

5 Responses to Comments

5.1 Comment Opportunities

The City held a public comment period on the Draft Supplemental Environmental Impact Statement (DSEIS) from January 5, 2021 through February 19, 2021.

Outreach was conducted through several channels to inform public and stakeholders of the project and opportunities to engage. Channels included:

- Legal publication in the Seattle Times.
- Notice of availability sent to agencies per Kirkland SEPA rules.
- Press releases.
- Posters mailed to essential locations within and nearby the Study Area.
- Email and phone notification and coordination with 51 community contacts.
- Project Listserv emails.
- Social media posts on City of Kirkland Facebook and Twitter accounts.
- Weekly articles in This Week in Kirkland, the City's e-newsletter.
- A City-produced DSEIS Introduction video.
- Materials in Chinese, distributed by the Chinese Information Service Center
- City Staff presentations at 10 virtual community organization meetings.

Opportunities for comment included:

- Written Comment
- Real-time Online Open House
- Online Survey
- Service Provider Work Group
- Meetings-in-a-Box
- Student engagement at Lake Washington High School
- City Staff Presentations at Virtual Community Organization Meetings

A full summary of the events is found in Appendix A.

This chapter focuses on the 116 written comments received during the formal DSEIS public comment period from individuals, corporations, small businesses, and organizations, one regional transportation district, and one State agency. Exhibit 5-1 shows a full list of commenters, generally organized in alphabetical order by last name.

Exhibit 5-1. Individuals and entities that submitted written comments

#	Commenter	Affiliation	#	Commenter	Affiliation
1.	Jason Bendickson	Salt House Church	28.	Sharon Cox	Individual
2.	Marc Boettcher	MainStreet Property Group LLC	29.	Susan Davis	Individual
3.	Anne Anderson	Salt House Church	30.	Christine Deleon	Individual
4.	Mike Anderson	Individual	31.	Robbi Denman	Salt House Church
5.	Yasminah Andrienas	Individual	32.	Ken & Jill DeRoche	Individual
6.	Anna Aubry	Individual	33.	Jivko Dobrev	Individual
7.	David Aubry	Individual	34.	Bari Dorward	Individual
8.	JoAnne Baldwin	Individual	35.	Keith Dunbar	Individual
9.	Preetesh & Heena Banthia	Individual	36.	Paul Elrif	Individual
10.	Christy Bear	Individual	37.	Paul Elrif	Individual
11.	Brad Beckmann	Individual	38.	Lana Fava	Individual
12.	Brandon Bemis	Individual	39.	Alice Fleck	Overlook Village Condo Association
13.	Jason Bendickson	Salt House Church	40.	Syd & Margaret France	Individual
14.	Mari Bercaw	Individual	41.	Kathy Frank	Individual
15.	Christy Bibler	Individual	42.	Mark Rowe	Google
16.	Seth Bibler	Individual	43.	Jill Gough	Individual
17.	Jennifer Bosworth	Individual	44.	Brian Granowitz	Individual
18.	Margaret Bouniol Kaifer	Individual	45.	Gayle Gray	Individual
19.	Peder Brakke	Northlake Young Life	46.	Matt Gregory	Individual
20.	Curtis Brown	Spruce Villas Owners Association	47.	Boaz Gurdin	Individual
21.	Margaret Bull	Individual	48.	Kathryn Hammer	Individual
22.	Carl Burch	Individual	49.	Kirsten Hansen	Individual
23.	Susan Busch	Individual	50.	Brian Harper	Individual
24.	Peggy Bush	Individual	51.	Jess Harris	Individual
25.	Sylvia Chen	Individual	52.	Christine Hassett	Individual
26.	Lisa Chiappinelli	Individual	53.	Brad Haverstein	Kirkland Transportation Commission
27.	Dave Messner	Costco	54.	Mark and Victoria Heggnes	Individual

#	Commenter	Affiliation
55.	Matthew Sachs	Highlands Neighborhood Association Board
56.	Matt Holle	Individual
57.	Jeffrey Hoyt	Individual
58.	Stephanie Hurst	Individual
59.	Kathy Iverson	Individual
60.	John Janssen	Individual
61.	Jill Keeney	Individual
62.	Erika Klimecky	Individual
63.	Teri Lane	Individual
64.	Leah Lang	Individual
65.	Paula Lavin	Individual
66.	Jim & Sandy Lazenby	Individual
67.	John C. McCullough	McCullough Hill Leary, Lee Automotive Group
68.	Patty Leverett	Individual
69.	Andy Liu	Individual
70.	Brian Buck	Lake Washington School District
71.	Peter & Janice Lyon	Individual
72.	David Macias	Individual
73.	Ken MacKenzie	Individual
74.	Angela Maeda	Salt House Church
75.	David Boettcher	MainStreet Property Group LLC
76.	David Malcolm	Individual
77.	Beverly Marcus	Individual
78.	Cheryl Marshall	Individual
79.	Ingrid Martin	Individual
80.	Bob McConnell	Individual
81.	Carolyn McConnell	Individual
82.	Doug Murray	Individual
83.	Erik Oruoja	Individual
84.	Louise Pathe	Individual
85.	Bruce & Heidi Pelton	Individual

Source: BERK, 2021.

#	Commenter	Affiliation
86.	Colleen Clement et al.	People for Climate Action Kirkland Steering Committee
87.	Robert Pope	Individual
88.	Robert “Scott” Powell	Individual
89.	Cindy Randazzo	Individual
90.	Matthew Sachs	Individual
91.	Kim Saunders	Salt House Church
92.	Rachel Seelig	Individual
93.	Susan Shelton	Salt House Church
94.	Paul Cornish	Sound Transit
95.	Taylor Spangler	Individual
96.	Katie Stern	Individual
97.	Karen Story	Individual
98.	Kent Sullivan	Individual
99.	Syd	Individual
100.	Jeanne Tate	Salt House Church
101.	Paula Templin	Salt House Church
102.	Susan Tonkin de Vries	Individual
103.	Elizabeth Tupper	Individual
104.	Elizabeth Tupper	Individual
105.	Al Vaskas	Individual
106.	Don & Jane Volta	Individual
107.	Susan Vossler	Individual
108.	Dan & Cass Walker	Individual
109.	Vivian & Robert Weber	Individual
110.	Brad Weed	Individual
111.	Steve Wilhelm	Individual
112.	Bob Willar	Individual
113.	Oksana Willeke	Individual
114.	Scott Willeke	Individual
115.	Lisa Hodgson, P.E., & Dylan Counts	Washington Dept. of Transportation
116.	Macy Zwanzig	Individual

5.2 Responses to Comments

During the DSEIS comment period, written comments were received from agencies, organizations, and individuals. The issues raised in each comment letter are numbered on each letter and are followed by correspondingly numbered responses in Exhibit 5-2. Comments that state preferences on alternatives or other matters are acknowledged with a response that the comment is noted and forwarded to City decision makers. Comments that address methods, analysis results, mitigation, or other matters are provided with a response. Marked comment letters follow the table.

Exhibit 5-2. Individuals and entities that submitted written comments

Number	Commenter and Summary	Response
1	Jason Bendickson, Salt House Church	
1-1	Theme: Need more affordable housing - double amount in proposal.	The comments are noted and forwarded to City decision makers. The City is pursuing a multi-pronged approach to foster the creation of new affordable housing in the Station Area Plan, ranging from mandating affordable housing set-asides in market-rate development, to collecting fees from commercial development to fund the development of new affordable housing. Future redevelopment in the Station Area will be subject to the City's existing inclusionary zoning requirement that at least 10% of new multi-family units are affordable – an estimated 600-800 new affordable units. (See Exhibit 3-4.)The City is continuing to evaluate some of the mitigation measures such as commercial linkage fees and a density or development bonus program. Those strategies could result in commercial development being required to pay into funds for affordable housing development, and/or additional density being granted if additional affordable units (beyond the required 10%) are provided within a development. Thus, the expectation is that well over 800 new affordable housing units would be developed as a result of Station Area development.
2	Marc Boettcher, MainStreet Property Group LLC	
2-1	Crescent Lighting area - allow office and be flexible on mixed uses.	The comments are noted and forwarded to City decision makers. The alternatives have evaluated high-intensity mixed uses up to 85 feet. The Form-Based Code regulating plan associated with FSEIS Alternative B identifies "Neighborhood Mixed Use" that allows for residential, office, commercial, retail, and civic/institutional uses. See Exhibit 2-24.
2-2	Evaluate the land uses immediately adjacent to the SAP and evaluate up zoning the parcels to smooth transitions.	Land use and aesthetic compatibility is addressed in Sections 3.3 and 3.4 of the DSEIS. The FSEIS Alternatives and transitions are also addressed in these same sections of the FSEIS. The FSEIS Alternative B includes draft elements of a Form-Based Code including a suite of

Number	Commenter and Summary	Response
		transitional development standards to improve development compatibility.
2-3	Allow flexible parking standards.	The comments are noted and forwarded to City decision makers. The Action Alternatives including FSEIS Alternative B assume parking reductions in Exhibit 2-10.
2-4	Consider bicycle and pedestrian calming features in the area of the Crescent Lighting property.	The comments are noted and forwarded to City decision makers. See Section 3.6 Transportation of the DSEIS and FSEIS. Alternatives propose priority pedestrian routes and new bicycle infrastructure in various locations including near the commenter's property. FSEIS Alternative B includes draft street type concepts. The major thoroughfare street type fronting the subject site includes travel priorities of pedestrian, bicycle, transit, freight, and auto modes.
3	Anne Anderson, Salt House Church	
3-1	Need more affordable housing - double amount in proposal.	See response to comment 1-1.
4	Mike Anderson	
4-1	COVID is changing home and work and plan is based on needs prior.	The comments are noted and forwarded to City decision makers. The proposal is for a 20-year subarea plan. Homes and jobs in proximity to open space/parks, pedestrian, and bicycle facilities, are responsive to healthy community needs now and in the future. The SAP's focus on affordable housing, equity, mobility, and environmental sustainability are also intended to address systemic societal concerns that were highlighted during the COVID pandemic.
5	Yasminah Andrienas	
5-1	How is Kirkland and the Plan addressing COVID?	See response to comment 4-1.
5-2	Need workforce housing.	See response to comment 1-1.
6	Anna Aubry	
6-1	Need better transitions in Everest with building heights. Concerned about height changes. Prefer current heights.	The comments are noted and forwarded to City decision makers. FSEIS Alternative A assumes current heights of 30 feet along NE 85th Street and FSEIS Alternative B assumes moderate heights of 60 feet, less than DSEIS Alternative 2 (65 feet) and Alternative 3 (85 feet).
7	David Aubry	
7-1	Alternatives 2 and 3 would harm Kirkland's unique historic character.	The comments are noted and forwarded to City decision makers. The Form-based code proposed with Action Alternatives is meant to provide design standards for quality urban form including compatibility with adjacent lands. The design guidelines that will be part of the Form-Based Code will be a tool that is similar to those used in other parts of Kirkland to foster high-quality design (e.g., Totem Lake and Kirkland Urban).

Number	Commenter and Summary	Response
7-2	Plan for BRT station conflicts with Vision 2035 and public transit planning does not respond to demand.	The Kirkland Comprehensive Plan Rose Hill Neighborhood includes a policy to prepare a plan for the station: Policy RH 25: Establish the parameters of future transit-oriented redevelopment in RH 1, 2 and 3 in a Transit Station Area Plan that coordinates land use, transportation, economics and urban design elements in partnership with Sound Transit, King County Metro, and WSDOT. The initial stages of the Transit Station Area Plan should establish the full boundaries of the station area to fully integrate the station with the surrounding land uses. There are numerous other policies in the 2035 Comprehensive Plan that promote transit-oriented growth and support development of the Station Area Plan.
7-3	Concerned about height and transitions.	See response to comment 7-1.
8	JoAnne Baldwin	
8-1	Concerned with Alternatives 2 and 3 change to PLA 5A, B, C and D in SW quadrant.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B assumes less change in the Southwest Quadrant in response to comments and retains current heights in the referenced PLA zones.
8-2	Office park rezoning would violate the negotiated compromise with neighbors.	The comments are noted and forwarded to City decision makers. FSEIS Alternatives A and B assume uses similar to those allowed in PLA 5B and 5C under existing zoning, and no changes in PLA 5A.
8-3	Opposition to tall buildings.	See response to comment 8-1. Much of the zoning around the interchange already allows 5-story buildings and the purpose of the Station Area Plan is to study how to take better advantage of the regional BRT investment with development that also contributes to the necessary infrastructure and amenities envisioned for the area. Note that with greater development there could be additional opportunities for affordable housing, open or green space connections, a better active transportation network and transit access, sustainability measures and others.
9	Preetesh & Heena Banthia	
9-1	Everest Neighborhood - concerned about height increases and transition to residential properties.	See response to comment 6-1.
10	Christy Bear	
10-1	Require construction to be 100% electric/net zero energy and retrofit existing buildings.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
11	Brad Beckmann	
11-1	Advocate for mid-block pedestrian streets going east-west.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B draft street type maps which identify several

Number	Commenter and Summary	Response
		mid-block green street connections. See Exhibit 2-25 and Exhibit 2-26.
11-2	Update presentation maps in public workshop (January 2021) to show other existing ped facilities.	The comments are noted and forwarded to City decision makers. Maps generally show non-motorized facilities along existing or future rights of way. It is not meant to show all pedestrian routes.
11-3	Share the BRT time savings.	Kirkland's Transit Implementation Plan indicates 20 person hours saved per day with bus lanes on NE 85th connecting to the BRT station. See project 7.
11-4	Mid-block pathways and connections.	See response to comment 11-1.
11-5	Questions about the future status of women's shelter with future improvements.	Please note the Women and Children's Shelter should have better access to improved transit (with more ability to access social services in the region).
11-6	Consider moving cemetery.	The comments are noted and forwarded to City decision makers.
12	Brandon Bemis	
12-1	Everest Neighborhood resident and concerned with changes in height and transition to residential areas. Keep current LIT height. Concerned about impact to schools. Is there demand for attached housing - or rather single family?	See response to comment 6-1 regarding heights. See Appendix B regarding the residual land value analysis. Attached housing is feasible. Committed funds for schools include School Impact Fees, which the City collects on behalf of the Lake Washington School District (LWSD), and which are set by LWSD. In addition, the City and LWSD have discussed that the final preferred plan direction should incorporate the school district's interests and mitigates potential impacts. Options being evaluated include a requirement that developments achieving their maximum height allocation under the Station Area Plan include dedicated school space that could be used by LWSD.
12-2	Preserve Kirkland's character.	The comments are noted and forwarded to City decision makers. The Form-Based Code proposed with Action Alternatives is meant to provide design standards for quality urban form including compatibility with adjacent lands.
12-3	Open spaces including private yards are important.	The comments are noted and forwarded to City decision makers. Most of the low-density residential areas in the Study Area would retain their current zoning and uses (e.g., RS 7.2 and 8.5), which include housing with yards. Mixed uses and employment uses would be located in areas already zoned for such uses and in proximity to the station and major thoroughfares like NE 85th Street.
12-4	Tall buildings will make Kirkland residents relocate because they demand single family homes.	The comments are noted and forwarded to City decision makers. See also response to comment 12-1.
12-5	Register homes as home businesses.	The comments are noted and forwarded to City decision makers. Please note the Subarea Plan is meant to cover a 20-year period.

Number	Commenter and Summary	Response
13	Jason Bendickson, Salt House Church	
13-1	Need more affordable housing - double amount in proposal.	See response to comment 1-1. This is a duplicate letter.
14	Mari Bercaw	
14-1	Support 20 stories in Rose Hill. Allow triplex/four-plexes in 2-3 mile radius to spread growth.	The comments are noted and forwarded to City decision makers. In FSEIS Alternative B greater heights are shown in the SE Quadrant. A variety of housing types are support in the Action Alternatives including FSEIS Alternative B. See Chapter 2 for more information on development typologies.
14-2	Go to 3 stories instead of 2 in residential.	See response to comment 14-1.
14-3	Instead of station put transit money into bus and shared ride vouchers.	The comments are noted and forwarded to City decision makers. The City is responding to the Sound Transit BRT investment on I-405, which was approved by voters in November 2016 as part of the ST3 ballot measure.
15	Christy Bibler	
15-1	Kirkland's safety is valued. Feel safe to walk at night right now in Kirkland.	The comments are noted and forwarded to City decision makers.
15-2	Action Alternatives introduce too much/rapid development that would change character and alter feeling of safety and ability to know neighbors.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2. FSEIS Alternatives A and B narrow the growth range. The Form-Based Code will include design standards meant to allow for quality development. Street standards currently include streetscape and lighting standards, and new street standards would likewise include such requirements. Future development, which would extend over a 20-year period, would be subject to design review. Please also note that development under the SAP would occur over projected 20-year period, and no immediate and widespread change is anticipated across the entire district.
15-3	Protect tree canopy.	The comments are noted and forwarded to City decision makers. See Section 3.2.3 regarding tree canopy mitigation measures.
15-4	Growth is okay but not at the pace of Alternatives.	The comments are noted and forwarded to City decision makers. See response to comment 15-2.
16	Seth Bibler	
16-1	Opposed to mixed-use/retail zoning along 5 th Ave.	The comments are noted and forwarded to City decision makers. See responses to comments Letter 8.
16-2	Tall buildings would block sky and light.	The comments are noted and forwarded to City decision makers. See responses to comments Letter 8.

Number	Commenter and Summary	Response
16-3	Traffic and parking are congested on roads in PLA 5C, PLA 5D, PLA 5A, and PLA 5E.	The comments are noted and forwarded to City decision makers. See responses to comments Letter 8. See also Transportation evaluations and mitigation measures in DSEIS and FSEIS Section 3.6.
16-4	Tall buildings would impact homes in area described above with additional traffic and reduced sky and light.	See responses to comments for Letter 8 and also see Transportation evaluations and mitigation measures in DSEIS and FSEIS Section 3.6.
16-5	Old-growth trees are endangered by developers.	The comments are noted and forwarded to City decision makers. See Section 3.2.3 regarding tree canopy mitigation measures.
16-6	Development threatens local ecosystem and habitat.	The comments are noted and forwarded to City decision makers. See Section 3.2.3 regarding stormwater, stream, and tree mitigation measures. With redevelopment, greater use of stormwater quantity and quality standards should improve some aspects of water resources and fish habitat. With more development there is greater opportunity to implement sustainability measures such as low impact development, and connection of open space.
16-7	Elderly tenants could be displaced by development.	The comments are noted and forwarded to City decision makers. Displacement avoidance and mitigation is addressed in DSEIS and FSEIS section 3.3 Land Use Patterns and Socioeconomics.
16-8	Support bike infrastructure improvement along 85 th & Kirkland Way but not in Moss Bay's PLA 5C and PLA 5D.	The comments are noted and forwarded to City decision makers. Alternatives 1, A and B include pedestrian and bike improvements only along 85 th Street and Kirkland Way. Alternatives 2 and 3 also include improvements along PLA 5C and PLA 5D.
16-9	Concern about crime along 5 th Ave.	The comments are noted and forwarded to City decision makers. Police services will need to scale to new growth. See DSEIS and FSEIS Section 3.7 Public Services. The FSEIS Alternatives benefit from a fiscal analysis in Appendix B with a finer grained review of demand for services.
16-10	Concern about landslide risk.	As noted in the SEPA scoping checklist, the City applies geologic hazard regulations to all applicable development pursuant to Kirkland Zoning Code (KZC) Chapter 85. See DSEIS Appendix A.
16-11	Tall buildings would reflect freeway noise.	The Action Alternatives focus residential uses away from I-405. See DSEIS and FSEIS Section 3.3 Land Use Patterns and Socioeconomics regarding compatibility. Noise diminishes with distance. The office uses will be closest to the freeway and residential/mixed use beyond.
16-12	Large buildings would worsen rush hour traffic.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation for evaluation and mitigation measures. Analysis of additional multimodal investments and TDM measures, as well as a narrowed growth range, are meant to address transportation impacts.
16-13	COVID has decreased need for office buildings.	See response to comment 4-1.

