plan, right now, because we can't foresee what the post-pandemic world will be like. I am a pedestrian and bus rider, and welcome the development of a walkable town that is accessible to public transportation. I find it truly difficult to envision the development at the intersection of 405 and 85th. I watched and rode transit through the redevelopment of the South Kirkland P&R, and it seems right-sized to me. By comparison, if I understand this proposal, the planner anticipate a much more office-centric future than i do.	2/15/2021 11:39 AM
34	Where is public parting for access to the bus station? Without public parking, this is a non-starter.	2/15/2021 11:34 AM
35	Terrible idea for Kirkland!	2/15/2021 10:51 AM
36	Hate it!!!!	2/15/2021 10:11 AM
37	Need to coordinate plan with Bellevue; unclear on how this plan would affect traffic; need more than crosswalks- the plan needs to include pedestrian overpasses, connected exclusive bike paths (connect and extend the CKC)	2/15/2021 10:09 AM
38	Bad idea without seeing what Bellevue and Kirkland are doing to promote growth.	2/15/2021 9:42 AM
39	Way out of scale for exisiting neighborhoods, will ruin quality of life for current residents. This kind of development is appropriate for the exisiting light industrial area near Totem Lake and north. Traffic already a nightmare on 85th, this will result in non-stop traffic jams. Also doubt this will result in any significant increase in affordable housing. Developers will not stop building market rate housing.	2/15/2021 8:51 AM
40	NO TALL BUILDINGS! Figure out a creative approach to keeping Kirkland unique and from becoming the horrible mess of Seattle.	2/15/2021 7:04 AM
41	Please do not destroy the neighborhood with hi-rise residential nor offices. Kirkland is already amazing in itself, please do not make another congested Bellevue/Redmond!	2/14/2021 11:35 PM

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42	These very tall buildings are terrifying	2/14/2021 9:28 PM
43	Too much development and no thanks to buildings over 10 stories!	2/14/2021 4:57 PM
44	For the love of Pete, please NO!!! This Why are you trying to make Kirkland a big city? The appeal of Kirkland has always been it's neighborhood feel.	2/14/2021 4:39 PM
45	Please don't make our neighborhood worse. You 100% need the buy off from neighbors living near this proposed station. We like our small neighborhood feel- please don't make it worse. Build tall buildings elsewhere in Kirkland near Totem Lake or already established commercial areas.	2/14/2021 4:25 PM
46	20 stories in Kirkland? That would look ridiculous and be unlikely to be filled post-Covid. All these plans should be shelved for 1-2 years to see how the economy shakes out. We are not bouncing back for years to decades.	2/14/2021 4:22 PM
47	This is a joke. It looks like it was created, only to make the mid-range proposal look acceptable. This is outrageous.	2/14/2021 4:18 PM
48	I can't believe you'd even suggest 20 stories. Completely changes the character of Kirkland. Shame on you!	2/14/2021 4:06 PM
49	Those tall buildings should have parks/retail at the top floors so we can enjoy the view they will obstruct	2/14/2021 2:34 PM
50	Need to widen 85th times 4, need to widen 405, create tons of parking	2/14/2021 2:31 PM
51	Stop the highrises and the change for 85th and 405 in Kirkland	2/14/2021 2:14 PM
52	No Kirkland resident wants this other than the developers. It only exists to make the absurd alternative 2 appear to be 'middle ground'. As all the participants agreed when the last call happened, we do not want Kirkland to be Bellevue. If you want to live there move there, do not destroy Kirkland. On the whole the fact that this even exists highlights that it is the developers running this process, no any ethical group of people who care about this community or anything other than their own bank accounts.	2/14/2021 2:00 PM
53	There is no way the building height limits should be raised again. I will be running for the City Council on this very issue. You have already broken promises to long term residents in downtown Kirkland by ignoring the 5 level height restriction at Park Place. You do not care about the tax paying residents of this city.	2/14/2021 1:11 PM
54	Suggesting 85' tall mixed use buildings in my Moss Bay residential neighborhood that is currently zoned for 30 and 40' tall building is terrible idea. All of the questions above talk about Rose Hill and Norkirk, my neighborhood is Rose Hill, the answers you get will be misleading. We are Kirkland zones PLA 5A, B, C, & D. The alternatives call for rezoning PLA 5A, B, C, & D, page 27 of the DEIS, changing the mostly residential area to mixed use, and substantially increasing the allowable heights of the buildings, currently 30-40 feet to 65 or 85'. I'm strongly opposed to this, especially increasing the allowable heights. When Urban went in, with increased height rezoning, I knew that this would eventually be proposed for our mostly residential Moss Bay neighborhood, which happens to abut Urban. Again, I am strongly opposed to a change in height allowances. We will end up living in a canyon surrounded by 85' tall buildings. The office park next to my condominium complex were grandfathered into our residential area but were zoned residential. They wanted spot rezoning to allow them to upgrade their office buildings, which the residents were not in favor of. Instead of going to court over this, we met with the city and the owners of office park and we came up with a compromise that spot zoned their lot so they could do that. If the city significantly changes the zoning in our area, I'll feel that the compromise we negotiated in good faith was taken advantage of. For office building, such as the Google\FileNet building, at 720 4th Ave, their existing zoning\height is enough. The residential residents of our neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness. Also, the DEIS says the neighborhoods that will be affect are Rose Hill and potentially Norkirk. Our neighborhood is Moss Bay, zones PLA 5A, B, C, & D. It makes me question the research for the alternatives, who was consulted, such as the residents of my neighborhood. None of my neighbors knew about this until early February, and apparently this has been in the works since early 2020. None of the other zones in Moss Bay, around PLA 5A, B, C, & D have proposed height changes, why just our area, how is this justified, and which residents in the area where talked to. Also, the information, especially the charts\images in https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan are impossible for a color blind person, such as myself, to read. It is not accessible to the 10% of men who are color blind.	2/14/2021 1:03 PM
55	This area is already very congested, I am strongly against adding lots of large buildings without planning for additional roads for increased car traffic. Also, BRT station and related	2/13/2021 11:48 PM

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ramps will undoubtedly increase congestion on I-405 which is also a bottleneck in this area, this is why the traffic is backed up from Bellevue during rush hours. It is irresponsible to make it worse for thousands of commuters.

56	Rose Hill would definitely become "Rose Mountain" with an extreme peak in this area. Without involving more area around it (largely residential now), the appearance would not be pleasing. The parking issue has not been adequately addressed. Some multifamily areas do not have enough service/guest parking as it is and cannot tolerate commuters competing for those parking spaces. Plan does not provide any relief to an already congested 85th St. It was mentioned in one meeting that large scale parking was intentionally left out of this plan because the next I-405 interchange north has the 600-vehicle capacity parking deck for commuters. How will that be effectively communicated to change habits?	2/13/2021 7:26 AM
57	The area is in great need of affordable housing.	2/12/2021 4:58 PM
58	300 ft buildings does not represent Kirkland. I like the addition of of a bike lane on Kirkland Avenue and the pedestrian/bike bridge at on NE 90th ST.	2/8/2021 2:55 PM
59	Make all new construction all-electric	2/7/2021 9:29 PM
60	Insufficient investment in low income housing	2/7/2021 7:32 PM
61	This is ridiculous. We are a residential neighborhood! Even a 5 or 6 story building will impact views from neighborhoods far away This appears to be creating a ridiculous alternative to get us to buy into alternative 2 which is still too dense and high. Why do we have to buy into this in order to get the basic parks that other neighborhoods get without having to accept this density? Why isn't this height being accommodated in Totem Lake where there is already a hospital complex and not many houses adjacent?	2/7/2021 3:06 PM
62	This is the optimal plan to support demand and the growth of the community. My only hesitation is that it will chance the character of that part of Kirkland and increase traffic. Perhaps discourage the ownership of personal vehicles by reducing the number of parking spots for residents and encourage public transit use to the retail area with limited retail parking? Also want to see more proactive plans for net-zero development.	2/6/2021 11:06 PM
63	All construction must be net zero energy, not optional, to mitigate GHGs.	2/6/2021 10:42 PM
64	No more than 6 stories! Developers should be able to profit off a view that should be free for everyone.	2/6/2021 10:16 PM
65	This height of new buildings in this plan is ridiculous, there is no need for towering, oversized buildings!!	2/6/2021 1:34 PM
66	Way too much traffic and school overcrowding	2/6/2021 9:38 AM
67	See comments on option #2 about false dichotomies to create positive feedback data. I question the agenda of the information gathering and the outcomes it leads it's subject toward. "Do you like the environment, diversity, parking and affordable housing? Then you must tolerate sky-rises and urban development in your neighborhood." Let's get the whole picture out there for comment. Thank you for your dedication to our neighborhood and our neighbors and their needs.	2/6/2021 8:41 AM
68	Strongly dislike this option	2/6/2021 1:21 AM
69	None of these address the enormous school funding burden these projects will create. If school funding can't be considered in development projects, they are all going to fail our community! As schools decline due to underfunding and overcrowding our property values will go down. We should do everything possible to reduce density until our schools are funded to accommodate residential developments that bring no tax support for our schools. This should be our priority!	2/5/2021 11:34 PM
70	I STRONGLY DISLIKE the building and housing development proposal in Alt 3. The building height will be disastrous to the character of this neighborhood. I'm really concern about stormwater growth and because of increase of impervious surface in Alternative 3. Flooding is a serious issues. Also increase of impervious surfaces impact wetlands and tree canopy. I don't like the habitat impact Alt 3 would have on existing areas. I like the additional planting of trees in this alternatives, but I do not like the tree lose in such rapid manner. Additional trees should be planted in this area onto of what is already lost as tree growth takes decades to see maturity. And as traffic increases we will needs these trees to offset the air quality and pollutions. I'm very concerned about the tall building in the alternatives 2, 3 and how it would impact the views of the lake and mountains from 85th street. Our views is one of our defining characters in the Rosehill neighborhood and should be protected. I don't like the mid intensity use pass East of 124th approaching into the low density residential. I don't think we should have any tall building pass 124th street. I'm for the mobility designs to make this area more	2/5/2021 10:09 PM

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walkable and likable. Also the additional planting of trees to help with the car pollution caused by the freeway and 85th street. I think small business space is important and jobs for local companies are important. We should provide more business retail space to offer service the already booming residential neighborhoods in this area but NOT at the cost of these neighborhoods with TALL mixed use buildings as describe with Alt 3.

71	Think this is overdevelopment for this area. Also feel any parking should be for public use, with set asides for disabled and seniors.	2/5/2021 9:09 PM
72	Kirkland is not downtown Seattle. Existing resident pay a premium on property taxes to live in the suburbs. This is not affordable housing either. It's just going to flood the area with individuals that don't pay property taxes and fill overfill the schools. 85th is a through-fare for existing traffic which is already a nightmare. Limiting streets is just going to make this area unlivable. The transportation system cannot handle these plans.	2/5/2021 6:17 PM
73	This plan will destroy this community.	2/5/2021 4:47 PM
74	Does not go far enough, you need more density and building height or Kirkland will never be affordable	2/5/2021 3:56 PM
75	I'd really like to see separated bike lanes - it is known that they are the gold standard for encouraging biking and this is a once in a generation opportunity to make them happen.	2/5/2021 11:24 AM
76	I like most of the plan except the tall building height and lack of parking	2/5/2021 9:23 AM
77	You are out of your mind to allow 20 story buildings. The Bridal Trails plan on 70th & 132nd is a terrible idea for the residential neighborhood - bad traffic, congestions, and noise are already problems.	2/4/2021 10:16 AM
78	This is the worst plan for impacting my apartment.	2/3/2021 6:22 PM
79	Alternative 3 makes no sense from a ravished Covid economy and reduced commuting to work locations.	2/3/2021 3:34 PM
80	Alternative 3 maximizes the development opportunities around the future BRT station. As a bonus, the tall building heights would be the most useful in blocking out freeway noises from surrounding neighborhoods. Most importantly it allows for the most affordable housing, best green spaces, and best walking/biking infrastructure. As a long time resident (born and raised) I still feel like we could do more to densify. However, Alt 3 does a great job and would be a welcome change/addition to Kirkland.	2/2/2021 2:30 PM
81	Information above does not clarify difference in affordable housing. I would expect this Alt to further expand this from Alt 2? What does a "network of bike lanes" mean...if it is on-street bike lanes and not protected bike lanes, that will not be sufficient for all ages, all abilities development. Few families/young kids would feel comfortable using on-street bike connections in this area. I like the parking district addition but the location of it seems tucked into a corner which may result in additional traffic issues/trip lengths compared to other locations that are more accessible.	2/2/2021 7:30 AM
82	Please don't ruin Kirkland	2/1/2021 6:36 PM
83	I feel strongly that Alternative 3 goes too far. Buildings that are 300-foot tall is a tremendously significant change from what is currently in this area. We live in the nearby low-density residential area in a house we have owned for 20+ years on 1/4 acre. With Alternative 3, we would have a 300-foot-tall building just 3 blocks away from our home. Reflect honestly on whether that impact is fair. Parking and traffic flow from the increased density would overflow onto our small, quiet residential street. Alternative 3 goes too far. Alternative 2 is a better option—offering the majority of the benefits of Alternative 3 but with more reasonable impacts on the study area as well as surrounding areas.	2/1/2021 4:05 PM
84	We are ok with higher buildings located on NE 85th. Moving south of the transit station, along the freeway, we support maintaining the current zoning requirements..	1/30/2021 10:22 AM
85	Stop this development now, it's looking just like Bellevue. 20 stories is just crazy talk.	1/29/2021 10:00 AM
86	I like this option best. We'll need much more housing and fewer cars.	1/28/2021 9:45 PM
87	We should do this.	1/28/2021 7:39 PM
88	Put it in Redmond- they got the light rail.	1/28/2021 7:05 PM
89	This is great, as long as it includes lots of housing.	1/28/2021 6:00 PM
90	Height and density is out of character with community and road network.	1/28/2021 9:30 AM
91	Now is the time to improve this area and add density. It is currently difficult to walk in this area	1/27/2021 3:32 PM

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- we should focus on improving it.

92	This is the best option for planning for growth at the beginning vs. trying to catch up infrastructure needs after sprawl. Planning growth like this will help attract business to the area, let workers live nearby vs. commuting, and plan for transportation, infrastructure and services needs from the start. I strongly support TOD and urge the City to maximize this one-time opportunity to plan for smart growth that provides jobs, businesses, services, tax revenue, and infrastructure that will help Kirkland thrive for many decades into the future.	1/27/2021 12:59 PM
93	Who is asking for this? Looks like the city is just trying to get tax revenue. There are so many flaws with this option including busses won't support the potential 30,000 employees/day you suggested might work in this redeveloped area. We will kill the wetlands and Forbes Lake. You should have had a question about building at Forbes Lake per your diagram. That's a huge change. I'm strongly opposed to the 20 story buildings altogether and the proposed location of the 10 story (up to 150 foot) buildings. If we need to improve stormwater on 120th Ave NE that should be done and not tied to this project. There is no mention of low-income housing. Why not? We could choose to build low-income housing. We need more of that than "affordable" housing. There is no mention of the Olympic Mountain view obstruction these buildings would create.	1/27/2021 12:41 PM
94	The best choice, but would even like to see more areas where midrise housing can be built.	1/27/2021 11:33 AM
95	COSTCO needs to remain	1/26/2021 4:40 PM
96	I would love to see taller office buildings by exit 18. This is amazing idea that won't impact local Kirkland traffic while providing more job opportunities in the area. Would love to see it as soon as possible.	1/26/2021 10:28 AM
97	20 story buildings? That is NOT Kirkland. Area residents who want to live or work in high-rise buildings have Seattle and Bellevue as options. Keep Kirkland's charm and reject this plan entirely.	1/25/2021 2:35 PM
98	The project goals are great and Alt 3 is the best option to help us get there.	1/24/2021 5:48 PM
99	To meet our goals Kirkland needs to set a bold vision for what this area can become. Anything less than Alternative 3 is going to seem inadequate by the time it is implemented in 10-20 years. I strongly support alternative 3.	1/24/2021 5:48 PM
100	Busing to light rail and then busing to where one needs to go will take hours (2 hours to go from Houghton market and ride to Seatac airport now.) Eliminating parking in 300 foot building will bring more traffic with each resident using, Ubers, fast food delivery, grocery delivery, Costco delivery, Amazon delivery, Instead of one going out once and returning after errands are done. The number of deliveries on my street currently is out of control not to mention all the packaging for the items. We are going backwards. Working from home is going to be the norm, Large office building are not longer needed.	1/24/2021 5:08 PM
101	Kirkland is totally missing the point with this new transit center. Rather than building 20 story buildings along I-405 with horrible air for the occupants to breathe, the City of Kirkland should expand the "Rapid Ride" bus system to pick up riders from downtown Kirkland and, Houghton and Rose hill areas and drop them at the transit center. The rose hill area should remain as it is as a wonderful shopping area and not overrun with density!	1/24/2021 3:45 PM
102	Keave building heights of 20 stories to Bellevue	1/23/2021 11:47 AM
103	Kirkland has the opportunity to embrace growth with proper planning, we could be an example of how to look into the future preserving our ethos	1/21/2021 11:14 PM
104	This would have a substantial negative impact to quality of life. Further, I question the impact to "affordable" housing given Google's expansion in the area. These are all high paying jobs (very good) that can afford more expensive housing. Developers understand this too.	1/20/2021 8:23 PM
105	This plan shows the leadership that Kirkland needs - planning for the people who are already here and will be moving here in the future.	1/19/2021 8:14 PM
106	I am confident that with the correct planning, Kirkland can maintain it ethos and look to the future.	1/19/2021 7:56 PM
107	Same feedback as option 2, but with even greater stress on the problem of geographic stability and negative impacts to Moss Bay. Additionally I'd be very concerned about the the roads at the BRT and 85th St in general's ability to handle the massive increase in car traffic during rush hour. People will still drive - and increasingly moreso in a green fashion with electric vehicles.	1/19/2021 4:49 PM
108	Worst possible choice. Makes Kirkland unlivable. Creates terrible traffic congestion. Overcrowded schools. Bad ideas.	1/19/2021 11:56 AM

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109	I really like this option. It allows for more urban living and leverages the station to help increase growth in our area.	1/18/2021 7:32 PM
110	85' buildings W of 405 is too high & will decrease quality of life for abutting neighborhoods as will an overgrowth of industrial development. The infrastructure cannot support increases car traffic. The current pattern already drives traffic into the neighborhoods and that will only increase. Without adequate parking at the hub, offices & industry users will park in the abutting neighborhoods. There is not sufficient noise abatement planned for freeway way to expensive for the gains. Money better spent to bring light rail. This plan looks to be a big fail. I'm ok with development but not this plan.	1/18/2021 6:34 PM
111	My experience is that "reduced parking" doesn't significantly reduce the presence of cars, just relocates the parking to nearby neighborhoods which I find undesirable.	1/16/2021 12:47 PM
112	We need increased zoning to accommodate growth, and help with affordable housing, and improve commute/transit times. 10% is the bare minimum requirement for affordable housing. It should be raised to 15%	1/15/2021 1:20 PM
113	New traffic in the area will certainly be a concern of residents and parking will have to be a top priority.	1/14/2021 10:05 PM
114	Please require adequate parking for any plan. People drive cars here. Not providing parking means people illegally park to take advantage of work, retail, or home spaces.	1/14/2021 9:11 PM
115	We need more affordable housing, and I don't trust this plan will actually produce it.	1/14/2021 4:21 PM
116	Our streets, schools and public services don't have the capacity for this.	1/14/2021 2:56 PM
117	There isn't enough housing created with this development.	1/14/2021 9:39 AM
118	Alternative 3 is the best alternative BY FAR! My only suggestion is to expand the parking reduction area even further, and to provide incentives for developers to install electric car charging stations. Kirkland needs more density!	1/14/2021 1:29 AM
119	Kirkland is an attractive place to live and work, the reworked interchange provides a great opportunity for local growth with access to bike/transit. CKC is already used by many, Eastrail completion will only increase use, easy access to transit/bike trails will support large buildings for residential and commercial use. The 520 bike trail is a testament to "if you build it, they will come", and CKC provides many bike connections including to the Spring District (Bellevue) light rail station and the South Kirkland Park and Ride. This is the most responsible plan considering the new interchange and the sustained growth of Kirkland and the region as a whole.	1/12/2021 9:30 PM
120	This would be hugely transformative, but I think is a great place to put this. Kirkland has a shortage of office space and affordable housing, and it makes sense to locate both next to the freeway and the new BRT station. If not here, where in Kirkland could something like this happen? I think this could open up tremendous opportunities for Kirkland's future, while acknowledging that it's a massive change. We would have a Bellevue-esque skyline -- but perhaps then Rose Hill could be transformed from the car-centric land of strip malls to a true destination. My only fear is that I don't want Kirkland to become a Bellevue clone, I want to make sure we keep our character and don't drive out our small, unique, locally-owned (and minority-owned) businesses. We seemed to lose quite a few local businesses at Kirkland Urban, so I would like to see more effort put into providing transition support or making some affordable retail remain for little businesses that will be driven out otherwise.	1/12/2021 5:50 PM
121	I hate the incentives idea. It never works out well. You need commuter parking if you want this transit center to be well utilized. Much of Kirkland does not have adequate transit.	1/12/2021 5:20 PM
122	NO 20-STORY BUILDINGS, YOU HAVE NO PARKING FOR SENIORS.	1/12/2021 4:38 PM
123	Strongly opposed to 20 story buildings which will substantially change the character of Rose Hill and Kirkland. Prioritize livability for modest income families with children. Carefully manage realistic planning for parking. Ensure plans for residential (including mixed use) includes small parks/play areas for children and safe walkability for people of all ages. Ensure economic development brings an appropriate mix of services to support nonmotorized transportation in the immediate areas	1/12/2021 4:02 PM
124	Where was "affordable housing" explained? If you think housing for families making 70,000+ is affordable, you are wrong.	1/12/2021 2:20 PM
125	so now you want our tax dollars to go to incentives?? Any of you remember when we use to have a 3 story city wide? Keep the small town feel?? Keep what made use different? this was of course before Google, got to do what they need.....Kirkland is now a transit city for rich programmers. And everyone of you has sold us out.	1/12/2021 12:50 AM

