
From: Kelli Curtis
Sent: Friday, February 19, 2021 1:38 PM
To: Allison Zike
Subject: FW:

Follow Up Flag: Follow up
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From: Anne Anderson [REDACTED]
Sent: Friday, February 19, 2021 8:17 AM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject:

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

I am Anne Anderson, a Rose Hill resident of 37 years and the Church Council President of Salt House Church. I also work at Seattle Children's Hospital, and until the pandemic was a regular bus rider, catching the bus from NE 80th or from the Houghton and South Kirkland Park and Ride.

I have seen dramatic changes in this neighborhood over the years. My children attended Rose Hill Elementary from 1992 to 2007. During that time it was a Title I school, with a high percentage of free and reduced lunch, which led to a very diverse student population. No longer is that the case as our area has become much more affluent. I worry about the lack of affordable housing, when previously a family could afford to buy or rent a rambler that is now being sold for \$800K as a teardown. My input below is based on living in this neighborhood and being a member of the Salt House Church.

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

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.

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

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

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

Anne Anderson

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From: Mike Anderson [REDACTED]
Sent: Wednesday, February 3, 2021 3:51 PM
To: Allison Zike
Subject: Feedback for NE 85th Street Station Area Plan

Follow Up Flag: Follow up
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In light of Covid and how that has rapidly changed the work and home environment I believe that some of the premises this project was based on needs to be revisited before proceeding.

Examples:

- Employees moving out from the city in high density areas to work at home suburbs and rural areas. When given a chance employees are not moving into high density areas.
- The cost for this project and where is the money coming from? Currently the Fed gov. is providing large economic relief aid for Covid which will need to be paid for in coming years. The State of Wa. doesn't have excess money to dole out that I am aware of.
- Cost overruns. Just take a look at Sound Transit which is hurting for revenue because of less commuting.

Thank you,
Mike Anderson

I own a home in Kirkland.

From: Minah Andrienas [REDACTED]
Sent: Wednesday, January 13, 2021 1:22 PM
To: Allison Zike
Subject: 85th Street Station Area Plan consideration

Follow Up Flag: Follow up
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Hello Allison,

Thank you for your work and service for the citizens of Kirkland. The EIS of this project are remarkable, lots of information.

But after participating in the community discussion last week, I have a few concerns.

As I explore the impact of covid and the likely increase of pandemics in the future, I would like to know how Kirkland is addressing this issue, especially in light of the increased density currently being implemented in the downtown corridor and planned for the 85th Street Station Area Plan. And how does the city have voice over how people will be moving around in the new plans?

In addition, as was presented in the community discussion, a great consideration in planning of the city of Kirkland is diversity. Previous planning demonstrates more of a diversity of nationality, not of socioeconomic status. How is Kirkland expanding the concept of diversity in their planning?

Diversity, in my opinion, would include provision for those who teach in our schools, work in our grocery stores, clean our homes, deliver our mail, power wash our homes and possibly those who work for the city of Kirkland! How is the city of Kirkland supporting affordable housing which goes beyond the current minimum requirements of the city for developers?

Thank you for your work and consideration of the value of all those living and working in Kirkland.

Looking forward to seeing how current events adjust city planning!

Sincerely,
Yasminah Andrienas

Sent from [Mail](#) for Windows 10

From: David and Anna Aubry [REDACTED]
Sent: Tuesday, February 16, 2021 2:43 PM
To: Allison Zike; City Council; Planning Commissioners
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
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Re: NE 85th Street Station Area Plan and the Everest Neighborhood

The latest version of Kirkland's Comprehensive Plan for the Everest Neighborhood explicitly states, "Along transition areas between uses, higher density and commercial development should minimize impacts on low-density single-family neighborhoods with techniques such as landscape buffers, tree retention, ***the size, width, and height of structures***, (*emphasis added*) compatible uses, adequate parking on site, and low lighting and noise levels". Neither Alternatives 2 nor 3 would comply with that in the Everest Neighborhood.

It simply is neither reasonable nor acceptable to place 45-foot-tall structures immediately adjacent to single-family residences. And, it is neither reasonable nor acceptable to place 85-foot-tall structures immediately adjacent to a recent low-rise condominium development. The current height limit for the LI zone is 35 feet. We have buildings in our neighborhood in LI zoned areas, and those buildings are 35 feet or less in height and are in compliance with the plan referenced above. There is absolutely no logical reason to change that and negatively impact the Everest Neighborhood or any other neighborhood.

The goal should not be to "create a new neighborhood" but to preserve and support Kirkland's existing residential neighborhoods.

Anna Aubry
[REDACTED]
[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows 10

From: David and Anna Aubry [REDACTED]
Sent: Wednesday, February 17, 2021 12:05 PM
To: Allison Zike; City Council; Planning Commissioners
Subject: NE 85th DSEIS comments

Follow Up Flag: Follow up
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I am writing to comment on the DSEIS for the NE85th Station Area Plan. While the DSEIS is thorough and professional in its review and analysis of the quantifiable aspects of the impact of the various Alternatives reviewed in the Plan, it signally fails to measure, much less quantify, the impact of the more radical Alternatives in the Plan upon Kirkland's unique character. The major reason for this is that such impacts are simply notquantifiable employing the metrics used for most such analyses._

Many of the changes discussed under Alternatives 2 and 3 would materially alter Kirkland's Unique Character. If one wants an idea of some of these changes' potential impacts, one only has to drive a couple of miles east into Redmond. There one will see a soulless town, given over to what appears to be the motto of the Olympic Games – Faster, Higher, Stronger.

Big buildings do not a City make – residents and community do. -

Many residents including us, came to Kirkland precisely because of its charm, character, and sense of community. This character must be preserved or we cease to be Kirkland. All wisdom is not new; older structures and methods should not be replaced simply because something new comes along.

All Alternatives in the DSEIS are identified as being required to encourage historic preservation - **“historic preservation would continue to be encouraged. Historic preservation is discussed in the existing Comprehensive Plan Community Character element, which is being carried forward to the updated Comprehensive Plan with no substantive amendments.”** HISTORIC PRESERVATION INCLUDES PRESERVATION OF KIRKLAND'S UNIQUE CHARACTER AND UNIQUE RESIDENTIAL NEIGHBORHOODS. ADOPTION OF ELEMENTS OF ALTERNATIVES 2 OR 3 WILL GROSSLY VIOLATE THE “PRESERVATION” GOAL. [my comment in CAPS]

We have been long-time active participants in Kirkland's evolution. We recognized the need for a dense core with more services close at hand. We accepted and supported the redevelopment of Totem Lake and Park Place. We participated in the development of the Everest Neighborhood Comprehensive Plan. We participated in the Vision 2035 process. Yet, before the ink was even dry on Vision 2035, we are going to toss that plan aside for a bus stop on I-405?? ***Make no mistake – this is only a bus stop.***

We appear to be approaching a point where public transportation, which should be serving communities and residents is now demanding that we serve its needs by providing more riders. Does this make any sense??

What, indeed is the motivation for Alternatives 2 and 3? Even with Alternative 1, no changes in the existing plan, Kirkland will meet or exceed its GMA-mandated job-and-residence growth goals. There is simply no justification for putting the elements of Alternatives 2 & 3 in our Neighborhoods or City.

Looking at the Everest Neighborhood specifically, both Alternatives 2 & 3 propose placing tall buildings into Light Industrial areas. Especially in the Everest Neighborhood, north and west of Everest Park, allowed building height would be increased from the current 35 feet to 45 or to 65 feet at the north end of the Neighborhood.

How does one transition from a 6 or 7 story building to residences next door or across the street? All Comprehensive Plans require that other land uses transition into residential areas. Suggested methods are building size step-downs, buffering, etc. How does this occur on such small pieces of property so close to residences?

All of us know and understand that redevelopment occurs, but not on this scale, and not in our Residential Neighborhoods. Even Google, with all its money, built offices in Everest on a human scale.

Surely Kirkland can do better than these proposals – we must, for many elements of Alternatives 2 & 3 are unacceptable.

David Aubry

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Surely Kirkland can do better than these proposals – we must, for many elements of Alternatives 2 & 3 are unacceptable.

David Aubry

[REDACTED]

[REDACTED]

[REDACTED]

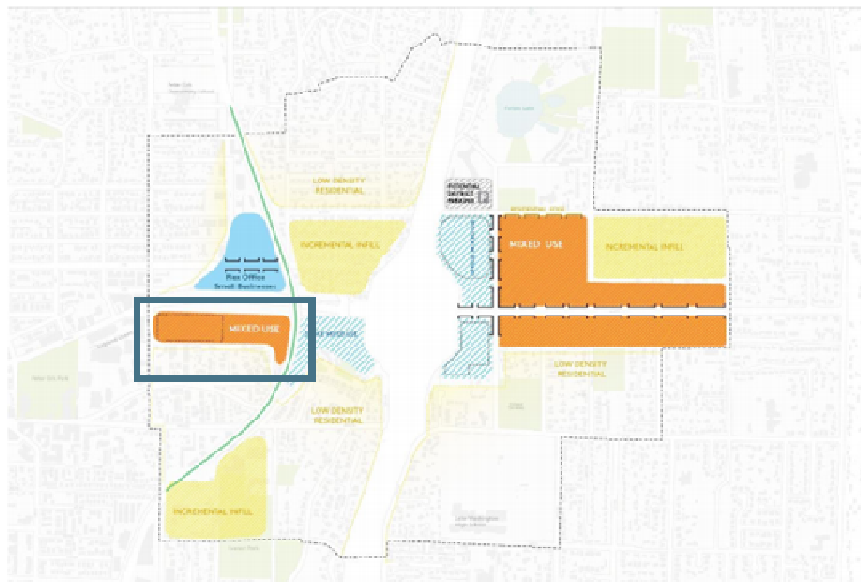
From: JoAnne Baldwin [REDACTED]
Sent: Friday, February 19, 2021 9:54 AM
To: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
Subject: Feedback on the SAP DEIS from Kirkland Resident, JoAnne Baldwin
Attachments: image006.jpg

Follow Up Flag: Follow up
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Good morning - I'd welcome the chance to talk with you about the following, as I'm very concerned about the current SAP DEIS plan.

Both alternatives 2 and 3 call for rezoning PLA 5A, B, C, & D, highlighted below, changing the largely multi-family residential area of the Moss Bay neighborhood to mixed use, and substantially increasing the allowable heights of the buildings, currently 30 to 40 feet, to 65 or 85 feet. I'm strongly opposed to this, any other benefits of the SAP are overshadowed by this.

Exhibit 1-5. Growth Concept for Action Alternatives



Source: Withun, 2020.

When Urban went in, with substantially increased height rezoning, I knew that this would eventually be proposed for our residential multi-family area of the Moss Bay neighborhood, which happens to be across 6th St from Urban. Again, I am strongly opposed to changes in heights allowed in PLA 5A, B, C, & D. We would end up living in dark canyons surrounded by 85' tall buildings. My condo specifically has a deck that looks out across the lake and my space has ample lighting, which would be significantly affected if office buildings or multi-use were to go up next to us.

The office park, below highlighted with orange, next to my condominium complex, highlighted with blue, was grandfathered into our residential area but was zoned residential. The office park owners wanted spot rezoning to allow them to upgrade their office buildings, which the nearby residents were not in favor of. Instead of going to court over this, we met with the city and the owners of the office park and we came up with a compromise that spot zoned their lot so they could do that. If the city changes the zoning in our area, I'll feel that the compromise we negotiated in good faith, and avoided litigation, was taken advantage of.



For office buildings in our zones, primarily on 6th St across from Urban, such as the Tableau\FileNet building at 720 4th Ave, their current zoning\height, setback, parking, etc. requirements make for a good transition from downtown Kirkland & Urban to our multi-family residential neighborhood. **The residents in our area of the Moss Bay neighborhood don't want tall buildings pushing into our neighborhood, preventing us from seeing the sky and enjoying the greenery and open space that we really appreciate about Kirkland.**

Please don't negatively affect our neighborhood by changing the zoning and allowing 65' or 85' tall buildings.

Thank you,

JoAnne Baldwin

Resident of Kirkland, Condo owner at Kirkland Parkplace

From: Preetesh Banthia [REDACTED]
Sent: Sunday, February 14, 2021 8:03 PM
To: Allison Zike
Cc: City Council; Planning Commissioners; Heena Macwan
Subject: Rezoning Kirkland west of Everest

Follow Up Flag: Follow up
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Hi Allison and team,

We are writing as residents of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion our neighborhood. Keeping long-standing policies and practices in mind, having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to those residential properties and our neighborhood. It is an intrusion into the neighborhood in a way that land use polices expressly say are not to occur.

I and my family moved from Bellevue to here because of the charm Everest neighborhood and Kirkland offers and hope that is not taken away with these projects going forward. We oppose Alternatives 2 and 3 and hope those are not considered further.

Thanks for listening to our voices,
Preetesh and Heena [REDACTED]

From: Christy Bear [REDACTED]
Sent: Monday, February 15, 2021 10:49 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
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Hello,

I'm Christy Bear from Bellevue, 98005 emailing you as a frequent shopper and visitor of Kirkland. I'm requesting that all construction in the NE 85th St Station Area Plan area be required to be 100% electric and net zero energy, and that existing buildings in the area be included in an aggressive energy retrofit and electrification program.

It's time to take bold and necessary steps for protecting our climate!

~Christy

From: Bradford Beckmann [REDACTED]
Sent: Saturday, January 9, 2021 11:13 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
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Hi Allison,

My name is Brad Beckmann and my family lives at [REDACTED] in Kirkland. I am extremely excited for the upcoming BRT station and the station was a significant reason why my wife and I moved from [REDACTED] in Redmond last year. Specifically we wanted to be closer to the upcoming station while still staying in the Rose Hill Elementary district.

I was looking forward to the workshop on Thursday night and had registered, but the news over the past few days distracted me and I completely forgot to attend. I did watch the video recap and looked over the presentation materials...thank you for posting them. I also filled out the survey.

I apologize for the long email, but I have a several comments and questions.

Comments:

- I am a strong advocate for the mid-block pedestrian streets going east-west. Even if the "Transit Oriented Hub" alternative is not selected, I really hope this happens. In particular, I hope we add a mid-block ped street between 122nd Ave and 120th Ave south of 85th St (the block that includes the Kirkland Cemetery). I noticed that the maps in the presentation did not include several existing pedestrian mid-block pathways such as the one that connects 125th Pl to Rose Hill Meadows park and the pathway that connects 124th Ave to 122nd Ave west of Rose Hill Meadows Park. Can you add these pathways to the next version of your presentation?
- Next time the plan is presented to the public, I think it would be good to remind folks how fast the BRT will transport people from 85th street to the downtown Bellevue transit station in rush hour. If I recall, the expectation is quite fast (approx. 5-7 minutes correct?). Also assuming the bus is in-sync with the light rail, how fast will folks be able to get to downtown Seattle? I assume it is something on the order of 20-25 minutes, correct? Those are amazing post-pandemic travel times and I think are important to stress to folks. They also emphasize that one should consider the amount of public infrastructure investment put forth by ST when voting for a development plan.

Questions:

- Why is there a higher density of mid-block pathways north of 85th St versus south of 85th St? Can you add additional mid-block pedestrian pathways between 126th Ave and 128th Ave so that one can walk directly to Rose Hill Elementary from Rose Hill Meadows Park without walking on 85th or 80th? Also why does the map not show the mid-block pathways south of 85th St connecting to the new pathway that is east and parallel to I-405? Meanwhile the mid-block pathways north of 85th have more connections to this pathway. I believe pedestrians will strongly prefer these mid-block pathways versus walking on 85th St and contending with the auto traffic/noise.
- What happens to the New Bethlehem Woman and Family Homeless Shelter on 120th Ave? As a member of Holy Family Parish and a donor to the project, I am really hoping that the BRT station enhances the women and kids at this shelter. I know it took a lot of effort to build the shelter. Will the development plans maintain this building? Will it be enhanced?
- Have you considered relocating the Kirkland Cemetery?

Thanks and please let me know if anything I mentioned is unclear.

From: Brandon J. Bemis [REDACTED]
Sent: Monday, February 15, 2021 12:08 PM
To: Allison Zike; City Council; Planning Commissioners
Subject: comments /feedback on NE 85th St rezone proposals

Follow Up Flag: Follow up
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Please record this as my feedback.

Below are my concerns regarding the NE 85th St rezone proposals inside the ½ radius.

Kirkland's Comprehensive Land Use Plans have always prioritized fostering and protecting Kirkland's residential neighborhoods. This protection has required buffering between residential and other land uses.

I am writing as a resident of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion our neighborhood. Keeping long-standing policies and practices in mind, having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to those residential properties and our neighborhood. It is an intrusion into the neighborhood in a way that land use polices expressly say are not to occur.

I have serious concerns about the scale of the buildings that would be allowed in areas of the Everest Neighborhood under Alternatives 2 and 3 of the NE 85th St rezone proposals. Alternatives 2 and 3 would allow 45-85-foot-tall buildings in areas to the north and west of Everest Park, and at the intersection of Kirkland Way and NE 85th. It is neither reasonable nor acceptable to place either 45- or 85-foot-tall structures immediately adjacent to single-family residences or low-rise condominiums.

We believe the current height limit for the LI zone is 35 feet; there is no good reason to change that and negatively impact the Everest Neighborhood or any other neighborhood with 45- or 85-foot-tall structures immediately adjacent to residences, as called for by Alternatives 2 and 3.

Many residents including us, came to Kirkland precisely because of its charm, character, and sense of community. This character must be preserved or we cease to be Kirkland. Big buildings do not a City make – residents and community do. Having 45 or 85-foot-tall structures immediately adjacent to residential properties is definitely detrimental to residents and to our community.

It is difficult to understand what the motivation for Alternatives 2 and 3 is. Kirkland is already in compliance with GMA goals for population growth and density. The curve for jobs growth is approaching where it should be for GMA compliance.

Have we considered what kind of City we want to be in the future? If we want to preserve Kirkland's intimate and neighborly character, as called for in the Draft Supplemental Environmental Impact Statement, how does building tall buildings outside core urban areas such as Downtown and Totem Lake advance that agenda? Do we want to be another Redmond or Bellevue? If we did, then most of us would not have chosen Kirkland as a place to live. Do we have enough schools to accomdate 30k new residents?