Number	Commenter and Summary	Response
16-14	Development in Rose Hill would increase traffic.	See response to comment 16-12.
16-15	Concern about school capacity.	See response to comment 12-1. Please see DSEIS and FSEIS evaluation in Section 3.7 Public Services. Alternative B includes incentives for inclusion of educational facilities in development. See FSEIS Chapter 2.
16-16	Concern about density causing more pollution.	The comments are noted. The SEIS considered the location of land uses in relation to air quality, water quality, and noise. See DSEIS and FSEIS Sections 3.1, 3.2, and 3.3. Water quality should improve with application of stormwater standards. Per capital GHG emissions under Action Alternatives should be less than Alternative 1 No Action.
16-17	Concern about impacts to services and infrastructure load.	Please see DSEIS and FSEIS evaluation in Section 3.7 Public Services.
16-18	Concern about Costco store relocating.	The comments are noted and forwarded to City decision makers. The Form-Based Code elements associated with FSEIS Alternative B indicate that commercial mixed uses would allow for retail as well as other uses where Costco is located. Nothing in the Station Area Plan would compel the Costco site to redevelop. See Chapter 2.
16-19	Improve safety by adding streetlights to 5 th Ave.	The comments are noted and forwarded to City decision makers. City street standards address lighting.
16-20	Extend sidewalk on 5 th Ave.	The comments are noted and forwarded to City decision makers. Conceptual improvements are proposed for active transportation improvements (Project #7). See Appendix B.
16-21	Install warning system for low-clearance bridge.	The comments are noted and forwarded to City decision makers. In November 2020 the City installed additional warning signs to raise awareness for over height vehicles traveling on Kirkland Way and continues to monitor crash rates to determine if further action is needed.
17	Jennifer Bosworth	
17-1	Support the three station area plans, but need to avoid lost opportunities - have lower heights near freeway with a park like open space and increasing heights going eastward.	The comments are noted and forwarded to City decision makers. The Action Alternatives assume greater height near station and freeway, but there are many opportunities for green space in new development. See Chapter 2 regarding FSEIS Alternative B and incentives for green space and inclusion of green streets. The freeway area where the station is located is noted as a surplus area and may allow for open space.
17-2	Would like to see growth/density on block north of 85 th .	The comments are noted and forwarded to City decision makers. See Chapter 2 for FSEIS Alternatives. FSEIS Alternative B proposes growth along NE 85th similar to the DSEIS Action Alternatives.
17-3	Reduce or increase height limits with regard to topography and avoid blocking views.	The comments are noted and forwarded to City decision makers. See the view analysis and mitigation measures in Section 3.5

Number	Commenter and Summary	Response
		Aesthetics. See also the description of Form-Based Code elements associated with Alternative B in FSEIS Chapter 2.
18	Margaret Bouniol Kaifer	
18-1	Found survey confusing.	Comment noted. Please see the survey results in FSEIS Chapter 7 Appendices.
18-2	Support combo of Alternatives 2 and 3, leaning to Alternative 3 to focus growth with adequate transit.	The comments are noted and forwarded to City decision makers. See Alternative B in FSEIS Chapter 2. It combines elements of Alternatives 1, 2, and 3. In the SE Quadrant greater growth is proposed like Alternative 3 and like Alternative 2 in NE Quadrant. West of the freeway there are concepts that blend Alternatives 1 and 2.
19	Peder Brakke, Northlake Young Life	
19-1	Need affordable housing. Double amount in plans.	Please see response to comment 1-1.
20	Curtis Brown, Spruce Villas Owners Association	
20-1	Demand properties not be considered for rezoning.	The comments are noted and forwarded to City decision makers. The 118th Avenue NE area is currently a mixed use zone with homes and offices. FSEIS Alternative A is similar to Alternative 1 and would not propose changes along 118th Ave NE. FSEIS Alternative B would include heights similar to Alternatives 2 and 3. The area would also see new open space/pedestrian connections. See Chapter 2 for conceptual maps.
20-2	Oppose raising building height limits in Alternatives 2 and 3.	The comments are noted and forwarded to City decision makers.
20-3	Rezoning should include our homes and 8026.	The comments are noted and forwarded to City decision makers. See response to comments 20-1.
20-4	Reinstate guidance that protect homeowners on 118th Ave NE.	The comments are noted and forwarded to City decision makers. See response to comments 20-1.
20-5	Feedback from the public shows opposition to tall buildings on the east side of I-405.	The City received a range of comments regarding height. Please see the survey results in FSEIS Chapter 7 Appendices.
20-6	The Alternatives seem to have been specifically designed to be deceptive and present Alternative 2 as the only reasonable choice for growth.	The Alternatives were meant to test a range of possible growth options near the station. The FSEIS Alternatives blend a range of the alternatives. See response to comment 18-2.
20-7	Concern the project may set precedent encouraging developers to build even larger projects.	Future development would adhere to regulations in place.

Number	Commenter and Summary	Response
21	Margaret Bull	
21-1	The participation process does not lead to outcomes that represent the input of residents.	The Alternatives were meant to test a range of possible growth options near the station. The FSEIS Alternatives blend a range of the alternatives. See response to comment 18-2. The City received a range of comments regarding height. Please see the survey results in FSEIS Chapter 7 Appendices.
21-2	Support for Alternative 1.	The comments are noted and forwarded to City decision makers.
21-3	Transit is impractical and unpopular in Kirkland.	The comments are noted and forwarded to City decision makers. The Station Area Plan is responding to Sound Transit investments and considering a 20-year planning horizon. Kirkland's Transit Implementation Plan indicates 20 person hours saved per day with bus lanes on NE 85th connecting to the BRT station. See project 7. The investments in the station and transit-oriented development are anticipated to increase non-single-occupant vehicle travel.
21-4	Transit planning does not reflect demand for service.	See response to comment 21-3.
21-5	Changing demographics will reflect changing demand for transit service.	See response to comment 21-3.
21-6	It is difficult to predict how Seattle and Bellevue real estate markets will affect Kirkland.	The comments are noted and forwarded to City decision makers.
21-7	The project will be costly and result in increased taxes.	A fiscal analysis indicates that it is feasible to support FSEIS Alternative B. See Appendix B. Note that the purposes of the SEIS is to provide a comparison of environmental impacts. The fiscal information is informational only (WAC 197-11-448 and 450).
21-8	Concern about school overcrowding.	See response to comment 16-15.
21-9	Don't change current parking requirements in code.	The comments are noted and forwarded to City decision makers. Alternatives 1 and A do not include changes to parking and other Action Alternatives include changes to parking. Parking requirements are meant to match the demand and where reduced would reflect more current understanding of parking needs from studies as well as encourage use of other modes.
21-10	Retail development will increase demand for parking.	See response to comment 21-9.
21-11	Preference to avoid using underground parking garages.	The comments are noted and forwarded to City decision makers.
21-12	Transit and apartments are impractical for some people.	The comments are noted and forwarded to City decision makers. The City currently allows for detached households in most of the Study Area and the Action Alternatives would also allow for that. Most of the RS and RSX areas within the Study Area would retain the RS and RSX zoning.

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21-13	Support for new park and ride lots, including shared use of church parking lots.	The comments are noted and forwarded to City decision makers.
21-14	"Affordable" apartments are not affordable.	The comments are noted and forwarded to City decision makers. The City's current inclusionary housing requirements require long-term affordability of units.
21-15	Prefer mid-size multifamily development over large apartment buildings, which are incompatible with single-family house neighborhoods.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of FSEIS Alternative B Form-Based Code concepts. It includes transitional standards to promote compatibility of different uses and abutting single-family uses. This is based on the Aesthetics analysis in DSEIS and FSEIS Section 3.5.
21-16	Apartments should be pet friendly.	The comments are noted and forwarded to City decision makers.
21-17	In-person public meetings at 7pm are preferable to 6pm Zoom meetings.	The comments are noted and forwarded to City decision makers.
21-18	Multifamily development lacks the amenities needed to be family-friendly.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of Form-Based Code standards meant to promote parks, schools/educational facilities, and pedestrian and bicycle facilities that support families.
21-19	Apartments and transit are impractical for some people.	See response to comment 21-12.
21-20	Developments should include childcare facilities and other amenities for children and families.	See response to comment 21-18.
22	Carl Burch	
22-1	Preference for Alternative 3, followed by 2 and 1.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B blends a range of the alternatives. See response to comment 18-2.
22-2	Location of project is ideal for high-density development.	The comments are noted and forwarded to City decision makers.
22-3	Supports improved walkability and transit.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
22-4	Support for traffic calming on 80 th St, 116 th Ave, and 124 th Ave.	The comments are noted and forwarded to City decision makers.
22-5	Need park on SE quadrant of interchange.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and incentives for parks and open space associated with FSEIS Alternative B. The City has been seeking potential open space use

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		of excess interchange right of way from WSDOT. See also the parks mitigation measures in Section 3.7 Public Services.
23	Susan Busch	
23-1	Preference for variation of Alternative 2.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B blends a range of the alternatives. See response to comment 18-2. Growth levels are slightly lower than Alternative 2.
23-2	BRT design is crucial for SAP success.	The comments are noted and forwarded to City decision makers.
23-3	Build multi-modal network and curtail SOV use.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
23-4	Parking ratios can be reduced if multi-modal Alternatives are increased.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements. FSEIS Alternative B would include expanded TDM measures. Action Alternatives propose reduced parking ratios. See Exhibit 2-10.
23-5	Strong design standards will be required.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and elements developed for FSEIS Alternative B.
23-6	Include robust Green/Blue Street concept.	The comments are noted and forwarded to City decision makers. All Action Alternatives include green streets, which can be inclusive of stormwater management strategies typically associated with "Blue Streets".
23-7	Include schools, parks, and services in plan.	The comments are noted and forwarded to City decision makers. These topics are addressed in in Section 3.7 Public Services. In addition to providing impact fees and extending infrastructure some incentives would be included as described with FSEIS Alternative B in Chapter 2.
23-8	Plan should be presented to public with graphics and organized by topic to be clearly understandable.	The comments are noted and forwarded to City decision makers. The City will be developing the subarea plan and Form-Based Code through mid-2022. Early concepts are included with FSEIS Alternative B in Chapter 2.
23-9	Plan should include projections pertaining to WA State Climate goals.	The DSEIS and FSEIS address air emissions/greenhouse gas in Section 3.1 Air Quality/Greenhouse Gas Emissions and reference the City's climate action plan (which consider State and regional goals). This is intended to help contribute to meeting the State climate goals. The State Goals are referenced in FSEIS Section 3.4.
23-10	Plan should show more detail about zoning compatibility and illustrate height limits with sectional diagrams.	See Response to Comment 23-8.
23-11	Compare proposed height limits to Kirkland Urban.	Parts of the Kirkland Urban site are allowed 67-80 feet above average building elevation. Portions of the station area would have

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		heights 30-60 feet west of I-405 and 65-250 feet east of I-405 with greater heights in the SE Quadrant and NE Quadrant and lesser eastward along NE 85th Street.
23-12	Encourage finer-grained infill industrial development.	The comments are noted and forwarded to City decision makers. LIT uses continue to be promoted in that zone. Small adjustments to height at NE 85th Street are proposed in FSEIS Alternative B.
23-13	Close-in and street level views should be provided to illustrate Alternatives.	The comments are noted and forwarded to City decision makers. See Chapter 2 for Form-Based Code elements and some of the design standards anticipated for FSEIS Alternative B. See also the Aesthetics evaluation in Section 3.5.
23-14	Support for design standards and form-based codes.	The comments are noted and forwarded to City decision makers. See response to comment 23-13.
23-15	Preference for pedestrian scale block grid.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
23-16	Preference for cohesive street and pedestrian amenities design.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements including active streets and street typologies.
23-17	BRT station design should consider pedestrian and bike access.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
23-18	Plan should identify view corridors and include photos of views.	View corridors were evaluated in DSEIS and FSEIS Section 3.5. See also conceptual design guidelines are addressed as part of developing the Form-Based Code with Alternative B.
23-19	BRT station should be designed well with amenities to encourage ridership.	The comments are noted and forwarded to City decision makers.
23-20	Are there plans for light rail on the I-405 corridor?	See Sound Transit network: https://www.soundtransit.org/ . Light rail is planned further south of Kirkland. BRT is planned in Kirkland, although light rail is anticipated to reach the South Kirkland Park & Ride after 2040. The ST3 system plan includes funding for a future high capacity transit environmental study: Bothell to Bellevue via Kirkland.
23-21	Preference for tight network of ped/bike connections in Alternative 3.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
23-22	Utilities should be built underground for aesthetics.	The comments are noted and forwarded to City decision makers. The City's utility policy allows the City to require underground facilities.
23-23	View corridors should be free of overhead lines.	See response to comment 23-22.

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23-24	Utility construction should allow for tree planting and green stormwater infrastructure.	The comments are noted and forwarded to City decision makers. Green streets are part of the Action Alternatives including FSEIS Alternative B, the preferred direction. Tree planting mitigation is addressed in Section 3.2.3.
23-25	Tree canopy analysis should not include in-lieu fees to plant trees elsewhere.	The comments are noted and forwarded to City decision makers.
23-26	Plan lacks justification for increased height of LWHS campus buildings.	The proposal for height changes in Alternatives 2,3 and B were meant primarily to allow additional capacity to build more education space, but also potentially to allow for the development of accessory school facilities (e.g., school staff housing). Other incentives to incorporate education space are explored with FSEIS Alternative B. See Chapter 2.
23-27	Confirm whether increased campus building heights indicates a change of use or accommodation for increased school population.	See response to comment 23-26.
23-28	Plan should identify parks separately from open space required by development incentives.	Areas suitable for public parks to achieve a close 10-minute walk to parks are identified in the preliminary Form-Based Code elements associated with FSEIS Alternative B. Other development incentives would address pocket parks, plazas, and roof top spaces. See Chapter 2 and FSEIS Section 3.7.3.
23-29	Planned housing should be affordable to projected household incomes.	See response to comment 1-1.
24	Peggy Bush	
24-1	Don't lose small town feel.	The comments are noted and forwarded to City decision makers.
24-2	Keep to 4 stories max to prevent traffic impacts.	The comments are noted and forwarded to City decision makers. See Chapter 2 and Section 3.6 Transportation regarding multimodal improvements.
25	Sylvia Chen	
25-1	Do not zone for tall buildings adjacent to low-rise housing.	The comments are noted and forwarded to City decision makers. Please see Chapter 2 for Form-Based Code elements, and Section 3.5 regarding transitional standards for compatibility.
25-2	Changes in Alternatives 2 and 3 are unnecessary because Kirkland is in compliance with GMA goals.	The comments are noted and forwarded to City decision makers. The proposal for a Station Area Plan is consistent with Policy RH-25. The plan is intended to address a new planning horizon of 2044, and can assist with growth targets for employment as well as provide housing choices. Growth targets have been developed for 2044 with King County and cities. See: https://kingcounty.gov/depts/executive/performance-strategy-budget/regional-planning/CPPs.aspx .

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25-3	Preserve Kirkland's intimate and neighborly character by preserving current height limits.	The comments are noted and forwarded to City decision makers.
25-4	Prioritize compatibility of development with residential neighborhoods.	See response to comment 25-1.
25-5	Oppose infill development in northern half of Everest Park as shown in Exhibit 2.7.	Infill residential development is allowed in all areas consistent with current codes (Ordinance 4717).
25-6	Request beautification for proposed roundabout at NE 85 th St & Kirkland Way/114 th Ave NE.	The comments are noted and forwarded to City decision makers. The roundabout at 85 th & Kirkland Way/114 th will be designed consistent with the I-405 Context-Sensitive Solutions Master Plan, Urban Design Guidelines.
25-7	Has traffic analysis accounted for Google expansion and Kirkland NE 8 th St Station?	Alternative 3 and FSEIS Alternative B assume higher growth in the SE Quadrant with commercial uses to benefit from transit and buffer residential uses from the I-405 freeway. There is no specific Google permit proposal at this time. To the extent that a future proposal fits with the planned action evaluation, and implements mitigation measures, it may be considered a planned action.
25-8	Ensure funding for increasing school capacity.	The comments are noted and forwarded to City decision makers. School impact fees are collected by the City. Also, see responses to comment 12-1 and 23-26.
26	Lisa Chiappinelli	
26-1	Concern that development will increase traffic congestion and tall buildings will obstruct views.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation and Section 3.5 Aesthetics for evaluations of impacts and mitigation measures.
26-2	Oppose new development in 85 th Street area because new office buildings are unnecessary.	The comments are noted and forwarded to City decision makers. The fiscal analysis in Appendix B identifies the types of feasible development in the Study Area, including office.
27	Dave Messner, Costco	
27-1	Zoning in SEIS and 2035 Comp Plan should continue to allow Costco's retail use and planned expansions.	The comments are noted and forwarded to City decision makers. The Form-Based Code elements associated with FSEIS Alternative B indicate that commercial mixed uses would allow for retail as well as other uses where Costco is located. See Chapter 2.
27-2	Transit plans should include vehicle access to Costco site.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation.
27-3	Concern that rezoning will make existing Costco store a nonconforming use.	See response to comment 27-1.
27-4	Alternatives 2 and 3 show split zoning on Costco's site which	The comments are noted and forwarded to City decision makers. A single development typology is proposed in FSEIS Alternative B. See Chapter 2.

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	could restrict continued use and future development.	
27-5	Some TDM strategies are incompatible with Costco's business model.	The comments are noted and forwarded to City decision makers. TDM strategies offer a range of concepts, and would only be triggered with redevelopment. See Exhibit 3-21.
27-6	Right-of-way acquisition and demolition should be considered in plan to convert SE 120 th Ave NE into a blue street.	The comments are noted and forwarded to City decision makers. See street typologies in Chapter 2 related to FSEIS Alternative B.
27-7	Oppose potential district parking on parcel currently occupied by Costco's fuel station and parking lot.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B does not include a district parking concept.
27-8	Pedestrian grid depicted in Exhibit 2.16 should take into account existing warehouse.	The comments are noted and forwarded to City decision makers. See street typologies in Chapter 2 related to FSEIS Alternative B. the conceptual grid does not overlie the warehouse.
27-9	Plan should allow Costco's current use and expansion but include development incentive for site if Costco leaves.	See response to comment 27-1.
28	Sharon Cox	
28-1	Due to COVID need for office space has dropped.	See response to comment 4-1.
28-2	People of Kirkland do not need or want tall buildings.	The comments are noted and forwarded to City decision makers. The City received a range of comments regarding height. FSEIS Alternative B responds to the input and adjusts height within the range of alternatives. Please see the survey results in FSEIS and also community benefits in the fiscal impacts and community benefits evaluation in the FSEIS Appendices. The Action Alternatives including FSEIS Alternative B focus taller buildings near the future BRT station. Community benefits would be tied to building size (height or floor area ratio); this could include new affordable housing, green space, school space, and pedestrian enhancements
28-3	Traffic is horrible especially around 85 th St and I-405.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation for an evaluation of impacts and mitigation measures.
28-4	Larger buildings will result in more cars, preventing carbon neutral goals from being reached.	The comments are noted and forwarded to City decision makers. Mixed use development and investing in transit and non-motorized infrastructure can assist in meeting city/state greenhouse gas goals. See DSEIS and FSEIS Section 3.6 Transportation for an evaluation of impacts and mitigation measures.

