

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 10, 2022 2:33 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #18980] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details

ID 18980
Date/Time 6/10/2022 2:33 PM
Type 85th Station Area Plan
Address 9495 116th Ave NE, Kirkland
Origin Call Center
Comments Hello,

I have been a Kirkland resident since 2008 and have watched it change and grow these last few years. I have always been a supporter of the city council and appreciate the thoughtfulness around inclusivity, diversity and equity in conjunction with making Kirkland a great place to live and work.

I had the opportunity to attend the public comment meeting last night and I wanted to share a few thoughts with the council. I was concerned about the 85th street project and last night's meeting solidified my belief that the project as it is now is NOT ready to be implemented. I would also like to note that I sent an email about the project yesterday afternoon to go on record in opposition, I hope it was recorded.

There are too many questions that haven't been answered by the planning committee. I am sure you all heard them last night. Concerns

surrounding funding for additional students and schools, small businesses priced out of the area, what affordable housing really looks like, and who really benefits from the changes proposed. Community members highlighted questions that still need answering before proceeding.

Also, I did not appreciate the condensing attitude and defensiveness of some members of the planning committee, it was unnecessary. The planning committee mentioned many times that they have been working on this since 2019. Great, that is the job they have been tasked with. However, the community outreach on this project is lacking. I consider myself an engaged community member and only just received the mailer that went out a few weeks ago. Many of my neighbors did not get the same mailer.

We have been in a pandemic where people were not out and about so if there were signs or notices who would see them? People have not returned to work in the same capacity as pre-pandemic so unless you reach out directly to the community many will not know about the significant changes proposed. The lack of communication with Kirkland residents should halt the project as it is. More work needs to be done in the community and the questions around the impact and funding for schools, small businesses and affordable housing need to be addressed in a serious way.

Additionally, the roundabout in the highlands was not part of the discussion last night because it is a WSDOT project but the project did not come up on a WSDOT search so who would I contact about that? I did see there was a neighborhood meeting on December 16, 2020 which I am guessing was poorly attended since we were in a pandemic and not informed of the meeting. It all feels very icky.

I hope the council will listen to the community members who learned of the project and then took the time to show up and ask questions. Based on last night and conversations with this community I hope the project will not move forward as it is planned.

--

Winn Richardson
713-705-9748

Submitter Richardson, Winn
9495 116th AVE NE
Kirkland, WA 98033
713-705-9748
winnrichardson@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 10, 2022 8:16 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #18968] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details	
ID	18968
Date/Time	6/10/2022 8:16 AM
Type	85th Station Area Plan
Address	310 10th Ave W, Kirkland
Origin	Call Center
Comments	<p>Comments to Kirkland Planning Commission – June 9, 2022</p> <p>Compared to past developments, the up-zoning plan for the square mile around the BRT station is much larger in scale and impact in terms population density, building sizes, intensity of use and the related impacts on our quality of life. All the essential elements that make Kirkland such an attractive place are at risk in this plan. Some key indicators that do not have adequate, concrete plans that should be required before approval by the Planning Commission or City Council that directly affect the quality of life in Kirkland are:</p> <ol style="list-style-type: none">1. The effect on the Lake Washington School District2. The mobility of traffic through the SAP area as well as people’s ability to reach vital retail, residential and educational functions within the area3. The increased public safety requirements associated with dense populations4. The financial impact of needed capital investments as well as ongoing operational costs

to fund all the additional infrastructure needed to make such a dense development compatible with projected goals for the area

5. How to mitigate the plainly adverse impact of development on the immediate neighbors to the SAP as well as those directly adjacent to the primary impact area

6. The effect on parks and recreational programs, especially the current metrics for park space per person and distance from neighborhood and community parks

7. The effect that high density development without substantial mitigations has on the health of the citizens, the natural beauty of our city and the social harmony among the residents

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

Google/Lee Johnson transaction

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

front run a process needed to ensure the welfare of all in our city comes first.

Lake Washington School District

The school district is already overcrowded, and the projected population increase in the district will require new facilities. The consultant report indicates a new “urban” district model will be needed, one more vertical and with less green space. I do not think the school district has agreed to this vision. This requires a major departure from the type and quality of facilities many people move to a place like Kirkland for, and it will need major public
SEE ATTACHED FOR FULL TEXT

Submitter Parikh, Roshan P
310 10th Ave W
Kirkland, WA 98033
ROSHANPARIKH@HOTMAIL.COM

[View in QAlert](#)

From: Sharon Gelinas <gelinas50@hotmail.com>
Sent: Saturday, June 11, 2022 9:13 AM
To: Allison Zike; Planning Commissioners
Subject: Public Comment for Station Area Hearing

Follow Up Flag: Follow up
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Hello,

I hope it is not too late to provide comment on the station area plan, my original email from earlier this week was not delivered. I am a concerned resident of the Highlands neighborhood and would like to provide comment on the kiss and ride drop off loop. This new drop off loop will have a significant impact on traffic, parking and noise in the neighborhood. I have lived in the Highlands for 20 years and have seen numerous changes in the area, but this is by far the most concerning.

87th Street is the only ingress and egress to the Highlands neighborhood. This new drop off loop will increase the already congested intersection at 87th and 114th and create dangerous conditions as drivers wait for pickup. The impact will be felt by all Highlands residents and families, not just those nearest to the drop off loop.

There does appear to be an alternative solution. The drop off loop could be conveniently located at one of the other intersection corners, thus preserving the integrity of the residential areas that make Kirkland a great place to live.

Thank You,
Sharon Gelinas

From: susan amorosi <sueamorosi@msn.com>
Sent: Saturday, June 11, 2022 10:35 AM
To: Allison Zike; Jeremy McMahan; Angela Rozmyn; Scott Reusser; John Tymczyszyn; Katya Allen; rrutherford@kirklandwa.go; Sandeep Singhal; Bria Heiser
Subject: Public Comment for Station Area Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Planning Commissioners.

I apologize for submitting a late suggestion regarding the Commercial Mixed-Use District. I would like to suggest that the city require first floor retail in the Commercial Mixed-Use district. I heard that Google is opposed to first floor retail. Non- retail first floor (Google or otherwise) would discourage public access. Retail in this zone would likely be successful given the proximity to the BRT and the High School. People arriving at the BRT hungry or in need of coffee or an after-school snack could access shops in this Commercial Mixed-Use zone. First floor retail should be the standard for the entire Station Area Plan and especially in this Commercial Mixed-Use zone. Preservation of important bike/pedestrian access should also be maintained in this district.

Truly,
Sue Amorosi (33-year resident)

From: Jeremy McMahan
Sent: Sunday, June 12, 2022 8:45 AM
To: Allison Zike
Subject: FW: Public Comment for Station Area Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jeffrey Laub <laubjeff@hotmail.com>
Sent: Saturday, June 11, 2022 9:25 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Fw: Public Comment for Station Area Hearing

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From: Jeffrey Laub <laubjeff@hotmail.com>
Sent: Friday, June 10, 2022 2:36 PM
To: planningcommissioner@kirklandwa.gov <planningcommissioner@kirklandwa.gov>
Subject: Fw: Public Comment for Station Area Hearing

Dear City Council,

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

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

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

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

east of I-405 (four lane arterials, traffic signals) is much better suited to accommodate the traffic associated with dropoff/pickup trips than the two-lane, 25-mph residential streets of 116th Avenue NE and NE 87th Street.

Thank you.

Jeff Laub
9445 116th Avenue NE

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From: Joan Lindell Olsen <joanlouise@outlook.com>
Sent: Sunday, June 12, 2022 9:17 PM
To: City Council; Allison Zike; Tracey Dunlap; Adam Weinstein; Jeremy McMahan; Kurt Triplett
Subject: Re: Opposition to Station Area Plan

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

I have read all of the comments submitted as part of the public testimony on June 9th regarding the Station Area Plan. Approximately 85-90% of the comments are opposed to either the Google development on the Lee Johnson property and/or the kiss and ride drop off in the Highlands. Again, I am extremely opposed to both.

The question is - a question I am asking you ALL to answer - is what are YOU going to do about it. You represent the residents of Kirkland and not Google - do you get that?!? We - the residents - don't want this development.

Please let me know what you are going to do in light of the public opposition to your proposals. I am not a land use attorney, but I am an attorney who will volunteer to help litigate against you if you approve the zoning changes to allow the Google Development in contravention of the publicly stated positions of Kirkland residents.

The infrastructure will never support this - what about the students at Lake Washington HS? How will they get to school? Maybe you don't have kids or are old - but we care about having a community where our kids don't sit in 45 minutes of traffic to get to school. This is a disgusting proposal made by people like Penny Sweet who only care about money because she is both someone who does not have kids and is old. So it won't affect her!

Please stop making decisions that are only based on increasing your property tax base. You all have to know this is greed. Stop selling us out to Google.

Joan Lindell Olsen

https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/0-combined_stationarea-phase1-writtentestimony.pdf

From: Joan Lindell Olsen
Sent: Monday, April 4, 2022 8:30 PM
To: citycouncil@kirklandwa.gov <citycouncil@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; tdunlap@kirklandwa.gov <tdunlap@kirklandwa.gov>; aweinstein@kirklandwa.gov <aweinstein@kirklandwa.gov>; jmcman@kirklandwa.gov <jmcman@kirklandwa.gov>; ktriplett@kirklandwa.gov <ktriplett@kirklandwa.gov>
Subject: Opposition to Station Area Plan

I am requesting that this is part of the public record. My name is Joan Lindell Olsen, and I am an attorney and resident of Kirkland for 30+ years. My parents Gerri and Bob Haynes are also residents of the City of Kirkland and have raised six children here. My three children (now in their early 20s) are all graduates of Peter Kirk Elementary, Kirkland Middle School and Lake Washington High School. I went to Robert Frost Elementary,

Kamiakin Junior High and Juanita High School. We have seen Kirkland develop and grow in a linear way - but in the past five years it has been out of control. I believe this is largely due to the self-interested decisions of the Kirkland City Council.

I am strongly opposed to the current iteration of the Station Area Plan, for the following reasons:

1. The City of Kirkland and its roads are not built and cannot be expanded to take on the capacity of 4x the number of residents in the Station Area. Seventh Street from 116th in the Highlands to Market Street is already crowded, subject to speeding and other traffic-related issues. There is no way to make the roads wider given the housing in the Highlands and other areas.
2. Google should not be allowed to purchase and develop on the Lee Johnson property - traffic, traffic, traffic. What about the kids who go to LWHS? It is going to be impossible for them to get to school in the morning. It will back up traffic on 85th and 70th in a way that will make it impossible to travel on 85th Street. This is a greedy, short-sighted decision. There is certainly another interested party that would purchase the Lee Johnson property with less impact.
3. The pandemic and remote work have lessened the ridership by a substantial percentage. All of the calculations on ridership to justify the BRT were based on pre-pandemic ridership.
4. NOISE. The increase in traffic and constant construction noise is going to impact learning for the kids at LWHS and for those of us who work from home it is going to be terrible. Kirkland is already much louder than it was previously - I cannot imagine what it will be like over the next decade of construction if this project is allowed to continue.
5. EQUITY. All of this does NOTHING to make housing more affordable in Kirkland. 7,500 additional tech workers at Google will make housing prices skyrocket. Again, this feels like greed - instead of taking into account the needs of Kirkland residents.

I am asking for you to make a fair determination based on public comments and not your self-interest - the City Council represents all Kirkland residents - not just developers.

Please provide a response to this email. I have emailed the City Council on numerous occasions and have not heard back once from a Kirkland City Council Member.

Joan Lindell Olsen

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 13, 2022 10:00 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #19997] (85th Station Area Plan) -

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

Service Request Details

ID 19997
Date/Time 6/13/2022 10:00 AM
Type 85th Station Area Plan
Address 14310 93rd Ave NE, Bothell
Origin Call Center
Comments Dear Kirkland City Council,

As a 30 plus year resident of Finn Hill, I realize that Kirkland is no longer a sleepy small town and suburb of Seattle. However, those of us who live here, and have raised our children here, value what we have, and our quality of life in the Kirkland community.

With that said, for the life of me, I cannot fathom why the City of Kirkland, which has ALREADY met its growth management goals, would want to leap ahead and accommodate taller buildings, and add some 8100 households to our community that the Station Area Plan would do if approved and implemented.

Think carefully about the impact of all this added growth will have in the coming years on traffic, schools, utilities, parks and open space, and overall quality of life within our community.

We are not Bellevue, nor should Kirkland strive to emulate their growth, particularly in the

downtown and downtown adjacent areas.

Common sense should prevail. Transit connections to downtown and the surrounding Kirkland communities to the 85th Station to access rapid ride buses along the I-405 corridor are important, and should be fully incorporated into City planning, and do present opportunities to examine appropriate land uses surrounding the future station. However, this transit transfer point should not be used as an excuse to do wholesale scale and growth changes to our City which will be lasting, and consequential.

Limit building heights in the plan area to no higher than what is found at Totem Lake, and step down from there in order to better blend into surrounding, largely single family residential communities.

Most of us realize that Kirkland can't stand still, and has an opportunity to respond positively to the coming 85th Street transit station and transfer point. But the City must do so responsibly, without impacting the character and quality of life of our community for years to come.

Thanks for listening.

Keith B. Dunbar
Kirkland, WA

Submitter Dunbar, Keith B
14310 93rd Ave NE
Kirkland, WA 98034
206-790-7170
keithdbuffalofan@comcast.net

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 13, 2022 10:01 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #19998] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details

ID 19998

Date/Time 6/13/2022 10:01 AM

Type 85th Station Area Plan

Address 11320 NE 88th St, Kirkland

Origin Call Center

Comments I have read all of the comments submitted as part of the public testimony on June 9th regarding the Station Area Plan. Approximately 85-90% of the comments are opposed to either the Google development on the Lee Johnson property and/or the kiss and ride drop off in the Highlands. Again, I am extremely opposed to both.

The question is - a question I am asking you ALL to answer - is what are YOU going to do about it. You represent the residents of Kirkland and not Google - do you get that?!? We - the residents - don't want this development.

Please let me know what you are going to do in light of the public opposition to your proposals. I am not a land use attorney, but I am an attorney who will volunteer to help litigate against you if you approve the zoning changes to allow the Google Development in contravention of the publicly stated positions of Kirkland residents.

The infrastructure will never support this - what about the students at Lake Washington HS? How will they get to school? Maybe you don't have kids or are old - but we care about having a community where our kids don't sit in 45 minutes of traffic to get to school. This is a disgusting proposal

made by people like Penny Sweet who only care about money because she is both someone who does not have kids and is old. So it won't affect her!

Please stop making decisions that are only based on increasing your property tax base. You all have to know this is greed. Stop selling us out to Google.

Joan Lindell Olsen

https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/0-combined_stationarea-phase1-writtentestimony.pdf

From: Joan Lindell Olsen
Sent: Monday, April 4, 2022 8:30 PM
To: citycouncil@kirklandwa.gov ; Allison Zike ;
tdunlap@kirklandwa.gov ; aweinstein@kirklandwa.gov ;
jcmahan@kirklandwa.gov ; ktriplett@kirklandwa.gov
Subject: Opposition to Station Area Plan

I am requesting that this is part of the public record. My name is Joan Lindell Olsen, and I am an attorney and resident of Kirkland for 30+ years. My parents Gerri and Bob Haynes are also residents of the City of Kirkland and have raised six children here. My three children (now in their early 20s) are all graduates of Peter Kirk Elementary, Kirkland Middle School and Lake Washington High School. I went to Robert Frost Elementary, Kamiakin Junior High and Juanita High School. We have seen Kirkland develop and grow in a linear way - but in the past five years it has been out of control. I believe this is largely due to the self-interested decisions of the Kirkland City Council.

I am strongly opposed to the current iteration of the Station Area Plan, for the following reasons:

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2. Google should not be allowed to purchase and develop on the Lee Johnson property - traffic, traffic, traffic. What about the kids who go to LWHS? It is going to be impossible for them to get to school in the morning. It will back up traffic on 85th and 70th in a way that will make it impossible to travel on 85th Street. This is a greedy, short-sighted decision. There is certainly another interested party that would purchase the Lee Johnson property with less impact.
3. The pandemic and remote work have lessened the ridership by a substantial percentage. All of the calculations

on ridership to justify the BRT were based on pre-pandemic ridership.

4. NOISE. The increase in traffic and constant construction noise is going to

Submitter Lindell Olsen, Joan
11320 NE 88TH ST
KIRKLAND, WA 98033-5742
425-877-6488
joanlouise@outlook.com

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From: Christine Hassett <cmhassett@comcast.net>
Sent: Monday, June 13, 2022 4:25 PM
To: Allison Zike
Subject: NE 85th St Station, feedback from June 9, 2022 Hearing

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

Hello, Allison-

I have been following this project for two years. I was on Zoom for the June 9th Hearing. In your introductory comments, I heard you say only the CMU area would be discussed at the meeting. Later, I thought I heard that the Form-based code for all areas was also being discussed.

I need to make two remarks about the NE Quadrant:

- (1) The western boundary of our condo development Neighborhood Residential borders Neighborhood Mixed Use area. See below.

In the Form-Based Code proposal Section 57.10 Regulating Districts page 10 indicates:

57.10.04.04 NEIGHBORHOOD MIXED USE

Reserved.

57.10.04.05 NEIGHBORHOOD RESIDENTIAL

Reserved.

This says to me that the detail has not yet been determined. Is that correct?

If, in fact Figure 3 CMU District Standards (below) does, apply to NMU, **I object to the rear set back of only 5 feet minimum.** That would potentially put the flat vertical side of a 65-foot building about 15 feet (includes our setback) from our building. No upper story setbacks are described for a new build.

Right now as I sit in my unit and look straight out west I see the western sky. Nearly all of our windows have a western view. That view will be lost if a new building is so close to the property line with no upper story setbacks....not to mention being in shadow of the building most of the day.

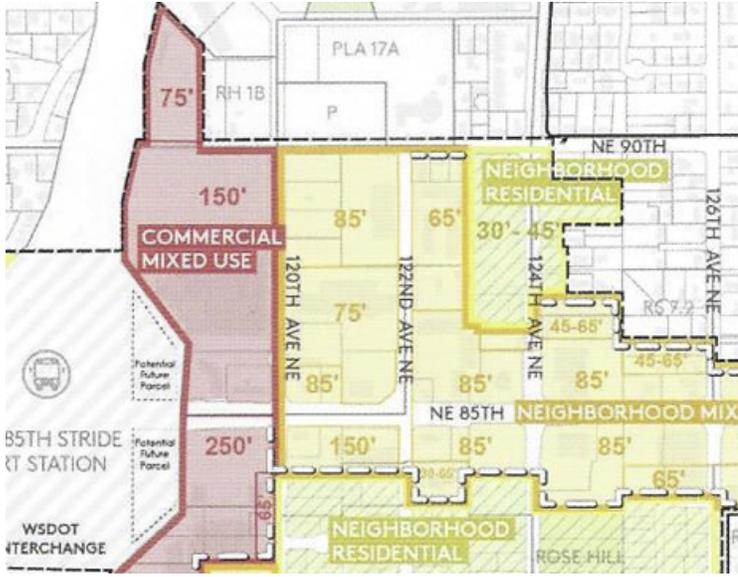
This will be true even if our site is redeveloped down the road with taller buildings.