What exactly would we accomplish with Alternatives 2 or 3? We are already on track to meet or exceed our Growth Management Act goals under current zoning. Larger structures might make sense east of 405, along NE8th – they make no sense in the Everest Neighborhood.

The Comprehensive Plan states that streets are important Open Spaces for residents. Are not yards and gardens also important Open Spaces for residents? Such Open Spaces are important for more than just the people who live on those lots. What will happen to the sense of space if tall buildings create forbidding canyons in our Neighborhoods?

People make communities, not buildings. The current fashion for high-rise single-occupant condos and apartments may be a transient fad. Do we want our residents fleeing to other areas to live and gain space, just as many of us fled places like Seattle and Bellevue? Kirkland does not have to be all things to all people – people who want to live in places like Seattle and Bellevue can do so. Do not recreate such places here in Kirkland.

Kirkland has provided space for many single-occupant condos and apartments. Do we need more, or is the demand what it appears to be – for single-family detached homes.

Lastly, I highly encourage City Counsel to rethink their comments that they stated they have more households / residential homes vs. businesses in Kirkland and they want more business growth. Given the pandemic the trend is flipping in opposite direction now and people are working out of their houses. This means Kirkland now has more businesses than pre-covid and simple solution is to register their homes as businesses.

thanks Brandon, Kirkland resident since 1998

From: Brandon J. Bemis [REDACTED]
Sent: Tuesday, January 5, 2021 4:32 PM
To: Allison Zike
Subject: Re: Fw: NE 85th St Station Area Plan: Upcoming Engagement Opportunities [December 2020]
Attachments: edits on allowed building height - alternative 3.pdf
Follow Up Flag: Follow up
Flag Status: Completed

Thanks Allison, for your email response. **Yes this email confirms i would like my comments included on this email to be part of the DSEIS record.**

In addition, I reviewed option 3 height limits and I have some serious concerns with the two parcels in "yellow" stating 45feet max height, which is located north of 3rd lane south on (west) side of 8th street south, and the warehouse where Basecamp, chainline and Laser building occupies on (east)side of 8th street south. (see my edits with PDF file)

As stated below i am okay with gently blending into single family, but to jump from an open green space, to 25 feet single family then to 45 feet and back to 25 feet, is a drastic jump and is choppy. The zoning should gently blend off 85th street and 6th street into Everest neighborhood, but not have up-zoning of 45feet in the middle of the neighborhood. The neighborhood just built a covered train pad part of the Kirkland rotary club off the trail for residents to enjoy next to the parcel. If allowed, concerns of blocking sunlight, ingress/egress concerns, additional storm water run off from buildings, and limited street parking off 8th street south. We would rather see 2-3 story townhomes max 25-30feet like built on the other side of google off 7th Ave South, and not a mega 45 feet multi-family. This doesnt blend into single family very well.

I appreciate listening to my concerns and please records these as my comments.

Brandon

On Tue, Jan 5, 2021 at 2:06 PM Allison Zike <AZike@kirklandwa.gov> wrote:

Brandon

Thank you for your comments. We have just published the [Draft Supplemental Environmental Impact Statement \(DSEIS\)](#), which includes analysis of the three alternatives being studied for the Station Area. This information provides many details about the alternatives and may also answer some of your questions below. The DSEIS can help community members learn more about the alternatives, as we seek input to help us start make choices about what options the community supports for the Station Area.

The DSEIS is available now available on the project website: www.kirklandwa.gov/stationareaplan. We appreciate your time providing us with feedback; and want to make sure you aware of the below upcoming events where we hope to learn more from the community.

The Station Area Plan Draft Supplemental Environmental Impact Statement (DSEIS) is now available and the formal public comment period ends February 5, 2021. If you would like your previous comments to be received as part of the formal DSEIS comment period, please respond to this email and confirm to be part of the DSEIS record. Comments received during the comment period require a response in the Final Supplemental Environmental Impact Statement, which will be adopted with the final Station Area Plan.

A virtual Community Workshop is still scheduled for January 7, 2021. A link to register for the open house is now available on the project webpage at www.kirklandwa.gov/stationareaplan. Advance registration for the workshop is required.

I believe I also have a voicemail from you. If you remain interested in speaking via phone, please let me know and we can schedule a time to chat. Thank you.

Allison Zike, AICP | Senior Planner

City of Kirkland | Planning & Building Department

azike@kirklandwa.gov | 425.587.3259

From: Brandon J. Bemis [REDACTED]
Sent: Tuesday, December 29, 2020 10:24 AM
To: Allison Zike <AZike@kirklandwa.gov>
Cc: brandon.bemis <[REDACTED]>
Subject: Re: Fw: NE 85th St Station Area Plan: Upcoming Engagement Opportunities [December 2020]

12/29/2020

Allison, I have some additional comments/questions.

Generally I am okay with some increased density as long as it includes parking, is close to 85th transit station, and gently blends into single family with lower heights, and includes amenities for the neighborhood as part of the trade off from developer to the existing residents.

Can you clarify what "incremental infill" means and what can be built in those areas?

I have attached two slides with "mark ups" what my proposal to add additional classifications regarding the parcels between 6th street south and 8th street south in front of Everest Park. I would propose to carve out the 16 homes I have outlined in the slides as a "residential neighborhood" vs. "incremental infill" areas to be

consistent with rest of the planning areas. The city recently approved and finalized building permits for these new residential homes between 2015-2019 for 9 homes on 3rd lane south and 4th lane south an additional 1990s and 2000s homes in between. These homes are basically min-neighborhoods and should not be lumped into "incremental infill". This creates confusion and lack of identity and the 16 residents do not want to be lost in the transition. I inserted blue boxes for the residential homes and the 3 commercial parcels for Nytec, Lakeview Montessor School and vacant spec office land for sale. We have fencing up that seperates the residential homes and the commerical off 6th street. This has really created a nice residential look and feel. We support the current low rise office use off 6th street south as it blends gently into single family located off 8th street south, **however we feel its very important to put guard rails around our mini-neighborhood located 8th street south/3rd & 4th lane parcels.**

I read on the preliminary alternative matrix for **moss bay/norkirk/everest/highlands** #1 no change, #2, some smaller scale residential/office/industrial. Both of these options seem acceptable as this is pretty much how 6th street current use is with lake washington montessori school, Nytec inventor lab both occupy small low rise 1 story office/industrial.

However #3 concerns me as it allows mid-rise office, residential, mixed use (up to 6 stories). This would really change the look and feel of the neighborhood and go against gently blending into single family with lower heights.

I appreciate you addressing my questions/concerns and taking a hard look at carving out 3rd and 4th lane sub-neighborhoods off 8th street south and classifying them as "residential neighborhood".

Thanks Brandon

On Mon, Dec 28, 2020 at 4:53 PM Brandon J. Bemis [REDACTED] wrote:

Questions on the NE 85th Street Station Area Plan (pre Jan 7th meeting)

Hi there Allison, I left you a VM today as well, as David Aubry from Everest Neighborhood forwarded your email over as I am trying to educate myself on proposed changes to the neighborhood.

Overall I see "the 4 corners growth plan" a positive plan into the future adding more value to the city of Kirkland, especially with Google recently purchasing of the Lee Johnson site, as it will drive more density, employment, and connect Kirkland to Bellevue/Redmond light rail with new 85th street station, however i have some questions/concerns i wanted to get some answers to prior to the Jan 7th meeting. I am happy to see tech growth here in Kirkland, and if this is done nicely, it really could be very cool and with a high-tech Palo Alto feeling.

After reading over the links i have some follow up questions:

1.) Under three goals, (a.) development near transit, b.) connected Kirkland and c.) inclusive district).

Can you expand on what inclusive district means?

Also, what type of development near transit do you foresee into the future? Is this more commercial like data centers to support google or more housing, multi-family, office, retail etc...

Is there a plan for affordable/low income housing?

What is the timeline for all of this phase 1 and phase 2 etc.. ?

2.) Map says Everest Industrial / high Tech. I assume high-tech has to do with Everest being surrounded by Google now with recent purchase of Lee Johnson. **Where are the 5G sites proposed?**

Should the residents be concerned about 5G exposure?

3.) Everest Park - Why does the new proposed re-zonning line go through the middle of Everest park?

Are there future plans to remove the North side of the park with new zoning? (see link to map)

<https://berk.maps.arcgis.com/apps/MapSeries/index.html?appid=1bac9d1724e54a79ac50e67a0171f2ec>

4.) What does zoned parking mean?

Is this like Seattle where you have to have a zone permit on your car to park on streets? What if friends come over, do they need a permit to park or they will get a ticket?

5.) Phase 2 – when? The maps show new future shuttle routes, new biking routes, and a priority pedestrian Route (yellow area) goes down 8th street in front of Everest Park.

How would this change from current setup with sidewalks and biking lanes?

If private private property do we need to be concerned with eminent domain?

Is the vision of biking and walking mostly for Google employees to navigate between campuses? A while back i heard an idea of Gondola ride connecting Google campuses on 85th street. Is this concept still getting tossed around?

If not, should current residents be concerned about the possibility of increased crime due to more visibility of luxury homes through some of the existing residential neighborhood and pockets/streets coming down from the sound transit 85th transit hub?

Is the city planning on adding security cameras on these new walking & biking paths?

6.) Proposed zoning changes & recent homes built in the Everest neighborhood

There are a lot of luxury homes recently built in Everest neighborhood that seems to have been included in the new proposed zoning.

I am concerned this up-zoning of 10-stories as i believe that adds value to the land, however concerned it will change the look and feel of the neighborhood if not done properly. My vision as this well done, high-tech "inclusive district" could turn out to be really cool and increase all property values tremendously if planned correctly.

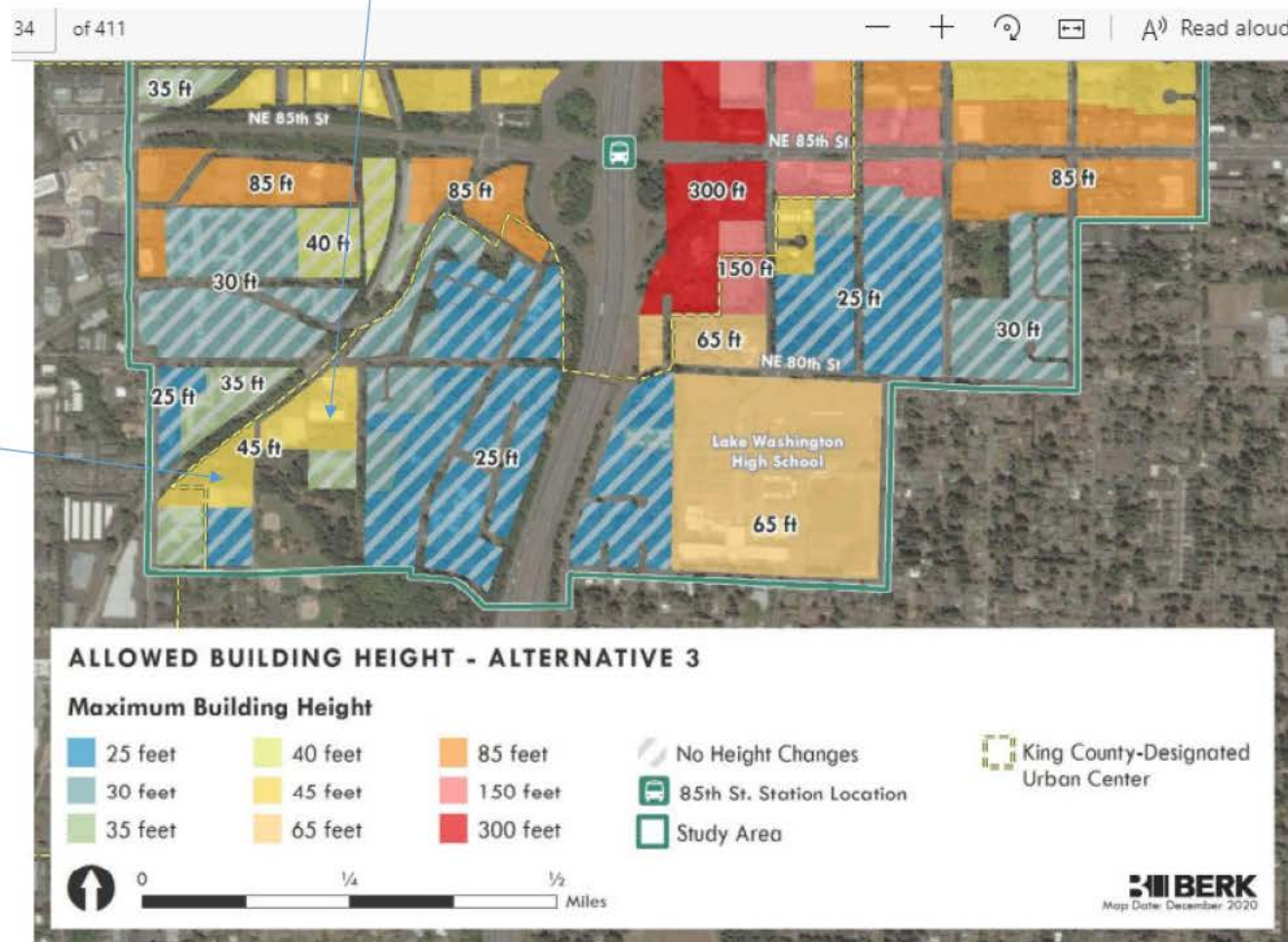
7.) What is the permanent plan for the truck eating bridge ? I saw the recent added signs however the very next week saw a truck hit the bridge.

8.) Lastly, If you live on a private lane (not city street) and near the boarder, do we have ability to be excluded from these proposed zoning changes and move the line further to the north closer to undeveloped land, closer to 85th Street?

Thanks Brandon [REDACTED]

This does not blend into the single family homes going up Kirkland Ave and will block sun light.
This should be limit to 30ft to 35ft max.

This does not blend into single family. It will darken & block light to the surrounding single family homes located on 3rd lane south and 4th lane south. Also concerned about storm water run off.
Should be adjusted to 30ft to 35ft height max



From: Jeremy McMahan
Sent: Monday, February 8, 2021 10:58 AM
To: Allison Zike
Subject: FW: 85th Street Station Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jason Bendickson [REDACTED]
Sent: Monday, February 8, 2021 10:12 AM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <afalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: 85th Street Station Plan

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

My name is Jason Bendickson and I work at Salt House Church in Kirkland, WA.

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

- Before the pandemic, there was a severe shortage of affordable housing in Kirkland, particularly for people earning 30% of the median income and below.
- Home prices and rents have risen exponentially and many of our neighbors are being priced out of housing.
- The population experiencing homelessness in our region continues to grow and is more vulnerable than ever, seen in a shortage of over 195,000 homes affordable and available to very low-income households.

- Almost 23,000 people were identified experiencing homelessness during the point in time count in January 2020, representing a 6% increase in overall homelessness.
- Unsheltered homelessness increased by 13% and many more could lose their housing because of loss of income due to the pandemic.

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

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

Jason Bendickson (he/him)

[REDACTED]
[REDACTED]

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From: Mari Bercaw [REDACTED]
Sent: Monday, February 1, 2021 8:43 AM
To: Allison Zike
Subject: Station area plan

Follow Up Flag: Follow up
Flag Status: Completed

Hello Allison,

I previously voted for 20 stories in Rose Hill. I would also like to encourage the city to allow more growth spread out. For example, allowing triplex or fourplex to be built within a 2 or 3 miles radius of the new station. To allow this the height limit may be raised to allow a third story-- some single family homes are already 3 stories.

I also want it noted, I absolutely do not approve of spending half a billion dollars (the most money of all the new stops) on one of the lowest predicted ridership bus stops. Just the interest on that amount of money you could propably give people, who normally commute by bus and who would use this bus stop, Uber vouchers, which would be good door to door--for decades!

Wishing you health and happiness,
Mari Bercaw

From: Mari Bercaw [REDACTED]
Sent: Tuesday, January 26, 2021 8:21 PM
To: Allison Zike
Subject: station area plan

Follow Up Flag: Follow up
Flag Status: Completed

Hello Allison,

I think Alternative 2 proposes buildings up to 10 stories on the east side of 405 is be the best of the 3 options.

Thanks for all your work!
Wishing you health and happiness,
Mari Bercaw

From: Christy Bibler [REDACTED]
Sent: Friday, February 19, 2021 4:27 PM
To: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
Cc: Brian Granowitz; [REDACTED]
Subject: Feedback on the SAP DEIS from Su Wei Lee, Kirkland minority woman

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I'm writing to express my support for the feedback emailed by both Mr. Brian Granowitz and Mr. Seth Bibler. We live in the same complex & neighborhood. Given that I share the same views as they do, I won't reiterate them here.

Instead, I'll share my experience from the perspective of a minority woman.

I'm an American resident woman of Southeast Asian heritage -- and I wholeheartedly think that Kirkland (especially Moss Bay) is one of the finest neighborhoods in the world.

I say this not lightly as I've lived in many modern cities that are highly diverse and have dense populations. This includes Kuala Lumpur, Singapore, Sydney, San Francisco, and Hong Kong.

As a minority woman, Kirkland is one of the rare places in the world that makes me feel safe enough to walk outdoors at night. Any other woman I've spoken to has said the same, which is why we have chosen to live in Kirkland instead of comparable cities like Bellevue or Redmond. This includes women strangers (East and South Asian) that I've met while waiting for buses in Bellevue, Redmond and Seattle. We'd huddle together for safety since it's at night, and we'd talk about loving how it's safe to walk home alone when the bus drops us off in Kirkland.

Please **do not take this away from us** by introducing rapid development!

Kirkland may be predominantly Caucasian/white, but has made me feel more welcomed and at home than any of the other Asian-dominant cities. I have made friends of all ages just being patrons of local stores -- the charm and character of Kirkland enables this feeling of "togetherness".

During the BLM protests last year, neighborhoods like Bellevue were subjected to looters and vandalism. We did not get that in Kirkland. This is the identity and charm of Kirkland. The community looks out for one another. The community is close-knit. Any resident I've ever bumped into at another city always speaks of being a Kirkland resident with a pride akin to belonging to a special club.

That said, I do support development in Kirkland. I just do not support the "Action Plans" that the SAP DEIS study has produced. Additionally, we found it worrisome when the consultants (Mithun) who presented the study also seem to be architects that may stand to benefit more from rapid development over the residents who actually live here.