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28-5	Kirkland does not want to be like Bellevue with tall buildings, traffic, and pollution.	The comments are noted and forwarded to City decision makers. The Station Area Plan and Form-Based Code are meant to address Kirkland's community. See Chapter 2 for FSEIS Alternative B Form-Based Code elements. See DSEIS and FSEIS Section 3.6 Transportation and Section 3.3 for an evaluation of transportation and air/noise compatibility impacts and mitigation measures.
29	Susan Davis	
29-1	Support only Alternative 1.	The comments are noted and forwarded to City decision makers.
29-2	Low income affordable housing is needed.	The comments are noted and forwarded to City decision makers. See response to comment 1-1. See also the potential for affordable housing by alternative in Section 3.3.
29-3	Alternatives 2 and 3 will cause too much traffic congestion.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation. FSEIS Alternative B is slightly lower in growth than Alternative 2 and provides a wider range of mitigation measures.
29-4	Unlikely that traffic will divert to 80 th Street when 85 th Street is congested.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding the potential for trips to divert. For a conservative analysis, the analysis assumes most trips in the Study Area on NE 85th Street.
29-5	"Education opportunities" as described in the proposal would not bring benefits to students.	See DSEIS and FSEIS Section 3.7 Public Services regarding potential impacts to education and mitigation measures. See also potential development incentives to incorporate education space in FSEIS Alternative B described in Chapter 2 of this document.
29-6	Since Kirkland is in compliance with GMA goals, Alternatives 2 and 3 should not be considered.	See response to comment 25-2.
29-7	Buses will be crowded and create adverse impacts.	See DSEIS and FSEIS Section 3.6 Transportation regarding transit demand and mitigation measures.
29-8	Benefits of development would go to developers and Google while majority of Kirkland residents would see only impacts.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of community benefits that would be proposed for integration into the Form-Based Code. Also see Appendix B regarding the fiscal analysis and the ability to address the infrastructure and public service needs of FSEIS Alternative B.
29-9	Need for low income housing is urgent and should not be concentrated in one area.	See response to comment 1-1. See also the evaluation of potential affordable housing in Section 3.3 and additional mitigation measures.
29-10	Outreach has been inadequate at explaining the potential impact of Alternatives.	See Chapter 7 Appendices regarding the DSEIS comment opportunities.
29-11	Request for information about project notices and public involvement activities.	See Chapter 7 Appendices regarding the DSEIS comment opportunities.

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29-12	City Council and Planning Commission study session is inappropriate before end of public comment period.	SEPA Rules allow for a wide range of public comment opportunities including public meetings during a comment period. (WAC 197-11-502) See Chapter 7 Appendices regarding the DSEIS comment opportunities.
29-13	Low income housing should be built as public projects, not by developers.	The comments are noted and forwarded to City decision makers.
29-14	Project documents are not easily accessible on City website and public notification has been inadequate.	See Chapter 7 Appendices regarding the DSEIS comment opportunities. The City provided more than the minimum notice of KMC 24.02.160.
29-15	Commenter believes that a Commissioner has a conflict of interest because of working for Google.	The Planning Commission does not have a role in permitting land use applications that may be submitted in the future. An areawide legislative proposal is subject to Planning Commission hearing and recommendations and ultimately a decision by the City Council.
29-16	City of Kirkland and King County need to build more affordable housing.	The comments are noted and forwarded to City decision makers.
29-17	Development at Kingsgate Park and Ride should be 100% affordable units, built to maximum allowed height, and financed by major tech corporations.	The comments are noted and forwarded to City decision makers. This is outside of the Study Area under review in the SEIS.
29-18	Money for the new pedestrian bridge in the Totem Lake area should have been spent on other priorities.	The comments are noted and forwarded to City decision makers. This is outside of the Study Area under review in the SEIS.
29-19	The website's search functionality is poor.	The comments are noted and forwarded to City decision makers.
29-20	Commenter would like feedback from City Council about complaints and suggestions.	The comments are noted and forwarded to City decision makers. The FSEIS includes responses to public comments. Those who commented have been provided a notice of availability of the FSEIS.
30	Christine Deleon	
30-1	Traffic in the corridor is bad and the current amount of office space and residential units is adequate.	The comments are noted and forwarded to City decision makers. Alternative 1 and FSEIS Alternative A assume growth consistent with current plans. Action Alternatives assume more employment and housing and the SEIS identifies mitigation measures for transportation. See DSEIS and FSEIS Section 3.6 Transportation.
30-2	Concern about evacuation during a natural disaster.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation. Greater connectivity

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		and modes of travel would assist with evaluation. See also Kirkland's Hazard Mitigation Plan developed in conjunction with the County.
31	Robbi Denman, Salt House Church	
31-1	Need more affordable housing – double amount in proposal.	See response to comment 1-1.
32	Ken & Jill DeRoche	
32-1	Concerned about rezoning PLA 5D in SW Quadrant. It would treat the area differently from other similar lower height blocks.	The comments are noted and forwarded to City decision makers. Please see Chapter 2 FSEIS Alternative B, the Preferred Direction. No change to PLA 5D is proposed.
32-2	Proposed alternatives would displace neighbors and increase traffic and noise. Large buildings would create a canyon effect.	The comments are noted and forwarded to City decision makers. Action Alternatives include design standards through a Form-Based Code. See conceptual Form-Based Code elements associated with Chapter 2 FSEIS Alternative B.
33	Jivko Dobrev	
33-1	Support for Alternative 1. Kirkland is a charming suburb with high quality of life.	The comments are noted and forwarded to City decision makers. Alternative 1 and FSEIS Alternative A assume growth consistent with current plans. Action Alternatives assume more employment and housing and the SEIS identifies mitigation measures.
33-2	The proposed transit station would not be useful or efficient.	The comments are noted and forwarded to City decision makers. Please see response to comment 21-3.
33-3	Tall buildings will impact Kirkland with noise, pollution, and crowding.	See response to comment 28-5.
33-4	Traffic is already above capacity. How will drivers enter, park, and leave?	The comments are noted and forwarded to City decision makers. The design of the BRT station is led by Sound Transit. The SEIS and Subarea Plan are addressing areawide traffic and multimodal investments. See DSEIS and FSEIS Section 3.6 Transportation.
33-5	On 126 th Ave there is high traffic and residents of proposed developments will park there, causing unsafe conditions.	At the time of development, the City's frontage and access standards will be met to avoid safety impacts. However, full utilization of street parking does not in and of itself create safety impacts.
33-6	Tall buildings will eliminate privacy and natural light for residents of houses.	The comments are noted and forwarded to City decision makers. Please see the impact analysis in Section 3.5 Aesthetics. Please also see Form-Based Code elements associated with FSEIS Alternative B in Chapter 2.
33-7	Tall buildings are incompatible with houses and will destroy their way of life.	See response to comment 33-6.

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33-8	Downtown Kirkland does not have adequate parking, is not walkable, and is an unpleasant place to visit.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments and parking in the Study Area for each alternative.
34	Bari Dorward	
34-1	Opposes 20-story towers in the BRT Station Area. Kirkland should grow more slowly.	The comments are noted and forwarded to City decision makers. Please see response to comment 18-2.
34-2	Development would impact the already-bad traffic on NE 85 th .	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation.
34-3	People don't ride buses. People do like green open spaces.	The comments are noted and forwarded to City decision makers. Please note the proposal includes establishing a 20-year plan. Please see response to comment 11-3. See also the discussion of mode split in Section 3.6 Transportation of the DSEIS and FSEIS.
34-4	Bellevue and Seattle are like Manhattan.	The comments are noted and forwarded to City decision makers.
34-5	Apartments in new buildings should be designed larger to accommodate families. Modestly sized houses should be built instead of large apartment buildings.	See response to comment 21-18.
34-6	It is a mistake for cities to design public transit systems and to require inadequate parking minimums.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments and parking in the Study Area for each alternative.
34-7	Developing a rapid bus line will destroy a bedroom community.	The comments are noted and forwarded to City decision makers. The Study Area contains commercial and multifamily areas as well as single-family areas beyond. The area of mixed uses is where the proposed increase in heights and intensity are proposed. The Form-Based Code is intended to ensure quality design and transitions. Much of the Study Area is designated low-density residential and would retain that zoning and infill according to current zoning.
35	Keith Dunbar	
35-1	Opposes new transit center and 10-story complex. Likes the community feel of Totem East.	The comments are noted and forwarded to City decision makers.
36	Paul Elrif	
36-1	Supports Alternative 1.	The comments are noted and forwarded to City decision makers.
36-2	Kirkland has surpassed the GMA growth targets and should not encourage more growth.	See response to comment 25-2.

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36-3	Totem Lake Area development has enough capacity to accommodate growth.	See response to comment 25-2.
36-4	City could ensure affordable housing by imposing rent control on some units.	The comments are noted and forwarded to City decision makers. See also response to comment 1-1.
36-5	Concern that Alternative 2 or 3 will displace Costco and Lee Johnson Chevrolet.	It is possible these sites would be redeveloped under current zoning at the property owner's initiative, and nothing in the Station Area Plan would compel redevelopment on either property. The Commercial Mixed Use regulating district allows for commercial and retail uses. See also response to comment 27-1.
36-6	New development will impact traffic as residents and workers will commute by car instead of transit.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multiple modes.
36-7	20-story buildings allowed in Alternative 3 would be uncharacteristic for Kirkland.	See response to comment 18-2.
36-8	Under current zoning, City can accommodate BRT station with roadway modifications and park-and-ride facilities.	See response to comment 25-2.
37	Paul Elrif	
37-1	Need traffic calming on NE 85th.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation regarding improvements.
37-2	Concerned also about noise.	The SEIS considered the location of land uses in relation to noise. See DSEIS and FSEIS Section 3.3.
38	Lana Fava	
38-1	Opposes any zoning changes in the Everest neighborhood. Prefers low-density.	The comments are noted and forwarded to City decision makers. See response to comment 6-1.
39	Alice Fleck, Overlook Village Condo Association	
39-1	Objected to rezoning on the Lee Johnson property.	The comments are noted and forwarded to City decision makers. Please see response to comment 36-5.
39-2	Prefers Alternative 1. Alternative 2 is a distant second, and Alternative 3 is unacceptable. Construction activities and development will impact neighbors.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B that combines elements of all three DSEIS Alternatives in Chapter 2 of this document.

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40	Syd & Margaret France	
40-1	Concern that Station plan will conflict with or overshadow Kirkland 2035 Plan.	Please see response to comment 25-2.
40-2	Family-based attributes of Everest neighborhood should be preserved.	The comments are noted and forwarded to City decision makers. See response to comment 6-1.
40-3	Asks if height limits on north side of Ohde Ave could be same as on south side in Alternatives 2 and 3.	The comments are noted and forwarded to City decision makers. Alternative 1 and FSEIS Alternative A have similar heights on both sides of the road. FSEIS Alternative B has a 60 foot height maximum for the existing office property fronting Ohde Ave, but the form-based code could include transitional height standards to improve compatibility. See FSEIS Alternative B and Form-Based Code elements in Chapter 2.
41	Kathy Frank	
41-1	Tall buildings of 150'–300' would be an eyesore in Kirkland. More pedestrian facilities would be required.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B that combines elements of all three DSEIS Alternatives in Chapter 2 of this document. FEIS Alternative B also proposes street typologies including green streets to encourage mid-block pedestrian connections. See also response to comment 28-2. Please see DSEIS and FSEIS Section 3.6 Transportation regarding pedestrian and bicycle improvements.
41-2	BRT is poorly planned and inaccessible. Prefers village quality like in France.	The comments are noted and forwarded to City decision makers. See response to comment 25-2.
42	Mark Rowe, Google	
42-1	Praise for City's public outreach efforts.	The comments are noted and forwarded to City decision makers.
42-2	Google supports Station Area Plan's vision for growth.	The comments are noted and forwarded to City decision makers.
42-3	Google hopes SAP will support the company's plans to expand its presence in Kirkland on the Lee Johnson property.	The comments are noted and forwarded to City decision makers.
42-4	Support for SAP's objectives including diversity and sustainable design.	The comments are noted and forwarded to City decision makers.
42-5	Plan should identify an Alternative 4, a hybrid of 2 and 3.	See FSEIS Alternative B that combines elements of all three DSEIS Alternatives in Chapter 2 of this document.
42-6	Support for employment growth of at least 20,000 jobs in the Station Area.	See Chapter 2 for a chart and graphs of studied jobs. FSEIS Alternative B a preferred concept that has total jobs of 22,751 and a net increase of 17,763 of jobs. This is in the range of studied jobs.

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42-7	Allow building heights up to 220 feet with form-based code setback transitions. Office buildings will have large floor plates. Green roofs and below-ground infrastructure should not count toward site coverage limits. SEIS and building code should allow flexibility in site planning for open space and pedestrian connections.	Heights of 125-250 feet are proposed with FSEIS Alternative B in the SE Quadrant, less than Alternative 3 and more than Alternative 2. See FSEIS Chapter 2 for preliminary Form-Based Code elements.
42-8	Plan should include incentives for sustainable energy-saving design features.	See FSEIS Chapter 2 for preliminary Form-Based Code elements. Sustainability elements are anticipated to be included in density bonus provisions.
42-9	The Final SEIS should include a thorough traffic impact analysis at all intersections in the SAP area.	Please see DSEIS and FSEIS Section 3.6 Transportation. Key intersections are addressed. The City's concurrency requirements will continue to apply to new development.
42-10	BRT lanes should be made accessible to private shuttle services.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multiple modes and TDM measures.
42-11	SEIS should include AM Peak Hour analysis for each of the Alternatives.	Please see FSEIS Section 3.6 Transportation where AM peak hour analysis is addressed. Note this is not the City's LOS period.
42-12	SEIS should assume vehicular access to/from the Lee Johnson site and NE 80 th St via 118 th Ave E.	Please see FSEIS Section 3.6 Transportation.
42-13	SEIS should consider reductions in parking minimums.	Action Alternatives assume parking reductions. See Exhibit 2-10.
42-14	SEIS should study mitigation potential of TDM strategies and physical traffic mitigation measures.	Please see FSEIS Section 3.6 Transportation.
42-15	City should conduct a complete analysis so that future project proposals will not be required to conduct further analysis.	A Planned Action Ordinance is proposed to be developed with Action Alternatives. See DSEIS and FSEIS Chapter 2.
42-16	Preferred alternative should carry forward City's long-range plans for bicycle infrastructure.	Please see DSEIS and FSEIS Section 3.6 Transportation.
42-17	SEIS should plan implementation of stormwater infrastructure rather than rely on individual	See FSEIS Section 3.2 Surface Water and Stormwater and FSEIS Appendix B-3 for the stormwater infrastructure improvements. The City's standards for water quantity and water quality and any system development charges would need to be met.

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	developments to implement the system.	
42-18	City's General Sewer Plan and Comprehensive Water Plan should be updated to account for planned densities and City should find funding mechanisms for improvements.	See FSEIS Section 3.8 Utilities and FSEIS Appendix B for the utility improvements needed. Any city regulations and system development charges would need to be met.
42-19	SEIS should conduct further analysis of policies to stimulate production of affordable housing.	See response to comment 1-1.
43	Jill Gough	
43-1	Kirkland is meeting its GMA growth targets and the City is biased against Alternative 1.	See response to comment 25-2.
43-2	Costco's relocation would cause Kirkland's carbon footprint to increase as shoppers would travel farther.	See response to comment 27-1.
43-3	Questions SEIS assertion that Alternatives 1 and 2 would result in reduced carbon footprint.	The greenhouse gas emissions would increase over current levels with the examined alternatives, but the per capita emissions would be less. See DSEIS and FSEIS Section 3.1 Air Quality/Greenhouse Gas Emissions.
43-4	Edit SEIS Relationship to Equity and Inclusive District section to include language that the No Action Alternative "would include substantial retail employment".	Comment noted. See FSEIS Chapter 4 and FSEIS Chapter 2. The original text noted that Alternative 1 would preserve retail jobs.
43-5	SEIS scope should include evaluation of impacts for the North Rose Hill neighborhood.	The SEIS addresses the North Rose Hill neighborhood. Section 3.4 identifies the neighborhoods that fall into the Study Area and addresses relevant policies. In other sections of the SEIS compatibility is addressed for land use and aesthetics. Cumulatively the transportation, services, and utilities consider growth in the Study Area including in North Rose Hill.
43-6	SEIS should consider under-used education facilities.	Draft and FSEIS Section 3.7 Public Services addresses schools and uses District information about school capacities.
43-7	SEIS should consider how the need for office space will be reduced because of the pandemic.	See response to comment 4-1.
43-8	SEIS undervalues views from I-405. Alts 2 and 3 would reduce views.	The Aesthetics analysis is based on City policies. It does show the effect of development adjacent to I-405. See Section 3.5 Aesthetics.

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43-9	Increased traffic on NE 85 th St would impact North Rose Hill residents.	Please see DSEIS and FSEIS Section 3.6 Transportation.
43-10	Address traffic impacts on 128 th Ave NE Greenway with Alt 2 and 3.	Please see DSEIS and FSEIS Section 3.6 Transportation.
43-11	Reference to NE 87 th St greenway might need to be deleted.	Please see DSEIS and FSEIS Section 3.6 Transportation. The project is currently named the project 87th/7th Complete Street, but the intent is similar.
43-12	Question about level of service grading system.	See description of LOS in FSEIS Section 3.6, Exhibit 3-17.
43-13	Traffic impacts to Rose Hill would be unfair.	The comments are noted and forwarded to City decision makers.
43-14	Asks what the word "conservative" means in reference to traffic volumes.	A conservative analysis assumes higher-than-likely traffic volumes.
43-15	Alt 1 analysis should include traffic impact mitigation measures.	Alternative 1 assumes current plans are implemented including current transportation plans. Please see DSEIS and FSEIS Section 3.6 Transportation.
43-16	Increasing population under Alts 2 and 3 would impact existing parks outside the SAP.	The comments are noted and forwarded to City decision makers. Future development would pay park impact fees to address the full park system inside/outside of the Study Area. In addition, see FSEIS Alternative B that includes conceptual Form-Based Code elements including locations for potential parks and onsite plazas, pocket parks, and roof gardens.
43-17	Population increase associated with Alts 2 and 3 would impact access to waterfront.	The City plans for waterfront public access through the Shoreline Master Program. Future development would pay park impact fees to address the full park system inside/outside of the Study Area. Also, the Station Area Plan would ultimately increase connections between the Station Area and Downtown, expanding access to the waterfront.
43-18	SEIS should clarify how utilities capital projects would be funded.	The SEIS focuses on environmental impacts. Fiscal impacts are not required to be addressed in the SEPA document. The City voluntarily addressed fiscal impacts including utilities capital projects. See Appendix B.
43-19	No Action heights not shown.	No Action heights are the same as shown for FSEIS Alternative A. Please see Chapters 1 and 2 of the FSEIS.
43-20	Objectives not reasonable. Alternatives 2 and 3 allow more height and affordable housing.	The objectives were developed following a scoping process, and each alternative is considered with regard to several objectives with housing being one consideration.