There needs to be a greater rear (and perhaps side) setbacks for commercial buildings when bordering residential property.

- (2) **NE 85th Street is in near gridlock certain times of the day now.** There is no way this road can handle the amount of traffic a 250-foot office building will generate, let alone additional office building density in the area.

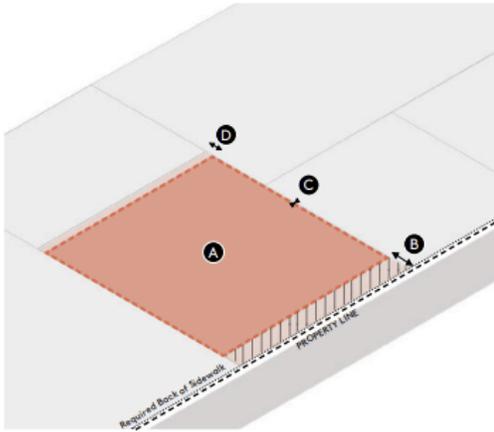
Thank you.

Christine Hassett



DEVELOPMENT STANDARDS

FIGURE 3: COMMERCIAL MIXED USE DISTRICT STANDARDS



LOT COVERAGE AND SETBACKS

Permitted Uses	
General Permitted Uses	Commercial, Institutional
Lot Coverage	
A Max Lot Coverage *	90%
Required Yards	
B Front	Refer to Frontage Types
C Side	0' Min
D Rear	5' Min

From: Jeremy McMahan
Sent: Thursday, June 16, 2022 8:49 AM
To: Allison Zike
Subject: FW: Your SAP deliberations

Follow Up Flag: Follow up
Flag Status: Flagged

From: Liz Hunt <liz@starwhite.net>
Sent: Wednesday, June 15, 2022 10:53 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Your SAP deliberations

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Hello Commissioners,

Thank you very much for all of the time and energy that you have devoted to the SAPlan.

Watching your deliberations last night, I was thinking:

1. You should not have been required to provide recommendations on the Incentive Zoning on June 14th because it is not ready.
 - The first draft was published in the June 7th Council packet.
 - The Council will get their next briefing on it on June 21st.
 - It is a detailed and critical piece of the new zoning for heights above 85' and it will take time to comprehend.
2. Were the RH 8 Zone changes included in your recommended approval of the Design Changes?
 - These changes were only introduced recently.
 - RM 8 is outside the Station Area; why is it included here?
3. Can developments in the CMU choose to exclude first-floor retail/services along NE 85th St?
 - Section 57.20.05 of the proposed Misc. KZC Amendments says that both Urban Street Edge and Retail/Active Uses are permitted on a Major Thoroughfare (NE 85th St). So developers could choose Urban Street Edge (with no activated 1st floor)?
 - That seems against the vibrant, walkable goals.
4. Transportation vs. traffic requirement
 - The 3 items that you identified as needing more focus besides affordable housing were schools, parks, and transit (if I remember correctly).
 - Did you mean "Transportation", or specifically just transit?

Thank you,

Liz Hunt
8th St W

Kirkland WA

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 20, 2022 10:45 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20091] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20091
Date/Time 6/20/2022 10:44 AM
Type 85th Station Area Plan
Address Kirkland
Origin Control Panel
Comments Dear City Council and leaders,

I, a resident of Kirkland, am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange.

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

This is a permanent damage and disgrace to Kirkland neighborhood for decades to be remembered. Please consider for the generations of people living in this neighborhood, not just near-sighted interest.

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

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland. We Kirkland residents depend on your sound judgment to make the right decision on our behalf for our true interest!

A concerned Highlands resident, Tsailin Hsu

Submitter Hsu, Tsailin
Kirkland, WA
alynhsu@live.com

[View in QAlert](#)

From: Christine Hassett <cmhassett@comcast.net>
Sent: Monday, June 20, 2022 11:03 AM
To: City Council
Cc: Allison Zike
Subject: June 21, 2022 - NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

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

Dear Madame Mayor and City Council Members,

RE: NE 85th Street Station Area Plan

To be brief:

- I am a North Rose Hill resident living within the ½-mile radius of coming new BRT Station.
- I was disappointed in Council's direction to Planning to pursue 250-foot height building in the SE quadrant of the plan (Phase 1).
 - Such building height is out of character of our community. Just because we can do this doesn't mean we should do this. No other buildings are even close to this height in Kirkland. Tall buildings do not make for a friendly gateway.
 - If a prospective development needs more space, there are other development opportunities in the area.
 - Surface streets cannot handle the increased traffic that would result—there is near-grid-lock certain times of the day now and no major street projects are planned to improve the situation that I am aware of.
 - I believe the anticipated use of public transportation by employees and residents in the new buildings and the surrounding neighborhoods has been overstated and traffic will only get worse.
 - The NE 85th Street view corridor of the Olympic and Cascade Mountains will be severely compromised. This is a signature amenity for residents and visitors. It's what makes us smile when we turn the corner onto NE 85th Street and look east and west.
- I request that you:
 - Seriously reconsider your preference for 250-foot building height in Phase 1 of the NE 85th Street Station Area Plan and limit maximum building height to 150-feet (including incentives).
 - Not allow construction of buildings to begin until the NE 85th Street Station is near completion.
 - Require a traffic plan that will address the volume issues
 - Require that a plan is developed to handle material staging and contractor parking that does not involve penetrating the surrounding neighborhoods for the interchange work and/or development around the interchange

- Require a plan to handle the education and safety of incoming students to the Lake Washington School District because of this new development

Thank you.

Christine Hassett

From: Jeremy McMahan
Sent: Monday, June 20, 2022 2:05 PM
To: Allison Zike
Subject: FW: Planned Zoning Height Increase

Follow Up Flag: Follow up
Flag Status: Flagged

From: Franklin G <fsg0765@gmail.com>
Sent: Monday, June 20, 2022 2:01 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Fwd: Planned Zoning Height Increase

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

----- Forwarded message -----

From: Franklin G <fsg0765@gmail.com>
Date: Mon, Jun 20, 2022 at 1:30 PM
Subject: Planned Zoning Height Increase
To: <CityCouncil@kirklandwa.gov>

Dear City Council Members,

I am writing to strongly oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. This height is completely out of character for the Kirkland area and should be significantly scaled back. I am not anti-development, but do not wish to see Kirkland become a "wanna-be" Bellevue. Building heights consistent with the Kirkland Urban development would be much more appropriate.

Secondly, with whatever final form this development takes, there needs to be much more done to manage traffic, mitigate congestion, and provide suitable parking for the huge increase in people working at this site. The neighboring residential streets should not become allowable parking for Google employees, nor should the citizens of Kirkland be subject to huge increases in traffic congestion in the surrounding areas.

Please re-consider this ill conceived development project and scale back to something much more in keeping with the unique charm of Kirkland. As currently planned, this proposed development is a nightmare for local citizens. And finally, as City Council members, I would also like to remind you that your primary responsibilities are to the residents of Kirkland who elected you (and will decide whether or not to re-elect you), not to developers or corporate tenants like Google.

Thanks in advance for your consideration,

Franklin S. Grosvenor

Kirkland, WA

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June 20, 2022

Penny Sweet, Mayor
Kurt Triplett, City Manager
City of Kirkland
123 5th Avenue, Kirkland, WA 98033

Via email to KTriplett@kirklandwa.gov and ABolen@kirklandwa.gov

Re: NE 85th Station Area Plan

Dear Mayor Sweet, Kirkland City Councilmembers, & City Manager Triplett

I am writing on behalf of Google in support of the Station Area Plan. Questions have arisen as to how a potential development on the Lee Johnson site might fit within the Plan. This letter provides additional information regarding our potential development of the Lee Johnson site (the "Site") within the NE 85th Station Area.

As you know, Google became interested in developing the Site only after the City embarked on a plan to create a transit oriented development district in line with Sound Transit's planned bus rapid transit station at 85th Street and I-405. We believe a Google office at the Site would serve as a catalyst for development of the entire Station Area in line with the city's goals of dense commercial and residential development next door to the new mass transit station. The project would drive growth and density where the City needs it supported by affordable, effective and convenient public transit.

In order to achieve maximum public benefit for the City from the Station Area Plan ("SAP") and meet Google's growth goals, we supported the City's "June Alternative B" in the Final Supplemental Environmental Impact Statement. After already having reduced maximum heights from 300', the City Council too endorsed including this Alternative in FSEIS because the Fiscal and Community Benefits Analysis concluded significant additional height and growth was needed to achieve meaningful public benefits through the SAP. The City Council ultimately selected this Alternative as the "Preferred Plan Direction" at the end of last year.

A critical component of "June Alternative B" was and is the 250' height limit in the zone that includes the Site. We write today to specifically address why the height allowed for

in June Alternative B and now incorporated into the draft Form Based Code (“FBC”) is necessary should we move forward with development of the Site.

Google recognizes the commitment to true transit oriented development and public benefits that the City Council has pledged as part of the Plan. Maintaining the 250’ height zone ultimately achieves these goals because of the amenity incentive system that is in the FBC. The base height limit is set at 85’ based on the additional mandatory requirements under the FBC. Setting a height limit at a lower height, like 150’, instead of 250’, cuts the potential for projects to deliver public benefits via earning amenity incentive points **by more than 50%**.

To truly achieve the significant public benefits that the City Council desires and that the Planning Commission has endorsed, more height is needed above 150’. By requiring developers to earn the ability to build above 150’ the Council is ensuring that the city earns substantial public benefit in open space, and sustainability.

To be sure, the City is not allowing unchecked development above 85’ or even 150’ in this plan. The Council’s December 2021 resolution on the Preferred Plan Direction also identified the need for additional height transitions to be included in the FBC to ensure the 250’ height limit could be appropriately integrated into the Station Area. Since then, staff have evolved the draft FBC consistent with this feedback. The proposed zoning changes include a lower, 65’ height zone along 120th. The draft FBC also includes street-level and upper-level setbacks and a “sky plane” transition requirement that effectively buffer lower height areas.

We recognize that some concerns remain in the community. We write today to provide additional context to the concepts we are considering for development of the Site that show how the massing of our development **can stay below the 250’ max height allowed for in the proposed SAP and draft FBC while achieving incentives** that benefit the public (see attached image). As you know, we have been actively sharing our concepts with fellow Kirklanders since the Fall of last year.

Google endeavors to use Commercial Mass Timber (CMT) construction on top of a podium for the four office buildings envisioned. The CMT construction type is limited to 180’ above grade for occupied areas, which is illustrated in the attached image. But, we do need flexibility in the max height due to the over 70’ slope in the Site. We are also planning for rooftop appurtenances on the buildings in order to achieve our sustainability goals of green energy (non carbon) use including potential natural

ventilation of the buildings. We depict the need for those appurtenances in the image as well.

We do remain in the concept development phase of the project. No final decisions on design have been made or can be made until much later in the process. However we wanted to share these draft concepts with the Council as you make decisions about the SAP, zoning, and FBC maximum heights, and a potential development agreement for the Site.

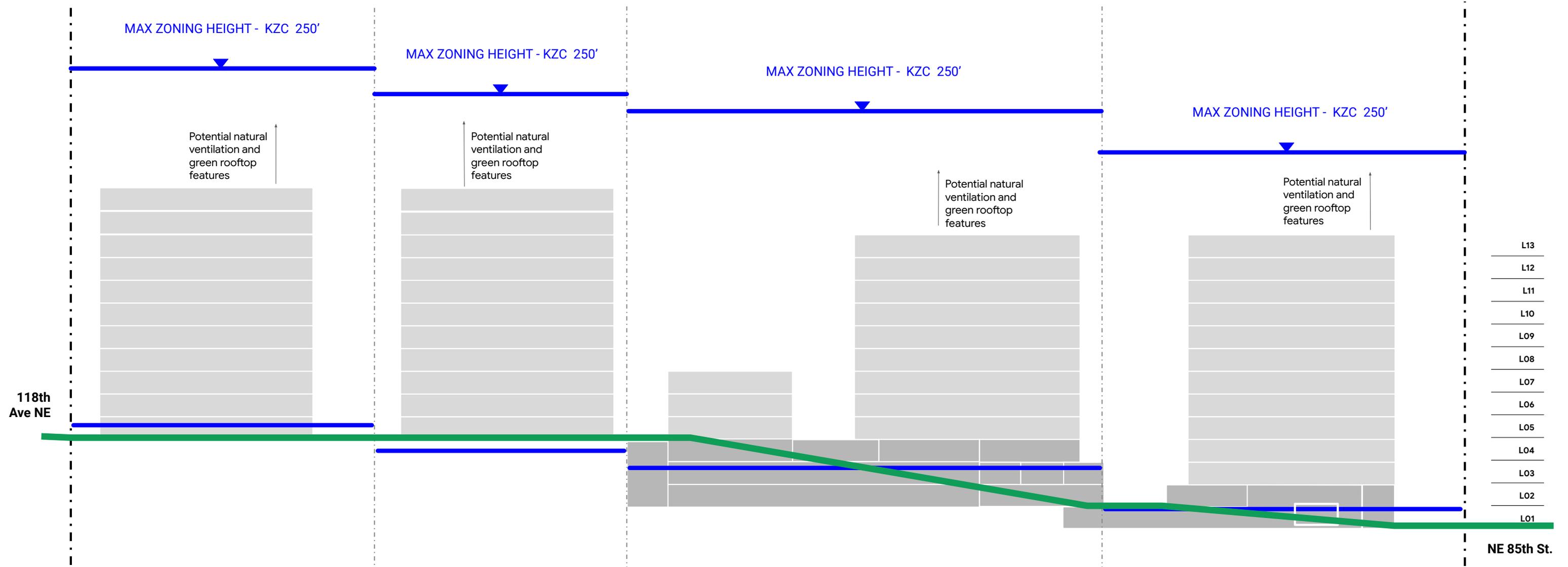
Please do not hesitate to contact us if you have any questions or concerns.

Sincerely,

Ian M. Goodhew

Ian M. Goodhew
Head of Government Relations, PNW
Google

Google Concept Heights



Sample concepts show how massing can stay below the max height while achieving incentives: Google has developed this illustrative massing concept to show how massing can stay within the max height limits proposed in the FBC. It is the goal of Google to endeavor to use Commercial Mass Timber construction on top of a podium. The CMT construction type is limited to 180 feet above grade.

- Approx 120th Ave Elevation
- KZC Average Building Elevation

*KZC Average Building Elevation is approximate and subject to site plan and confirmation by City during the permit process.

From: Jeremy McMahan
Sent: Tuesday, June 21, 2022 8:26 AM
To: Allison Zike
Subject: FW: Kiss & Ride Dropoff

Follow Up Flag: Follow up
Flag Status: Flagged

From: Duane Burow <dfburow@msn.com>
Sent: Tuesday, June 21, 2022 8:25 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Kiss & Ride Dropoff

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

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

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

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

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

Thank you.

Thanks,

Duane and Janice Burow

11238 NE 92nd Street

Kirkland 98033

The Highlands

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 8:38 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20115] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20115
Date/Time 6/21/2022 8:37 AM
Type 85th Station Area Plan
Address 648 10th Ave, Kirkland
Origin Call Center
Comments Hi,

As Kirkland residents for many years in the Norkirk neighborhood, I just wanted to share that my family and I support the new development plans recently shared for downtown Kirkland.

I am referring to the increased building heights, and new transit point planned around I405/85th street.

I know that some vocal residents oppose these plans, but please know that a silent majority of residents do want increased density and transit connections near downtown. This is the only sensible way to ensure housing affordability, and keep plenty of useful businesses and services available within walking distance. We certainly don't want to repeat the mistakes that California has made.

Thank you,
Jake Poznanski
648 10th Ave, Kirkland, WA 98033

Submitter Poznanski, Jakub
648 10th Ave
Kirkland, WA 98033
jakepoz@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 8:40 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20116] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20116
Date/Time 6/21/2022 8:39 AM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Re: Rezoning 85th

Hello,
Wanted to express my satisfaction at the proposed ideas, and very explicitly that the city will not increase road sizes. I hope that there are plans to push more people into transit, as the local bus, 250, won't cut the mustard. But making cars use more painful is a laudable goal, and one I applaud.

Submitter Unknown, Unknown
Kirkland, WA
bluekkid@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 8:49 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20121] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20121
Date/Time 6/21/2022 8:49 AM
Type 85th Station Area Plan
Address 11320 NE 88th St, Kirkland
Origin Call Center
Comments I am requesting that this is part of the public record. My name is Joan Lindell Olsen, and I am an attorney and resident of Kirkland for 30+ years. My parents Gerri and Bob Haynes are also residents of the City of Kirkland and have raised six children here. My three children (now in their early 20s) are all graduates of Peter Kirk Elementary, Kirkland Middle School and Lake Washington High School. I went to Robert Frost Elementary, Kamiakin Junior High and Juanita High School. We have seen Kirkland develop and grow in a linear way - but in the past five years it has been out of control. I believe this is largely due to the self-interested decisions of the Kirkland City Council.

I am strongly opposed to the current iteration of the Station Area Plan, for the following reasons:
1. The City of Kirkland and its roads are not built and cannot be expanded to take on the capacity of 4x the number of residents in the Station Area. Seventh Street from 116th in the Highlands to Market Street is already crowded, subject to speeding and other traffic-related issues. There

is no way to make the roads wider given the housing in the Highlands and other areas.

2. Google should not be allowed to purchase and develop on the Lee Johnson property - traffic, traffic, traffic. What about the kids who go to LWHS? It is going to be impossible for them to get to school in the morning. It will back up traffic on 85th and 70th in a way that will make it impossible to travel on 85th Street. This is a greedy, short-sighted decision. There is certainly another interested party that would purchase the Lee Johnson property with less impact.

3. The pandemic and remote work have lessened the ridership by a substantial percentage. All of the calculations on ridership to justify the BRT were based on pre-pandemic ridership.

4. NOISE. The increase in traffic and constant construction noise is going to impact learning for the kids at LWHS and for those of us who work from home it is going to be terrible. Kirkland is already much louder than it was previously - I cannot imagine what it will be like over the next decade of construction if this project is allowed to continue.

5. EQUITY. All of this does NOTHING to make housing more affordable in Kirkland. 7,500 additional tech workers at Google will make housing prices skyrocket. Again, this feels like greed - instead of taking into account the needs of Kirkland residents.

I am asking for you to make a fair determination based on public comments and not your self-interest - the City Council represents all Kirkland residents - not just developers.

Please provide a response to this email. I have emailed the City Council on numerous occasions and have not heard back once from a Kirkland City Council Member.

Joan Lindell Olsen

Submitter Lindell Olsen, Joan
11320 NE 88TH ST
KIRKLAND, WA 98033-5742
425-877-6488
joanlouise@outlook.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 9:14 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20128] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20128
Date/Time 6/21/2022 9:14 AM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Dear City Council and leaders,

I, a resident of Kirkland, am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange.