What makes the Moss Bay-Rose Hill part of Kirkland special is that it is not congested like other similar neighborhoods, yet it has all the wonderful amenities, infrastructure, beautiful marina, urban forests, outstanding air and water quality, gorgeous sunsets (thanks to not having high-rise buildings blocking the view), and the community's beloved Costco.

It's a beautiful part of town that is flanked by many mature trees that provide a self-sustaining ecosystem to wildlife. Any new man-made garden installments (brought up during council meeting) put in will not be able to replace such precious ecosystems that have taken decades to establish. The Urban Forestry Strategic Management Plan 2013 (Resolution R-4986) supports that our urban forests are a community resource. Moss Bay only recorded a 22% tree canopy cover in 2018. We must do our part to protect this already dwindling community resource.

One of the most impressive features of Kirkland is that it does not have high-rise towering buildings. I have lived in cities that shift from low to high density developments.

I have witnessed & experienced, first-hand, several of these once-unique neighborhoods losing their charm -- becoming just another done-before congested city with no character.

It usually happens this way:-

- The intent is to add more residential units (with taller condos/mixed developments) to make housing more affordable. But what happens is pricing always quickly rises beyond affordable, as deep-pocketed entities will just purchase more of them anyway.
- Then the influx of new people move in -- and just like a company that hires too much too fast, the "culture" and identity is instantly lost.
- Air quality decreases due to the density of just having more people and cars (no matter what the carbon footprint calculation says).
- Traffic becomes a nightmare. Crime goes up inevitably -- and at night, the streets are no longer safe for someone like me.

To preserve Kirkland's identity, I believe we should not be hasty in adding rapid development + high-rise/high-density buildings. Growth is great for Kirkland, but not at the pace proposed by the action plans. I fear we'd lose our uniqueness and end up becoming just a copycat of Bellevue/Redmond.

Kirkland is unique. Kirkland is safe. Kirkland is home.

Please do not destroy our home.

Sincerely,

Christy S.W. Lee

* I live and work in Kirkland

From: Seth Bibler [REDACTED]
Sent: Friday, February 19, 2021 4:12 PM
To: Brian Granowitz; Rodney Rutherford
Cc: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen; [REDACTED]
Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

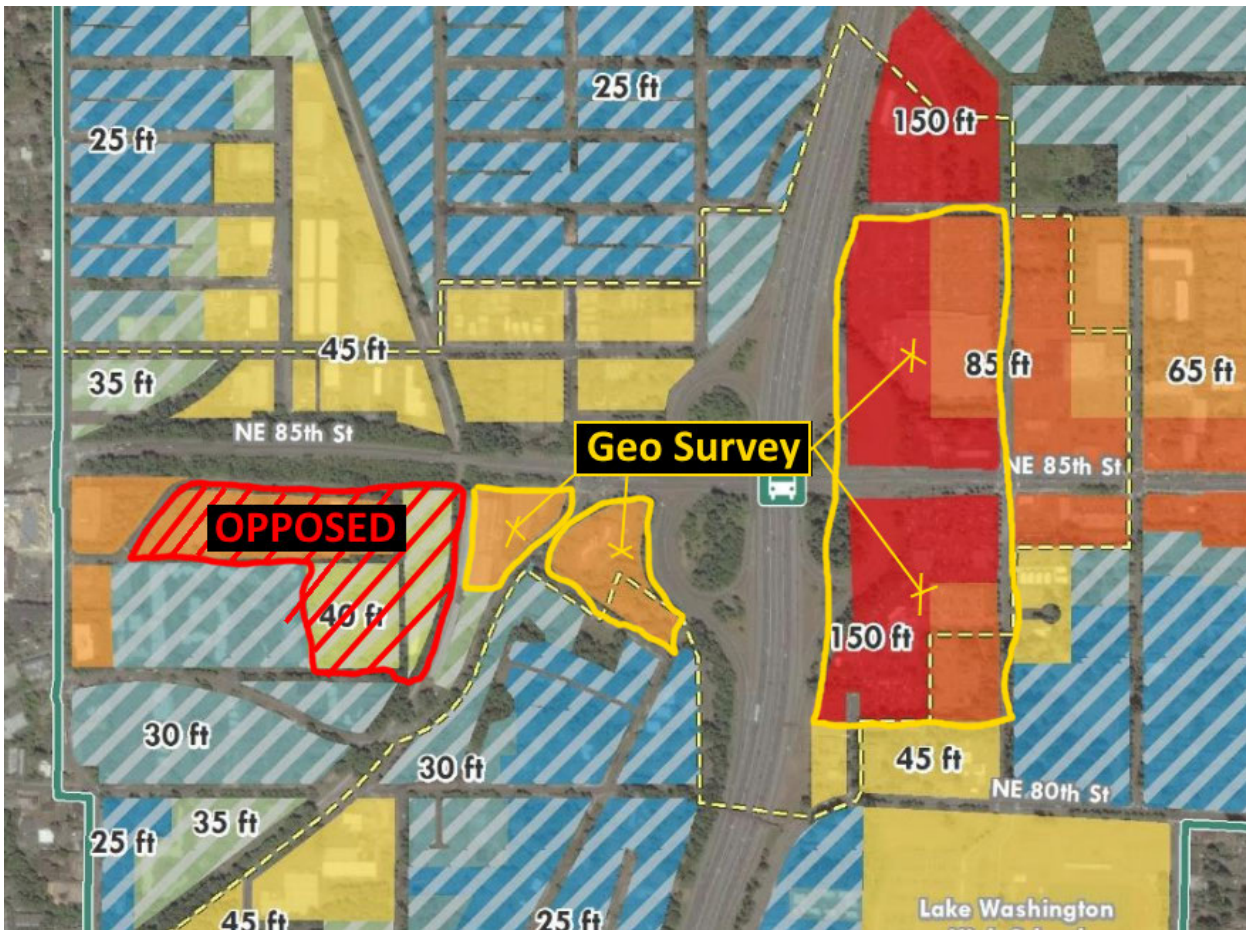
Dear Madams and Sirs,

I'm a neighbor of Brian and am also writing as a resident and property owner with my wife (added to CC) in the proposed zone changes in Moss Bay, PLA 5D. I live and work in Kirkland. To me, many the proposed changes for Moss Bay and the towers on Rose Hill do not make sense and I am opposed to. Details on both opposing and supporting elements below.

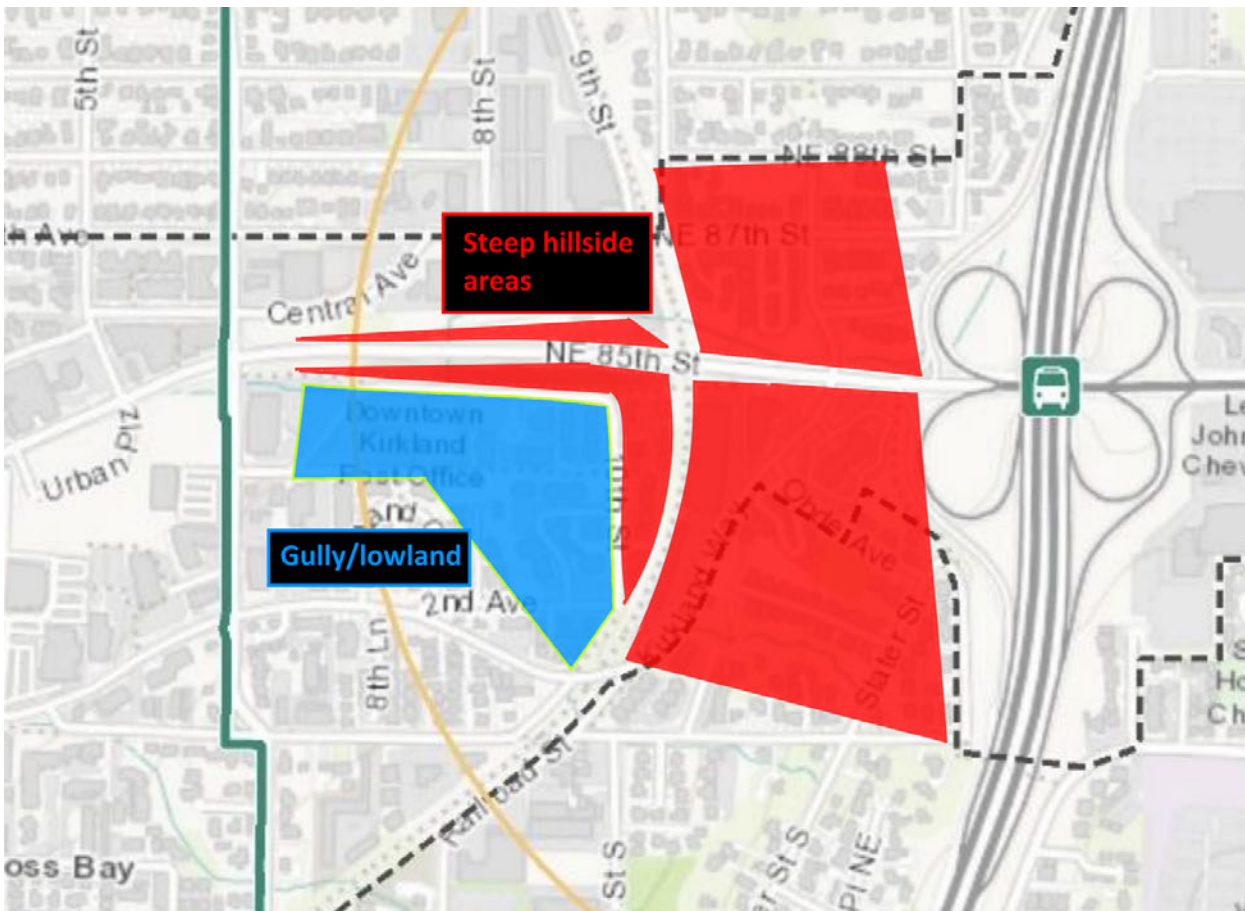
Moss Bay – Proposed Zone Changes

Regarding Moss Bay: The primary problems in Moss Bay can be summed up as: the road is already insufficient for current use by residents, businesses, and the post office; compounded by steep hillsides that come from being in a deep gully between 85th St to the north and the hill leading up to the freeway to the east.

The following diagram summarizes my feedback on the proposed changes, with a list detailing them below (Geo survey is detailed in the Rose Hill section).

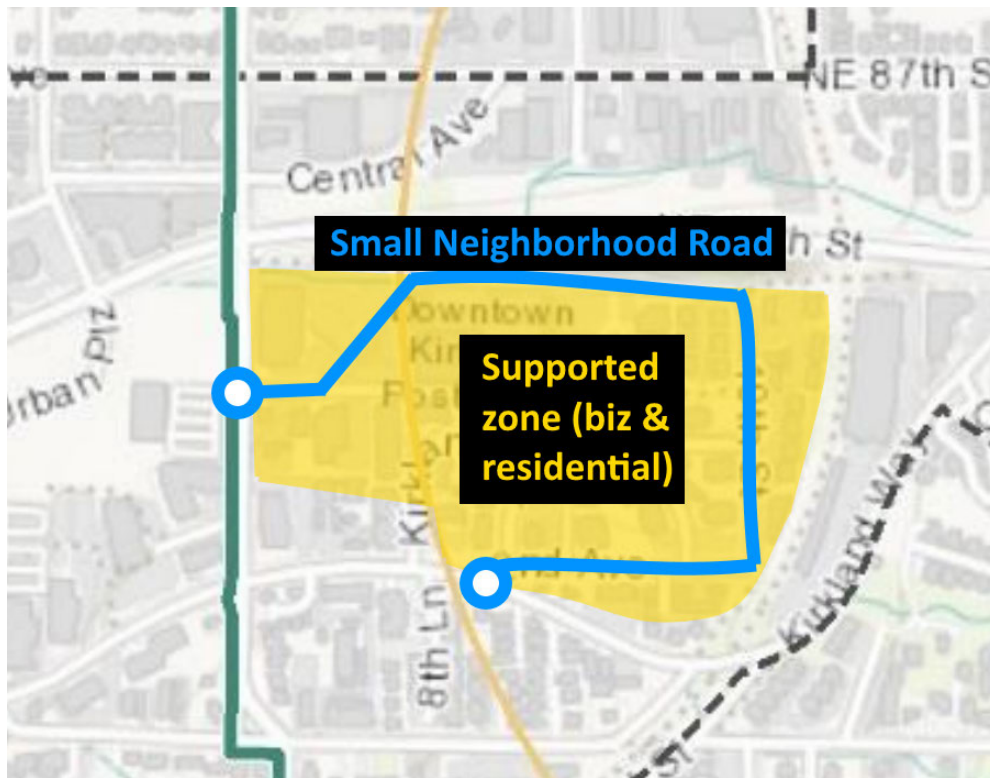


Another important bit of context is the lowlands in which our homes live and the steep hillsides they are surrounded by, as illustrated in the following.



My opposition to these changes is detailed as follows:

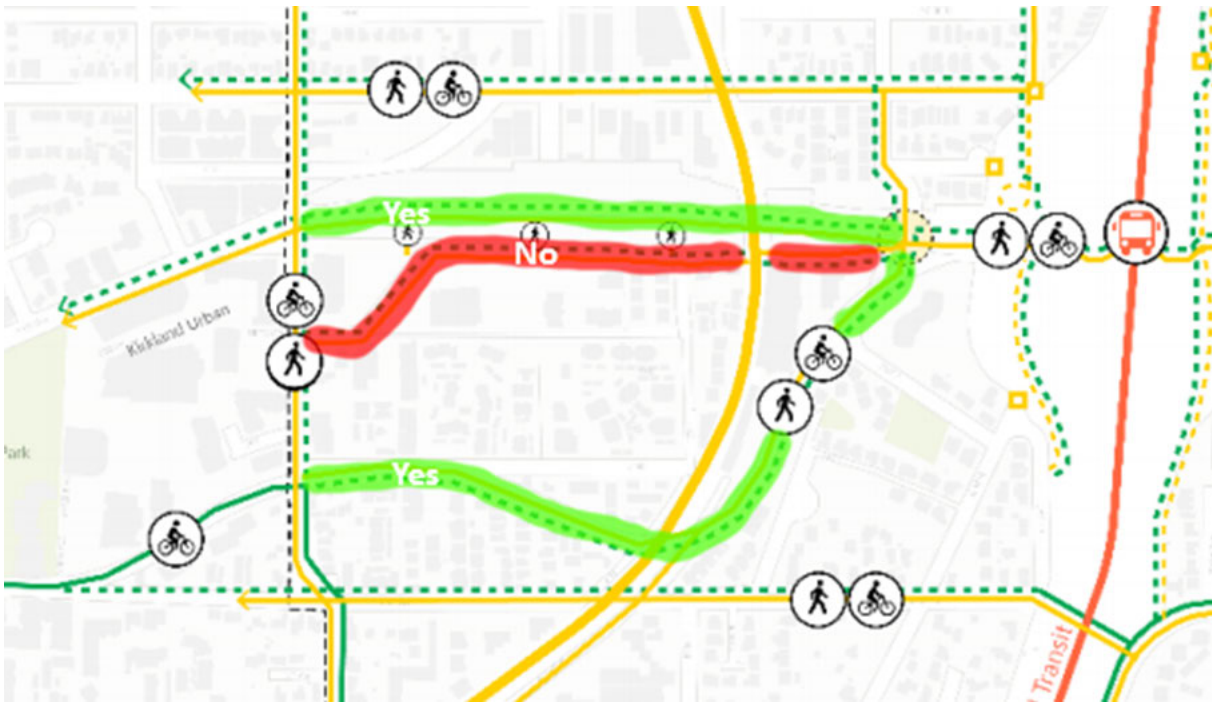
1. It is hard to tell which version of mixed used zoning is being proposed for PLA 5C and PLA 5D, so I will talk about both: Putting mixed use/retail along 5th Ave is a strange idea. Has anyone on the consulting firm or any of the city planners been down here to have a look? Its right up against a hillside (85th). It is out of the way and no retailers would want storefront property down here. Mixed use/offices would also be undesirable down in this gully. Problems are described following this.
2. The hillside also would block any sort of views from the tower windows, especially back by the 5th Ave + 10th St. corner. Adding towers down here would block off a lot of open sky since we are boxed in on 2 sides (85th and the hillside just east of 10th St).
3. The road comprised of 5th Ave, 10th St., and 2nd Ave service all of PLA 5C, PLA 5D, PLA 5A, and PLA 5E. It loops through our neighborhood with only 2 outlets. The roads are narrow and street parking is insufficient; it is already overloaded. We frequently must drive down the middle of the road to clear parked cars and stop/wait for opposing traffic. The congestion is especially challenging with Post Office. The loop entrance near 6th is busy during the day, and sometimes gets backed up and blocked. Infrequently all the way to the entrance/light at 6th. The following diagram illustrates this problem.



4. All the properties along that loop described by (3) would be negatively affected by the additional traffic and reduced skyline from towers added in along 5th Ave. Most of those properties are high density residential: many homes would be negatively impacted.
5. We have many old-growth trees on our property and in the other properties in the proposed zone changes that would be threatened by development. Regardless of how many promises they make; developers always rip most or all the old trees out.
6. We have a local ecosystem including a small stream between PLA 5A, PLA 5C, and PLA 5D with birds, rodents, and other forest creatures that would be threatened by further development.
7. Our property, Kirkland Parkplace (PLA 5D), is directly in the proposed zone change area. We have 24 units, and several of them are owned by elderly on fixed incomes that would suffer hardship if they found themselves being forced to sell to developers.

Moss Bay – Proposed Walk/Bike Infrastructure

As a 2x IRONMAN triathlete, cyclist (I regularly do multi-century rides like STP and RSVP), and occasional bike commuter, I know how important great bike infrastructure is! Especially for the safety of cyclists. And how getting more people on bikes helps the community in terms of healthier lifestyles and. In general, I support it. However not down in Moss Bay's PLA 5C and PLA 5D. The proposed improvements along 85th and Kirkland Way are more appropriate and sufficient. I have illustrated which sections I am talking about in the following diagram.



Specifically, there is a proposed walk/bike route that runs down from 85th St along 5th Ave in Moss Bay. The south side of 85th St. is not like the north. The hillside is very steep on this side. The property along such a path is already heavily developed and there is no room for the kinds of supporting walkways, ramps, spirals, or other structures needed to properly support bike traffic. By contrast, the northern side of 85th St has been developed to have a more gradual slope. And even so that side is also is very steep.