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126	I'd like to see a variation of alternative 3 that kept existing zoning west of 405, but all else the same. Preserves much of the Kirkland feel, Public North-South sweeping views, while still creating an accessible and well used with room for growth east of 405. I have zero faith in affordable housing staying affordable with developers allowed to pay fees for not meeting numbers and based on the number of market rate MFTE shown in the draft SEI from 99-present.	1/11/2021 9:12 PM
127	Moving pedestrians from downtown Kirkland to 85h, or from downtown to Totem Lake - can be done very effectively, with HUGE VIEWS of the Lake and Olympic's with overhead Gondola's or Mono-Rails. LEED (Gold, Bronze, Silver, etc) certified structures are hugely expensive to build, and typically only affordable to wealthy businesses.	1/11/2021 5:26 PM
128	If this plan is approved, I will absolutely move my family from Kirkland.	1/11/2021 5:00 PM
129	These building heights are so excessive, will ruin the atmosphere of Kirkland that we love!!!	1/11/2021 11:22 AM
130	oooooooooooooooooooooooooooo	1/10/2021 2:57 PM
131	I am an avid cyclist (1,000+ miles per year) and the proposed changes will not be used by cyclists. There are better routes, NO ONE will cycle on 85th. Current trails are actually pretty good, just spiff them up a bit.	1/10/2021 2:13 PM
132	None of this should be done, so I am opposed to all of Alternative 3. This Alternative would ruin Kirkland. How can you propose 300 feet buildings - this is no different than Bellevue. And yet the neighborhoods in the Highlands are the ones that will suffer with the extra noise and traffic - imagine the construction traffic and noise over the next decade. It would be a nightmare for residents.	1/9/2021 5:02 PM
133	I support the bike lanes, but the ped bridge seems redundant with the new 405 connections, and therefore not the best use of funds.	1/9/2021 4:27 PM
134	You will ruin Kirkland.	1/9/2021 2:44 PM
135	This will RUIN Kirkland.	1/9/2021 2:05 PM
136	Make it happen! The 85th BRT station is an innovative, one of a kind station. We should take advantage of it as much as possible.	1/9/2021 9:58 AM
137	This is the best plan. It's rather ambitious but gives developers the flexibility to meet future demand.	1/9/2021 9:04 AM
138	Same as alternative 2, this will have a huge negative impact on our lives in the study zone, losing the neighborhood and community feel and making this more like Bellevue. This is not why we moved to Kirkland! I anticipate this will highly increase our taxes over the years as we see the true cost to our services (how to hire and maintain front line support, teachers?!)	1/8/2021 10:29 PM
139	Does not go far enough	1/8/2021 4:05 PM
140	I am already opposed to 10 story buildings in the area and 20 story buildings would be even worse.	1/8/2021 3:56 PM
141	Alternative 3 is an absurd! It's going to ruin our residential area and force us to move! It will turn Kirkland into a Bellevue/Seattle!	1/7/2021 8:52 PM
142	Similar comment as for alt 2, the discontinuous heights being suggested, e.g. 25' to 45' to 25' to 85' adjacent to residential neighborhoods is very undesirable due to the negative aesthetics, affects on residential property values and does not provide neighborhood uniformity for why families move here. The extreme heights up to 300' also bring a "Bellevue factor" which is why many of us decided to make our homes in Kirkland not Bellevue. And lastly please make sure if there is some form of affordability homes that they're nice and not what often happens which is low rent. Low rent ultimately destroys a neighborhood.	1/7/2021 8:52 PM
143	You can do TOD without high-rise development. Sneaking in a parking lot for Costco is such a lame move. This is like a rider on unrelated bill. You can't greenwash Alt 3 with bike lanes, a blue street, and parking reductions and then turn around and include a car park structure. It's not a credible alternative.	1/7/2021 8:19 PM
144	The transportation impacts of this alternative, even with all proposed mitigations, represent a complete disaster. This alternative seems like it will only benefit land developers at the cost of the quality of living for current residents.	1/7/2021 8:05 PM
145	As a renter, while I think alternative 3 is the best, it reeks of just shoving less wealthy people into housing near arterial roads and highways, which isn't very equitable. I've lived next to 405 in Bothell (behind a sound barrier) and now live next to the South Kirkland Park and Ride. Transit (especially freeways) is loud and it sucks to not be able to hold a conversation with a	1/7/2021 7:57 PM

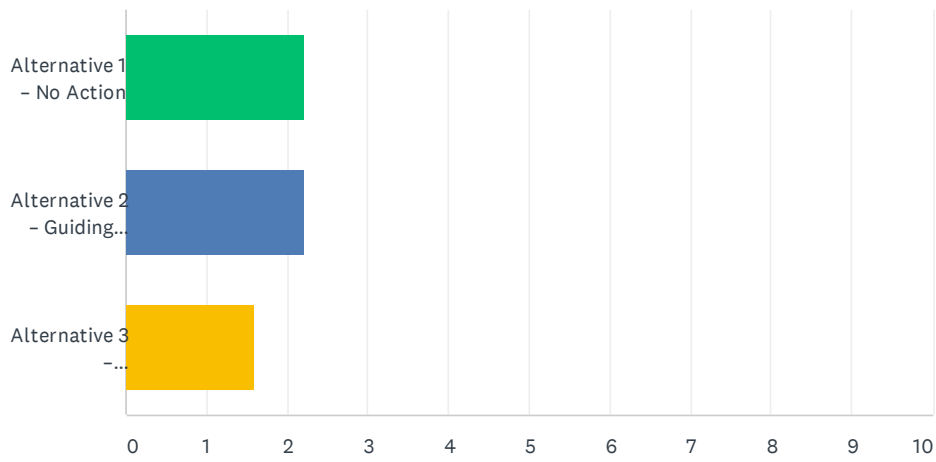
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window open because of the noise. Because of all of that, the plan needs to allow for more housing (with no reductions in any area in the current plan) further away from 405 in the residential neighborhoods so that more people can enjoy safe and quiet streets. This plan needs to allow 4-6 story buildings throughout the study area in order to maximize the number of jobs and homes (rent-restricted and market rate). As a bicyclist, I can tell you that the Cross Kirkland Corridor is nice, but doesn't get you anywhere if you don't work for Google. The plan should especially allow for more housing and jobs near the CKC, including in the residential neighborhoods. The EIS mentions using upper story setbacks to mitigate the massing of the buildings the city should eliminate any upper story setbacks as they reduce the amount of housing available with no real benefit. The upper story setbacks, and other design guidelines, seem to be trying to mitigate/reduce the affordable housing the plan calls for and that Kirkland desperately needs. In summary, the city should be raising the height limits throughout the study area to legalize more affordable housing throughout the study area.

146	This is generating a lot of traffic, noise, pollution	1/7/2021 7:52 PM
147	I support height increase of East of 405. Do not support west of 405. Heights proposed west of 405 of 45' and 85' structures on each side of the CKC, you will be walking in a tunnel and view will be gone on the 85th CKC junctio	1/7/2021 7:46 PM

Q6 Rank the alternatives based on how well they promote the project vision of Livability, Sustainability and Equity from 1 (best) to 3 (worst)

Answered: 326 Skipped: 82



	1	2	3	TOTAL	SCORE
Alternative 1 – No Action	51.86% 167	18.01% 58	30.12% 97	322	2.22
Alternative 2 – Guiding Transit-Oriented Growth	25.16% 79	71.02% 223	3.82% 12	314	2.21
Alternative 3 – Transit-Oriented Hub	25.00% 78	9.94% 31	65.06% 203	312	1.60

Q7 What additional features and amenities should we provide in the preferred alternative to help the station area preserve and enhance its identity as the population continues to grow?

Answered: 201 Skipped: 207

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#	RESPONSES	DATE
1	Plan for SECURE bike parking. Plan to commute to SLU.	2/21/2021 8:18 PM
2	Not sure it needs its "identity" preserved. It's an interchange with a major arterial and a major highway, not a community garden or beach spot.	2/21/2021 11:26 AM
3	Dedicated spaces for addressing homelessness as well as higher percentage of affordable housing with a ratio to Big Business that reflects humanity not just more money for the City and more expensive real estate for the wealthy.	2/20/2021 7:17 PM
4	Plan 3 with height limited to 10 stories. Im concerned about blocking light in residential areas as well.	2/20/2021 9:09 AM
5	The area designated in the plan should be charming and an "oasis" that offers respite from the more congested and densely populated cities of Bellevue, Redmond, and the highly-developed Totem Lake Area.	2/19/2021 10:07 PM
6	More commercial shops and no housing. We need jobs not more housing.	2/19/2021 1:01 PM
7	A Community Center with an indoor pool, gyms, and flexible spaces to support health, wellness, gathering, education, etc.	2/19/2021 12:45 PM
8	Please don't widen streets in non-station areas of Kirkland. We shouldn't turn city streets into alternative highways for Bothell/Kenmore residents.	2/18/2021 9:41 PM
9	Enhanced connection between 85th/405 interchange and downtown/waterfront Kirkland. Passenger ferries from Kirkland to UW. Gondola connecting 85th/405 with KTC and Kirkland/UW ferry.	2/18/2021 7:22 PM
10	See comments for alt 2 and 3 - more east west transit along 85th to connect to downtown Kirkland and transit center, as well as to Redmond. reduce building height and type /level of development east of 124th - primarily residential and neighborhood commercial; otherwise increase in traffic will adversely impact adjacent neighborhoods.	2/18/2021 4:01 PM
11	Keep any building development east of 405.	2/18/2021 3:33 PM
12	Sculptures that represent Kirkland.	2/18/2021 3:25 PM
13	Bike and pedestrian amenities. Focus on water quality and clean air.	2/18/2021 2:27 PM
14	There must be separated and protected pedestrian and bicycle infrastructure that safely connects people throughout the project but especially crossing N/S over 85th and E/W under I-405.	2/18/2021 12:35 PM
15	Noise pollution is a current major health and quality of life issue around the study area. The impacts of increased noise associated with the alternatives resulting from increased traffic and density should be studied, addressed, and mitigated. The report did not address this important issue.	2/17/2021 11:30 PM
16	Don't cut parking. Add bike lanes, sidewalks, crosswalks, ped bridge, trees. Not too much retail. Don't design traffic bottlenecks.	2/17/2021 10:00 PM
17	Improve walkability, decrease speeds along 85th to make it more like a community than a highway	2/17/2021 9:20 PM
18	No use of natural gas as we HAVE to phase out fossil fuels Electricity only throughout.	2/17/2021 7:59 PM
19	More tree cover. Better connections from neighborhoods. Parking for commuters.	2/16/2021 10:19 PM
20	I think there should be an option for parking. It is unrealistic that Kirkland residents will take a bus to transfer to the BRT given the evidence that more Kirkland residents are (and were prior to Covid) choosing to drive into Seattle since the bus service is so slow. I would also like to see the evidence that we are failing to accommodate anticipated growth for the next 10 years, especially post-Covid projections.	2/16/2021 6:50 PM
21	Urban design of BRT station and interchange is critical to any plan's success. Current WSDOT, Sound Transit visualization gives no indication of a desirable crossing of 405.	2/16/2021 4:20 PM
22	more park space	2/16/2021 3:54 PM
23	You must provide parking not only for transit riders but also for the new businesses you hope to have in Rose Hill. Otherwise, transit riders and business workers will park in surrounding neighborhoods. Our weather is simply not reliably clement for year-round pedestrian or bicycle transportation.	2/16/2021 3:07 PM
24	shuttle service to downtown, to support local businesses and restaurants	2/16/2021 2:45 PM

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25	electric shuttle buses	2/16/2021 7:00 AM
26	Design standards- allow for for pedestrian walk ability. Art.	2/16/2021 4:58 AM
27	Why do you want to PRESERVE anything? The neighborhood is a dump. Better to start over.	2/15/2021 10:18 PM
28	Separated bike lanes and pave the CKC	2/15/2021 9:21 PM
29	Rail/streetcar access from downtown to 85th/405	2/15/2021 9:18 PM
30	High density housing can be better achieved in areas that have developed retail like totem lake for example. We need to keep our neighborhoods in tact. I'm always sooo tired that the city continuously tries to ruin Kirkland with 10 - 20 high rises proposals. It's a continuous fight. It's very frustrating!!! Come on will you just stop it!!	2/15/2021 6:28 PM
31	Limit to 4 stories.	2/15/2021 3:57 PM
32	Please do not put 20 story buildings in Kirkland	2/15/2021 3:50 PM
33	Minimal high buildings.	2/15/2021 3:41 PM
34	There is a perfectly good location on NE 70th.	2/15/2021 3:38 PM
35	Limit housing. Do not reduce parking. Thus station is a waste of money. Why not use the existing park & ride on 70th & 405. 85th us already totally congested & long waits to enter freeways.	2/15/2021 2:39 PM
36	Work with Metro and Sound Transit to provide connections between the station area and the downtown transit center	2/15/2021 1:59 PM
37	Take care of what we have now...you sold out to Google and we citizens lost out on any services.	2/15/2021 1:57 PM
38	1) a new park and ride structure if you expect residents to use the transit center. 2) functional space for service businesses (e.g. auto parts/repair), not just mixed use retail that only high cost vendors can afford.	2/15/2021 1:42 PM
39	No growth without better road options as well as bus routes	2/15/2021 1:32 PM
40	A mix of Alt 1 and 2 is preferred.	2/15/2021 1:16 PM
41	I wish I could see clearer integration and network. 85th becomes a traffic-light-free arterial, right? But not down into Kirkland, itself? How do these plans integrate with Redmond's plans? For that matter, Bellevue's? Link clearly with the Cross-Kirkland-Corridor. Develop more walking/biking access to the major public transit hub at 85th and 405 - I will be walking but most commuters will be driving, so provide them places to park. And, finally, whatever alternative is preferred, consider forward compatibility as a criterion - I mean, planning must include some degree of nimble flexibility to adapt to realities we cannot foresee.	2/15/2021 11:49 AM
42	Where is public parking for access to the bus station? Without public parking, this is a non-starter. If we don't have parking to access the businesses, we can't use them.	2/15/2021 11:39 AM
43	PARKING so people aren't having to park all up and down the neighborhood streets which poses risks for pedestrians due to diminished sight lines.	2/15/2021 11:34 AM
44	More focus on livability for families - are apartments and condos going to be their only options? Maybe townhouses? And include Seniors who may not want all the complexity and confusion of high density living.	2/15/2021 11:24 AM
45	Safer and more user friendly than downtown transit center. Keep Kirkland/NW vibe - we are not urban Seattle yet. Ease of access for pedestrians and autos.	2/15/2021 10:58 AM
46	Face the reality that more transit doesn't mean higher adoption - streets like 85th and 132nd are parking lots during peak times - street expansion is needed, not more empty buses.	2/15/2021 10:28 AM
47	All plans feel incomplete. 1) All plans need to be coordinated and connected with Bellevue and Redmond 2) all plans need to consider traffic impact and should relieve existing traffic 3) all plans need to improve dedicated alternative transport (bike/walk/e-scooter) through dedicated bridge/overpasses, fully connected CKC, etc. 4) environmental sustainability embedded in design is a must for any plan.	2/15/2021 10:18 AM
48	Built-in research services to monitor and foster retail and business interests for successful leasing that meets community interests and needs - especially services and products for multi-cultural and low-income families.	2/15/2021 10:17 AM
49	a safe NW space, unlike the downtown transit hub that is unruly, dirty, and not overly resident	2/15/2021 10:12 AM

Kirkland NE 85th Street Station Area Plan - Survey

friendly. easy access from E and W of 405 for pedestrians and vehicles.

50	If the city council thinks this is such a great idea, they should promote this type of development in their own residential areas.	2/15/2021 8:54 AM
51	No tall building. Re-use the buildings and assets we already have.	2/15/2021 7:12 AM
52	1) Please keep the established urban forests that are already in place -- these are stable ecosystems that have taken many years to reach equilibrium. Man-made "green areas" can NOT replace or replicate this, no matter how many plants we put in. 2) As a resident living right in the study area (regularly walk, cycle and drive this area), I suggest that development of station area should focus more on the west side and beyond at Rose Hill -- as opposed to having a radius centering on the station (at "clover" spot). I regularly walk/cycle/bus the length of 85th St beginning from the marina to as far as 128th Ave. With the "clover" as the center reference point, it may look like the distance from marina-clover and clover-128th Ave is the same, but it is not. There's a steep incline near Cross Kirkland Corridor, which makes it more physically challenging for a pedestrian. Even though there's a bus stop nearer to me (NE 85th St & 114th Ave NE), I often find myself rather choosing to walk to the stops at Kirkland Transit Center to bus up to Rose Hill. As a resident on the west side of the "clover", it's unlikely that residents will want to walk up the hill to the new transit hub, given that it's faster/easier to just go to the Kirkland Transit Center and bus up the hill from there. Therefore it doesn't make sense to have the development be a radius around the new station (study area), because it wouldn't be convenient enough for pedestrians to make use of anyway (unless we all have e-bikes). However, the commercial area in Rose Hill (near Costco) is currently underused. As a regular customer of the local businesses here, I often find myself thinking it could use more shops.	2/15/2021 6:23 AM
53	More green community areas such as walkways and parks. This area can be kept and made even more precious and unique this way. Plenty of high-density urban areas are nearby!	2/14/2021 9:34 PM
54	Whatever is done should keep "Downtown" Kirkland low impact. Do not focus on connecting the BRT area to Kirkland Urban and Lake Street.	2/14/2021 7:41 PM
55	Focus on helping the environment. Kirkland doesn't need any more tall buildings or retail space. What Kirkland needs is more green space with plenty of pedestrian and bicycle access. Please ensure that future generations can enjoy public spaces and more green areas!	2/14/2021 7:31 PM
56	Dog park	2/14/2021 5:48 PM
57	Developing for future needs, not just present. Overestimating parking needs. Keep buildings under 10 stories. Minimize impact in neighborhoods.	2/14/2021 5:02 PM
58	Stop building huge homes with no yards. We need green space and yards to soak up rain water. If we keep putting up buildings and taking our grass and trees, our sewer system won't be able to handle the run-off. It will flood our streets and homes, or end up in our lakes and rivers.	2/14/2021 4:43 PM
59	Keep the small neighborhood feel around the station area. We don't want 10-20 story buildings along NE 85th street.	2/14/2021 4:28 PM
60	No high rise!	2/14/2021 4:25 PM
61	You must keep Costco. You must not make the already bad traffic in here worse. You must NOT limit parking, because they will just ruin the adjacent neighborhoods.	2/14/2021 4:21 PM
62	No increases in height. This already a very busy area of town and you are absolutely making it worse.	2/14/2021 4:10 PM
63	Keep building g levels low to mid range. Safe and adequate pedestrian access. Garbage composting bins. Covered bus stops for commuters taking or transferring from 405 rapid transit. Clear signage. Adequate personal safety law enforcement especially if low income housing is to increase	2/14/2021 3:43 PM
64	higher density means you'll be raising taxes for more schools, more utilities. high density doesn't equal livable!!!	2/14/2021 3:26 PM
65	Roof-top public spaces on buildings over 150 ft	2/14/2021 2:37 PM
66	Widen 85th into a 8 lane road, widen 405, create parking lots. Your older than 50 population may not walk, or bike, and did you notice it rains all the time?	2/14/2021 2:35 PM
67	This is not a "station area", it is ONE BUS STOP. It is not a train station and you have very little here to show how anyone gets there that doesn't live in your new huge buildings. You are attempting to justify selling Kirkland's Identity by calling it 'guided growth' and simply a 'transit oriented hub'. Your alternatives are MASSIVE structures and MASSIVE growth in the area	2/14/2021 2:13 PM

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where your only justification is saying "low income housing" and "carbon savings" as many times as possible.