Number	Commenter and Summary	Response
44	Brian Granowitz	
44-1	Tall buildings proposed in Alternatives 2 and 3 would impact the character of the Moss Bay neighborhood and block views of the sky.	See response to comment 8-1.
44-2	Alternatives 2 and 3 would bring impacts to traffic, parking. Concern about reduced building setbacks impacting walkability.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding multimodal improvements. See FSEIS Alternative B that provides street typologies and public realm improvements intended to promote walkability.
44-3	Buildings are out of scale in Kirkland. Alternatives 2 and 3 would bring impacts to traffic, parking.	Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures. Please also see Aesthetics analysis in Section 3.5.
44-4	Suggest rezoning affluent neighborhoods to require affordable housing.	The comments are noted and forwarded to City decision makers. See also response to comment 1-1.
44-5	Opposes increases in allowable height in Moss Bay neighborhood.	See response to comment 8-1.
44-6	Proposed zoning changes would be unfair considering the neighborhood's previous negotiations with office park owner.	See response to comment 8-1.
44-7	Moss Bay residents do not want taller office buildings.	See response to comment 8-1.
44-8	Moss Bay neighborhood has been left out of notifications and DEIS impact analysis.	See the comment opportunities and methods of notification in Chapter 7 Appendices, which exceeds the City's SEPA rules.
44-9	Charts and images in plan are impossible for color blind people to read.	The comments are noted and forwarded to City decision makers. The City does not currently have a standard approach or palette. The project team tried to avoid using red-green scales on SEIS maps, and focused on distinct shades of the same color, though the color ramps can get compressed when there are many categories. For the preferred plan concepts associated with FSEIS Alternative B, the project team used a color blind palette generated by a website for all the preferred plan graphics, and then reviewed the final graphics using the color-blindness.com/coblis-color-blindness-simulator/ that simulates different types of colorblindness.
45	Gayle Gray	
45-1	Opposes high-rise buildings.	The comments are noted and forwarded to City decision makers. See also response to comment 18-2.

Number	Commenter and Summary	Response
45-2	Don't make Kirkland look like Totem Lake.	The comments are noted and forwarded to City decision makers.
45-3	Kirkland values trees.	See tree canopy analysis and mitigation measures in Section 3.2 Surface Water and Stormwater in the DSEIS and FSEIS.
46	Matt Gregory	
46-1	Traffic congestion at the intersection of NE 85 th St and 120 th Ave NE is bad and Alts 2 and 3 will worsen it. DEIS should analyze potential impacts to walkability and pedestrian safety.	Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
46-2	DEIS should consider alternatives with proposals for more modest growth increases than Alt 2 and 3.	See FSEIS Chapter 2 for a description of Alternative A and B that study growth less than Alternative 2.
47	Boaz Gurdin	
47-1	Provide bus lanes on 85 th St and commuter buses to downtown Redmond and Microsoft/Overlake areas.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
48	Kathryn Hammer	
48-1	85 th St at I-405 is already a traffic bottleneck with few alternative routes, and construction will make it impassable.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
48-2	Projected increase in transit ridership is too small to justify the construction impacts.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
48-3	Even the lowest density plan will cause these serious problems.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures.
49	Kirsten Hansen	
49-1	All construction should be required to be 100% electric and net-zero energy.	The comments are noted and forwarded to City decision makers. Sustainability measures are proposed as part of the Form-Based Code. See Chapter 2 and FSEIS Alternative B.
50	Brian Harper	
50-1	Transportation impacts make Alt 2 and 3 unacceptable.	The comments are noted and forwarded to City decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation and mitigation measures. FSEIS Alternative B incorporates additional TDM measures and has slightly lower growth than Alternative 2 to address transportation impacts.

Number	Commenter and Summary	Response
50-2	Alts 2 and 3 will cause excessive traffic delays and drivers will take alternate routes.	The comments are noted and forwarded to City decision makers. The SEIS notes that the traffic analysis is worst case and there may be alternative routes for those not wanting to stop in the Study Area. Please see DSEIS and FSEIS Section 3.6 Transportation.
50-3	Proposed traffic mitigation measures are insufficient.	See response to comment 50-1.
50-4	Oppose adding private shuttle service along the Cross Kirkland Corridor.	The comment is noted and forwarded to City decision makers. A Tier 2 transportation demand management measure could be to have a shuttle service. See Appendix B.
50-5	The significant unavoidable impacts to traffic associated with Alts 2 and 3 should halt any further consideration of these proposals.	See response to comment 50-1.
50-6	Proposed BRT station is an overrated transit investment, especially compared to light rail.	See response to comment 25-2.
50-7	BRT service will be overcrowded.	Please see DSEIS and FSEIS Section 3.6 Transportation regarding transit demand.
50-8	BRT is not a valid reason to rezone the area. Speculation that plan will benefit only a few business and developers.	See response to comment 25-2.
50-9	While per capita greenhouse gas emissions are projected to decrease, net total GHG would nearly double.	The comment is noted. Both total emissions and per capita emissions are identified for growth in the Study Area. If growth is not located in the Study Area, it is possible it could locate elsewhere and be less transit-oriented. The link between transportation and land use and compact development has been identified in professional literature. ¹⁵ VISION 2050 the regional growth strategy identifies the benefit of transit focused growth as well. ¹⁶
50-10	Alternatives in which school facilities are built to accommodate projected population increase should not be considered "likely to support additional education opportunities."	School impacts are addressed in Section 3.7 Public Services. The demand for education space is addressed. Mitigation measures identify different forms of urban schools that could apply. FSEIS Alternative B includes density bonus incentives for the inclusion of education space (e.g., schools, day care, other). See Chapter 2.

¹⁵ Here are several examples: US EPA: <https://www.epa.gov/smartgrowth/smart-growth-and-transportation>. National Science Foundation: https://www.nsf.gov/discoveries/disc_summ.jsp?cntn_id=138170. Brookings: <https://www.brookings.edu/research/we-cant-beat-the-climate-crisis-without-rethinking-land-use/>. University of Oregon: <https://www.jtlu.org/index.php/jtlu/article/view/1173>.

¹⁶ See: <https://www.psrc.org/our-work/regional-planning/vision-2050/environmental-review>.

Number	Commenter and Summary	Response
50-11	The plans are biased. Action alternatives in this plan will not be palatable to most Kirkland residents.	The proposals are responding to the investment in the BRT station, and tested a range of alternatives. There were a range of community opinions as well. See Chapter 7 Appendices.
50-12	Costco opposes zoning changes that would impact their store operations. Google's expansion plans would only benefit developers.	See response to letter 27 regarding Costco. Regarding Google or other development in the Study Area, they would be subject to regulations and incentives for community benefits.
50-13	Oppose growth beyond previously established targets to avoid traffic impacts.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation regarding transit demand.
50-14	Primary beneficiaries of the plan are Google, developers, and landowners, with no benefit to the majority of Kirkland residents.	The comments are noted and forwarded to city decision makers. Allowing growth near the transit station will allow for greater mobility, and housing and job opportunities. New development would meet codes and standards including water quality improvements. Transportation, water, sewer, and stormwater capital improvements have been identified and costs and revenues identified. The SAP and Form-Based Code will create opportunities for community benefits – new affordable housing, green space, school space, and pedestrian enhancements.
50-15	City should reject Alt 2 and 3 and focus on roadway improvements.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation regarding transit demand.
51	Jess Harris	
51-1	Concern about small businesses being priced out of the area or valuable auto-oriented businesses prohibited by new zoning.	Displacement is addressed in Section 3.3 Land Use Patterns and Socioeconomics. Allowed land uses are not yet specified; the form based code emphasize form over land uses. There are urban forms of auto dealers.
51-2	Impacts to LOS are not justified by benefits of alternative proposals, and new residents will not use BRT.	See response to comment 25-2.
51-3	Support for hybrid Alt 2 as referenced in the transportation section.	See FSEIS Alternative B which is a hybrid alternative.
51-4	Design review should be required for mid- and high-rise development.	The comments are noted and forwarded to city decision makers. The Form-Based Code will contain design standards. It is anticipated that design review would be required.
51-5	Energy efficiency requirements should go above and beyond LEED. Encourage district energy systems.	The comments are noted and forwarded to city decision makers. The FSEIS Alternative B includes Form-Based Code elements including sustainability incentives.

Number	Commenter and Summary	Response
51-6	Development should include spaces for small mom-and-pop retail and restaurant businesses.	The comments are noted and forwarded to city decision makers. The Form-Based Code elements would allow for a range of business sizes.
51-7	Google should plan their office buildings differently than the typical 3-story model.	The comments are noted and forwarded to city decision makers.
51-8	Incentivize family-sized and affordable housing units.	See response to comment 1-1.
52	Christine Hassett	
52-1	Question if there are existing or planned building in Kirkland taller than 150 feet, and what is the tallest building?	Totem Lake zoning allows for some buildings to be up to 160 feet. Evergreen Hospital Patient facility is approximately 150feet tall.
52-2	Appreciation for City's public involvement efforts.	The comments are noted and forwarded to city decision makers.
53	Brad Haverstein, Commissioner, Kirkland Transportation Commission	
53-1	Top three transportation-related elements commenter would like to see are: unbundling parking, reducing parking minimums and implementing parking maximums, and higher density zoning near the BRT station.	The comments are noted and forwarded to city decision makers. See FSEIS Alternative B for a hybrid approach to growth/heights. Parking reductions are part of the Action Alternatives per Exhibit 2-10. See other TDM measures addressed in Exhibit 3-21.
53-2	Equity-related concerns include: the disproportionate impact of climate change on vulnerable populations worldwide, transportation-related cost burdens that affect low-income residents in King County, and Kirkland's lack of diversity compared to other eastside cities.	The comments are noted and forwarded to city decision makers. See DSEIS and FSEIS Section 3.3 Land Use Patterns and Socioeconomics regarding vulnerable populations.
53-4	Shifting land use patterns to allow for more and higher-density housing would advance equity goals.	The comments are noted and forwarded to city decision makers. See response to comment 1-1 regarding affordable housing. A summary community benefits comparison is found in Exhibit 2-35 and in Appendix B regarding FSEIS Alternatives.
53-5	Unbundling parking can reduce housing costs for low-income households who rely on transit.	The comments are noted and forwarded to city decision makers. See TDM measures addressed in Exhibit 3-21.

Number	Commenter and Summary	Response
53-6	Alternatives should include analysis of how projected GHG emissions compare to City's goals and commitments.	The GHG analysis provides an order of magnitude comparison of alternatives. A qualitative review of the City's climate action plan is in DSEIS Section 3.1 Air Quality/Greenhouse Gas Emissions.
53-7	Alternatives should include analysis of the how adaptive signal timing can impact wait times for pedestrians at intersections.	The comments are noted and forwarded to city decision makers. This level of analysis is beyond the scope of this areawide EIS. The City can consider appropriate approaches to non-motorized improvements at design stages.
53-8	The DEIS Exhibits 3-65, 3-66, and 3-77 contain an error: in the legend the symbol for pedestrians and the symbol for bikes are swapped.	Comment noted. The figures are corrected in Chapter 4 of this FSEIS. Note that the figures were corrected in the public survey in Chapter 7 Appendices.
54	Mark and Victoria Heggenes	
54-1	Proposed tall building along 85 th will cause unacceptable impacts to traffic and quality of life.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation.
54-2	New residents will not use transit and instead they will add to traffic congestion and school overcrowding.	See response to comment 25-2.
54-3	There is insufficient street parking near the proposed bus drop off site in the Highlands.	The comments are noted and forwarded to city decision makers.
54-4	The proposed bus drop off will impact traffic on 116 th Ave NE and add noise to the quiet neighborhood, as well as create a safety hazard for pedestrians at the blind corner.	The SEIS evaluates improvements to the intersection that is located at the access to the future pick-up and drop-off at the BRT station. See Section 3.6.
54-5	Support for Alt 1 and opposition to proposed bus drop off.	The comments are noted and forwarded to city decision makers.
55	Highlands Neighborhood Association Board	
55-1	Question if housing demand in Kirkland will be met by high-density housing if people prefer lower-density housing with open space.	Low-density residential zoned areas would be retained in the Study Area and infill consistent with zoning would occur. Other areas already identified for a mix of uses would be a focus for zoning change. There is a need for a range of housing types in Kirkland. See Kirkland Housing Strategy Plan , April 2018. The plan does identify Transit-oriented development as a type of housing needed.
55-2	Question if the analysis of impacts to housing affordability is sound,	See response to comment 55-1.

Number	Commenter and Summary	Response
	and it comparable cities have been studied.	
55-3	Request for more open spaces, trails, parks, and playgrounds on City and private land.	See responses to comment 23-28 and 43-16.
55-4	Concern that Plan does not reflect neighborhood residents' opposition to high-rises.	FSEIS Alternative B is a hybrid alternative that responds to comments about growth and height. Also, see a range of opinions on heights in Chapter 7 Appendices.
55-5	Question if zoning changes to allow modest density increases throughout the city have been considered.	Alternative 1 No Action is essentially a continuation of current zoning. The proposal focuses on the Study Area and fulfills policy RH-25. The City can consider citywide growth and land use in its periodic review of its Comprehensive Plan.
55-6	Question if developers can be required to build to the maximum zoned density.	It is anticipated the Form-Based Code would set up minimum and maximum development thresholds.
55-7	Concern about tall buildings' impacts, like shadows and wind turbulence, on pedestrians.	The Aesthetics analysis considers building heights and shade and shadow. See DSEIS and FSEIS Section 3.5 Aesthetics. Wind is accounted in building design particularly for skyscrapers which are not proposed in the district.
55-8	Request that the City actively monitor parking in the Highlands neighborhood if spillover impacts arise.	The comments are noted and forwarded to city decision makers. The City will take a data driven approach to this issue in coordination with our transit agency and commercial area business partners. The City will work with them to monitor on-street parking and, if utilization grows to the point where parking availability is a problem for people living on residential streets, the City will implement tools to manage the parking to make sure residents have a reasonable level of on-street parking access. This could be through the use of tools such as time limited parking, residential parking permits or providing more parking supply within the commercial area.
55-9	Work with Sound Transit to provide protected bicycle parking facility at the Station.	The comments are noted and forwarded to city decision makers.
55-10	Question if useful lessons have been learned from the growth near the 124 th St Transit Center in Totem Lake.	The comments are noted and forwarded to city decision makers. The City has learned the importance of urban design, mix of jobs/housing, the long-term nature of plans, and more.
55-11	Concern about imbalance between projected jobs and housing creating pressure on housing prices.	The housing and jobs are in closer balance in FSEIS Alternative B than for Alternatives 2 and 3. While jobs are more numerous in the alternatives than housing, the Study Area would also serve the wider Kirkland city limits.
55-12	Question if proposed growth in Station Area aligns with Comprehensive Plan goals.	See the evaluation of plans and policies in Section 3.4 Plans and Policies in the DSEIS and FSEIS.

Number	Commenter and Summary	Response
55-13	Question about how much growth, as projected in the Vision 2050 document, should Kirkland accommodate.	The City's growth target is set through the County and City consultations on the countywide planning policies with attention to the regional growth strategy in VISION 2050. The activity units for a regional growth center are addressed in in Section 3.4 Plans and Policies in the DSEIS and FSEIS. New growth targets are under final review and consideration for adoption in late 2021.
56	Matt Holle	
56-1	Oppose proposed zoning changes. Kirkland should remain a bedroom community.	The comments are noted and forwarded to city decision makers.
57	Jeffrey Hoyt	
57-1	Agree with Brian Granowitz's letter (44) opposing zoning changes allowing tall buildings that will cast shadows and impact quality of life.	The comments are noted and forwarded to city decision makers. See DSEIS and FSEIS Section 3.5 Aesthetics and mitigation measures.
58	Stephanie Hurst	
58-1	Instead of tall buildings, Kirkland needs more green space with pedestrian and bicycle access.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation regarding non-motorized access.
59	Kathy Iverson	
59-1	Question why plan conflicts with established plans for North and South Rosehill, and why Sound Transit is involved in Kirkland planning.	The process to plan a Station Area is consistent with 2035 Comprehensive Plan and several Neighborhood Plan goals and policies (including Station Area Plan-supportive policies in the Rose Hill and Norkirk Plans, and the updated Moss Bay and Everest Plans, which are anticipated to be adopted in December 2021). The Final Station Area Plan will set a vision and regulatory framework to accommodate growth in a manner consistent with existing Comprehensive Plan and Neighborhood Plan policies. The Station Area Plan may require changes to select Comprehensive Plan Land Use policies to reflect the final plan. See the evaluation of plans and policies in Section 3.4 Plans and Policies in the DSEIS and FSEIS. The subarea plan proposal reflects policy RH-25 to plan for and respond to transit investments. The City is responding to Sound Transit investment along I-405. The Sound Transit plans have been the subject of public votes.
59-2	Plan does not consider growth in Madison and Continental Divide plan. Totem Lake development is impacting North Rose Hill.	Pipeline development is accounted in city plans and the transportation model considered in the SEIS.
59-3	Question why health food options are relevant to alternatives.	Access to food is an equity consideration. See the Opportunities and Challenges analysis.

Number	Commenter and Summary	Response
59-4	Concern that neighborhoods will be unable to absorb increased parking demand.	The intent of any changes to parking standards would be to allow for adequate parking but not an oversupply.
59-5	Seniors do not benefit from bike and walking paths. Enhancing access to downtown and parks is a priority. Wayfinding maps are difficult to understand.	Parks are addressed in Section 3.7 Public Services. Walking is an activity for all ages and regions as found in the Washington State SCORP (2017).
60	John Janssen	
60-1	Anticipate impacts to LOS are horrible. Question about how the City weighs the trade-off between safety, traffic flow, and density.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation. Also see FSEIS Alternative B that slightly reduces growth below Alternative 2 and includes greater TDM measures as well as other transportation investments.
61	Jill Keeney	
61-1	Opposes Alt 2 and 3 due to concern about impacts of tall buildings.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.5 Aesthetics.
62	Erika Klimecky	
62-1	Oppose tall buildings outside urban development area, and buildings higher than the I-405 deck that would obscure views.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.5 Aesthetics.
62-2	Supports mid-rise development with small-scale retail.	The comments are noted and forwarded to city decision makers.
62-3	Prefers structured parking over surface parking.	The comments are noted and forwarded to city decision makers.
62-4	Wetlands behind Costco is unsuitable for building and should be converted to public green space.	Wetlands are protected by City critical area regulations and would not be developed. Opportunities for parks are addressed in FSEIS Alternative B Form-Based Code elements. See Chapter 2. Also see Section 3.7 Public Services.
62-5	Supports planting five trees for every one removed.	The comments are noted and forwarded to city decision makers. See also tree canopy mitigation in Section 3.2 Surface Water and Stormwater.
62-6	Concern about increased runoff from paved surfaces, and loss of trees and green spaces.	See Section 3.2 Surface Water and Stormwater. Redevelopment would be subject to modern stormwater requirements and tree protection standards. Also see Section 3.7 Public Services regarding parks
62-7	Project must include mitigation measures for traffic impacts and construction impacts.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation.