In addition, a path along PLA 5C and 5D (5th Ave and uphill/east of there) would increase crime, since it is down in a gully, criminals often like to pass through here. Especially since there is no street lighting on 5th Ave past the Post Office. It is very dark at night. My car has been broken into on the street, and one of my neighbors has had a van broken into and another stolen. We have been looking to the bike and walk path improvements that go *around* our neighborhood in Moss Bay to help keep that kind of traffic out.

Rose Hill – Large Buildings

On the Rose Hill side the large buildings next to the freeway pose the following concerns.

1. Has a geological survey been done to ensure that the hillside can support such large structures?
If not then I request that one be made before zoning changes. As a resident that owns a primary residence directly below this site, at the bottom of the steep hill, I am concerned. The last thing anyone wants is a landslide triggered by overdevelopment uphill, resulting in high amounts of property damage, injuries, and loss of life.
2. The taller buildings in such proximity to the freeway could reflect sunset light and freeway noise downhill and west of the freeway.
3. They would increase the amount of rush hour traffic at the 85th St exit. Not everyone will take mass transit, or bike commute, no matter how nice or close the new bus mall is, or how disincentivized by not improving private vehicle infrastructure.
4. Post COVID many office workers will work from home most of the time. Our need for such big structures will decrease. I base this on evidence that I have seen from my employer, and others in the area, and many articles on the topic. They say that – even with vaccines – COVID will not be going away any time soon, and we will be adjusting for years.

Rose Hill – In General

The other proposed changes for Rose Hill make sense to me. I like the idea of increasing use of that land via mixed-use/retail and mixed-use/office. It would give the opportunity the city is looking for to increase affordable housing and create urban lifestyle centers that promote healthier living. That said I have the following concerns about the increase in population:

- Roads: The number of private vehicles will increase. We need to plan for and implement changes that are appropriate so “rush hours” do not become worse than they already are.
- Schools: Do not overload the school system with these buildings (or anywhere else). Plan for the increase in demand and add new school(s)/capacity appropriately.
- Eco-footprint: Increasing density will increase pollution per unit of land. In the proposal everyone likes to use “per capita”, but “per unit of land” (acre, sq mile, etc.) makes *more* sense. The load of all these new concentrations of people will also increase the amount of pollution being generated: air, land, water. And can have lasting negative impacts on the greener low-density zones nearby.
- Infrastructure: Is the city sure (or have plans to) have capacity in terms of basic utilities... power, water, sewer, etc. as well as police, fire, and so on. This looks like a much bigger change than Kirkland Urban and other projects around the downtown area, which are already putting pressure on these basics, presumably.
- Costco and existing retailers: I would hate to see Costco relocated. It is very convenient to have nearby and benefits our local business as well. People stopping in at Costco also visit other businesses nearby.

In Closing

Everything looks nice and flat when viewing it on a map on your computer’s screen. But having lived down here for a length of time I know how very steep the hillsides are. And over time with a good feel for the existing neighborhood and the established ecosystem we have, many of the proposed changes do not make sense. I am strongly opposed to most of the suggested changes for Moss Bay. In addition, I am conditionally opposed to the proposed changes in Rose Hill, primarily the tall buildings along the freeway, but also the increased load on our environment and infrastructure, as previously outlined.

What improvements should the city do?

If the city would like to improve our neighborhood (highest priority first):

1. Add streetlights to 5th Ave in PLA 5C and 5D to help prevent crime and increase safety. At night it is pitch black. I am strongly in favor of this. All the other roads have lights. Even the walking path between PLA 5A, 5C, and 5D has lights. Yet somehow this stretch does not.
2. Extend the sidewalk to cover all of 5th Ave in the same area, as there is no safe place to walk along it now. However, in doing so do not take street space or remove parking in the process. I am moderately in favor of this.
3. Install a height warning system on Kirkland Way for both approaches to the truck eating bridge. Signs will not be enough. Drivers need a warning system that detects the height of their truck. I would imagine it pays for itself quickly when considering how often emergency services must respond to incidents.

I greatly appreciate your time and attention to my input. The feedback deadline extension has allowed me to better collect and communicate my concerns.

Thank you,
Seth Bibler

- Resident owner in Kirkland
- Works in Kirkland

From: Brian Granowitz [REDACTED]
Sent: Monday, February 15, 2021 1:05 PM
To: Rodney Rutherford <rrutherford@kirklandwa.gov>

Cc: azike@kirklandwa.gov; jmcMahon@kirklandwa.gov; PlanningCommissioners@kirklandwa.gov;

CityCouncil@kirklandwa.gov; psweet@kirklandwa.gov; abolen@kirklandwa.gov

Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Hello Mr. Rutherford,

I'm CC'ing other city people so they know about this email conversation.

I appreciate your reply. "Specific practical impacts" are not always how many intersections will fail or similar measurements. Often, people move to communities because they like the look, scale, and feel of a neighborhood. Dramatically changing a neighborhood, not in a way residents want, is at least as important as the specific practical impacts.

That said, off the top of my head, the changes proposed in alternatives 2 and 3 would:

- Dramatically changing the look, scale, and feel of our multi-family residential area of the Moss Bay neighborhood.
- Create canyons of darkness where we live and work.
- Make it difficult to see the sky, except through slivers between 85' tall building.
- Overwhelm our already overloaded roads, pre and post pandemic.
- Overwhelming our already limited parking, pre and post pandemic.
- The sidewalks around what is now Urban, used to be a nicer places to walk. Now the building are on top of the sidewalks (I think it's called zero lot), there is almost no vegetation between the building and the sidewalk for us to appreciate, for birds and other animals to eat and live in. I can only imagine what is being contemplated for buildings in our neighborhood where the proposed new height is 65 or 85'.
- I'm sure there are others, but I'm not in construction or planning and more issues are not coming to me right now.

I thought that redoing the Kirkland Park Place Center (KPPC), now Urban, was a good idea, KPPC was looking a little run down. But the height and size of the Urban buildings is out of scale with Kirkland, negatively impacts the feel of downtown Kirkland, and Urban is only about half done. I think the City of Kirkland more often sides with the desires of developers, who often don't live in the city and just want to maximize their profit, and doesn't as much look out for the what type of Kirkland current residents want.

We can't evaluate how Urban will really impacting traffic, as Urban isn't done yet, we're in the middle of a pandemic, and most people are working from home. But once it's finished and the pandemic is over, trying to get in and out of our neighborhood, with the traffic Urban is going to add, will be even more problematic, and traffic was already bad. Many more intersection that lead in and out of our neighborhood will fail.

Adding bigger\taller building to our neighborhood will only make traffic worse. I'd like to think that the improved mass transit at 405 will help, but estimates from the City of Kirkland puts ridership at just 250 to 300 daily once BRT service begins in 2025

We can't evaluate how Urban will really impacting parking for the same reasons. But I used to work at the Google\Tableau\FileNet building at 720 4th Ave, and many of my coworkers didn't have parking at the building and were force to park in my neighborhood, overwhelming the streets and parking in the area. Residents of the area were often forced to park many blocks from our homes because of this.

My company moved to Urban and the same situation exists, many of my coworkers don't have parking at the building, mass transit to the building is inadequate, and again, estimates from the City of Kirkland puts ridership at just 250 to 300 daily once BRT service begins in 2025. Adding bigger\taller building to our neighborhood will make parking even worse.

My neighborhood is composed primarily of multi-family residential homes that are about 40' tall, by zoning requirements. By living in multi-family dwelling units, we're doing our part to reduce sprawl, be friendly to the environment, help with affordable housing stock in the city.

If the City of Kirkland wants to address low income and affordable housing, without drastically changing the look, scale, and feel of Kirkland, I recommend changing the zoning in other areas\neighborhoods that are primarily multi-million dollar single family homes on good size lots, to allow for multi-family residences with zoning similar to ours, and add requirements for low income and affordable housing. I feel that since our condos are modest in comparison, the city sees us as easy targets, without the same resources that people in neighborhoods with multi-million dollar single family homes have.

We like our area of the Moss Bay neighborhood as is. I, and I assume my neighbors, are willing to talk with you about how we can increase low income and affordable housing, more housing in general, in Kirkland.

Thanks,

Brian

From: Rodney Rutherford <rrutherford@kirklandwa.gov>

Sent: Sunday, February 14, 2021 2:45 PM

To: Brian Granowitz [REDACTED]

Subject: Re: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Importance: High

Mr. Granowitz, thank you for sharing your concerns about the DSEIS for the Station Area Plan. I'd like to dig a bit more deeply to ensure that I fully understand the specific impacts that you're concerned about. You've provided extensive detail about the proposed policy changes that concern you, but very little about the specific practical impacts that you anticipate these policies would create. The only specific negative impact I noted from your comments is that it would create "canyons of darkness," but please highlight anything else I may have missed. Are there any other negative impacts you would anticipate from the proposal that should be addressed?

Also, thank you for pointing out the ways in which documents should be made more accessible to people with color perception deficiencies.

Rodney Rutherford
Planning Commissioner

This message only conveys Rodney's personal opinion, insights, perspective, and interpretation. This message does not represent an official or authoritative position of the City of Kirkland or its Planning Commission. City staff are best qualified to answer technical questions on current or proposed policies. (Learn more about the [Planning Commission](#).)

From: Brian Granowitz [REDACTED]

Sent: Sunday, February 14, 2021 2:12 PM

To: Allison Zike <AZike@kirklandwa.gov>; Jeremy McMahan <JMcMahan@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Penny Sweet <PSweet@kirklandwa.gov>; Amy Bolen <ABolen@kirklandwa.gov>

Cc: Brian Granowitz [REDACTED]

Subject: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

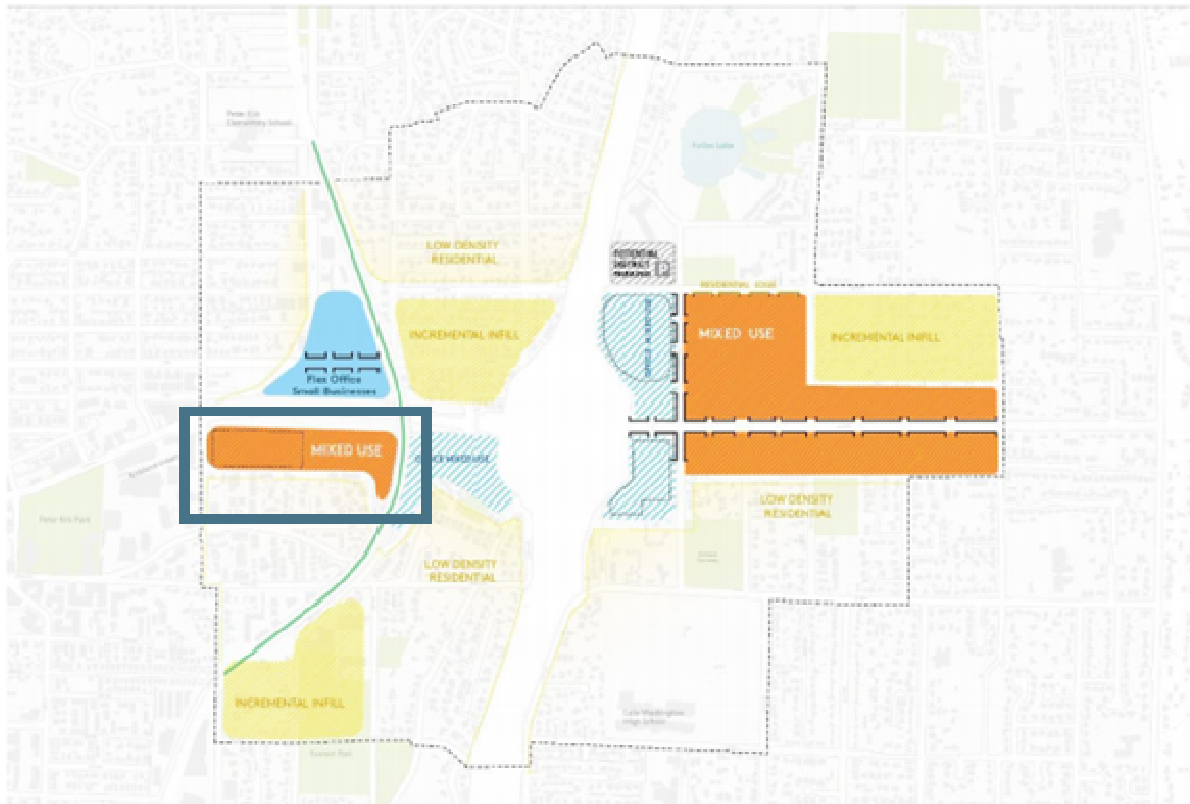
Hello,

I'd welcome the chance to talk with you about the following.

I'm writing about the Station Area Plan (SAP) DEIS, https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/stationareaplan_draftseis_complete1-5-2021.pdf.

Both alternatives 2 and 3 call for rezoning PLA 5A, B, C, & D, highlighted below, changing the largely residential area of the Moss Bay neighborhood to mixed use, and substantially increasing the allowable heights of the buildings, currently 30 to 40 feet, to 65 or 85 feet. I'm strongly opposed to this, any other benefits of the SAP are overshadowed by this.

Exhibit 1-5. Growth Concept for Action Alternatives



Source: Mithun, 2020.

When Urban went in, with substantially increased height rezoning, I knew that this would eventually be proposed for our mostly residential Moss Bay neighborhood, which happens to be across 6th St from Urban. Again, I am strongly opposed to changes in heights allowed in PLA 5A, B, C, & D. We would end up living in a canyon surrounded by 85' tall buildings.

The office park, below highlighted with orange, next to my condominium complex, highlighted with blue, was grandfathered into our residential area but was zoned residential. The office park owners wanted spot rezoning to allow them to upgrade their office buildings, which the nearby residents were not in favor of. Instead of going to court over this, we met with the city and the owners of office park and we came up with a compromise that spot zoned their lot so they could do that. If the city changes the zoning in our area, I'll feel that the compromise we negotiated in good faith, and avoided litigation, was taken advantage of.



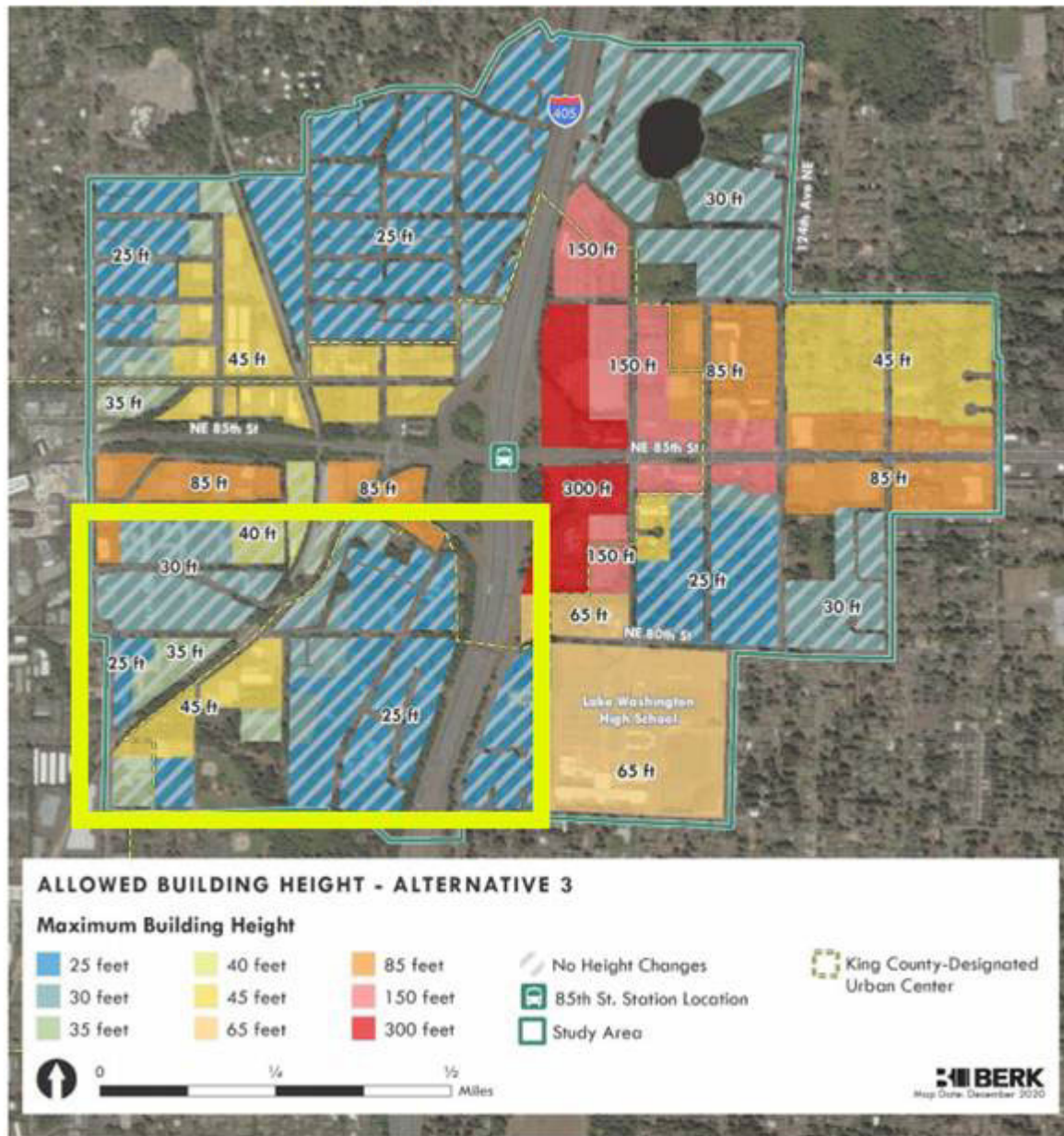
For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

Also, the DEIS describes the neighborhoods that will be affect as commercial areas such Rose Hill, this is misleading. Our neighborhood is a residential area in the Moss Bay neighborhood, again, zones PLA 5A, B, C, & D. It makes me question the research for the alternatives, who was consulted, such as the residents of my neighborhood. None of my neighbors knew about this effort until early February, and apparently this effort has been in the works since early 2020. And the survey that is available for this effort only asks questions about the effect to Rose Hill and Norkirk, our Moss Bay neighborhood isn't represented in the questions, the feedback\data will be inaccurate.

