

Public Comments Received from December 6, 2022 to May 1, 2024

Names, emails, and addresses have been
redacted

From:

Sent: Tuesday, April 30, 2024 8:42 AM

To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Support Transit Oriented Development and Housing Choices

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

Dear Kirkland City Councilmembers and Planning Commissioners,

Five years ago I was fortunate enough to be able to purchase a condominium in downtown Kirkland. I have fallen in love with the City but realize that for most, a move here is out of reach due to soaring real estate and rental costs.

Given that, I want to voice strong support of:

- Enabling transit-oriented development by placing dense housing and mixed use development along frequent transit corridors.
- Studying / considering housing density above 50 units per acre along transit corridors. The 50 units per acre does not provide enough housing capacity and choices.
- Building more apartments.
- Meeting Kirkland's affordable housing goals.
- Enabling accessory commercial units in residential areas which will provide access to day-to-day necessities and strengthen communities as we grow.

Thank you.

Kirkland 98033

From:

Sent: Monday, April 29, 2024 6:20 PM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>

Subject: May 3 planning meeting

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

As you plan the future of Kirkland at you May 3 meeting, please consider this major fact:

Any increased housing density on Lake Street, Central Way or Market Street, from Juanita to Carillon Point and east to 405 must acknowledge that we have a one-lane-each-way T-intersection at Lake and Central. Density should be increased where traffic has better access from one-lane streets to two-lane roads.

I know you want everyone to take the bus, ride a bike or walk everywhere but that's unrealistic. Focus growth in the Totem Lake area and let "downtown" Kirkland remain a quirky, historic, waterfront gathering place as much as possible.

From:

Sent: Tuesday, April 30, 2024 8:48 PM

To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Abundant housing allows families to stay connected

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

Dear City Council Members and Planning Commissioners,

My family lives in North Juanita, and one of my dreams for the future is for my two teens to be able to live independently in Kirkland as adults so that we can continue to be a tight-knit family that gathers together regularly. For my dream to be possible, we need a lot more housing.

I strongly support:

- Transit-oriented development
- Studying housing density above 50 units per acre along transit corridors
- Building apartments in Kirkland
- Meeting Kirkland's affordable housing goals

I fully support [Liveable Kirkland's detailed recommendations in this letter](#).

Sincerely,

From:

Sent: Monday, April 29, 2024 7:27 PM

To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Housing and Transit-Oriented Development in Kirkland

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

Hello City Councilmembers and Planning Commissioners,

I'm writing to you to express support for more housing in Kirkland. That means apartment buildings, true transit-oriented ([not just transit-adjacent](#)) development, and most importantly **studying adding more than 50 units/acre**. At 50 units/acre we can just barely build townhouse-level density. There's no way that's going to even put a dent in our huge housing deficit in Kirkland. We need to make sure we're not tying our hands prematurely by only studying 50 units/acre. An apartment building, even a small one, will easily hit 100 units/acre (which is good!). As you are conducting your joint retreat on housing, land use, sustainability, and equity this Friday, please keep this in mind.

Thank you,

From:

Sent: Monday, April 29, 2024 9:30 PM

To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Support for transit-oriented development

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 support the Focused Growth Alternative that would involve upzoning along seven frequent transit corridors, and would prefer a target higher than 50 dwelling units per acre, as well as more apartments in Kirkland.

The only way we can meet our climate and sustainability goals, as well as get as many people housed for a reasonable cost, is to build more housing along transit corridors. Climate change and housing affordability are twin crises, and we can't afford to take half measures here.

From:

Sent: Tuesday, April 30, 2024 9:21 PM

To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Comprehensive Plan Housing Capacity

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

Hi,

As part of the 2044 Comprehensive Plan, the City is studying a capacity increase along key transit corridors[1]. I am writing in support of increasing capacity, but I believe that the proposed upzone is unnecessarily conservative, especially in areas near existing amenities like parks, restaurants, and grocery stores. The proposed density of 50 dwelling units per acre is equivalent to dense townhomes or a small apartment complex. This is not nearly enough to address the housing crisis we are experiencing here in Kirkland, and means that the city will fall further and further behind its affordable housing goals[2].

The 2044 Comprehensive Plan is an opportunity for us to plan for and build the community we want to see here in Kirkland. The fact of the matter is that hundreds of thousands of people will be moving to the Puget Sound region in the coming decades, and many of them will settle in Kirkland. If we don't make room for them, housing prices will continue to rise and families will continue to struggle to afford rent.

Those of us who are lucky enough to live here know that Kirkland is one of the most beautiful cities in the country - it's a great place to live, a great place to raise a family, and full of great job opportunities. We have the opportunity to build toward a more beautiful, affordable, and walkable city that is welcoming to everyone. We can't afford to shut the door behind us.

Thanks for your time,

[1] [Capacity Analysis Memo \(kirklandwa.gov\)](#)

[2] [City of Kirkland Housing Dashboard \(arcgis.com\)](#)

From:

Sent: Wednesday, May 1, 2024 12:08 AM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Capacity Analysis Memo

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

Dear Planning Commission,

I recently ran across a Capacity Analysis Memo sent your way March 26, 2024

(https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/land-use/pdfs/k2044_capacityanalysismemo_final2024-03-26.pdf). I was very impressed with the common sense approach espoused therein and wanted to voice my support for its recommendations.

I think the memo gets a lot right about why it's important to rezone Kirkland to allow for denser uses. As it notes this would achieve "important community-wide objectives such as housing affordability, better transit service, and reductions in per capita energy use." I would add that denser, less car-dependant communities tend to be safer, greener, and have a more resilient tax base than suburban sprawl.

Looking at the map for a "Focused Growth Alternative" I think this approach makes a lot of sense. Growth should be concentrated along transit corridors to maximize efficient use of our road network. It's also best for the health of Kirkland residents if growth isn't concentrated next to freeways as other cities tend to do. I'd suggest also including up to the North Juanita's commercial center as a corridor since there is 30 minute bus service via the 230/231 through here and it encompasses the Goodwill site.

I'm heartened by the recommendation to allow mixed use along the mapped corridors and I think the target density of 50 units/acre is very appropriate for Kirkland. I urge you not to restrict this target via overly burdensome height/FAR/setback/parking/etc requirements. I also urge you to allow higher density uses throughout the city, not just in these corridors.

I look forward to seeing the work you do to alleviate, not contribute to our steadily increasing housing costs and the erosion of a Kirkland middle class.

Yours,

From:
To: [2044 Comprehensive Plan](#)
Subject: PorchLight
Date: Tuesday, October 31, 2023 11:38:39 AM

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.

Kirkland Comp Plan,

I'm with the only adult men's shelter on the Eastside, PorchLight, and we're working on expanding our advocacy on housing issues.

The Eastside desperately needs more affordable housing, as our shelters are currently full and without anywhere for people to go, existing camping bans cannot even be legally enforced, leading to difficult community relations.

If there are ways we can be involved in your comprehensive plans and give public comment from our perspective, please let me know.

Thanks

Bellevue, WA 98005

Comp Plan Land Use Element: Hooray for housing!

Wed 1/10/2024 9:24 PM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Hello Kirkland Planning Commissioners, my name is _____, and I am a recently minted Kirkland resident.

First of all, thanks to you and the city staff for all of your hard work on the Comprehensive Plan update. Since the Land Use Element study session is tomorrow, I wanted to express my support for a few things:

1. I approve of the language updates I've seen to the goals and policies. We should be emphasizing the need for more housing and housing diversity, for mass transit and active transportation, and for greater investments in sustainability, equity, and community. I'm also glad to see ambiguous and questionable language like "community character" is being removed.
2. I am encouraged that the city is studying the Growth Action Alternative. I look forward to seeing the results of that, and I hope that the city ultimately adopts it. In particular, I'm glad to see a plan to upzone around frequent transit routes. I hope that will lead to more housing being built along those routes and to greater ridership for our bus routes, of which I am a daily user.
3. One point of concern for me is the jobs-to-housing ratio. In the packet, it says Kirkland is required to plan for a 54% increase in jobs but only a 34% increase in housing. Job growth in Kirkland appears to be outpacing housing growth, meaning that fewer of the people who work in the city will be able to live here. I hope that the city will make it a policy goal to maintain the 2018 jobs-to-housing ratio of 1.27, or we risk our neighborhoods becoming even more exclusionary than they already are.
4. I was glad to see the map attached to the end of the packet that shows the city is modeling a 1/4 mile radius around frequent transit routes. I expect that map will be contentious with some other Kirkland residents, but I think it's critical that we maintain *at least* that radius. The reason for this is not just to grease the wheels of new housing. We should also recognize that noise and particulate pollution are worst along major roads, where frequent transit tends to operate. I hope the city will consider such pollutants in its SEIS study and in future studies and incorporate them into its goals and policies.

Thank you for taking the time to read this far. I look forward to seeing you all at tomorrow night's meeting!

Best wishes

From:

Sent: Monday, April 29, 2024 1:15 PM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: <https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building>

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.

Good afternoon,

Please do not approve these proposed plans. Kirkland already feels too congested and our infrastructure cannot handle this concentration of people.

https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/public-notices/k2044-comp-plan-citywide-_car-hearing-notice-iv_long.pdf?fbclid=IwZXh0bgNhZW0CMTEAAR2QPhiMcZoSDgtGrVH_HqgrJWiHnAbiPF5TE2dNKL4cVCoTgvl73DuWqNQ_aem_AYY08HHohfJRmxN9vn1xg9TZmvPUBvEb0SDMr9LPh0PG1x9lAs94ZtyhudY1jvsL60oPCOp-VtOcXfTYoKww-JQi

Thank you,

-A concerned city of Kirkland resident

Begin forwarded message:

From:
Subject: Kirkland's Comprehensive Plan
Date: July 17, 2023 at 10:32:03 PM PDT
To: kcurtis@kirklandwa.gov

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

Hello Councillor Curtis,

My name is _____ and I recently became a homeowner here in Kirkland. I moved here because I love the city and its lively downtown, but I am worried about the cost and sustainability of housing and infrastructure here. While I feel fortunate to have found a home I love, the price was exorbitant, even by west coast standards. I'm lucky to be able to afford to live here, but it's humbling to realize how few people can. I believe that if Kirkland is going to sustain itself, housing must be made more abundant, affordable, and sustainable. And that housing needs to be served by better walkability and transit that we can all enjoy.

I've just learned that Kirkland's Comprehensive Plan is due for an update, and I hope you will consider these points and represent them in the plan:

1. Kirkland, simply put, needs more housing. If the city is projecting job growth, it needs to project commensurate housing growth.
2. The best and most economical way to achieve that housing growth is to allow for denser construction within a short 5-10 minute walk from transit. From what I've heard, Kirkland is already in the vanguard of zoning reform in Washington, which is very encouraging! But there is still more to do. I'd like to see a firm and precise commitment to continue this progress, not something vague.
3. We should especially encourage the construction of affordable and sustainable housing. I'm sure there are ways we could ease or prioritize permitting for such buildings. I would love to see a zoning overlay created for just this goal.
4. The densest areas of Kirkland, such as downtown/Moss Bay and Totem Lake, need greater walkability and reduced car traffic. Cities that design for humans instead of cars are all-around livelier, safer, healthier, and happier. I've seen some encouraging signs of this lately: pedestrianizing Park Lane, creating an east-west foot and bike corridor, and building a new pedestrian scramble on Lake Street. I want to lend all of these my full support! But there's also so much more we can do. For example, some simple traffic calming devices such as speed tables and chicanes could go a long, long way to making life safer for pedestrians, cyclists,

and wheelchair users.

If you've read this far, thank you so much for your time. I know you are busy, but what you do means so much for residents like me. I look forward to working with and meeting you in the future.

Best wishes,

Kirkland, WA 98034

10.25.2023

Jon Pascal

Council Member

Kirkland City Council

123 Fifth Ave.

Kirkland, WA 98033-6189

Council Member Jon Pascal:

Hi, Mr.Pascal, I'm I am a senior student of Inglemoor High School. I moved here half a year ago, before this I was living in Auburn and before Auburn I was living in Ukraine. Kirkland is a nice city, roads are good, people are friendly, prices are reasonable.

The issue for me is bike lanes. Yes, they exist in Kirkland, but the issue is how they are situated, big slopes and curvy roads are very dangerous to drive bicycles. Not a long time ago, my friend was driving down the hill and his bike went on a curvy part of the road, he fell and almost broke his arm, he had problems with using it a few days after the incident. How many more people need to injure themselves to change it?

I like how the council runs the city now, but bike lanes are just not in the best condition they could be. Thank you for all the things you are doing to improve Kirkland!

Sincerely,

Senior at Inglemoor High School

From:

Sent: Monday, April 29, 2024 9:30 PM

To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Support for transit-oriented development

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I support the Focused Growth Alternative that would involve upzoning along seven frequent transit corridors, and would prefer a target higher than 50 dwelling units per acre, as well as more apartments in Kirkland.

The only way we can meet our climate and sustainability goals, as well as get as many people housed for a reasonable cost, is to build more housing along transit corridors. Climate change and housing affordability are twin crises, and we can't afford to take half measures here.

Kirkland, WA 98034

Penny Sweet
Mayor
Kirkland City Council
123 Fifth Avenue
Kirkland, WA 98033-6189

Honorable Mayor Sweet

My name is _____ and I'm a 17 year old senior at Inglemoor High School and I'm almost 18. I've lived in Kirkland since I was born and I've lived in my great grandmother's home for 18 years. And I'm an animal lover. Anyway, what I love about Kirkland is that there are many sites I've been to, including the beaches. They're very beautiful.

They're very important because I grew up being a swimmer and I do love the water. And three of my dogs love the water as well. When I played fetch with them in the water they would go after the ball or the stick. And I found that some beaches are not open for dogs anymore and also that there's something not right about the water not being healthy for people because of an algae situation.

I'm writing to you because these beaches are very important to me and because I want to help protect them. I understand you need to comply with the Washington State Growth Management Act and I want to make the beaches a priority for your comprehensive plan. Hope you are well.

Sincerely

Senior at Inglemoor High School

From:

Sent: Tuesday, October 31, 2023 11:03 AM

To: Allison Zike <AZike@kirklandwa.gov>

Subject: Re: Study of Minimum Densities for More Efficient Use of Land

Allison - Just a follow up point to my email below, I have been talking to developers who specialize in Kirkland and West of Market in particular. The feedback I am getting is that the large lot (12,000 sf in my case) dictates McMansion-style redevelopment. If you pencil the cottage/middle housing possibilities compared to a McMansion, the highest/best use case clearly benefits the latter.