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

This is a permanent damage and disgrace to Kirkland neighborhood for decades to be remembered. Please consider for the generations of people living in this neighborhood, not just near-sighted interest.

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

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland. We Kirkland residents depend on your sound judgment to make the right decision on our behalf for our true interest!

A concerned Highlands resident, Tsailin Hsu

Submitter Hsu, Tsailin
Kirkland, WA
alynhsu@live.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 9:17 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20131] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details

ID 20131
Date/Time 6/21/2022 9:17 AM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Dear City Council, Mayor Penny and others,

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

The logic behind putting the Kiss and Ride in the mostly densely residential quadrant of the interchange does not make sense to me.

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

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

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

Thank you.
A concerned Kirkland Highlands resident.
Kian Tabrizi

Submitter Tabrizi, Kian
Kirkland, WA
skiforall@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 9:23 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20133] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20133
Date/Time 6/21/2022 9:23 AM
Type 85th Station Area Plan
Address 11238 NE 92nd St, Kirkland
Origin Control Panel
Comments Dear Ms. Curtis:
We are writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.
Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.
The city is basically rolling over to the demands of Google while leaving the citizens of Kirkland just more and more congestion.

Thanks,
Duane and Janice Burow
11238 NE 92nd Street

Kirkland 98033
The Highlands

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

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 2:09 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20172] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20172
Date/Time 6/21/2022 2:08 PM
Type 85th Station Area Plan
Address 13021 NE 101st Pl, Kirkland
Origin Call Center
Comments Dear City Council Members,

I would like to register my concerns about the 85th Street Development Plan.

Traffic congestion along 85th is bad during rush hour

- How will you mitigate the impact on traffic during construction of the BRT station and the construction of buildings proposed for the Commercial Mixed Use area (which encompasses Petco and the old Lee Johnson car lot)?
- How will you prevent traffic jams near the freeway once the commercial developments are completed?
- Will construction begin on the proposed Google campus before, during, or after work is planned for the BRT station?

Regarding the BRT Station

- How will cars and buses access the BRT station?
- Where will people park their cars?

- How will access to the station affect Costco traffic.

Regarding the proposed Google building

- The 250 foot height limit for the Google campus is out of alignment with the heights of the surrounding buildings. I am concerned that if we start raising height restrictions along 85th, we will see a “tunneling” effect along the roadway and increased traffic noise through the corridor and into surrounding neighborhoods.

Regards,
Sharon Plotkin
13021 NE 101st Place
Kirkland, WA 98033

Submitter Plotkin, Sharon L
13021 NE 101st PI
Kirkland, WA 98033
425-979-9103
sharonplotkin3D@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 2:10 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20173] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20173
Date/Time 6/21/2022 2:09 PM
Type 85th Station Area Plan
Address 8217 122nd Ave NE, Kirkland
Origin Call Center
Comments Dear City Council,

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

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

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

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

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

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare. This is my neighborhood - I live on 122nd Ave NE near the Starbucks, and the towers would literally tower over my backyard and my home. Thank you for reconsidering.

Sincerely,
Casey Sperte
425-444-3376

Submitter Sperte, Casey L
8217 122nd Ave NE
Kirkland, WA 98033
caseysperte@me.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:02 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20187] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20187
Date/Time 6/22/2022 8:02 AM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Dear City Council,

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

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

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

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

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

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

Thanks,
A concerned resident.

Submitter Unknown, Unknown
Kirkland, WA
yyz12356@hotmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:04 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20188] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20188
Date/Time 6/22/2022 8:03 AM
Type 85th Station Area Plan
Address 10611 132nd Ave NE, Kirkland
Origin Call Center
Comments Dear City Council,

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

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

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

percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street.

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

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

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

Thank you,

Don and Belinda Wicklund
10611 132nd AVE NE
Kirkland, WA 98033

Born in 1953 and Raised in Kirkland
Own Home in Kirkland since 1978
A concerned resident.

Submitter Wicklund, Belinda L
10611 132nd Ave NE
Kirkland, WA 98033
bea1317@comcast.net

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:04 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20189] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20189
Date/Time 6/22/2022 8:04 AM
Type 85th Station Area Plan
Address 10611 132nd Ave NE, Kirkland
Origin Call Center
Comments Dear City Council Member:

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

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

The "Kiss & Ride" entrance in the Highlands will also clog our streets as drivers wait to pick up commuters, creating a dangerous situation for

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

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

Thank you,

Don and Belinda Wicklund
10611 132nd AVE NE
Kirkland, WA 98033

Born in 1953 and Raised in Kirkland
Own Home in Kirkland since 1978
A concerned resident.

Submitter Wicklund, Belinda L
10611 132nd Ave NE
Kirkland, WA 98033
bea1317@comcast.net

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:37 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20192] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20192
Date/Time 6/22/2022 8:37 AM
Type 85th Station Area Plan
Address 12304 NE 73rd Rd Pl, Kirkland
Origin Control Panel
Comments Hi! I just wanted to drop all of you a note saying thank you for the work you've done on the 85th St Redevelopment plan and encouraging you all to continue supporting it as it moves forward. We moved to Kirkland 5 years ago when our family was growing and there wasn't space we could afford in Seattle. Now here in Kirkland, we feel like we live in a wonderful community in the true sense of the word. We live on 124th and 73rd, a few blocks south of 85th, near 405. Holy Family Church is a short walk away, the Taylor ballfields are easily reachable, South Rose Hill Park is around the corner, and Bridle Trails is a great place to head for a family hike. We love it here and are so grateful to the long term Kirklanders who have built this community into what it is.

As our kids get older, we'd also love to be able to walk down to 85th and see a vibrant neighborhood with ground level shopping and restaurants where we could grab a quick bite to eat. We'd also love to see a Kirkland with more housing so that if as our kids grow older they want to stay here, that they'd be able to afford to

do that. The 85th street plan will bring change - larger buildings and more people. But its also going to bring more housing to help keep prices reasonable and more businesses where we can eat and shop. We are big fans of that future vision of our neighborhood and we hope the council will continue to shepard the city forward towards it!

Craig Bruney

Submitter Bruney, Craig W
12304 NE 73rd Pl
Kirkland, WA 98033
craigwbruney@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:46 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20193] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20193
Date/Time 6/22/2022 8:45 AM
Type 85th Station Area Plan
Address 11210 NE 88th St, Kirkland
Origin Control Panel
Comments Dear Councilmember Curtis,

I am a resident in the Kirkland Highlands and am concerned about the "Kiss & Ride" Transit Drop-Off Point that is currently planned. It seems the plan has the potential to cause significant problems for Highlands' residents including traffic, parking problems, and noise.

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

The "Kiss and Ride" will clog our streets as drivers wait to pick up commuters, creating a dangerous situation for residents. Commuters with no connection to the Highlands will park on

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

It is already difficult to park along my street (NE 88th St.) and I would hope that if there is a problem with resident's being able to park, the city will implement a system of parking permits so residents can park.

Access to the "Kiss & Ride" should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Thank you for your attention to this matter.

Daphna Robon

Submitter Robon, Daphna
11210 NE 88th St
Kirkland, WA 98033
daphnarobon@yahoo.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:48 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20194] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20194
Date/Time 6/22/2022 8:47 AM
Type 85th Station Area Plan
Address 12812 NE 103rd Pl, Kirkland
Origin Control Panel
Comments Councilmember Kelli Curtis

I am reaching out to you as a concerned citizen of Kirkland regarding the upcoming decisions being made regarding development of the NE 85th Street Station Area Plan. While I think there are some great opportunities represented in the plan, I want to express concerns that the plan seems to have missed some key items that need to be considered before moving forward. Please consider my input because as a long term citizen of Kirkland and specifically North Rose Hill, I feel that this city of Kirkland is not considering what is best for the existing citizen who live in the impacted areas.

As a civil engineer, I am very interested in seeing the traffic studies and impacts developed for the NE 85th ST Station Area Plan. I have read both the Draft SEIS and other documents associated with the plan, but have yet to see any detailed traffic study on the impacted neighborhoods and travel time increases to the citizens of Kirkland because of this proposed development. I understand that you live in Houghton, so I am not

sure if you are familiar with the traffic on NE 85th Street. The current congestion on NE 85th Street has changed how traffic moves from Redmond to I-405 resulting in impacts to the North Rose Hill community. Drivers used to stay on NE 85th ST until 124th Ave NE, but traffic backs up on NE 85th ST well before 124th Ave NE. These commuters cut through the North Rose Hill neighborhood impacting residential streets. I have almost been hit twice while in a crosswalk at a four way stop intersection. While I am not familiar with the drivers cutting through South Rose Hill neighborhood, I have to believe the NE 80th is also impacted. The impact to traffic will only get worse with the additional development proposed with the NE 85th Street Station Area Plan. The city council cannot make an informed decision without understanding the impacts to those that currently live in the impacted areas. Please request a thorough traffic study. This should be part of the SEIS.

I believe the allowance of buildings 250' tall is not in keeping with the scale of the city of Kirkland. How tall are the buildings in Totem Lake or the Urban? Why would Rose Hill get taller buildings than these locations? It appears that the city is changing the zoning rules for Google. Why would the city need to do this? Google has a large footprint in Houghton, but the city didn't allow them to go above four stories. It appears the rules are being adjusted indiscriminately. While this is likely not true, it does appear that the Houghton neighborhood has kept with current zoning restrictions and not allowed Google to build tall buildings in their neighborhood. Would love to understand why Google should get special accommodation for a building that is 250 feet. I understand the Planning Commission is recommending that the Google site (Lee Johnson property) only go to 150 feet. While this is higher than what it is currently zoned for, this seems like a more reasonable height for Kirkland. Please don't vote against the Planning Commission's 150 feet and recommend going with a 250 feet height zoning allowance.

Thanks for representing all of Kirkland, including North Rose Hill residents.

Respectfully,
Jill Gough, P.E.

12812 NE 103rd PI
Kirkland, WA 98033
jigonw@gmail.com

Submitter Gough, Jill
12812 NE 103rd PI
Kirkland, WA 98033
425-889-9116
jigonw@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 2:07 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20205] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20205
Date/Time 6/22/2022 2:06 PM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Dear City Council, Mayor Penny and others,

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

The logic behind putting the Kiss and Ride in the mostly densely residential quadrant of the interchange does not make sense to me.

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

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

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

Thank you.
Golnaz Koloushani (concerned Kirkland Highlands resident)

Submitter Koloushani, Golnaz
Kirkland, WA
gkoloushani@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, June 23, 2022 1:33 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20223] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20223
Date/Time 6/23/2022 1:32 PM
Type 85th Station Area Plan
Address Kirkland
Origin Control Panel
Comments I am writing to urge you to vote no on the current proposed station area plan as it is currently written. While it does have some good ideas and many are in favor of the biking and walkability aspects of the plan, it has too many unanswered questions, too many really critical items left unplanned for. And while growth is unavoidable, such a proposed drastic growth increase is unwarranted. As a long time Kirkland resident, my main issue of concern with this plan is allowing the additional height for the proposed Google Towers project on the Lee Johnson site. I believe this will only hurt the city as a whole. This one project will add a dramatic amount of traffic, overcrowding in schools, and only increase to our current housing shortage.

It has been stated that this Google project will add 6,000 high-paying tech jobs, and with that comes families, kids. This influx will add an enormous strain to our already overloaded school system. Additionally, the concentration of growth all in one area would mean all the added extra kids would all be forced to crowd into the

same neighborhood school(s). How is that fair to the families that already live here, the kids that already attend those schools, what about their kids' education? I see no real plan for this critical issue.

I also do not see any improvements to our infrastructure in this proposed plan. Our roadways are at times already close to unbearable, and now you are adding, to this one concentrated area, 6,000 more people wanting to commute to work. Biking to work is still not the norm, nor is it all-inclusive, so if that is your only answer time to re-think. None of Kirkland's roads are conducive to moving large amounts of traffic, as we have no multilane through fares. Until there is a real plan in place, you must responsibly vote no, otherwise you are leaving our city in total gridlock.

Additionally, our city already has a housing shortage and this plan does not adequately deal with this issue either. The immediate Google jobs added will all be high-paid tech jobs and those people can outbid with cash offer anyone else seeking a house in our area. This DOES dramatically drive up property taxes, forcing us underpaid average people out. You say it does not, but you are either not paying attention or are more disconnected from those you were voted to serve than one might have guessed. The affordable apartment housing is not a good plan either. It really isn't all that affordable – most teachers would not be able to afford the cost – and the tax breaks given to these complexes put yet another additional tax burden on us average people who have been homeowners here for a few decades. The affordable housing part of this plan is close to a no-win, no-win. It needs to be re-worked for a better serving plan, a plan that will actually help those who need it. Not just the corporation that builds the complex.

This plan leaves out open green space for kids young and old, to play. Increased density means fewer yards, more people living in apartments. So those green spaces are needed even more. Why are they not in the plan? There was even something about a proposed new school with no playground?? Hopefully, that wasn't real..... All people need green spaces, but kids especially, and to send kids to school with zero playground is unthinkable!

This plan needs a lot more work, it actually strikes me as something hastily put together to potentially “hide” the fact that you were about to allow Google to build 4 towers enormously larger than anything in Kirkland, with zero plan for extra traffic, housing, or schools. But you lumped it in there with a bunch of other stuff hoping you could pass it with no one noticing. But once this is passed, you cannot take those height limits back, they are there, so do think carefully, and maybe not be in such a hurry and please think about what is best for this city as a whole.

*(See full email attached)

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

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 24, 2022 10:43 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20235] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20235
Date/Time 6/24/2022 10:43 AM
Type 85th Station Area Plan
Address Kirkland
Origin Control Panel
Comments Dear City Council Members,
As a resident of the Kirkland Highlands neighborhood for over 20 years and as the parent of a LWHS student, I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall. My son has already experienced the challenges of getting to school in the morning with the existing traffic on 85th street. Further, he regularly expresses frustration that Kirkland is not more walkable and bike-able. This plan which brings higher density and more cars will make traffic worse. I know the hope is that adding more transit gets people out of their cars but we all know that this simply isn't what happens. Further, as a person that has to use the intersection at 87th street and 114th Ave daily to enter and exit my neighborhood, I am **STONGLY OPPOSED** to this area becoming a transit hub. This intersection is already congested and busy. Drivers are already

impatient and constantly run the new stop signs. Inviting more cars into this corridor will only increase the problem and make it prohibitive to simply get out of our neighborhood in the morning.

We have already had the "progress" of Kirkland Urban inflicted upon us. In my family, we have felt the loss of having a user friendly gathering place for children and families during my kids teenage years. They even lost the local Wendy's. My son complains that there is no where to go to buy a burger and hang out that sells a burger for less than \$8. My kids missed, as high schoolers having a local hang out spot where they could go to a movie, or go hang out with friends. Urban gutted this, and despite being advertised as cozy and friendly, it is nothing but. It is just an alley way with frustrated drivers trying to find a parking spot so as to avoid going in that underground garage. There is no charm or anything inviting about Kirkland Urban (unlike the Totem Lake redevelopment). What is to prevent further such unfriendly, inhospitable development from occurring?

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

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

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

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

While we have lived in Kirkland 23 years this fall, we are sad to say that we know Kirkland will not be our forever home. It has come close to losing most of the charm and smaller city feel that it once had. It feels now like a city designed only for rich people who happen to work in tech. If this "progress" keeps up Kirkland will lose its' people infrastructure, teachers, fire fighters, healthcare workers (such as myself), tradespeople and artists who increasingly can no longer afford to live and work here.

Submitter Hanley, Kari
Kirkland, WA
karianne@nwlink.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 24, 2022 3:01 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20240] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20240
Date/Time 6/24/2022 3:00 PM
Type 85th Station Area Plan
Address 8244 126th Ave NE, Kirkland
Origin Call Center
Comments Hello Mayor, Deputy Mayor and City Council members,

I am writing let you know that as a resident of the south Rose Hill neighborhood I oppose the City of Kirkland's current plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. I strongly believe permitting Google to build a massive tower(s) is putting forth corporate interests over the interests of the citizens of Kirkland. In addition to the Google plan for the property currently occupied by Lee Johnson, I understand that just to the west of this there is a plan for a single access "Kiss and Ride" which while I don't live in that neighborhood could have an impact on the traffic leading up to 85th street. Not to mention create significant problems for Highlands' residents including traffic and parking problems.

As a person who travels outside of Kirkland for work daily via 85th and I-405 I know the traffic impact in the area would be far worse on NE 85th Street up to 120th Ave NE and passed that

will the "Kiss and Ride". Currently taking a left from 126th AVE NE can take up to 11 minutes during rush hour. Allowing more than 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will surely lead to gridlock on the already very congested 85th Street. Not to mention those people who skip over 85th and head up to 80th, a 2-lane residential/school zone, adding additional congestion there. In addition, for those who will travel 120th such as LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

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

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare that will result from the "Kiss and Ride" and massive towers.

If you have questions for me or would like to reach out for additional feedback, please do. Thank you for your consideration.

Alicia Curry
8244 126th AVE NE, #B201
Kirkland, WA 98033
206-369-5410

Submitter Curry, Alicia
8244 126th Ave NE
B201
Kirkland, WA 98033
alicia98033@hotmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 24, 2022 3:08 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20241] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20241
Date/Time 6/24/2022 3:07 PM
Type 85th Station Area Plan
Address Kirkland
Origin Control Panel
Comments Your Honorable Councilpersons,

Regarding the Commercial Mixed-Use District, I would like to suggest that if the city were to sign a contract with Google, at minimum the city should require Google to provide first floor retail. Further contract requirements could include plazas, green spaces, BRT parking and a kiss and ride zone. Google is a multi-hundred-billion-dollar company, and our city is a precious commodity. It is the city council's responsibility to make sure we negotiate wisely.

Truly,
Sue Amorosi (33-year resident)
Submitter Amorosi, Sue
Kirkland, WA
425-241-8992
sueamorosi@msn.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 24, 2022 3:09 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20242] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20242
Date/Time 6/24/2022 3:09 PM
Type 85th Station Area Plan
Address Kirkland
Origin Control Panel
Comments Good Morning,

First of all, let me say that I appreciate each of you for the service that you provide our community.

I live just on the Redmond side of 132nd Ave NE, across the street from Churchome. Even though my address is in Redmond, I work and do life in Kirkland. I work as a real estate broker with Windermere on Market St. I grocery shop at Costco, Safeway, Metropolitan Market, Trader Joes and Whole Foods, all in Kirkland. We most frequently dine in restaurants either down in the Kirkland's downtown or up at the Village at Totem Lake. In fact, to get out of the entrance into my neighborhood I have to drive into Kirkland.

Ever since hearing of the development proposals around the I-405 / NE 85th St Interchange I have lived in dread of that day. It's unbelievable to me that the City would be considering a zoning change that would allow for buildings up to 250'

in height. Those tall of structures are completely outside the neighborhood and community character that Kirkland is so famous for. People love Kirkland as a place to live, shop and work because it's NOT Bellevue, with the massive traffic and congestion issues. Please don't turn Kirkland in this direction!!