“Alternative 2: This alternative would create a Station Area Plan and Form Based Code allowing for added housing and commercial/retail activity in buildings up to 150 feet in height closest to the station and along major street corridors and 25-85 feet elsewhere. Alternative 2 would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. For the year 2044, the anticipated total . . . “

None of the other zones in the Moss Bay neighborhood, highlighted below in yellow, have proposed height changes, why just our area, how is this justified, and which residents in the area where talked with during the last year or more of planning? None of my neighbors knew about this until early February.

Exhibit 1-10. Alternative 3 Building Heights



Source: Mithun, 2020.

Please don't ruin our neighborhood by changing the zoning and allowing 65' or 85' tall building.

- I'd welcome the chance to talk with you about this.

By the way, the information in the plan, especially the charts\images in the

<https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan>

are impossible for a color blind person, such as myself, to read; I had help. It's not accessible to the 10% of men who are color blind.

Thank you,

Brian Granowitz

Kirkland, WA

* I live and work in Kirkland.

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From: Jennifer Bosworth [REDACTED]
Sent: Monday, February 1, 2021 9:48 AM
To: Allison Zike
Subject: 85th Street Station Comments

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I am in full support of achieving all the goals in the 3 variations of the 85th Station plans. But the one thing I cannot stop thinking about, is a feeling of lost opportunity in all of the design options. While 85th St has had some improvements (lighting, sidewalks, plantings, turn lanes), it really still only has two great features. The first being that it is basically another highway to and from Redmond and all things east of Kirkland. But the second, is that the views from 85th St are the most dramatic in all of Kirkland (toward the west, until you get to the crest at 132nd where views can also be good to the east). Because of this, I feel like all of the plans just don't feel right, when we could be opening up the interchange area at 85th and creating more of a park like open space here - think the covered areas of 520 with views west near Lake Washington. Building height should be lowest near the freeway, with height increasing toward the east and the crest of 85th to maintain views from 85th east of the freeway. I would also like to see growth/density in the block to the north of 85th (east of 405). The topography dips more in this area, and so building height would have less visual impact. 85th will continue to serve as a connector between Redmond and Kirkland, and because it is such a busy street, it seems that it would better to treat it more like a freeway than a business hub. Push the hub to the north, so that it is easier for people to access businesses.

Those are my thoughts. I sincerely hope that the City of Kirkland takes a step back and re-evaluates the plans that have been presented. Especially with the shift in work culture that is likely to evolve post Covid. My worst fear is all this office and living space being developed along the east side of 405 near 85th, and then it sits empty, serving no purpose but to block the one thing 85th has going for it - big open views to the west.

Thanks for reading!

Sincerely,
Jennifer Bosworth

[REDACTED]
[REDACTED]
[REDACTED]

From: Margaret Bouniol Kaifer [REDACTED]
Sent: Sunday, February 14, 2021 3:19 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison-

I used to be a Kirkland planner for many many years. I just tried to take the online survey about the DEIS and found it very confusing. I ended up backing out of the survey because I wasn't sure my opinions were being accurately reflected in the survey answers. Guess I'm just used to reviewing environmental checklists instead! Maybe I've been away from the profession too long but I think I have a better grasp of planning issues than the general Kirkland public. So if I found the survey challenging, I'm guessing other lay people might also. I'm guessing a consultant prepared the survey?

That said, I'm pretty sure I support a combo of alternative 2 and 3 but mostly leaning to alternative 3. Growth should be concentrated into areas that are supported by *adequate* transit. I believe in the GMA. Transit on the Eastside is a term I use loosely because there really isn't a lot to choose from - especially if you want to navigate the metro area by something other than a car. If I want to catch a bus I have to drive several miles to a park&ride. Most options ignore an older population who become less mobile as they age.

Thanks for listening.
-Margaret

Sent from my iPhone

From: Kelli Curtis
Sent: Friday, February 19, 2021 10:54 PM
To: Allison Zike
Subject: Fwd: Engaging Homelessness and Fair & Equitable Housing Practices/Plans in Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: Peder Brakke [REDACTED]
Date: February 19, 2021 at 10:47:29 PM PST
To: Penny Sweet <PSweet@kirklandwa.gov>, Jay Arnold <JArnold@kirklandwa.gov>, Neal Black <NBlack@kirklandwa.gov>, Kelli Curtis <KCurtis@kirklandwa.gov>, Amy Falcone <AFalcone@kirklandwa.gov>, Toby Nixon <TNixon@kirklandwa.gov>, Jon Pascal <JPascal@kirklandwa.gov>
Subject: Engaging Homelessness and Fair & Equitable Housing Practices/Plans in Kirkland

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

My name is Peder Brakke and I serve as the Area Director for Northlake Young Life (serving Redmond, Kirkland, and Duvall) and also a member of Salt House Church (11920 NE 80th St, Kirkland).

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

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

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

As it is, speaking from my Young Life role, it is so very difficult to hire a full-time person to do needed work in the community because it's nearly impossible for them to find a place to live in the area, even with a sizable COLA. In many cases, we are lucky to have great connections to community members that have supported individuals by significantly lowering rent prices... but not every individual or family has that. The equity gap is real. We must do more as a city.

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

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

Peder

--

Peder Erik Brakke

[REDACTED]

[REDACTED]

[REDACTED]

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From: Curtis B [REDACTED]
[REDACTED]
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

I am providing this feedback on the NE 85th Street Station Area Plan options, presented during the January 7th meeting, on behalf of the homeowners on 118th Ave NE: 8025, 8031, 8033, 8035, and 8037.

While we have provided feedback on many aspects of the previous plan version, such as transportation and use, this will focus only on the zoning lines and height proposals as they are the areas that are egregious and unacceptable.

Purpose:

1. Demand our properties be removed from all proposed rezoning options, especially those that group ours with Lee Johnson's, and request 118th homeowner protection guidance be reinstated.
2. State our strong opposition to the new building height limits proposed in Alternative 2 and 3 and how they have been presented to mislead residents giving feedback on these developer-requested options. Alternative 2 should be restored to the 75' range that was discussed with the community previously.

Remove Our Properties from Rezoning Options and Reinstate Protections for Existing Homeowners

Remove our homes from any zoning change proposals:

The January 7th meeting was the first time that we have seen a proposal to rezone that included any properties on our street. None of the homeowners requested it nor were any of the homeowners contacted or consulted by anyone in the Planning Commission. There is no legitimate reason that it would need to be rezoned as part of this process.

The zoning line was drawn around Lee Johnson's latest property lines but also expressly included our homes. There is no legitimate reason to have done this. We can only view this as a solicited gift to Lee Johnson dealership owners to increase their profit from the land sale to Google. We were shocked when we saw this and have been furious since. The action is a clear statement that the Planning Commission wants to give Lee Johnson and Google developers the green light to engage in whatever tactics they feel like, spending the coming years making our lives hell to force us from our homes.

This latest unethical action is continuing a pattern. In the first round of public planning meetings for 85th street zone, we learned that Lee Johnson was requesting that their entire property have its zoning height changed to 160' with an expectation of at least 75'. Two years prior they had purchased the home at 8026 from home builders who were going to build three family homes. Tod Johnson told us the plan was to use it as a green offset so one inside the current property could be repurposed to pavement. As we planned several possible joint projects to do as part of the effort, (like a fence

replacement), I contacted him repeatedly during the next (almost) 2 years asking about the status. He lied to us multiple times stating that he didn't know the status. He had been lying because he didn't want us to be aware that he was in talks with the city about moving the dealership and developing a large apartment/condo complex far above existing zoning limits. Then, in September of 2018, when the City Council asked the Planning Commission to pause until they can better consider all the areas around the bus stop, one of the Lee Johnson/LMJ Enterprises negotiators got up and complained to the commission that he was upset that the backroom deal that they had negotiated was going to be delayed and they had better hurry up and deliver on what had been agreed to when planning started again in the spring. This indicated that the feedback being solicited from the public was a formality as the selling of Kirkland zoning plans were being done behind closed doors. The new, previously rejected, Alternative height limits seem to indicate that this is still happening. This highlights a serious issue of (at best) unethical actions of Lee Johnson and at least one Planning Commission member.

We then stopped receiving any email notifications about Planning Commission meetings from the city, though I continued to receive email for City Council meetings. We also stopped receiving any mailers about the 85th street planning activity. No house on our street received any further attempt to make them aware of community feedback options being requested or make us aware of the Planning Commission meetings. I would not have even been aware of the January meeting if it wasn't for the email from the South Rose Hill Community email update. I do not know why I was dropped off planning mail lists or why the Commission chose to no longer send out physical mail or if they just chose to exclude our addresses. Regardless, it only adds to the outrage and to the ethical questions surrounding why these lines were drawn to include our homes and no effort was made to make us aware of it.

Over the 20 years we've lived here, the families put a massive amount of time, energy, and money into maintaining and improving our homes and surrounding property. All of them are better now than they were when they were new (airport-level sound abatements, material improvements inside and out, total landscaping changes, etc). Some of the homeowners have transformed every inch of their property over the course of 10+ years, mostly completed by their own hand. These are not just interchangeable wooden boxes, these are homes our families have grown up in, they are homes we have poured our lives into. The fact that zoning on these plans (Alternative 2 & 3) show an intent to subject us to potentially years of targeted harassment, and to give our lives away for the profit of a bald-faced lying, used car salesman is enraging and should be rejected by Planning Commission members who are working for all of Kirkland, not just an aggressively unethical and immoral business owner.

Request that any line for proposed zoning height increases excludes the property 8026 as that should be sold back to homebuilders:

The Planning Commission continues to talk about needing a more homes and Lee Johnson has done the opposite. They have bought and torn down at least 5 homes around us in the past 20 years. 8026, the most recent home that was purchased and demolished, was bought from a developer who was going to build a home for 3 families. Instead, it has just remained a bare, unmanaged lot with a garbage pile where neighbors have had to chase off drug sellers and buyers who started to use it as a drop spot. This is just one of the many things Lee Johnson owners have done, or rather couldn't be

bothered to do, that shows their lack of concern about the community and its members that don't pad their pocketbook.

Any rezoning line that is drawn should exclude not only our homes but also 8026. Any agreement made with Lee Johnson should require that 8026 be sold back to builders so it can provide the additional homes that the commission has stated that we need.

Reinstate guidance that protect homeowners on 118th Ave NE:

In the 2018 rezoning plans there was the recommendation that any rezoning height be set at 85th street and should reduce to follow the land rise as the zoning rules do now.

Language also included that statement that access from 118th street should remain for emergency access only to prevent the residential street from becoming a throughway and a parking lot for the potential condo/apartment building. This action was also intended protect homeowners on 116th and 80th to ensure traffic is using the 85th street 405 exit instead of the 70th street exit.

Given the valid concerns about developers building up to the edge of the property, creating a wall of apartments, clarifications were also made about increasing offsets, requiring visual barriers, like trees, and ensuring the height limits next to residences was kept at a minimum.

We request that these guidance aspects be reinstated in proposals and requirements.

Opposition to Alternative 2 & 3:

The Alternative height limits were created after having already been rejected by the public:

The first version of the requested options for the 85th Street Plan had the Alternative 2 height limit set at 75' and an Alternative 3 set at 160'.

The feedback provided by the public during the feedback sessions were that they did not want anything like 160' and that 75' (2 business story and 5 residential) was the maximum height they would want on the eastside of 405. They stated that the height should adjust with the land as they didn't want to "see a wall of buildings from 405" as it would be counter to the aspects that they loved about living in Kirkland and wanted to see continue. It was also stated by everyone on the calls that they did not want to see Kirkland become Bellevue. Those who wanted to live in an area like Seattle or Bellevue are free to move to those areas.

The community feedback was actively discarded as this new plan doubles the height of the two alternatives previously discussed. Kirkland residents stated unequivocally that they didn't want to see these huge buildings here and rejected that we should even consider 160' buildings, so we can only assume these numbers originated from developer demands. Developers who do not care about Kirkland or its residents, only about how much they can make per square foot. Especially telling is that neither alternative considers existing zoning that takes into account geographic aspects when looking at the height limits; they are simply proposing the maximum height over the entire property.

During the January 7th call we again saw that public feedback is being treated as a required but unimportant check box. The breakout sessions for residents to give feedback were the exact same

'vision' questions as had been asked in years prior, when the proposals for massive increases in building sizes were rejected. The amount of time given wasn't even enough for a small group to get halfway through the questions. Then, after the breakout, participants simply took to speaking up as no comment time was officially allotted. One resident spoke up about having a screenshot of a commission member's screen showing effectively that they were pushing for or had decided on larger buildings. That commission member literally shouted her down, leaving everyone on the call suspicious as to why that extreme action would be taken, why no other Planning Commission member stopped or reprimanded him, and why none offered to provide clarification on whatever it is that she saw. This happened to be the same Commission member who was in the breakout session I was in where I expressed how infuriated I was to see that they had include our property in the proposed rezoning heights with the Lee Johnson property and needed to understand why this happened. There he chose to be silent.

These many issues indicate that Alternative 2 and 3 were not designed in good faith, were designed for and likely by few developers, not for or by Kirkland. They need to be rejected.

Alternatives Designed Deceptively:

The Alternatives seem to have been specifically designed to be deceptive and present Alternative 2 as the only reasonable choice for growth.

This is the standard "Goldilocks" marketing strategy. The previous extreme option of ~150' was fully rejected by the community so instead of removing it as an option, it was moved to be the middle option. Alternative 2 was moved up to 300' and no other options are mentioned, leading people to assume that 'do nothing', 150', or 300' are the only options. 300' is especially absurd and counter to all the feedback Kirkland residents have provided, and the first option is designed to appear to do nothing to improve the area, so the middle 150' option must be the only real choice. The fact is of course that 150' and 300' are arbitrary values made up by those lobbying for massive increases in zoning. The 'choose the middle' option should have remained at the 75' where it was.

The naming of Alternative 1 is purposefully misleading. Instead of something like "Leverage Existing Zoned Growth" it is named "No Action", implying nothing will be done to improve the area. Whereas Alternative 2 "Guiding Transit-Oriented Growth" and Alternative 3 "Transit-Oriented Hub" specifically imply reasonable action to better the area. We do not need to have 150-300' giant buildings for "Guiding Transit-Oriented Growth". This is clearly designed to imply that the city can't do anything to develop the area around the bus stop for bikers, pedestrians, etc., unless the public supports giving developers the gift of having at least 150' buildings.

Additionally misleading is that the plan does not include images showing the existing zoning for Alternative 1 but do for 2 and 3. Most residents probably do not realize that many existing zones support larger buildings than are currently built on the property.

The numbers of units that each option gives for affordable housing presented on the call is purposefully misleading and inaccurate to justify allowing building heights as tall as possible. It assumes every building is going to be housing, something the Planning Commission knows is false. Especially as the Lee Johnson property, where the extreme heights are being proposed, is being sold to Google for a new campus location. It also doesn't take into account the fact that concessions have consistently been made to developer demands so the number required is optimistic and unlikely.

Finally, it is a red herring. It isn't the primary goal of this project and is fully counter to goals of any developer and those working for them to push the extreme heights. It is simply being used as a guilt bludgeon to wield against anyone opposed to the alternatives because "If you oppose whatever absurd heights request we make, you are opposing needed affordable housing!". It is especially ironic as these alternatives are currently designed to encourage the developers to take our homes away from us.

Slippery Slope:

As was stated by other residents, concessions made here will not remain in this area. It would be planting both feet on a polished ice slope, setting a precedent that every future developer throughout Kirkland will point at. As Commission and Council members change out and pressure wears them down, it will spread. Allowing these options is a statement that Kirkland planners are starting the process to allow Kirkland to try to be like Bellevue.

We all need discussions of real alternatives which reflect choices that are reasonable for Kirkland vision statements and resident feedback, not just ones that meet developer's profit dreams. The alternatives should revert to discussing options closer to 7-10 stories tall. Developers are plenty eager to build on any land they can get so we do not need insane concessions that have us discussing 15-30 stories and reducing/removing other requirements like parking.

We adamantly oppose Alternative 2 and Alternative 3 height rezoning options. We ask that the Planning Commission or the City Council reject these developer requested options and consider the more rational proposals made that reflect to the universal feedback from Kirkland residents.

Regards,

Curtis Brown
President, Spruce Villas Owners Association
Kirkland homeowner of 20 years

To the Planning Department,

My first concern involves citizen representation. I have been involved in many citizen feedback opportunities with the Kirkland Planning Commission and the Kirkland City Council. In the long run I cannot say for sure whether my input made any difference at all. I realize as a retired person living in Houghton for 40 years my life experience won't be as relevant as someone younger who will be living in Kirkland for the next 40 more years.

When participating in the Park Place rezoning process several years ago, I felt that the Kirkland City Council members already had their minds made up before they even had the chance to listened to citizen input. The council is so small with only a few people needed to make a quorum, just one person can change the fate of Kirkland. One of the meetings I attended a council woman 'voted her conscience' despite what citizens were saying. If that is the way it is, then citizen input seems unnecessary. Hundreds of people participated in the Park Place planning process and it didn't seem to affect the outcome at all. Once Kirkland Urban plans replaced those for Park Place, people had given up on being part of the process because the planning code had already been changed.

The other thing that concerns me is that planning is such a fluid process. We were told that Park Place redevelopment was an exception and that is why they were allowed a zoning change that included taller building heights. But then the developers asked for additional exceptions so they could build more apartments. The owner of the next property asked for exceptions to the zoning plan as well. We were told that taller office buildings and more density was necessary so that small and medium start-up businesses in Kirkland had room to grow here instead of being forced to relocate to another city. Is that what

happened? Then why are big companies taking over much of Kirkland Urban office space? I often think, why bother even having a plan or telling the citizens what the plan is and asking for their advice? For example, what actually was developed at South Kirkland Park and Ride ended up very different from what the planners imagined and presented to interested citizens that came to the first open houses. When things changed it had nothing to do with citizen input. It is laughable now to think that Planning Commission talked about 'shared parking' between park and ride users and people that lived in the housing. And the pictures showed large trees and thin people standing around a coffee shop but that isn't what happened at all. The need for parking far outstripped the availability within a few years after the garage was built. Of course, the public was also told that Totem Lake area was where the most development would be planned to accommodate projected growth in Kirkland after Kirkland Urban was designed. Now the city is thinking about ten story buildings on Rose Hill? Plans regarding building height limits or setbacks or green spaces can always change despite whatever zoning ideas you are presenting this year. Just look at Bellevue or Redmond—the buildings get taller and taller. That is exactly what the citizens at many of the meetings I went to were concerned would happen in Kirkland and they were vehement about not wanting Kirkland to follow Bellevue's lead. Unfortunately, that could be the direction this project on 85th could be pointing in. I am always willing to give input from my perspective, but I do so with the knowledge that it doesn't make any difference.