I understand that the City of Kirkland is studying this issue. I encourage the City to investigate the economics of how smaller minimum lot sizes could incentivize the types of development that the City wants to encourage.

Thanks again,

From:
Sent: Monday, November 27, 2023 2:13 PM
To: Allison Zike
Subject: Re: Study of Minimum Densities for More Efficient Use of Land

Allison,

One more thing for the record. I wanted to be sure that the Planning Department, Planning Commission and City Council received my earlier comments on KMC 22.28.030, which provides flexibility for subdividing. As you may recall, we discussed whether the 10-15% flexibility range in that provision was carefully considered or not.

In my view, the City is not doing enough to address the remaining large urban residential lots, which are really not consistent with the spirit of Washington's Growth Management Act. I note the City's efforts regarding middle housing/cottage code, but, as we discussed, that measure may not be enough to incentivize middle housing when the economics still encourage McMansion-style development on these large lots. Allowing subdivision of these large lots may be an answer, especially when much smaller (even 5,000 and 6,000 sf) lots exist in those neighborhoods.

The City could address this problem without changing the underlying zoning by simply increasing the flexibility percentage in KMC 22.28.030 to 17 or 18%.

Thank you,

From:

Subject: Support of Midrise zoning in the Transit Walkshed

Date: July 18, 2023 at 5:17:26 PM PDT

To: psweet@kirklandwa.gov, jarnold@kirklandwa.gov,
nblack@kirklandwa.gov, kcurtis@kirklandwa.gov,
afalcone@kirklandwa.gov, tnixon@kirklandwa.gov,
jpascal@kirklandwa.gov

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

Dear Kirkland City Council Members,
My name is

I'm a renter in Kirkland.

There is not enough housing. The Comprehensive Plan makes it illegal to build housing. Please change the Comprehensive Plan to allow for more housing.

In particular Allowing Mixed commercial/residential Midrises in the Metro Transit Walkshed is the most obvious way to reduce the car dependent nature of the community. Dense housing within walking distance of transit and Relevant Commercial zones reduces the total trips necessary this will improve traffic and assist the regional homelessness crisis.

I am a software engineer who currently has 3 roommates. I don't understand how anyone can pay current market rents alone or with a family.

Thank you for your time.

--

Kirkland, Wa 98034

10/26/23

Jon Pascal
Councilmember
Kirkland City Council
123 Fifth Ave
Kirkland, WA 98033-6189

Councilmember Jon Pascal:

My name is _____ and I am a senior at Inglemoor high school. I have lived in my Kirkland rambler house in the neighborhood off of Woodinville-Juanita Way my entire life with my mom, dad, brother and my many animals. I have loved living in our cul-de-sac where my neighbors and I could play without the fear of cars speeding through.

When you leave my neighborhood It goes to the main road of Woodinville-Juanita Way which connects to an overpass and a park and ride. From the park and ride to the 7-11 there are little to no sidewalks where cross country kids run and people walk with their dogs. In middle school I had one bus stop that was across the street of Woodinville-Juanita Way. I had to cross the crosswalk and walk along the side of the road where cars flew by at 35mph only 2 feet away. This is not Safe.

I feel that adding these sidewalks will truly be something that will provide a lot of people comfort and safety. I ask that you prioritize and look more into adding these sidewalks where people already walk daily as they go to the park and ride. I know you have to keep the Washington State Growth Management Act in mind, but I feel that this is very important and worth fighting for. Thank you so much for reading this and I would really appreciate it if you got back to me about any more information you have.

Sincerely,

Senior at Inglemoor High School

Kirkland 2044 Vision

It is the year 2044, and Kirkland looks much different than it did a generation ago. By sharply reducing reliance on personal auto use, Kirkland significantly lowered its carbon footprint, eased traffic congestion, improved air quality, and enhanced public health. It's 2044. I'm 38 years old, I have 2 kids who go to Lakeview Elementary just like I did, I'm a lawyer, and I still live in Kirkland. I love my city! It's charm, its beauty, its people, and most especially its sustainability. Kirkland is a leader, essentially the new Copenhagen. We have initiated a strong culture of bike riding and are the bike bridge capital of the world. I have the ability to utilize biking here in a way that some never thought would be possible way back in 2023. Every weekend, I bike to Totem Lake and get groceries for my family, a trip that used to only be done by car. I also bike to work! And it's not just me. 50% of all Kirkland resident commute trips are now by bike. Even my kids bike to school, where they can park their bikes at bike racks that don't just have 15 spots like they did 2 decades ago. Every school now has a bike rack that can hold more than 300 bikes, and students bike on special school biking paths. Bicycling is now fully intertwined with Kirkland's regional transit system: King County Metro Transit. Visitors in Kirkland find bicycle transportation to be a signature feature of their experience. Bicycles and maps for route guidance are readily available throughout the city and its neighborhood centers. I am so proud of Kirkland. I always thought I was going to live somewhere else back in my teenage years. That I was going to move away from the place that I grew up. Kirkland Town Hall on Bikes on Earth Day 2023 allowed me to see Kirkland's capability to be a world leader when it comes to sustainability through bikes, and I wanted to take part in that. In 2044, bicycling is a fundamental pillar of Kirkland's fully integrated transportation system. And I couldn't be prouder of living here.



Transit-Oriented Development in Kirkland

Apr 26, 2024

Dear Kirkland City Councilmembers, Planning Commissioners, and Staff,

As part of the Kirkland 2044 Supplemental Environmental Impact Statement (SEIS), the city is studying a [Focused Growth Alternative](#) that would involve upzoning along seven frequent transit corridors. Liveable Kirkland supports this study and the housing opportunities it will bring to the city. However, we also believe that the target of 50 dwelling units per acre the city is considering is needlessly low and restricts us from achieving our affordable housing and sustainability goals. Kirkland needs robust transit-oriented development that will provide excellent transit options, access to vital amenities, and greater housing choice for all. To achieve those goals, we advise the city to study higher residential capacity in the Focused Growth Alternative.

Kirkland Needs Transit-Oriented Development

In the [Human Services Community Survey](#) conducted by the city in 2023, respondents were asked where they would like to see more housing. Despite the fact that several demographics most likely to use transit were underrepresented in the survey, including renters (17% of respondents vs. [38% of residents](#)), non-white people (21% vs. 28%), and people earning less than the area median income (27% vs. ~50%), “near transit” was still the most chosen response by far at 53%. Support for expanding housing options near transit is likely even broader than the survey depicts.

Kirkland is facing a housing affordability crisis. In the same survey, 58% of would-be renters in Kirkland reported they could not find a place they could afford. Meanwhile, the city [continues to fall dramatically short of its own affordable housing targets](#). If we do not take action, this situation will only worsen: prices will rise, more residents will be displaced, and the city will become even more exclusionary. The only viable remedy is to create more housing, and the most sustainable and equitable place for that housing is where transit supports it. If we are to solve Kirkland's dire housing shortage, we must urgently implement transit-oriented development.

Transit and housing density form a virtuous cycle: denser housing near transit lines means greater ridership and more support for the network, and transit access improves the quality of life for nearby residents. This is already reflected in Kirkland today, where a majority of bus riders board

at a handful of stops in downtown, Totem Lake, and Juanita Village — the three densest urban centers in the city. Since the pandemic, the city's ridership has been slow to rebound, leading to loss of service on our most popular routes. Placing dense housing and mixed-use commercial development along transit lines fosters greater ridership and warrants higher levels of service by the county. It provides a vital anchor for the system itself. We cannot support a healthy transit network without a healthy supply of housing to match it.

In its 2018 [Housing Strategy Plan](#), Kirkland's Housing Strategy Advisory Group listed increasing "housing capacity in areas that can be efficiently served by transit" among its top strategies. In 2020, the city adopted its [Sustainability Master Plan](#), which affirmed its commitment to "increase housing density along major transit corridors" and reduce "driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels." This SEIS is where we will actually decide whether those goals can be met. If we are serious about improving housing, transit, and sustainability in Kirkland, we must pursue the Focused Growth Alternative.

Setting Our Sights Higher

[This 2017 article from the Municipal Research and Services Center](#) showcases several developments of varying densities in dwelling units per acre (d/a). The current Focused Growth Alternative is studying a density of 50 d/a along transit corridors; this correlates either to townhouses or to apartment blocks with extensive surface parking lots. Below are three examples of multifamily housing in Seattle mentioned in the article. The densest examples, at 162 and 205 d/a, look superficially similar to the 59 d/a building; the only differences are per-unit floor space and the removal of surface parking. Increasing d/a does not require us to build radically different buildings, but it does allow us to offer a greater variety of housing choices.



Nia Apartments, White Center
59 d/a, four story mixed use



Cabrini Sr. Housing, First Hill
162 d/a, six story mixed use



Mio Apartments, Roosevelt
205 d/a, four story mixed use

Apartments are crucial to meeting our affordable housing goals, but they require density to pencil out. At 50 d/a, few apartments will be built, and those that are built are unlikely to be affordable. Instead, the best parcels for apartments will be developed into townhomes, greatly limiting their potential. Such an incremental zoning change will not ease our severe lack of affordable housing that leaves [27% of Kirkland households cost-burdened](#). We will continue to [fall short of our housing targets \(p. 32\)](#), lagging well behind our neighbors in Redmond and Bothell.

The city is already planning zoning amendments to implement HB 1110. The [proposed revisions to the Residential Densities and Comparable Zones Table \(timestamp 2:14:10\)](#) show that some existing zones characterized as “low density” may already be revised to ~52 d/a. If we rezoned our transit corridors to 50 d/a, they would still fall under the city’s own “low density” category. The 50 d/a target is barely more than what we are already doing.

The SEIS is an aggregate analysis, meaning that we could raise density above 50 d/a along one corridor if we lower it along another one. But the city should not have to pick and choose. The SEIS should give the Council and Planning Commission more options for Kirkland's future. Please make sure that the SEIS analysis is bold enough to consider a full range of viable transit-oriented growth options, including those above 50 d/a. We should not require an additional EIS to follow Kirkland’s housing and sustainability principles within the upcoming planning period.

With a horizon of 2044, this Comprehensive Plan update should be looking forward and anticipating our housing needs for the future, not merely reacting to the problems we already have. We need all options at our disposal. Liveable Kirkland urges the City Council, the Planning Commission, and staff to study higher d/a residential capacity near these transit stops in the SEIS to provide Kirkland with the flexibility to meaningfully address our current and future housing, environmental, and transit challenges. We also urge Council to direct staff to prioritize other actions and areas of study so that visionary zoning changes near transit will lead to effective results.

Thank you for your time and consideration.



Affordable, Sustainable Kirkland

February 10th, 2023

As part of the comprehensive plan update process, the City of Kirkland has the opportunity to plan for a more affordable and sustainable city. The city has made great strides towards progress with the redevelopment of Totem Lake, the 2020 Missing Middle Code Amendments, and the 85th St. Station Area Plan but planning for adequate affordable housing, as Kirkland has volunteered to do, will require more work.

We, the undersigned individuals and organizations, would like to express our support for a vision where everyone who spends their days in Kirkland is able to call Kirkland home, with more housing choices for all, in people-oriented, complete communities, interconnected with efficient transportation. Kirkland is far from its goals for a more sustainable and affordable community, but the suggested ideas below can put us back on track.

Proposed Policies

The City of Kirkland should study the following policies as part of its comprehensive plan update:

- ***Build on Kirkland's 2020 missing middle code amendments to create affordable, sustainable low-density neighborhoods.*** Kirkland leads our region in missing middle housing policy, however, no Duplexes or Triplexes have been granted a building permit since the code amendments in 2020 and annual ADU permits are still lower than in 2018. Kirkland should ease height limits, floor area ratio caps, setback & stepback requirements, lot coverage limits, density limits, and other building restrictions that stand in the way of fulfilling the original purpose of the missing middle code amendments. The city should also study whether the permitting process is too burdensome, whether fees are too expensive, and whether too many studies are required for simple projects. Additionally, Kirkland should learn from Houston's experience with 1,400-square-foot lot minimums and consider reducing lot minimums to a similar extent.
- ***Create complete communities by legalizing small accessory commercial units (ACUs).*** Historically, most neighborhoods, low and high density, included both commercial and residential uses side by side. This meant people could meet most of their daily needs

within walking distance of their homes. Kirkland should legalize small (300 to 500 square feet at most) accessory commercial units throughout the city to help recreate the walkability our communities once had. The city can, and should, use a very specific list of allowed uses to prevent legitimately undesirable uses in our low-density neighborhoods while allowing genuinely desirable uses that will improve our quality of life.

- ***Become a better steward of King County Metro and Sound Transit's transit investments by building 10-minute neighborhoods along transit corridors.*** Kirkland is the beneficiary of significant regional investment in our transit system, despite our low ridership compared to other communities served by King County Metro and Sound Transit. The 245, 250, 255, and the portions of the 230 and 231 that overlap, already bring frequent transit service to Kirkland. 10-minute neighborhoods, where residents can meet all their daily needs within a 10-minute walk of their home, work best when centered around frequent transit. Kirkland should allow up to mid-rise, 6-story, mixed-use buildings within one-quarter of a mile and low-rise, 4-story, mixed-use buildings within one-half of a mile of every bus stop served by a frequent line along with commensurate changes to floor area ratio caps, setback requirements, lot coverage limits, density limits, and other building restrictions to the extent that doing so won't impact important views.
- ***Plan ahead for future transit opportunities.*** With the future K line running through the length of Kirkland, the Stride 2 line on I-405, and the link light rail stop at the South Kirkland Park and Ride, Kirkland will see large improvements in its transit system during the 20-year planning horizon reaching 2044. While many factors contribute to the price of housing, one of the biggest factors the city has an impact on is the age of a building. The sooner we can build new homes, the sooner those homes will be more affordable. Kirkland should amend the comprehensive plan to allow for more housing, jobs, and commercial space commensurate with the level of future transit service just as the city is doing in the 85th St. Station Area Plan.
- ***Incentivize and protect affordable housing.*** Recognizing the importance of the affordable housing we already have, the city should prioritize the preservation of Kirkland's existing affordable multifamily housing as part of the comprehensive plan update. Kirkland should adopt an affordable housing overlay that removes barriers to affordable housing such as allowing any developer to build one story higher if they provide an additional 10% of their project as affordable housing than the base requirement. Additionally, the city should exempt 100% affordable projects by right from most, or all, zoning requirements.