Rose Hill is my home. I have been here over 20 years. I hope to live here the rest of my life. But the congestion, the lack of sufficient infrastructure (schools, restaurants, parking etc that will exist if buildings such as that are allowed to be built on the Lee Johnson Property (or anywhere else in Kirkland) will drive me away from the area that I love and call home. I am not against progress or even change (and those two things are not always the same), and Lord knows that NE 85th St. does need some revitalization, but not this, PLEASE.

Please set building height limitations equivalent with what you have done at the Village at Totem Lake. We don't want to turn Kirkland into Bellevue.

Best Regards,

Rick Kraker
425-985-6435

Submitter Kraker, Rick
Kirkland, WA
rickkraker@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 24, 2022 3:25 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20244] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20244
Date/Time 6/24/2022 3:24 PM
Type 85th Station Area Plan
Address 8702 128th Ave NE, Kirkland
Origin Control Panel
Comments Dear City Council,

I am a 50yr+ resident of Kirkland (30yr resident of the North Rose Hill neighborhood), and am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange.

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

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

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

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

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

Thanks,
Shannon Smith
8702 128th AVE NE
Kirkland, WA 98033

Submitter Smith, Shannon A
8702 128th Ave NE
Kirkland, WA 98033
425-827-6818
shannonsmith98033@comcast.net

[View in QAlert](#)

From: Gayle Gray <gaylegray@live.com>
Sent: Friday, June 24, 2022 4:10 PM
To: Allison Zike
Subject: Fw: SEPA Addendum - NE 85th Street Station Area Plan
Attachments: SEPA Addendum - NE 85th Street Station Area Plan - CAM20-00153.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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

I see in your plan that you plan to add second stories to existing schools in the area in order to accommodate the increased school children coming into the area. I would like to know who you plan to address the increased traffic around these schools. Your plan for traffic around Mark Twain Elementary School decreased all the traffic in the front of the school and pushed the traffic to 130th Ave NE, a very narrow two-lane road. Parents park in front of our mail boxes, fire hydrants, on corners of roads and in front of our garbage and recycle totes. We have school buses going both directions on a one way road when parents park on both sides of the road. There is not a continued sidewalk on the west side so children walk in the street and between parked cars. Then you have kids riding in the street on their bikes and skateboards.

Yes I have complained to the school, police and city. They claim they are aware of it and are going to do something this summer. I've seen nothing.

This is very problematic and although the road in the front of the school looks great, 130th is a disaster. So much for your Community Coridore!

Gayle Gray
residence for almost 20 years.

From: Karin Bayes <KBayes@kirklandwa.gov>
Sent: Friday, June 24, 2022 3:03 PM
Cc: Allison Zike <AZike@kirklandwa.gov>
Subject: SEPA Addendum - NE 85th Street Station Area Plan

Attached for your information is the SEPA Addendum regarding NE 85th Street Station Area Plan, File Number CAM20-00153.

If you have any questions concerning this information, please contact Senior Planner, Allison Zike, at 425-587-3259 or azike@kirklandwa.gov.

Karin Bayes
Office Specialist

City of Kirkland | Planning & Building Department
123 5th Avenue, Kirkland, WA 98033 | 425-587-3236

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

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

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

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

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 24, 2022 9:31 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20233] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20233
Date/Time 6/24/2022 9:30 AM
Type 85th Station Area Plan
Address 11618 NE 87th Ln, Kirkland
Origin Control Panel
Comments Honorable City Council Members,

I'm writing to you as a 24 year resident of Kirkland. My wife and I have happily lived in our Highlands neighborhood home for 21 of those years. It's where we chose to put down roots and raise our family (two daughters – one attending KIMS and the other at LWHS). I'm also a Washington State native, and proudly voted in the mid-90s to increase urban density and then in the 00s to support light rail expansion; I'm a solid proponent of livable urban centers. So it's been gratifying for me to see the growth of mid-rise housing projects and accompanying businesses, as this fits the vision that Puget Sound voters agreed upon three decades ago.

I have to admit though, that I'm not pleased to hear of plans to increase the city's zoning height limit to 250 feet. A business park consisting of 16-story towers has no place in an existing Kirkland neighborhood. Even at half that height, commercial towers along the I-405 corridor will contribute to greater road noise echoing further

into surrounding neighborhoods. Local roads, already saturated with cars during morning and evening rush hours, will be in constant gridlock. Even with today's traffic, it can take upwards of 30 minutes to navigate in and out of the LWHS traffic drop-off zone. Add the proposed business towers, and local residents may be tempted to park their cars blocks away from their homes to avoid this additional congestion.

Separately, the plan to include a transit drop-off circle connected to 87th street in the Highlands also seems questionable. On the one hand, if the estimates of 40-50 drop-offs per day are accurate, then this sounds like a very poor return on investment. On the other hand, if the rapid express station is successful in increasing transit use, it would also lead to an increase in surface street traffic and parking, as there's no corresponding park-and-ride garage. This means that the blocks nearest the drop-off site will be filled with parked commuter vehicles, leaving no street parking for neighborhood residents. It's also likely to increase the rate of car prowling, which has been a growing problem in recent years (most recently impacting my next door neighbor). What is the city's corresponding plan to distribute street parking passes to neighborhood residents and expand its parking enforcement personnel?

I would like to ask that council members consider enforcing a lower building height, closer to existing developments that consist of 5-6 story buildings. Planning for traffic management and parking infrastructure will also play a key role in ensuring that these neighborhoods remain livable for both current and future residents.

Thank you,
Garrett McGowan
garrmc@hotmail.com
425.443.8872

Submitter McGowan, Garrett L
11618 NE 87th Ln
Kirkland, WA 98033
garrmc@outlook.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 24, 2022 4:33 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20246] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20246
Date/Time 6/24/2022 4:33 PM
Type 85th Station Area Plan
Address 8712 116th Ave NE, Kirkland
Origin Control Panel
Comments Dear Kirkland City Council,

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

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

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

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

Regards,
Mark Heggenes

Submitter Heggenes, Mark A
8712 116th Ave NE
Kirkland, WA 98033
mark.heggenes@outlook.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 24, 2022 4:36 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20247] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20247
Date/Time 6/24/2022 4:35 PM
Type 85th Station Area Plan
Address 8712 116th Ave NE, Kirkland
Origin Control Panel
Comments Dear Kirkland City Council,

As a current Kirkland resident living in the Highlands neighborhood, I would like to express my concern and outrage at the proposed drop-off location in the Highlands.

Simply put, you need to find another location as the basic infrastructure is unsuitable for bicycle, pedestrian and motorist safety without clogging up the only entry and exit of the Highlands neighborhood, along with the additional noise, crime and parking issues this will create.

As I left my house (6/8/2022) at both 9am and 1pm driving west on NE 87th St it was complete gridlock with cars lined up down NE 87th St waiting to turn on 114th Ave NE extending well past the railroad tracks and the opposite direction as well. This is already a daily occurrence - I am a prisoner in what was once a quiet, peaceful neighborhood. Does anyone from the City Council or Planning Commission even drive through our neighborhood to witness this?

We are not equipped to handle the additional traffic routed into the Highlands.

As an avid road cyclist (mountain biker and pedestrian walker as well), I need to point out the NE 100th St freeway crossing is heavily used by cyclists to connect to 116th Ave NE. I routinely see kids riding their bikes to school, sports-practice (with gloves, cleats and bags hanging off the handlebars) or to a local friend's house. Someone is going to be severely injured or killed by a distracted driver pulling out of the Drop-off if this location moves forward.

I'm also afraid any proposal to increase the Drop-offs "safety" will be the final nail-in-the-coffin to actually being able to enter and exit the Highlands and my home.

As difficult as it may be, the location needs to be changed. Traffic analysis will not yield the necessary data to accurately portray the viability of the Highland location, Let alone the difficulty for people to access the drop-off from this poorly suggested location.

Regards,
Mark Heggenes
Highlands resident

Submitter Heggenes, Mark A
8712 116th Ave NE
Kirkland, WA 98033
mark.heggenes@outlook.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 10:41 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20268] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20268
Date/Time 6/27/2022 10:40 AM
Type 85th Station Area Plan
Address 10011 128th Ave NE, Kirkland
Origin Call Center
Comments Dear City Council.

I wanted to send in an email since I am unable to make a public comment during this week's meeting.

I do not support buildings higher than 8 to 10 stories near the 405/85th interchange on the Lee Johnson parcels. Additionally I am thoroughly disappointed that our city manager and council is meeting privately with Google to concoct a plan that will be best for Google but not for current residents. Google should not be able to buy their way to 250 ft tall buildings.

Also the Planning Commission does not support buildings over 150 ft. I believe the PC has done a great job trying to balance the wishes of current residents and the need to utilize the future 85th station. I believe the city council needs to listen to their PC.

Please do not approve any changes or incentives for Google to get 250 ft buildings.

Thank you.
Susan
North Rose Hill Neighborhood resident

Submitter Davis, Susan
10011 128th Ave NE
Kirkland, WA 98033
425-698-7022
susandavis@live.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 10:42 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20269] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20269
Date/Time 6/27/2022 10:41 AM
Type 85th Station Area Plan
Address 11624 NE 107th Pl, Kirkland
Origin Call Center
Comments To: Mayor Sweet, Deputy Mayor Arnold, Councilmembers Nixon, Pascal, Curtis, Falcone, and Black:
Please delay approving Phase 1 of the Station Area Plan (SAP) until there is more clarity around how the growth would be mitigated and serviced. I realize that growth will come, but please let's be smart about it. I am not confident that relying on time will resolve these issues.
How will Kirkland avoid the budget problems of Seattle and Bellevue? The draft Incentive Zoning program might help, but is it big enough and where is the on-going support?
"We have this wonderful urbanization and growth that's occurring in the city, and that will require more new and enhanced services," said Toni Call, Bellevue's finance director, describing to the council how in the world an unprecedented business boom could simultaneously leave Bellevue staring at red ink into the future. [Seattle Times, June 23rd, "Now Bellevue is Talking About Taxing Amazon too", by Danny Westneat]
The SAP has some significant holes in the plan.

For example:

- ♣ Traffic – We request a detailed traffic study on the impacted neighborhoods and travel time increases to the citizens of Kirkland because of the proposed upzoning.
- ♣ Congestion – Will hundreds or thousands of bikes and pedestrians gridlock the roads? Is there enough buffer space for traffic to backup without blocking intersections and the roundabouts on the new interchange?
- ♣ Schools – Growth is happening throughout the city, with concentrated growth anticipated in the Station Area. How will existing schools absorb this growth? How can we guarantee into the future the existing quality of education and space will continue for ALL Kirkland students without SOLID plans for where these students will attend school. The Planning Commission's recommendation that height incentives should pay for school costs should be implemented to avoid the burden of the increased students on the local taxpayers.
- ♣ Parks – Not only will open space be critical for quality of life for Station Area residents, but the population growth will also impact existing parks. Where will the on-going support for programs and maintenance come from?
- ♣ Public Services & Public Safety? – Are there holes in the Fiscal Impact Study? Looking at the struggles faced by Seattle and now Bellevue, how can we be sure there will be sufficient funds for the most basic and critical services provided by a city to its residents?

There has been a significant amount of time and resources already invested in this project, without in person conversations between residents and the city council. That investment makes it all the more critical that we, as a city, get this right, and get it right the first time. Mistakes or details overlooked in the first phase will impact all other phases with increasing force and consequences as we move forward. We all love this city and want the best for it, now and always.

Aimee Sixel

Submitter Sixel, Aimee J
11624 NE 107th Ln
Kirkland, WA 98033
asixel@yahoo.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 10:44 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20270] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20270
Date/Time 6/27/2022 10:43 AM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Dear City Council,
I am writing to beg you to please please please not vote to allow such a dramatic height increase as is proposed in the SAP plans. Such a dramatic and sudden increase in height limits within our city is unwarranted and also detrimental to our city. Clearly this proposed over the top dramatic height increase is only to give approval to Google to build the 250 foot towers it has already shown plans for earlier this year. This city does not have the infrastructure to deal with all the vehicles those over paid Google employees will have. I am certain these high paid people will not be taking a bus..... Nor is it an option for me and my 2 year old to ride an electric scooter to Costco to buy groceries. I believe you are being extremely unrealistic with this plan and its ability to move people easily around this city. This sudden growth, which I understand would add 6,000 plus people to a concentrated area, with no other plan for upgrading infrastructure or schools even, is an extremely bad idea. How any of you could think otherwise is beyond me.....

That concentrated area is my neighborhood, the Highlands. We are very quiet, with no through roads, little crime, lots of trees. Please do not destroy this very special neighborhood, or our city, please!

Kelsy Hannah
Highlands Resident

Submitter Hannah, Kelsy
Kirkland, WA
riversinc2@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 10:48 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20271] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20271
Date/Time 6/27/2022 10:47 AM
Type 85th Station Area Plan
Address 8712 116th Ave NE, Kirkland
Origin Call Center
Comments Dear Kirkland City Council,

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

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

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

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

Regards,
Mark Heggenes

Submitter Heggenes, Mark A
8712 116th Ave NE
Kirkland, WA 98033
mark.heggenes@outlook.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 10:48 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20272] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20272
Date/Time 6/27/2022 10:47 AM
Type 85th Station Area Plan
Address 8712 116th Ave NE, Kirkland
Origin Call Center
Comments Dear Kirkland City Council,

As a current Kirkland resident living in the Highlands neighborhood, I would like to express my concern and outrage at the proposed drop-off location in the Highlands.

Simply put, you need to find another location as the basic infrastructure is unsuitable for bicycle, pedestrian and motorist safety without clogging up the only entry and exit of the Highlands neighborhood, along with the additional noise, crime and parking issues this will create.

As I left my house (6/8/2022) at both 9am and 1pm driving west on NE 87th St it was complete gridlock with cars lined up down NE 87th St waiting to turn on 114th Ave NE extending well past the railroad tracks and the opposite direction as well. This is already a daily occurrence - I am a prisoner in what was once a quiet, peaceful neighborhood. Does anyone from the City Council or Planning Commission even drive through our neighborhood to witness this?

We are not equipped to handle the additional traffic routed into the Highlands.

As an avid road cyclist (mountain biker and pedestrian walker as well), I need to point out the NE 100th St freeway crossing is heavily used by cyclists to connect to 116th Ave NE. I routinely see kids riding their bikes to school, sports-practice (with gloves, cleats and bags hanging off the handlebars) or to a local friend's house. Someone is going to be severely injured or killed by a distracted driver pulling out of the Drop-off if this location moves forward.

I'm also afraid any proposal to increase the Drop-offs "safety" will be the final nail-in-the-coffin to actually being able to enter and exit the Highlands and my home.

As difficult as it may be, the location needs to be changed. Traffic analysis will not yield the necessary data to accurately portray the viability of the Highland location, Let alone the difficulty for people to access the drop-off from this poorly suggested location.

Regards,
Mark Heggenes
Highlands resident

Submitter Heggenes, Mark A
8712 116th Ave NE
Kirkland, WA 98033
mark.heggenes@outlook.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 10:49 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20273] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20273
Date/Time 6/27/2022 10:48 AM
Type 85th Station Area Plan
Address 8702 128th Ave NE, Kirkland
Origin Call Center
Comments Dear City Council,

I am a 50yr+ resident of Kirkland (30yr resident of the North Rose Hill neighborhood), and am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange.

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

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

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

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

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

Thanks,
Shannon Smith
8702 128th AVE NE
Kirkland, WA 98033

Submitter Smith, Shannon A
8702 128th Ave NE
Kirkland, WA 98033
425-827-6818
shannonsmith98033@comcast.net

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 3:52 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20283] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20283
Date/Time 6/27/2022 3:51 PM
Type 85th Station Area Plan
Address 638 Kirkland Way, Kirkland
Origin Call Center
Comments Dear Kirkland City Council and Mayor Sweet:

This email is submitted as written comments prior to your June 28 2022 vote on the 85th Street SAP.

I think you are forcing a quick vote on the 85th SAP to satisfy Google. You have failed to address citizen concerns about the 85th Street SAP. KIRKLAND CITIZENS PAY THE TAXES THAT PAY YOUR SALARIES, NOT GOOGLE.

1. BIG LIE NO. 1: The City continually says no one has complained even though I hear citizen complaints at every single public hearing, many of which are documented on your city web pages. You state citizens were allowed to provide input when I got involved over a year ago with revising the Moss Bay Neighborhood Plan. This committee had ONE citizen. The remaining 10 were city employees or business owners. Again, a total fabrication

2. BIG LIE NO. 2 You have not addressed the

need for more schools despite saying you will build an elementary school on LWHS property with no playground. This is not a viable alternative when you will need to expand the high school due to increased student enrollment.

3. BIG LIE NO. 3 You have not addressed 40% tree canopy or cutting down legacy trees when Rose Hill is re-developed. With climate change and your own sustainability department indicating all existing trees are needed to protect the environment and wildlife you can't just sweep this under the rug too.

4. BIG LIE NO. 4 You have not addressed the traffic issue. Your own consultant, hired at over ONE MILLION of taxpayer funds, said Rose Hill traffic will downgrade to an F. The skimpy report you had the consultant write to justify your wishes is fabricated at your request

5. BIG LIE NO. 5. You have LIED about the need for Growth Management. The current Rose Hill zoning plan ALREADY EXCEEDS THE GROWTH MANAGEMENT EXPECTATIONS FOR THIS NEIGHBORHOOD AND CITY OF KIRKLAND.

6. BIG LIE NO. 6 You assigned a full time manager to work with Google for the last two years on purchase and rezoning of Lee Johnson Chev. property at taxpayer expense. Yet you continued to LIE about it, until very recently, stating we don't know who is going to buy that property. You have known about this since 2019.

7. BIG LIE NO. 7 One of the Planning Commission members works for Google yet you don't see this as a conflict of interest. Really? Who are you kidding?

8. BIG LIE NO. 8 You have gone against your own Planning Commission who states building heights should only be raised to 150 feet.

9. BIG LIE NO. 9 The City of Kirkland pamphlet mailed to all residents in early June, again at considerable taxpayer expense, says everything is MAY BE, OPPORTUNITIES, PROPOSED, CONSIDER, ENCOURAGE, CHALLENGES, EXAMPLES, RECOMMENDED, ENVISIONED, POTENTIAL, THIRTY FIVE TIMES. There is nothing in this pamphlet that is included in the

current 85th St. SAP. This pamphlet is an out and out deception of Kirkland residents.

10. BIG LIE NO. 10 The City of Kirkland will make money from Google projects. Per the article below this is an absolute LIE. Like Seattle, Bellevue is concerned about providing services to 10,000 Amazon employees who they receive no continuing tax dollars from. By allowing Google to bring in 10,000 more employees you are only foisting City expenses on tax payers like me who are retired with a fixed income.

<https://www.seattletimes.com/seattle-news/politics/history-repeating-now-bellevue-is-talking-about-taxing-amazon-too/>

I'm sure my list of your BIG LIES is not complete.