68	We need more roads!!! And since you went against the 5 level height restriction in downtown Kirkland with increased density resulting in more pollution and no consideration of traffic on existing roadways which have not been modified in 25 years. Why should I believe you will do anything with the current expansion at 85th & I405. And people will not take bus or give up their cars. No one on eastside has done this - check out Bellevue who has had zero success with this in their downtown area. we do not want to become another highrise town like Bellevue. Larger buildings makes our city worse, not better. NO CONSIDERATION FOR TRAFFIC!!! PEOPLEASE WILL NOT GIVE UP CARS JUST CUZ YOU HAVE A BUS STATION. WISHFUL THINKING.	2/14/2021 1:22 PM
69	A good deal of what is in the DEIS is good, but rezoning PLA 5A, B, C, & D to 65 or 85' mixed use building is a horrible idea. As with other zones in our neighborhood, please leave our zoning alone, especially height.	2/14/2021 1:09 PM
70	More roads	2/13/2021 11:50 PM
71	>Continue current building heights so as not to cause shadows over current residential area >Continue current building heights so as not to create "Rose Mountain" >Keep similar to "Madison/Petco" area project >Build one 5-story parking deck on each side of I-405 for parking relief >Assume some portion of the high residential buildings will be quite transient as families grow and move out--make sure bldg mgt can keep up with maintenance and renovation over time to maintain quality of the living spaces >Safe 85th St crossing areas	2/13/2021 7:46 AM
72	Retain or replace as many trees as possible.	2/12/2021 5:02 PM
73	Green space with pedestrian and bike access.	2/9/2021 9:00 AM
74	Identify connectivity from BRT station to downtown / marina area	2/8/2021 4:50 PM
75	I'm in favor of adding more parks (replacing ALL LIT-industrial with parks) and more bike lanes only and making no other changes to other zoning	2/7/2021 11:10 PM
76	Be accountable to the new SMP. All-electric buildings, plenty of EV charging stations, safe bike routes, etc.	2/7/2021 9:34 PM
77	Increased availability of and access to low income housing	2/7/2021 7:34 PM
78	Condominiums. Parks and green space. Not blocking nature views with views of tall buildings.	2/7/2021 3:10 PM
79	Better unbiased surveys using non-trigger words. Actually getting the survey to everyone.	2/7/2021 6:24 AM
80	Discouragement of single-occupant vehicle use, a focus on walkability. Additional natural features to balance out the development of large buildings that will change the character of the area. (For instance, more trees will pull down the canopy of the area to the treeline instead of the top of the buildings.)	2/6/2021 11:17 PM
81	Public viewing platform with food, retail to promote equity of Kirkland's views.	2/6/2021 10:47 PM
82	Open space, redevelopment of worn down retail to more walkable mall-like street with places to eat, gather and small parks. Make 85th into a place people want to spend time instead of a Pass-through road. Buildings no more than 6 stories to keep neighborhood feel, not urban.	2/6/2021 10:24 PM
83	Have more green (outdoor) spaces, parks	2/6/2021 1:41 PM
84	Keep it as close as it is today	2/6/2021 9:40 AM
85	Low income housing, Community services, Black owned business incentives, public art, substantial green spaces	2/6/2021 8:47 AM
86	Better bus connections to station	2/6/2021 1:24 AM
87	No high buildings west of 405	2/6/2021 1:09 AM
88	School funding to support any increase in density!!!!!!!!!!!!!!	2/5/2021 11:40 PM
89	More walkable and bikeable paths to connect neighborhoods such as the two divided by the freeway. Reduce or maintain traffic levels. Have plenty of parking for businesses with no paid parking. Parking needs to be easily accessible without the overhead of a ticketing process to deter retail business customers.	2/5/2021 10:33 PM
90	Kirkland is a family friendly area with a lot of amenities for growing families and seniors. I would like to see this preserved.	2/5/2021 9:40 PM
91	more bike only lanes which are preferably separated by a physical barrier. More people are	2/5/2021 9:20 PM

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moving here so streets will be crowded. People would feel comfortable to bike more often if barriers were in place.

92	big park and rides nearby for people to access the transit hub without having to spend a long time on transit connections between hub and house	2/5/2021 6:21 PM
93	Don't limit the ability to get to the station and park.	2/5/2021 6:20 PM
94	Increase the infrastructure before you start making huge additions to population. The plans as they currently are written do not adequately account for traffic flow and school size.	2/5/2021 6:07 PM
95	Preserve the neighborhood feel of Kirkland. People who purchases here did so to raise families here, not live in a busy, overcrowded city. This is not Bellevue.	2/5/2021 4:50 PM
96	more density and building height are required on NE 85th and the surrounding neighborhoods such as Rosehill and the Highlands. The only way to get affordable and low income housing options	2/5/2021 3:47 PM
97	Keep it dense, hide plenty of parking in garages. Create liveable PNW outdoor space with town center type feels. Covered areas and natural gas fireplaces. Bike friendly everywhere.	2/5/2021 11:55 AM
98	Protect and increase the tree canopy, specifically saving the old growth trees. Ensure our waterways and environment is considered and valued.	2/5/2021 11:52 AM
99	Separated bike lanes along 85th or a parallel route from Cross Kirkland Corridor. I'd like seperated bike lanes out to the East of 405 too, but the obvious big bang for the buck is getting connected to CKC. With electric bikes becoming more common, seperated lanes is the missing link for wider bike commuting.	2/5/2021 11:28 AM
100	better bike lanes and pedestrian walkways everywhere	2/5/2021 10:29 AM
101	this does not work as a transit hub without nearby parking. It's not convenient to transfer either, and too many transfers make people not take transit. Instead of TOD maybe try development oriented transit. Build to where the people already are and make sure they have sufficient service.	2/5/2021 10:26 AM
102	Traffic is already a mess in this area and it has not been addressed. We do not need more growth and high rises. This is the suburbs not Seattle.	2/5/2021 10:14 AM
103	Charging stations, bike friendly and walkability	2/5/2021 10:11 AM
104	Increase transit access without adding more density	2/5/2021 9:26 AM
105	Keep thinking with a small town perspective while still being flexible about growth and expansion.	2/4/2021 10:34 PM
106	Parks and walkways, greenways, and SMALLER neighborhoods mean alot to building a community.	2/3/2021 4:47 PM
107	Consider the increase in traffic when adding tall buildings. additional traffic will make the sidewalks and bike lanes more dangerous to use making them useless. We want a greener more walkable area with some limited retail growth.	2/3/2021 11:41 AM
108	limit bldg heights	2/2/2021 11:30 PM
109	limit building heights	2/2/2021 11:23 PM
110	This will be a future BRT transit hub so walkability is of the utmost importance. Everything should be designed around the walking scale and not the car scale.	2/2/2021 2:41 PM
111	Planning codes for cohesive building style. Transportation standards for walkable, livable environments and areas of public right of way.	2/2/2021 7:34 AM
112	Maximize tree cover within the limits of the development.	2/1/2021 4:08 PM
113	Protect existing neighborhoods from the impacts of the proposed growth (increased traffic, noise, pollution, etc)	2/1/2021 3:18 PM
114	Mixed residential and retail is best way to preserve Kirkland character. No high-rise!	1/31/2021 10:09 AM
115	Parks and open spaces, bike lanes	1/30/2021 4:55 PM
116	Limit building height - 6 stories should be the limit - that helps the livability and stays closer to the current character of Kirkland.	1/30/2021 4:53 PM
117	We like the idea of more bike lanes, walkability, and green buildings. We are fine with the idea of careful development on NE 85th. Our major concern is with building heights in the medium	1/30/2021 10:37 AM

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density residential areas south of NE 85th St. We support maintaining the character of our existing medium density neighborhood.

118	Reduce noise and congestion! Preserve safety	1/29/2021 11:14 AM
119	Cover the freeway with a park, like Mercer Island did over I-90	1/29/2021 10:06 AM
120	N/A	1/29/2021 8:40 AM
121	Provide traffic calming. And if Costco stays, how will we accommodate all those cars? Shuttle buses to Costco? Promote home delivery? Hard to imagine someone not driving to Costco but that is what must happen.	1/28/2021 9:50 PM
122	mixed income housing is key to a healthy community. And proximity to good transit options should reduce the parking requirements.	1/28/2021 7:42 PM
123	Put in more sidewalks so people can walk safely.	1/28/2021 7:22 PM
124	Walkable shops and restaurants	1/28/2021 6:02 PM
125	Traffic management, we already have heavy traffic in this area.	1/28/2021 12:43 PM
126	Add pocket day parks and wetland interaction.	1/28/2021 9:36 AM
127	A bigger investment in pedestrian and biking infrastructure to encourage less car usage.	1/27/2021 3:35 PM
128	Additional parking and access to transit system including link (similar to UW Health or Microsoft shuttle buses). Small neighborhood buses to link to major stations.	1/27/2021 3:26 PM
129	Build enough parking for commuters and for people to easily come into the area to visit businesses. Make it easy for traffic to flow into and around the area.	1/27/2021 1:16 PM
130	Low income housing. Increase the requirement for "affordable" housing.	1/27/2021 12:44 PM
131	Parks and public gathering space.	1/27/2021 11:42 AM
132	24 hour 7 day/week bathrooms conveniently located for bus riders, otherwise riders will find areas of the structure to relieve themselves. If this is to be a hub, then riders will have already been on the bus for a period of time, will have to wait for another bus to connect---that's a lot of time spent on the commute---bathrooms are needed. And water fountains.	1/26/2021 4:46 PM
133	More street lights for 85th street to make crossing the 405 highway more friendly to pedestrians.	1/26/2021 10:30 AM
134	This area's primary purpose is for traffic, it's how thousands of people move between many neighborhoods of Kirkland and neighboring cities. Its secondary purpose is retail, particularly Costco and Safeway. The Alt-2 and Alt-3 would seek to change this entirely. I don't see how adding features and amenities would help any. Just leave it alone, we're already growing fast enough.	1/25/2021 2:43 PM
135	more bike lanes and sidewalks.	1/25/2021 1:12 AM
136	As Kirkland plans for increased growth and wants to see more people walking we need wider sidewalks. People in Kirkland love to walk and it's a defining feature of our community.	1/24/2021 6:05 PM
137	Kirkland as a community loves to walk for transportation and leisure. To make this area feel like Kirkland we need extra wide sidewalks and off-street paths for people to walk on, for kids to ride scooters on, and for families to enjoy together.	1/24/2021 6:05 PM
138	There is no reason for the Station. We have Houghton park and ride, very few people ride their bikes there now. People will continue to work from home. Bus will not bring food, Amazon products, etc. Keep Houghton Park and Ride, add Rapid Ride to Houghton and Juanita Village (shuttle fast loop, to Light rail or Kirkland Transit center. or to a light rail station. No one will spend that many hours a day going from bus to light rail to bus, to walking or biking to get home of friends or work. Save this for a future generation..	1/24/2021 5:30 PM
139	Lid over i405	1/24/2021 5:27 PM
140	Add a "rapid ride" bus service to access bus service the immediate communities.	1/24/2021 3:53 PM
141	Keep Alternative1 which will allow for six floor building that are in line with current and future infrastructure in the area. Keep the focus on improving mobility in the area with the forthcoming developments of new mixed used buildings.	1/24/2021 3:29 PM
142	More/better bike/ped connections.	1/23/2021 10:51 PM
143	Encourage parking garage at transit location	1/23/2021 11:56 AM

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144	Parks and open space is a must	1/21/2021 11:16 PM
145	New parking facilities should provide the ability to charge electric vehicles. Perhaps not in "every" stall, but for a significant number ... and for new residences it should always be an option in at least 1 parking spot (per residence).	1/19/2021 5:00 PM
146	None. All neighborhoods (Rose Hill, Highlands, Norkirk, and Everest) have good identity and sense of community as-is. Alternatives 2 & 3 destroy the existing neighborhoods.	1/19/2021 12:05 PM
147	More safe bike routes	1/19/2021 6:57 AM
148	Pedestrian and bike connections to move around Kirkland.	1/18/2021 7:36 PM
149	Prioritize residents — existing as well as new comers. As much open & green space as possible. Scale it to the city we have but with an expansion plan in place —so phase it. Noise is a major concern. The plan & Structure isn't addressing it. Without light rail, this plan won't draw riders A transit hub with parking is what's needed is we are using busses. Scale way back on the hub. Focus on Rosehill redevelopment with adequate respect & consideration to the long time resident. For W of 405, the neighborhoods have redeveloped. 85 ' building are too high. It will profoundly decrease quality of life. Also increase density in the industrial area without adequate parking will drive parking into neighborhoods. Traffic is already bad as commuters use norkirk as a cut thru This is a big safety concern given the school designation as a "walking school" for most of the students.	1/18/2021 6:51 PM
150	Wouldn't it be great to encourage unique shops, experiences and restaurants in the vicinity of the BRT that even non-Kirklanders would be enticed to for day-tripping or 'out for dinner'?! Similar to the Kingston and Bainbridge Island ferry landings that are walk-off, pedestrian-friendly, interesting destinations. Icing on the cake would be some kind of shuttle to help pedestrians travel down the hill to enjoy the amenities of downtown Kirkland.	1/16/2021 1:22 PM
151	Limited high rises green space parking	1/16/2021 10:53 AM
152	make BRT connections to the Kirkland Transit Center frequent and reliable, and synchronized with Metro service there. Otherwise, the BRT station is useless for the majority of Kirkland.	1/15/2021 2:11 PM
153	A focus on pedestrian and bicycle infrastructure. SEPARATED bike lanes from the street. 1 painted stripe for a bike lane will not protect cyclists from the increased traffic.	1/15/2021 1:24 PM
154	None. Keep the growth in downtown and Totem Lake	1/15/2021 12:47 PM
155	Park and ride facility	1/15/2021 8:49 AM
156	Definitely more focus on walking and biking paths as that underpass is pretty sketchy to walk through. Parking should also be a major focus here, a large multi-story parking garage should probably fit in somewhere.	1/14/2021 10:12 PM
157	Parking! Do not pretend that people will choose bikes, and busses over their cars. Some will but we must provide parking or else people make their own parking rules and it gets out of hand.	1/14/2021 9:14 PM
158	Instead of going up, change zoning and make incentives for affordable small cottage type housing.	1/14/2021 8:07 PM
159	limit the ability for people outside of kirkland to come and park their cars and then get on the bus . This will very bad for the neighborhoods and kirkland.	1/14/2021 5:44 PM
160	noise abatement!!!	1/14/2021 5:15 PM
161	Walking pathways; Biking; Green spaces/mini-parks; Cafe's; street food; relaxation areas.	1/14/2021 4:39 PM
162	Encourage green building & green/tree areas.	1/14/2021 4:14 PM
163	85th is too small and too crowded already to support this HUGE Iginlagriwth	1/14/2021 3:35 PM
164	Some commercial development on 85th but not more than 2-3 story buildings.	1/14/2021 3:01 PM
165	True shelter from the elements, (including wind and rain) while waiting for bus. If the seats are ever wet, there isn't enough protection. 24hr Public Restrooms 24hr Security Charging stations for phones/laptops	1/14/2021 1:15 PM
166	Improve transit options to get to the BRT. I'm not against the funicular or gondola idea. A public space and park area would be a good addition.	1/14/2021 9:52 AM
167	The city should provide incentives to developers to install electric car charging stations. The city should prioritize turning Rose Hill into a bustling mixed use community over preserving the existing character of low density, uninteresting commercial development. The city should	1/14/2021 1:41 AM

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ensure that green space remains available, and is expanded if possible. The city should aim to infill and densify the project area to the maximal extent feasible.

168	Affordable housing has already been mentioned but should be a priority	1/13/2021 2:40 PM
169	Keep some green areas. Much of the area around 85th/405 is already zoned commercial and is already built upon which is why expanding the area is smart. Placing a 300ft building on what is currently a car dealership (or something similar) is smart since it does not destroy green areas and provides a sound barrier between the highway and existing neighborhoods. Focus on easy bike/pedestrian access to transit, trails, and "social areas" that many people will frequently be. Again, if you build it, they will come.	1/12/2021 9:37 PM
170	I feel like Kirkland has the opportunity to make more of a welcome at the freeway offramps, which is a major access point to downtown, and will also be to this new city center if the community picks Alternative 3. I think right now there is not a huge sense of community character at this entrance to Kirkland, and would love to see some thought put into statement art, visual design, or some other welcoming feature that makes it feel less like an ugly interchange and more Kirkland than "the way you get to Costco".	1/12/2021 6:00 PM
171	You need to make every office building include a day care. Taking children to daycare or school or after school activities is one of the main reasons workers need a car. You need to make every multifamily housing unit include green space and play equipment for young children to get fresh air and exercise. This is something that is seriously lacking in Redmond's new developments. Exercise rooms and roof gardens are not designed for children but to serve the needs of young single adults. Dogs are more welcome in apartments on the east side than children are. You need to make sure there are enough schools that these children living in this proposed development can go to and that there will be public bus routes to before and after school. What if voters don't pay for a new school or improved residential bus service?	1/12/2021 5:54 PM
172	you have no provisions for transportation or parking arrangements for the senior community. how are seniors supposed to safely and conveniently get downtown, where are they supposed to park their cars close to the shopping areas and you provide no extra parking throughout your entire new mapping. this is unworkable for the senior community and there are plenty of us. BTW, it's also unrealistic for everyone else in terms of parking, the 405 on-ramp will be a disaster and cause intense congestion and people are going to be very angry at you guys.	1/12/2021 4:55 PM
173	Walkability for all ages, natural spaces, pea patches and play areas for children, small town feel, public art, well designed mixed use and office buildings that feature green elements and non-monolithic design (tapered setbacks, vertical gardens, facades that integrate natural beauty rather than mirrored windows and sterility)	1/12/2021 4:09 PM
174	Grow more slowly planning ahead for flexibility as Kirkland's needs change. Building bus stops without parking is ridiculous. The Totem Lake bus stop could be enhanced with a parking garage.	1/12/2021 2:26 PM
175	More parking not less, and do not increase building height in anyway. Maintain as many trees as possible, plant more.	1/12/2021 12:57 AM
176	See my comments on Alternative 3	1/11/2021 9:16 PM
177	A Kirkland historical section for commuters. People moving devices (in the air, off the streets) that take advantage of air space above the Kirkland Corridor, above 85th Street and via existing bike and foot traffic bridges over 405	1/11/2021 6:01 PM
178	Greatly increased density without sufficient parking and traffic flow studies is likely to decrease quality of live for existing Kirkland residents.	1/11/2021 5:05 PM
179	More trees, green space and public space.	1/11/2021 11:27 AM
180	Again, who is using mass public transit at this time. So 2019.	1/10/2021 3:01 PM
181	We are not Seattle; keep the charm of Kirkland intact by limiting density to maintain our residents quality of life.	1/10/2021 2:20 PM
182	The station area should be made more walkable and bike lanes should be built. Dense urban development should be avoided.	1/9/2021 5:06 PM
183	I would support Alternative 2 with 6-story buildings, but not 10.	1/9/2021 4:29 PM
184	Neighborhoods around the area will be become ripe for crime, illegal or overcrowded parking, lack of privacy. NOISE, pollution. This project is DEVASTATING to those who worked hard to live in amd raise their kids in this neighborhood. Keep transit out amd spend money on real priority issues, like education, street maintainance, and fixing other things that are already existing and need to be fixed.	1/9/2021 2:13 PM

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185	Enhanced connectivity between the Station Area and downtown Kirkland, especially for non-car modalities (active transit, shuttle service)	1/9/2021 1:06 PM
186	Rose Hill Meadows park should be improved. The grass areas need to be better maintained (no mole hills) and the preserved areas cleaned up (remove invasive weeds).	1/9/2021 10:08 AM
187	The station area and rose hill should have more affordable housing requirements than the west side of 405.	1/9/2021 9:12 AM
188	Improve walk and biking capabilities, don't lose Costco!! Improve type of retail in Rose Hill corridor to align with neighborhood identity (lovers can go...)	1/8/2021 10:32 PM
189	Focus more on preservation and why people want to live here, and less on enhancing it—and making Kirkland an unpleasant place to live.	1/8/2021 10:13 PM
190	more density and higher building heights must be done. need to increase the area of re-development	1/8/2021 4:09 PM
191	New schools	1/8/2021 2:53 PM
192	Limit to current zoning	1/8/2021 12:29 PM
193	Shuttle bus service to downtown and along 85th. To use BRT, we need somewhere to park. What about long term parking to use light rail to get to the airport?	1/8/2021 11:09 AM
194	More pedestrian and cyclist friendly options to cross 405 without having to risk death.	1/8/2021 10:35 AM
195	If anything, height limits should be reduced, not increased, and development should require adequate open/green space.	1/7/2021 9:48 PM
196	Continue with local improvements, e.g. the continued improved walking/biking corridor, stay within the height constraints even east of I-405 but make much better use of the industrial and mixed use areas that are not efficient uses now.	1/7/2021 9:19 PM
197	Do not make any changes! Keep Kirkland a nice residential City!	1/7/2021 8:56 PM
198	Less height, more missing middle duplexes, triplexes, and groups of cottages. Some five story mixed use with no parking. Make Rose Hill feel more green, not more developed.	1/7/2021 8:24 PM
199	More housing is the most important factor.	1/7/2021 8:02 PM
200	more walkable, green areas, reduce noise	1/7/2021 7:56 PM
201	Be careful of adding metered parking in the neighborhoods, specifically highlands neighborhood. Limit building tall buildings surrounding the neighborhood.	1/7/2021 7:49 PM

Q8 What features can help the preferred alternative promote an inclusive, diverse, and welcoming community?