- ***Reduce the cost of office space for community non-profits*** The rising cost of rent hasn't just harmed residents, it's also made operating community-based non-profits much more difficult. Kirkland should develop and adopt policies to reduce the cost of renting office space.
- ***Remove barriers to school capacity.*** As households turn over and Kirkland grows, Lake Washington School District will see its student body grow. Kirkland should exempt public school projects from most or all zoning requirements and allow schools to be built through the simple building permit process.
- ***Promote sustainable development.*** To reduce our carbon footprint we need to create incentives and remove barriers to building sustainably. Kirkland should reform design review to apply to fewer projects and impose fewer requirements. Requirements for upper story setbacks, massing, horizontal and vertical modulation, facade material changes, and others reduce new developments' energy efficiency while increasing building and maintenance costs. Additionally, the City should consider relaxing height and other building requirement allowances for projects meeting LEED Platinum or Passive House standards.
- ***Improve the planning process.*** To help the city, and the community, understand the likely impacts of new policies, the city should track the costs of building homes as well as the expected net future tax revenue after service costs under current and proposed rules similar to how the city considers the cost of changing impact fees. Since staff time available for drafting new policies is inherently limited, Kirkland should update neighborhood plans as part of the regular comprehensive plan update, as part of specific city-wide policy changes, or as part of the community amendment process instead of as part of a regular cycle.
- ***Engage with the whole community.*** The first step towards more representative community engagement is knowing which methods work well and which don't. Kirkland should track the representativeness of community feedback relative to census data on the community for every method of outreach that the city uses. Additionally, the city should proactively obtain input from community members who don't normally show up to public meetings using methods like Toronto's Planning Review Panel, which advises Toronto on various proposed policies and is composed of residents selected through a randomized process they call a "Civic Lottery".

As part of Kirkland's comprehensive plan update process, we urge you to study, and in some form adopt, the above policies. These policies won't solve every problem, but they will put Kirkland in a better position to solve our existing, and future, problems.

Kind Regards,

Liveable Kirkland

Eastside For All

Futurewise

Habitat for Humanity Seattle-King & Kittitas Counties

Joan McBride

Kirkland Greenways

Mark Vossler, MD. Washington Physicians for Social Responsibility

Representative Amy Walen

Representative Davina Duerr

Representative Roger Goodman

Sightline Institute

Service Request 27085

Record Info

Request ID:	27085	Request Type:	Contact City Council
Priority:	1	Entered By:	kryan
Date Submitted:	5/31/2023 8:29:00 AM	Cross Street:	
Address:	Kirkland		

District:

Comments:

Hello.

Could you please reply and let me know who would be the appropriate person to connect with for an update on the Lake Washington Boulevard Promenade and Concept Development Study?

Back on 2/7/2023, "Prior to the above business agenda, the Council held a Study Session, where they discussed:

Lake Washington Boulevard Promenade and Concept Development Study – Council received a briefing on the Lake Street South/Lake Washington Boulevard NE Promenade Analysis and Concept Development Study and provided feedback to staff on a preferred design alternative and next steps to advance the concept of a potential Lake Washington Boulevard Promenade." (The email is below)

My husband and I are part of the Kirkland community who live along Lake Street S. We are very concerned about this proposal that has not been discussed publicly (other than prior to the business agenda of the City Council) and would result in significant loss of parking here in Kirkland. Eliminating one side of the street parking is a poor idea when parking is already scarce.

This loss of parking would affect all who visit our community, all who want to park and enjoy the sunsets, to park to dine in our restaurants, and shop in the local businesses, and all who want to visit those of us who live here. Parking is really tough as it is here in Kirkland, particularly when the sun is out and on weekends.

Additionally, there was discussion of median street trees, again, those who live here and pay a premium for our view of Lake Washington, do not want additional trees blocking our view. We live at Shumway and not one homeowner, nor the board, has been made aware that this is even being proposed. It feels like the City Council is not being open or transparent. I have been trying to find an update, but haven't been able to find anything.

We already have bike lanes and sidewalks on both sides of Lake Street South in Kirkland. The accommodations are so good, that Kirkland often has events where people are biking through and running along Lake Street S.

In this time where our citizens of Kirkland don't have roofs over their heads and enough food to eat, and finances are limited, why does this seem like a good use of funds?

Please reply to this email and add the cc the appropriate person who can provide some additional insight and information.

Look forward to your reply.

Kirkland 98034

09/26/2023

Honorable Penny Sweet
Kirkland City Council
123 5th Ave, Kirkland, WA 98033

Councilmember Recipient Name:

Hello Mrs. Sweet, I am [redacted] and I have lived in the city of Kirkland for about 6 months. While living here I have been nothing but impressed by how your city is presented and the hospitality it offers to everyone fortunate enough to experience it. The things I really appreciate about the city is the amount of beach access, parks, and sports fields that are available to the public. All I got to say is one love.

An issue that I know you will love to help me out with is the inconvenience of the lights turning off at public sport courts. Such as soccer fields, beach volleyball courts, and tennis courts are some to name a few. Keeping the lights on till 11:00pm will allow youth to have a productive activity to pass time. Not only will this be very beneficial but it will also offer the youth to do an activity that will keep them out of trouble.

Thank you so much for representing our city and of course thank you for taking the time to read this.

Senior at Inglenoor High School

Comments on proposed changes to the Comprehensive Plan's Land Use Element

Tue 1/9/2024 5:09 PM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Kirkland Planning Commissioners:

I would like to share the following comments on the proposed changes to the Comprehensive Plan's Land Use Element. I support:

- The pro-housing, pro-transit, and pro-community revisions made to the Land Use Element goals and policies.
- The City's study and eventual adoption of the SEIS Growth Action Alternative.
- The City's setting a policy goal to at least maintain the 2018 jobs-to-housing ratio of 1.27 so as to not increase the housing deficit.
- The City's working to minimize the impact of noise and particulate pollution in one concentrated area by allowing new housing in at least a quarter-mile radius around transit routes.

Thank you for considering these comments.

Kirkland WA 98033
Liveable Kirkland

From:
To: [2044 Comprehensive Plan](#)
Subject: welcoming to all
Date: Friday, December 23, 2022 9:56:55 AM

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

Hi,

I noticed that you are seeking comments related to comprehensive plan and making Kirkland a welcoming community. I feel you ignore an important issue related to the idea of welcoming. Very large developments are planned. The jobs and housing provide will attract people from all over the world. In many countries people learned to smoke at a young age and have not been able to stop. Smoking is an addictive habit that is very difficult to overcome. Also, some people are treating health problems with marijuana products. When people are medically using a product can you really tell them not to do it in their apartment?

Does it seem welcoming in these large developments to have a total ban on smoking? Walking a long distance to find a street corner where smoking/vaping is allowed seems unfair. It punishes people who have a habit that they are unable to break. Also, smoking on a public street outside a smoke free campus can cause a litter problem or fire hazard.

In my opinion, it would be much kinder to include a designated smoking area within a housing or business development. It would be good if Kirkland had a regulation to convince developers to include this. The policy is an advantage to all because it limits second hand smoke to one area. It also can include seating, receptacles for trash and safe disposal urns for cigarette butts. I have seen businesses in Redmond that provide some type of smoking area on their campuses. As a nonsmoker I appreciate it when I can guide someone to a smoking area if they are hanging out too close to a doorway or window because they are trying to shelter from the rain. KPC is one place that I have experienced this.

Some of the places that provide smoking areas are Bellevue College, the University of Washington and SeaTac airport. It is a practical approach to this conflict between nonsmoker's rights and smoker's rights. I hope the city will look at developing a similar policy for businesses to follow.

Sincerely,

Bellevue College

6350 Smoking on Campus

Original Date: 7/11/1990 * Last Revision Effective: 10/15/2015

Policy Contact: Vice President, Administrative Services

Policy

In accordance with the Washington Clean Indoor Air Act of 1985 ([RCW 70.160](#)) and in recognition of the Executive Order Establishing Governor's Policy on Smoking in State Facilities, it shall be the policy of Bellevue College to limit smoking and tobacco use on campus as follows:

- Smoking, use of electronic cigarettes and tobacco use is permitted only in designated locations.
- Smoking, use of electronic cigarettes and tobacco use is prohibited in college vehicles.

University of Washington

Smoke and vape in designated areas only

The Seattle campus is smoke- and vape-free, with the exception of 28 designated smoking areas. UW Bothell has eight designated smoking areas, and UW Tacoma has five. Signage clearly identifies designated smoking areas, and urns are available at each site for disposal of cigarette butts. EH&S determines where designated areas are located around the Seattle campus. Click to view a map of the designated smoking areas:

- UW [Seattle](#) campus
- UW [Bothell](#) campus
- UW [Tacoma](#) campus

EH&S receives complaints related to smoking and vaping outside of designated areas. Due to the population density of the campus, any smoking outside of designated smoking areas increases the risk of secondhand smoke exposure. Please smoke only in designated areas.

From:
To: [Adam Weinstein](#)
Cc: [Janice Swenson](#); [David Barnes](#); [Lindsay Levine](#); [Larson, Matt](#); [Tousley, Amy](#)
Subject: Kirkland Comprehensive Plan Update -- PSE Comments -- April 2024
Date: Friday, April 12, 2024 12:12:38 PM
Attachments: [image001.jpg](#)
[PSE Comp Plan Language Comments April 2024.xlsx](#)

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 Adam Weinstein,

On behalf of Puget Sound Energy (PSE), I am reaching out to convey our thoughts for your consideration as part of the periodic update to the comprehensive plan and development regulations under the Revised Code of Washington (RCW), specifically Chapters 36.70A and 43.21C.

The attached spreadsheet contains suggested language as it relates to customer programs and our shared climate goals. In the attached, you will find seven tabs grouped by category.

At PSE, we recognize that climate change is one of the biggest existential threats facing our planet today. As one of the largest producers of renewable energy in the Pacific Northwest, PSE has been an early leader in addressing climate change and investing billions in renewable resources and energy efficiency for homes and businesses. Now, PSE is on the path to meet the current and future needs of its customers and to deliver on the requirements to decarbonize operations and serve its customers and communities equitably. This transition is unprecedented in terms of the magnitude of the change and the accelerated time frame in which it must be achieved. By working together, we can successfully drive towards our shared clean energy goals.

PSE looks forward to providing input as the comprehensive plan items are discussed in more detail. Together, we can reduce emissions and keep energy safe, reliable, and affordable.

Thank you,

Justin McConachie

Municipal Liaison Manager | Municipal Relations
1140 N 94th St, Seattle, WA 98103 | Mailstop: NSO-01
Cell: 206.518.1452 | Office: 206.517.3432



From:

Sent: Saturday, September 9, 2023 5:17 PM

To: City Council <citycouncil@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>; Allison Zike <AZike@kirklandwa.gov>

Subject: update to Kirkland code re: homeless encampments

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.

It was great to see several of you at the City Hall for All today. As we discussed, the Kirkland code regarding encampment permitting needs an update!

Here is the relevant

passage: <https://www.codepublishing.com/WA/Kirkland/html/KirklandZ127/KirklandZ127.html>

In particular, there are some provisions in this code that are not compatible with our current understanding of best practices and trauma-informed care.

For example, the items I have put in bold, I would recommend a change. But of course, representatives from Camp United We Stand, Tent City 4, Camp Unity board, and hosting faith communities, should be solicited for input.

127.25

2. Standards

- a. An application for a homeless encampment must include **a local church** or other community-based organization as a sponsor or managing agency.
- b. The encampment shall be located a minimum of 20 feet from the property line of abutting properties containing residential uses.
- c. Sight-obscuring fencing is required around the perimeter of the homeless encampment unless the Planning and Building Director determines that there is sufficient vegetation, topographic variation, or other site conditions such that fencing would not be needed.
- d. Exterior lighting must be directed downward and contained within the homeless encampment.
- e. The maximum number of residents within a homeless encampment is 100.
- f. Parking for five (5) vehicles shall be provided.
- g. A transportation plan is required which shall include provision of transit services.
- h. The **homeless encampment shall be located within one-half (1/2) mile of transit service.**
- i. **No children under 18 are allowed in the homeless encampment. If a child under the age of 18 attempts to stay at the homeless encampment, the managing agency shall immediately contact Child Protective Services. (****This is particularly problematic! The county wide shelter hotline number for families gets 60 calls/day and has 3-4 shelter spots to offer****)**
- j. **No animals shall be permitted in encampments except for service animals.**

k. A code of conduct is required to be enforced by the managing agency. The code shall contain the following as a minimum:

- 1) No drugs or alcohol.
- 2) No weapons.
- 3) No violence.
- 4) No open flames.
- 5) **No loitering in the surrounding neighborhood.**
- 6) Quiet hours.

l. The managing agency shall ensure compliance with Washington State and City codes concerning but not limited to drinking water connections, human waste, solid waste disposal, electrical systems, and fire-resistant materials.

m. The managing agency shall take all reasonable and legal steps to obtain verifiable identification from prospective encampment residents and use the identification to obtain sex offender and warrant checks from the appropriate agency. All requirements by the Kirkland Police Department related to identified sex offenders or prospective residents with warrants shall be met.

n. The managing agency shall permit daily inspections by the City and/or Health Department to check compliance with the standards for homeless encampments.

127.30 Frequency and Duration of Temporary Use

1. The City may not grant a temporary use permit at the same site more frequently **than once in every 365-day period**. The City may only grant a temporary use permit for a specified period of time, not to exceed 60 days.

2. Exceptions

a. Temporary staging facilities for public projects may be approved for a time period not to exceed the duration of their construction.

b. Homeless encampments may be approved for **a time period not to exceed 92 days**.

Lake Washington United Methodist Church

From:

Sent: Wednesday, January 17, 2024 2:04 PM

To: Planning Commissioners <planningcommissioners@kirklandwa.gov>

Subject: Density

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.

Many of my neighbors object to any increase in density in our single-family home neighborhoods. I welcome it. This is a great place to live.....I don't want it to be limited to only those who lucked into buying early or lucked into having immense wealth. Our services and amenities will change and grow as more people live here, but fundamentally, we cannot decide to maintain our standard of living by freezing it in time, trying to hold on to a situation from 20 years ago, when the population of King county has ballooned in that time. Pushing all that growth into 25% of residential area is not sustainable or equitable.