Number	Commenter and Summary	Response
63	Teri Lane	
63-1	Dense development should be focused in the downtown area before I-405 area.	The comments are noted and forwarded to city decision makers.
63-2	Thriving Rose Hill business and residential areas should remain as they are.	The comments are noted and forwarded to city decision makers.
63-3	Proposed bus station should be a transit hub for the surrounding area, with Rapid Ride service connecting downtown and Rose Hill.	The comments are noted and forwarded to city decision makers. See also response to comment 25-2.
63-4	Station would be more successful with commuter parking.	The comments are noted and forwarded to city decision makers.
64	Leah Lang	
64-1	Agrees with Brian Granowitz's letter (44). Opposed to tall buildings because of traffic impacts, obstruction of sky views, and change to the neighborhood.	The comments are noted and forwarded to city decision makers. See responses to comments to letter 44. Please see DSEIS and FSEIS Section 3.5 Aesthetics. Please see DSEIS and FSEIS Section 3.6 Transportation.
65	Paula Lavin	
65-1	Opposed to development around 85 th & I-405 because traffic is already bad.	The comments are noted and forwarded to city decision makers. Please see DSEIS and FSEIS Section 3.6 Transportation.
66	Jim & Sandy Lazenby	
66-1	Opposed to rezoning four residential properties on the north side of Ohde Avenue that would allow condos and/or apartments.	The comments are noted and forwarded to city decision makers. This is not part of FSEIS Alternative B – the preferred alternative.
66-2	Preserve the character of the neighborhood.	The comments are noted and forwarded to city decision makers.
67	John C. McCullough, McCullough Hill Leary, PS, on behalf of Lee Automotive Group	
67-1	Support for Alt 3's transit-oriented development to capitalize on BRT investments.	The comments are noted and forwarded to city decision makers.
67-2	Objectives on page 1-5 should include the centerpiece TOD goals.	TOD goals are referenced in Section 3.4 Plans and Policies.

Number	Commenter and Summary	Response
67-3	Form based code would provide more clarity regarding allowed building heights.	Form-based code concepts are advanced with FSEIS Alternative B. See Chapter 2.
67-4	Oppose blue street concept on 120 th Ave NE.	The comments are noted and forwarded to city decision makers.
67-5	SEIS should include analysis of how TOD in the Station Area would reduce VMT and GHG.	See response to comment 50-9.
67-6	Encourage development of larger residential units with incentives.	The comments are noted and forwarded to city decision makers.
67-7	Iconic large-scale buildings near the I-405/85th St interchange would create a gateway element.	The comments are noted and forwarded to city decision makers.
67-8	The extension of the transportation projections to 2044 should be emphasized and discussed in the SEIS.	The growth estimates to 2044 are noted in Chapter 2. These were employed in the Bellevue-Kirkland-Redmond (BKR) model. The BKR model goes to 2035 so the application of 2044 numbers in the model focused growth in a conservative manner.
67-9	SEIS should note the strategy of locating dense employment and residential areas near the BRT station as a traffic mitigation, as it would increase the transit mode split.	See the discussion of mode split in Section 3.6 Transportation of the DSEIS and FSEIS. In particular see Exhibit 3-16 in this FSEIS.
67-10	Transportation adequacy standards should be modified to reflect the plan's emphasis on multimodal transportation, rather than focus on LOS at intersections.	Comment noted. Alternative LOS standards are referenced in mitigation measures in Section 3.6 Transportation of the DSEIS and FSEIS.
67-11	SEIS should acknowledge the projected mix of land uses across the study area.	Comment noted. See Section 3.3 Land Use Patterns and Socioeconomics. See also the FSEIS Alternative B Form-Based Code concepts that show the mix of uses.
67-12	The Final SEIS should note that the planned action approval would also specify full mitigation measures for qualifying projects.	Comment noted. The reference to the Planned Action Ordinance mitigation measures is found in Chapter 2.
67-13	SEIS should include analysis of the effects of incentivizing beneficial development by offering height and density bonuses.	The FSEIS Alternative B Form-Based Code concepts reference density bonus concepts including community benefits. See Chapter 2.

Number	Commenter and Summary	Response
67-14	Instead of requiring setbacks for tall buildings, plan should focus evaluation of pedestrian level qualities.	Active streets and street types are described in FSEIS Alternative B Form-Based Code concepts. See Chapter 2.
67-15	SEIS should include acknowledgment that the Station Area Plan will supersede existing plans and policies in Rose Hill.	The Station Area plan is anticipated to be integrated into the Comprehensive Plan. There would be minor Comprehensive Plan amendments as noted in Section 3.4 Plans and Policies.
67-16	Characterize mitigation effects of TDM on intersection LOS, even if qualitatively.	See Section 3.6 Transportation of the FSEIS.
67-17	The trip capture rate will be influenced more by multimodal facilities than the jobs/housing balance. Plan should emphasize and incentivize near-term development of office/commercial uses.	The comments are noted and forwarded to city decision makers. The trips are influenced by the mix of uses.
68	Patty Leverett	
68-1	Oppose increasing height limits above 35 feet in residential zones in the Everest Neighborhood.	The comments are noted and forwarded to city decision makers. See response to comment 6-1.
69	Andy Liu	
69-1	Concerned about tall buildings blocking lake views.	See the view analysis in Section 3.5 Aesthetics.
69-2	Zoning should prohibit industrial uses associated with heavy trucks and noise.	The City's LIT zone is meant for light industrial uses. Changes to the LIT zone allowed uses may allow some flexibility for light-industrial compatible uses with the Action Alternatives.
69-3	Open space at intersection of 7 th Ave & 112th Ave NE and adjacent to pathway should be converted to a park with a zipline and slides.	The comments are noted and forwarded to city decision makers.
69-4	Add sound wall to 85 th St and the I-405 overpass.	Per the SEPA Checklist in DSEIS Appendix A, WSDOT has conducted the I-405 Corridor Program NEPA Review and considered future development to 2030. The I-405 Corridor program reviewed the number of parcels in proximity to the I-405 including at NE 85th Street and identified locations for noise mitigation.
69-5	Strongly support Alt 3.	The comments are noted and forwarded to city decision makers. Please see FSEIS Alternative B a hybrid alternative that blends aspects of all alternatives including Alternative 3 (e.g., in SE Quadrant).
70	Lake Washington School District	

Number	Commenter and Summary	Response
70-1	Data about schools and student generation rates is outdated and potentially inaccurate.	Comment noted. See Chapter 4 for table corrections.
70-2	Student generation rates from multifamily housing developments are likely to be greater than what is assumed in the SEIS. Data about housing types and number of bedrooms should factor into projections.	Comment noted. See Chapter 4 for table corrections using the latest LWSD capital plan.
70-3	School summary data and current school capacity surplus/deficiency information is inaccurate.	Comment noted. See Chapter 4 for table corrections.
70-4	School impact mitigation measures are inadequate. Development within SAP should include school facilities.	See Response to Comment 12-1. Use allowances and code incentives are included in FSEIS Alternative B including allowances for schools and density bonuses for the inclusion of education space. See Chapter 2.
70-5	Flexibility in zoning requirements is needed for expanding capacity at LWHS site.	The comments are noted and forwarded to city decision makers. While height changes are not proposed with FSEIS Alternative B other code flexibility is proposed.
70-6	SEIS should consider the provision of future school sites as a part of permitted development.	See response to comment 70-4.
70-7	It is important to plan for school site access and parking for school buses.	The comments are noted and forwarded to city decision makers.
71	Peter & Janice Lyon	
71-1	Tall buildings will obstruct views from the Highlands and reflect freeway noise into the neighborhood.	The Highlands neighborhood is not a focus for zoning changes. See the view analysis in Section 3.5 Aesthetics. See response to comment 69-4 regarding noise.
71-2	Question if noise impacts have been analyzed as part of the SEIS.	Noise was addressed in the SEPA Checklist associated with the scoping notice, and referenced available studies and codes. See DSEIS Appendix A. In addition, Section 3.3 Land Use Patterns and Socioeconomics addresses noise and land use compatibility.
71-3	Question if there is consideration of transitional height limits from 85 th to Forbes Lake.	Heights are retained around Forbes Lake consistent with current zoning. Heights in FSEIS Alternative B are lower than for Alternatives 2 and 3 south of NE 90th Street.
72	David Macias	
72-1	Supports requiring construction be 100% electric and net zero	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.

Number	Commenter and Summary	Response
	energy, and existing buildings be retrofitted for energy efficiency.	
72-2	10% and 20% EV parking is too low considering potential of widespread transition to EV cars.	The comments are noted and forwarded to City decision makers. See TDM measures considered in the FSEIS; Exhibit 3-21.
72-3	Suggests creating public working spaces in the transportation hub.	The comments are noted and forwarded to City decision makers.
73	Ken MacKenzie	
73-1	A project of this size and scope needs a longer timeline for review and consideration.	The comments are noted and forwarded to City decision makers. The timeline for consideration was extended from mid-2021 to mid-2022. This allowed preparation of a fiscal analysis and an extended time to prepare a subarea plan and Form-Based Code.
73-2	Distribution list should include all Neighborhood Associations in Kirkland and the Kirkland Alliance of Neighborhoods.	The City's distribution of the notices was extensive and greater than the minimum required by SEPA rules (KMC 24.02.160). See the Fact Sheet.
73-3	The public comment period has been incomplete. Author did not receive response to an email with comments.	The comment letter is included in this FSEIS, and a response provided. Commenters are provided a notice of availability of this FSEIS.
73-4	The project will impact quality of life, increase traffic congestion, decrease mobility, cause school overcrowding, destroy neighborhoods, restrict shopping Alternatives, and eliminate local businesses.	The comments are noted and forwarded to City decision makers. The potential impacts of alternatives on air quality, transportation, land use, housing, displacement are addressed in Chapter 3 of the DSEIS and FSEIS. Mitigation measures are proposed to address anticipated impacts.
73-5	No Action alternative should be renamed to Enhanced Density Action to reflect recent zoning changes in North and South Rose Hill in support of the anticipated BRT station.	No Action means retention of current plans and growth under that plan; the current plans include a policy RH-25 to create a new subarea plan.
73-6	Data supporting job and household projections is not shown in the SEIS section 1.4.	The alternative growth estimates are based on the development typologies shown for each alternative. A residual land value analysis in a fiscal study shows most development types are currently feasible. See Appendix B.
73-7	Rezoning will displace light industrial jobs in favor of office jobs.	LIT zoning is retained and is an area where light industrial will be retained and enhanced.
73-8	Flex Office and Office Mixed Use areas in Exhibit 1-6 are inaccessible by walking or transit, and plan does not	See proposed pedestrian and bicycle facilities for each alternative in DSEIS and FSEIS Section 3.6 Transportation.

Number	Commenter and Summary	Response
	accommodate expected auto traffic.	
73-9	Industrial/Tech and Office Mid Intensity areas in Exhibit 1-7 are inaccessible by walking or transit, and plan does not accommodate expected auto traffic.	See multimodal investments proposed with each alternative in DSEIS and FSEIS Section 3.6 Transportation.
73-10	Plan does not address costs of anticipated school facility construction or associated traffic impacts.	Costs are not a required SEPA topic (WAC 197-11-448 and 450). However, a fiscal analysis was conducted to review the feasibility of investing in infrastructure and services. See Appendix B.
73-11	Disagreement with proposal to increase capacity of Lake Washington High School by adding one or two stories.	The comments are noted and forwarded to City decision makers. Height changes were included in Alternatives 2 and 3. FSEIS Alternative B, the preferred direction includes a height increase for the LWHS site. Increasing building height on current school sites may be most cost-effective way to increase school capacity, due to escalated land costs in Kirkland and nearby communities.
73-12	Section 1.4 does not include information about what kinds of jobs will be available.	Jobs are anticipated to include office, retail, and industrial. The typologies associated with each alternative identify the likely type of job.
73-13	Alt 2 and 3 growth projections are incompatible with Kirkland's character and the city is unprepared to accommodate them with infrastructure and services. Traffic congestion will become unbearable on 85 th . Future workers in the SAP will be unlikely to live near their jobs.	The potential infrastructure investments and mitigation are proposed for each alternative. A fiscal analysis was conducted to review the feasibility of investing in infrastructure and services. See Appendix B.
73-14	Traffic mitigation measures for Alts 2 and 3 are inadequate.	See multimodal investments proposed with each alternative in DSEIS and FSEIS Section 3.6 Transportation. FSEIS Alternative B tests a range of TDM and other measures, as well as slightly reducing growth compared to Alternative 2.
73-15	Section 1.4 Exhibit 1-15 does not provide detail or explain benefits and costs.	See response to comment 73-10.
73-16	Delete clause about lessened need for onsite parking in Exhibit 1-15.	The description is accurate that with greater transit there could be a lesser need for parking. However, parking standards would reflect the demand for each use.
73-17	Delete Alt 3 district parking facility.	The preference for excluding a district parking facility is noted and forwarded to City decision makers. FSEIS Alternative B, the preferred concept, does not include such a facility.

Number	Commenter and Summary	Response
73-18	Alts 2 and 3 do not plan for or locate sites of parks and open space.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and incentives for parks and open space associated with FSEIS Alternative B. See also the parks mitigation measures in Section 3.7 Public Services.
73-19	Section 1.5 is too vague and must be replaced with actual statements and plans.	The SEIS has informed the preparation of a subarea plan and Form-Based Code that is necessarily more detailed.
73-20	Request to provide more detail about projected trip destinations. Structure of SEIS document and redundant information in sections 1 and 3 make SEIS difficult to understand.	SEIS Chapter 1 is a summary of the document. Regarding trip destinations, see DSEIS Exhibit 3-69. Trip Distribution West of I-405 and Exhibit 3-70. Trip Distribution East of I-405.
73-21	Alts 2 and 3 should state the extent of tree removal.	Acres of potential tree removal are noted for each alternative. See DSEIS Section 3.2 Surface Water and Stormwater.
73-22	Sections 1.6.3–1.6.5 contain too many could or would statements and should be deleted.	A programmatic areawide analysis for a 20-year plan does use likelihoods rather than precise predictions.
73-23	Transportation analysis should include more about LOS impacts at 85 th & I-405 interchange.	See FSEIS Section 3.6 Transportation regarding I-405 ramps.
73-24	Plan does not address increased demand for transit or quality of service.	See FSEIS Section 3.6 Transportation regarding transit demand.
73-25	The writing in two sentences in Section 1.6.6 needs more clarity to be understandable.	The meaning is that the Action Alternatives are compared to the No Action Alternatives regarding on-street parking demand. If the Action Alternatives exceed on-street parking demand beyond any impacts identified for the No Action Alternative there would be an impact. The Summary is briefer than the discussion in Section 3.6 Transportation.
73-26	Exhibit 1-17 table does not identify underlying assumptions about growth and commuting, or how these assumptions compare to adjacent cities.	Growth assumptions are detailed in Chapter 2, and travel patterns are addressed in Section 3.6 Transportation. The focus is on impacts in the Study Area not what adjacent cities may assume.
73-27	Exhibit 1-17 should be based on traffic data collected before the pandemic.	The data was collected before the pandemic.
73-28	Alts 2 and 3 would bring more spillover parking in residential neighborhoods.	Comment noted. See Section 3.6 Transportation which describes that under Alternatives 2 and 3 there could be people circling while looking for parking within the new development buildings, on street, and in the surrounding neighborhoods on congested streets.

Number	Commenter and Summary	Response
73-29	Mitigation measures in section 1.6.6 are good ideas but inadequate to offset increasing congestion under Alt 2 and 3.	See response to comment 73-14.
73-30	The writing in section 1.6.6 is too conjectural and should be more realistic, clear, and specific.	A programmatic areawide analysis for a 20-year plan does use likelihoods rather than precise predictions.
73-31	Assumptions are too optimistic about the effectiveness of commute trip reduction programs.	Research on TDM programs shows they are effective. See FSEIS Section 3.6 Transportation.
73-32	Include specific citation and explanation of the relevance of research from CAPCOA.	The citation for the CAPCOA Research is: California Air Pollution Control Officers Association. 2010. Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures. Accessed December 21, 2021. Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf . The document is a source of research on greenhouse gas reductions associated with different mitigation strategies including transportation demand management.
73-33	TDM and parking strategies list should be removed as they are too conjectural.	Research on TDM programs shows they are effective. See FSEIS Section 3.6 Transportation.
73-34	Remove section about transportation mitigation on page 1-45 as it is too conjectural.	The transportation mitigation has been tested in the BKR model, a tool that allows the City to plan ahead for needed improvements. A fiscal analysis shows the infrastructure and service costs, and revenues are feasible.
73-35	Section 1.6.7 about parks does not provide concrete details about sites and costs.	The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and incentives for parks and open space associated with FSEIS Alternative B. See also the parks mitigation measures in Section 3.7 Public Services.
73-36	Plan does not address in concrete detail how school capacity would be increased.	Please see DSEIS and FSEIS evaluation in Section 3.7 Public Services. Alternatives 2 and 3 identified increases in height at LWSD. Alternative B includes incentives for inclusion of educational facilities in development. See FSEIS Chapter 2.
73-37	Section 1.6.8 Utilities should include planning for electricity.	See DSEIS Appendix A SEPA checklist addressing utilities. Also, the DSEIS Distribution List included Puget Sound Energy, the power supplier.
73-38	Section 1.6.8 Utilities should include planning for natural gas.	See response to comment 73-37.