Answered: 171 Skipped: 237

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#	RESPONSES	DATE
1	Affordable Housing, jobs, and walkability.	2/21/2021 8:18 PM
2	East access for bikes and peds. PROTECTED trails/bike lanes leading to/from it.	2/21/2021 11:26 AM
3	Multi use buildings with higher percentage of housing than business, height restrictions (remember those gorgeous Olympics?!) and pedestrian thoroughfares.	2/20/2021 7:17 PM
4	building setbacks, subsidized space for child and elderly care services.	2/19/2021 10:07 PM
5	More jobs for middle income earners.	2/19/2021 1:01 PM
6	Reinforce Kirkland's strengths: friendly neighborhoods, moderate density, vibrant parks, walkable streets, moderate sized office and retail. AND: the next question (#4) is unfair. It implies that the items are mutually exclusive and they are not.	2/19/2021 12:45 PM
7	Focus on improving the Rose Hill neighborhood, rather than tampering with the Moss Bay neighborhood and existing zoning.	2/19/2021 10:03 AM
8	Require increase in affordable housing percentages (20-25%) for any residential buildings that exceed existing zoning - they get taller buildings/more development, the City gets more affordable housing to support diverse population. Also include set asides for business incubators to support new business growth in Kirkland (maybe tied in with LWIT).	2/18/2021 4:01 PM
9	Kirkland is already an inclusive, diverse and welcoming community. What evidence is there that Kirkland is not? I am a minority living in Kirkland since 1967. Good grief, some people have an agenda not based on the reality in Kirkland.	2/18/2021 2:27 PM
10	Ped/bike infrastructure. People who cannot afford or do not want to own a car should have a transit oriented project that meets their needs.	2/18/2021 12:35 PM
11	I feel that Kirkland is already an inclusive, diverse and welcoming community. I can rent for cheaper than these proposed "affordable housing" options. I am not sure what diversity is being sought.	2/18/2021 11:27 AM
12	Affordable housing. A 500 sq ft studio apt in Totem Lake is over \$2k/month. It's 9 feet wide. Imagine sitting on your sofa watching tv in a room that's 9 feet wide. It'll be in your face. So, watch what the designs are for the buildings. Do they actually make sense? Also, make it easy for people who don't live right at the station to use it - busses to it, park 'n ride, etc.	2/17/2021 10:00 PM
13	Low income housing, affordable housing, community services (community center?)	2/17/2021 9:20 PM
14	More low-income housing.	2/17/2021 9:09 PM
15	Allow as much housing as possible. Kirkland needs to build more housing!	2/17/2021 7:59 PM
16	Parking for commuters.	2/16/2021 10:19 PM
17	That would depend on the goals for said diversity or inclusion. Curious to hear your definition of inclusive and any evidence that Kirkland is not that. How can a city be welcoming? Wouldn't that be the behaviors of the people in the city? This sounds like creepy social goals. Let's focus on providing services the residents need.	2/16/2021 6:50 PM
18	Alt 3 level of improved pedestrian and bike network; green streets and stormwater infrastructure; regulation and incentives for affordable housing; regulations and incentives for sustainable design should be part of preferred alternative, not just tied to intensive development.	2/16/2021 4:20 PM
19	better signage on welcoming. I think we are inclusive and diverse	2/16/2021 3:54 PM
20	Actually, leaving existing residential neighborhoods alone works. Our neighborhood is quite ethnically diverse and remains quite welcoming - as evidence the attendance to our annual neighborhood picnic, mini ad hoc gatherings among neighbors, neighborhood holiday donation drive responses, etc., etc.	2/16/2021 3:07 PM
21	lower income housing, better parking and access to support local businesses and restaurants	2/16/2021 2:45 PM
22	art wall murals	2/16/2021 7:00 AM
23	Affordable housing, art.	2/16/2021 4:58 AM
24	Find out what developers need in order to build. Give it to them. Get out of the way. Don't try to be fancy and load up requirements. Just stop getting in the way of people who are building better places.	2/15/2021 10:18 PM
25	Low income housing	2/15/2021 9:18 PM

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26	Develop high density in areas with dense retail like totem lake. Easy access, livability, etc.	2/15/2021 6:28 PM
27	Parking for all. Access to Costco.	2/15/2021 3:57 PM
28	None	2/15/2021 3:38 PM
29	Continue to evolve Kirkland's approach to equity and inclusivity	2/15/2021 1:59 PM
30	People that want to stay educate, vote and be involved in taking care of our city. Park lane is a joke and should have lighting but we have sunken gardens with reflective tape. How can I trust our planning dept and city council to take care of its citizens to enjoy its downtown area? And now build 85 foot buildings I can't walk to over a freeway? All the new people that come here don't speak english or want to engage in english or know their neighbors. Where are the resturants we can walk too?	2/15/2021 1:57 PM
31	Building heights max of 50ft, bike and walk paths to east of I-405	2/15/2021 1:16 PM
32	Schools and houses of worship, good public transportation, lots of open space and parks. Safe and well-maintained.	2/15/2021 11:49 AM
33	Kirkland is a residential city. Keep it that way.	2/15/2021 11:39 AM
34	Give everyone a pony? Why is this a question? Biggest issue for "livability" I like this word vs your PC words is managing traffic, that doesn't mean socially engineering us out of cars, adequate off street parking for residents and safety.	2/15/2021 11:34 AM
35	The center itself allows easier access to Kirkland and also surrounding communities. Clean and safe for all of us.	2/15/2021 10:58 AM
36	Let's work on a fully functioning traffic plan first...	2/15/2021 10:18 AM
37	See above.	2/15/2021 10:17 AM
38	the question is a joke! Kirkland has become unwelcoming place with it's tall buildings, too much traffic, greed for high tech, high priced real estate. Try taking the existing community first!	2/15/2021 7:12 AM
39	I'm a woman of Southeast Asian heritage, and I wholeheartedly think that Kirkland (especially Moss Bay), is one of the finest neighborhoods in the world. I say this not lightly as I've lived in many places that are highly diverse and dense in Kuala Lumpur, Singapore, Sydney, San Francisco, and Hong Kong. What makes Kirkland special is that it is not congested like the other cities, yet it has all the wonderful amenities, infrastructure, urban forests, outstanding air and water quality, gorgeous sunsets (thanks to not having high-rise buildings blocking the view). As a minority woman, Kirkland is one of the rare places in the world that makes me feel safe enough to walk outdoors at night. Any other minority woman I've spoken to has said the same, which is why we have chosen to live in Kirkland instead of comparable cities like Bellevue or Redmond. Please do not take this away from us by introducing rapid development. Kirkland may be predominantly white, but has made me feel more welcomed and at home than any of the other cities. I have made friends just showing up to local stores -- the charm and character of Kirkland enables this feeling of "togetherness". The community is close-knit. Any resident I've ever bumped into at another city always speaks of being a Kirkland resident with a pride akin to belonging to a special club. One of the most impressive features of Kirkland is that it does not have high-rise towering buildings. I have lived in neighborhoods that shift from low to high density developments. I witness these neighborhoods lose their charm, becoming just another congested city with no character. It usually happens this way: The intent is to add more residential units (with taller condos) to make housing more affordable. But what happens is pricing always quickly rises beyond affordable anyway, as deep-pocketed entities can now afford to purchase them. Then the influx of new people move in -- and just like a company that hires too much too fast, the "culture" and identity is instantly lost. Air quality decreases due to the density of just having more people and cars (no matter what the carbon footprint calculation says). Crime goes up. To preserve Kirkland's identity, I believe we should not be hasty in adding high-rise/high-density buildings -- else we'll just be another copy of Bellevue/Redmond. During the BLM protests last year, Bellevue was subjected to looters and vandalism. We did not get that in Kirkland. This is the identity and charm of Kirkland. The community looks out for one another. It would be a shame to change this.	2/15/2021 6:23 AM
40	Walk, bike and other local transit options.	2/14/2021 9:34 PM
41	Collaboration with non-profit housing organizations that serve lower-income residents.	2/14/2021 7:42 PM
42	More churches and schools.	2/14/2021 7:41 PM
43	Keep building heights low. Create more green space. Plant more trees. Create more pedestrian friendly spaces.	2/14/2021 7:31 PM

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44	Park	2/14/2021 5:48 PM
45	Art features	2/14/2021 5:04 PM
46	The overuse of "inclusive" has made it lose it's impact.	2/14/2021 5:02 PM
47	More green features like parks...etc.	2/14/2021 4:28 PM
48	Don't build it. It's too much traffic for the area.	2/14/2021 4:25 PM
49	Why is this being all put on this one area? 300 foot buildings are not "inclusive". Reducing parking requirements to kowtow to developers and ruin nearby neighborhoods is not "diverse". This will be a blight, it will create massive traffic headaches that will ruin our neighborhoods.	2/14/2021 4:21 PM
50	Green pocket parks, trees, low maintenance ground cover, keeping the area cleaned of. Trash	2/14/2021 3:43 PM
51	what housing gets built, make it truly affordable. \$400k, \$500k for a home isn't "affordable"	2/14/2021 3:26 PM
52	More family activities like a YMCA or city pool	2/14/2021 2:37 PM
53	This has nothing to do with question of selling out Kirkland by giving developers free reign to build massive buildings that the infrastructure can't handle while you reduce requirements that might hurt their pocket books like giving them parking concessions.	2/14/2021 2:13 PM
54	police take diversity training twice a year. Continual background checks on police to determine if they are affiliated with any right wing groups and if so FIRE them immediately. The contract with police needs to have this provision. Hire 25% black, hispanic, and police of color. Promote people of color to all ranks of your police department. I never see police of color in my downtown neighborhood. Start with the City's own personnel department	2/14/2021 1:22 PM
55	More roads, easier commute	2/13/2021 11:50 PM
56	Find the balance to support permanent residents and those coming in to work, dine, shop, etc	2/13/2021 7:46 AM
57	Distribute affordable housing among several areas, rather than segregate into one place.	2/12/2021 5:02 PM
58	Affordable housing to address local homeless issues.	2/9/2021 9:00 AM
59	Add large amount of additional housing at different price points.	2/8/2021 4:50 PM
60	Under the No Action alternative that keeps building height at 6 stories make sure that a percentage of housing is set aside for those with lower incomes.	2/8/2021 3:04 PM
61	More low income housing and green space	2/8/2021 10:53 AM
62	I'm in favor of adding more parks (replacing ALL LIT-industrial with parks) and more bike lanes only and making no other changes to other zoning	2/7/2021 11:10 PM
63	Affordable.	2/7/2021 9:34 PM
64	Increased availability of and access to low income housing	2/7/2021 7:34 PM
65	Condominiums.	2/7/2021 3:10 PM
66	Parking. Stop lying about affordable housing and give people a way to commute into your development.	2/7/2021 6:24 AM
67	Communal meeting rooms open to public use, variety of cuisines and cultural offerings, warm and adequate lighting, park-like features.	2/6/2021 11:17 PM
68	Art by POCs.	2/6/2021 10:47 PM
69	Walkable, more safe crosswalks. Separate (from traffic) bike path to connect 132nd to downtown Kirkland. More buildings for preschools or private schools, small business spaces, small restaurants, safety, well lit, happy place to spend time. Open space and parks.	2/6/2021 10:24 PM
70	Bench's for people to sit on, areas for people to bring pets, plants and trees	2/6/2021 1:41 PM
71	Parks	2/6/2021 9:40 AM
72	Low income housing is crucial. Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below. Home prices and rents have risen exponentially and many of our neighbors our being priced out of housing. The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households. Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in	2/6/2021 8:47 AM

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

73	Transit friendly (so inclusive to all our neighbors who maybe don't have cars etc) - green - well-lit to ensure safety	2/6/2021 1:24 AM
74	Reducing development will protect our schools	2/5/2021 11:40 PM
75	Safe biking and walking paths! Preference for small and minority-owned businesses in this commercial area. A minimum wage should be raised so that Kirklanders should be able to live comfortably in Kirkland with a min wage job. Having "affordable" housing is just a bandaid on the underlying income inequality issue. It's not sustainable and gives developers too many incentives that does not help the actual community at large. Developer gets- Density and FAR amenity incentive• Impact fee waived •Multifamily Housing Property Tax Exemption (MFTE) • Reduced parking requirement • "Density Bonus – An applicant may propose more than two (2) bonus units for every affordable housing unit or a density bonus exceeding 25 percent of the number of units allowed in the underlying zone of the subject property"• Property tax breaks for a number of yrs. I don't think Alt 2 or 3 promotes an inclusive, diverse, and welcoming community for that reason. Maybe the actual feature to help promote an inclusive, diverse, and welcoming community is a city/county tax on high-income earners because the sooner we can close the income inequality gap the sooner we can have a more inclusive, diverse, and welcoming community.	2/5/2021 10:33 PM
76	Attractive avenues for transit as well as people/bikes, park like settings, some public parking and limited tall buildings.	2/5/2021 9:40 PM
77	I'm all for affordable housing but neither alternative plan (2 or 3) is really doing that. You are just adding a bunch of google and Microsoft people who don't pay property taxes and flood the public school system.	2/5/2021 6:07 PM
78	Preserve the neighborhood feel of Kirkland. People who purchases here did so to raise families here, not live in a busy, overcrowded city. This is not Bellevue.	2/5/2021 4:50 PM
79	Plenty of housing options. Small to large. With large communal areas.	2/5/2021 11:55 AM
80	--Address our already over-crowded schools and how our schools will accommodate such an increase in housing. We need to build another elementary school to keep up with demand- local elementary schools are all at or above 600 students. However, land is at a premium. Will we prioritize our children and give them a proper school that is not over crowded? With residential areas already becoming more dense as the large plots of land with just one home are developed into multiple single family homes, elementary schools (like Twain and Rose Hill) are already seeing steady enrollment increases. A large development like what you're considering will further strain the education infrastructure. -Include community gathering spaces, community centers with programming.	2/5/2021 11:52 AM
81	Shared public park space around the new developments to encourage community interaction.	2/5/2021 11:28 AM
82	low income housing and more play areas	2/5/2021 10:29 AM
83	Affordable housing as a key component; not one that goes away in a few years.	2/5/2021 10:26 AM
84	Anyone and everyone is welcome.	2/5/2021 10:14 AM
85	Pedestrian and bike access	2/5/2021 9:26 AM
86	???	2/4/2021 10:34 PM
87	Free parking and diversity in restaurant/dining choices are inviting and help.	2/3/2021 4:47 PM
88	I'd like to see more priority given to making the area greener and walkable. We should do what we can to increase the safety for pedestrians and bikers. As well as reducing the sound pollution for nearby housing. Otherwise people will not want to live near all this high traffic noise.	2/3/2021 11:41 AM
89	parks	2/2/2021 11:30 PM
90	improve parks	2/2/2021 11:23 PM
91	I hope Alt 3 gets passed but includes more affordable housing. If the 85th St community has more affordable housing, welcoming green spaces, and is on a great BRT line then both residence and visitors will feel welcome the second the step of the bus in Kirkland.	2/2/2021 2:41 PM
92	Affordable housing, mobility, vibrant, green, accessible	2/2/2021 7:34 AM
93	Maximize alternative transportation options (walk, bike, etc.)	2/1/2021 4:08 PM

Kirkland NE 85th Street Station Area Plan - Survey

94	Listen to current residents and don't ignore their concerns as you have done in the past	2/1/2021 3:18 PM
95	Like the increased emphasis on walking and biking.	1/30/2021 4:53 PM
96	We believe that our neighborhood is already remarkably diverse and inclusive. We value having neighbors that have come from all over the world and from many cultures. Multiple income levels are represented as well. We believe that walkability, access to services and open spaces are also very good in South Rose Hill.	1/30/2021 10:37 AM
97	Moderate growth...go slow	1/29/2021 11:14 AM
98	Dog parks	1/29/2021 10:06 AM
99	N/A	1/29/2021 8:40 AM
100	Price. If housing prices are all high, the diversity will remain what we have now (which is actually diverse culturally but not economically).	1/28/2021 9:50 PM
101	Plenty of mixed income housing, mixed use retail, good transit options, and good options for education.	1/28/2021 7:42 PM
102	We have good schools, safe streets, and people who pay their taxes, obey the law ,and maintain their property. Fine the way it is.	1/28/2021 7:22 PM
103	Walkable shops and restaurants	1/28/2021 6:02 PM
104	Keep density away from major road intersections that are failing now.	1/28/2021 9:36 AM
105	Stop trying to drastically change the area. Its already diverse and welcoming. You will continue to push current residents out of the area in the name of "growth". Many people moved to Kirkland for its smaller town feel and you are taking that away! How is it beneficial to your current residents to create a denser more crowded environment? How about servicing your current residents today as opposed to servicing your potential future residents...?	1/27/2021 8:27 PM
106	More and higher density housing, more and varied retail, better support for non car transportation.	1/27/2021 3:35 PM
107	That is not a role for government.	1/27/2021 3:26 PM
108	Subsidies and incentives for builders to develop varied housing that includes workforce housing as well as low AMI. Not just market rate and 30% AMI. Make it possible to attract and retain teachers and government employees.	1/27/2021 1:16 PM
109	Low income housing. Increase the requirement for "affordable" housing.	1/27/2021 12:44 PM
110	Zoning that promotes midrise housing. More housing in general, and incentives for affordable housing and green building.	1/27/2021 11:42 AM
111	Clean, safe, at the very least, cameras for security.	1/26/2021 4:46 PM
112	More office buildings and more relaxed zoning (more densified) will create more housing and make the area more affordable to people.	1/26/2021 10:30 AM
113	A higher percentage of affordable housing units would better align with Kirkland's goals for being an inclusive and diverse community. Today it seems like it would be very difficult to get around the area if you had a mobility or vision disability. I'd like to see the plan include specific features and goals to make this better.	1/24/2021 6:05 PM
114	Requiring a higher percentage of affordable housing would promote a more inclusive and diverse community within the station area. We also need specific goals for improving disability accommodations on sidewalks and at intersections. Today many parts of the station area have poor accommodations for people using wheelchairs and canes, with vision limitations, and with mobility limitations.	1/24/2021 6:05 PM
115	The community is always changing. Adding a bus station, and high density will only bring in more delivery traffic, crime. It will Not make the area more welcoming.	1/24/2021 5:30 PM
116	Better access for the community to access the new transit center	1/24/2021 3:53 PM
117	To include diverse, inclusive community the city needs to define what it is. It's not huge apartment building that will provide for that. The city should prioritize projects that provide section 8 housing, affordable homes and then high end apartments in that order. City should not forget most families will not want to live in apartments and current pandemic proves that apartments and condos are the largest hit. City should prioritize multiple zoning that can create for apartments, condos, town homes, rezone some or most of low density zoning to medium density to accommodate more diverse housing.	1/24/2021 3:29 PM