Kirkland

From:
Sent: Thursday, June 22, 2023 12:21 AM
To: Planning Commissioners; Kimberly Scrivner; Allison Zike
Subject: Written Comment for June 22 Planning Commission Meeting

Categories: Comp Plan 2044

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 Planning Commission,

I cannot make it to the meeting tomorrow, but I would still like to share my thoughts.

Who am I?

I am a 24-year old Juanita resident who grew up in Kenmore and has been living in Kirkland for about a year.

What do I want? (Broadly)

I want to fight climate change, reverse racial and class segregation, and make places that are better for people.

So what do I support?

I heard these three policies would be discussed during the meeting, so I would like to voice my support:

- **Allow more housing near transit** - I would like to see zoning for increased density *everywhere*, but if density increases need to be in one place, they should be around transit. Additionally, new development within a 10 minute walk to transit should have no parking requirements, or the parking requirements should be reduced. The more people who are able to get to their destination without driving, the better. It reduces or eliminates the financial burden of driving. It reduces emissions. It reduces traffic.
Tangent/Rant - Traffic Engineers argue that adding another lane to a freeway will reduce emissions because travel times will go down. I disagree with this hypothesis, but let's say they're right. If reduced travel times mean lower emissions, then transit riders who reduce traffic by *not* driving are actually reducing emissions by much more than the gas they personally would have used to drive. I wish cities pursued transit with the same appetite that traffic engineers have for extra lanes.
- **Create an affordable housing overlay to make it easier to build affordable housing** - Permitting for affordable housing should have minimal friction. I am not familiar with the permitting process, but please consider the pain everyone has to endure due to a housing shortage, and weigh that pain against the pain that might come from a simpler permitting process.
- **Reduce the scope of design review** - I am against the idea of design review. We already overregulate what people are allowed to build through zoning. I do not have experience with design review in Kirkland, but I know that in Seattle it is a mess. A developer had to do multiple revisions because the review board wasn't happy with the color of the bricks in the back of the building. Beauty and good design are inherently subjective and shouldn't be decided by some unelected board. If design review must continue, there should be a limit on how many revisions can be done, and the board should be clear about their requirements from the start. I would also rather let the community vote on proposed designs. Overall, I would like people to have more freedom to build what they want on their land. Design review is expensive and counterproductive.

Thank you for taking the time to consider my thoughts. I appreciate the work you all do. I hope the meeting goes well!



April 17, 2024

Kirkland City Council Members

Via Email: CityCouncil@kirklandwa.gov

Dear City of Kirkland Council Members:

We understand you have a Housing Retreat forthcoming and wanted to bring up several topics that we believe warrant discussion within the City of Kirkland. A few weeks ago, a small group of Kirkland developers (Josh Lysen, President of Merit Homes, Brendan Hayes, Vice President of Fairfield Residential and me, Kim Faust, President of MainStreet Property Group) got together with Council Member John Tymczyszyn, Adam Weinstein and Kurt Triplett to brainstorm ideas on how to generate additional housing in the City. We discussed current barriers and challenges and how those could be overcome. All of us are willing to work through solutions and ideas with the City. We share common goals and believe working in partnership can achieve the best results. We discussed these ideas and believe they should be included in the Council discussion:

- 1. Review "For Sale" Affordable Housing Requirements.** Affordable housing requirements in for sale developments result in housing being sold below cost and at a significant discount in the market (less than 20% of the market rate). A few families benefit proportionally large if they win the lottery to purchase one of these units. These funds could instead benefit hundreds of households if they were utilized for rental housing. Example: 100 Townhome project in Kirkland with 1,800-2,000 sq. foot units = market price is 1.3M. 80% AMI cost of unit is 350K and developer must sell 10 units for 350K each which is below the cost of the land alone and not even half the full cost of developing and constructing the unit. Consider cash contributions and other alternatives for developers to contribute to affordable housing requirements.
- 2. MFTE credit term length.** Kirkland MFTE credit is 8 years and some municipalities have longer terms, i.e. 20 years etc. Consider extending these credit in the Station Area. For example, Shoreline took the 12 year program with 20% of the units being affordable and extended it to 20 years.
[Multifamily Property Tax Exemption \(MFTE\) Program | City of Shoreline \(shorelinewa.gov\).](#)
- 3. Flexible Retail Ground Floor requirements.** Medical uses, Apartment leasing offices and apartment amenities such as common rooms and gyms may be options to consider allowing in ground floor locations that require retail per the zoning code.
- 4. Expanding 85th Street Station Area Zoning.** Zoning between 128th - 132nd is currently low (2-3 stories). Consider increasing height allowable in this area to 5 stories to expand the Station Area to more potential properties. To leave those 4 blocks on 85th as is, several small homes converted to commercial use that has the same amount of traffic along NE 85th, seems like a missed opportunity leaving underdeveloped precious commercial zoning not blending well with the rest.

- 5. Kirkland vs. King County AMI.** High land costs and development costs in Kirkland far exceed that of average King County costs. 80% AMI in Kirkland is higher than King County. Imposing King County 80% AMI in Kirkland is artificially low. Consider more relevant numbers that are specific to Kirkland vs. King County.
- 6. Relax F.A.R. & Lot Coverage Requirements for Middle Housing.** Strict lot coverage and Floor Area Ratio (FAR) requirements decrease the number of middle housing units possible on a lot. Relaxation of these requirements may make middle housing development more feasible with a greater number of possible units.
- 7. Permit wait times and Predictability within Station Area.** Ideal permit times would be 6 months. Current wait times hover around 2 years. Consider issuing a permitting schedule with dates upon application submission. Consider using external expertise in approving these permits and reduce low value corrections to permit applications.

We appreciate the opportunity to provide our input and our available to brainstorm or meet to discuss any of these ideas (or others) in more detail.

Sincerely,

Cc: Adam Weinstein, Planning and Community Development Director
Kurt Triplett, City Manager

From:

Sent: Monday, April 29, 2024 7:27 PM

To: City Council <CityCouncil@kirklandwa.gov>; Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Housing and Transit-Oriented Development in Kirkland

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

Hello City Councilmembers and Planning Commissioners,

I'm writing to you to express support for more housing in Kirkland. That means apartment buildings, true transit-oriented ([not just transit-adjacent](#)) development, and most importantly **studying adding more than 50 units/acre**. At 50 units/acre we can just barely build townhouse-level density. There's no way that's going to even put a dent in our huge housing deficit in Kirkland. We need to make sure we're not tying our hands prematurely by only studying 50 units/acre. An apartment building, even a small one, will easily hit 100 units/acre (which is good!). As you are conducting your joint retreat on housing, land use, sustainability, and equity this Friday, please keep this in mind.

Thank you,

Please plan for high housing intensity near transit in the 2044 comp plan

Sun 2/25/2024 7:41 PM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>

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

Hi,

I wanted to express my hope that the City of Kirkland will plan for high housing intensity (100+ units per acre) within a 15-minute walkshed of frequent transit in the 2044 comp plan.

I chose to live in downtown Kirkland because a short, non-driving commute and good transit connections were important to me. This choice has made a big difference in my quality of life. My walk to work in the morning energizes me; my proximity to downtown Kirkland's restaurants and bars has expanded my social life (and given those establishments more business!); and taking public transit to downtown Seattle saves me money and stress. Just yesterday, I mentioned my walking commute to a service rep at Honda of Kirkland who was wondering how my almost-two-year-old car has less than 4000 miles on it, and he said I was living the dream.

I want more people in a broader range of incomes to have the opportunity to live this kind of life. This is only possible if we allow for more housing intensity near transit and employment centers, especially as the number of jobs in Kirkland continues to grow. Please do what you can in the 2044 comp plan to help make this dream become a reality!

Kirkland, WA 98034

10/25/2023

Penny Sweet

Mayor

City Council

123 Fifth Ave.

Kirkland, WA 9033-6189

Councilmember Penny Sweet

I am a senior at Inglemoor High School. I've been living in Kirkland for 12 years now . I got my license when I was 15 and have been driving for 2 years. I really like that you added roundabouts near Totem Lake in the freeway area, it cleared up most of the traffic that has always been there. I've seen that there is an intersection at the freeway express exit where it doesn't let you turn left. I feel like it should be modified to let you turn left into that road so we don't have to go a long way around.

I like how you have added roundabouts near the freeway express exit in totem lake and I feel like it has helped me and many others because it has cleared up all the traffic and made it easier to go around this road. I also like the roundabouts because of how much safer it is and easier it is without having to wait at stop lights or stopping then looking for oncoming traffic and possibly causing an accident to happen.

I think that your comprehensive plan is a good plan because modifying intersections and turning them into a roundabout is safe for all transportation and it makes it easier for other people. This development is what we are looking for, safe roads and easy roads for all types of transportation. Better intersections should be a priority for this year's work and the following years to come.

Sincerely,

Senior at Inglemoor High School

From:
Sent: Thursday, June 22, 2023 6:17 PM
To: Planning Commissioners
Subject: TOD and our Stewardship of Public Transit Investments

Categories: Comp Plan 2044

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

Dear Planning Commissioners,

I'm writing to you tonight as you consider making changes to the Comprehensive Plan for 2024.

As someone who recently started using public transit for almost every trip into Seattle and to the airport, I rely on route 255 to run frequently and at all hours. Unfortunately, due to issues with staffing for drivers and mechanics, KC Metro is planning to cut back our service, including on route 255, which is really THE route that allows Kirklanders to avoid (now more expensive) tolls on 520, or sitting in traffic on 520. It allows Kirklanders to not have to worry about parking downtown, or at the airport.

We must take bold steps to increase housing density along our transit lines. Not only is it part of our responsibility to help get housing costs under control, or provide places for our coworkers and future neighbors to live, but it also is what enables us to have great access to public transit. Does the City want to save on infrastructure costs and road improvement and help alleviate traffic? There are many ways we can do that, but one of them is to ensure that when the County or Sound Transit is making decisions about service, they see a larger, more concentrated population of transit riders. We can't afford a future where everyone drives alone to their destination. If we are to meet our climate, Vision Zero, and financial goals as a city, we must take advantage of public transit. As more and more Kirklanders live near public transit lines, those lines are strengthened and made more robust. Those lines provide even more frequent and reliable service with greater capacity. It's a virtuous cycle and **we must kick-start that cycle by adding more housing near transit.**

When I say "near transit", I don't just mean on our busiest, noisiest, most polluted streets. I mean **within a half-mile walkshed of transit.** It will be unsustainable (and undesirable!) to build skyscrapers next to single-family residences. It is also not equitable to *require* our least wealthy residents to live right up against those transit stops. I'm sure some of the residents of Central Houghton will complain if they see areas along 108th upzoned, but those are some of the *best* places for gentle upzoning as they are right along the 255, which is currently our most important frequent transit line. **No neighborhood should be completely exempt from change.** If we exempt certain areas from all change, all we are doing is saying that the other neighborhoods have to experience radical change. The message needs to be that every part of the city needs to do their part. No part of the city should be allowed to be "frozen in time." Calls to "preserve neighborhood character" should be exposed for the racist, exclusionary dog-whistles that they are.

Every person who owns a home on my street is by definition a multi-millionaire. That's not great for anyone - it creates distorted, segregated bubbles. I live a 10-minute walk from the 255, and there's no reason my neighborhood shouldn't be slowly and steadily changing to meet the needs of the city. I don't want the drawbridge pulled up behind me. I'm only there because I got in early.

In short: please add more housing within a half-mile of transit. Increase density within a half-mile, and even more within a quarter-mile. If people are afraid of towering condo buildings, then let's upzone more gradually over a larger area.

Every part of the city should be doing their part. We should do it for so many reasons, but one of them is to ensure that Kirkland gets prioritized for transit projects funded by ST and KC Metro.

Thank you.

Everest Neighborhood
Liveable Kirkland

From:
Sent: Thursday, June 22, 2023 3:47 PM
To: Planning Commissioners
Cc: Allison Zike
Subject: Futurewise - Public Comment for Planning Commission Meeting (6/22/2023)
Categories: Comp Plan 2044

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

Dear Kirkland Planning Commissioners,

My name is _____ and I'm reaching out on behalf of [Futurewise](#). We appreciate the community outreach and engagement work that staff has conducted, or is planning, to inform Kirkland's 2044 Comprehensive Plan Update. As the Planning Commission gets briefed on the Comprehensive Plan Update process and Land Use Element, we wanted to share high-level comments to affirm the work that you are undertaking to guide Kirkland's growth for the next 20 years.

- ➔ Futurewise supports a planning approach that centers housing—production, affordability, and diversity of housing options; residential proximity to jobs, goods, and services; integration with multimodal transportation networks, and sustainability strategies. Based on the “Community Feedback on Land Use Element” themes and the “Key Land Use Policy Issues” in the [meeting packet](#), we believe that the initial direction being proposed by the City is positive.
- ➔ We hope you'll think about the ways the future Land Use Element can enable “Complete City” concepts.
- ➔ We encourage you to consider how Land Use Element policies and goals can remove barriers to socioeconomically and racially inclusive communities. We believe that this Comprehensive Plan update is a major opportunity to further align Kirkland's land use with its values.
- ➔ Futurewise also supports an approach to housing affordability that balances the urgent need to produce housing to address the regional supply shortage while also using an analysis-supported framework to maximize housing affordable to middle- and low-income households in developments.

We look forward to the ongoing discussions, public engagement, and analysis that will shape Kirkland's growth strategy.

Best Regards,

--

Futurewise

816 Second Avenue, Suite 200 , Seattle, WA 98104-1530

futurewise.org

From:
To: [Janice Swenson](#)
Subject: City of Kirkland 2024 Comprehensive Plan
Date: Friday, November 17, 2023 11:59:25 PM

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

Hello,

I am writing this as a nonresident of the City of Kirkland. At the same time, I feel that I am spending lots of time in Kirkland as I have for a long time. I am one of the members of IMAN Center (at 5th Ave. and State St.) and I go there often and before that I have always gone to Kirkland for a walk and eat.

Please know that IMAN Center has enough parking when we are there, but when I go to waterfront with my family, There is not enough parking.

I have lived in Issaquah for the past 35 years and I also enjoy living in Issaquah.

As the population has increased there will be more vehicles and the idea of what we had to use uber or Lyft is not suitable as their Rate has gone up very much.

Therefore, people need to travel with their own vehicle and they need a parking place in town and parks and where activities are:

Please provide parking (Even if you have to consider a multi story parking and Close to the activities).