Number	Commenter and Summary	Response
73-39	Discussion of sewer does not provide enough concrete detail about capacity improvements.	See FSEIS Section 3.8 Utilities and FSEIS Appendix B for the utility improvements needed.
73-40	Section about water is too vague except for where it contains jargon. It should include more concrete details.	See FSEIS Section 3.8 Utilities and FSEIS Appendix B for the utility improvements needed.
73-41	Section 2.6 does not consider impacts associated with Alt 2 and 3. Consider siting the BRT station elsewhere.	Section 2.6 is a summary of benefits and disadvantages. See Chapter 3 for more evaluation of the alternatives.
73-42	Provide information about underlying assumptions in GHG modeling and comparison to similar developments.	GHG modeling included the land uses, growth, and trips associated with the alternatives as described in Chapter 2 and Sections 3.1 and 3.6. The tools used provide an order of magnitude comparison of the alternatives. The King County worksheet and instructions available for use during the Draft SEIS preparation is available on the King County website. ¹⁷ The County's worksheet notes various federal and regional sources of information for the assumptions. The Draft SEIS authors for Air Quality (Fehr & Peers) input the land use (described in Chapter 2) into the King County worksheet for each alternative and calculated the embodied emissions and energy emissions. While the King County worksheet can produce transportation emissions, the authors separately calculated the transportation emissions using the more local BKR Model, vehicle miles travelled, and the EMFAC model. The methods and sources are noted on page 3-4 of the Draft SEIS.
73-43	SEIS statements about the mitigation effectiveness of roadside landscaping conflict with small setbacks in proposed high density zones.	Streets would also include more extensive landscaping in the right of way, particularly green streets.
73-44	Table in Exhibit 3-10 should include acres of parking by land use type. "Parks" should be a separate category from "public".	Exhibit 3-10 is based on assessor parcel data. The properties included as public are named Kirkland Public Works, Everett Memorial Park, and an electric substation.
73-45	Include analysis of plan's compatibility with Neighborhood Plans.	See section 3.4 Plans and Policies.
73-46	Information overlaps in sections 3.4.1 and 3.4.2 and is hard to understand.	Section 3.4.1 addresses air quality and section 3.4.2 addresses water quality.

¹⁷ See SEPA Greenhouse Gas (GHG) Emissions Worksheet, March 2019:
<https://kingcounty.gov/~media/depts/permitting-environmental-review/dper/documents/forms/SEPA-Greenhouse-Emissions-Worksheet-Instructions.ashx>.

Number	Commenter and Summary	Response
73-47	Description of transit network should include travel times between important destinations.	See Exhibit 3-57 for bus headways.
73-48	The headway of bus line 255 is 15–20 minutes.	The route timing appears accurate in the DSEIS. See King County Metro information . Headways are typically better than 15 minutes for most of the day due to Northeastside Metro restructuring.
73-49	Rewrite sentence to say traffic will be impacted, not traffic could be impacted.	A programmatic areawide analysis for a 20-year plan does use likelihoods rather than precise predictions.
73-50	Traffic analysis should use data collected before the pandemic and all traffic analyses in the SEIS should cite time of data collection.	The traffic analysis used pre-pandemic information. All data presented in the SEIS was collected in February 2020 or earlier.
73-51	Make distinction between auto sales lots and retail parking lots.	The parking evaluation is areawide and not site specific. The City's parking standards are applied at a permit stage and the applicant would identify auto sales versus retail.
73-52	Section about Cross Kirkland Corridor Master Plan should be removed, as it mischaracterizes the community's vision.	Text is accurate. The Cross Kirkland Corridor (CKC) Master Plan and city policy contemplates using the CKC for north-south transportation solutions.
73-53	Exhibits on pages 3-139 to 3-141 are too vague and should be removed.	The maps of multimodal improvements are planning level, matching the programmatic level of detail of the SEIS.
73-54	Trip Generation projections should be based on only pre-pandemic data and include data about trips generated in Redmond.	The traffic analysis used pre-pandemic information. All data presented in the SEIS was collected in February 2020 or earlier. The analysis uses the BKR model that is a cumulative model with Bellevue, Kirkland, and Redmond.
73-55	Traffic analysis should use data collected before the pandemic and all traffic analyses in the SEIS should cite time of data collection.	The traffic analysis used pre-pandemic information. All data presented in the SEIS was collected in February 2020 or earlier.
73-56	Intersection-Specific Improvements section needs to demonstrate more clearly that mitigation measures will reduce impacts.	The mitigation section shows the results of mitigation on LOS. See Exhibit 3-78.
73-57	TDM and parking strategies that reduce parking spaces will impact quality of life for people who drive.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
73-58	SEIS does not provide enough concrete and convincing detail about proposed TDM and parking strategies and programs.	<p>Research on TDM programs shows they are effective. See FSEIS Section 3.6 Transportation. The TDM research leverages Fehr & Peers' TDM+ Tool. That tool has two source documents:</p> <ul style="list-style-type: none"> ▪ California Air Resource Board. 2018. Zero-Carbon Buildings in California: A Feasibility Study. Accessed December 21, 2021. Available: https://www.arb.ca.gov/board/books/2018/032218/prores1811.pdf ▪ California Air Pollution Control Officers Association. 2010. Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures. Accessed December 21, 2021. Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf
73-59	The paragraph about trip generation projections is too speculative and should be removed.	The results are based on the MXD tool as noted. It is not dropped from the document.
73-60	TDM trip reduction projections should demonstrate methods or be removed.	Research on TDM programs shows they are effective. See FSEIS Section 3.6 Transportation. See Response 73-59.
73-61	There is no section on electric service utility impacts and costs.	See response to comment 73-37.
73-62	There is no section on natural gas utility impacts and costs.	See response to comment 73-37.
73-63	SEIS should include detail about cost of expanding police services.	See response to comment 73-10.
73-64	SEIS should include detail about cost of expanding police services and associated tax increases.	See response to comment 73-10.
73-65	The description of mitigation measures for schools needs more concrete and specific detail.	See response to comment 50-10.
73-66	The description of mitigation measures for parks needs more concrete and specific detail.	See response to comment 73-35.
73-67	Plan should identify sites for parks and play fields. Form based code will not be responsive to community demand for parks and open space.	See response to comment 73-35.

Number	Commenter and Summary	Response
74	Angela Maeda, Salt House Church	
74-1	Double the amount of low-income housing in the development plan.	See response to comment 1-1.
75	MainStreet Property Group LLC, David Boettcher	See identical Letter 2.
76	David Malcolm	
76-1	Plan should include rerouting and improvements to the bike facilities network.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments.
76-2	Bike routes should be realigned to avoid too-narrow Central Way and the steep approach to the pedestrian bridge over I-405 at NE 80th St.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments.
77	Beverly Marcus	
77-1	Construction in the Plan area should be required to be 100% electric and net zero energy.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
78	Cheryl Marshall	
78-1	Increase density in BRT station area and raise height limits to 10 floors or more.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B.
78-2	Affordable housing would be welcome.	The comments are noted and forwarded to City decision makers. See response to comment 1-1.
78-3	Commenter moved to Kirkland for its walkability.	The comments are noted and forwarded to City decision makers.
79	Ingrid Martin	
79-1	Concern with lack of parking in proposed plans.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments including TDM measures.
79-2	Prefers Alternative 2.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B.
80	Bob McConnell	
80-1	Kirkland doesn't need tall buildings. Consider whether we need more people in Kirkland.	The comments are noted and forwarded to City decision makers. See also response to comment 25-2.

Number	Commenter and Summary	Response
80-2	Developers have too much influence. We do not need the population to increase.	The comments are noted and forwarded to City decision makers. See also response to comment 25-2.
80-3	Station area should be designed as a self-contained community to minimize trip generation.	The comments are noted and forwarded to City decision makers. Mixed uses are proposed near the station. Residential uses are proposed beyond commercial/retail uses to address noise and air quality but would be in walking distance.
80-4	Station area should include a convenient shuttle service to destinations in Kirkland.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding multimodal investments.
80-5	Preserve Kirkland's character.	The comments are noted and forwarded to City decision makers.
81	Carolyn McConnell	
	Oppose buildings taller than 45 feet and impacts of population increase.	The comments are noted and forwarded to City decision makers.
82	Doug Murray	
82-1	Support for density on 85th St and Alternative 3, with some caveats.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B.
82-2	SAP should include green spaces, walkability, and views for residents of multifamily buildings.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B and preliminary Form-Based Code concepts addressing parks and open space.
82-3	Add one or more substantially sized parks to accommodate increasing population.	See response to comment 22-5.
82-4	Zoning should include requirements for tree coverage to help the city achieve its 40% canopy goal.	The comments are noted and forwarded to City decision makers. See also mitigation measures in Section 3.2 Surface Water and Stormwater.
82-5	Consider height and massing restrictions to avoid obscuring views to the east for all areas in the SAP.	The comments are noted and forwarded to City decision makers. See also mitigation measures in Section 3.5 Aesthetics.
82-6	Mitigate impact to views by charging development fees on view-blocking projects, with revenue going to parks.	The comments are noted and forwarded to City decision makers.
82-7	Zoning regulations should include restrictions on night-time light pollution.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
83	Erik Oruoja	
83-1	Endorse Alternative 3 for capitalizing on transit.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B.
84	Louise Pathe	
84-1	Require construction in the Plan area to be 100% electric and net zero energy. Retrofit existing buildings for energy efficiency.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
85	Bruce & Heidi Pelton	
85-1	Oppose Alt 2 and 3. Tall buildings create an unappealing closed-in, dark atmosphere.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B. See also mitigation measures in Section 3.5 Aesthetics.
85-2	Concern about transition buffer between zones with tall buildings and area with homes on the south side of Ohde Avenue.	The comments are noted and forwarded to city decision makers. See Form-Based Code concepts associated with Alternative B in Chapter 2 and Section 3.5.
85-3	Proposed access to the uphill portion of the property is on Ohde Way, which has a dangerous intersection at Kirkland Way.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 Transportation regarding mitigation.
85-4	Concern about transition buffer between zones with high-rise buildings and commenters' home.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B. See also mitigation measures in Section 3.5 Aesthetics.
85-5	High-rise buildings in Alts 2 and 3 would cast shadows on commenters' home in the morning.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B. See also mitigation measures in Section 3.5 Aesthetics.
85-6	300-ft tall buildings will reflect sunlight and create glare impacts in the afternoon.	The comments are noted and forwarded to City decision makers. See FSEIS Chapter 2 for the hybrid FSEIS Alternative B. See also mitigation measures in Section 3.5 Aesthetics.
85-7	Plan should consider costs of equipping fire fighters to respond to fires in mid- and high-rise buildings.	See response to comment 21-7. See also Appendix B for the fiscal study.
85-8	Question about available sewer capacity in the lift station and the City's ability to divert overflow to King County's sewer system.	See FSEIS Section 3.8 Utilities and FSEIS Appendix B for the utility improvements needed.

Number	Commenter and Summary	Response
85-9	Question about Kirkland's growth in relation to Growth Management Act targets.	See response to comment 25-2.
86	People for Climate Action Kirkland Steering Committee	
86-1	SEIS does not go far enough to address reducing GHG emissions.	The DSEIS provides an order of magnitude comparison of GHG emissions. The City has a Climate Protection Action Plan, Greenhouse Gas Emission Report, and Sustainability Master Plan. The Action Alternatives would reduce per capita GHG emissions over Alternative 1 No Action.
86-2	Support for high-capacity transit and reconfiguration of the 85 th St interchange.	The comments are noted and forwarded to City decision makers.
86-3	Plan must consider GHG impacts and mitigation to address climate change and set the standard for the region.	The comments are noted and forwarded to City decision makers.
86-4	Require construction in the Plan area to be 100% electric and net zero energy. Retrofit existing buildings for energy efficiency.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
86-5	C-PACER funds give commercial building owners access to capital for retrofits to reduce GHG.	The comments are noted and forwarded to City decision makers. See response to comment 86-1. The referenced C-PACER program is in progress with the King County Council as of November 15, 2021.
86-6	To support equity for multi-family owners and tenants, create an incentive program to share energy efficiency savings.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
86-7	Establish a program to assist homeowners in identifying and selecting appropriate and cost-effective improvements.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
86-8	Heating and hot water retrofits should be 100% electric.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
86-9	Land use regulations should encourage installation of individual and community solar energy systems.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
86-10	Require 10% of parking stalls to be equipped with EV chargers and 20% to be installation ready.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.

Number	Commenter and Summary	Response
87	Robert Pope	
87-1	Opposes change and the influence of big businesses in Kirkland.	The comments are noted and forwarded to City decision makers.
88	Robert “Scott” Powell	
88-1	Commenter appreciates quality of life in Kirkland, including its diversity.	The comments are noted and forwarded to City decision makers.
88-2	Affordable housing brings crime and impacts property values and quality of life.	Studies have shown that affordable housing can help revitalize neighborhoods, and does not increase crime rates. ¹⁸
88-3	There is no need to increase building heights and increasing density and affordability does not benefit transit.	Transit supportive densities have been studied nationally and in the region. ¹⁹ Transit-supportive densities generate more transit riders.
88-4	Request for map showing height limits under current zoning.	Comment noted. See FSEIS 3.5 Aesthetics that compares current heights to the FSEIS Alternatives.
88-5	Concern about transition between large buildings and residential neighborhoods. Do not change heights in areas adjacent to residential.	The comments are noted and forwarded to City decision makers. See Chapter 2 regarding Form-Based Code elements proposed as part of FSEIS Alternative B which addresses transitional design standards.
88-6	Concern about impacts to sunlight and trees.	The comments are noted and forwarded to City decision makers. See Chapter 2 regarding Form-Based Code elements proposed as part of FSEIS Alternative B which addresses upper story setbacks meant to ensure a human scale and sunlight.
88-7	Growth would increase emissions, and impact Lake Washington, the environment, and trees.	See DSEIS and FSEIS evaluation of air quality and water quality and trees in Sections 3.1 and 3.2.
88-8	Support Alt 1.	The comments are noted and forwarded to City decision makers.
88-9	As a compromise, Alt 2 should include transitional height requirements and limit growth of jobs and households to two times the projections in Alt 1.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B which is a hybrid alternative with heights that blend the three alternatives, and with growth at slightly lower than Alternative 2.

¹⁸ See Stanford Business Working Paper No. 3329, Diamond et al.: <https://www.gsb.stanford.edu/faculty-research/working-papers/who-wants-affordable-housing-their-backyard-equilibrium-analysis-low>.

¹⁹ See locally PSRC guidance Transit-Supportive Densities and Land Uses (February 2015): <https://www.psrc.org/sites/default/files/tsdluguidancepaper.pdf>.

Number	Commenter and Summary	Response
88-10	Oppose Alt 3 because increasing density and population will impact public safety, quality of life, and the environment.	The comments are noted and forwarded to City decision makers.
89	Cindy Randazzo	
89-1	Oppose the project because it would be a detriment to neighborhoods without any benefits.	The comments are noted and forwarded to City decision makers. See the comparison of community benefits in Exhibit 2-35 and Appendix B regarding a fiscal and community benefit analysis.
90	Matthew Sachs	
90-1	Supports Alternative 3 because it does the most to increase housing supply and active transit.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B which is a hybrid alternative with heights that blend the three alternatives. It includes a blend of housing and jobs focused primarily next to transit station.
90-2	Support connectivity between the Highlands and the station area with on-demand shuttle service, funding for pedestrian connection between NE 90 th St in the Highlands and the station, and funding the 116 th Ave NE neighborhood greenway.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 addressing transportation mitigation options including transit, nonmotorized, and TDM investments.
90-3	Increase transit/shuttle service and create a fully separated bikeway between the station area and downtown Kirkland.	See response to comment 90-2.
91	Kim Saunders, Salt House Church	
91-1	Double the amount of low-income housing in the station area plan.	See response to comment 1-1.
92	Rachel Seelig	
92-1	Do not raise building height limits, because tall buildings adjacent to residences would impact the Everest neighborhood.	The comments are noted and forwarded to City decision makers. See response to comment 6-1.
93	Susan Shelton, Salt House Church	
93-1	Double the amount of low-income housing in the station area plan.	See response to comment 1-1.
94	Sound Transit	

Number	Commenter and Summary	Response
94-1	Sound Transit supports Kirkland's goal of advancing development of a thriving, transit-oriented community surrounding the NE 85th St BRT station.	The comments are noted and forwarded to City decision makers.
95	Taylor Spangler	
95-1	The Rose Hill area does not offer easy walkable connections to downtown.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 addressing nonmotorized TDM investments and better multimodal connections to Downtown.
95-2	Question about whether/why commenter's property is going to be upzoned. Concern about loss of privacy with adjacent tall buildings.	The comments are noted and forwarded to City decision makers. See Chapter 2 regarding Form-Based Code elements proposed as part of FSEIS Alternative B which addresses transitional standards for compatibility.
95-3	Another plan might call for converting commenter's driveway into a through street.	See FSEIS Section 3.6 addressing transportation mitigation options associated with FSEIS Alternative B.
95-4	Concern about traffic mitigation at 80th/120th intersection. Street will need extra lanes and complete sidewalks to accommodate growth.	See FSEIS Section 3.6 addressing transportation mitigation options associated with FSEIS Alternative B.
95-5	Concern about construction impacts including dust, road damage from large trucks, and traffic congestion.	See FSEIS Section 3.6 addressing transportation mitigation options associated with FSEIS Alternative B.
96	Katie Stern	
96-1	Concern about mitigation plan for cut-through traffic, congestion, and safety on NE 80th St., and incomplete sidewalks between schools.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 addressing transportation mitigation options.
96-2	Install traffic light at intersection of NE 80th/123rd Ave NE/124th Ave NE where planned development will impact traffic and pedestrian safety.	The comments are noted and forwarded to City decision makers. See DSEIS and FSEIS Section 3.6 addressing transportation mitigation options.
97	Karen Story	
97-1	Commenter cares about affordable housing.	The comments are noted and forwarded to City decision makers. See response to comment 1-1.
97-2	SAP would conflict with 2035 comp plan and community's opposition to high-rises.	See response to comment 25-2.

Number	Commenter and Summary	Response
97-3	Families continue to desire single-family homes with yards, so building more supply of multifamily housing will not relieve home price increases.	See response to comment 55-1.
97-4	Agrees with zoning highest densities near transit, but would rather see modest density throughout the city.	The comments are noted and forwarded to City decision makers. See also FSEIS Alternative B, the preferred concept, which blends elements of all three alternatives.
97-5	Developers should be required to build to maximum zoned density.	The comments are noted and forwarded to City decision makers.
97-6	Low-rise housing is better for social life and community health. Six-story buildings offer an ideal mix of community benefits.	The comments are noted and forwarded to City decision makers. See also FSEIS Alternative B, the preferred concept, which blends elements of all three alternatives.
97-7	Oppose Alt 3 and wants height limits in Alt 2 to be reduced to be consistent with elsewhere in Kirkland. Higher buildings are not needed to meet GMA growth targets.	See response to comment 25-2.
98	Kent Sullivan	
98-1	Plan underestimates challenges to creating a pleasing and welcoming environment, including the plan area's hilly topography.	The comments are noted and forwarded to City decision makers. See also in Chapter 2 FSEIS Alternative B, the preferred concept, which has conceptual Form-Based Code design standards.
98-2	The orientation and setbacks of existing buildings in the plan area are impediments to creating a neighborhood feel.	See response to comment 98-1.
98-3	Loud noise from I-405 will prevent the site from having a serene natural feel, like that depicted in the concept illustrations.	The Action Alternatives focus non-residential growth near I-405 and residential beyond to reduce noise impacts. See Section 3.3 Land Use Patterns and Socioeconomics.
98-4	The station area will not be attractive to pedestrians or casual bicyclists.	Extending and connecting pedestrian and bicycle facilities is meant to make it easy and convenient to travel by non-motorized means. A full range of transportation mitigation is included in DSEIS and FSEIS Section 3.6.
98-5	The scar of I-405 makes the area feel like a semi-industrial near-wasteland.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
98-6	Plan is too optimistic that auto commuters will shift to using the BRT line. Service frequency of buses is too low to be practical for work commuters.	Sound Transit has evaluated the BRT line for anticipated ridership. A station area offering transit supportive density is also supportive of different modes of travel.
98-7	Precedent images in the plan are misleading since those projects did not face the same challenges as the station area.	Example developments reflect development types in the region with different levels of ease or difficulty in development.
99	Syd <i>[No last name given]</i>	
99-1	Commenter objects to proposals.	The comments are noted and forwarded to City decision makers.
100	Jeanne Tate, Salt House Church	
100-1	Double the amount of affordable housing in the plan.	See response to comment 1-1.
101	Paula Templin, Salt House Church	
101-1	Double the amount of affordable housing in the plan.	See response to comment 1-1.
102	Susan Tonkin de Vries	
102-1	Oppose Alt 2 and 3 because proposed development is out of scale for the area and would impact neighbors while bringing minimal benefit.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B that includes design standards in a Form-Based Code. See also the evaluation of community benefits in Appendix B
102-2	Question about how projected growth in the Station Area relates to GMA 2044 targets.	See response to comment 25-2.
102-3	Impacts to traffic congestion at I-405 on- and off-ramps were not analyzed.	See FSEIS Section 3.6 addressing ramps.
102-4	Question if expected congestion will affect air quality metrics like particulate matter.	See Section 3.1 Air Quality/Greenhouse Gas Emissions. GHG emissions from buildings and transportation include particulate matter and others. Mitigation measures identify means to reduce adverse impacts to air quality.
102-5	Alt 3's tall buildings would be out of place and likely be eyesores. Show massing diagrams that illustrate how buildings block sightlines from street level.	Massing diagrams are included for each alternative in DSEIS Section 3.5 Aesthetics. Street level views are included in FSEIS Section 3.5 Aesthetics regarding Alternative B.