At this time I urge you to delay your vote on the 85th St Station Area Plan and legitimately address all citizen concerns before you proceed to give this city away to Google.

Sincerely

Sharon Cox
20 YEAR TAX PAYING VOTER IN KIRKLAND
MOSS BAY NEIGHBORHOOD RESIDENT
638 Kirkland Way Apt 4
Kirkland WA 98033
206 784 2585

cc; Sundar Pichar, CEO Google and Alphabet Inc
Danny Westneat, Seattle Times

Submitter Cox, Sharon
638 Kirkland Way Apt 4
Kirkland, WA 98033
206-794-2585
cox.sharonm@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 3:55 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20284] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20284
Date/Time 6/27/2022 3:54 PM
Type 85th Station Area Plan
Address 802 16th Ave W, Kirkland
Origin Call Center
Comments Dear Council
Please delay the phase 1 SAP plan for futher review. Upon learning the details of the plan I am very concerned about the magnitude of this project for our park like suburban city. I believe this plan needs to be dialed down in scope . I think the goals/plans and incentives of this plan are not realistic and will be regretted later. Please slow this down and temper the audacity of this SAP plan.
Sincerely
George Marema
Submitter Marema, George A
802 16th Ave W
Kirkland, WA 98033
gam_65@yahoo.com

[View in QAlert](#)

From: kiversonpt@aol.com
Sent: Monday, June 27, 2022 3:57 PM
To: City Council
Cc: Adam Weinstein; Allison Zike; kiversonpt@aol.com
Subject: Voting for the SAP

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello City Council Persons,

I am writing to ask for a hold on the vote for the SAP building height to clarify how the growth would be mitigated so that Kirkland would not be in a "catch up" mode for services that will be needed to actually use this density. It is to be noted that most of the residents here on Rose Hill are against the 250 foot height.

The growth expected for this SAP should certainly involve a bona fide Kirkland park open space of several acres. The linear parks or "postage stamp" size plaza's cannot be called open space for all resident use.

There has not been any mention of senior amenities for the SAP. What inclusion of housing or services could be planned for as this population is growing as well. Currently about 14% of Kirkland's population is considered senior age with continued growth expected.

Growth is needed and is to be expected, but careful planning is needed. Please delay voting so that Kirkland can get it right.

Kathy Iverson
Kirkland Resident

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 3:57 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20285] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details

ID 20285
Date/Time 6/27/2022 3:56 PM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Dear City Council,
As a concerned homeowner - concerned about what my neighborhood is about to become with this new overly aggressive plan - I have previously submitted some comments. I do have a couple of other observations/ comments and they are as follows:

The SAP plan, in its current state, does not meet with the City Council 2021 - 2022 Goals. The proposal to dramatically increase height limits in this city is simply to allow Google to build its 250 tall set of towers which there are already plans in the ready (only waiting for this vote?); and this will add almost immediately 6,000 plus high tech jobs to this city. Allowing this to happen would be against your listed City goals. Those goals are as follows:

Goal: Inclusive and Equitable Community:
Kirkland is a diverse and inclusive community that is concerned for the welfare of all community members and where everyone is respected, valued, and has a sense of belonging. - So what

about those who are retired or are a school teacher? Manual labors, Safeway employees? These people are now being forced out so the overly paid tech people can live here, so no, we are no longer "diverse and inclusive"! We are quickly becoming a community of young overly rich people. No diversity there....

Goal: Vibrant Neighborhoods: Council Goal: Achieve active neighborhood participation and a high degree of satisfaction with neighborhood services and infrastructure. - What about the Highlands? You never ever asked us one time about the Kiss and Ride placement? Ever. And please do not pass this off on the DOT. There have been no council led. neighborhood meetings, ever. You never one time asked for our input, not once. You cannot be bothered to attend any meetings and talk with us. Only Neil Black did once. But he did not listen to input, he simply told us, here is what ya get... How is THAT active neighborhood participation?? Please do tell?? And I am guessing when this is all done with we most certainly will not have a high degree of satisfaction with our infrastructure!

Goal: Abundant Parks, Open Spaces, and Recreational Services, -I see none of this in the current SAP plan - actually it is dramatically lacking any parks or open space plus the proposed Google Towers will wipe out a large number of large old growth trees that everyone of us humans need (way more than the dollars promised by this deal). Once those trees are gone, they are gone. The little things that lose their leaves every winter planted along a sidewalk are not ever going to replace those trees, ever. Nor all the critters that depend on them..... and all of that is on each and everyone of you that votes for this.....

Goal: Sustainable Environment: Kirkland is committed to the protection of the natural environment through an integrated natural resource management system. - Already stated above, but again, destroying those old growth trees on the Lee Johnson site does not even come close to meeting this goal! but instead, the exact opposite. You cannot ever replace those trees.

Goal: Thriving Economy: Kirkland has a diverse,

business-friendly economy that supports the community's needs. Council Goal: Attract, retain and grow a diverse and stable economic base that supports city revenues, needed goods and services and jobs for community members. - How are we diverse, when we are now becoming Google owned? Where is the diversity in that???? How about we meet this diversity goal? Please? Let's attract other businesses. Let us please really truly be a diverse city, a multi business city, not simply Google, and hey I guess if one does not know coding, one is out of luck with getting a job (the and Jobs part...)... They will be bringing outside people in to fill those jobs, they won't be jobs for current residents who might need work.

Goal: Dependable Infrastructure: Kirkland has a well-maintained and sustainable infrastructure that meets the functional needs of the
SEE ATTACHED FOR FULL TEXT

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

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 3:59 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20286] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20286
Date/Time 6/27/2022 3:58 PM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Members of the City Council:
We urge you to delay approving Phase 1 of the Station Area Plan (SAP) until there is more clarity around how the growth would be mitigated, and more consideration of the citizen protest to this SAP. Growth by itself is not necessarily a desired outcome in Kirkland. Excellence in managing the services the city provides is much more desirable. It seems to us that this current plan creates many problems- school crowding, gridlock on roads that cannot accommodate increased traffic, stress on city services with added population, maintenance of parks, crowding in shopping areas, and public safety.
How will Kirkland avoid the problems of Seattle and Bellevue growth? We do not want to emulate Bellevue with many high rise buildings. We moved to Kirkland because of the character of the city, and we do not welcome a change to its character. Allowing buildings 250' tall would absolutely change Kirkland.
We do not believe that you are listening to the citizens of Kirkland who elected you, and that

you are planning to "sell us out". More citizen input and oversight should be required. Please act in our best interests.

Sincerely,
Robert and Barbara Conta
Norkirk

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

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 4:00 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20287] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20287
Date/Time 6/27/2022 3:59 PM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Dear members of Kirkland City Council,

I am writing today on behalf of Transportation Choices Coalition in support of the NE 85th Street Station Area Plan before you today. Transportation Choices Coalition is a statewide policy and advocacy nonprofit dedicated to bringing Washingtonians more and better transportation choices. We advocate for policies and funding, and provide education that support more transit, bike, and pedestrian improvements at the state, regional, and local levels. We recognize that transportation is a pathway to opportunity — connecting communities and people to a full and vibrant life.

The NE 85th Street Station Area Plan leverages a once-in-a-generation regional transit investment in the form of Bus Rapid Transit at NE 85th St and I-405 to create the most value and quality of life for Kirkland now and in the future. The focus on equitable and sustainable transit-oriented community and promoting affordable housing is critical to ensuring safe and

climate-friendly development that reduces reliance on cars, encourages walking, biking, and transit, and limits our impact and footprint on resource lands.

We commend the innovative approach undertaken by the Plan, and urge full Council support.

Sincerely,
Alex Hudson

Alex Hudson (she/her)
Executive Director

Transportation Choices
1402 3rd Ave #310
Seattle, WA 98101

Submitter Hudson, Alex
Kirkland, WA
alex@Transportationchoices.org

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 4:00 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20288] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20288
Date/Time 6/27/2022 3:59 PM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Hello City Council Persons,

I am writing to ask for a hold on the vote for the SAP building height to clarify how the growth would be mitigated so that Kirkland would not be in a "catch up" mode for services that will be needed to actually use this density. It is to be noted that most of the residents here on Rose Hill are against the 250 foot height.

The growth expected for this SAP should certainly involve a bona fide Kirkland park open space of several acres. The linear parks or "postage stamp" size plaza's cannot be called open space for all resident use.

There has not been any mention of senior amenities for the SAP. What inclusion of housing or services could be planned for as this population is growing as well. Currently about 14% of Kirkland's population is considered senior age with continued growth expected.

Growth is needed and is to be expected, but

careful planning is needed. Please delay voting
so that Kirkland can get it right.

Kathy Iverson
Kirkland Resident

Submitter Iverson, Kathy
Kirkland, WA
kiversonpt@aol.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 4:07 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20289] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20289
Date/Time 6/27/2022 4:06 PM
Type 85th Station Area Plan
Address 10707 128th Ave NE, Kirkland
Origin Call Center
Comments Please consider delaying a decision on the 85th Street Rezone Phase 1. The impact of this decision will have a huge impact on Kirkland as a whole. I and my wife are long term residents of Kirkland and raised three kids here. It has been a wonderful environment. We realize the city will continue to grow and progress, but the dramatic change being promoted by the city will change Kirkland's character forever and not for the positive in our opinion.

Thanks for taking our thoughts into account.

Alan and Isabell Rosdahl
Submitter Rosdahl, Alan B
10707 128th Ave NE
Kirkland, WA 98033
abrosdahl@comcast.net

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 27, 2022 4:30 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20290] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20290
Date/Time 6/27/2022 4:29 PM
Type 85th Station Area Plan
Address 235 10th Ave W, Kirkland
Origin Control Panel
Comments To: Mayor Sweet, Deputy Mayor Arnold, Councilmembers Nixon, Pascal, Curtis, Falcone, and Black:

Please do not approve Phase 1 of the Station Area Plan without further study. As 42-year residents of Kirkland, we are very concerned about the proposed plan. We believe there needs to be more time and consideration to plan well for this enormous change to our city. Specifically we are in agreement with our fellow citizens in asking for clearer and more robust plans for how the SAP will impact:

- Traffic and safety
- School quantity and quality
- Park quantity and quality
- Height of proposed buildings and the transition between these and the surrounding neighborhoods
- Public services and public safety and costs

Please stop and look more carefully before
deciding how to move forward.

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

Submitter Thirloway, Melissa
235 10th Ave W
Kirkland, WA 98033
425-941-1399
thirloway@gmail.com

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From: Jeremy McMahan
Sent: Tuesday, June 28, 2022 10:06 AM
To: Allison Zike
Subject: FW: PlanningCommissioners@kirklandwa.gov
Attachments: IMPACT OF 85TH STREET SAP ON K-12 SCHOOLS.pptx

Follow Up Flag: Follow up
Flag Status: Flagged

From: Carter Bagg <baggcd@frontier.com>
Sent: Tuesday, June 28, 2022 8:53 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: PlanningCommissioners@kirklandwa.gov

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 11:00 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20319] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20319
Date/Time 6/28/2022 10:59 AM
Type 85th Station Area Plan
Address 9445 116th Ave NE, Kirkland
Origin Call Center
Comments Hello,

I am a concerned resident of the Highlands neighborhood and would like to provide comment on the station area plan. The proposed kiss and ride drop off loop will have a significant impact on traffic, parking and noise in the Highlands neighborhood. I have lived in this neighborhood for 20 years and have seen numerous changes in the area, but this is by far the most concerning.

87th Street is the only ingress and egress to the Highlands neighborhood. This new drop off loop will increase the already congested intersection at 87th and 114th and create dangerous conditions as drivers wait for pickup. The impact will be felt by all Highlands residents and families, not just those nearest to the drop off loop.

There does appear to be an alternative solution. The drop off loop could be conveniently located at one of the other intersection corners, thus

preserving the integrity of the residential areas that make Kirkland a great place to live. Since the current plan does not seem to consider the numerous growth impacts on residents or mitigations factors, it seems prudent to delay approval of Phase 1 Station Area Plan.

Thank You,
Sharon Gelin

Submitter Gelin, Sharon L
9445 116th Ave NE
Kirkland, WA 98033
gelinas50@hotmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:48 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20306] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details	
ID	20306
Date/Time	6/28/2022 10:47 AM
Type	85th Station Area Plan
Address	12819 NE 84th St, Kirkland
Origin	Call Center
Comments	PowerPoint presentation attached.
Submitter	Bagg, Carter D 12819 NE 84th St Kirkland, WA 98033 baggcd@frontier.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:55 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20312] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details	
ID	20312
Date/Time	6/28/2022 10:54 AM
Type	85th Station Area Plan
Address	236 7th Ave W, Kirkland
Origin	Control Panel
Comments	<p>Honorable Mayor Sweet, Deputy Mayor Arnold, and Council Members, Page 54 (the last page) of Exhibit A to O-04802 (see item 3(b) part 4 of the agenda for the special meeting on 6/28/2022) seems to contain a few small oversights or errors that obstruct the effort to provide plentiful affordable housing, meet sustainability goals, and public amenities. Specifically:</p> <ul style="list-style-type: none">• All dollar values in table 7 should be specified as indexed for the higher of building or consumer inflation (e.g., CPI) drawn from a specified US Government source. Clearly, inflation will continue and, if not indexed to inflation, these numbers will become less valuable and not provide the leverage that I'm sure the authors intended for Kirkland.• The "Commercial development contribution" at the top of table 7 clearly must have been intended to be an annual payment rather than a one-time payment as the cost burden of providing affordable housing is on-going and perpetual. This must have been a simple oversight and I'm glad I saw it in time to alert

you.

An ongoing payment provides both a revenue source for Kirkland to borrow the money (bond) to build affordable housing and the needed ongoing money for maintenance and operation.

And since it would be indexed to inflation, the revenue source would be inflation-proof - an important aspect of a truly successful affordable housing program.

- The "School Operation Space" would seem to be useless unless it meets the needs of LWSD. So I'm sure that the writers intended to include both that the space allocation would be perpetual and that LWSD would have signed off and approved of the placement and design so that it could be effectively used.

- The "ECE/Day Care Operation Space" is obviously intended to provide for the needs of the community and people in the surrounding area rather than the tenant or owner of the building, so I'm sure it's just an oversight that there's no stipulation, for example, that this space can't count if used for in-house day care by the tenant or owner of the building.

- For both categories of "SCHOOLS, EDUCATION, AND CHILDCARE", there doesn't seem to be any rule or stipulation about what happens if the space usage is changed into some non-conforming use in the future. If suitable protections that guarantee perpetual community use of space allocated to these categories, perhaps it would be better to simply drop them entirely. But I'm sure that the authors had a solid way in mind to provide for appropriate perpetual conforming use, so some solid phrases or clear sentences must have just inadvertently left out of the attachment to the ordinance.

Thanks for the opportunity to comment and help improve this ordinance so that the promises made to the Kirkland Community will be effectively fulfilled by the ordinance.

Again, I'm glad I had time to catch these errors and oversights and alert you before the meeting.

Regards,

-Ken MacKenzie

Submitter Mackenzie, Kenneth E
236 7th Ave W
Kirkland, WA 98033
kirklandcity@screamforicecream.net

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:49 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20307] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20307
Date/Time 6/28/2022 10:48 AM
Type 85th Station Area Plan
Address 1936 10th PI W, Kirkland
Origin Call Center
Comments Dear City Council,
I have lived in Kirkland for 17 years, and I am despondent to hear that you are turning our lovely small town into the next Bellevue. I cannot for any reason think why we need to amend our code to allow 20 story buildings. There are plenty of large buildings already in Bellevue and Seattle. I cannot imagine how giant buildings with tons of traffic are going to add anything to our city.

If there is a desire to redevelop the Lee Johnson/Outback steak house area, then allow them to build the same 5-7 story buildings that were allowed at Park Place and Totem Lake. Also, they should be required to have the same kind of landscaping that was done at Totem Lake. Park Place is unattractive, unwelcoming, and lacking in greenery to make it an enjoyable place to go - and here it is the first thing you see when you come into the city.

Please please please do not approve these giant

buildings. They will ruin traffic, not just at 85th but all the side roads. Bellevue can handle the large building because every street surrounding them is large, and wide. We do not have that in Kirkland.

Keep Kirkland special - don't ruin it.

Thank you,
Katherine Walker

Submitter Walker, Katherine L
1936 10th PI W
Kirkland, WA 98033
kath@lothi.com

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From: Alex Hudson <alex@Transportationchoices.org>
Sent: Monday, June 27, 2022 3:56 PM
To: City Council <citycouncil@kirklandwa.gov>
Cc: Hester Serebrin <Hester@transportationchoices.org>; Matthew Sutherland <Matthew@Transportationchoices.org>
Subject: Supporting Kirkland's NE 85th Street Station Area Plan

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

Dear members of Kirkland City Council,

I am writing today on behalf of Transportation Choices Coalition in support of the NE 85th Street Station Area Plan before you today. Transportation Choices Coalition is a statewide policy and advocacy nonprofit dedicated to bringing Washingtonians more and better transportation choices. We advocate for policies and funding, and provide education that support more transit, bike, and pedestrian improvements at the state, regional, and local levels. We recognize that transportation is a pathway to opportunity — connecting communities and people to a full and vibrant life.

The NE 85th Street Station Area Plan leverages a once-in-a-generation regional transit investment in the form of Bus Rapid Transit at NE 85th St and I-405 to create the most value and quality of life for Kirkland now and in the future. The focus on equitable and sustainable transit-oriented community and promoting affordable housing is critical to ensuring safe and climate-friendly development that reduces reliance on cars, encourages walking, biking, and transit, and limits our impact and footprint on resource lands.

We commend the innovative approach undertaken by the Plan, and urge full Council support.

Sincerely,
Alex Hudson

Alex Hudson (she/her)
Executive Director

Transportation Choices
1402 3rd Ave #310

Seattle, WA 98101

Mobile: 425.749.2539

www.transportationchoices.org

Stay up to date with our work. [Sign up for our newsletter here.](#)

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:53 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20309] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details	
ID	20309
Date/Time	6/28/2022 10:52 AM
Type	85th Station Area Plan
Address	11611 NE 136th St, Kirkland
Origin	Call Center
Comments	Delay SAP until Kirkland voters see a more detailed plan of the proposed growth and development
Submitter	Funk, Linda K 11611 NE 136th St Kirkland, WA 98034

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 11:00 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20320] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20320
Date/Time 6/28/2022 10:59 AM
Type 85th Station Area Plan
Address 13700 NE 136th Pl, Kirkland
Origin Call Center
Comments Dear City Council,

My clients own property in the proposed rezoning area of 7th Ave: 672 7th Ave. They support the new station area plan, the increased zoning height to be allowed, and are excited about the new plans for 7th Avenue as a pedestrian and bike friendly access to the station.