And Please do not give the parking to be operated by another company as they make the rate so much that people cannot afford to park anymore, (Good example is City of Seattle, \$23/ hour).!!!!

Next suggestion: Please provide good street lighting and sidewalk lighting and that will bring Safety, Help the disabled person to be seen and to see.

If I think of anything else, I will bring them to your attention.

Thank you for asking for citizen's feedback.

Thank you,

Kirkland, WA 98034

10/26/2023

Penny Sweet

Mayor

Kirkland City Council

123 Fifth Ave

Kirkland, WA 98033-6189

Mayor Sweet,

I am _____, a senior at Inglemoor High School, and I have been a resident of Kirkland since I moved to America. My family and I relocated to Kirkland when I was in the 4th grade, primarily because my grandparents lived here. The contrast in climate between Vietnam and America was stark. In Vietnam, it's humid, and we lack the natural beauty that America offers. When I first moved here, the neighborhood was welcoming, and getting to school and other places was convenient, thanks to my father's prior experience in the U.S.

I've lived in Kirkland for nearly 8 years now, and I've observed some changes, but not as many as I'd like to see. I sense a lack of excitement and vitality in the city. I believe we need more development, especially in terms of housing affordability. House prices in my area are incredibly high, and it's discouraging to see people unable to afford homes that suit their needs. I also believe we need more amenities, such as convenience stores and dining options in Kirkland, as well as safer roads. These improvements would make it easier for students in Kirkland to access these services. In Vietnam, we have street food vendors near schools, and while the roads may not be perfect, it's a cherished part of our culture. I understand that replicating this here might be a challenge, but we could create a similar sense of community with more diverse dining options.

In Vietnam, we have stores and restaurants like those in Bellevue, and I believe that Kirkland, being a sizable city, has the potential for such development. Many Americans are now choosing to live in Vietnam due to its convenience, and I think we can create a similarly appealing environment here.

Sincerely,

Senior at Inglemoor High School

From:
To: [2044 Comprehensive Plan](#)
Subject: Senior Housing
Date: Friday, February 17, 2023 9:21:28 AM

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 Comprehensive Plan Staff,

I would like you to make a separate category for Senior Housing to insure this housing option is appropriate. Seniors need elements of universal design included in their dwellings. Larger doors, halls and bathrooms, no barriers to entry to dwelling or showers. Hopefully access to a parking spot or at least excellent transit within a short walk without barriers.

Thank you so much for your consideration of this request.

North Juanita

Sent from my iPhone

Comp Plan Land Use Element comments

Tue 1/9/2024 7:31 AM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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

Dear Planning Commissioners,

I'm _____, a Kirkland resident in the Juanita neighborhood.

I would like to share my comments on the proposed changes to the Comprehensive Plan's Land Use Element.

1. I approve of the pro-housing, pro-transit, and pro-community revisions made to the Land Use Element goals and policies.
2. I support the city's study and eventual adoption of the SEIS Growth Action Alternative.
3. So as not to make the housing deficit in Kirkland any worse, the city should make it a policy goal to at least maintain the 2018 jobs-to-housing ratio of 1.27.
4. For the sake of new residents' health, the city should work to minimize the impact of noise and particulate pollution by allowing for new housing in at least a quarter-mile radius around transit routes.

Thank you for volunteering your time on the Planning Commission and for reading this email,

Juanita High School
Civics Students: Class of 2023
10601 NE 132nd St.
Kirkland, WA 98034

Kirkland Planning Commission
123 5th Ave
Kirkland, WA 98033

April 27, 2023
Presentation #1
Speakers:

Good evening, we thank you for all the work the Planning Commission has already done, and any continuing work being done. We came here with our fellow students from Juanita High School to present a proposal and possible solutions from our findings & research concerning the overall housing problem in Kirkland.

As young people looking forward to a future in Kirkland, we believe that our voices should be heard. We are the next generation of homeowners and our say matters in the affordable housing conversation. We are a generation of people that look forward to our futures. Often older people are the ones that have the means and access to make their voices heard and subsequently have a disproportionate amount of power over decision making. If we are truly working towards equity, then it is essential that power is distributed to all groups and that starts with considering all voices. We conducted a survey in our school, and found that an overwhelming number of students believed that affordable housing should be the number one priority in Kirkland.

Our plan of action is to increase the number of multi-family housing developments, like condos and apartments, outside of the downtown Kirkland area. This will only be able to happen if we use the opportunity granted by the new zoning laws under House Bill 1110 which was passed by the senate last week. With this bill the city of Kirkland has more freedom and can start building homes in more areas.

The average cost of a home in Kirkland last month was 1.1 million dollars. These are not homes that are especially large or on the lake. These are average single-family homes that cost more than a million dollars. To increase the availability of affordable housing in Kirkland, we must focus on the construction of smaller homes. Now that it is more than likely that Washington State HB 1110 will be signed into law, thus superseding any zoning laws the City of Kirkland may have had, we propose that the city act as soon as possible to start building a greater number of multi-family homes throughout Kirkland to increase the availability of affordable housing.

The city can promote construction in areas that are less expensive to develop and support the developers with financial loans to build multi-family housing. Planning should include space for businesses and public places around new housing to increase availability of resources, open new jobs opportunities, and may also result in a decrease in crime rates. The city can also support developers by encouraging buying materials in bulk as well as having a "similar build" for each house/other housing option will keep building prices down. Another option is for the city to mitigate soft costs associated with building by lowering fees

for permitting and design and creating an expedited approval process for builders who commit to building affordable housing. The proposed development of the 85th street Station area that the Commission will be considering this evening represents the type of action that we would like to see the city take and we strongly encourage the commission to continue their efforts to make the development a reality.

As a class we would like to thank the Planning Commission for giving us the time to talk about affordable housing and what we think the City of Kirkland can do to provide housing that is affordable for current residents and future residents.

This presentation is the result of collective efforts of the following contributors:

Sumaya Adem	Cortez Giesen	Josiah Reichel
Devontae Atigue	Gabrielli Leite	Andrew Schopp
Levi Breckenridge JR	Carlos Sanchez-Lopez	Rodolfo Solano
Emma Bricker	Zachary McJunkin	Tony Vang
Luke Charvet	Samantha Michaels	Kian Ward
Ella Dorwin	Reed Mullin	Grace Wilkinson
Carter Flores	Michael Nielson	
Jade Foy	Jonathon Piedra Cabrera	
Moein Gharaeini	Arteen Ramezani	

Juanita High School
Civics Students: Class of 2023
10601 NE 132nd St.
Kirkland, WA 98034

Kirkland Planning Commission
123 5th Ave
Kirkland, WA 98033

April 27, 2023
Presentation #2
Presenters:

Good evening members of the Planning commission. We thank you all for your hard work and giving us this opportunity to speak to you today. Our generation is going to be looking for housing in the area in the coming years and based on a survey we conducted two weeks ago; most students are not feeling confident that they will be able to stay in their hometown because of the high prices and low availability. The city is losing hundreds of potential residents, especially young residents to the housing crisis which could eventually lead to decreased advancement. According to the same survey, a large portion of Kirkland educators can't afford to live in Kirkland. How can education be claimed a high priority when our educators have to commute from different cities? Kirkland's current plan to combat this issue is projected to show results in 20 years. Our generation will be close to our 40's by this time. This solution will not benefit us as is. We are here this evening to offer our recommendations for action the city can take to have a more immediate impact on the cost of housing in Kirkland.

As young individuals, the housing market is something that is both intimidating and confusing to us. It can be difficult to find the type of location you are looking for with a very limited budget. There are not enough resources to find information that could help navigate the housing market. These resources could help a great number of us future homeowners find a place we can truly call home without drowning in debt. These resources could be free or low-cost seminars that the general public can attend to learn how to navigate the housing market or websites that clearly lay out some of the most important steps and connect people with housing experts.

In a survey that we conducted, we found that 81% of people said no to having received assistance for housing. Those that had received assistance reported the process to be difficult to understand and took a long time. We heard from students whose families had tried to get housing assistance but waited years before receiving any help. The city should create easily accessible public resources for people to learn how to navigate the housing market, access assistance programs, and make grants available that can provide emergency rental assistance. The city could improve public support for these programs by launching an informational media campaign that puts an emphasis on deserving populations and the community benefits that come from supporting policies and programs that help people find affordable housing.

Additionally, there are simply not enough homes in Kirkland. If the city of Kirkland were to improve on existing inclusionary zoning policies, it would require developers to include a greater percentage of affordable housing units in new developments making more affordable housing available sooner.

We believe that 20% of all new units in all residential developments should be designated as affordable housing for families with low to moderate income. Demographic data from 2022-2023 show that 26% of students at Juanita were designated as low income. We believe that 20% percent is a better reflection of the housing needs of the community. This percentage would be adjusted based on the average low to moderate incomes and the specific needs of each community. Increasing the production of affordable housing will go hand in hand with the creation of assistance resources to help people access new homes as they enter the market and make sure that affordable housing goes to the people who need it most.

To close, we want to say thank you to this esteemed commission for the opportunity to speak to you today, your attention to our presentation, and the representation for the younger generations in our community. Our future as Kirkland residents is decided by the current housing market. With your help we believe that affordable housing is an issue that can be solved. I hope that our presentation has been informative and has provided some valuable insights for the next era of our community and city.

This presentation is the result of collective efforts of the following contributors:

Julian Barriero	Zoe Gupta	Sarah Lyle	Macy Vine
Caden Beattie	Joy Haltom	Benjamin Mercredi	Robert Von Berg
William Butterworth	Lucas Hammond	Mowlid Mohammed	Sara Whelan
Kierin Clarke	Qudratullah Hassani	Antione Moore	
Xander Combs	Zoie Hedges	Dariana Perez Duenas	
Ian Craig-Lundry	Kennedy Kantor	Samuel Porter	
Arianna Curry	Joshua Knoke	Mary Seitz	
Eugene Dagsaan	Emma Kramp	Anush Toney	
Keenan Geurts	Brittany Lua Hernandez	Nathan Vang	

comment to City Council received via QAlert ID: 30250 10/26/2023-

Hi, my name is _____ and I live in Kirkland.

I'm writing to urge you to eliminate any remaining minimum parking requirements in our city. I love the changes that are being made in Kirkland regarding transportation and denser, greener development, but I strongly believe we need to remove minimum parking requirements to make further progress here.

More parking means that more people will use cars for transportation, increasing traffic and pollution and decreasing walkability. Surface parking also makes areas much less accessible by transportation other than cars. Finally, parking is very expensive to build. Surface parking takes up lots of valuable space, and parking structures can cost as much as \$75,000 per space to build. Kirkland has a clear need for affordable housing and living, therefore we should not force developments to always have this expensive feature in their projects.

Removing parking requirements goes hand-in-hand with Kirkland's goals as it allows for walkable, livable spaces and lessens the environmental impact of our community. We cannot wait to remove parking requirements until we've built out a stronger active and public transportation network: they need to happen at the same time! Imagine how much more flexibility there will be for projects such as the 85th Street Station Area Plan if we remove parking requirements. The area around transit hubs is by far the most valuable to make dense, walkable developments in. Take a look at Google Maps' Satellite View along 85th Street today and notice how much land is taken up by parking. This is a huge factor in making 85th Street a poor walking environment, so we must make sure this is fixed during re-development.

I would be happy to discuss this topic further via email, call or in person, or share some informational resources.

Thank you so much for your service to our community.

From:

Sent: Thursday, February 8, 2024 12:59 AM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

Subject: Some feedback on the parks and sustainability elements

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 again Kirkland Planning Commissioners and staff,

My name is _____ and I'm a resident of Moss Bay. In anticipation of tomorrow's study session on the parks and sustainability elements of the comprehensive plan, I want to share a few points of feedback for your consideration:

1. I'd like to see the city explore having more businesses in its parks. Chainline Station in Ferriton Spur Park is a beloved third place that has brought a lot of liveliness to that area. We could imagine similar breweries, cafes, and the like in our parks or along the CKC. There are cafes in many major city parks elsewhere, and they are always a welcome sight for thirsty or hungry parkgoers. It would be great if the parks element could call this out more specifically.
2. I'd like to find opportunities to increase our tree canopy by un-paving and replanting underutilized individual parking spots and shoulders on neighborhood streets. This could be done at a very small, very local scale, and in direct partnership with nearby residents. It would beautify and shade the street, mitigate the heat island effect, add to our tree canopy, and even help with traffic calming. I hope we will be open to both large- and small-scale transformations to help rebuild our tree cover.
3. The new policy E-4.1 discusses a tool and building material reuse facility. This is a great idea and something I'd love to have access to in my neighborhood. However, I'd suggest a change in wording from "to develop *a facility*" to "to develop *one or more facilities*." Since we are pursuing 10-minute cities, it could be

more beneficial to have a network of smaller-scale tool libraries rather than a single central facility. I'm sure the city will iterate on this idea, so I want the language to give us the flexibility to experiment.

4. Policy E-4.6 has been revised to include the phrase "and establishing embodied carbon limits for all projects." I have mixed feelings about how vague this wording is. Although I want us to reduce embodied carbon across the board, there's no explanation of how such carbon limits would work. Would there be a single, universal, procrustean limit that would privilege single-family homes and punish large multi-family buildings? Would the limit prohibit projects that have a large up-front embodied carbon but a negative lifetime carbon footprint, like some mass transit projects have? I don't want a limit that will harm our sustainability goals. I believe more clarity is needed in the language we're using. If at all possible, we should take into account (1) the *lifetime* carbon footprint of each project and (2) the *per-capita* carbon footprint of residential projects. The language we use needs to give us the flexibility to make common-sense sustainability choices in the future.

5. Two things that rock and that I'm glad to see are already covered in the parks element: (1) I love trails that go *through* parks rather than simply *to* parks. We should keep viewing parks as connective elements for the city. (Mentioned in PR-4.1.) (2) I don't have a dog, but I love off-leash dog areas so much. The highlight of my morning is riding past the Snyder's Corner dog park and seeing all the happy pups and humans playing. I hope we continue to build more like it. (Mentioned in PR-5.6.)

Thank you for reading all of that and for all of the hard work you do. I look forward to seeing you all at the study session!