Number	Commenter and Summary	Response
102-6	Development and employment opportunities will mainly benefit workers from outside Kirkland, with minimal benefit to residents.	The comments are noted and forwarded to City decision makers. The home location of employees is not known at this time. It is a 20-year plan.
103	Elizabeth Tupper	
103-1	Support for increasing density and height limits along NE 85 th and in the Rosehill and Highlands neighborhoods. Tall buildings near the Transit Center will provide affordable housing and enhance the pedestrian environment.	The comments are noted and forwarded to City decision makers.
104	Elizabeth Tupper	
104-1	Survey felt misleading and designed to get a desired response.	The intent of the survey was to share an overview of alternatives that are addressed in greater detail in the SEIS.
104-2	Preference for Alt 1 because of slower growth and lower impacts to traffic congestion.	The comments are noted and forwarded to City decision makers.
104-3	Survey does not define affordable housing in dollar terms.	Affordable housing is defined in the DSEIS on page 3-36 similar to the City's definition in its Housing Strategy Plan.
105	Al Vaskas	
105-1	Preference for Alt 2, but with condominiums instead of rental units because home ownership benefits the community.	The comments are noted and forwarded to City decision makers. Condominiums are allowed in the Action Alternatives. State and federal laws restrict the City from mandating ownership housing, whether single-family or multifamily.
106	Don Volta	
106-1	Strong support for Alt 3.	The comments are noted and forwarded to City decision makers.
106-2	Support for Alt 3's north-south bicycle and pedestrian routes. Consider linking Slater Ave NE directly through the station area to 116 th Ave NE/NE 80th St.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B transportation mitigation in FSEIS Section 3.6.
106-3	Exhibit 3-56 bike facilities map should show bike/ped path connecting park-and-ride lot at Kirkland Way and NE 85 th St to Slater St./116 th Ave NE. This trail is shown in Exhibits 3-56, 3-66, and 3-67.	The trail referenced is represented on alternative maps for non-motorized features. It runs from the kiss and ride north to 87th/ 116th, and continues in the 116th ROW north very near the western end of Slater Avenue.

Number	Commenter and Summary	Response
106-4	Exhibit 3-67 shows east-west bike routes with grades too high to be useable. Adding bike lanes to both sides of NE 85 th St would be preferable.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B transportation investments in non-motorized facilities in FSEIS Section 3.6.
106-5	An error on page 3-154: in the Pedestrian and Bicycle paragraph the reference to Exhibit 3-76 should be to 3-66.	Comment noted. See Chapter 4 for errata.
107	Susan Vossler	
107-1	Reduce emissions by requiring that all new construction be 100% electric and net zero energy.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
108	Dan & Cass Walker	
108-1	Prefer Alt 1 and height limits of six stories.	The comments are noted and forwarded to City decision makers.
108-2	Support additional affordable housing.	See response to comment 1-1.
109	Vivian & Robert Weber	
109-1	Require new construction be 100% electric and net zero energy, with methods such as passive house.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
109-2	Incentivize energy retrofits to existing buildings, including replacing natural gas appliances with electric.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.
109-3	Require EV chargers in 50% of parking spaces and consider how growth of ride-sharing services will affect demand for parking.	The comments are noted and forwarded to City decision makers. See response to comment 86-1.
109-4	Consider the Washington STRONG Act (SB5373 & HB1513) and support environmental justice.	The comments are noted and forwarded to City decision makers. Equity has been a consideration in Alternative Objectives. See also Exhibit 2-35.
109-5	Construction and retrofits should prioritize hiring people who have suffered economically from the pandemic.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
109-6	Support social justice and diversity by reserving 25% of housing units for low-income people of color.	See response to comment 1-1.
110	Brad Weed	
110-1	City needs a measurable and actionable sustainability plan.	The comments are noted and forwarded to City decision makers.
110-2	Skepticism that plan will result in reduction in VMT in Kirkland.	Transportation emissions would increase though per capita rates are lower in the Action Alternatives. See Section 3.1 Air Quality/Greenhouse Gas Emissions.
110-3	Suggest a smaller alternative along with growth more widely distributed around the city, with missing middle housing. Portland is a model for dispersing TOD nodes in neighborhoods instead of a few large centers.	The comments are noted and forwarded to City decision makers. Missing middle housing is allowed in nearly all single-family zones.
110-5	GHG analysis in DEIS uses nearly 20-year-old data and should be updated or deleted.	The GHG analysis provides an order of magnitude comparison of alternatives. The tool is commonly used for programmatic EISs; updating the numbers would not fundamentally change the comparisons between alternatives. The tool is still on the County's website with instructions from as recent as 2019. See also response to comment 73-42 regarding the King County Worksheet as well as the use of the EMFAC model for transportation GHG emissions.
110-6	Air quality analysis should consider particulate emissions, the potential of EVs to emit extra particulate matter from tires, and possible induced demand.	See Section 3.1 Air Quality/Greenhouse Gas Emissions. GHG emissions from buildings and transportation include particular matter and others. Mitigation measures identify means to reduce adverse impacts to air quality.
110-7	SEIS should spotlight transportation equity and justice for those who live and work near the freeway.	Equity and other community benefits are addressed in Action Alternatives. See Chapter 2.
111	Steve Wilhelm	
111-1	Proposed development along 85 th is unnerving.	The comments are noted and forwarded to City decision makers.
111-2	Ensure construction is 100% electric and net zero energy, and provide an energy retrofit program for existing buildings.	The comments are noted and forwarded to City decision makers. It is anticipated the Form-Based Code would include sustainability incentives. See FSEIS Alternative B description in Chapter 2.

Number	Commenter and Summary	Response
112	Bob Willar	
112-1	Concern about impacts of tall buildings to adjacent residential properties and to Kirkland's character.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B which includes form-base code elements that can address transitional standards.
112-2	Commenter does not understand motivation for Alt 2 and 3. Kirkland is in compliance with GMA growth targets.	See response to comment 25-2.
112-3	Kirkland residents value the city's intimate and neighborly character which would be impacted by tall buildings.	The comments are noted and forwarded to City decision makers.
112-4	Kirkland is in compliance with GMA growth targets. Large buildings do not make sense in the Everest Neighborhood.	See response to comment 25-2.
112-5	Open spaces are important. Tall buildings will create forbidding canyons in Kirkland's neighborhoods. High-rise condos and apartments might be a fad.	Action Alternatives include design standards through a Form-Based Code. See conceptual Form-Based Code elements associated with Chapter 2 FSEIS Alternative B. The comments are noted and forwarded to City decision makers. See Chapter 2 for a description of the Form-Based Code and incentives for parks and open space associated with FSEIS Alternative B. See also the parks mitigation measures in Section 3.7 Public Services.
112-6	Do not create places like Seattle and Bellevue in Kirkland.	The comments are noted and forwarded to City decision makers.
112-7	Kirkland has provided space for condos and apartments. Demand appears to be for single family homes.	The comments are noted and forwarded to City decision makers.
113	Oksana Willeke	
113-1	Kirkland is in compliance with GMA growth targets. Large buildings do not make sense in the Everest Neighborhood.	See response to comment 25-2.
113-2	Open spaces are important. Tall buildings will create forbidding canyons in Kirkland's neighborhoods.	Action Alternatives include design standards through a Form-Based Code. See conceptual Form-Based Code elements associated with Chapter 2 FSEIS Alternative B.
113-3	High-rise condos and apartments might be a fad.	The comments are noted and forwarded to City decision makers.
113-4	Do not create places like Seattle and Bellevue in Kirkland.	The comments are noted and forwarded to City decision makers.

Number	Commenter and Summary	Response
114	Scott Willeke	
114-1	Concern about impacts of tall buildings to adjacent residential properties and to Kirkland's character.	The comments are noted and forwarded to City decision makers. See FSEIS Alternative B which includes form-base code elements that can address transitional standards.
114-2	Commenter does not understand motivation for Alt 2 and 3. Kirkland is in compliance with GMA growth targets.	See response to comment 25-2.
114-3	Kirkland residents value the city's intimate and neighborly character which would be impacted by tall buildings.	See response to comment 114-1.
114-4	Kirkland is in compliance with GMA growth targets. Large buildings do not make sense in the Everest Neighborhood.	See response to comment 25-2.
114-5	Open spaces are important. Tall buildings will create forbidding canyons in Kirkland's neighborhoods.	Action Alternatives include design standards through a Form-Based Code. See conceptual Form-Based Code elements associated with Chapter 2 FSEIS Alternative B.
115	Lisa Hodgson, P.E., and Dylan Counts, Washington Department of Transportation	
115-1	Potential queuing could back up to the off-ramp from I-405. WSDOT requests that the City provide a more detailed quantitative analysis on the operational transportation effects of all of the SAP alternatives, particularly for the general purpose and express toll lane ramp terminal intersections at the redesigned I-405/NE 85th Street interchange.	See FSEIS Chapter 3.6 Transportation. The analysis focuses on Alternatives A and B (within Alternatives 1 and 2), approved for study by the City Council to narrow the range to more likely growth levels and to test mitigation needs.
115-2	The City should continue to work with WSDOT to ensure land development supports multimodal transportation and all safety issues are addressed.	The comments are noted and forwarded to City decision makers.
115-3	WSDOT requests that the City further identify and quantify additional mitigation projects and/or TDM strategies to address	See FSEIS Chapter 3.6 Transportation. The analysis focuses on Alternatives A and B (within Alternatives 1 and 2), approved for study by the City Council to narrow the range to more likely growth levels and to test mitigation needs.

Number	Commenter and Summary	Response
	adverse impacts to LOS on I-405 under Alternatives 2 and 3.	
115-4	Support for Alt 3 with intense transit-oriented development, sustainable infrastructure, and green building design.	The comments are noted and forwarded to City decision makers. FSEIS Alternative B is similar in growth levels to Alternative 2 and blends elements of Alternatives 1, 2, and 3, but is intended to focus transit-oriented development, sustainable infrastructure, and green building design next to the BRT investment in particular.
116	Macy Zwanzig	
116-1	Double the amount of affordable housing in the plan.	See response to comment 1-1.

Sources: City of Kirkland, Mithun, BERK, 2021.

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]

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February 1, 2021

Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Re: NE 85th Street Station Area Plan (SAP) – EIS Comments

Dear Allison,

I am writing you to provide comments on the scoping of the environmental impact statement (EIS) being prepared by the City of Kirkland for the NE 85th Street Station Area Plan (SAP). We are the buyers of the Crescent Lighting property located at: 12631 NE 85th Street.

1) Zoning / Land Use

The City should maintain consideration for the land uses within the area where the Crescent Lighting property is located. Per the comprehensive plan, this property is classified commercial however, within the SAP, this area/land use is referred to as Mixed Use (Exhibit 1-5) but also as Residential Mid Intensity (Exhibit 1-7). Clarifying what would be a permissible use(s), included a predominately office development should be considered. In both Alternatives 2 & 3 the height for this specific property is proposed to be 85'. During a recent stakeholders meeting sponsored by Jack McCullough, it was noted by City staff that the creation of jobs is paramount to the success of this plan. A close second was the creation of affordable housing. It is my understanding a nexus study is on the horizon that may result in a commercial linkage fee that would also help contribute to the City's stock of affordable housing.

Within the SAP's mixed-use zones, the City should not require a percentage or mandatory proportion of any specific product type, just that the inclusion of a mix of uses be required. This could be office, retail, housing or any mix of the two or three. Overprogramming the requirements for properties within this zone has the potential to deter improvements, hinder economic growth and preventing the City from achieving the goals of the SAP. Furthermore, there should not be limitations on plate sizing or FAR maxes.

As it pertains to building form and transition zoning, we agree that an element of upper story setbacks has the ability to help soften the edges around more intensive zones. There is a finite amount of property within the SAP and maximizing this area's potential to achieve the City's goals is vital. We believe the City should evaluate the land uses immediately adjacent to the SAP and evaluate up zoning the parcels so that the tail isn't wagging the dog. This would help smooth the transition between intensities without relying on the properties within the SAP to be required to shoulder the full burden of creating the desired transitions.

2) Parking

Considering the future BRT Station is within the heart of the SAP, the City should not be prescriptive with respect to parking. Each proposed development should be reviewed independently to evaluate its uses, the potential for shared parking, parking management strategies, alternative modes of transportation, shuttle services and paid parking to name a few. Permitting developers to right-size the quantity of parking will lead to a more successful application of the SAP.

3) 128th Ave NE - proposed to be a Green Street

As the city has stated, a curb cut onto NE 85th Street will not be permitted from the Crescent Lighting property. This is a large piece of property with the potential to generate a significant number of trips. From my understanding of Green Streets there are expected to promote more bicycle and pedestrian activity. The City should consider bicycle and pedestrian calming features in the area of the Crescent Lighting property to minimize any potential for conflict between those utilizing the Crescent Lighting property and those within the Green Street.

Thank you for the opportunity to comment.

Marc Boettcher
MainStreet Property Group LLC

Cc: Kim Faust

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

Follow Up Flag: Follow up
Flag Status: Flagged

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.

1

- 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. 3-1

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

Anne Anderson

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2

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
Flag Status: Completed

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
Flag Status: Completed

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
Flag Status: Flagged

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]

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
Flag Status: Flagged

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 not quantifiable 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

7-3

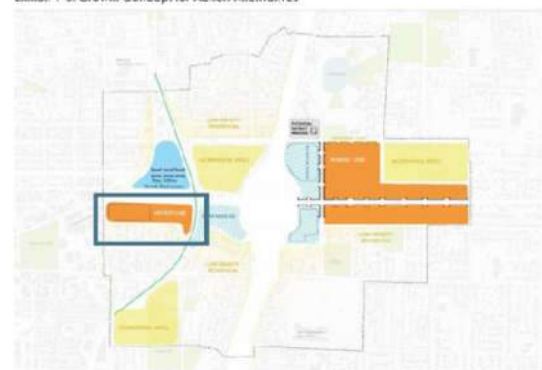
Letter 8

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
Flag Status: Flagged

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

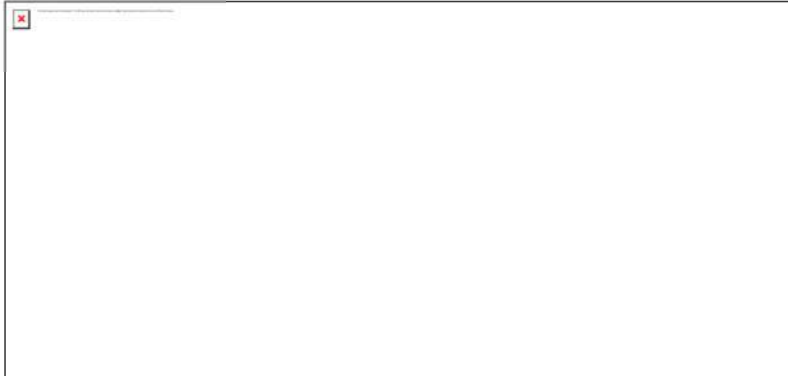


Source: Nathan, 2020

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.

8-1

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.



8-2

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.**

8-3

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, [REDACTED]

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
Flag Status: Flagged

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.

9-1

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
Flag Status: Flagged

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.

10-1

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
Flag Status: Completed

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.

11-1

11-2

11-3

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?

11-4

11-5

11-6

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
Flag Status: Flagged

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 policies 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 accomodate 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?

12-3

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.

12-4

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.

12-5

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 megan 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

2

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 Montessori School and vacant spec office land for sale. We have fencing up that separates the residential homes and the commercial 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.

3

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-zoning 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?

4

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
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 <aafalcone@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.

13-1

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

Jason Bendickson (he/him)

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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.

14-1

14-2

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!