We understand the proposed zoning allows residential on the top two floors only as an accessory use. Having this type of mixed use is unattractive to developers because of the high cost to create two uses in the same building. The reasons it will be expensive is the primary allowed uses on the lower floors would be an open floor plan with large structural framed spans. Placing residential (multi-family "MF") above the open floorplates means additional structure needs to be created below to support the smaller rooms of residential, the large increase in plumbing waste pipes that will necessitate more interior walls at the lower floors to accommodate/conceal the waste pipes. In

addition, the residential will need separate elevators to service their floors so as not to compromise their security as well as a separate, gated parking area. These amenities catering to the residents are expected in today's new buildings.

Kirkland has many mixed uses from one property to the next even on the same street, which seem to work well. We believe the City should allow MF as an allowed use in this LIT zone. If some MF is allowed within a building, why is it not totally allowed? This location is ideal for multi-family since it will be so close to the new station, and the tax revenue for Kirkland would be very good too.

Best regards

Ross Woods
Development Planning & Strategies LLC
(206) 949-2105
ross@dev-strat.com

Submitter Woods, Ross
13700 NE 136th PL
Kirkland, WA 98034
206-949-2105
ross@dev-strat.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 11:01 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20321] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20321

Date/Time 6/28/2022 11:00 AM

Type 85th Station Area Plan

Address 9423 117th Ave NE, Kirkland

Origin Call Center

Comments I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. I am not really sure why this is even being considered but I am presuming it is being driven by the business community which may or may not be fu sing your election/re-election campaign - that is the only reason I could come up with. I am not sure if you all live here or not, but the beauty and appeal of Kirkland is that it is close to the cities (Seattle and Bellevue) yet still maintains a small town vibe. Erecting tall buildings will instantly kill this vibe that has driven many people to this town and has supported increases in home values, thus, property taxes the City of Kirkland is collecting. Kirkland's character and future should not be compromised in an effort to placate the corporate interests of corporate giants. The traffic along 85th St and adjacent streets is already getting heavy. We can't add more streets and parking spots needed to accommodate this growth and influx of new people/cars. Please reconsider this audacious proposal for

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

Thanks.

Darko Beric
206-949-1511

Submitter Beric, Darko
9423 117th Ave NE
Kirkland, WA 98033
darkoberic@yahoo.com

[View in QAlert](#)

From: Jeremy McMahan
Sent: Tuesday, June 28, 2022 2:19 PM
To: Allison Zike
Subject: FW: SAP Comments to City Council.pdf
Attachments: SAP Comments to City Council.pdf

From: Marc Boettcher <marc@mspgroupllc.com>
Sent: Tuesday, June 28, 2022 2:13 PM
To: City Council <citycouncil@kirklandwa.gov>
Cc: Jeremy McMahan <JMcmahan@kirklandwa.gov>
Subject: SAP Comments to City Council.pdf

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Good Afternoon Councilmembers,

I wanted to take the opportunity to provide a few comments for Council consideration in advance of the proposed Ph. I vote this evening.

See you tonight and thank you for the opportunity to contribute in the process!

Sincerely,

Marc

Marc Boettcher

Development Specialist
MainStreet Property Group LLC

 [\(206\) 718 - 6272](tel:(206)718-6272)
 marc@mspgroupllc.com
 <https://www.mspgroupllc.com/>
 12332 NE 115th Place, Kirkland, WA 98033



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June 28, 2022

City of Kirkland City Council
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Re: CITY COUNCIL SPECIAL MEETING June 28, 2022

Dear Councilmembers,

Thank you for the opportunity to comment on the NE 85th Street Station Area Plan (SAP) and consideration of the Comprehensive Plan and Phase I Zoning adoption. Since this project kickoff in November of 2019, the City's Staff has thoroughly worked to evaluate SAP alternatives, impacts and benefits all while working to guide and promote a thriving, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services linked by transit. With Staff's diligence and commitment to the process, we believe the SAP as recommended will become a mixed-use environment and a model of innovation.

Throughout the process, there has been a tremendous level of community outreach, involvement, and comments. We believe Staff has gone above and beyond the with their efforts to be accessible, amenable, flexible, and inclusive as a result of the public comment.

Incentive zoning is a proven land use tool that creates additional community benefit above and beyond the minimum standards. Council support of maximum heights within the Comprehensive Plan and SAP Phase I ensures that the community has the potential to realize the highest degree of benefits. Furthermore, supporting the Comprehensive Plan ensures the greatest possible revenues to the City for additional investment in affordable housing, schools, parks and community infrastructure.

One of the SAP goals is the expansion of the City's employment base. Adoption of the SAP Phase I Zoning is anticipated to achieve this goal. Supporting the first Phase of the SAP addresses this need and will enable the City and Staff to focus efforts on Phase II which is expected to address another primary goal of the SAP – middle market, work force and affordable housing. Please consider supporting adoption of the Comprehensive Plan and SAP Zoning Phase I as this is a tremendous opportunity to improve our growing community.

Thank you for your time.

Regards,

A handwritten signature in blue ink, appearing to read "Marc Boettcher", with a long horizontal flourish extending to the right.

Marc Boettcher
MainStreet Property Group LLC

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 3:11 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20335] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20335
Date/Time 6/28/2022 3:10 PM
Type 85th Station Area Plan
Address 11208 NE 103rd Pl, Kirkland
Origin Call Center
Comments Dear Mayor, Deputy Mayor and City Council,

I urge you to delay approval of the current proposed Phase 1 of the Station Area Plan (SAP) until there have been changes that address the valid concerns that have been raised. It is not that I oppose growth in Kirkland. However, I do oppose the City's rush to adopt sweeping changes without address to numerous concerns for a plan that will forever change the character of Kirkland.

For example, the plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange is untenable. Kirkland's character and future should not be compromised in an effort to placate corporate interests. These 250-foot towers will loom large and unsightly over trees, the adjacent residential neighborhoods, and Lake Washington High School (LWHS). Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.

Further, the traffic impact in the area of the SAP will be unbearable. The City has made unrealistic assumptions that the majority of additional people living and working in this area will not use personal vehicles. Allowing over 7,000 people to occupy the 250-foot towers will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the tower occupants to get to and from school. The SAP has some laudable goals, but there are significant gaps in the plan. Please reconsider this audacious proposal for something more reasonable, such as limiting the maximum height of the buildings in the SAP to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland. Please do not irreparably change the character and livability of Kirkland.
Cindy Manheim, Highlands Resident

Submitter Manheim, Cynthia J
11208 NE 103rd Pl
Kirkland, WA 98033
cindymanheim@frontier.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:59 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20317] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20317
Date/Time 6/28/2022 10:58 AM
Type 85th Station Area Plan
Address 718 19th Ln W, Kirkland
Origin Call Center
Comments I understand that there are decisions soon to be made on the coming projects surrounding the 85th street Plan.

I'd like to share a couple of concerns centered on the way that the city seems to be looking at the parks and open space requirements. If the city already has open space regulations, it is only common sense that they will be enforced. Specifically, it seems very underhanded and not transparent if private rooftop gardens are included in any parks/open space calculation—they are NOT public places and should not be included. Likewise, any paved trail is not a "green " space so any "linear" parks that are primarily paved trails would not seem to support the green spaces codes.

Please do not abuse the public trust by seeking ways around established policies—but rather build public trust by enforcing them.

Thank you.

Wendy Dore
718 19th Lane W.

Submitter Dore, Wendy
718 19th Lane W.
Kirkland, WA 98033
206-713-4720
wbdore@aol.com

[View in QAlert](#)

From: Jeremy McMahan
Sent: Tuesday, June 28, 2022 4:02 PM
To: Allison Zike
Subject: FW: Form Based Codes

Follow Up Flag: Follow up
Flag Status: Flagged

From: Carter Bagg <baggcd@frontier.com>
Sent: Tuesday, June 28, 2022 3:23 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Subject: Form Based Codes

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Seems out of wack that the transition between RH2C (Google) & 118th Street: CMU zoning on North (towards 85th) CMU zoning has a base height of 85' & a max of 250', but the NMU zoning to the South (80th) has a 30' base & 75' max.

Sent from [Mail](#) for Windows

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:46 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20304] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20304

Date/Time 6/28/2022 10:45 AM

Type 85th Station Area Plan

Address 8035 118th Ave NE, Kirkland

Origin Call Center

Comments The public has consistently and overwhelmingly spoken and ask you to not allow the massive buildings that Kurt Triplett has been jamming through for the sole benefit of his sponsor Google at the cost of everyone one else who lives in Kirkland, especially residents of Rose Hill.

You have been shown, repeatedly, by residents who have gone through public comment that Adam Weinstein's team has purposefully misrepresented the feedback. That in reality, even after the misleading pretty pictures sales pitch, it is ~70% against the incomplete SAP plan as it stands and nearly universally against the proposed massive structures for the benefit of one trillion dollar corporation. The only support for larger heights is for housing, something that has been used as a purposefully misleading sales pitch for this height (since it is about corporate offices, not housing). Their communication to the public has been at the level of checking the box. And no, the one-time bribe (less than their annual moral budget) they

will pay up front for affordable housing 'somewhere else' is not justification for the extreme height as one is not dependent on the other.

When asked about the 10+ million shortfall in his San Francisco consultant's plan Kurt Triplett has admitted to us directly that the taxes on Google from this massive gift will not offset the costs and they will need other taxes that don't exist yet like B&O that will affect your businesses. He told all of you this in his sale pitches about how Google will be a magical piggy bank that will making everything amazing, right? And it is of course absurd to expect that a city that has folded so quickly and easily to work for, instead of with, a massive corporation would have any future power getting additional tax money out of said corporation.

Last week, Kirkland residents held a meeting to educate and discuss the proposed SAP plan. Over 90 residents showed up, in person on a weeknight, after only a few days' notice. More than have ever even remotely attended SAP public meetings as again, their goal is obviously not to inform about the issues but to sell Kurt's plan by doing the least to cover their legal requirements and keep most people in the dark until it is too late. If the city council chooses to forgo it's responsibility and demonstrates they are "Kurt Triplett's useful idiots and sock puppet Mayor" as some residents have stated, there is going to thousands more who come after the council members when Google's monolith symbol of corruption rises to define Kirkland and the residents start to pay the price of this massive, unmanageable growth.

Regards,
Curtis Brown
21-year Kirkland resident

Submitter Brown, Curtis
8035 118th Ave NE
Kirkland, WA 98033
curtisb@live.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 11:03 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20323] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20323
Date/Time 6/28/2022 11:02 AM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Dear Mayor, Sweet, Deputy Mayor Arnold, Council members Nixon, Pascal, Curtis, Falcone and Black

As a 13-year resident of Kirkland, I am urging you to delay the approval of Phase 1 of the Station Area Plan (SAP) until there is more clarity around how the growth will be mitigated and serviced. I realize that growth needs to happen, however let's be smart about it. Relying on time to resolve these issues is not a viable solution and the city council needs to plan ahead with more certainty.

How will Kirkland avoid the budget problems that Seattle and Bellevue are currently experiencing? I read today's Seattle Times issue (June 23rd) that Bellevue is now thinking about taxing Amazon. The draft incentive zoning program might help. Is it big enough? Where is the ongoing revenue stream that will support the Kirkland community going to come from or are the taxpayers like myself going to bear the future costs.

The SAP has some laudable goals and some good ideas for implementation, but there are significant holes in the plan.

For example:

Traffic - I live in the Norkirk neighborhood and a detailed traffic study not only of the Norkirk area but other neighborhoods need to occur to understand the impact of travel times to the citizens of Kirkland because of the proposed zoning

Congestion - Is there enough of a buffer space for traffic to back up without blocking intersections and roundabouts on the new interchange

Schools - Growth is happening throughout the city, with concentrated growth anticipated in the Station Area. How will the existing schools absorb this growth? Based on my discussions with my new neighbors who moved to Kirkland because of the reputation of the quality of education for their children. How can we guarantee into the future that the existing quality of education and space will continue for all Kirkland students? There are no solid plans for where these students will attend school. The Planning Commission's recommendation is that the height incentives will pay for the school costs and should be implemented to avoid the burden of the increased students on the local taxpayers. Is this a viable plan and do we need to look at other options?

Parks - I have enjoyed a high quality of life in Kirkland because of the various parks. Park space will be critical to maintain the quality of life for the Station Area residents. The proposal that roof top gardens be included in Park Space seems ludicrous. How is the public going to gain access to these roof top gardens? The city needs to be transparent about why they are considering this. The population growth will impact the existing parks. Where will the on-going support for programs and maintenance of these parks come from?

Public Services and Public Safety - Looking at the struggles faced by Seattle and now Bellevue how can we be sure that there will be sufficient

funds for the most basic and critical services provided by a city to its residents?

I appreciate the amount of time and resources already invested in this project. It is therefore critical that we get this right and get it right the first time. Issues that develop because we did not take the time will be very costly to address in the future. I love this city and am proud to live here and want it to be the best not only for the current residents but the future residents.

Thank you for your consideration
Sincerely

Ramola Lewis
630 8th Ave Kirkland

Submitter Lewis, Ramola
P.O.Box 2218
630 8th Ave (physical address)
Kirkland, WA 98083
425-629-3397
425-324-0307
Ramola_Lewis_1014@comcast.net

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:56 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20313] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20313

Date/Time 6/28/2022 10:55 AM

Type 85th Station Area Plan

Address Kirkland

Origin Call Center

Comments We urge you to delay approving Phase 1 of the Station Area Plan (SAP) until there is more clarity around how the growth would be mitigated and serviced. We realize that growth will come, but please let's be smart about it. We cannot be confident that relying on time will resolve these issues. We must plan ahead with more certainty than that.

How will Kirkland avoid the budget problems of Seattle and Bellevue? The draft Incentive Zoning program might help, but is it big enough and where is the on-going support?

"We have this wonderful urbanization and growth that's occurring in the city, and that will require more new and enhanced services," said Toni Call, Bellevue's finance director, describing to the council how in the world an unprecedented business boom could simultaneously leave Bellevue staring at red ink into the future. [Seattle Times, June 23rd, "Now Bellevue is Talking About Taxing Amazon too", by Danny Westneat]

The SAP has some very laudable goals and some good ideas for implementation, but there

are significant holes in the plan.

For example:

♣ Traffic – We request a detailed traffic study on the impacted neighborhoods and travel time increases to the citizens of Kirkland because of the proposed upzoning.

♣ Congestion – Will hundreds or thousands of bikes and pedestrians gridlock the roads? Is there enough buffer space for traffic to backup without blocking intersections and the roundabouts on the new interchange?

♣ Schools – Growth is happening throughout the city, with concentrated growth anticipated in the Station Area. How will existing schools absorb this growth? How can we guarantee into the future the existing quality of education and space will continue for ALL Kirkland students without SOLID plans for where these students will attend school. The Planning Commission's recommendation that height incentives should pay for school costs should be implemented to avoid the burden of the increased students on the local taxpayers.

♣ Parks – Not only will open space be critical for quality of life for Station Area residents, but the population growth will also impact existing parks. Where will the on-going support for programs and maintenance come from?

♣ Public Services & Public Safety? – Are there holes in the Fiscal Impact Study? Looking at the struggles faced by Seattle and now Bellevue, how can we be sure there will be sufficient funds for the most basic and critical services provided by a city to its residents?

We know and appreciate the amount of time and resources already invested in this project. That investment makes it all the more critical that we, as a city, get this right, and get it right the first time. Mistakes or details overlooked in the first phase will impact all other phases with increasing force and consequences as we move forward. We all love this city and want the best for it, now and always.

Barbara Rebella

Submitter Rebella, Barbara
Kirkland, WA
barbara.rebella@hotmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:54 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20310] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20310

Date/Time 6/28/2022 10:53 AM

Type 85th Station Area Plan

Address 12314 NE 84th Ln, Kirkland

Origin Control Panel

Comments To: Mayor Sweet, Deputy Mayor Arnold, Councilmembers Nixon, Pascal, Curtis, Falcone, and Black:
As a resident of South Rose Hill, I ask that you delay approving Phase 1 of the Station Area Plan (SAP) until there is more clarity around how the growth would be mitigated and serviced. Looking at the area surrounding the 405 and 85th St. interchange, I realize it may need development and that eventually that growth will come. However, have all the potential issues really been thought through?
For starters, will a newly densified Kirkland avoid the budget problems of Seattle and Bellevue? Just the other week I saw an article about Bellevue potentially taxing Amazon to address a possible revenue shortfall the city may face in light of its growth.

Second, the SAP has some laudable goals and good ideas for implementation. But I question whether aspects of these have been fully considered. For example:

- ♣ Traffic—85th St. is already crowded and

backed up and not only during rush hour. There have been times when in trying to get through the light at 85th St. and 124th Ave. I've had to sit through at least two cycles of lights before I can traverse that intersection. Adding the Google towers and the several thousand extra works along with the additional residences along 85th St. will only worsen this. I'd like to see a detailed traffic study on the impacted neighborhoods and increases to travel time affecting the citizens of Kirkland because of the proposed upzoning.

♣ Congestion—With no planned widening of 85th St., how will it accommodate hundreds or thousands of new bicyclists and pedestrians? Is there enough buffer space to allow traffic to not block intersections and such?

♣ Schools—How will existing schools absorb this growth? Without concrete plans for where the new influx of students will attend school, how can we ensure the existing quality of education and space will continue for all Kirkland students? Will height incentives pay for school costs rather than burdening Kirkland taxpayers with this additional expense?

♣ Parks—My neighborhood has adequate open space. I treasure that *highly*. Will this open space be preserved? This will impact quality of life for residents, and population growth will also affect existing parks. Where will the ongoing support for programs and maintenance come from?

♣ Public Services & Public Safety—I really fear increases to things like property crime that seem to come with increased growth. Looking at the struggles faced by Seattle and now Bellevue, how can we be sure there will be sufficient funds for the most basic and critical services provided by a city to its residents?

In the meetings I've been to on this, I see how many pages of documents have been created on this. I know a good deal of effort has been invested on this already. So that this effort doesn't go for naught, it's so important that we as a city get this right and get it right the first time. Mistakes or details overlooked in the first phase will adversely disrupt the succeeding phases with increasing consequences as we move forward. I'm a Kirkland transplant from the crowded cities of Southern California, love it here, and want the best for it, now and always.

Sincerely, Felix Chen

Submitter Chen, Felix C
12314 NE 84th Ln
Kirkland, WA 98033
felixchen1228@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:58 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20316] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details

ID 20316
Date/Time 6/28/2022 10:57 AM
Type 85th Station Area Plan
Address 718 19th Ln W, Kirkland
Origin Call Center
Comments I understand that there are decisions soon to be made on the coming projects surrounding the 85th street Plan.

I'd like to share a couple of concerns centered on the way that the city seems to be looking at the parks and open space requirements. If the city already has open space regulations, it is only common sense that they will be enforced. Specifically, it seems very underhanded and not transparent if private rooftop gardens are included in any parks/open space calculation—they are NOT public places and should not be included. Likewise, any paved trail is not a "green " space so any "linear" parks that are primarily paved trails would not seem to support the green spaces codes.

Please do not abuse the public trust by seeking ways around established policies—but rather build public trust by enforcing them.

Thank you.

Wendy Dore
718 19th Lane W.