From:

Sent: Tuesday, April 19, 2022 5:15 PM

To: Janice Swenson <JSwenson@kirklandwa.gov>

Subject: K2044 Planning - 5 Changes for a Better City

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 Janice,

My name is _____ and I currently live in the Moss Bay neighborhood. I'm looking forward to seeing the Kirkland 2044 Comprehensive Plan Update come together over the next few years. I'd love to get involved and provide feedback so I subscribed to the email list and have been keeping an eye out for updates on Kirkland's website. In the meantime, I thought I would write to you as the main contact for the project and call out what I think are some of the most important changes the city can make as we envision 2044:

1. **Update zoning to allow 4-8 unit buildings on all lots** throughout the city. Small buildings of this size have better land use, great street presence, efficient form and plans, big backyards, generous porches, flexible unit sizes (including family size), and ownership opportunities compared to the currently favored infill. This can be enhanced greatly with number 2 and 3 below.
2. **Update zoning to allow single stair buildings.** Seattle allows for the highest single stair building heights in the United States. Seattle has specific amendments to the Washington State Building Code, and one of those is [Section 1006.3.3 Single exits](#) which lays out the requirements for single exit buildings of up to five and six stories (Seattle recently approved code modifications for a seven story building). Kirkland should copy this for better, climate friendly and affordable, housing. A great website called [Second Egress](#) has local examples of this type of building.
3. **Incentivise mass timber passive houses** for new buildings and passive house retrofits for old buildings. Kirkland already has some great new mass timber buildings. We need to go as far as we can to continue to encourage this type of development to build a more climate resilient city.
4. **Reduce our reliance on cars.** This goal should take many shapes but key components include eliminating parking minimums. Adding paid street parking in the places with high demand to reduce traffic congestion. A rapid deployment of a grade separated bike network (cheap materials during deployment and solidify/strengthen over time). Add options for car/bike/scooter shares. Improve transit options city wide (especially currently underserved areas). Reclaim street space for pedestrians by reducing street parking in desirable areas such as downtown Kirkland (For example, Park Ln in downtown should be pedestrian only 24/7 with permits for delivery and handicap. Sidewalks should be widened in this area as well, by removing street parking, and the Lake and Central St parking lot should be reclaimed for pedestrians).
5. **Voluntarily adopt the planning requirements in the failed HB1099** like our neighbors in Bothell, Kenmore, and Redmond.

Thanks for reading through and please let me know if there are any other ways to get involved in the near future that I've overlooked.

From:
To: [Janice Swenson; Planning Commissioners](#)
Subject: Kirkland Planning Commission Meeting 09JAN2024 - Comments on K2044
Date: Wednesday, January 10, 2024 5:21:23 PM
Attachments: [image.png](#)
[2 Attachment 2 Frequent Transit Routes Capacity Modeling.pdf](#)

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

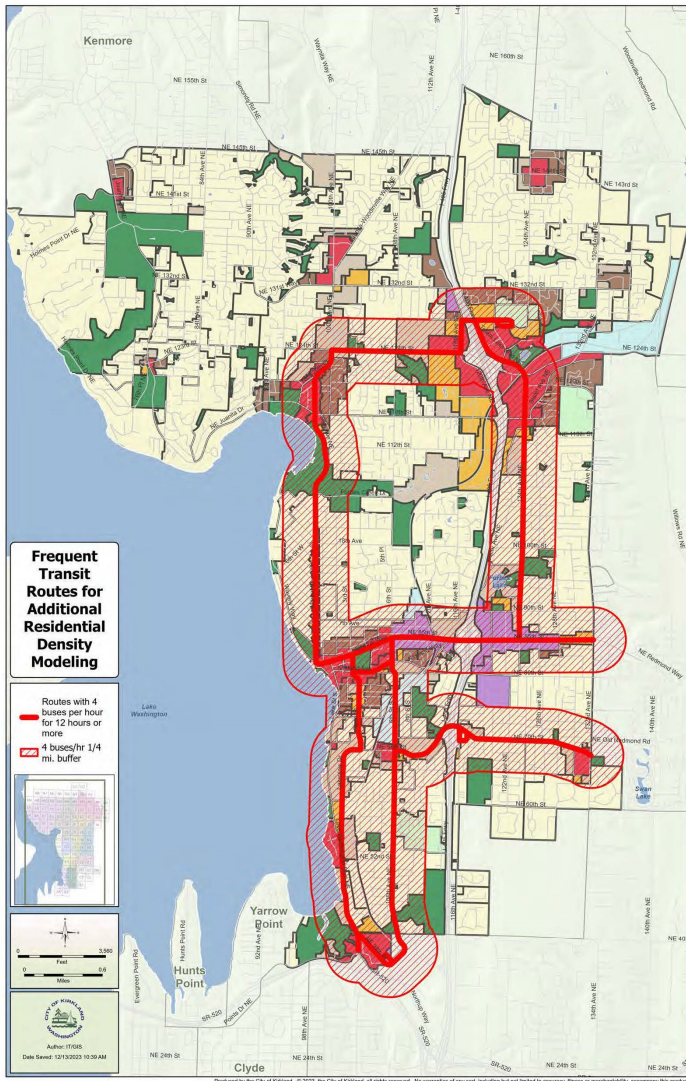
Hello,

I noticed the agenda for the upcoming Planning Commission Meeting included a frequent transit routes capacity modeling map (included in this email as well). I was just about to reach out on this topic to explain why Kirkland should expand missing middle housing options around the future Stride BRT and RapidRide K routes but I also wanted to request the city include the 250 and 255 routes as well. It felt like someone was reading my mind when I looked at the agenda. The map outlines Kirkland's frequent transit routes (4 buses/hr) and a 1/4 mile walkshed. Housing options should absolutely be expanded around these transit corridors and I am writing to comment with my support. This should happen as soon as possible to address the housing and climate crises. Please include these changes in the Kirkland 2044 Comprehensive Plan.

I believe Kirkland should do everything they can to maximize housing and transit access within these zones. At the bare minimum, lots contained within the mapped zones should allow for single-stair 6-plex buildings with no parking minimums (developers can include parking but it shouldn't be required). It's critical that Kirkland targets this type of building explicitly in the K2044 Plan. Single-stair 6-plexes with reduced or no parking are the most affordable, sustainable, and liveable small middle housing option while also being the most likely to pencil out for developers. 6-plexes also scale easily and can be dialed up around particularly important transit stations.

I also think key areas within the highlighted corridors are ready for large missing middle housing as well. In particular, Market Street is ready for a new chapter. The current most popular transit route, the 255, runs right down the middle and interesting historic mixed use zoning already exists there. The demand to live there, create businesses, third places, coffee shops, etc. exists but has been restricted due to exclusionary zoning. Please allow this hugely popular corridor to be fully realized and allow for mixed use midrise buildings.

Lastly, 1/4 mile is conservative for a walkshed and 1/2 mile walkshed should be utilized where advantageous/feasible. For example, the gap between NE 85th St and NE 70th St. could be closed or the stretch east of 124th Ave NE could be included. Additionally, with how successful and beloved the Cross Kirkland Corridor is, greater housing opportunities should be provided as Transit Oriented Development.



Thanks for your time!

Thank you,

From:
To: [Janice Swenson](#)
Subject: K2044 Planning - Parking Reforms for a Better City
Date: Sunday, November 27, 2022 3:48:35 PM

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

Hi Janice,

Hope you have been doing well since my last email. I'm following up my email "K2044 Planning - 5 Changes for a Better City" from earlier this year which was the first public comment on K2044 Planning. In this follow up I expand on parking reforms, one of the previously recommended changes. Please read on for why Kirkland needs parking reforms.

Parking Reforms for a Better City:

The Kirkland 2044 Comprehensive Plan Update was kicked off earlier this year and is slowly building momentum. As the city and community work towards a shared vision of what the city should be, it's clear that the current strategy for parking falls short, and works against several key themes for the plan. The key themes to be woven into the revised Comprehensive Plan Update Plan include the following:

- Social Justice, Equity, Inclusivity and Belonging initiatives
- Sustainability
- Housing options for all and housing affordability
- Mobility Connections to Regional Transit System and Accessibility
- Resiliency
- Smart City Initiatives

Parking reforms are the lowest hanging fruit to progress ALL the stated goals above. The city is at a pivotal point with the K2044 Comprehensive Plan Update and we can't miss out on this opportunity. With the recently completed, in-progress, and proposed developments across the city and incoming changes proposed by the K2044 Plan,

Kirkland risks reinforcing and reproducing the worst aspects of our car culture. The status quo is failing us and our current parking policy will have long lasting negative effects on our community. Here is a list of the changes Kirkland should pursue to lead the region when it comes to parking (in order of importance):

1. Eliminate parking minimums city wide - There is a growing number of people who want to live car-free and options are limited due to our parking policies. We can reduce our emissions, reduce our traffic, and create more affordable housing if we change our relationship with parking. Let the market, developers, and homeowners decide what is right when it comes to parking. Don't force people to pay more for housing with a parking space if they don't need one.
 - a. ALTERNATIVE 1A: If not eliminating parking minimums city wide, eliminate parking minimums within a 1/2 mile of frequent transit - this should be incorporated in the K2044 Plan at the bare minimum.
 - b. ALTERNATIVE 1B: Eliminate parking minimums within 1/2 mile of the Cross Kirkland Corridor (in addition to Alt 1A) - This is our active transportation highway and a beloved feature of our city. People should have the option to live car free near this sustainable transportation corridor.
2. Parking maximums should be enacted - convert the current parking minimums to parking maximums to prevent the problem of overbuilding parking.
3. **Cherry on top** Add Minimum bike parking requirements at most non-residential developments, including stores, restaurants, offices, and hospitals, as well as larger apartment buildings. Add Minimum secure, weatherproof bike parking requirements at locations that are likely to be a riders' last stop of the day.
4. **Cherry on top** Provide car-share options for people in our urban centers. Once again, providing people more flexible options for living and mobility supports vibrant communities and sustainable communities.

An extremely important final note is that eliminating parking minimums is NOT the same as banning parking. Many people enjoy their car and seek housing that

includes parking and frequent businesses that provide parking. The good news is that the vast majority of existing housing and businesses already include parking and developers may still include parking under these reforms if they so desire. (Of course, accessible parking spaces should still be mandated wherever necessary.) Ultimately, parking reforms can provide cheaper housing and help Kirkland support a more diverse and inclusive community.

Thank you,

From:

Subject: Fwd: International Investors | Vacant Homes

Date: November 28, 2022 at 2:54:27 PM PST

To: 2044ComprehensivePlan@kirklandwa.gov

Cc: AWeinstein@kirklandwa.gov, CityCouncil@kirklandwa.gov, SGuter@kirklandwa.gov, PlanningCommissioners@kirklandwa.gov

Attachment available until Dec 28, 2022

Good afternoon, Comprehensive Plan team:

Per the below email chain, I would like to provide input on the 2024 updates to the Comprehensive Plan for the City of Kirkland. I ask that the Housing Element of the Comprehensive Plan include policies/regulations around vacant homes (e.g., criteria around what is an acceptable time period for vacancy (e.g., < 6 months), possibly banning foreign investment for a given period of time, similar to [Canada's current strategy to tackle this issue](#), increased tax levels for foreign investment, etc). We are seeing more folks from other countries park their money in multi-million dollar homes in our neighborhoods, leaving them vacant for years on end. Not only does this exacerbate the current issues around lack of affordable housing, it also impacts the safety of our neighborhoods, and negatively impacts community building and connection.

Let's make sure we act before we have multiple "silent neighborhoods" in Kirkland. Attached is a video of my neighborhood. After I took this video, a community member walked by and told me she has four on her street as well. Last week, another international investment home appeared on my street. We need to get ahead of this, quickly! We need the leaders of this city to take action.

For clarification, the email chain below indicates that the updated Comprehensive Plan will be adopted in 2024, and this may be a good route for implementing solutions around home vacancies. However, the [website](#) references 2044. I am assuming some changes are being made and will be implemented in 2024 while the city simultaneously plans for the next 20 years. Obviously, we cant wait until 2044 to take action on this issue.

Please advise on the best next steps. I look forward to your reply.

[Click to Download](#)

IMG_3525.mov
106.8 MB

Kirkland, WA 98033

10/25/23

Penny Sweet

Mayor

City Council

123 Fifth Ave.

Kirkland, WA 98033-6189

Councilmember Penny Sweet:

I am a student at Inglemoor High School, and a new licensed driver in the U.S. I have noticed and loved the new additions of roundabouts in totem lake. This change is amazing when getting from my house to totem lake village. It made many necessary improvements like less traffic, and a lot quicker and easier driving. Though, I have experienced minor difficulties with traffic amongst the construction works of these changes. I've seen cars driving off road and the conditions seem hazardous, especially with so much throughout kirkland.

I haven't been a driver for long, but long enough to have driven through the terror of the former stoplight that was there instead of the roundabouts. This change made me, and my moms life so much nicer because we visit totem lake every week. I think that these improvements made in totem lake would do well spread around throughout kirkland. I would love to see more roundabouts to come.

I have been very immersed with this change ever since learning about kirklands transportation plan. In my civics class at Inglemoor High School, I have been involved with the Washington state growth management act. I have read kirklands transportation master plan, and now understand these changes and what is to come in the future. Construction can be annoying, and tendent to build traffic. But the addition of roundabouts are a great help and I would love to see more to come.

Sincerely,

Senior at Inglemoor High School

From:

Sent: Thursday, January 18, 2024 7:30 PM

To: Planning Commissioners <planningcommissioners@kirklandwa.gov>

Subject: Kirkland Comprehensive 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 community council members:

While we will increase density in Kirkland, perhaps we can help preserve the charm we once had.

As a Kirkland resident since February 1972, it is a shame you are permitting some of the building.

Please do not allow developers to come in to gobble up property.
It is changing the landscape of what was once a sleepy little town of Kirkland.
Please preserve our community.

There have been 6-unit homes squeezed into lots between homes.
Parking is challenging on the street, with more than one car per property.
Do we notify neighbors when there are 6 units to be built on an adjacent property?
Do not think this was done on the property west of Lake Washington High School.
Parking there will now go to 75th Street for those units.

On Lake Washington Boulevard traffic, it is difficult to drive in or out early mornings, and particularly between 4pm and 7pm.

On the 3 unit developments:
Some of the ones I've seen have a very big impact on the adjacent properties.
Is there a review of the 3 unit developments that have been built since 2020?
Can we reduce the negative impacts on the neighbors and neighborhood?
Can we keep trees? What about height limits?
Vehicle access onto Lake Washington Boulevard is a concern.