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118	More parks, community centers with diverse and inclusive activities.	1/23/2021 10:51 PM
119	We are a welcoming community trying to absorb the current changes, alternative's 2 &3 are too much additional pressure on infrastructures/arterial roads and schools	1/23/2021 11:56 AM
120	Art, sculptures, wall paintings, art in the street	1/21/2021 11:16 PM
121	I don't see the connection between allowing for massive high rises has on inclusivity and diversity.	1/20/2021 8:34 PM
122	I like the mixed use zoning on the Rose Hill side. That area is already commercial so it makes sense to keep commercial and add residential. The most impact to improving the neighborhood can Focus primarily on provide a great walking and biking path along the current 85th street artificial hillside, without downsizing the 2 lanes of vehicle traffic each direction, and without spilling bikes and walking traffic into the neighboring communities.	1/19/2021 5:00 PM
123	None. Kirkland is already inclusive, diverse, and welcoming.	1/19/2021 12:05 PM
124	Promote by offering deferred taxes or permits for minority owned businesses to come into the area.	1/19/2021 6:57 AM
125	Contemporary look that is distinctive.	1/18/2021 7:36 PM
126	Adequate parking & traffic management. Increased consideration about noise , building heights, parking & traffic in abutting neighborhoods. In the case of project 3, too much is too much.	1/18/2021 6:51 PM
127	This would be a super question for a community brainstorming session, where representatives of marginalized people groups living or working in Kirkland are specifically invited.	1/16/2021 1:22 PM
128	make BRT connections to the Kirkland Transit Center frequent and reliable, and synchronized with Metro service there. Otherwise, the BRT station is useless for the majority of Kirkland.	1/15/2021 2:11 PM
129	A focus on pedestrian and bicycle infrastructure. SEPARATED bike lanes from the street. 1 painted stripe for a bike lane will not protect cyclists from the increased traffic.	1/15/2021 1:24 PM
130	None. This is social engineering	1/15/2021 12:47 PM
131	The rose hill area is mostly lacking in a large social space of it's own, so if the intent is to create a closer neighborhood, that might be a something to factor into all this.	1/14/2021 10:12 PM
132	Small cottage type housing, increased sidewalks and encouragement of walking and biking.	1/14/2021 8:07 PM
133	We are only going to line the pockets of developers and land owners. This will not help the people that live near the new transit station. We will deal with increased traffic, more noise. more trash and transient population and more big city problems.	1/14/2021 5:44 PM
134	Open spaces; mini-parks; outdoor sitting areas.	1/14/2021 4:39 PM
135	Actual affordable housing. Community centers that promote these ideas, broader economic base in city, i.e., not just for computer programmers/engineers, parking near businesses needed to support customers.	1/14/2021 4:25 PM
136	Affordable housing with green areas/parks.	1/14/2021 4:14 PM
137	Keeping the neighborhoods intact with their schools and parks.	1/14/2021 3:01 PM
138	Park space, dog park, shelter (like gazebo at Kirkland Marina Park), noise barriers,	1/14/2021 1:15 PM
139	Housing, housing and more housing. If you want to create a diverse, welcoming community then build it with low-income/ public housing. Be the change you want to see! Also, If you want people to get out of their cars, please stop requiring parking. People use transit when it's easier than getting in a car. Also, Rainier Beach at the beginning was moving 2,000 riders a day. This transit hub is expected to move 200. So much talk about equity and this project is taking up 30% of the BRT ST budget.	1/14/2021 9:52 AM
140	The preferred alternative should provide housing at a variety of price levels, without segregating the housing units by price level. Affordable units should be mixed in with market-rate and luxury units to strengthen neighborhood dynamics. The preferred alternative should be accessible to the maximum extent possible (not just minimum ADA compliance). The preferred alternative should be easily traversable via walking and/or biking, with ample and useful ped/bike connections to other areas of Kirkland. The preferred alternative should deprioritize car usage to the maximum extent possible, and instead prioritize ped/bike/transit.	1/14/2021 1:41 AM
141	Affordable housing	1/13/2021 2:40 PM
142	Actual affordable housing - not everyone wants or needs luxury apartments. Kirkland is an	1/12/2021 9:37 PM

Kirkland NE 85th Street Station Area Plan - Survey

expensive place to live, but it doesn't need to become even more expensive due to unnecessary inflated rents. Access to parks and recreation. The CKC is right there so make it accessible. Leave existing parks and perhaps create new ones if feasible, or ensure access to surrounding parks.

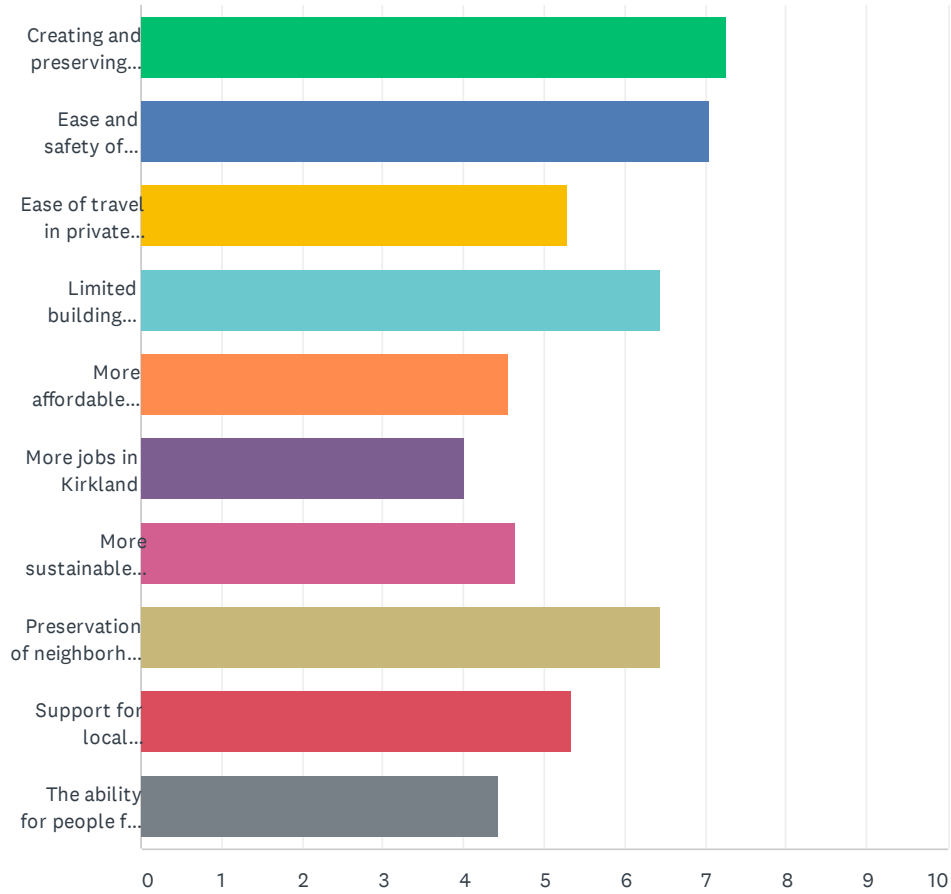
143	Wide sidewalks amply separated from the busy road, attractive lighting and features, plantings with year-round visual interest. The upgraded sidewalks and plantings are much better than they used to be. But right now walking there everything feels so far apart, at a car scale, not a human scale. But many people already, and even more in the future will walk this way to catch the bus. Not all the bus stops on 85th have cover and seating now, which could be an improvement. I think retail spaces should be planned to be next to the sidewalks for human interest, and I think there should be emphasis on ensuring there are some businesses that serve as community gathering spaces (like coffee shops or tasting rooms). A community bulletin board like there are/used to be (?) in Houghton (near Metro Market) and the Highlands could offer up a way to engage.	1/12/2021 6:00 PM
144	I think that is an unattainable goal. We have way too many banks, coffee shops, drinking establishments, nail salons and hair salons in Kirkland. None of those places are useful to me. How are you going to change this? What happens if Safeway and Walgreens pull out and that property is redeveloped? (Think about Alberstons in Juanita pulling out and the fact that no grocery store went in near Juanita Village.)Planners have no ability to guarantee any particular retail. Without a grocery store or pharmacy east of the freeway you have a big liveability problem especially if people don't have cars. QFC in Kirkland Urban was supposed to be a store people can walk to in downtown Kirkland. How many people don't have a car and actually walk there for all their grocery needs? Dream on. And I never go there because it has crap parking and no 'down' escalator. Who wants to take an elevator these days? For people to get there or to the new PCC from the east side of the freeway is a huge hurdle. And there is a decent drug store in the downtown core. Drugstores carry things you don't find in fancy urban grocery stores. This isn't Europe. People don't stop and shop every couple days at cute little grocery stores walking home from work. And if you shop at Costco you usually need a car to carry home your purchases. You ignore the fact that people with small children and the elderly have trouble getting around and accessing services when you come up with ideas about walking and biking places. And you ignore the fact that this isn't California. We have crap weather that no one wants to walk in unless they have to.	1/12/2021 5:54 PM
145	provide available parking everywhere at no cost, make it easier to access 405 not harder, do not remove Costco and other essential services and don't drive out the population of Rose Hill and surrounding area for high-rise buildings that no one wants.	1/12/2021 4:55 PM
146	Walkability for all ages, natural spaces, pea patches and play areas for children, small town feel, public art, well designed mixed use and office buildings that feature green elements and non-monolithic design (tapered setbacks, vertical gardens, facades that integrate natural beauty rather than mirrored windows and sterility)	1/12/2021 4:09 PM
147	Lower buildings with parking that are actually affordable for renters. People do not like the planned removal of cars because you think they should be removed. And stop making ridiculously small parking spots!	1/12/2021 2:26 PM
148	Just don't do it. and people from all walks of live living in Kirkland?? Does that mean those not "super rich", those not able to walk 3 flights of stairs?? Thoses not working for Google, all of those people?? And if support of local business is "google", I don't think they need any support, do YOU??	1/12/2021 12:57 AM
149	Larger percentage required for affordable housing and no buy-out fees allowed. Be clear about rent caps.	1/11/2021 9:16 PM
150	Easier and less restrictive permit process for ADU's and Cottage Houses. Help in securing downtown parking for autos and bikes to ensure Downtown businesses don't continue to fail during the whole 10-15 year process at 85th/405	1/11/2021 6:01 PM
151	This really feels like lipstick on a pig, to be honest. With the options to increase building height, the city council clearly is clearly prioritizing increased tax revenue over sustainability.	1/11/2021 5:05 PM
152	We're fine. No one is complaining.	1/10/2021 3:01 PM
153	Ditch the BRT and focus on maintaining a high quality life for Kirkland residents. The Bus station will be a stain on this city.	1/10/2021 2:20 PM
154	Require apartment buildings being developed to offer lower rent for a higher percentage of units. Otherwise, this seems like an odd question for developing infrastructure.	1/9/2021 5:06 PM
155	This is about people's attitudes and behavior - not a transit station or overcrowding of our neighborhoods. If anything, the increase in people and development will promote more	1/9/2021 2:13 PM

Kirkland NE 85th Street Station Area Plan - Survey

	negativity amongst people.	
156	More housing, both affordable and market-rate, to address Kirkland's affordability crisis and King County's robust housing demand	1/9/2021 1:06 PM
157	The mid-block pedestrian/bike streets should be apart of the plan no matter what overall plan is selected. As long as a considerable amount of car traffic will be on 85th, pedestrians will strongly prefer walking on the mid-block streets going east-west through the Rose Hill area.	1/9/2021 10:08 AM
158	Affordable housing at various levels. The current 50% AMI is too onerous. While it certainly has a place in our community, the 50% level is too low for areas not on a transit center or for developments where development costs per unit are high. I'd like to see more along the lines of 100% of the AMI given the high paying tech jobs we have.	1/9/2021 9:12 AM
159	Recruiting the right businesses to support the retail corridor.	1/8/2021 10:32 PM
160	Stop worrying so much about it.	1/8/2021 10:13 PM
161	Invite a church to set up in the area	1/8/2021 8:47 PM
162	more density creates more opportunity. do not limit building heights, that is short sighted	1/8/2021 4:09 PM
163	None not all people can live by their work	1/8/2021 2:53 PM
164	all alternatives create inclusion	1/8/2021 12:29 PM
165	increase % of low rent/cost housing	1/8/2021 11:09 AM
166	more medium density zoning in all of kirkland, allow limited business (e.g. corner stores etc) in residential neighborhood	1/8/2021 10:35 AM
167	Improve walkability. Limit new office and residential space in order to prevent further degradation of transportation in and through the area.	1/7/2021 9:48 PM
168	The parks alone in our community are a great source and opportunity for inclusiveness, our eclectic neighborhood is very diverse, my street alone is white, yellow, brown, Philippine, Swedish, Italian, British, American. And everyday I see families of all colors walking around our neighborhoods happy. Why create the illusion of needing something that already exists. And diversity should not be used as an excuse to place low rent homes in or accommodate a misguided feeling of entitlement. It is proven in our American way if you work hard you can achieve so don't try to change a great neighborhood to accommodate the lowest common denominator or those looking for the best without putting forth the hard work we did to live here.	1/7/2021 9:19 PM
169	Let's make our Kirkland like Woodinville - wineries, restaurants and small business and not like Bellevue and Seattle - concrete jungle, congestion, pollution and crime!	1/7/2021 8:56 PM
170	More missing middle housing options as noted above. High-rise with those views are unlikely to be low-income. The city can get more tax revenue from those amazing views. It will only raise the cost of living in Kirkland.	1/7/2021 8:24 PM
171	More housing, everything you do to reduce housing will make the area less inclusive, less diverse, and less welcoming.	1/7/2021 8:02 PM

Q9 Please rank the following community characteristics from 1 (most important) to 10 (least important) to help us understand where the City should invest.

Answered: 362 Skipped: 46



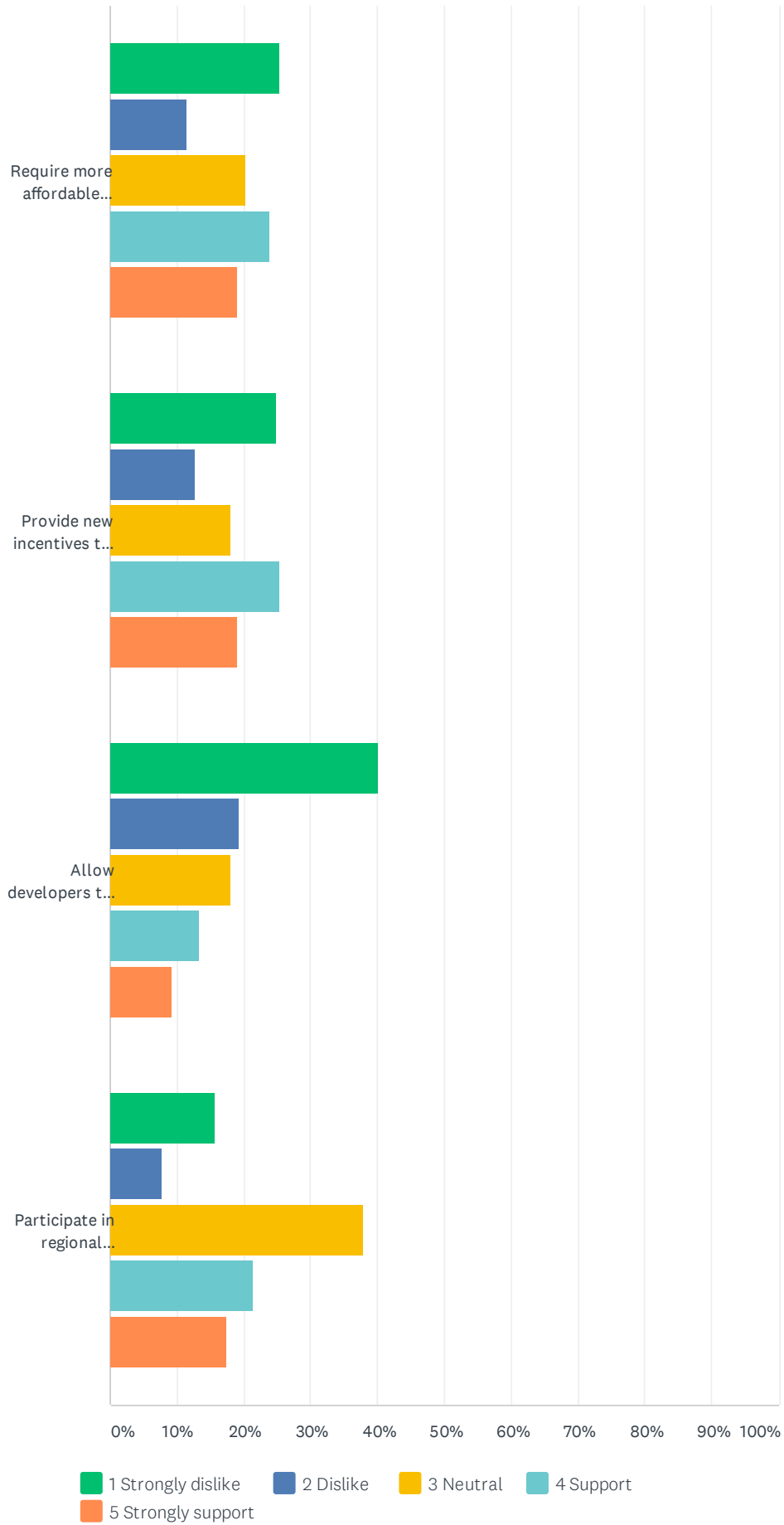
Kirkland NE 85th Street Station Area Plan - Survey

	1	2	3	4	5	6	7	8	9	10	TOTAL	SCC
Creating and preserving public open space	16.86% 58	17.15% 59	18.02% 62	15.41% 53	10.76% 37	8.43% 29	6.69% 23	3.78% 13	2.62% 9	0.29% 1	344	7
Ease and safety of travel by walking, biking, and transit (i.e., pedestrian and bike infrastructure, traffic calming)	14.45% 50	18.21% 63	17.63% 61	12.72% 44	12.43% 43	9.54% 33	6.36% 22	3.47% 12	2.60% 9	2.60% 9	346	7
Ease of travel in private automobiles (i.e., free parking and wide streets)	6.40% 22	10.76% 37	11.05% 38	10.47% 36	11.92% 41	9.59% 33	8.14% 28	7.56% 26	8.14% 28	15.99% 55	344	5
Limited building heights and/or densities	25.36% 88	12.10% 42	11.82% 41	8.36% 29	7.78% 27	4.61% 16	3.46% 12	5.48% 19	8.36% 29	12.68% 44	347	6
More affordable housing units	6.07% 21	6.65% 23	6.36% 22	7.23% 25	8.67% 30	10.40% 36	10.40% 36	15.03% 52	14.16% 49	15.03% 52	346	4
More jobs in Kirkland	4.90% 17	3.17% 11	3.17% 11	4.90% 17	5.76% 20	12.97% 45	17.87% 62	15.56% 54	15.56% 54	16.14% 56	347	4
More sustainable buildings and green features	2.32% 8	3.48% 12	6.96% 24	8.99% 31	13.04% 45	14.78% 51	16.52% 57	13.62% 47	11.59% 40	8.70% 30	345	4
Preservation of neighborhood character	18.49% 66	19.05% 68	9.24% 33	9.52% 34	7.56% 27	5.04% 18	4.20% 15	11.48% 41	9.52% 34	5.88% 21	357	6
Support for local businesses, existing and new	1.99% 7	4.84% 17	11.40% 40	15.10% 53	15.38% 54	15.10% 53	11.97% 42	11.11% 39	10.83% 38	2.28% 8	351	5
The ability for people from all walks of life to live in Kirkland	7.06% 25	7.34% 26	5.65% 20	5.93% 21	7.34% 26	8.76% 31	12.43% 44	11.58% 41	14.69% 52	19.21% 68	354	4

Q10 Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures:

Answered: 346 Skipped: 62

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	1 STRONGLY DISLIKE	2 DISLIKE	3 NEUTRAL	4 SUPPORT	5 STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Require more affordable housing units. Note: existing inclusionary housing regulations already require 10% of new units in this area to be affordable	25.22% 87	11.59% 40	20.29% 70	23.77% 82	19.13% 66	345	3.00
Provide new incentives to developers to develop more affordable housing	24.93% 86	12.75% 44	17.97% 62	25.22% 87	19.13% 66	345	3.01
Allow developers to pay an in-lieu fee if fewer affordable units are constructed than planned	40.12% 138	19.19% 66	18.02% 62	13.37% 46	9.30% 32	344	2.33
Participate in regional efforts to leverage funding	15.68% 53	7.69% 26	37.87% 128	21.30% 72	17.46% 59	338	3.17