Sent from my iPhone

Sent from my iPhone

Submitter Dore, Wendy
718 19th Lane W.
Kirkland, WA 98033
206-713-4720
wbdore@aol.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:59 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20318] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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Service Request Details

ID 20318
Date/Time 6/28/2022 10:58 AM
Type 85th Station Area Plan
Address 13467 64th PI NE, Kirkland
Origin Call Center
Comments Dear Kirkland City Council,

My name is Amir Ahmadi, I am a resident of city of Kirkland and been living in Kirkland for the past 3+ decades, I love this city. Recently I learned about proposed developments along NE 85th Street and made comments previously. I also learned city council will be voting on these developments tomorrow.

While Sound Transit has plans for traffic improvement along SR 405 and NE 85th Street (despite providing light rail service to Kirkland), but the current commercial development proposal does not serve the residents of Kirkland. In fact it will negatively impact traffic as well as quality of life in Kirkland particularly for residents in vicinity of NE 85th Street. Prime example is Bellevue Way in city of Bellevue where I avoid going to due to congestions particularly during holidays.

Should city council approve these developments, Kirkland city character changes to cities like

Bellevue and Seattle. Kirkland is a city where modernization co-exist with charm of a smaller city while in fact it is not a small city. How many bigger modern cities do we have that still provide the amenities of smaller cities? Most bigger cities fall into trap of big developments and lose their character all together. Please ask yourself how much do you like to go to downtown Seattle and downtown Bellevue for shopping in between high rises on both sides of the street, then ask yourself how much you like to shop in downtown Kirkland, stroll down the sidewalks and enjoy sunshine and a welcoming city.

I hope your seriously consider the impact of your vote on this city forever. Remember once high rises start there is no going back.

Sincerely,

Amir Ahmadi

Submitter Ahmadi, Amir
13467 64TH PL NE
Kirkland, WA 98034
206-355-3399
425-968-8284
amir.ahmadi@outlook.com

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From: Jeremy McMahan
Sent: Tuesday, June 28, 2022 7:14 PM
To: Allison Zike
Subject: FW: Public Comment for the NE 85th St Station Area Plan Public Hearing, June 9th, 2022

Follow Up Flag: Follow up
Flag Status: Flagged

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

From: Nicole MacKenzie <nicole@screamforicecream.net>
Sent: Thursday, June 9, 2022 6:49 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>
Cc: Annee Zalkind <azalkind@live.com>; Jeremy McMahan <JMcMahan@kirklandwa.gov>
Subject: Public Comment for the NE 85th St Station Area Plan Public Hearing, June 9th, 2022

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Commissioners,

I write in advance of tonight's hearing on the NE 85th St. Station Area Plan to voice concern and ask a question. The proposal, including specifically Phase I, is designed and intended specifically to accommodate the desires of Google with respect to the current Lee Johnson Chevrolet properties. It is well known that Google entered into an agreement with Lee Johnson to purchase that property and City Council openly acknowledges that they have been working with Google for several years on a Development Agreement for Google's development of the parcel. As such, the proposal for the Station Area Plan specifically takes into consideration and adopts certain proposed zoning changes and other regulations specific to the Lee Johnson/Google parcels that match what Google has been seeking from the City. Commissioner Rutherford has worked for Google in Kirkland since 2007. Therefore, he stands to substantially benefit personally from adoption of the Station Area Plan as currently proposed. How is that not a direct conflict such that he should not participate in the Planning Commission's debate and vote on the proposed Plan, particularly this Phase I?

Sincerely,
Nicole MacKenzie
236 7th Ave. W

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 2:16 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20331] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details

ID 20331
Date/Time 6/28/2022 2:15 PM
Type 85th Station Area Plan
Address 12332 NE 115th Pl, Kirkland
Origin Call Center
Comments Good Afternoon Councilmembers,

I wanted to take the opportunity to provide a few comments for Council consideration in advance of the proposed Ph. I vote this evening.
(ATTACHED)

See you tonight and thank you for the opportunity to contribute in the process!

Sincerely,

Marc

Marc Boettcher
Development Specialist
MainStreet Property Group LLC

(206) 718 - 6272

marc@mospgroupllc.com

<https://www.mspgroupllc.com/>

12332 NE 115th Place, Kirkland, WA 98033

Submitter Boettcher, Marc
12332 NE 115th Place
Kirkland, WA 98033
marc@mspgroupllc.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 11:02 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20322] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details

ID 20322

Date/Time 6/28/2022 11:01 AM

Type 85th Station Area Plan

Address 11020 127th PI NE, Kirkland

Origin Call Center

Comments Mayor Sweet, Deputy Mayor Arnold, Councilmembers Nixon, Pascal, Curtis, Falcone, and Black,
I am writing to you today to urge you to delay approving Phase 1 of the Station Area Plan (SAP) until there is more clarity around how the growth would be mitigated and serviced. While I realize that growth will come as it should - planned growth that retains the character of Kirkland is crucial, along with well-informed citizens throughout the process. I am sad to say that I have been disappointed in the communication with the community from my city about the SAP, the way the feedback has been handled, and the lack of transparency around Google's involvement with this project. I have called Kirkland my home since 1983, raised my children here and run my own small business here. I have served Kirkland in various positions, most recently as commissioner/chair of the KCAC and currently am in the role of VP for the Kirkland Parks and Community Foundation, and I know most of you personally. While the SAP is a giant step forward in growth

and development, there are some significant issues that have not been explored, or shared with the community.

For example:

♣ Traffic – I have yet to see a detailed traffic study on the 6 impacted neighborhoods. I live in North Rose Hill and I can currently find myself almost land-locked with the building traffic on 124th Avenue NE and 132nd Avenue NE. I have seen nothing that looks holistically at the impacts with the expanded residential units in Totem Village, the almost 900 additional residential units with the Continental Divide and the Madisson Projects currently underway. With the recent zoning changes, almost every lot that has gone up for sale in my neighborhood has been short platted, had the existing house completely torn down and 2, 4 or 6 houses built in its place. I have presented this issue to several council meetings, town halls, etc. and have yet to hear any comments addressing the current impacts to traffic due to this development, much less future-focused impacts. I remain confused as to how this cannot be a top priority to address as plans for the SAP are being developed. Therefore, I am officially requesting a detailed traffic study on the impacted neighborhoods and travel time increases to the citizens of Kirkland because of the proposed upzoning.

♣ I still don't understand why there isn't a Park n' Ride being planned along with this new transit center. While I understand a "Transit Oriented Plan", I think this is a serious oversight. For example, has anyone even done some studies on how one would get to the new Station from different points in Kirkland to get to the airport on our public transportation system?

♣ Schools – Growth is happening throughout the city, with concentrated growth anticipated in the Station Area. How will existing schools absorb this growth? How can we guarantee into the future the existing quality of education and space will continue for ALL Kirkland students without SOLID plans for where these students will attend school. The Planning Commission's recommendation that height incentives should pay for school costs should be implemented to avoid the burden of the increased students on the local taxpayers.

♣ Parks – With the new zoning - lots are shrinking, new residential units do not have yards - so these several thousands of new Kirkland residents will be seeking open spaces,

parks, ways to enjoy nature within our city. The impacts on our existing spaces will be significant and it's short-sighted on our elected official's part not to build in serious ways to address these needs. The Park Department is already seriously underfunded and understaffed - what's the plan? Are you considering on-going support for programs and maintenance as well?

♣ Public Services & Public Safety – Looking at the struggles faced by Seattle and now Bellevue, how can we be sure there will be sufficient funds
SEE ATTACHED FOR FULL TEXT

Submitter Nunnely, Dana
11020 127th PI NE
Kirkland, WA 98033
dana.nunnely@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 10:51 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20308] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20308
Date/Time 6/28/2022 10:50 AM
Type 85th Station Area Plan
Address 236 7th Ave W, Kirkland
Origin Call Center
Comments Mayor Sweet, Deputy Mayor Arnold, Councilmembers Nixon, Pascal, Curtis, Falcone, and Black:

I am writing as a concerned member of the Kirkland community to ask you to delay voting on any portion of the SAP as currently constituted. I have lived West of Market with my husband and two kids since we moved to Washington in 2009. My kids have grown up here. They have attended public elementary, middle, and high school in the Lake Washington School District here in Kirkland. They played soccer, Little League, and basketball, participated in Boy Scouts and Girl Scouts, and took dance lessons at the International Ballet School which used to be located in Kirkland on 6th Street where Google is expanding its campus. My husband and I very intentionally chose Kirkland to live and raise our children when we moved here because of its character. We wanted the small town feel that Kirkland had, not the "big city" like Seattle or even what it was clear already that Bellevue was becoming. We, like so many others in Kirkland,

do not like what we have seen happening in our town and where things appear to be headed. We know and understand that growth will happen regardless, but we would like to see it managed and handled in a way that does not destroy all the wonderful things we first loved about Kirkland.

I am shocked and dismayed at how City staff and Council have blatantly ignored and dismissed the many Kirkland residents who have been consistently and loudly voicing concerns about the Station Area Plan for more than two years now. What's worse is that not only have those residents who have cared enough to devote a significant amount of time and energy into reading ALL of the materials, attending all the meetings, asking questions of staff and the consultants, and engaging with Council been ignored, but Council and Staff have repeatedly stated in public meetings that everyone they have heard from likes and is happy about the SAP. That is simply not true, as demonstrated by the Planning Commission's public hearing on the matter and the fact that the PC has twice told Council that it prefers a maximum height of 150'. But you blatantly ignore the PC's recommendations as well.

Council has been asked repeatedly to hold an in-person public forum to allow the community to ask questions and be heard on the SAP. Instead, you have only held Zoom meetings and public hearings where the attendees cannot see who and how many are in attendance and only canned "answers" that don't really address the concerns being voiced are provided - or worse, Staff directs the questioner to the website to find documents that should answer their question. Some of our citizens cared enough about this to organize on their own an in-person open house on June 20th at Salt House church to discuss the SAP and answer questions. All of you were invited and encouraged to attend. Shamefully, not a single one of you attended. Is that because you knew that if you did, you would be forced to admit that there is large segment of the community that in fact does NOT favor everything being planned for the Station Area and that there are real concerns that have not been fully addressed by the SAP? It is hard to see all the people who were outside, but here is a picture showing a full house of 80+ attendees.

There were a lot of questions asked and a lot of concerns voiced. SEE ATTACHED FOR FULL COMMENTS.

Submitter Mackenzie, Nicole R
236 7th Ave W
Kirkland, WA 98033
nicole@screamforicecream.net

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 28, 2022 11:03 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20324] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20324

Date/Time 6/28/2022 11:02 AM

Type 85th Station Area Plan

Address 1704 8th St W, Kirkland

Origin Control Panel

Comments To: Mayor Sweet, Deputy Mayor Arnold, Councilmember Nixon, Councilmember Pascal, Councilmember Curtis, Councilmember Falcone, and Councilmember Black

Re: Phase 1 of the Station Area Plan, up for approval on June 28th, 2022

I am sorry to say this, but I encourage you to delay the vote on the Station Area Plan Phase 1 documents. This plan is not ready.

My two biggest concerns are mobility/traffic issues and costs to the City to support increased development. The plans do not sufficiently address these issues.

I have sent multiple emails to Council recently and I have spoken at public meetings so I will keep this short.

This plan is not ready to cast in stone.

Thank you,

Liz Hunt
8th St W
Kirkland, WA

Submitter Hunt, Liz
1704 8th St W
Kirkland, WA 98033
425-281-2203
liz@starwhite.net

[View in QAlert](#)

From: Marc Bauman <marceb@msn.com>
Sent: Wednesday, June 29, 2022 8:36 AM
To: Allison Zike
Subject: SAP Mailer Feedback

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you for the recent communication that arrived in the mail. It is comprehensive in nature and I appreciated having all of that detail in one location. I am supportive of the plan. If anything I would like to see more density in the commercial use area east of i-405.

The document is likely challenging to read especially for people with less than perfect eyesight. Even with my corrective lenses I found the maps difficult to read especially the Future Norkirk Plaza map. The timeline on the opening two pages was a challenge especially the descriptions of what happened at each milestone. Font size and color really do make a difference. I did go to the website to look at the maps in greater detail as I could zoom in and see more clearly.

Thanks,
Marc Bauman

Sent from [Mail](#) for Windows

From: Kelli Curtis
Sent: Wednesday, June 29, 2022 5:18 PM
To: Allison Zike
Subject: FW: Please postpone the Phase 1 vote of the Station Area Plan until more studies have been completed

Hi Allison,
Again, Congrats on an outstanding job! I'll forward these to you for archiving. Thank you!
Kelli

From: F. Chen <felixchen1228@gmail.com>
Sent: Monday, June 27, 2022 11:36 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: Please postpone the Phase 1 vote of the Station Area Plan until more studies have been completed

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To: Mayor Sweet, Deputy Mayor Arnold, Councilmembers Nixon, Pascal, Curtis, Falcone, and Black:

As a resident of South Rose Hill, I ask that you delay approving Phase 1 of the Station Area Plan (SAP) until there is more clarity around how the growth would be mitigated and serviced. Looking at the area surrounding the 405 and 85th St. interchange, I realize it may need development and that eventually that growth will come. However, have all the potential issues really been thought through?

For starters, will a newly densified Kirkland avoid the budget problems of Seattle and Bellevue? Just the other week I saw an article about Bellevue potentially taxing Amazon to address a possible revenue shortfall the city may face in light of its growth.

Second, the SAP has some laudable goals and good ideas for implementation. But I question whether aspects of these have been fully considered. For example:

- Traffic—85th St. is already crowded and backed up and not only during rush hour. There have been times when in trying to get through the light at 85th St. and 124th Ave. I've had to sit through at least two cycles of lights before I can traverse that intersection. Adding the Google towers and the several thousand extra works along with the additional residences along 85th St. will only worsen this. I'd like to see a detailed traffic study on the impacted neighborhoods and increases to travel time affecting the citizens of Kirkland because of the proposed upzoning.
- Congestion—With no planned widening of 85th St., how will it accommodate hundreds or thousands of new bicyclists and pedestrians? Is there enough buffer space to allow traffic to not block intersections and such?
- Schools—How will existing schools absorb this growth? Without concrete plans for where the new influx of students will attend school, how can we ensure the existing quality of education and space will continue for all Kirkland students? Will height incentives pay for school costs rather than burdening Kirkland taxpayers with this additional expense?

- Parks—My neighborhood has adequate open space. I treasure that *highly*. Will this open space be preserved? This will impact quality of life for residents, and population growth will also affect existing parks. Where will the ongoing support for programs and maintenance come from?
- Public Services & Public Safety—I really fear increases to things like property crime that seem to come with increased growth. Looking at the struggles faced by Seattle and now Bellevue, how can we be sure there will be sufficient funds for the most basic and critical services provided by a city to its residents?

In the meetings I've been to on this, I see how many pages of documents have been created on this. I know a good deal of effort has been invested on this already. So that this effort doesn't go for naught, it's so important that we as a city get this right and get it right the first time. Mistakes or details overlooked in the first phase will adversely disrupt the succeeding phases with increasing consequences as we move forward. I'm a Kirkland transplant from the crowded cities of Southern California, love it here, and want the best for it, now and always.

sincerely, Felix Chen

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From: Kelli Curtis
Sent: Wednesday, June 29, 2022 5:18 PM
To: Allison Zike
Subject: FW: Highlands resident feedback on 85th & I-405 development plans

Follow Up Flag: Follow up
Flag Status: Flagged

From: garrmc@outlook.com <garrmc@outlook.com>
Sent: Thursday, June 23, 2022 5:30 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: Highlands resident feedback on 85th & I-405 development plans

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Honorable City Council Members,

I'm writing to you as a 24 year resident of Kirkland. My wife and I have happily lived in our Highlands neighborhood home for 21 of those years. It's where we chose to put down roots and raise our family (two daughters – one attending KIMS and the other at LWHS). I'm also a Washington State native, and proudly voted in the mid-90s to increase urban density and then in the 00s to support light rail expansion; I'm a solid proponent of livable urban centers. So it's been gratifying for me to see the growth of mid-rise housing projects and accompanying businesses, as this fits the vision that Puget Sound voters agreed upon three decades ago.

I have to admit though, that I'm not pleased to hear of plans to increase the city's zoning height limit to 250 feet. A business park consisting of 16-story towers has no place in an existing Kirkland neighborhood. Even at half that height, commercial towers along the I-405 corridor will contribute to greater road noise echoing further into surrounding neighborhoods. Local roads, already saturated with cars during morning and evening rush hours, will be in constant gridlock. Even with today's traffic, it can take upwards of 30 minutes to navigate in and out of the LWHS traffic drop-off zone. Add the proposed business towers, and local residents may be tempted to park their cars blocks away from their homes to avoid this additional congestion.

Separately, the plan to include a transit drop-off circle connected to 87th street in the Highlands also seems questionable. On the one hand, if the estimates of 40-50 drop-offs per day are accurate, then this sounds like a very poor return on investment. On the other hand, if the rapid express station is successful in increasing transit use, it would also lead to an increase in surface street traffic and parking, as there's no corresponding park-and-ride garage. This means that the blocks nearest the drop-off site will be filled with parked commuter vehicles, leaving no street parking for neighborhood residents. It's also likely to increase the rate of car prowling, which has been a growing problem in recent years (most recently impacting my next door neighbor). What is the city's corresponding plan to distribute street parking passes to neighborhood residents and expand its parking enforcement personnel?

I would like to ask that council members consider enforcing a lower building height, closer to existing developments that consist of 5-6 story buildings. Planning for traffic management and parking infrastructure will also play a key role in ensuring that these neighborhoods remain livable for both current and future residents.

Thank you,
Garrett McGowan
garrmc@hotmail.com
425.443.8872

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From: Kelli Curtis
Sent: Wednesday, June 29, 2022 5:20 PM
To: Allison Zike
Subject: FW: Please don't ruin our city

From: Katherine Walker <kath@lothi.com>
Sent: Tuesday, June 28, 2022 12:29 AM
To: City Council <citycouncil@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: Please don't ruin our city

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Dear City Council,

I have lived in Kirkland for 17 years, and I am despondent to hear that you are turning our lovely small town into the next Bellevue. I cannot for any reason think why we need to amend our code to allow 20 story buildings. There are plenty of large buildings already in Bellevue and Seattle. I cannot imagine how giant buildings with tons of traffic are going to add anything to our city.

If there is a desire to redevelop the Lee Johnson/Outback steak house area, then allow them to build the same 5-7 story buildings that were allowed at Park Place and Totem Lake. Also, they should be required to have the same kind of landscaping that was done at Totem Lake. Park Place is unattractive, unwelcoming, and lacking in greenery to make it an enjoyable place to go - and here it is the first thing you see when you come into the city.

Please please please do not approve these giant buildings. They will ruin traffic, not just at 85th but all the side roads. Bellevue can handle the large building because every street surrounding them is large, and wide. We do not have that in Kirkland.

Keep Kirkland special - don't ruin it.