I vote for Alternative #1/ No Change. It still allows for plenty of growth now to meet current needs for our share of the growth management load. There seems to be more room for development in the Totem Lake area that is also on the STRIDE BRT line. Also, some of the areas in downtown Kirkland need redevelopment because the buildings are old

and do not meet earthquake standards. Better bus service from downtown Kirkland and other neighborhoods to the new 85th Street interchange are more useful for all of Kirkland than building ten-story buildings right next to the freeway.

I cannot read very well so I will just give bullet points and you can figure out how it all goes together. Skip the rest of the letter if you think you have heard everything I have to say in previous letters.

- I believe that the 85th interchange may never be built. It is far too expensive for Sound Transit especially since they need to spend more money elsewhere. The cost overruns have been horrendous. The location is extremely problematic and there are not enough bus lines to the neighborhoods and other cities around Kirkland for the system to work. The walkability is questionable. My husband walked the mile uphill from our house to the freeway flier stop for years. I can tell you that very few other people were doing it. Kirkland is fairly hilly and that makes people less likely to walk to transit. If the 255 gets rerouted at some point, people in Everest and Houghton will have a hard time getting to the 85th Street interchange. I took a Metro survey that included a question about moving the 255 bus line off 108th Ave NE. So, I know Metro has at one time thought of doing that. I wonder how much of a challenge it is for the members of City Council and Planning Commission to walk to a bus stop and take a bus to Costco from their houses. City planners should walk the walk before they talk the talk. And before everything was shut down, how many of you took a bus for a night time meeting at City Hall that might end at 10:00 p.m.? I know I didn't like to.
- We are seeing some major transportation shifts at the moment that make it hard to plan a transit-oriented development.

Recently I was told that there is no longer bus service on Avondale road. This is probably true of other places where people live and still need to get to work. At City Hall I did go to a transit related meeting a couple years ago and people were angry that commuter buses were full and they saw almost empty buses going into neighborhoods. People who lived in the neighborhoods but were dependent on buses because they were blind, or elderly or didn't have a driver's license were angry that bus routes were being cut or rerouted to accommodate commuters. We might need some trial runs (after we don't have to wear masks anymore) to see how easy it is for people to get to the 85th Street station area by bus or walking (in the pouring rain) before we make any final decisions. Then we would be better equipped to put in suggestions to improve the plan you are developing.

- We are going to see shifts in ridership needs in the next few years as demographics change. There is no guarantee that people working at an office in Kirkland will be able to rent an apartment next door, or vice versa. That seems to be a belief that planners hold onto. How is the new 'work at home' lifestyle going to affect long held planning concepts? One of my relatives moved to Redmond to be closer to family but the rest of his company is still in Chicago, California, and India. Companies are seeing how possible it is for their workers to commute by computer now that it has been forced upon us by a pandemic. The Washington Post had an article about a couple moving from New York City to the suburbs where they could live in a bigger house for less money than the rent on their tiny city apartment. They no longer needed to be within an easy commute to work.

- The changes to the real estate market in Seattle and Bellevue with so many new buildings yet to be leased is going to affect what we decide to do in Kirkland and how many office buildings we actually need in the Downtown/Rosehill area. Anyone have a crystal ball?
- There is a major money problem with this increased development that is a quite a conundrum. The voters have to approve more taxes or bonds in order to add parks and the maintenance needed, build schools to accommodate increased student enrollment (the COVID baby boom?), support the fire services needed to be available to save people in taller buildings, add bus routes to get commuters to the 85th Street transit station from home or office, and support the growth in hospital beds needed at Evergreen. Sometimes bond issues in the past have not passed. I don't understand how owners of ten story office and apartment buildings pay the same taxes I do for services in Kirkland. Washington State tax structure is a mystery! Additionally, the Federal government has to provide infrastructure dollars for roads and sidewalks and other related projects. Trump promised investment in infrastructure but as far as I know the dollars didn't end up in Washington State. After the COVID crisis is over will tax payers be willing to be taxed as they recover from their own personal challenges? Will renters be willing to vote for or against taxes? The more my house value increases the more taxes I have to pay on it. That can be a burden for retired folks. When you talk about planned growth you cannot plan increased density without carefully predicting how you are going to support the infrastructure. The city might

be wise to take a 'wait and see' approach before attempting to alter the existing zoning code beyond the Alternative #1 plan.

- One of the things I heard on the radio is that some school districts are cutting school bus routes as budgets get tighter. What is going to happen if all the kids go back to school? Friends have told me in the past that transit buses were not available in their neighborhoods to take their children to school. So where does that leave us? Either people make their children walk and bike to school despite the weather or other safety concerns, they drive them to school, or the students drive themselves to school. Maybe you haven't noticed in the past, but when school was in session the neighborhood streets around Lake Washington High School, Redmond High School or Inglemoor High School were lined with parked cars. When Planners talk about parking management plans, I think, 'good luck with that'.
- If you are going to increase density than you should not change the parking requirements that are now in the code. Even with the current parking code you have to recognize there is still a big need for street parking. People don't always want to spend the extra money for a spot in an apartment garage or they have more than one car per apartment that they need a space for. If you are working in an office, you may still need a car at work even if the office is near the freeway interchange station. Many people are required to travel to different sites for work. People working part time or shift jobs in retail may not live in the local neighborhood or even somewhere accessible to bus transportation. For almost every after-work activity you need a car, especially if you have children. Or if you ski or hike or play soccer on the weekends how

are you going to get there? Not by Uber or Greyhound. You usually cannot even take Uber or Lyft or a Taxi if your child is under two and needs to face backwards in a car seat. Ride-share services are too expensive to use for errands in any case. Even if you lived in a new development near the 85th Street interchange, you would probably want a car (electric?) to bring your stash of toilet rolls home from Costco. This will be especially true if Costco moves as a result of this development plan. (Great future location for a park and ride lot--most of the Puget Sound Transit STRIDE freeway stops have one.)

- The more retail you put in, the more street parking you need – not greenways for pedestrians. Even though that is a lovely idea! Usually parking garages in mixed-use developments don't offer free parking for employees. And as I have mentioned over and over, many employees may need a car to pick up a child from school or daycare or a dog from the vet or shop for an elderly relative. If you are single, then living car-free and taking the bus between work and home might be great most of the time. Unless of course, you are a shift worker and the bus transfers don't work out well. Some people will be lucky enough to find an apartment they can afford right next to their place of employment. Good for them! Glad you are planning that and I hope it works out.
- As a shopper or restaurant patron, I choose not to park in a garage because I am afraid of hitting a pillar. I have already damaged my car three times just hitting something in my own driveway! In any case, I usually shop online and with the pandemic I have gotten used to ordering groceries for my household and two others and picking them up in the parking lot

at a supermarket. I would never do this at Kirkland Urban QFC because it has an underground garage. Which means I am driving extra miles to shop at a store that is farther away.

- Many of us have changed our habits this year and probably won't go on with life as it was a year or two ago. Mixed-use retail may be very useful for those living in an apartment or working in an office in this planned development area. I am glad that is part of the plan. It can be very convenient for getting a quick dinner or accessing other services like a salon when it is a few steps from your door. When you are single and live in a 500-800 square foot apartment with a dog you don't have room to stock up on huge quantities of food or buy a lot of stuff. And if you are using bus transportation to get around because you live car-free then you most likely are ordering online and having your purchases delivered. In my opinion, the best thing would be to have large enough retail spaces to accommodate medical offices. My favorite would be Northwest Allergy and Asthma. Everyone in Kirkland has to drive to Redmond just to get allergy shots before work or after school. You cannot take the bus there because they close so early. Almost everyone has to go to the dentist or eye doctor at some time so that would be helpful to have in an apartment or office building. The Planning Department has no control over the retail that will be leased but it does have some say in the size of the retail spaces.
- I don't see any new plans for a park and ride lot location in Kirkland city limits to accommodate people in the outer reaches of Kirkland that want to catch a bus to this transit station. Maybe Kirkland can work on making more agreements with local

churches for weekday parking spaces. Houghton Park and Ride lot and South Kirkland Park and Ride lot could use improvements but I haven't heard any whispers about redevelopment at these locations. Do we really have any idea how full Brickyard and Kingsgate Park and Ride lots will be once the STRIDE route is finished? That is another reason you should stick with alternative #1 plan/no change. There is only so much that can be modeled on a computer when it involves changes in habit. I want to see the transportation engineer's idea of what the traffic will look like if alternative #1 is built out to the fullest amount in the next 5 years. I have seen how quickly buildings are going up in Redmond. We could have housing developments finished way before an 85th Station gets built, if it ever is.

- I have been looking at apartments in Redmond. What is called 'affordable' really isn't especially affordable for a family. And what is designated 'affordable' at one apartment is the same price as another market-rate apartment in another building. Ten percent is such a limited quantity that telling us that an eight-story building is providing more housing in the 'affordable' category is bogus. What you really need to plan is more housing around this development area that focus on lower income citizens. One of my biggest worries is how developing this area is going to affect all the surrounding neighborhoods that have older single-family homes. The increase in traffic intensity on 80th and 108th Ave/ 6th Street is of concern. Will you really have a buffer between a six-story building and a single-family home? If you want to find more houses as people move to this area, I feel you should be looking more to fill in neighborhoods with duplexes, row houses, condos, cottage houses and carriage houses. It just

doesn't make sense to have developers knock down older homes with gardens and build monster houses. I would rather see two families living on the same size lot. Supposedly 30% percent of the people living in King County are single. Quite a few more are dual income/ no kids. Stacked apartments are perhaps a great choice for them. What I really like about Kirkland is that it is a great place to raise a family. Most of the apartments I looked at in Redmond said 'dog friendly' but not child or family friendly. People with children moving to this area for jobs often want a home to rent or own rather than an apartment in a huge apartment building. If we want to accommodate growth, we need to zone for family friendly housing in different shapes and sizes.

- It is great that you are getting so many people involved using ZOOM but it doesn't have the same energy as you get when neighbors band together at City Hall to advocate for their neighborhood or other entity. I like the open houses too when you can look at all the boards with pictures and ask questions. For me, making a meeting at City Hall at 7 pm is more likely than being able to go on the computer at 6 pm for ZOOM when we normally eat dinner. I hope you can schedule the next meeting for a little later.
- I look forward to hearing what other neighbors feel is the best way for Kirkland to grow and still retain its small-town family friendly atmosphere.

Sincerely,
Margaret Bull

From: Margaret Bull [REDACTED]
Sent: Tuesday, January 12, 2021 9:23 PM
To: Allison Zike
Subject: RE: transit center walking route
Attachments: IMG_20210109_150820805 (003).jpg; IMG_20210109_150217383 (003).jpg

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison,

After looking at the 85th street information, I have a major concern regarding development in Kirkland. I don't think it is family friendly. Looking at multifamily housing in Redmond in the last year or so, I noticed that most of the community space in the multistory apartments is not conducive to child's play. This is a big problem for people living there with children or for weekend dads. Exercise rooms are not geared for children because the equipment isn't safe. Roof gardens and barbeque areas are also hazardous and not designed with children in mind. That means during this 'stay-home' period children have no place to run-around. The big park in the middle of Redmond doesn't have play equipment and Anderson park is too far for most people to walk to with small children. Even the open city hall lawn is limited as a play area. There is not a play structure and the reflection pool doesn't allow wading.

I really believe in pocket parks or play areas designed for condo and apartment living. It used to be expected that condo/apartment developments include a clubhouse, play area and pool. But not anymore. In many places in Redmond children are having to play in the streets or the parking lots. I have included two photos of amenities in a condo project in Redmond that I feel is needed in more areas. They are not very big and yet still provide a place for families to bring children without having to go far from home. I would like to see similar play areas included in developments. If you can put in fire pits and water features and sculpture why not require play areas? When I look at the Villages at Totem Lake I cannot help but wonder where a child is going to safely exercise that lives in one of those apartments. You cannot tell me a tired parent is going to walk a three year old to the park by the lake after work.

I don't want Redmond's poor planning be an example for Kirkland. If developments have to provide parking, can't you require some child centered amenity? It seems housing is designed for young single people. And one of your goals is for people to not have cars at their apartments so you limit parking availability on purpose. I have taken my kids on the bus to go to swim lessons at Peter Kirk pool or to Bellevue library in the past. Have you ever tried to hold onto two little kids and get on the bus holding library books, groceries, or swim equipment? It is very stressful especially if you are on a time schedule. It is even worse on Sundays trying to take the bus to church. They don't run very often and you don't have any churches in your plans for the city's idea of an ideal place to live car-free. You bet there will be plenty of coffee shops and nail salons. Admittedly, in the downtown there happen to be several churches but that isn't because of current planning guidelines. Perhaps the city designers in the past thought it was important to a well rounded city environment.

Office buildings should include childcare facilities so that people don't have to drive their cars as much, mothers can nurse on their lunch hour and fathers can be responsible for their child's welfare despite long hours. You cannot add childcare facilities easily to a development due to play area requirements and evacuation requirements. It is best to include it in the planning stages. There is a great deal of competition for current child care enrollment. If the city is going to continue to grow than childcare is a major concern.

Kirkland is always stressing the importance of inclusion but lacks a vision with how best to consider children in that inclusivity. Kirkland may not have the budget to care for all its current parks nor develop pocket parks in the green scape

that is often mentioned. I think developers need to step up and provide safe child friendly spaces that don't have to be cared for by public funds. Maybe you can find ideas for this concept in other parts of the world.

Kind Regards,
Margaret Bull

From: Carl Burch [REDACTED]
Sent: Friday, February 19, 2021 11:51 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

I just submitted my questionnaire on-line, but in case it didn't submit I wanted to register comments by e-mail as well.

I live squarely within this study area, on NE 75th Pl just west of Lake Washington High School. I strongly favor the proposal to increase development - with Alternative 3 preferred to 2 preferred to 1. Being next to a major interchange, with associated transit, make this an ideal and exciting location for high-density development! Kirkland really needs more of this!

Mostly, I'm looking forward to improved transit and pedestrian access. I also love the idea of a walkable commercial district - i.e., fewer strip malls and car dealers, and instead introducing sidewalk-facing businesses. I personally care less about increased housing density, but I recognize that this is one of the best locations for it in Kirkland, and it would be necessary to facilitate the other improvements here, so I support it.

One thing I didn't see in the plan was traffic calming on side streets. I believe 80th St, 116th Ave, and 124th Ave should be seen as residential streets rather than arteries, but today their construction encourages speeding. I hope we can eventually narrow these streets (possibly with separated bike lanes) and undertake other measures like on-street parking, roundabouts, or stop signs - hopefully without resorting to speed bumps.

I also want to highlight that for those of us who live southeast of the interchange, there is no park within reasonable walking distance (unless you count the cemetery or high school). I wish this could be addressed.

Phase 2 Draft EIS comments

Susan Busch 2/19/2021

Summary Comments

- A variation of Alt. 2 is preferred. Alt. 1 does not address the growth pressure that Kirkland will face in the future. Alt. 3 proposes a level of development greater than can be accommodated and mitigated within the Station Area boundary. It will create too much secondary impact beyond the area being studied.
- Design of the BRT station and its immediate surroundings is critical to the SAP success.
- A dense network of multi-modal connections that serve the station is necessary- pedestrian ways, bicycles, and people movers- and SOV use must be curtailed.
- Reduction in parking ratios is acceptable when combined with multi-modal options.
- Strong design standards will be required.
- More robust Green/ Blue Street concept should be part of preferred alternative regardless of level of development.
- The need for additional public service facilities - schools, parks and public safety- should be assumed at the outset and included in the preferred plan.
- When the preferred alternative is presented to the public in Phase 3, more graphics are needed to accurately convey the scope of development that is proposed. Suggest presentations be broken down by topic- transportation, zoning, streetscape, etc., starting with an overview and ending with the fully layered plan. This SAP will affect the City as a whole, and it's very hard to grasp the future impacts. A comparison to Kirkland Urban will be helpful.

Detailed Comments

1. Timeline
Preferred alternative should provide data at 2035 and 2044 milestones, not jump ahead to 2044. Preferred plan should include a correlation to WA State Climate goals example-carbon free buildings by 2030 and no fossil fuels by 2050.
2. Transition to Adjacent Zones and Uses
 - a. The preferred alternative should provide more detail regarding compatibility of new zoning and unchanged zoning. Provide complete zoning maps and height diagrams showing existing to remain within the SAP boundary (not just hatch) and also adjacent zones and heights outside of the boundary.
 - b. Sectional diagrams will demonstrate the transitions from 300' and 150' height to adjacent mid and low rise uses that will need to be resolved. It will also demonstrate the effect of topography across the station area.
 - c. Indicate relationship of proposed height and zoning to Kirkland Urban as comparison. This will help the public understand the proposed scale relationship of new to existing.
 - d. It would be interesting to look at the existing Industrial/Tech use along 6th ST S and the Corridor and how it can be tied to the proposed Industrial/ Tech zone north of 85th. Rather than think of this as an area of large campus like buildings (Google) encourage grittier and finer-grained infill with incubator businesses and maker spaces.
 - e. In all alternatives, the extreme birds eye 3D views used to show zoning potential and shading do not accurately convey the scale of potential development. Close-in and Street level views are needed.
3. Design Standards-
The Draft EIS states it will use a form-based code with streamlined environmental review for future development under the SAP.
This will require the SAP to include detailed design standards.

The preferred plan should include an outline of potential design standards together with illustrative graphics for public review. These standards should result in an outcome similar to below:

The Form-Based Codes Institute, a program of Smart Growth America, defines a form-based code as the following:

A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code.... Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. In short, a form-based code puts the emphasis on making sure the buildings in a neighborhood are compatible with their surroundings, while letting the mix of actual activities in them be more eclectic.