Kirkland NE 85th Street Station Area Plan - Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Give us more options in SFH residential areas -- duplex, 4-plex, small condos. We need variety not more Merit homes.	2/20/2021 9:15 AM
2	Is affordable housing the only land use mitigation topic?	2/19/2021 1:04 PM
3	Affordable housing requirements can/should be tied to the height of buildings	2/18/2021 4:05 PM
4	Missing middle or workforce housing needs to be incentivized by the city.	2/18/2021 12:44 PM
5	If in-lieu fee is used, alternate housing units must be located near transit and commercial hubs elsewhere in the city.	2/16/2021 4:27 PM
6	Require developers to build multi-family housing units on multi-family zoned property rather than allowing them to build single-family residences on multi-family zoned property.	2/16/2021 3:17 PM
7	Nobody lives there now. 85th isn't such a desirable neighborhood that you should be looking for ways to extract developer dollars. Just let them build more housing and don't undermine them by adding costly requirements.	2/15/2021 10:23 PM
8	what does the last one mean?	2/15/2021 2:05 PM
9	Developers will not stop building market rate housing, they never have and they never will.	2/15/2021 8:59 AM
10	Increase affordable housing to 30%. Developers dont need more money in their pockets. I am running for counsel becuase you are all in the pocket of the developers. Shameful	2/14/2021 1:27 PM
11	Need green, open space	2/7/2021 3:18 PM
12	Affordable housing is a right and needs to be a condition for development. Buying it off is unacceptable.	2/6/2021 1:28 AM
13	Stop destroying our schools!!!	2/5/2021 11:46 PM
14	This question is really unclear	2/5/2021 8:57 PM
15	Provide credit for onsite power generation (solar). A netzero building reduces grid stress (although it does increase complexity). Similar for water and sewer (rainwater capture, onsite greywater reuse). Incentivize reducing load on local utilities.	2/5/2021 12:27 PM
16	required by law	2/2/2021 11:32 PM
17	I don't like the trade off of more affordable housing for the developer to get more units and height	2/1/2021 3:23 PM
18	10% affordable is not enough, and the fee in-lieu is too low. We need workforce housing in addition to low AMI.	1/27/2021 1:26 PM
19	In my experience, "affordable housing" efforts usually amount to a ton of incentives to developers and don't really help make housing affordable.	1/25/2021 2:52 PM
20	I have 2 low income and battered halfway type facility within blocks of my home. Affordable units already exist in Kirkland. Shall we become Seattle?	1/24/2021 6:03 PM
21	LOCAL developers should desire a mixed housing personna for their communities	1/23/2021 12:07 PM
22	There should be questions about school overcrowding and traffic problem mitigation.	1/19/2021 12:15 PM
23	Definitely DO NOT want to displace any existing residents or businesses, but concerned too much focus on increasing affordable housing will change the character and feel of Kirkland that makes Kirkland desirable to people currently here.	1/16/2021 1:53 PM
24	"Affordable housing" is what? If it means a person making minium wage can afford a studio apt., then great. But that is not what I have seen. THE "affordable" places I've seen do not seem attainable for the people who meet the wage requirement for those place.	1/14/2021 9:19 PM
25	Important to understand and act upon what "affordable" really means to real people.	1/14/2021 4:33 PM
26	Low-income housing please. Allow for more density on single family lots and protect affordable housing from development	1/14/2021 10:05 AM
27	The city should seek to maximize affordable housing construction (including via funding regional efforts using the in-lieu fee). However, the city should be careful in imposing excessively stringent affordable housing requirements. If these requirements lead to less units being constructed overall (due to increased costs / decreased revenue), the city will likely be more harmed than in the alternative scenario of slightly less affordable units but more units overall.	1/14/2021 1:54 AM

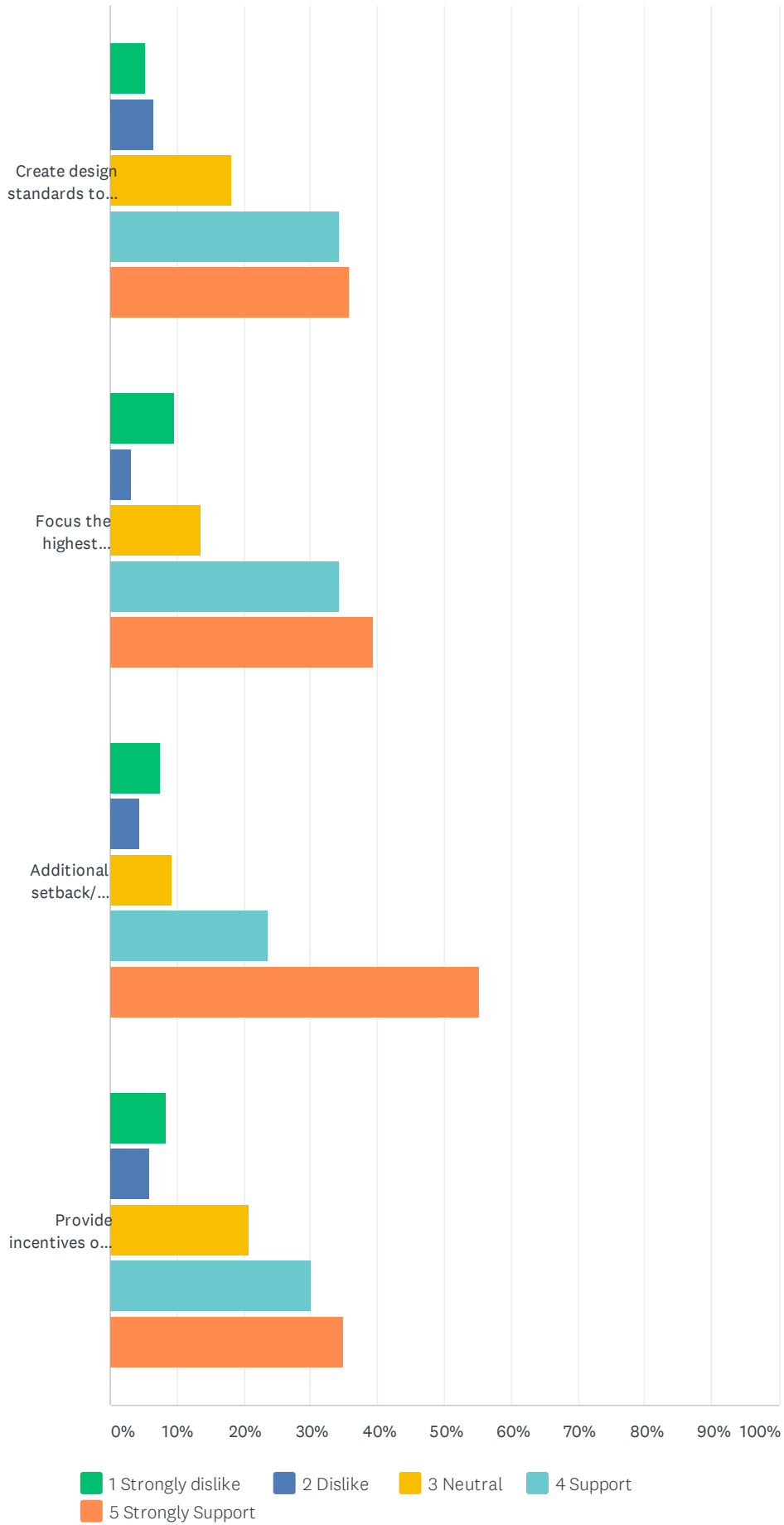
Kirkland NE 85th Street Station Area Plan - Survey

28	The market is flooded with luxury apartments. Build some, but we don't need anywhere near 90% of new units to be "luxury"	1/12/2021 9:40 PM
29	I dislike the fact that Kirkland is always going along with developers giving them perks for doing something they should be doing in the first place	1/12/2021 6:09 PM
30	Why do developers need incentives? How about you require them to? No "in lieu fee" that just becomes a slush fund. Again, define affordable housing.	1/12/2021 2:38 PM
31	why are we paying developers to build avordable housing, just REQUIRE them to do it. Every house they bulldoze down, they have to build one "affordable" whatever you define that at, which I am sure I could disagree there too.	1/12/2021 1:05 AM
32	In-lieu fees are todays version of the 80's and 90's " Concomitant Agreements" - they both provide loopholes that don't work and get abused.	1/11/2021 6:31 PM
33	Additional market-rate housing is also good	1/9/2021 1:08 PM
34	The 50% AMI level is too low for high cost development sites like those in downtown or smaller sites. We should leverage the big sites with over 200 units.	1/9/2021 9:17 AM
35	In lieu fees are literally passing the buck. Please please please stop cow-towing to developers and remember why you became a planner for this city. So don't enable its destruction.	1/8/2021 10:17 PM
36	Build more schools	1/8/2021 2:56 PM
37	Every desirable area i n the US is desirable for a reason don't overdo on affordable housing to ultimately make the desired area one that loses its appeal and becomes a loss.	1/7/2021 9:33 PM
38	Limit affordable units to 10%	1/7/2021 9:01 PM
39	Maximizing the percentage of a given development that is income restricted is less important than maximizing the number of affordable units overall. 100 units with 10 affordable units is better than 50 units with 7 being affordable.	1/7/2021 8:06 PM

Q11 Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures:

Answered: 346 Skipped: 62

Kirkland NE 85th Street Station Area Plan - Survey



Kirkland NE 85th Street Station Area Plan - Survey

	1 STRONGLY DISLIKE	2 DISLIKE	3 NEUTRAL	4 SUPPORT	5 STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Create design standards to ensure compatible development and transitions to existing neighborhoods	5.28% 18	6.45% 22	18.18% 62	34.31% 117	35.78% 122	341	3.89
Focus the highest buildings near the interchange, with lower height buildings to transition into the surrounding neighborhoods	9.59% 33	3.20% 11	13.66% 47	34.30% 118	39.24% 135	344	3.90
Additional setback/ building height limitations for sites next to low-density residential properties	7.56% 26	4.36% 15	9.30% 32	23.55% 81	55.23% 190	344	4.15
Provide incentives or requirements for green building as part of increased development capacity	8.45% 29	5.83% 20	20.70% 71	30.03% 103	34.99% 120	343	3.77

Kirkland NE 85th Street Station Area Plan - Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't personally support the high rise concept presented and think there should be something between offers 2 and 3 keeping the height of building lower.	2/20/2021 7:26 PM
2	NRH is already on a hill that blocks light -- don't let taller SFH make it worse	2/20/2021 9:15 AM
3	Dont overbuild and overcrowd, your proposals are pushing us in that direction. As a new resident of Kirkland (from the Northeast) housing here is so high already and out of reach for new residents to the area. Kirkland is unaffordable and with no property.	2/19/2021 5:58 PM
4	Misleading questions; they assume that I am in favor of Alt #3.	2/19/2021 1:04 PM
5	Keep all new multi-level buildings east of 405 in Rose hill	2/18/2021 3:45 PM
6	I understand that residents don't like change but time and time again, projects like these are greatly appreciated by the very people who complained about them prior to the project being built.	2/18/2021 12:44 PM
7	Anything other than green building should not be approved, no matter the size of the development or the structure.	2/17/2021 10:03 PM
8	Have you been on 85th St? It's terrible. Development would vastly improve the pedestrian experience. There's nothing to mitigate.	2/15/2021 10:23 PM
9	Misleading questions - trying to manipulate an outcome	2/15/2021 6:34 PM
10	confusing with all plans not compared next to each other	2/15/2021 2:05 PM
11	We already are going to have high rise buildings near Snyder Park- we don't want them also on NE 85th Street.	2/14/2021 4:31 PM
12	Don't allow tall buildings - this is ridiculous!	2/14/2021 4:24 PM
13	Stop bldg anything above 4 stories!! Your going to Change Kirkland IN A NEGATIVE WAY!!	2/14/2021 3:17 PM
14	Do no provide "incentives", provide requirements for things green buildings and affordable (??) housing. Developers will cry all day and try to force their way but given the opportunity they will still build.	2/14/2021 2:25 PM
15	DO NOT INCREASE CURRENT HEIGHT RESTRICTIONS!!!	2/14/2021 1:27 PM
16	Please don't change the zoning in PLA 5A, B, C, & D, we don't want 65' or 84' tall buildings in our neighborhood.	2/14/2021 1:15 PM
17	I think all development should have incentives to build green, but it should not be tied to increased development capacity.	2/8/2021 4:25 PM
18	Please use the "Email Us" button to submit a comment asking that all construction in the Plan area be required to be 100% electric and net zero energy. Take the survey and when ratingAll building construction be required to be 100% electric and net zero energy.	2/8/2021 12:37 PM
19	Require all new construction to be 100% electric, net zero energy	2/7/2021 9:40 PM
20	These propoased heights and densitites are not appropriate for this area where there are so many houses adjacent.	2/7/2021 3:18 PM
21	All electric buildings requirement.	2/6/2021 10:56 PM
22	Only high rises in industrial areas, not in residential areas	2/6/2021 1:28 AM
23	Include school funding and capacity in all development decisions!	2/5/2021 11:46 PM
24	I don't like the heigh increase especially in Alt 3, but if there is NO way around it there should be additional buffering between these tall buildings and residential neighborhoods. We should not build a 6 story building next to a 2 story house. The radius of where tall buildings should be allow need to be concentrated closer to the freeway and 85th street. Definitely nothing east of 120th. We need to take more consideration for the residential neighborhoods and how these building will impact them and the character of this area.	2/5/2021 10:52 PM
25	New height buildings should not impede views from residential housing, especially lake views	2/5/2021 6:24 PM
26	The key elements of green building that I most strongly support are those that reduce impact on electrical/water/sewer infrastructure.	2/5/2021 12:27 PM
27	6 story buildings are even too tall. Don't make the City into another downtown Bellevue. It is ugly and sterile. Downtown Kirkland is cramped, uninviting, and boring now. There is no parking.	2/4/2021 10:30 AM

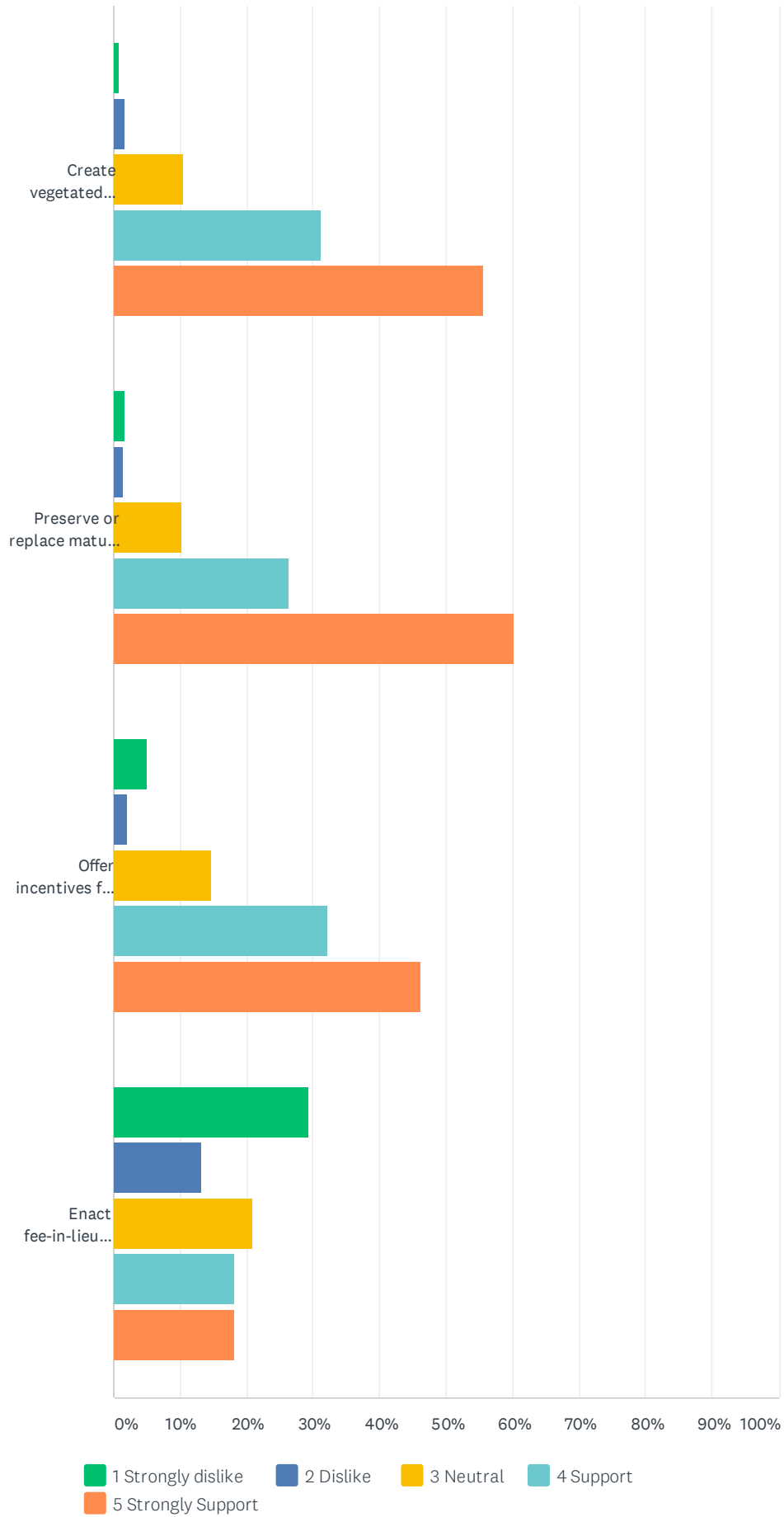
Kirkland NE 85th Street Station Area Plan - Survey

28	required by law	2/2/2021 11:32 PM
29	comp up with a different trade off for green buildings other than more density or height	2/1/2021 3:23 PM
30	We are in support of Alternative number one. We would prefer that the zoning remain the same in our area. If alternative 2 or 3 is chosen, we care about the items listed above.	1/30/2021 10:54 AM
31	NIMBYism is poison. Let's build thriving communities, not static communities	1/28/2021 7:46 PM
32	Building codes are changing to require green buildings so don't use planning regs.	1/28/2021 9:51 AM
33	I support building green but the higher priority is incentives and requirements to build more affordable units and more workforce (~100% AMI).	1/27/2021 1:26 PM
34	What about the obstruction of the Olympic Mountain views? I have zero faith new construction would be aesthetically pleasing.	1/27/2021 12:53 PM
35	The "highest buildings" shouldn't be more than 3-5 stories, so they won't be a problem with surrounding neighborhoods at all. Taller buildings near the interchange just mean more people going through the intersections nearest the interchange, which means horrendous traffic.	1/25/2021 2:52 PM
36	Tall building along 405 will trap the pollution from 405. Blocking sunlight and ruin the view of downtown Kirkland, water and mountains.. Only a few Cities have that special felling when entering, Edmonds, and Kirkland are blessed with water and mountain views that can be enjoyed by all. Putting huge building along 405 will ruin that breath taking look.	1/24/2021 6:03 PM
37	Please stop giving easements to developers. It's a huge pain to neighbors to fight the big guys who block the sunlight to neighboring single family homes	1/24/2021 3:36 PM
38	The questions about design standards and location of highest building offer only false choices. City-enforced building design is stupid and there should be no tall building located anywhere.	1/19/2021 12:15 PM
39	energy efficient buildings are already required by code. no city subsidies should be provided for this.	1/15/2021 1:28 PM
40	you should not ask such leading questions. This is not a good survey when most the questions asked leading.	1/14/2021 5:49 PM
41	Developers should be building green anyway without incentives.	1/14/2021 12:23 PM
42	low-density residential should get something from these zoning changes. Allow for option to build ADU, duplex, triplex. Lessen parking requirements... Residents should get something in return.	1/14/2021 10:05 AM
43	The city should seek to maximize units and office space built, and should avoid additional setback/building height limits. These would only serve to reduce the amount of development built, and would negatively impact the project area and Kirkland as a whole.	1/14/2021 1:54 AM
44	Strike a balance - green buildings can be more expensive which could out-price actual affordable housing.	1/12/2021 9:40 PM
45	green building has several cheats. Developers should build green without incentives.	1/12/2021 6:09 PM
46	Prove you can mitigate traffic before you ask for more money. This plan seems like a traffic nightmare. We choose to live on the eastside because we like the flexibility that a car offers.	1/12/2021 2:38 PM
47	Require is the word, not more of my tax dollars please.	1/12/2021 1:05 AM
48	Aesthetics & Density are a moving target. One time standards tend to get changed too late in the process, and then we are left with "oops" buildings forever. To stay current, and not allow designs and projects to fly off the rails...a Master Design Review Committee MDRT (similar to what Issaquah used in their 2 master communities) is a better representation for our community	1/11/2021 6:31 PM
49	I strongly object to any buildings over 85 feet!	1/11/2021 11:35 AM
50	Again, I do not support Alternative 3.	1/9/2021 5:08 PM
51	I only support incentives if they don't allow additional height or FAR.	1/9/2021 4:32 PM
52	I'm completely opposed to raising building heights anywhere in the area, but some of these proposals are good ones for even the 6-story buildings currently allowed.	1/7/2021 9:56 PM
53	Nothing will kill off a wonderful residential area than tall buildings adjacent to them similar to a fish bowl affect. Ensure any buildings greater than 25' have a large setback and very smooth transition to greater heights.	1/7/2021 9:33 PM