Thank you,
Katherine Walker

To: Mayor Sweet, Deputy Mayor Arnold, Councilmembers Nixon, Pascal, Curtis, Falcone, and Black:

We urge you to delay approving Phase 1 of the Station Area Plan (SAP) until there is more clarity around how the growth would be mitigated and serviced. We realize that growth will come, but please let's be smart about it. We cannot be confident that relying on time will resolve these issues. We must plan ahead with more certainty than that.

How will Kirkland avoid the budget problems of Seattle and Bellevue? The draft Incentive Zoning program might help, but is it big enough and where is the on-going support?

"We have this wonderful urbanization and growth that's occurring in the city, and that will require more new and enhanced services," said Toni Call, Bellevue's finance director, describing to the council how in the world an unprecedented business boom could simultaneously leave Bellevue staring at red ink into the future. [Seattle Times, June 23rd, "Now Bellevue is Talking About Taxing Amazon too", by Danny Westneat]

The SAP has some very laudable goals and some good ideas for implementation, but there are significant holes in the plan.

For example:

- Traffic – We request a detailed traffic study on the impacted neighborhoods and travel time increases to the citizens of Kirkland because of the proposed upzoning.
- Congestion – Will hundreds or thousands of bikes and pedestrians gridlock the roads? Is there enough buffer space for traffic to backup without blocking intersections and the roundabouts on the new interchange?
- Schools – Growth is happening throughout the city, with concentrated growth anticipated in the Station Area. How will existing schools absorb this growth? How can we guarantee into the future the existing quality of education and space will continue for ALL Kirkland students without SOLID plans for where these students will attend school. The Planning Commission's recommendation that height incentives should pay for school costs should be implemented to avoid the burden of the increased students on the local taxpayers.
- Parks – Not only will open space be critical for quality of life for Station Area residents, but the population growth will also impact existing parks. Where will the on-going support for programs and maintenance come from?
- Public Services & Public Safety? – Are there holes in the Fiscal Impact Study? Looking at the struggles faced by Seattle and now Bellevue, how can we be sure there will be sufficient funds for the most basic and critical services provided by a city to its residents?

We know and appreciate the amount of time and resources already invested in this project. That investment makes it all the more critical that we, as a city, get this right, and get it right the first time. Mistakes or details overlooked in the first phase will impact all other phases with increasing force and consequences as we move forward. We all love this city and want the best for it, now and always.

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From: Kelli Curtis
Sent: Wednesday, June 29, 2022 5:20 PM
To: Allison Zike
Subject: FW: A Few Small But Crucial Errors in Exhibit A For O-04802 Amending the Zoning Code

From: Ken MacKenzie <kirklandcity@screamforicecream.net>
Sent: Monday, June 27, 2022 10:27 PM
To: Toby Nixon <TNixon@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Mark Jones <britsport@msn.com>; Kelli Curtis <KCurtis@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>
Subject: A Few Small But Crucial Errors in Exhibit A For O-04802 Amending the Zoning Code

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Honorable Mayor Sweet, Deputy Mayor Arnold, and Council Members,

Page 54 (the last page) of Exhibit A to O-04802 (see item 3(b) part 4 of the agenda for the special meeting on 6/28/2022) seems to contain a few small oversights or errors that obstruct the effort to provide plentiful affordable housing, meet sustainability goals, and public amenities. Specifically:

- All dollar values in table 7 should be specified as indexed for the higher of building or consumer inflation (e.g., CPI) drawn from a specified US Government source. Clearly, inflation will continue and, if not indexed to inflation, these numbers will become less valuable and not provide the leverage that I'm sure the authors intended for Kirkland.
- The "Commercial development contribution" at the top of table 7 clearly must have been intended to be an annual payment rather than a one-time payment as the cost burden of providing affordable housing is on-going and perpetual. This must have been a simple oversight and I'm glad I saw it in time to alert you.

An ongoing payment provides both a revenue source for Kirkland to borrow the money (bond) to build affordable housing and the needed ongoing money for maintenance and operation.

And since it would be indexed to inflation, the revenue source would be inflation-proof - an important aspect of a truly successful affordable housing program.

- The "School Operation Space" would seem to be useless unless it meets the needs of LWSD. So I'm sure that the writers intended to include both that the space allocation would be perpetual and that LWSD would have signed off and approved of the placement and design so that it could be effectively used.
- The "ECE/Day Care Operation Space" is obviously intended to provide for the needs of the community and people in the surrounding area rather than the tenant or owner of the building, so I'm sure it's just an oversight that there's no stipulation, for example, that this space can't count if used for in-house day care by the tenant or owner of the building.

- For both categories of "SCHOOLS, EDUCATION, AND CHILDCARE", there doesn't seem to be any rule or stipulation about what happens if the space usage is changed into some non-conforming use in the future. If suitable protections that guarantee perpetual community use of space allocated to these categories, perhaps it would be better to simply drop them entirely. But I'm sure that the authors had a solid way in mind to provide for appropriate perpetual conforming use, so some solid phrases or clear sentences must have just inadvertently left out of the attachment to the ordinance.

Thanks for the opportunity to comment and help improve this ordinance so that the promises made to the Kirkland Community will be effectively fulfilled by the ordinance.

Again, I'm glad I had time to catch these errors and oversights and alert you before the meeting.

Regards,

-Ken MacKenzie

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From: Kelli Curtis
Sent: Wednesday, June 29, 2022 5:22 PM
To: Allison Zike
Subject: FW: Station Area Plan Phase 1 - please delay the vote until the plan is ready

From: Liz Hunt <liz@starwhite.net>
Sent: Monday, June 27, 2022 6:23 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>
Subject: Station Area Plan Phase 1 - please delay the vote until the plan is ready

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To: Mayor Sweet, Deputy Mayor Arnold,
Councilmember Nixon, Councilmember Pascal, Councilmember Curtis, Councilmember Falcone, and Councilmember Black

Re: Phase 1 of the Station Area Plan, up for approval on June 28th, 2022

I am sorry to say this, but I encourage you to delay the vote on the Station Area Plan Phase 1 documents. This plan is not ready.

My two biggest concerns are mobility/traffic issues and costs to the City to support increased development. The plans do not sufficiently address these issues.

I have sent multiple emails to Council recently and I have spoken at public meetings so I will keep this short.

This plan is not ready to cast in stone.

Thank you,

Liz Hunt
8th St W
Kirkland, WA

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From: Kelli Curtis
Sent: Wednesday, June 29, 2022 5:25 PM
To: Allison Zike
Subject: FW: Concerns for future Kirkland Developments

Follow Up Flag: Follow up
Flag Status: Flagged

From: maribel.apud@gmail.com <maribel.apud@gmail.com>
Sent: Wednesday, June 29, 2022 7:40 AM
To: City Council <citycouncil@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: Concerns for future Kirkland Developments

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Dear City Council Members:

My husband Daniel Zarzar and I have been Kirkland residents for 15 years now, first we lived Rose hill for 7 years since 2007, and we have been in The Highlands for 8 years. We are writing to express our great concern regarding two things:

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

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

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

PLEASE limit the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

2. We also oppose the entrance to the "Kiss & Ride" Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This planned entrance to the "Kiss & Ride" will create significant problems for Highlands' residents including traffic, parking problems, and noise. Having the single access point to the "Kiss & Ride" in a residential neighborhood is problematic and misguided. The "Kiss & Ride" will significantly increase traffic entering and exiting the Highlands. The 4-way

stop at the intersection of 114th Avenue NE and 87th Street is already busy, especially at rush hour, and the volume of cars and traffic will increase exponentially with drivers traveling to and from the "Kiss & Ride".

This will be a nightmare for all of us who live in the Highlands and also in downtown Kirkland. Traffic will just be terrible! We need to keep Kirkland beautiful and with the small-town feeling.

Thank you so much for your time!

Concerned Kirkland Residents -
Daniel Zarzar and Maribel Apud

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, June 30, 2022 8:21 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20361] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20361
Date/Time 6/30/2022 8:21 AM
Type 85th Station Area Plan
Address Kirkland
Origin Call Center
Comments Dear City Council Members:

My husband Daniel Zarzar and I have been Kirkland residents for 15 years now, first we lived Rose hill for 7 years since 2007, and we have been in The Highlands for 8 years. We are writing to express our great concern regarding two things:

1. We oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall. Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood. Further, the traffic impact in the area would be

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

PLEASE limit the height of the buildings to the
height of those in Urban, the Village at Totem
Lake, or the other Google buildings in Kirkland.

2. We also oppose the entrance to the "Kiss &
Ride" Transit Drop-Off Point that is currently
planned for the Highlands Neighborhood as part
of the NE 85th Street Station Plan Project. This
planned entrance to the "Kiss & Ride" will create
significant problems for Highlands' residents
including traffic, parking problems, and noise.
Having the single access point to the "Kiss &
Ride" in a residential neighborhood is
problematic and misguided. The "Kiss & Ride"
will significantly increase traffic entering and
exiting the Highlands. The 4-way stop at the
intersection of 114th Avenue NE and 87th Street
is already busy, especially at rush hour, and the
volume of cars and traffic will increase
exponentially with drivers traveling to and from
the "Kiss & Ride".

This will be a nightmare for all of us who live in
the Highlands and also in downtown Kirkland.
Traffic will just be terrible! We need to keep
Kirkland beautiful and with the small-town
feeling.

Thank you so much for your time!

Concerned Kirkland Residents -
Daniel Zarzar and Maribel Apud

Submitter Zarzar, Daniel
Kirkland, WA
maribel.apud@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, June 30, 2022 8:25 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20365] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details	
ID	20365
Date/Time	6/30/2022 8:25 AM
Type	85th Station Area Plan
Address	12819 NE 84th St, Kirkland
Origin	Call Center
Comments	Seems out of wack that the transition between RH2C (Google) & 118th Street: CMU zoning on North (towards 85th) CMU zoning has a base height of 85' & a max of 250', but the NMU zoning to the South (80th) has a 30' base & 75' max.
Submitter	Bagg, Carter D 12819 NE 84th St Kirkland, WA 98033 baggcd@frontier.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, June 30, 2022 8:23 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20363] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20363
Date/Time 6/30/2022 8:23 AM
Type 85th Station Area Plan
Address 9034 124th Ave NE, Kirkland
Origin Call Center
Comments Hello,
My family lives a couple blocks from this development at 9034 124th Ave NE. We are concerned about the increase in traffic and severe lack of parking. A kiss-and-drop seems to make no sense. Also 200-250' height limit seems very excessive and will block the nice views to the olympics while driving west down 85th. This changes the nature of kirkland from a nice neighborhood to a dense urban zone. Please see if these can be mitigated.

Thank you
Doug Tribolet
Submitter Tribolet, Douglas E
9034 124th Ave NE
Kirkland, WA 98033
dougtrib@hotmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, June 30, 2022 8:24 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20364] (85th Station Area Plan) -

Follow Up Flag: Follow up
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A new service request has been submitted and action needs taken.

Service Request Details

ID 20364
Date/Time 6/30/2022 8:24 AM
Type 85th Station Area Plan
Address 9445 116th Ave NE, Kirkland
Origin Call Center
Comments Dear City Council,
I am writing to express my great concern regarding the entrance "Kiss & Ride" Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This plan will create significant problems for Highlands' residents including traffic, parking problems, and noise.

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

The "Kiss and Ride" will clog our streets as drivers wait to pick up commuters, creating a dangerous situation for residents. Commuters with no connection to the Highlands will park on

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

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

Thank you.

Jeff Laub
9445 116th Avenue NE

Submitter Laub, Jeffrey P
9445 116th Ave NE
Kirkland, WA 98033
laubjeff@hotmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, June 30, 2022 8:26 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20366] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20366
Date/Time 6/30/2022 8:26 AM
Type 85th Station Area Plan
Address 236 7th Ave W, Kirkland
Origin Call Center
Comments Honorable Mayor Sweet, Deputy Mayor Arnold, and Council Members,
My note below points out significant opportunities to improve the Station Area Plan by correcting oversights, errors, and incomplete sections in one small corner of the plan. Sadly, the entire plan is shot through with these sorts of problems. The plan is incomplete and not ready for approval.
Please do not take my suggestions for improvement as any sort of endorsement of the Station Area Plan as proposed in these ordinances. I am as opposed to this plan now as ever. My objections are well-documented in my comments directly to the City Council, and through my participation in Civic bodies such as the Market Neighborhood Association, and KAN. The City choose not to use traditional methods for involving the Community in any meaningful way. The "Community Outreach" efforts have been a sham, where the Community has been lectured in closed one-way meetings and all feedback systematically ignored. City officials have listened patiently in some meetings and

always ignored what has been said. Even input and comments from official City Commissions such as the Planning Commission and the Transportation Commission have been systematically discarded and overruled. The City has skillfully used the Covid situation to close off City actions and deliberations during the development of the plan. The City has worked in private with Google rather than be open with the Community. The rush to meet deadlines set by Google and Tod Johnson is appalling. It is a dereliction of duty that the City never meaningfully engaged with Sound Transit to fix problems with the design and placement of the BRT station. Indeed, the combination of Sound Transit as WSDOT is a huge political force. The City Staff and elected Council has an obligation to the Community to support the Community. The City of Mercer Island showed that advocacy on the behalf of the Community is effective. It is sad that Kirkland officialdom chose to simply roll over and doom the Kirkland Community neighborhoods and transit users to a poorly implemented BRT station. All of the major elements of this Station Area Plan will hurt the Community of Kirkland. It will convert Kirkland into a congested, overcrowded, and unappealing place to live and work because it fails to deliver on the promises of urbanization while systematically destroying today's open village environment.

Regards,
-Ken MacKenzie

Submitter Mackenzie, Kenneth E
236 7th Ave W
Kirkland, WA 98033
kirklandcity@screamforicecream.net

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, June 30, 2022 8:22 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20362] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details

ID 20362
Date/Time 6/30/2022 8:22 AM
Type 85th Station Area Plan
Address 11020 127th PI NE, Kirkland
Origin Call Center
Comments Mayor Sweet, Deputy Mayor Arnold, Councilmembers Nixon, Pascal, Curtis, Falcone, and Black,
I am writing to you today to urge you to delay approving Phase 1 of the Station Area Plan (SAP) until there is more clarity around how the growth would be mitigated and serviced. While I realize that growth will come as it should - planned growth that retains the character of Kirkland is crucial, along with well-informed citizens throughout the process. I am sad to say that I have been disappointed in the communication with the community from my city about the SAP, the way the feedback has been handled, and the lack of transparency around Google's involvement with this project. I have called Kirkland my home since 1983, raised my children here and run my own small business here. I have served Kirkland in various positions, most recently as commissioner/chair of the KCAC and currently am in the role of VP for the Kirkland Parks and Community Foundation, and I know most of you personally. While the SAP is a giant step forward in growth

and development, there are some significant issues that have not been explored, or shared with the community.

For example:

♣ Traffic – I have yet to see a detailed traffic study on the 6 impacted neighborhoods. I live in North Rose Hill and I can currently find myself almost land-locked with the building traffic on 124th Avenue NE and 132nd Avenue NE. I have seen nothing that looks holistically at the impacts with the expanded residential units in Totem Village, the almost 900 additional residential units with the Continental Divide and the Madisson Projects currently underway. With the recent zoning changes, almost every lot that has gone up for sale in my neighborhood has been short platted, had the existing house completely torn down and 2, 4 or 6 houses built in its place. I have presented this issue to several council meetings, town halls, etc. and have yet to hear any comments addressing the current impacts to traffic due to this development, much less future-focused impacts. I remain confused as to how this cannot be a top priority to address as plans for the SAP are being developed. Therefore, I am officially requesting a detailed traffic study on the impacted neighborhoods and travel time increases to the citizens of Kirkland because of the proposed upzoning.

♣ I still don't understand why there isn't a Park n' Ride being planned along with this new transit center. While I understand a "Transit Oriented Plan", I think this is a serious oversight. For example, has anyone even done some studies on how one would get to the new Station from different points in Kirkland to get to the airport on our public transportation system?

♣ Schools – Growth is happening throughout the city, with concentrated growth anticipated in the Station Area. How will existing schools absorb this growth? How can we guarantee into the future the existing quality of education and space will continue for ALL Kirkland students without SOLID plans for where these students will attend school. The Planning Commission's recommendation that height incentives should pay for school costs should be implemented to avoid the burden of the increased students on the local taxpayers.

♣ Parks – With the new zoning - lots are shrinking, new residential units do not have yards - so these several thousands of new Kirkland residents will be seeking open spaces,

parks, ways to enjoy nature within our city. The impacts on our existing spaces will be significant and it's short-sighted on our elected official's part not to build in serious ways to address these needs. The Park Department is already seriously underfunded and understaffed - what's the plan? Are you considering on-going support for programs and maintenance as well?

♣ Public Services & Public Safety – Looking at the struggles faced by Seattle and now Bellevue, how can we be sure there will be sufficient funds
SEE ATTACHED FOR FULL TEXT

Submitter Nunnely, Dana
11020 127th PI NE
Kirkland, WA 98033
dana.nunnely@gmail.com

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, July 1, 2022 10:39 AM
To: Allison Zike
Subject: Update for Service Request #18861 (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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Service request ID 18861 has been re-routed to a new user or group.

Re-Route Details

Date/Time 7/1/2022 10:39 AM
User abolen
Routed to abolen, afalcone, azike, jarnold, jpascal, kcurtis, KTriplett, nblack, PSweet, tdunlap, tnixon
Comments Service Request rerouted to abolen, afalcone, azike, jarnold, jpascal, kcurtis, KTriplett, nblack, PSweet, tdunlap, tnixon

Service Request Details

ID 18861
Date/Time 6/6/2022 10:55 AM
Type 85th Station Area Plan
Address Kirkland
Comments Dear City Council,

I'm writing to express my concern about the planned transit drop-off in my neighborhood, a people-centered walking neighborhood where toddlers scoot on the sidewalk and families walk their dogs. Adding a "kiss and ride" for motor vehicles in a walking, residential neighborhood is nonsensical, and it boggles my mind that you are trying to convince me it's for my benefit for accessing transit.

Please consider relocating the transit motor

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

If City Council wants to make transit convenient for the residents, we should prioritize making walking and biking access easy and pleasant across the interchange.

Thank you for your time.

Tina Hsu
Highlands resident

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From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, July 1, 2022 10:36 AM
To: Allison Zike
Subject: Update for Service Request #20098 (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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Service request ID 20098 has been re-routed to a new user or group.

Re-Route Details

Date/Time 7/1/2022 10:35 AM
User abolen
Routed to abolen, afalcone, azike, jarnold, jpascal, kcurtis, KTriplett, nblack, PSweet, tdunlap, tnixon
Comments Service Request rerouted to abolen, afalcone, azike, jarnold, jpascal, kcurtis, KTriplett, nblack, PSweet, tdunlap, tnixon

Service Request Details

ID 20098
Date/Time 6/20/2022 11:14 AM
Type 85th Station Area Plan
Address Kirkland
Comments Dear City Council, Mayor Penny and others,

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

The logic behind putting the Kiss and Ride in the mostly densely residential quadrant of the interchange does not make sense to me.

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

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

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

Thank you.
A concerned Kirkland Highlands resident.
Kian Tabrizi

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