4. Parcel size

Some of the parcels that will be developed are the size of multiple city blocks. In the preferred alternative an overlay of a pedestrian scale block grid throughout will keep the buildings to a more appropriate scale. It will improve multi-modal connections, and increase light and air to the street. It will also help with the transitions to neighboring lower density neighborhoods.

5. Streetscape Continuity-

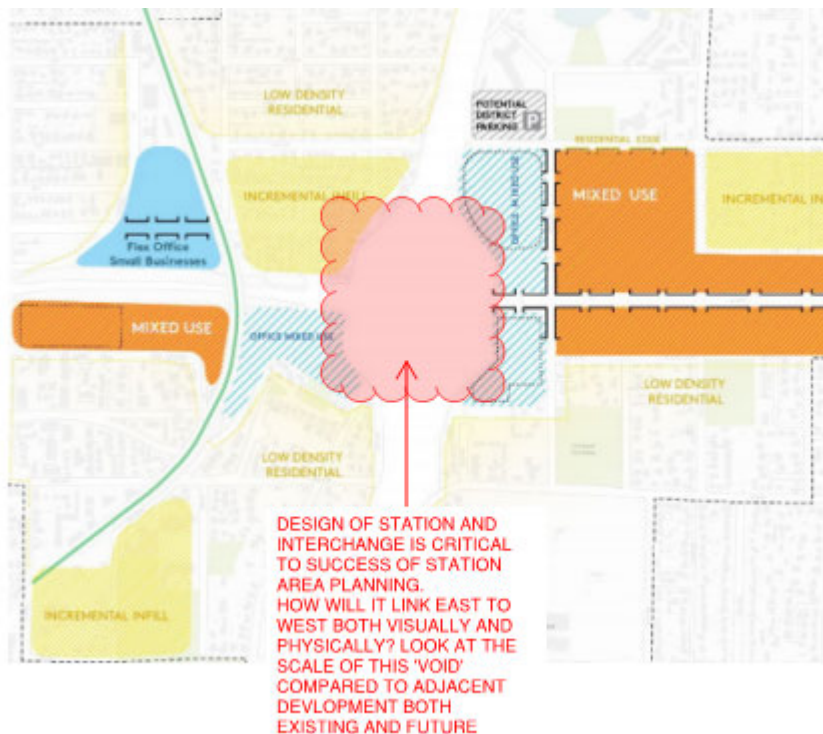
Consistent and continuous right-of-way design will identify this as a cohesive district rather than a disparate set of large developments. Guidelines should be developed for continuous urban design of curb, gutter, sidewalk, planting and pedestrian amenities- lighting, seating, etc.—throughout.

6. BRT Station and Interchange

- a. The lack of information for the interchange itself makes it hard to fully evaluate the potential success of the Station Area Plan, regardless of which alternative is selected. Proper design of this void must knit east and west together, not act as a barrier that discourages access to the station by pedestrians and bikes.

Per the draft this is the area where traffic impacts will remain an issue despite mitigation and 'significant unavoidable adverse impacts are expected for auto, freight, and safety'.

This is the beginning and end of 'the Last Mile' and should be at the forefront of the urban design plan, and not left to the transit agencies.



7. View Corridors

Protected public view corridors are minimally identified. Photographs of existing views at each designated location should be provided, plus overlays of potential development on each view.

8. Transit

- a. Design of the BRT station must be safe, accessible, and aesthetically pleasing to encourage ridership. Improvements in transit service infrastructure must be coordinated King County Metro and Sound Transit for the preferred alternative, and extended to all routes and transit facilities in the City as well. It should be the rule, not optional, for *'all new transit stops are designed to minimize delay and maximize comfort by providing convenient loading and access at all bus doors and necessary sidewalk width to accommodate future stop amenities such as benches, transit shelters and trash receptacles'*.

- b. Future Light Rail

Are there plans for light rail along the I-405 corridor in the next 25 years? Should this be considered in the EIS?

9. Pedestrian Bike Network-

Alternate 3 indicates a tighter network of ped/ bike connections than Alt 1 and 2.

This level of connection should be included in the preferred alternate, regardless of the density of development. Any new development should include outdoor, public connections (similar to those along the Lake Washington waterfront), not within private buildings.

10. Utilities

Utility analysis does not address above ground power and franchise utilities. Utilities should be undergrounded throughout for aesthetics and for climate change resilience.

View corridors and street tree plantings should be free of overhead lines.

Green/ Blue streets should be coordinated with below grade utilities so they don't preclude tree planting and green storm water infrastructure.

11. Trees-

In-lieu fees for loss of tree canopy are not valid in environmental analysis if they are planted elsewhere in the City.

12. Schools-

Alternate 2 and 3 indicate added height across LWHS campus. The justification for this change is unclear.

Confirm whether alternate uses within the current campus footprint are being suggested, or will this be a new 3-4 story campus to accommodate a shortfall in school capacity.

13. Parks-

Preferred alternative should identify public park space independent of open space required by development incentives.

14. Equity

Preferred Alternative should demonstrate a synergy between new jobs and housing—will projected incomes be able to afford projected rents without a commute?

From: Peggy Bush [REDACTED]
Sent: Wednesday, February 17, 2021 8:32 PM
To: Allison Zike
Subject: 85th and 405

Follow Up Flag: Follow up
Flag Status: Flagged

Hello

I'm writing to share my opinion about building and expanding in that area. My biggest concern is that Kirkland is losing its small town feel. I have not gone down to Hectors in awhile but I dread seeing what is going to happen to that charming street and boutique style stores. We do not need to become another Bellevue!

Traffic on 405 is already horrendous mostly because of the ridiculous HOV lanes causing people to slam on their brakes while cars cross over 4 lanes. If the same city council members that approved those changes are promoting more building on the 405/85th section, I say don't make any changes. Building height should never be more than 4 stories. We don't need more high rises in our area.

Thank you
Peggy Bush

[REDACTED]
[REDACTED]
[REDACTED]

From: Jeremy McMahan
Sent: Wednesday, February 17, 2021 8:05 AM
To: Allison Zike
Subject: FW: Concerns about planning for Kirkland NE 85th St Station - Everest Neighborhood Impact

Follow Up Flag: Follow up
Flag Status: Flagged

From: Sylvia Chen [REDACTED]
Sent: Wednesday, February 17, 2021 12:43 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Concerns about planning for Kirkland NE 85th St Station - Everest Neighborhood Impact

Dear Kirkland Planning Commission,

[If my email can be omitted from publicly shared files, I would appreciate it.]

My family and I are residents of the Everest Neighborhood. I am writing to share with you my list of concerns regarding the 85th St Station plan. I have submitted this to Allison Zike and the Kirkland City Council, but I hope the Kirkland Planning Commission can review this to see how the Planning Commission can provide additional advocacy for resident concerns on these matters and help preserve the neighborly essence of Everest Neighborhood and Kirkland.

Please find below my list of concerns:

1) I am concerned about the proposed rezoning in our neighborhood. I am in favor of Alternative 1 No Action and I am strongly opposed to Alternatives 2 and 3, which would allow 45- or 85-foot-tall buildings in the areas to the north and west of Everest Park, and at the intersection of Kirkland Way and NE 85th. My opposition to Alternatives 2 and 3 is due to the following objections:

- We believe the current height limit for the LI zone is 35 feet; it is neither reasonable nor acceptable to place either 45- or 85-foot-tall structures immediately adjacent to single-family residences or low-rise condominiums. This increase in structural height allowances would be intrusive and detrimental to residents, residential properties, and our neighborhood community in a way that land use policies expressly say are not to occur.
- Since Kirkland is already in compliance with Growth Management Act (GMA) goals for population growth and density and the curve for jobs growth is on track to meet or exceed where it should be for GMA compliance, there does not appear to be a need for the changes proposed in Alternatives 2 and 3. Additionally, if the changes in Alternatives 2 or 3 were to take effect, there would be a risk of non-compliance for GMA resulting from those changes, as well as increased demand and stress on our school system which is already over capacity.
- The preservation of Kirkland's intimate and neighborly character is called for in the Draft Supplemental Environmental Impact Statement; the increase in structural height allowances in Alternatives 2 and 3 would directly negate this stated intent of preservation.

Kirkland's Comprehensive Land Use Plans have always prioritized fostering and protecting Kirkland's residential neighborhoods by requiring buffering between residential and other land uses. As a resident of Everest Neighborhood, I sincerely hope that this prioritization will be retained and honored so we can continue to enjoy the neighborhood we chose to live in and our nearby surroundings.

2) Exhibit 2.7 (Growth Concept) in the planning doc is very concerning since it indicates "Incremental Infill" that looks like it will occupy the northern half of Everest Park. It seems that other Exhibits preserve the entirety of Everest Park and its perimeter. We oppose any planning/measures that intend to replace some or much of Everest Park with "Incremental Infill". We should not further reduce greenery in the Kirkland community and Everest Park is well-loved and well-used by our surrounding neighborhoods.

3) Regarding the roundabout planned for NE 85th St & Kirkland Way/114th Ave NE; after further research including a discussion with my sister who has worked as a traffic engineer in NY and PA, I understand that roundabouts are designed to be safer and more efficient. That being said, I would like to submit a request for roundabout beautification (if not already in progress) to help enhance and celebrate the neighborly character of Kirkland.

4) Has there been additional analysis taking into account the recently announced Google expansion into the current Lee Johnson property (multi-acres at 11845 NE 85th St) and the planning for Kirkland NE 85th St Station (especially for traffic/congestion issues)?

5) Can there be more assurances and provisions for appropriate funding/logistics for education expansion (elementary/middle school/high school) to support additional growth from this planning since much of the current school system is already over capacity?

Sincerely,

Sylvia Chen

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From: Sylvia Chen [REDACTED]
Sent: Wednesday, February 17, 2021 12:24 AM
To: Allison Zike
Subject: Re: Concerns about planning for Kirkland NE 85th St Station - Everest Neighborhood Impact

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Allison Zike,

This is an addendum to my initial comments submitted on January 26, 2021. [If my email can still be omitted from publicly shared files, I would appreciate it.]

I am writing to supplement my initial input on the NE 85th St rezone proposals on January 26, 2021. I am a resident of the Everest Neighborhood and I am concerned about the proposed rezoning in our neighborhood. I am in favor of Alternative 1 No Action and I am strongly opposed to Alternatives 2 and 3, which would allow 45- or 85-foot-tall buildings in the areas to the north and west of Everest Park, and at the intersection of Kirkland Way and NE 85th. My opposition to Alternatives 2 and 3 is due to the following objections:

- We believe the current height limit for the LI zone is 35 feet; it is neither reasonable nor acceptable to place either 45- or 85-foot-tall structures immediately adjacent to single-family residences or low-rise condominiums. This increase in structural height allowances would be intrusive and detrimental to residents, residential properties, and our neighborhood community in a way that land use policies expressly say are not to occur.
- Since Kirkland is already in compliance with Growth Management Act (GMA) goals for population growth and density and the curve for jobs growth is on track to meet or exceed where it should be for GMA compliance, there does not appear to be a need for the changes proposed in Alternatives 2 and 3. Additionally, if the changes in Alternatives 2 or 3 were to take effect, there would be a risk of non-compliance for GMA resulting from those changes, as well as increased demand and stress on our school system which is already over capacity.
- The preservation of Kirkland's intimate and neighborly character is called for in the Draft Supplemental Environmental Impact Statement; the increase in structural height allowances in Alternatives 2 and 3 would directly negate this stated intent of preservation.

Kirkland's Comprehensive Land Use Plans have always prioritized fostering and protecting Kirkland's residential neighborhoods by requiring buffering between residential and other land uses. As a resident of Everest Neighborhood, I sincerely hope that this prioritization will be retained and honored so we can continue to enjoy the neighborhood we chose to live in and our nearby surroundings.

Sincerely,
Sylvia Chen

P.S. Regarding the roundabout planned for NE 85th St & Kirkland Way/114th Ave NE; after further research including a discussion with my sister who has worked as a traffic engineer in NY and PA, I understand that roundabouts are designed to be safer and more efficient. That being said, I would like to submit a request for roundabout beautification (if not already in progress) to help enhance and celebrate the neighborly character of Kirkland.

From: Sylvia Chen [REDACTED]
Sent: Tuesday, January 26, 2021 12:03 AM
To: Allison Zike
Subject: Concerns about planning for Kirkland NE 85th St Station - Everest Neighborhood Impact

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison Zike,

[If my email can be omitted from publicly shared files, I would appreciate it.]

We live in the Everest neighborhood. Thank you for sharing the 85th St Station plan in Kirkland and providing a way to submit comments and concerns. Can the following please be addressed?

1) Exhibit 2.7 (Growth Concept) in the planning doc is very concerning since it indicates "Incremental Infill" that looks like it will occupy the northern half of Everest Park. It seems that other Exhibits preserve the entirety of Everest Park and its perimeter. We oppose any planning/measures that intend to replace some or much of Everest Park with "Incremental Infill". We should not further reduce greenery in the Kirkland community and Everest Park is well-loved and well-used by our surrounding neighborhoods.

2) There is an assumption throughout the planning doc of "A roundabout at NE 85th Street & Kirkland Way/114th Avenue NE." I'm not sure how this can feasibly work with larger trucks, buses and high levels of traffic on 85th St; pre-pandemic traffic was much higher with 25+ cars in queue in each of all directions so the roundabout seems like a bad plan.

3) Has there been additional analysis taking into account the recently announced Google expansion into the current Lee Johnson property (multi-acres at 11845 NE 85th St) and the planning for Kirkland NE 85th St Station (especially for traffic/congestion issues)?

4) Can there be more assurances and provisions for appropriate funding/logistics for education expansion (elementary/middle school/high school) to support additional growth from this planning since much of the current school system is already over capacity?

Thank you,
Sylvia Chen

From: Lisa Chiappinelli [REDACTED]
Sent: Friday, February 19, 2021 6:45 PM
To: Allison Zike
Subject: Proposed buildings/construction 85th

Follow Up Flag: Follow up
Flag Status: Flagged

Hi there,

We are new to the Kirkland area, moved here for a job mid-2019, and a few years away from retirement. We love the area for the land, views, mountains, lake, but housing is crazy expensive (and we come from the Tri-State NY/NJ/CT area) and the roads are already congested out here. I don't see how building more apartments (affordable is going to be a laugh), roads, bus hubs, is going to solve anything, in fact I would imagine it would make it worse. And putting in high rises seems to be so out of character for the town, I can't see it. Think about coming down 85th Street and the beautiful mountain views are obstructed by...high rise buildings?

Not that my opinion will count for anything but not in favor of any new construction in that area, especially as proposed and especially as more companies will be allowing work from home after the pandemic. What about the new buildings that have gone in and are currently under construction in town since we've been here, are they fully occupied? There are at least four tower cranes in use, are more buildings needed?

Thanks for your work around this project but in my opinion it will so negatively impact this community if you go forward.

Regards,
Lisa Chiappinelli



February 8, 2021

Email: azike@kirklandwa.gov

Allison Zike, AICP
Senior Planner
City of Kirkland
Planning & Building Department
123 5th Avenue
Kirkland, WA 98033

RE: NE 85th St. Station Area Plan
Draft Supplemental Planned Action EIS

Dear Allison:

Thank you for including Costco in the public outreach process for the NE 85th Station Area Plan. With this letter we are providing comments on the Draft Supplemental Planned Action EIS (SEIS) to the 2035 Comprehensive Plan.

As we stated previously, Costco has been a member of the Kirkland community since it opened its consumer warehouse in August 1985. Costco's Kirkland facility provides living-wage jobs for hundreds of employees, and Costco sales-tax revenue is one of the major sources of City general fund revenue. In order to remain viable, over the years, Costco has expanded the building footprint on several occasions and has added other consumer services, such as the fuel facility that was constructed May 24, 2012. To provide long-term certainty, Costco requests that the new comprehensive plan and development regulations continue to accommodate Costco's development requirements.

Costco requests that the SEIS and 2035 Comprehensive Plan Update be modified to recognize Costco's existing large-format retail land use and that the City's future comprehensive plan and development regulations include a commercial zoning designation on Costco's property that will accommodate Costco's future expansions and facilitate Costco's continued presence in Kirkland. While Costco does not have any current plans to expand or modify its warehouse or fuel station, we have requested the following thresholds and uses be included in the SEIS and incorporated into the Planned Action and Comprehensive Plan update.

- Warehouse Expansion: Potential increase up to 200,000 square feet
- Fuel Station Expansion: Potential increase up to 20 dispensers
- Parking Structure Addition: Add 3-4 level parking structure to fit 1,000 parking stalls onsite
- Car Wash Addition: Construct new car wash in the parking lot, possibly near the fuel station

It is also important that the proposed future transportation plan include reasonable routes for vehicular access to and from the Costco site. For example, some of the proposed green and blue streets, with open swales other similar features, while environmentally laudable, are likely not compatible for Costco-associated vehicular traffic volumes.

The SEIS identifies the City's policy to preserve Costco as a large regional retailer (Policy RH-27). However, the proposed Office Intensity and Office Mixed Use zoning designations would likely render a Costco consumer warehouse a non-conforming use, which would limit future expansion and growth opportunities. Likewise, the study alternatives assume greater development densities overall. However, the SEIS does not specifically confirm the thresholds for potential Costco expansion or whether those thresholds have been included in the scope of the analysis. The City's confirmation is requested.

The simple fact is that a Costco-consumer warehouse is fundamentally different than the use types that are being considered in the draft EIS. It is also unrealistic to assume that Costco could somehow cease operations for a period of several years so that the store could be rebuilt into some type of mixed use development. While nationwide there are some examples of mixed-use integration of Costco warehouses, those developments were purpose-built from the ground up and did not include tearing down an existing, operating Costco business,

It is not clear that proposed Alternatives 2 and 3 are compatible with a Costco consumer warehouse or the objectives listed above and if adopted could lead to zoning and development regulations that create land use non-conformities or make it difficult for Costco to adapt in the future. Specifically:

- Split Typologies – Alternatives 2 and 3 split Costco's property in half with Office Intensity and Office Mixed Use Intensity typologies. Split classifications can result in conflicting land use tables and development standards that could severely restrict the continued use and future development of the property. We request measures to protect existing business from this conflict, such as adopting the Station Area Plan as an overlay district on existing zoning.
- Transportation Demand Management (TDM) – We request consideration of the impact of TDM strategies on existing businesses. Costco's operation relies almost exclusively on vehicle trips due to the size and quantity of goods purchased at the warehouse. Additionally, fuel sales are an integral component of Costco's operation. Strategies such as metered parking lots and parking maximums should not be required in all cases, as these transportation demand management strategies would directly conflict with Costco's operating parameters.
- Drainage Concepts: The SEIS discusses converting SE 120th Avenue NE into a "blue street" with open drainage facilities. The SEIS should evaluate the feasibility of right-of-way acquisition and demolition required to construct multiple vehicular lanes, bike lanes, and a drainage channel.
- Potential District Parking – We request removal of the Potential District Parking from Costco's north parcel on the Mobility Concepts Map (Exhibit 2-16). Costco's fuel station and parking lot currently occupy the site and there have been no discussions with any public entity about constructing district parking on it.