Q12 Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures:

Answered: 342 Skipped: 66

Kirkland NE 85th Street Station Area Plan - Survey



Kirkland NE 85th Street Station Area Plan - Survey

	1 STRONGLY DISLIKE	2 DISLIKE	3 NEUTRAL	4 SUPPORT	5 STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Create vegetated buffers between heavily trafficked areas and residential development to help improve air quality	0.88% 3	1.76% 6	10.56% 36	31.09% 106	55.72% 190	341	4.39
Preserve or replace mature tree cover	1.75% 6	1.46% 5	10.23% 35	26.32% 90	60.23% 206	342	4.42
Offer incentives for or require green building features to improve air quality and stormwater	4.97% 17	2.05% 7	14.62% 50	32.16% 110	46.20% 158	342	4.13
Enact fee-in-lieu policy to protect tree canopy	29.20% 99	13.27% 45	20.94% 71	18.29% 62	18.29% 62	339	2.83

Kirkland NE 85th Street Station Area Plan - Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't support the "fee-in-lieu" concept AT ALL!!	2/20/2021 7:26 PM
2	Fees don't create livable areas -- we need plants not taxes.	2/20/2021 9:15 AM
3	Maintaining tree canopy is a key component to battle climate change.	2/19/2021 9:09 PM
4	Dont overbuild to create situations that require these steps	2/19/2021 5:58 PM
5	Alt 2 and Alt 3 will both INCREASE greenhouse gas emissions. Need to look at overall #s, not just per capita.	2/19/2021 1:04 PM
6	Trees replaced in-lieu in other parts of the city will do nothing to improve environmental quality within the station area	2/16/2021 4:27 PM
7	Urban development is good for the environment. Stop looking for excuses to load costly requirements that will make development more difficult and sprawl more likely.	2/15/2021 10:23 PM
8	is this for all plans?	2/15/2021 2:05 PM
9	Earlier, this survey requested feedback on neighborhood character. The parks and open space really are distinctive, and they are worth preserving and enhancing.	2/15/2021 11:54 AM
10	Again, developers will always pay a fee to avoid benefiting anyone other than themselves.	2/15/2021 8:59 AM
11	Preserve mature tree covers (do not replace) -- these are established ecosystems, which cannot be replaced by man-made gardens	2/15/2021 6:31 AM
12	No fee-in-lieu - just don't allow it.	2/14/2021 9:39 PM
13	Do not allow them to cut trees if you don't allow residents to.	2/14/2021 6:46 PM
14	Kirkland's commitment to the environment is a joke. You let developers overcrowd us and destroy vegetation. This is all lipstick on a pig of your design.	2/14/2021 4:24 PM
15	Not keeping trees cannot be bought. Keep the trees.	2/14/2021 4:00 PM
16	Stop change to 85th and 405	2/14/2021 3:17 PM
17	Again, don't offer incentives, require them. You don't build in Kirkland unless you do them.	2/14/2021 2:25 PM
18	should be required to build green. no more taxes to pay for this. taxes here are ridiculous given rapid increase of housing values.	2/14/2021 1:27 PM
19	There need to be very large buffers to the houses adjacent to these developments.	2/7/2021 3:18 PM
20	Buildings GHGs increase more than transportation GHGs, so mitigation for buildings should be priority #1..	2/6/2021 10:56 PM
21	No fee-in-lieu - just do	2/6/2021 8:52 AM
22	Consider school funding and capacity in all development projects	2/5/2021 11:46 PM
23	If possible we should preserve the existing and increase public vegetation and trees on commercial zone land. I think we need more large evergreen trees to replace the ones that have been slowly taken down. We need more trees in public areas which can grow large to full maturity to help with pollution as the neighborhoods continue to grow.	2/5/2021 10:52 PM
24	I strongly oppose fee in lieu policy - I support providing exceptions as needed to make good projects happen, but get something permanent in return - like public space, maybe a community bike storage locker plaza or something - not just a one time payment that'll be gone in a year or two.	2/5/2021 12:27 PM
25	Fee-in-lieu means OK developer to tear down trees. It is merely a minimal cost gladly paid by developers.	2/4/2021 10:30 AM
26	required by law	2/2/2021 11:32 PM
27	developers seem to just pass on the costs for reducing the tree canopy - hold them accountable for preserving or replacing	2/1/2021 3:23 PM
28	fee-in-lieu is just a way of saying "we'll let rich people break the rules". Either don't have the rules, or don't let rich people break them.	1/28/2021 7:46 PM
29	Building codes are changing to require green buildings so don't use planning regs.	1/28/2021 9:51 AM
30	Any effort to "green" buildings or vegetation is an additional cost. The problem is that any development increases the coverage of natural surfaces and the 'heat islands' of cities cannot	1/27/2021 3:45 PM

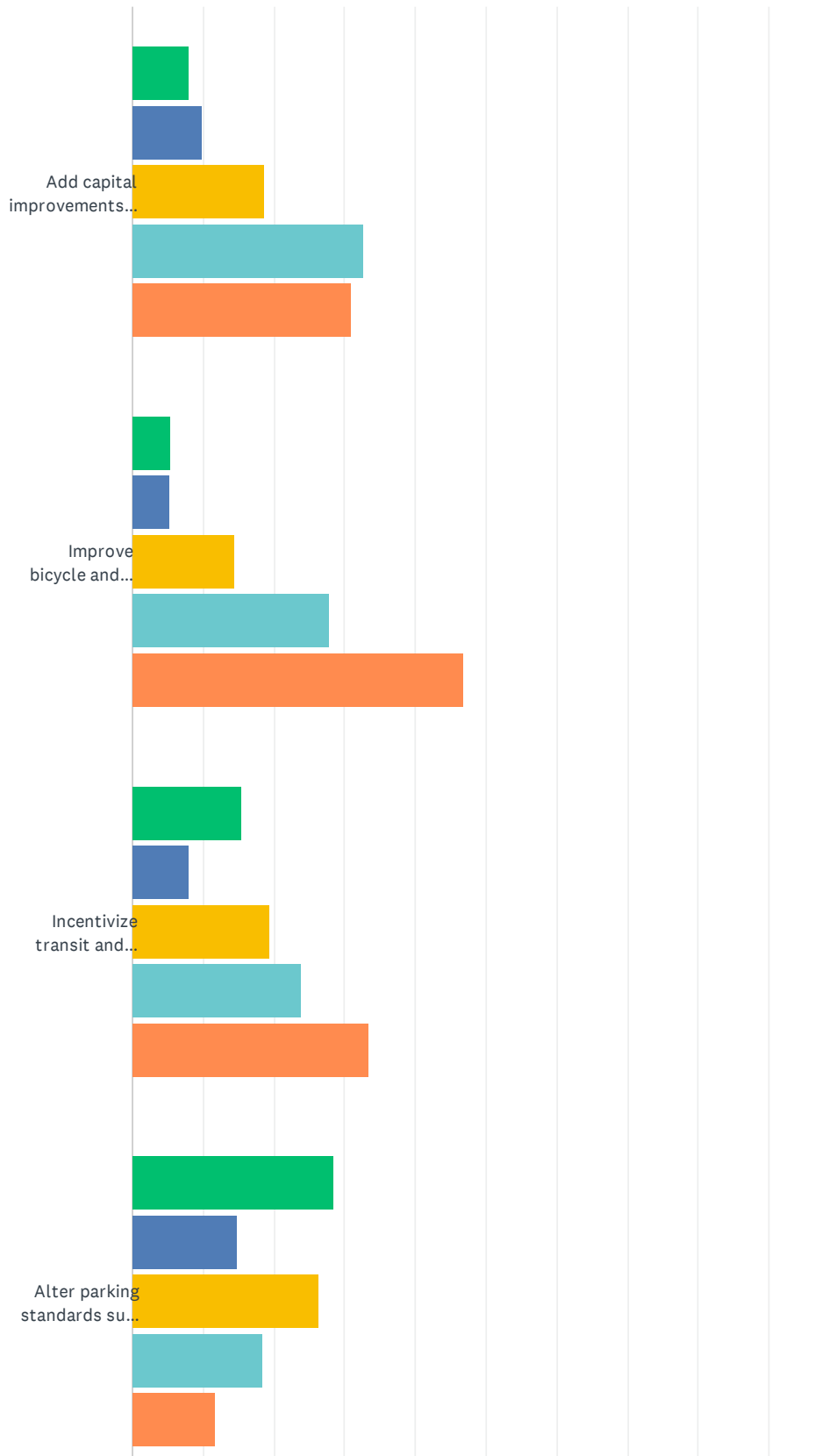
Kirkland NE 85th Street Station Area Plan - Survey

be resolved by token trees or grasses. (Grass is more efficient than trees - 1 acre of grass is equivalent to 427 trees) tree canopy cannot be achieved in a heat island.

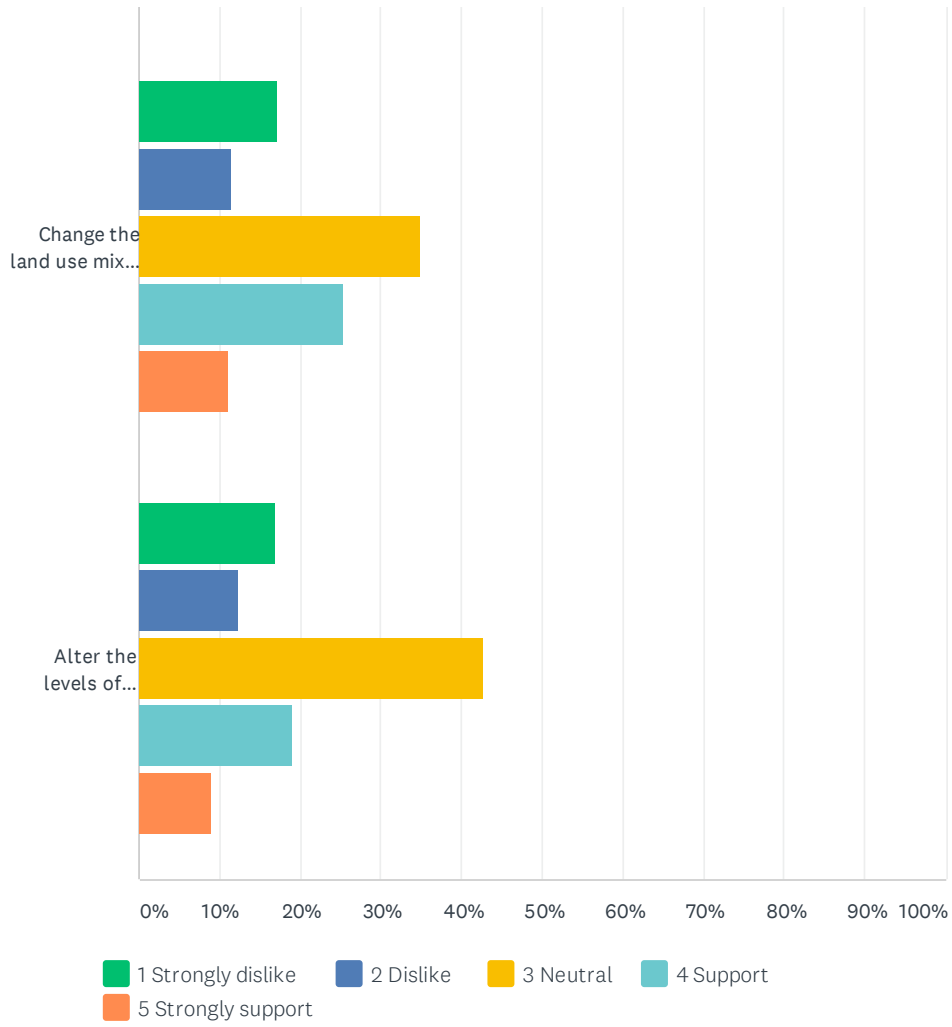
31	"Preserve" and "replace" are very different. Preserving tree cover is best for the environment. What about Forbes Lake? What about our marshland? No mention. What about the watershed? You are cherry picking questions to ask here. Do not let developers buy their way out of meeting long-term environmental requirements. They will pay the fee and raise the cost of the units. These actions together harm everyone.	1/27/2021 12:53 PM
32	How do any of the "fee-in-lieu" policies help anything? Doesn't make sense to me.	1/25/2021 2:52 PM
33	Trees are not the answer, the Bus Station will increase traffic due to the number of delivery vehicles coming and going to large buildings. Has there been any studies done on how many Amazon, Grocery store deliveries, Ubers, fast food etc. go to each apartment on a daily basis? Not to mention all the extra packaging for delivery products. Often times see 2 Amazon trucks in my neighborhood at the same time. This will only make traffic worst not better. Not to mention all the traffic to pick up the returns that people decide they over spent of don't want..	1/24/2021 6:03 PM
34	It should a requirement to build green building and the city should not incentivize instead make it mandatory. The high paying jobs in the east side already is the real incentive for developers.	1/24/2021 3:36 PM
35	Preservation of anti-pollution tree support is mandatory	1/23/2021 12:07 PM
36	Strongly prefer preserve over replace. Many new projects simply rip out and the replacements do not adequately replace the lost old growth.	1/19/2021 5:50 PM
37	More false choices. Trees should only be preserved - not replaced with tiny new trees.	1/19/2021 12:15 PM
38	Fee in lieu? I want only choice to be preserve preserve protect tree canopy	1/18/2021 6:57 PM
39	We love our clean air and water quality in Kirkland! Preserve, please!	1/16/2021 1:53 PM
40	NO Fee-in-lieu. Then noone will build it, they'll just pay the money and pass the cost onto Kirklanders	1/15/2021 1:28 PM
41	The city should undertake all reasonable efforts to preserve tree canopy. In cases where tree preservation would significantly hinder development, particularly for more densely zoned areas, the reduction of tree canopy should be offset by increased environmental investments elsewhere in the city, preferably as close to the project area as possible.	1/14/2021 1:54 AM
42	Again, strike a balance - many of these things are important but can be costly.	1/12/2021 9:40 PM
43	I don't understand fee-in-lieu. But I don't think someone should cut down a tree and give you money to put a tree somewhere else. It annoys me that people get rid of trees so they have a better view and then plant one that blocks your view or leave a crap tree but cut down the older significant tree.	1/12/2021 6:09 PM
44	We should be doing this anyway, regardless of new development	1/12/2021 2:38 PM
45	When we build schools, playgrounds, landscape strips along sidewalks - all developers/builders are required to water for a period of time and maintain the new growth. Unfortunately, 80% of the time - these same areas dont get maintained after that, watering stops, they become dead or overgrown...and many tree root systems end up dislodging the sidewalks and paths they were meant to make look better. Need a better alternative here - a real conundrum. Fee in lieu comments in previous section apply here as well.	1/11/2021 6:31 PM
46	It is loud and crowded in Kirkland, even compared to three years ago. This needs to change. Stop taking down trees and overbuilding.	1/9/2021 5:08 PM
47	Again, in lieu of fees are criminal. Money shouldn't buy the developers whatever leniences they desire. They build and leave town. We all suffer forever for it.	1/8/2021 10:17 PM
48	Stop cutting the trees! Especially by I-405 (see 116th Ave and 60th St)!!!	1/7/2021 9:01 PM

Q13 Indicate your level of support on a scale of 1 (strongly dislike) to 5 (strongly support) for the following proposed Mitigation Measures:

Answered: 345 Skipped: 63



Kirkland NE 85th Street Station Area Plan - Survey



Kirkland NE 85th Street Station Area Plan - Survey

	1 STRONGLY DISLIKE	2 DISLIKE	3 NEUTRAL	4 SUPPORT	5 STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
Add capital improvements to roads to accommodate cars (e.g. add travel lanes, turn lanes, signals)	7.87% 27	9.91% 34	18.66% 64	32.65% 112	30.90% 106	343	3.69
Improve bicycle and pedestrian networks through new and/or wider sidewalks, bike lanes, cycle tracks, trails, and street connections	5.52% 19	5.23% 18	14.53% 50	27.91% 96	46.80% 161	344	4.05
Incentivize transit and ride sharing such as with transit pass subsidies, commute marketing programs, pooled ridesharing, private shuttle service, etc.	15.41% 53	7.85% 27	19.48% 67	23.84% 82	33.43% 115	344	3.52
Alter parking standards such as altered parking ratios recognizing transit access, managed on-street parking, charge for parking, shared parking, etc.	28.45% 97	14.96% 51	26.39% 90	18.48% 63	11.73% 40	341	2.70
Change the land use mix to better use existing and planned infrastructure (e.g. different amount and mix of the studied office, retail, and residential land uses).	17.06% 58	11.47% 39	35.00% 119	25.29% 86	11.18% 38	340	3.02
Alter the levels of service policy recognizing a different character of the urban area to balance available infrastructure capacity, funding, and availability of other modes of travel	16.92% 56	12.39% 41	42.60% 141	19.03% 63	9.06% 30	331	2.91

Kirkland NE 85th Street Station Area Plan - Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Additionally, I would like to see traffic calming measures on side streets. 80th/116th/124th/132nd should be neighborhood street, but they encourage speeding as designed today.	2/19/2021 11:30 PM
2	Don't make a bigger mess of the roads than they currently are. This is the wrong area to build.	2/19/2021 5:58 PM
3	(1) Transportation congestion is a HUGE issue in this area already. I'm not convinced that the proposed mitigation measures will work. (2) Transport btwn this area and downtown is critical. (3) No parking at the BRT station will cause parking overflow into neighborhoods and/or impede BRT use. (4) Will the office bldgs attract the kind of jobs that we need in Kirkland?	2/19/2021 1:04 PM
4	Need more east west transit built into the Station Area Plan	2/18/2021 4:05 PM
5	Not sure what this means. We do not need more traffic or tall buildings west of 405 - the Kirkland Urban development will wreak major havoc to traffic once it is fully operational. It isn't a pleasant place to be and we don't need more like it.	2/18/2021 3:45 PM
6	Level of service should not be the primary concern. Level of traffic stress is a much better indicator to focus on. In addition, protected, separated bike/ped infrastructure needs to connect all points with the transit station and there needs to be protected/separated bike/ped infrastructure that connects this project to the CKC and downtown Kirkland. Parking minimums should be eliminated and we should not invest precious infrastructure dollars in making roads more car friendly. We should encourage reduced vehicle trips, not encourage them.	2/18/2021 12:44 PM
7	Increased noise pollution from increased traffic and density must be addressed and mitigated	2/17/2021 11:31 PM
8	Altered parking ratios is a fail. It's failing all over the place.	2/17/2021 10:03 PM
9	Consistent right-of-way development throughout the station area is critical- consistent and continuous curb, gutter, sidewalk; underground utilities; urban design elements that provide identification and wayfinding	2/16/2021 4:27 PM
10	It's hard to imagine how you could possibly make your descriptions less clear.	2/16/2021 3:17 PM
11	you should create links for some of these topic to fully understand what you are asking	2/15/2021 6:34 PM
12	How is parking altered? Will more charges occur for city citizens?	2/15/2021 2:05 PM
13	This is all pretty wonky - not always sure what you are talking about or how to respond.	2/15/2021 11:54 AM
14	Putting more bicycles on busy streets is dangerous for both cars and bicycles.	2/15/2021 8:59 AM
15	What does "alter the levels of service policy" mean. I certainly don't want a different character.	2/14/2021 9:39 PM
16	You are going to ruin our neighborhoods with this. No matter what you do, people WILL park in our streets, in front of our houses.	2/14/2021 4:24 PM
17	No bike use on sidewalks	2/14/2021 3:50 PM
18	Stop highrises and changing 85th and 405	2/14/2021 3:17 PM
19	Some of these questions imply an understanding that few if any actually understand such as "change the land use mix". The last part sounds good but no average resident can answer what the zoning is vs how it is currently used to know if it needs to be changed. Also no one would understand what "Alter the levels of service policy" means (what is a "service policy" and what is it currently?).	2/14/2021 2:25 PM
20	wont need anything if use alternative 1. Too much traffic already.	2/14/2021 1:27 PM
21	Will require a culture change that will take generations to employ	2/13/2021 7:53 AM
22	I read the following in the Draft SEIS on page 3-162, "Due to the forecasted increase in delay and queuing along NE 85th Street, it is likely that drivers who are not stopping within the Study Area would choose alternate routes. This could include trips within the City of Kirkland or trips for travelers from other areas that are entering and exiting I-405 via the NE 85th Street interchange." This is basically acknowledging that Rose Hill residents will be cut off from downtown Kirkland and access to I-405. North Rose Hill does not have an alternative to get to downtown Kirkland. NE 85th ST is also how the city of Redmond residents access I-405 northbound and to some extent southbound. Kirkland can't control that, but you need to make access to downtown Kirkland reasonable for Rose Hill residents. Changing policy to meet goals as suggested in considering this area urban is not a reasonable solution to the additional traffic Alt 2 and Alt 3 would bring.	2/8/2021 4:25 PM
23	These questions are hard to understand. This growth should be accommodated in Totem Lake	2/7/2021 3:18 PM