Warm regards,

Kirkland, WA 98033

From:

Sent: Monday, April 29, 2024 6:20 PM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>; City Council <CityCouncil@kirklandwa.gov>

Subject: May 3 planning meeting

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

As you plan the future of Kirkland at you May 3 meeting, please consider this major fact:

Any increased housing density on Lake Street, Central Way or Market Street, from Juanita to Carillon Point and east to 405 must acknowledge that we have a one-lane-each-way T-intersection at Lake and Central. Density should be increased where traffic has better access from one-lane streets to two-lane roads.

I know you want everyone to take the bus, ride a bike or walk everywhere but that's unrealistic. Focus growth in the Totem Lake area and let "downtown" Kirkland remain a quirky, historic, waterfront gathering place as much as possible.

2044 Comprehensive Plan - Public Comment

Oliver Chen <oliverch@uw.edu>

Tue 1/9/2024 9:39 AM

To: Planning Commissioners <PlanningCommissioners@kirklandwa.gov>

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Hi,

I am a resident of Moss Bay. Just writing in to share my support for the proposed pro-housing changes made to the Comprehensive Plan Land Use Element. Particularly:


- I support increasing the supply of housing units in Kirkland
- I support higher intensity land uses near existing frequent transit service
- I support removing or reducing barriers to development, especially minimum parking mandates

Thank you for your time,
Oliver Chen

Kirkland Planning Commission Meeting 09JAN2024 - Comments on K2044

Wed 1/10/2024 5:21 PM

To:Janice Swenson <jswenson@kirklandwa.gov>;Planning Commissioners <planningcommissioners@kirklandwa.gov>

 1 attachments (460 KB)

2_Attachment 2_Frequent Transit Routes Capacity Modeling.pdf;

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Hello,

I noticed the agenda for the upcoming Planning Commision Meeting included a frequent transit routes capacity modeling map (included in this email as well). I was just about to reach out on this topic to explain why Kirkland should expand missing middle housing options around the future Stride BRT and RapidRide K routes but I also wanted to request the city include the 250 and 255 routes as well. It felt like someone was reading my mind when I looked at the agenda. The map outlines Kirkland's frequent transit routes (4 buses/hr) and a 1/4 mile walkshed. Housing options should absolutely be expanded around these transit corridors and I am writing to comment with my support. This should happen as soon as possible to address the housing and climate crises. Please include these changes in the Kirkland 2044 Comprehensive Plan.

I believe Kirkland should do everything they can to maximize housing and transit access within these zones. At the bare minimum, lots contained within the mapped zones should allow for single-stair 6-plex buildings with no parking minimums (developers can include parking but it shouldn't be required). It's critical that Kirkland targets this type of building explicitly in the K2044 Plan. Single-stair 6-plexes with reduced or no parking are the most affordable, sustainable, and liveable small middle housing option while also being the most likely to pencil out for developers. 6-plexes also scale easily and can be dialed up around particularly important transit stations.

I also think key areas within the highlighted corridors are ready for large missing middle housing as well. In particular, Market Street is ready for a new chapter. The current most popular transit route, the 255, runs right down the middle and interesting historic mixed use zoning already exists there. The demand to live there, create businesses, third places, coffee shops, etc. exists but has been restricted due to exclusionary zoning. Please allow this hugely popular corridor to be fully realized and allow for mixed use midrise buildings.

Lastly, 1/4 mile is conservative for a walkshed and 1/2 mile walkshed should be utilized where advantageous/feasible. For example, the gap between NE 85th St and NE 70th St. could be closed or the stretch east of 124th Ave NE could be included. Additionally, with how successful and beloved the Cross Kirkland Corridor is, greater housing opportunities should be provided as Trial Oriented Development.

From:
To: [Janice Swenson](#)
Cc: [Allison Zike](#); [Kimberly Scrivner](#)
Subject: Re: Community Member Connection to City Project Managers
Date: Wednesday, January 4, 2023 7:44:01 PM
Attachments: [image001.png](#)

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That's great to hear, Janice - thank you. My main point was to signal that as a resident in Kirkland I'm definitely supportive of the city taking aggressive action on sweeping zoning changes like removing minimum parking requirements as just one example that will encourage density and help break our dependency on cars (and many other downstream benefits that come with that).

Thanks for including that on the record and let me know if there are other helpful places to advocate.

Thanks,

From: City of Kirkland - No Reply <noreply@kirklandwa.gov>

Sent: Thursday, December 29, 2022 10:44 AM

To: Allison Zike <AZike@kirklandwa.gov>

Subject: FORM SUBMITTED: Community-Initiated Amendment Request (CAR)

WARNING!

This email message appears to have been delivered from an external source. It may be a phishing attempt, please proceed with caution. Please forward the message to the Service Desk or call x4357 for review if you are unsure.



FORM SUBMITTED: Community-Initiated Amendment Request (CAR)

has submitted a Community-Initiated Amendment Requests (CARs) to the Comprehensive Plan, Zoning Code and Zoning Code Map form. PDF attached. City of Kirkland Planning and Building Dept. 425-587-3600

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:
To: [2044 Comprehensive Plan](#)
Subject: Kirkland's Next Comprehensive Plan
Date: Friday, February 3, 2023 4:22:08 PM

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.

Please provide roads and turn arounds for people with disabilities and their vans. My van won't fit in the proposed housing unit behind Parmac. And certainly no place to turn around. This is designed to be an exclusive housing unit. This is a violation of housing in Kirkland, please note this for future proposed housing units.

2. Keep in mind that young children are dropped off at the bus. After having to walk 5-6 blocks, they need to go potty and there is no way they can then ride the bus all the way to school without soiling themselves. Please keep children's needs in mind when proposing housing units
3. Emergency access roads need to be included for ambulance, fire and police. There needs to be a main road and an access road. And there needs to be room for the emergency vehicles to turn around.
4. There need to be 2 roads of entry or we are looking at a fire hazard.

--

Affordable, Sustainable Kirkland

February 10th, 2023

As part of the comprehensive plan update process, the City of Kirkland has the opportunity to plan for a more affordable and sustainable city. The city has made great strides towards progress with the redevelopment of Totem Lake, the 2020 Missing Middle Code Amendments, and the 85th St. Station Area Plan but planning for adequate affordable housing, as Kirkland has volunteered to do, will require more work.

We, the undersigned individuals and organizations, would like to express our support for a vision where everyone who spends their days in Kirkland is able to call Kirkland home, with more housing choices for all, in people-oriented, complete communities, interconnected with efficient transportation. Kirkland is far from its goals for a more sustainable and affordable community, but the suggested ideas below can put us back on track.

Proposed Policies

The City of Kirkland should study the following policies as part of its comprehensive plan update:

- ***Build on Kirkland's 2020 missing middle code amendments to create affordable, sustainable low-density neighborhoods.*** Kirkland leads our region in missing middle housing policy, however, no Duplexes or Triplexes have been granted a building permit since the code amendments in 2020 and annual ADU permits are still lower than in 2018. Kirkland should ease height limits, floor area ratio caps, setback & stepback requirements, lot coverage limits, density limits, and other building restrictions that stand in the way of fulfilling the original purpose of the missing middle code amendments. The city should also study whether the permitting process is too burdensome, whether fees are too expensive, and whether too many studies are required for simple projects. Additionally, Kirkland should learn from Houston's experience with 1,400-square-foot lot minimums and consider reducing lot minimums to a similar extent.
- ***Create complete communities by legalizing small accessory commercial units (ACUs).*** Historically, most neighborhoods, low and high density, included both commercial and residential uses side by side. This meant people could meet most of their daily needs

within walking distance of their homes. Kirkland should legalize small (300 to 500 square feet at most) accessory commercial units throughout the city to help recreate the walkability our communities once had. The city can, and should, use a very specific list of allowed uses to prevent legitimately undesirable uses in our low-density neighborhoods while allowing genuinely desirable uses that will improve our quality of life.

- ***Become a better steward of King County Metro and Sound Transit's transit investments by building 10-minute neighborhoods along transit corridors.*** Kirkland is the beneficiary of significant regional investment in our transit system, despite our low ridership compared to other communities served by King County Metro and Sound Transit. The 245, 250, 255, and the portions of the 230 and 231 that overlap, already bring frequent transit service to Kirkland. 10-minute neighborhoods, where residents can meet all their daily needs within a 10-minute walk of their home, work best when centered around frequent transit. Kirkland should allow up to mid-rise, 6-story, mixed-use buildings within one-quarter of a mile and low-rise, 4-story, mixed-use buildings within one-half of a mile of every bus stop served by a frequent line along with commensurate changes to floor area ratio caps, setback requirements, lot coverage limits, density limits, and other building restrictions to the extent that doing so won't impact important views.
- ***Plan ahead for future transit opportunities.*** With the future K line running through the length of Kirkland, the Stride 2 line on I-405, and the link light rail stop at the South Kirkland Park and Ride, Kirkland will see large improvements in its transit system during the 20-year planning horizon reaching 2044. While many factors contribute to the price of housing, one of the biggest factors the city has an impact on is the age of a building. The sooner we can build new homes, the sooner those homes will be more affordable. Kirkland should amend the comprehensive plan to allow for more housing, jobs, and commercial space commensurate with the level of future transit service just as the city is doing in the 85th St. Station Area Plan.
- ***Incentivize and protect affordable housing.*** Recognizing the importance of the affordable housing we already have, the city should prioritize the preservation of Kirkland's existing affordable multifamily housing as part of the comprehensive plan update. Kirkland should adopt an affordable housing overlay that removes barriers to affordable housing such as allowing any developer to build one story higher if they provide an additional 10% of their project as affordable housing than the base requirement. Additionally, the city should exempt 100% affordable projects by right from most, or all, zoning requirements.

- ***Reduce the cost of office space for community non-profits*** The rising cost of rent hasn't just harmed residents, it's also made operating community-based non-profits much more difficult. Kirkland should develop and adopt policies to reduce the cost of renting office space.
- ***Remove barriers to school capacity.*** As households turn over and Kirkland grows, Lake Washington School District will see its student body grow. Kirkland should exempt public school projects from most or all zoning requirements and allow schools to be built through the simple building permit process.
- ***Promote sustainable development.*** To reduce our carbon footprint we need to create incentives and remove barriers to building sustainably. Kirkland should reform design review to apply to fewer projects and impose fewer requirements. Requirements for upper story setbacks, massing, horizontal and vertical modulation, facade material changes, and others reduce new developments' energy efficiency while increasing building and maintenance costs. Additionally, the City should consider relaxing height and other building requirement allowances for projects meeting LEED Platinum or Passive House standards.
- ***Improve the planning process.*** To help the city, and the community, understand the likely impacts of new policies, the city should track the costs of building homes as well as the expected net future tax revenue after service costs under current and proposed rules similar to how the city considers the cost of changing impact fees. Since staff time available for drafting new policies is inherently limited, Kirkland should update neighborhood plans as part of the regular comprehensive plan update, as part of specific city-wide policy changes, or as part of the community amendment process instead of as part of a regular cycle.
- ***Engage with the whole community.*** The first step towards more representative community engagement is knowing which methods work well and which don't. Kirkland should track the representativeness of community feedback relative to census data on the community for every method of outreach that the city uses. Additionally, the city should proactively obtain input from community members who don't normally show up to public meetings using methods like Toronto's Planning Review Panel, which advises Toronto on various proposed policies and is composed of residents selected through a randomized process they call a "Civic Lottery".

As part of Kirkland's comprehensive plan update process, we urge you to study, and in some form adopt, the above policies. These policies won't solve every problem, but they will put Kirkland in a better position to solve our existing, and future, problems.

Kind Regards,

Liveable Kirkland

Eastside For All

Futurewise

Habitat for Humanity Seattle-King & Kittitas Counties

Joan McBride

Kirkland Greenways

Mark Vossler, MD. Washington Physicians for Social Responsibility

Representative Amy Walen

Representative Davina Duerr

Representative Roger Goodman

Sightline Institute

Lindsay Levine

From:
Sent: Wednesday, June 14, 2023 11:13 AM
To: Katie Hogan
Cc: Scott Guter; Lindsay Levine
Subject: Re: Kirkland Housing & Human Services - Focus Group Participation & Information

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.

Katie, Lindsay, Scott - thank you for hosting yesterday. Here are my responses to the Human Services questions:

Human Services Questions

Question #1: How did you hear about this focus group? I believe I grabbed a flyer from the City Hall lobby.

Question #2: Besides using the internet, how can the City do a better job of reaching people to share information? (For example, mailings, radio, newspapers, posting on bulletin boards, having open house sessions, translating materials and having interpretation available) Mailers, bulletin boards, info tables at community events and crowded spaces (such as any beach in Kirkland when the sun is out).

Question #3: How can the City better reach renters? How can the City get more renters engaged in civic processes? To answer this question I'd be curious how the city is reaching homeowners, and why wouldn't those same channels reach renters? A certain percentage of renters choose to rent because they know their housing situation/location is relatively temporary, and they know that they'll be moving sometime soon (by choice) to a new location, and just simply aren't as invested. Others certainly are long-term committed members to the Kirkland community, regardless of homeownership or renter status. If the city is doing a mailer, for example, I don't see why it wouldn't reach all rental properties in addition to owner-occupied.

Question #4: Which areas (locations) are most impacted by transportation concerns? Which types of services do people have difficulty accessing due to inadequate public transportation? What are your ideas to address transportation concerns? Traffic heading north into and through Kirkland during the afternoon rush hour can be brutal. I don't experience it as much, but I imagine the southbound commute in the morning is about the same. I live pretty close to I-405, relatively speaking, so I can't speak to issues with

going too far East into Rose Hill or up into Juanita, etc. I personally use the bus very rarely, and I think the data is out there that bus ridership has been on a steep decline and that pre-dates COVID-19.

Question #5: To meet basic needs, which types of services or uses should be paired with affordable housing or permanent supportive housing? (For example, behavioral & mental health services, day cares, grocery stores, community space) All of the above, but it's all EXPENSIVE. Development of housing should heavily factor the cost of the land in the first place as a means to maximize the number of housing units and still allow for all these additional services/amenities.

Question #6: What kinds of job training/skill training/access to higher education would be useful? On one hand, tech jobs are in high demand these days so coding education and such is important. On the other hand, physical trades are still necessary and we need people entering the workforce there, too (plumbers, electricians, etc.). All of the above.

Question #7: How can the City support services like public restrooms and showers? (For example, funding public restrooms that existing to be open year-round, partnering with service providers, building new facilities) I don't know enough about this ... are parks maintenance employees seasonal or year-round positions?