- Mobility Concepts – The pedestrian grid depicted on the Mobility Concepts Map (Exhibit 2-16) should be flexible and take into account Costco's existing warehouse.

Costco believes that the City can both plan for its further transit-oriented subarea while also creating a regulatory environment that will allow Costco's continued presence as a viable business and member of the Kirkland community. For example, the City could consider keeping a large-format retail zoning designation on Costco's property with the addition of an overlay zone or other form of development incentive to allow ready conversion to office or mixed-use development, should Costco cease operations on the site at some point in the future. Until then, it is important to retain zoning on Costco's property that does not render it a non-conforming use or structure; that allows for ready expansion and redevelopment consistent with Costco's business plans, without undue regulatory process (e.g. rezones or conditional use permits); and continues to provide reasonable vehicular access into and out of the Costco site.

Thank you for considering this information. We look forward to participating in the next steps of the planning process and are free to answer any questions at your convenience.

Sincerely,



Dave Messner
Senior Vice President, Real Estate



From: Sharon Cox [REDACTED]
Sent: Monday, February 15, 2021 9:16 AM
To: Allison Zike; City Council
Subject: 85th & I405 design changes. VOTE FOR ALTERNATIVE 1 - NO SIGNIFICANT CHANGES

Follow Up Flag: Follow up
Flag Status: Flagged

I have lived in downtown Kirkland for 18 years. I pay property taxes every year.

We have dealt with non stop construction in downtown Kirkland for the last 3 years. The office space and apartments are not near capacity.

Since the pandemic more people are working at home and the indication is the tech sector and many others will continue to do so after pandemic ends. The office space requests for downtown Seattle have dropped to 30%, more than any other city in the country. If you complete a study here I suspect the demand for Kirkland office space and apartments closely mirrors Seattle.

There also has been massive construction of retail, office, and housing space in Totem Lake.

Kirkland does not need another 5 or 10 story building going over the maximum height requirements. The citizens of Kirkland do not want this.

The traffic in this area is horrible, especially around 85th street and 405 due to residents heading to Costco, downtown Kirkland, and Redmond. There has been no upgrades or widening of any of the roads since I have lived here.

And you will not meet your carbon neutral requirements by adding more cars to the area with larger buildings. No one is going to take the bus and give up their cars. Bellevue thought the same thing and this did not happen. You should be able to confirm this with them.

Kirkland neighborhoods do not want to become another Bellevue with high rise office space and condos. This city is so much better than Bellevue who used to have a height restriction of 2 floors. Look what's happened to them because they ditched that.

The citizens who pay property taxes in Kirkland do not want high rises and more traffic. We do not want more pollution.

When increasing height restrictions were being discussed for downtown Kirkland I testified at a building code hearing and it was clear the board was listening to the developers lawyers who were also present, and not the citizens of Kirkland. It appears the City Council is in the back pocket of these developers and are not representing the citizens of our city. We can not afford to hire lawyers therefore our voices get drowned out.

We do not need more office and residential space. We have lots of empty buildings now. We need to meet carbon neutral guidelines put out by the State of Washington and we will not accomplish this by continued construction and traffic and use of resources to heat and cool buildings, etc.

See my post on the neighborhood website. Many agree with me.

Sincerely,

Sharon Cox

[REDACTED]

[REDACTED]

From: Susan Davis [REDACTED]
Sent: Friday, February 19, 2021 11:04 AM
To: Allison Zike; Jeremy McMahan
Cc: Adam Weinstein
Subject: 85th Station Area Plan DEIS Public comment

Follow Up Flag: Follow up
Flag Status: Flagged

Hello. I wanted to provide feedback on the DEIS for the 85th Station Area Plan. Please provide this email to the planning commissioners and the city council members.

I am only supportive of Alternative 1.

Low income Housing is needed in our city:

The city needs to look at upzoning Kirkwood Terrace owned by King County Housing Authority which is next to the Lee Johnson/Google 10 acre property and the New Bethlehem/Helen's family and women's Homeless shelter and day center. This KCHA small apartment complex encompasses 2.5 acres and only has 28 units. This property should be at least 3 stories as the need for low income housing in the area should make this a priority especially since our city has low income housing policies. This parcel could easily be rebuilt to 3 or 4 stories with 200 apartments and residential suites (limited parking provided to encourage usage of bus station or no car ownership to live in complex) with little impact to the surrounding area if placed close to the Lee Johnson parcel. Low income (0 to 50% AMI) housing is not required by developers so I think the city/county needs to step up and redevelop existing publicly owned apartment properties. The city is aware that we need more very low to low income housing so this should be a priority. The developers do not have to and should not have to provide very low to low income housing. The city/county/state receives plenty of federal/state/county/city funds to redevelop the large portfolio of existing KCHA, ARCH and Imagine owned properties. If the city can spend \$23 million on a pedestrian only bridge the city can surely meet some of the needs of housing low income residents.

Traffic:

I believe that the impacts to transportation outlined in the DEIS are severe enough that they alone render unwarranted all of the proposed changes in Alternatives 2 and 3 that would result in an increase in population in the station area over and above those expected with Alternative 1.

The additional impact of Alternative 2 as outlined in exhibit 3-74, however, seems to be a complete showstopper, and the impact of Alternative 3 is beyond the pale. The projected additional delays, with the five signaled intersections on NE 85th averaging a 72 second increase with Alternative 2, are truly astounding. Worse still, the footnote to these exhibits indicates that three of the intersections for Alternative 2 (five for Alternative 3) would exceed 150 seconds, and the actual delay is expected to cap out there because "drivers are likely to seek out alternate routes instead of waiting at an intersection with extremely long delays". Drivers seeking alternate routes is then also discussed as a mitigation strategy, however any driver who knows this area knows that there are few if any viable alternatives to be found. Indeed, it is noted in this section of the DEIS on 3-162 that "the lack of east-west travel routes across I-405 also causes vehicle trips to be concentrated along NE 85th Street" but that while creating additional east-west vehicle connections would help, it is "not proposed or recommended".

Impact to NE 80th Street:

I do not agree with the DSEIS where vehicular traffic that uses 85th Street will use NE 80th street when traffic gets backed up on 85th Street. This street is a school walk route for three schools and is only two lanes. This street is

surrounded by single family residential with driveways where residents are backing into NE 80th street. If this street is going to be an overflow street/alternative route for NE 85th backups many safety improvements need to be made. Example a 4 way stop at 124th Ave NE/123rd Ave NE and NE 80th (this is a dangerous intersection for drivers and pedestrians) , speed bumps and 20 MPH at all times.

Schools:

In the DEIS, those “education opportunities” amount to nothing more than the proposal to build new schools and/or expand existing ones to accommodate all the additional students the plan would result in. Describing the need to pass new bond measures to fund school construction that would (in the case of modifications to existing schools) impact current students as an “education opportunity” is dubious at best. No proposal in the action plans would improve the quality of education for students.

Why:

It is difficult to understand what the motivation for Alternatives 2 and 3 is. Kirkland is already in compliance with GMA goals for population growth and density. The curve for jobs growth is approaching where it should be for GMA compliance.

The DEIS concludes that “even with some combination of these potential mitigation measures, queueing would likely still be an issue throughout the Study Area and on the I-405 off ramps, which would also influence safety. Therefore, significant unavoidable adverse impacts are expected for auto, freight, and safety.” That last sentence is the single most important one in the entire DEIS. Given that Alternative 1 (No Action) would see the plan area already contributing new households and jobs in excess of those called for in the Comprehensive Plan, these significant unavoidable adverse impacts on traffic and safety should have been enough to halt any further consideration of the action plans. It makes it crystal clear that only those modest proposals in the action plans that would not contribute to any additional population in the area should be considered. Any zoning changes that would raise height limits and otherwise allow for further population increases beyond Alternative 1 (No Action) would be irresponsible and a great disservice to the residents of Kirkland.

Who will ride the bus at 85th Street Station:

The DEIS acknowledges, as it notes that even with no action taken, it will not serve residents and workers in this area well, as “transit ridership on the I-405 BRT North is expected to result in passenger loads exceeding King County Metro/Sound Transit guidelines”, and “buses would be crowded (with a ratio of passengers to crowding threshold of 1.27) before reaching the 85th Street station”.

Attempting to plan a new urban center around a bus stop is already questionable, but when you factor in that this bus stop is located at a major traffic interchange creating unavoidable adverse impacts on traffic and safety.

Who benefits:

The proposed height increases and changes to mixed residential zoning would have the greatest impact on the land currently occupied by Costco and Lee Johnson’s auto dealership. I have seen a letter from Costco to Allison Zike, Senior Planner for the City of Kirkland, wherein they make it clear that they are opposed to zoning changes that would impact their ability to continue to operate their store. We now know that the Lee Johnson property has been sold to Google, with the obvious implication that they will want to build new office buildings there to further expand their Kirkland workforce. It is clear how they would benefit from greatly increased height limits for this property, but it’s not clear, aside from a few land developers, who else would actually benefit from this.

The majority of Kirkland residents would receive no benefit whatsoever, while a very large number of residents would see nothing but adverse impacts. If the Kirkland City Council wants to serve the residents of Kirkland, the decision is clear: reject both Alternative 2 and Alternative 3. The only aspects of those plans that should even be considered any further are additional improvements to sidewalks and bike lanes to improve the safety and ease of pedestrians and cyclists traveling to or through this area, and improvements to intersections in the plan area.

Thank you for your time.

Susan Davis

Sent from Mail for Windows 10

From: [REDACTED]
Sent: Friday, January 29, 2021 10:03 AM
To: Jeremy McMahan
Cc: Allison Zike
Subject: RE: Website needs to show 2035 plan and other comments

One more comment. I am not advocating to house low income people in one area. I believe we should house more low income and cost of land is expensive we should build denser on existing public housing parcels. How is this not good idea. Ask a low income person if they want to live on the streets or a hotel or in a low income apartment. They will choose the apartment. And all of these KCHA parcels are distributed throughout neighborhoods. Low income people need housing asap. These affordable units provided by developers will not be available anytime soon and they will not be low income.

On Jan 29, 2021 9:31 AM, susandavis@live.com wrote:

Thank you Jeremy. I feel like you are taking this feedback from myself (*and many others) that there has not been enough public outreach as there is something wrong with those who feel this way. The city works for the residents. This project has not had enough outreach and honest advertising on the options. The city does not even list the options on the posters. List the fact 10 to 20 stories instead of just a picture and website.

The high school class project for 23 students is neat but it is NOT a replacement for good outreach to the 88,000 residents and 40,000 commuters who use 85th.

Posting a few posters in public areas at apartments and retirement homes during a pandemic is not active outreach. City outreach to current private property owners (home owners) has been lacking. A few commercial land owners are the few who will profit from this rezone at the expense of the community.

I hope the planning department learns from this and actively engages all residents with clear concise information on projects that will greatly impact our quality of life and services. Ex over crowded schools, more traffic congestion, etc. will happen with a rezone to 10 to 20 stories.

Thank you
Susan

From: [REDACTED]

Sent: Thursday, January 28, 2021 8:34 AM

To: Jeremy McMahan <JMcmahan@kirklandwa.gov>

Cc: Adam Weinstein <AWeinstein@kirklandwa.gov>; Allison Zike <AZike@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>

Subject: RE: Website needs to show 2035 plan and other comments

Hi Jeremy. I wanted to follow up on the email I sent over a week ago (see below) as I have not heard back from you. Please let me know. Thank you Susan Davis

On Jan 17, 2021 7:21 PM, Susan Davis [REDACTED] wrote:

Thank you for your response. I would like to see the public comment, surveys and the flyers/pamphlets, feedback, survey results, number of people reached and how many were living in Kirkland, age and their addresses, etc used to engage the following groups that you mention in your email: legal notices (which newspapers and text for legal notice?), outreach to multi-family, affordable, and supportive living facilities; work with students at Lake Washington High School and non English speaking. The Station area plan on the city website does not cover any of the data and feedback from these sources. And what are the odds these high school students fully understood the impacts and told their parents about these city plans? Do you remember when you were in high school? I'm sure the students were logged in to their class but were multi tasking to complete their homework or do something that was not "boring" like listening to a city presentation on increasing density. I think these outreach efforts are a stretch to show that the city has made an effort to reach those who will be impacted.

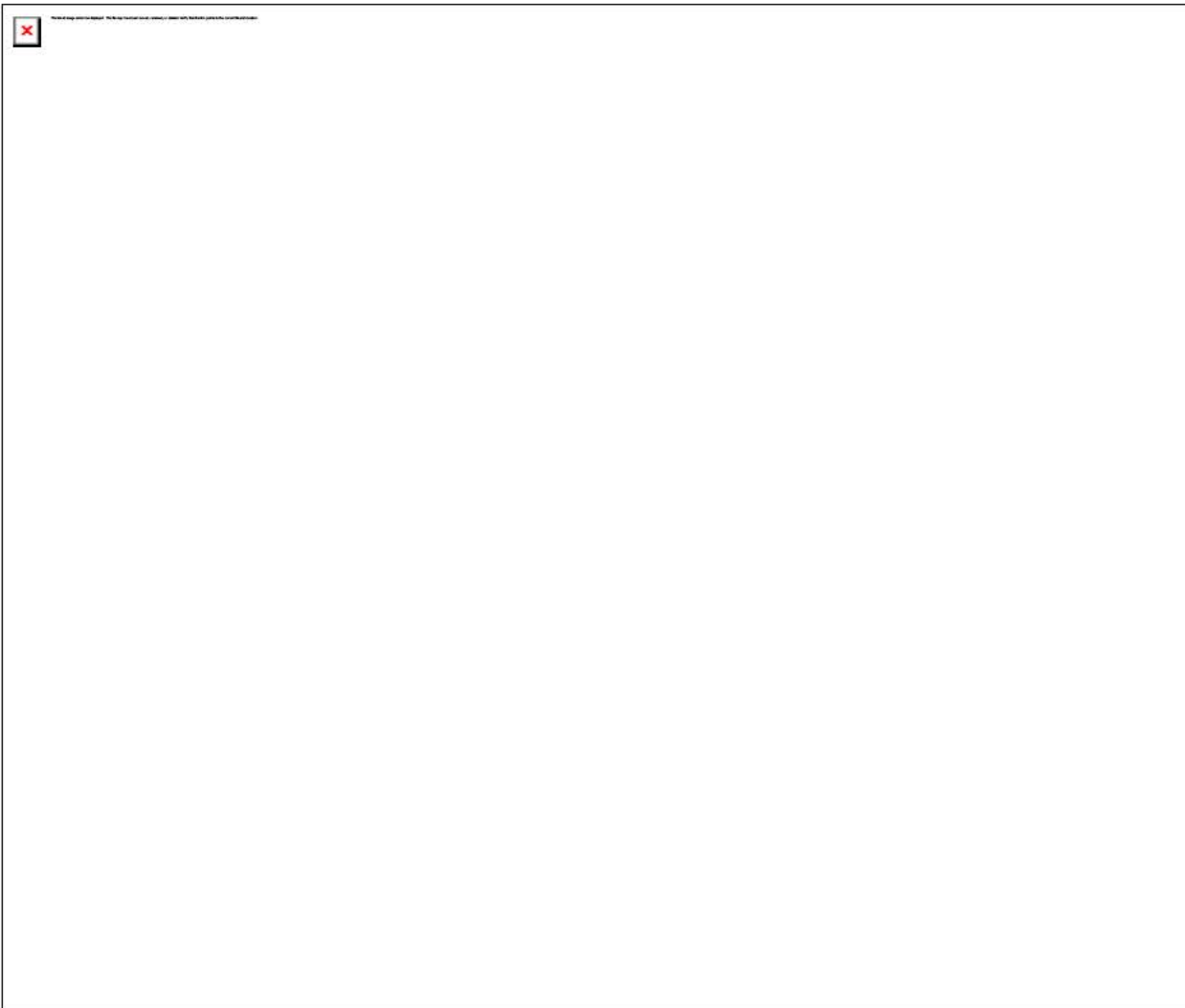
Additionally I believe this rezone during covid is preventing many residents to supply feedback due to lack of time or resources during covid (stress, newspaper subscriptions, quarantine, stay home, no internet, remote school with kids, working long hours or struggling to find a job, national political issues) and that the decisions should be held off until later this year. As you stated in your email below current zoning allows for an urban center.

I also believe a study session with the planning commissioners and the city council in mid-January is inappropriate until the city ends public comment time period. The consultants summarizing the 6 days of the survey "results" for the planning commission meeting seemed like a waste of time as the survey is not yet closed.

Kirkwood Terrace is a public housing parcel right next to Lee Johnson. I think the city needs to coordinate with KCHA regarding increasing the density on this parcel. Low Income housing needs to be provided by the public authorities not private companies on their parcels as in the long run public housing is a more efficient and more versatile tool to help house people.

Thank you for your time

Susan



From: Susan Davis [REDACTED]
Sent: Friday, January 8, 2021 9:23 AM
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Allison Zike <AZike@kirklandwa.gov>; City Council <citycouncil@kirklandwa.gov>; Kurt Triplett <KTriplett@kirklandwa.gov>
Subject: Website needs to show 2035 plan and other comments

Happy New Year City Council, Kurt and Planning Department, I want to follow up from my comment in last night's 85th street forum. The city website is not very user friendly to obtain important documents like our 2035 plan that is associated with 2015 planning effort – I would love if the page can be like our former website and have all of the documents in one easy location and easy to find via a search of the website. I believe the city has to have these in an easy accessible area for all residents and actively engage the community for any changes (WAC 365-196-600 Public participation). Example of docs that should be in the page (like before) Draft EIS, Final EIS, Public comments files, capacity chart by neighborhood, assumptions made by analyst on which parcel would develop analysis, etc.