Kirkland NE 85th Street Station Area Plan - Survey

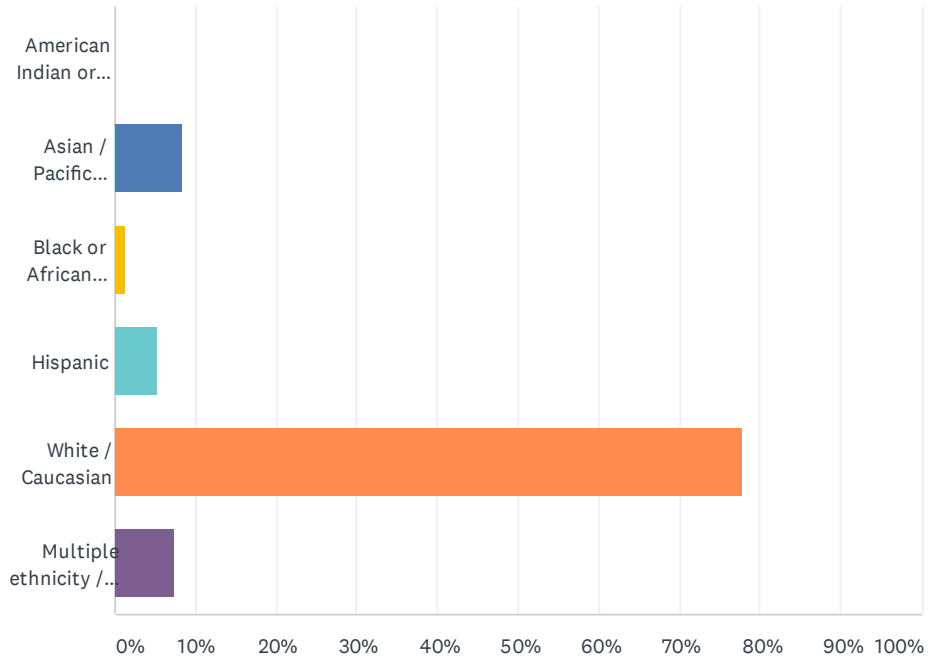
	not adjacent to single housing neighborhoods.	
24	Increased transit usage leads to increased crime	2/6/2021 9:46 AM
25	Confusing proposals	2/6/2021 8:52 AM
26	We don't need more density and we do need to support our schools!	2/5/2021 11:46 PM
27	I don't really understand the last question, but overall I'm for better free parking, better biking and walking paths, and public transit! Driving will be a way of life here but if we can keep it during the peak rush hours then that should be fine.	2/5/2021 10:52 PM
28	Stop trying to take cars away. Multi-member families with children will always need a vehicle. Mass transit does not work for everyone. This is a family community, not Seattle or Bellevue.	2/5/2021 4:52 PM
29	if you charge for parking it makes it even less desirable as a transit hub and goes against the concept of making it inclusive and diverse and affordable	2/5/2021 10:28 AM
30	a tiny portion of people are going to bike in a heavily congested street area, in the rain, in the dark in the long winters, etc. Ditto with walking. Especially commuters going to work. It is a political talking point only and it doesn't impact traffic or pollution.	2/4/2021 10:30 AM
31	The wording on this section is really vague. Give some examples, please.	2/3/2021 4:57 PM
32	more large parking lots with walkability like the library	2/1/2021 7:58 AM
33	questions are written to trick people	1/28/2021 8:19 PM
34	Improved transit needs to be in place before altering parking standards	1/28/2021 9:51 AM
35	Require electric vehicle charging areas	1/28/2021 8:39 AM
36	The problem is not the type of transportation but the availability to use it to get where you need/want to go. by reducing road surface area & parking will not fix the situation or make it worse. Incentives do not work (besides somebody has to assume the expense) if the alternative does not provide the necessary result. If you look at the 'future' of pod living it actually increases traffic of 'demand transportation' - food delivery, products, services, etc.	1/27/2021 3:45 PM
37	I don't understand what "alter the levels of service policy" means.	1/27/2021 1:26 PM
38	This section, in fact much of this, should have been done in plain language. Most people don't have the knowledge of planning terms to complete this survey. That makes it less accessible to the community and results in getting unrepresentative responses.	1/27/2021 12:53 PM
39	The simplest and best solution, aside from road improvements, is to NOT increase the population density of this area.	1/25/2021 2:52 PM
40	We have seen a drastic change in the way we work and where we work. I feel we need to do studies on how Delivery Traffic and working from homes are going to impact the need for high rises in the future. Proposal #1 should be adopted for now. Re visit in a few years once a new norm for life style is establish. We have seen major lifestyle change in the last 11 months. Do we have the right to make this type of permanent decision for the future generations?	1/24/2021 6:03 PM
41	You want more people to ride the bus, walk and ride bikes. We don't want to!!! We love our cars and plan to convert to electric vehicles to protect the environment.	1/24/2021 3:58 PM
42	Do not focus development based on a single road. The current plan creates choking of traffic on 85th which also includes for first responders. Lives will be threatened by this one street development approach	1/24/2021 3:36 PM
43	parking should include a space for all occupants for residential and office	1/23/2021 12:07 PM
44	Don't negatively impact Moss Bay's by increasing density and traffic through the neighborhood.	1/19/2021 5:50 PM
45	Alternatives 2 & 3 create such horrible traffic congestion that no amount of "mitigation" will offer relief. Trying to force everyone onto public transit all the time is a non-starter. Public transit is good and has a role (I use it regularly) and is not a panacea. Today's closely scheduled busy family lifestyles are not supported by forced public transit because it doesn't provide quick transport to where everyone needs to go when they need to get there.	1/19/2021 12:15 PM
46	Increase in auto trips needs to be accommodated, but other modes of travel need to be incentivized so people will leave their cars at home when a trip doesn't require one.	1/16/2021 1:53 PM
47	****The last statement makes no sense. Again, what is Kirkland doing to address the fact that this area isn't going to be a transit hub unless people use it. The city's own projections are for low ridership. Kirkland residents are wedded to their cars. Make a free shuttle from Kirkland Urban to this area.	1/14/2021 10:05 AM

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48	The city should NOT expand car infrastructure beyond what is absolutely necessary, and in fact should seek to decrease car usage as much as possible (for many reasons, including environmental, traffic congestion, and walkability/livability). Instead, the city should maximize investment in ped/bike/transit infrastructure, as done in Alternative 3 (or perhaps even more than that).	1/14/2021 1:54 AM
49	As a cyclist in the area, I am wary of adding more lanes of traffic in an area that already feels somewhat dangerous to ride in, but is necessary to access transit and local businesses. I recognize that people hate traffic, and more housing means more cars. But if we keep building things for a car-centric future, cars will remain the de facto priority. If we want this to be a neighborhood / destination and not a pass-through area like it currently is, we need to be bold and design for the future we want.	1/12/2021 6:05 PM
50	alter the levels of service policy - what the hell does that mean?	1/12/2021 5:00 PM
51	Kirkland has already let the horse out of the barn and has created distrust by doing this in this manner. Some of the things suggested should already have been implemented to enhance walker and bike safety. However, you cannot expect everybody to walk or ride to the bus stop to get to work. It just isn't an option in many cases. For one thing our weather does not allow it. Perhaps if the city required all their employees to try it for 30 days in January or February they would come up with some good alternatives. These modes should be an option, not required.	1/12/2021 2:38 PM
52	Parking should nto be altered, where are pople going to park those cars they only use sometimes, everyone has a car!!! Don't all of you?? When was the last time you rode your bike to a city meeting??	1/12/2021 1:05 AM
53	Option 2 in this section: Improve bicycle and pedestrian networks through new and/or wider sidewalks, bike lanes, cycle tracks, trails, and street connections - Needs to be expanded in its thinking / options ...to get traffic off the streets and in the air. URBAN GONDOLA	1/11/2021 6:31 PM
54	the 405/85th interchange is already at capacity. We need to reduce congestion, not increase it as ALT 2 &3 Do. It is already a nightmare to exit the Highlands neighborhood in the mornings.	1/10/2021 2:30 PM
55	The last two questions were confusing and I couldn't figure out what they meant so I didn't answer.	1/9/2021 4:32 PM
56	It is hard to imagine choosing to ride a bus or train during a pandemic. I don't ever want to ride one again.	1/9/2021 2:54 PM
57	These questions are so hard to answer without understanding where the budget is coming from (and what this might be taking budget away from) - if you give just the options, of course they all look good!	1/8/2021 10:34 PM
58	Are you kidding on that last one? You can't possibly meet an acceptable level of service for transportation in this area so you think we should just lower the bar and proceed anyway? How does that possibly qualify as responsible city planning?	1/7/2021 9:56 PM
59	DO NOT BUILD HIGH BUILDINGS AND THERE WILL BE NO NEED TO IMPROVE TRAFFIC!	1/7/2021 9:01 PM

Q14 Which race/ethnicity best describes you? (Please choose only one.)

Answered: 302 Skipped: 106



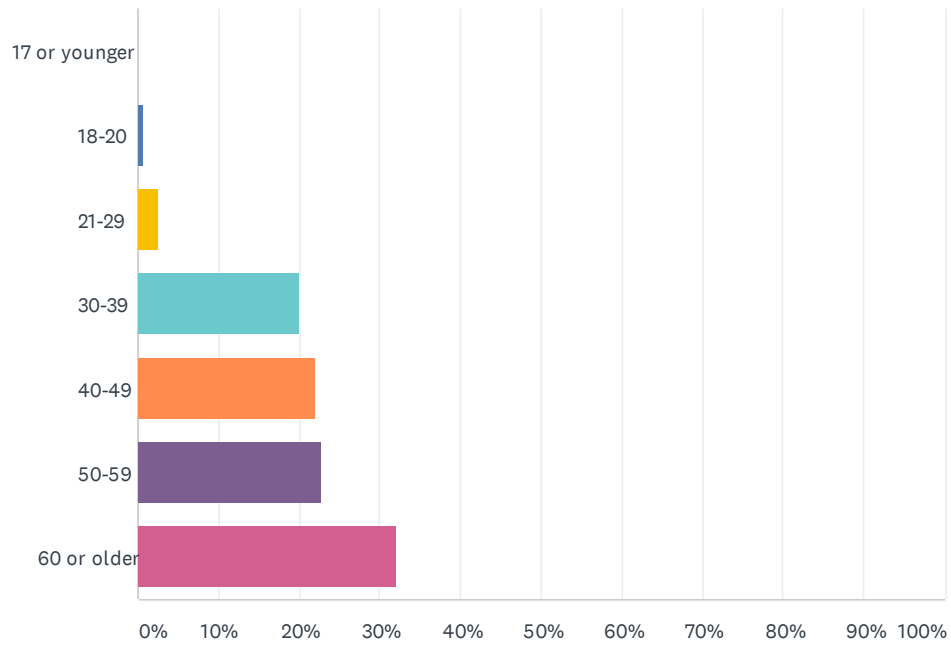
ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	0.00%	0
Asian / Pacific Islander	8.28%	25
Black or African American	1.32%	4
Hispanic	5.30%	16
White / Caucasian	77.81%	235
Multiple ethnicity / Other (please specify)	7.28%	22
TOTAL		302

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#	MULTIPLE ETHNICITY / OTHER (PLEASE SPECIFY)	DATE
1	East Indian and Caucasian	2/18/2021 2:32 PM
2	Other	2/17/2021 10:21 PM
3	German/French/doesnt matter	2/15/2021 2:43 PM
4	Other	2/15/2021 11:41 AM
5	White/asian	2/14/2021 5:28 PM
6	Multiple	2/14/2021 4:24 PM
7	HUMAN	2/14/2021 1:27 PM
8	Slavic	2/13/2021 11:53 PM
9	American Native/Caucasian	2/12/2021 5:08 PM
10	White / Native American	2/7/2021 6:27 AM
11	NA	2/6/2021 9:47 AM
12	Black/Hispanic	2/5/2021 5:29 PM
13	Asian and White	2/5/2021 12:00 PM
14	Half and half	2/5/2021 9:22 AM
15	why does it matter what color my skin is?	2/4/2021 10:31 AM
16	n/a - this shouldn't matter to a survey of land use questions	1/28/2021 8:20 PM
17	siberian	1/26/2021 10:32 AM
18	Middle eastern	1/17/2021 10:18 PM
19	Hi	1/16/2021 10:57 AM
20	why does my race matter. "ALL RACES MATTER"	1/14/2021 5:50 PM
21	Multiple	1/14/2021 3:39 PM
22	Dutch	1/8/2021 10:17 PM

Q15 What is your age?

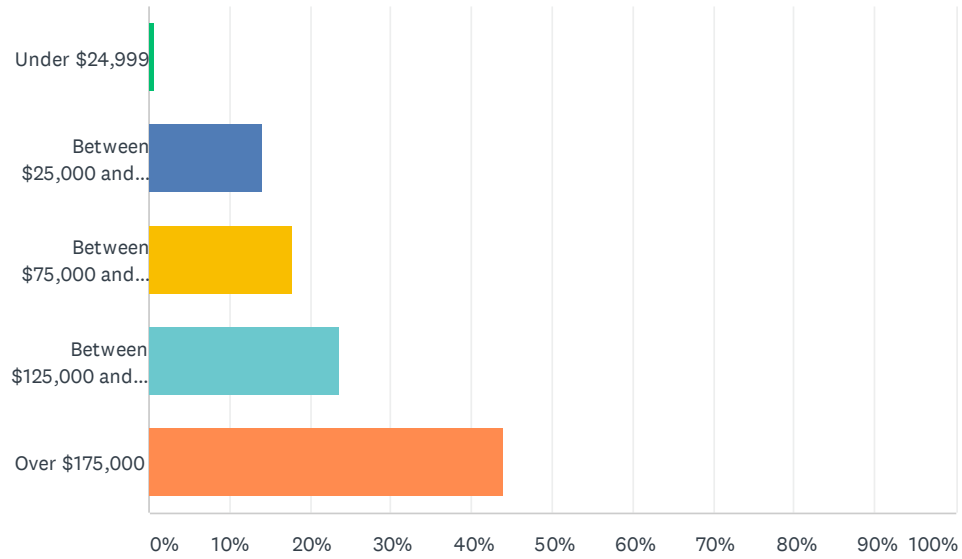
Answered: 310 Skipped: 98



ANSWER CHOICES	RESPONSES	
17 or younger	0.00%	0
18-20	0.65%	2
21-29	2.58%	8
30-39	20.00%	62
40-49	21.94%	68
50-59	22.90%	71
60 or older	31.94%	99
TOTAL		310

Q16 What is your total household income?

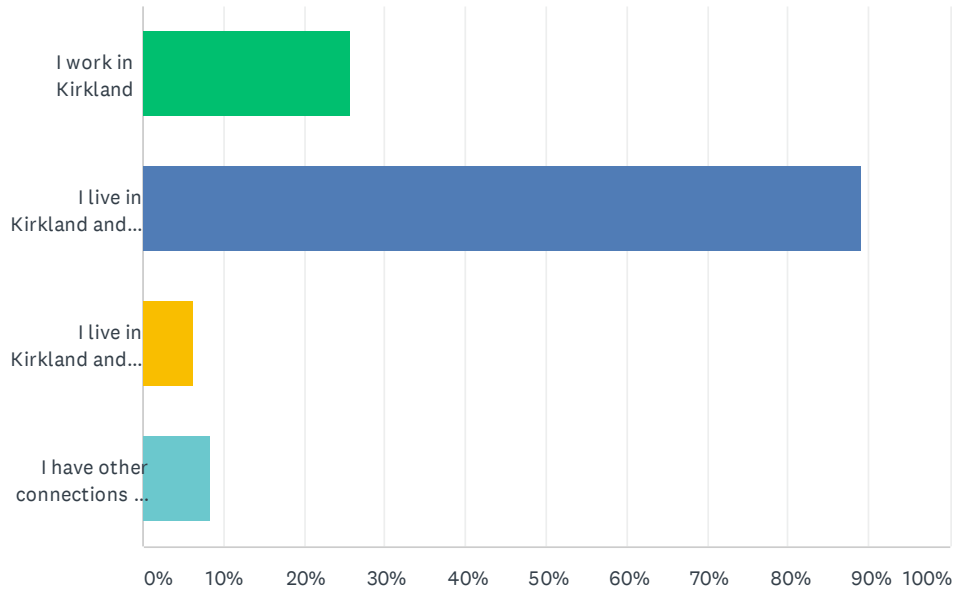
Answered: 287 Skipped: 121



ANSWER CHOICES	RESPONSES
Under \$24,999	0.70% 2
Between \$25,000 and \$74,999	13.94% 40
Between \$75,000 and \$124,999	17.77% 51
Between \$125,000 and \$174,999	23.69% 68
Over \$175,000	43.90% 126
TOTAL	287

Q17 Which of the following statements apply to you? (check all that apply)

Answered: 338 Skipped: 70



ANSWER CHOICES	RESPONSES	
I work in Kirkland	25.74%	87
I live in Kirkland and own my home	89.05%	301
I live in Kirkland and rent my home	6.21%	21
I have other connections to Kirkland (please describe)	8.28%	28
Total Respondents: 338		

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#	I HAVE OTHER CONNECTIONS TO KIRKLAND (PLEASE DESCRIBE)	DATE
1	Work in Redmond, travel through often. My name is Kirk	2/18/2021 5:59 PM
2	I work in Kirkland	2/18/2021 3:46 PM
3	Redmond resident, former Kirkland resident (renter) Patronize many businesses on 85th.	2/16/2021 5:04 AM
4	Live on South Rose Hill and will be impacted by nearby development on 85th.	2/15/2021 9:00 AM
5	Business owner	2/15/2021 7:18 AM
6	As a contract worker, I sometimes work in Kirkland, and often shop there or go for recreation.	2/12/2021 5:08 PM
7	my church, doctor, and primary grocery stores are in this area of Kirkland	2/9/2021 9:07 AM
8	Attend salt house church and volunteer with Kirkland place community	2/8/2021 10:56 AM
9	Active member of Salt House church	2/7/2021 7:37 PM
10	I live in Rose Hill and own a home	2/6/2021 10:30 PM
11	I work in Kirkland and pastor a community, Salt House Church, in the development zone. We partner with Kirkland Place Shelter and their clients. Our congregation places a high value on the care and future of these community members and advocates for their housing opportunities. Thank you for listening to our neighborhood!	2/6/2021 8:55 AM
12	My children attend the overcrowded schools	2/5/2021 11:47 PM
13	Church	2/5/2021 6:23 PM
14	Email updates from the City of Kirkland	2/4/2021 3:43 PM
15	My children attend school in Kirkland	2/2/2021 2:48 PM
16	We love Kirkland, have many friends here, shop here, dine here, exercise, attend public events, and have been very happy. We know that the area is growing, but are very concerned with preserving the character of Kirkland as much as possible.	1/30/2021 10:59 AM
17	own rental property	1/29/2021 11:22 AM
18	Own a business	1/27/2021 12:43 PM
19	I do most of my shopping in Kirkland. I use Kirkland streets for biking, driving and sidewalks for walking.	1/26/2021 4:51 PM
20	I own small business in kirkland.	1/26/2021 10:32 AM
21	I live in Kirkland	1/19/2021 12:17 PM
22	i shop in Kirkland, have many friends living there, and travel through the I405/NE 85th interchange frequently	1/15/2021 2:14 PM
23	Lake Washington High school student, live near market street.	1/14/2021 10:16 PM
24	Sister, and brother with nieces and nephews also live in Kirkland	1/14/2021 1:23 PM
25	Community gardening, Green Kirkland volunteer work, frequent user of bike infrastructure for recreation and transit	1/12/2021 9:41 PM
26	Unhappy with all of this and the push to suppost google at the cost of all of us who already do live here.	1/12/2021 1:06 AM
27	I volunteer for 2 non-profit youth groups in Kirkland	1/11/2021 6:33 PM
28	Own rental property	1/7/2021 9:02 PM