Thank you for the opportunity to contribute. My answers will follow the questions, in red.

Kirkland, WA

On Tue, Jun 13, 2023 at 5:36 PM Katie Hogan <KHogan@kirklandwa.gov> wrote:

Hi

Here are the question we discussed today related to Human Services. Looking forward to your comments!

Q1: How did you hear about this focus group? I don't recall.

Q2: Besides using the internet, how can the City do a better job of reaching people to share information? (For example, mailings, radio, newspapers, posting on bulletin boards, having open house sessions, translating materials and having interpretation available) Honestly, I don't know. Maybe we could ask the help of groups associated with the targeted (marginalized) communities: the Iman center posts notices in the mosque; the senior center sends out emails; etc.

Q3: How can the City better reach renters? How can the City get more renters engaged in civic processes? Target/via the community college and buses.

Q4: Which areas (locations) are most impacted by transportation concerns? Which types of services do people have difficulty accessing due to inadequate public transportation? What are your ideas to address transportation concerns? The areas with the least bus access are most impacted. Buses are a catch-22, I realize. Routes don't work without riders, but riders won't move into areas without routes. This encourages economically-segregated neighborhoods.

Q5: To meet basic needs, which types of services or uses should be paired with affordable housing or permanent supportive housing? (For example, behavioral & mental health services, day cares, grocery stores, community space) As someone who has supervised clinical staff in PSH and worked within public housing, I can speak to this directly. First, healthcare services. This includes primary care and behavioral healthcare. Both are very important. Case management services are vital, as well. Food banks are very important to such residents, as well.

Q6: What kinds of job training/skill training/access to higher education would be useful? I teach at the local community college: LWTech. We have affordable adult education: bachelors degrees, associate degrees, certificates, ELL, high school completion, basic adult education... Few folks know about us, however. We do good work. We have good results. And we're ready to bring people in.

Q7: How can the City support services like public restrooms and showers? Make them & clean them often! Yes, we need public facilities!

Again, thank you for this opportunity.

Lindsay Levine

From:
Sent: Thursday, June 15, 2023 12:45 PM
To: Lindsay Levine

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,

Housing Questions

Question #1: Everyone has a housing story. How does your story inform how you think how we should plan for more housing in our City?

Question #2: What would be your perfect home? What would you be willing (or able) to give up?

A private dwelling. Due to my health issues, chemically injured, mcs, ms, and preeminently mold issues, I just cannot be around other people who use chemical fragrance products.

Plus, I suffer from severe neurological challenges in that I can't handle noise. Definitely can't handle being near heavy traffic or planes flying over Non-Stop. I have soo many challenges healthwise.

Not sure what I would be able to give up. I've been living in my vehicle for 11 years, I've given up pretty much everything I am, own, and had.

Question #3: How true is the following statement? Access to housing is a fundamental human need. If true, how does this inform how we should set goals and policies in the comprehensive plan?

As I mentioned above, I've been living in my vehicle for 11 years. I've heard people refer to Van life, etc, as houseless as opposed to homeless. I think fundamental need is more along the line of food and warmth. As a houseless person, sometimes we don't have warmth, because we don't have access to any electricity. A person could do well with a very small living space, not necessarily a house, as long as we have food and warmth. I know that sounds minimalistic, but honestly, I know a lot of people who moved into housing after living in their vehicle, and they were also very cold because they couldn't afford to turn the heat on. I've known people who were in housing who had to seclude themselves to one room in the house or apartment in order to stay warm.

Add to that, they didn't have money for food because their income went all to rent. Currently that's my situation. I very recently, (after 8 1/2 years of living in a parking lot,) received assistance to pay first and last month's rent on a spot; \$600. After the two months is up, every penny I have is going toward that rental spot, and I will have no money for food, gas, medications, doctor appointments, toiletries, etc.

The insanity of this is, when I had a voucher, they would cover up to \$1,800 with me only having to pay \$450 a month. Because my trailer is on wheels, they won't even help me with \$600 much less the difference. So come I very likely will wind up back in my van on the street after 2 months, because I need food, medications, gas money.

Question #4: One of the current goals in the housing element is to maintain and enhance the unique residential character of each City neighborhood? How might our neighborhoods need to change to meet the City's housing needs and accommodate more neighbors?

Asking humans to change is a big request. I can't think of what could be asked of people in the area of change. But I do know that people will be more receptive to changing if they know what they might receive as a benefit in return. There might be something that has to be offered as a benefit, otherwise it feels more like corralling someone to do something against their will and or better good.

If nothing tangible can be offered, then perhaps at least some policies could be put in place to protect against either real or misperceived threats, disadvantages, or even losses.

Thank you for allowing us to be heard.

If you know of any resources you could pass on that would help with supplementing a trailer space, I would really really appreciate it. Thank you

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

Hey Katie!

Here are some of my responses:

Question #2: Besides the internet, there are several methods the City can use to improve information sharing:

- a) Mailings: Sending out physical mailings can reach residents who may not have internet access or prefer offline communication.
- b) Radio: Utilizing local radio stations can help disseminate information to a broader audience, particularly those who listen to the radio regularly.
- c) Newspapers: Placing advertisements or publishing articles in local newspapers can reach people who rely on traditional print media for news.
- d) Posting on bulletin boards: Sharing information on community bulletin boards in public spaces, such as libraries, community centers, and local businesses, can help increase visibility.
- e) Open house sessions: Organizing open house sessions or community meetings where residents can directly engage with city officials and ask questions can foster better communication and information sharing.
- f) Translating materials and providing interpretation: Ensuring information is available in multiple languages and providing interpretation services during meetings and events can help reach a more diverse population and improve accessibility.

Question #3: To better reach renters and increase their engagement in civic processes, the City can consider the following:

- a) Outreach programs: Implement targeted outreach programs specifically designed to engage renters, such as hosting meetings in areas with a high concentration of rental properties.
- b) Online platforms: Utilize online platforms, such as social media and dedicated websites, to share information and provide opportunities for renters to participate in discussions and provide feedback.
- c) Partnerships with property owners/managers: Collaborate with property owners/managers to disseminate information to tenants and encourage their participation in civic processes.
- d) Tenant associations and community organizations: Support and collaborate with tenant associations and community organizations that focus on renters' rights and participation in local decision-making processes.

Question #4: To identify the areas most impacted by transportation concerns and address service accessibility, the City can:

- a) Conduct surveys and gather feedback: Conduct surveys or public consultations to gather information on transportation concerns from residents in different neighborhoods. This can help identify areas where transportation services are inadequate and the specific services people have difficulty accessing.
- b) Analyze data: Analyze transportation data, such as ridership statistics, traffic patterns, and existing infrastructure, to identify areas with the greatest need for improvement.
- c) Infrastructure development: Invest in improving transportation infrastructure, including public transit routes, bike lanes, and pedestrian-friendly pathways, in areas that are identified as having transportation concerns.
- d) Collaborate with transportation agencies: Work closely with transportation agencies, such as public transit authorities or regional planning bodies, to advocate for improved services and address transportation challenges.

Question #5: To meet basic needs in conjunction with affordable housing or permanent supportive housing, the City can consider the following services or uses:

- a) Behavioral and mental health services: Provide on-site or nearby access to mental health professionals and resources to support the well-being of residents.
- b) Daycare facilities: Establish or partner with daycare centers to offer affordable childcare services for families residing in affordable or supportive housing.
- c) Grocery stores: Ensure easy access to affordable and healthy food options by encouraging the development of grocery stores or supporting mobile food markets in the vicinity.
- d) Community spaces: Create communal areas or community centers within housing developments to foster social connections and provide spaces for educational, recreational, and cultural activities.

Sent from my iPhone

From:
Subject: Kirkland Comprehensive Plan Update Policies
Date: July 17, 2023 at 11:19:55 PM PDT
To: Kelli Curtis <kcurtis@kirklandwa.gov>

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

Dear Council Member Curtis,

During the 2044 Comprehensive Plan Status Update part of the July 18th Study Session, staff will present a list of policies and ideas to consider as part of the Comprehensive Plan Update and provide an opportunity for you to give feedback on said list. To make this easier to read quickly, the in depth explanation and discussion follows the policies.

To make Kirkland a place where normal people with normal incomes can afford to settle down, raise a family, and retire, please ask staff to:

1. Plan for enough housing to at least maintain the current 1.09 jobs-to-homes ratio (or ideally more housing).
2. Allow for more housing within a 5 or 10 minute walk (0.25 or 0.5 miles) of all stops served by our frequent transit lines (245, 250, 255), not just right next to our most dangerous and polluted roads.
3. Create affordable and sustainable housing overlay(s) that reduce costs and streamline permitting for housing projects.

Using data from the last page of the staff memo for item 3b and data from a Manhattan Institute report (<https://media4.manhattan-institute.org/sites/default/files/jobs%E2%80%93housing-mismatch-what-it-means-metropolitan-areas-EK.pdf>) we can see that planning for just 13,200 new homes from 2018 to 2044 will result in a new jobs:housing ratio of between 2 and 3.05 (depending on whether you use the jobs from the growth targets or a calculated number of jobs from the forecast for 89,443 jobs in 2050). As you can see in this graph, that is the kind of jobs-housing imbalance seen in San Francisco and Silicon Valley.

<https://drive.google.com/file/d/1y7nIvCK80dqqHOM05BzRBv4IHf-tkZxq/view?usp=sharing>

For context, the numbers from the staff memo say Kirkland's 2020 jobs:housing

ratio was ~1.09 jobs for every home in the city. As bad as the last decade was for housing affordability in Kirkland (when our MSA had just a 1.43 new jobs:housing ratio overall), the next 20 years will be even worse if the city doesn't plan for housing commensurate with the job growth the city is expecting.

I'm not asking for Kirkland to reduce the number of jobs in the city, a strong job market is the foundation of a thriving city. Instead, Kirkland needs to plan for at least enough housing to maintain our current jobs:housing ratio (of 1.09) or more housing if we actually want to turn back the clock on the housing crisis.

Right now in Kirkland, if you can afford a \$1-1.2 million single family home you can choose between being close to transit, and close to our most dangerous and polluted roads (where our current transit lines are), or further from transit and near safer, quieter, and less polluted roads. On the other hand, if you can't afford a single family home in Kirkland you have essentially 2 options: live right next to transit and our worst roads, or leave Kirkland.

Accounting for the tremendous need for more housing in Kirkland, the need to avoid environmental injustice and the need to minimize traffic impacts, the best, or least worst, place to put new housing in Kirkland is within a 5 or 10 minute walk of our frequent transit lines (transit-walkshed development). Doing this would also show King County Metro and Sound Transit that Kirkland is serious about driving ridership to the transit service they already provide us.

Thank you for your time,

on behalf of Liveable Kirkland

Kelli Curtis (she/her) | Council Member | City of Kirkland
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Emails to and from City Council Members are subject to disclosure under the Public Records Act, RCW 42.56

Equity between
the neighborhoods -
i.e. Suanita &
Houghton.

More volley ball nets!

Better Boat launch

More community events

More bike lanes

offleash
dog park

with

water access

Update facades and infrastructure
so that the town looks less

"1970s" - especially the downtown
waterfront.

WALKING PATH

ON JUANITA

DRIVE

LESS CHAIN

BUSINESSES

MORE MOM & POP
SHOPS

Trails

LIFE GUARDS AT

OO. DENNY - CO COLLABORATE
w/ KING COUNTY

→ LIFE VESTS ARE GREAT
ADDITION THANKS

I wish fish had
a place to have
for fish to day eggs

I would like to
see a speakeasy.

Small hidden bar
like from the prohibition
era.

Maintain openings of
public restrooms during
winter.

Have more trails.

I would love it if
Kirkland would have
restaurants open till
11pm.

i wish there
was more
bike trails

I would ~~love~~ love it if Kirkland
would have schools starting at
later times.

Schools starting at later times
cleaning of parks

less taxes

more fun stuff

making the place prittier

I would like to see more
available parking for
visitors to visit Kirkland.

Floating structure as sanctuary
or retreat space for the
community (e.g. yoga, dancing,
SUP lessons)

- increased bus frequency

- Have protected bike lanes

More attention by Kirkland to
"wild areas" on 94th Ave?



+1 protected bike lanes

+1 bus frequency to/from 132nd subway park

I Love the parks.

Love the area! The
parks are amazing
and the community
events are welcoming.

Noise ordinance
w/ private pre school
in neighborhood

Questions about behavioral services request that can remain anonymous (neighbor seems to have mental illness impacting neighborhood).

I would like it
if Kirkland would
STOP PERMITTING
CLEAR CUTTING TREES
!!!

Love the

Cross Corridor

would
dog

like more
parks

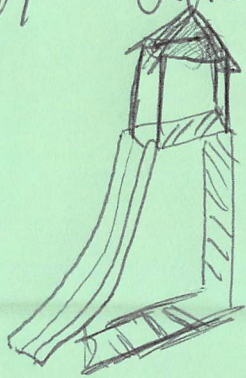
Linda Todd
Ltodd40@hotmail
-com

Love the parks,
but would like more
shade at them.
Thank you!

I love Kirkland's new walking
Bridge by Totem Lake

I would add more
trash cans on sidewalk

I LOVE Kirkland because
all the parks are super
fun and new!



- Community Events
- Great weather
- nice people
- jmfinder11@aol.com

More Garbage
Cans, and Recycling
Reseptides

want more sidewalk
w/ raised ~~curb~~
and ADA access

more plants

early fathers brought
city parks along shoreline.

more small buses
available to everyone.
Free! Go back to 10
minute neighborhoods

indoor

aquatic

center

1 Dog Park ... or at least pop-up
ones in popular places

2 As population increases a few more
side walks in new areas

More bus stops accessible from neighborhoods

≠ make it safer to walk along

certain roads (e.g. Jeanette Drive)

- More bus stops
- More access to sexual health resources
- Free clinic

More bus

I would love it if Kirkland would have more bus stops and buses to different parts of Seattle

More bus stops on/new Holmes
Point and in general

MORE pickleball
Courts

- Less traffic

- Less Condos

- Support for Local, loyal
Residents & businesses

-

I would LOVE for
Kirkland to have more
Family Activities.



I would love it if
Kirkland would have
a farmers market all
year around.




I wish we ✓

have more

bike land!

We love all the
parks! During the
pandemic we visited
all 54 parks!



PLEASE



CLOSE

PARK LANE

IN THE EVENINGS