14-3

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. 14-1

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. 15-1

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. 15-2

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. 15-3

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. 15-4

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

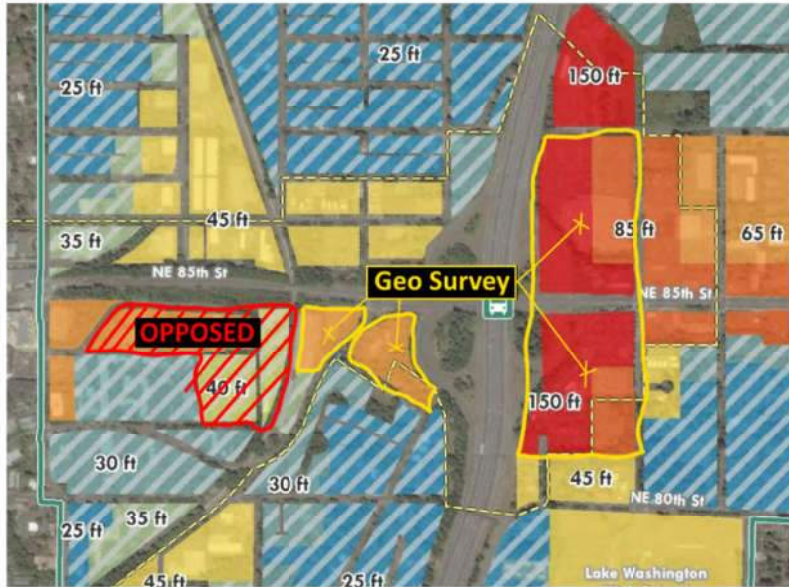
From: Seth Bibler [REDACTED]
Sent: Friday, February 19, 2021 4:12 PM
To: Brian Granowitz; Rodney Rutherford
Cc: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen; [REDACTED]
Subject: RE: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please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

Dear Madams and Sirs,

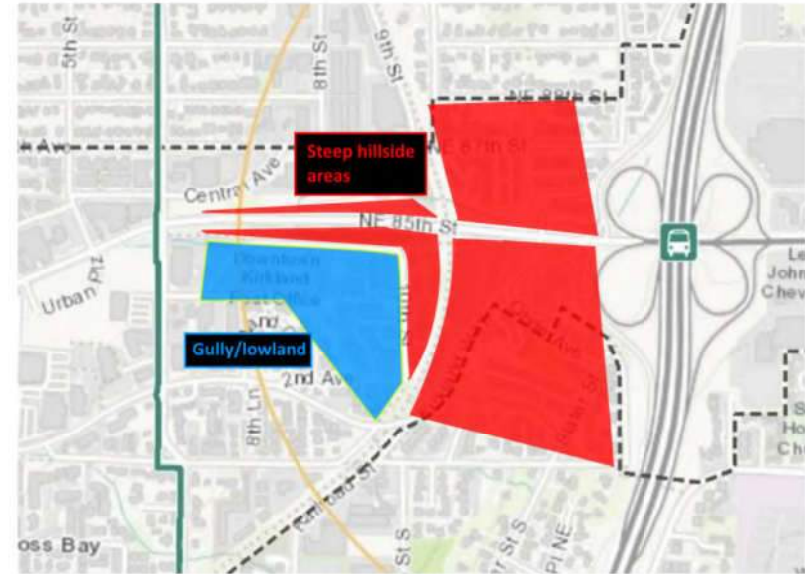
I'm a neighbor of Brian and am also writing as a resident and property owner with my wife (added to CC) in the proposed zone changes in Moss Bay, PLA SD. I live and work in Kirkland. To me, many the proposed changes for Moss Bay and the towers on Rose Hill do not make sense and I am opposed to. Details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

16-1

16-2

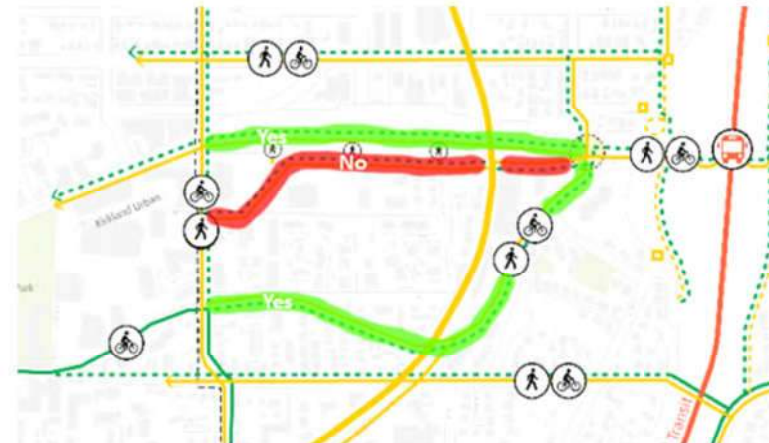
16-3



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. 16-4
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 more or all the old trees out. 16-5
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. 16-6
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. 16-7

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. 16-8



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. 16-8 cont.

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. 16-9

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. 16-10
2. The taller buildings in such proximity to the freeway could reflect sunset light and freeway noise downhill and west of the freeway. 16-11
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. 16-12
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. 16-13

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. 16-14
- Schools: Do not overload the school system with these buildings (or anywhere else). Plan for the increasing demand and add new school(s)/capacity appropriately. 16-15
- 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. 16-16
- 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. 16-17
- 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. 16-18

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. 16-19
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. 16-20
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. 16-21

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
Sent: Monday, February 15, 2021 1:05 PM
To: Rodney Rutherford <rutherford@kirklandwa.gov>

The following is a duplicate of Letter 44

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 forced 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,

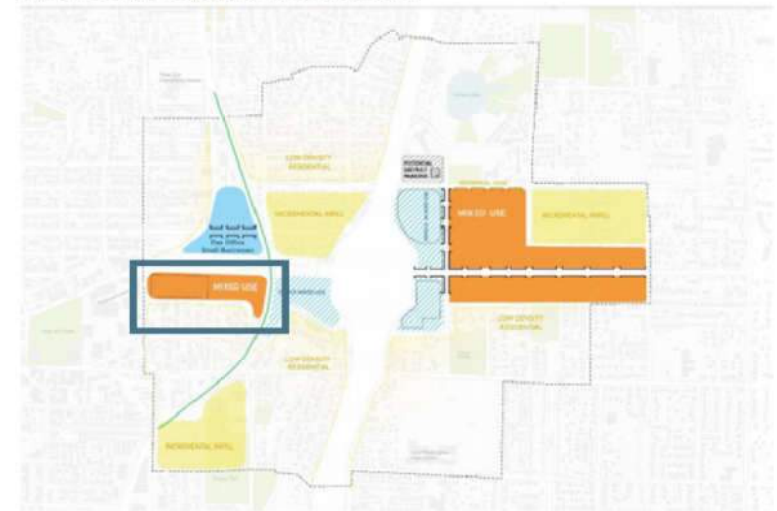
8

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.

9



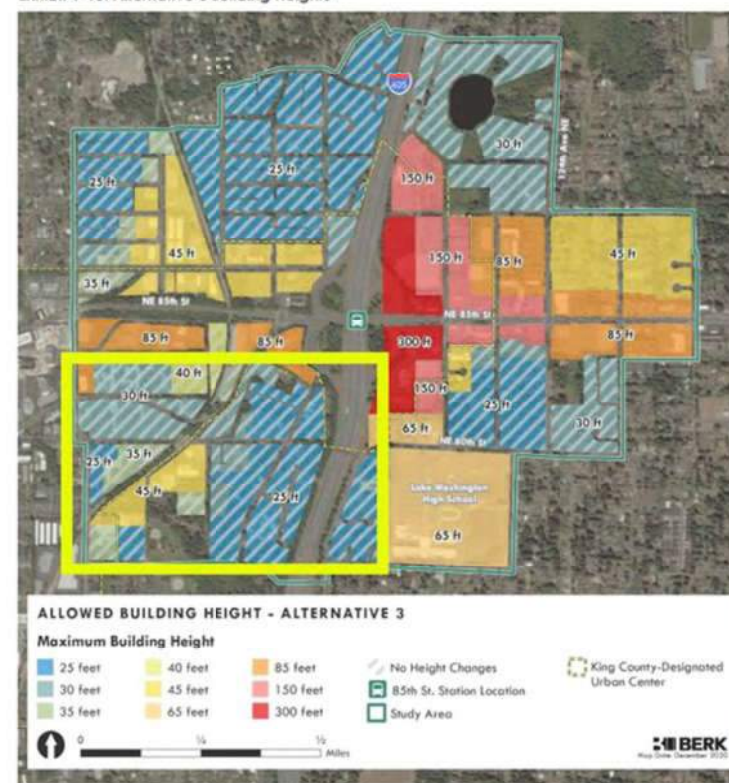
For office buildings in our zones, primarily on 6th St, such as the Tableau\fileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

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 Lak 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.

17-1
17-2
17-3

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]

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?

18-1

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 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.

18-2

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.

19-1

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

Peder

--

Peder Erik Brakke

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From: Curtis B [REDACTED]
Sent: Monday, February 15, 2021 2:54 PM
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. 20-1
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. 20-2

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.

20-3

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.

20-4

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.

20-5

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

Letter 21

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

21-1

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.

21-1
cont.

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

21-2

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.

21-2
cont.

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.

21-3

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.

21-4

- 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.

21-5

- 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? 21-6
- 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 21-7

be wise to take a 'wait and see' approach before attempting to alter the existing zoning code beyond the Alternative #1 plan. 21-7
cont.

- 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'. 21-8
- 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 21-9

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.)

21-9
cont.

- 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

21-10

21-11

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.

21-11
cont.

- 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

21-12
cont.

21-13

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.

21-13
cont.

- 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

21-14

21-15

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.

21-15
cont.

21-16

- 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.

21-17

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.

21-18

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 tight 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.

21-19

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 then childcare is a major concern.

21-20

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.

21-20
cont.

Kind Regards,
Margaret Bull

Letter 22

From: Carl Burch
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

Letter 23

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. 23-1
- Design of the BRT station and its immediate surroundings is critical to the SAP success. 23-2
- 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. 23-3
- Reduction in parking ratios is acceptable when combined with multi-modal options. 23-4
- Strong design standards will be required. 23-5
- More robust Green/ Blue Street concept should be part of preferred alternative regardless of level of development. 23-6
- The need for additional public service facilities - schools, parks and public safety- should be assumed at the outset and included in the preferred plan. 23-7
- 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. 23-8

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 fuel by 2050. 23-9
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. 23-10
 - 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. 23-11
 - 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. 23-12
 - 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. 23-13
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. 23-14

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

23-14
cont..

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.

23-15

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.

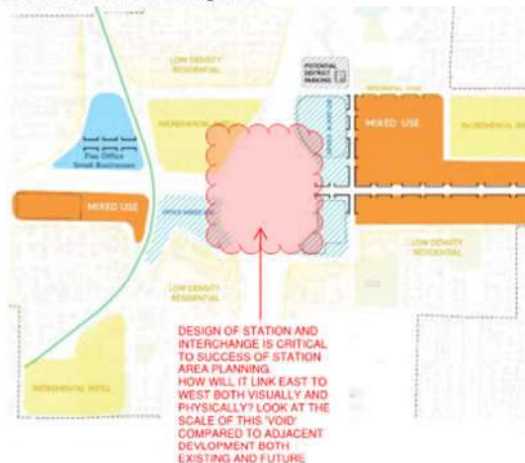
23-16

6. BRT Station and Interchange

- 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.

23-17

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.

23-18

8. Transit

- 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'.

23-19

- 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?

23-20

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.

23-21

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.

23-22

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

23-23

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

23-24

11. Trees-

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

23-25

12. Schools-

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

23-26

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

23-27

13. Parks-

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

23-28

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?

23-29

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!

24-1

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.

24-2

Thank you
 Peggy Bush



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.

25-1

· 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.

25-2

· 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.

25-3

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

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

From: 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?

26-1

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?

26-2

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.

27-1

- 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.

27-2

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.

27-3

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.

27-4

27-5

27-6

27-7

- 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.

27-8

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.

27-9

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



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

Sharon Cox
 [REDACTED]

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.

28-1

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.

28-2

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.

28-3

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.

28-4

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.

28-5

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,

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.

29-9

On Jan 29, 2021 9:31 AM, [REDACTED] 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.

29-10

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.

29-11

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.

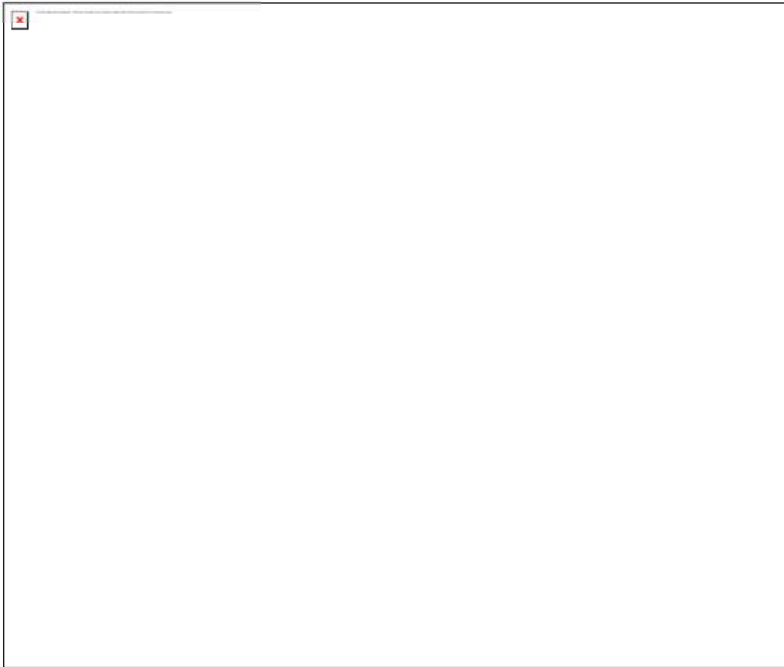
29-12

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.

29-13

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.

As I have stated in other emails to the planning department I do NOT believe the city has done a good job getting out the word of the rezone potentially up to 20 stories - especially the people that are within or in the ½ mile radius. I have posted flyers all over these 5 impacted areas over the past 3 weeks to get the word out. I believe this is a big decision that will impact our city and especially those who live near this area. I think the city needs to actively post large signs that clearly state in big red font that this area may be zoned up to 20 stories and to comment now and state the facts about BRT – no park n ride, the bus only goes along 405, no direct route to Seattle, etc. Again be upfront with the alternatives not just a "85th has three alternatives" comments without stating the 3 alternatives – even bullet points would work no changes, up to 10 stories and up to 20 stories.

29-14
contd.

Another issue that has come up and I stated this in last night's forum was a city planning commissioner Rodney Rutherford's public comments on the next-door app. Screen prints attached. Rodney was spouting off on nextdoor.com before the draft EIS that he wants 14 stories. And I stated 6 is plenty as Redmond which has rail and mostly 4 to 6 stories in their downtown core and 8 near the rail stop. His reply my reason is "not compelling enough". These statements he made are really discouraging and angering residents. Plus he stated 85th was ready part of the urban center. I had to remind him it is not yet one, and this is why the PSRC is making the city perform a EIS. Personally I think Rodney needs to remove himself from the discussion/recommendation when it comes to the planning commission discussion on this rezone since right by the 405 Google just purchased the Lee Johnson 10 acres which Rodney is employed by Google and his home is a few blocks directly east. He has a conflict of interest and potential financial gain for himself or his employer. Plus he is already showing what he wants to happen before any environmental study and added outreach is completed. This area right next to 405 he wants 14 stories. And he posted he is a planning commission member when he was making these posts. See screen prints.

29-15

These comments were made in late December before the DEIS and I think these were totally inappropriate. I also believe that Rodney should not be able to be involved in the discussion. I originally sent my concerns on this to Allison and Adam but never heard back from them. When I stated this last night I believe Adam denied this statement made by Rodney however here is the proof. And if you look on the next-door app conversation you can see he angered many people.

I feel like the city needs to actively work with ARCH, Imagine Housing and King County Housing Authority to develop on the current properties owned to increase the low income and affordable housing. These organizations hold a lot of real estate and many of the real estate is not fully used to it's current zoning and near walking distance to a major transit stop and walking distances to schools (ex Juanita Trace), and sell the high value properties (Houghton Court and Kirkland Place) so these funds can be used to add housing at the other properties. We should create more housing on existing king county owned properties and build residential suite units so we can house more people. The city keeps stating that upzoning will create more affordable housing as the developer is required to build 10% (and they get a lot of extras for this). We need to re-evaluate if this is the way to affordable housing as the target market is 80% AMI or a person who makes \$80,000 per year. This is never going to fill the need as we have many people who only earn minimum wage. We can build 30,000 units and ruin the feel and accessibility of our community to create 3,000 units that serve people who make a decent wage. Or we can decide to charge a per unit impact fee that goes towards developing these already owned properties and adding more housing on these properties. We have a .1% increase in sales tax for affordable housing I hope that the city encourages King County to use these funds to house our most vulnerable that need help now before their lives turn for the worst – age 18 to 24 single people especially those who were from the foster system and are now homeless. Studies show the longer somebody is homeless the harder it is to get them off the streets.

29-16

The Kingsgate park n ride TOD should be the building that is built to the highest height possible so it can contain 100% low income housing with mostly residential suites. Please avoid the private party partnership like with the South Kirkland PnR as from lessons learned this was not a good use of our public land. I suggest the city starts reaching out to high net worth sponsors (we have many billionaires in the area) that can leave a legacy by donating to the TOD and creating this housing. Also reach out to Facebook, Google, Microsoft (has pledged \$500 M), and Amazon (recently pledged \$2 Billion for 3 cities) to make this project a success.

29-17

We have invested \$100s of millions of our tax dollars into the Totem Lake area which is our urban center. The city is even spending \$23 million on a pedestrian only bridge which I believe is a waste of our tax dollars. I believe a big capital outlay like this bridge should have been on the ballot especially since the original projected cost was \$12.5 million. I think the city council knows this would not have passed if it was on the ballot because it is not an effective and efficient use of our hard earned tax dollars. This \$23 million could have been used for a new fire station or for more low income housing. I hope the city council sticks to our 20 year growth plan with Totem Lake being the Urban growth center. The tax payers need a good return on their tax dollars in this area.

29-18

Additionally I would like to give feedback on the new website's search option. This search tool is lacking. It does not give precise results and also the results many times have nothing to do with the search words. I don't think this search tool is powered by Google like our previous website. I believe it should be powered by Google to be more accurate and to have an advanced search option. And we would be supporting a local company Google! See images.

29-19

I would like to hear back from the city council on how you will help increase the community outreach, what you plan to do with this planning commissioner's comments and when you think the search option and documents that are necessary to show our 20 yr plan will be added to the website.

29-20

Thank you for helping Kirkland residents to be more engaged in important matters that impact all of us for generations to come, and using our tax dollars effectively and efficiently. Susan Davis

Sent from Mail for Windows 10

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9

From: Susan Davis [REDACTED]
Sent: Sunday, January 17, 2021 7:22 PM
To: Jeremy McMahan
Cc: Adam Weinstein; Allison Zike; City Council; Kurt Triplett
Subject: RE: Website needs to show 2035 plan and other comments

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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

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Sent from [Mail](#) for Windows 10

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From: [REDACTED]
Sent: Tuesday, January 5, 2021 8:53 AM
To: Allison Zike
Cc: aweinstien@kirklandwa.gov
Subject: Re: NE 85th St. Station Area Plan: Upcoming Comment Period

Follow Up Flag: Follow up
Flag Status: Completed

Hi. I would like confirmation that this email was received and how the issues I bring up will be addressed. Also could I please get the link for the DEIS? Thanks Susan

On Dec 21, 2020 1:35 PM [REDACTED] wrote:

Hi. Added Adam.

Thank you for the email. The city is not doing enough to get the word out. Yes I am posting flyers because the city is not getting the word out to those who would be greatly impacted. WHY doesn't the city post those big wooden boards on CKC, to entrance of Highlands, Rose Hill etc (those same boards that were posted over 2 years ago for our neighborhood plans). The FB post link was broken and you could not tell from the post what the alternatives were and big font needed 20 stories please read. I believe a post card to all within 500 ft of the proposed area and the email list serv should state in big red font - do you want 20 stories in Kirkland. The city needs to leverage those wood signs placed in high traffic areas (walking and driving areas). And the city needs to point out that there is no park n ride, the bus shares the express tolls lanes with other toll paying vehicles and this stop ONLY served 405 BRT stops. There isn't a direct bus over 520 or a direct bus to Redmond via 520.

Personally I am very disappointed in outreach. I was reading all of the city's summary of "outreach" efforts were quite interesting esp since only 35 people (and businesses participated) we have 86,000 residents.

Also I sent an email in February 2020 when PSRC rejected the city's application to extend to 85th and Urban center and not do an EIS. I never heard back from the city. I'll forward that email.

Additionally we have a planning commission member Rodney Rutherford spouting off on nextdoor.com before any EIS, etc that he wants 14 stories. And I stated 6 is plenty as Redmond which has rail and mostly 4 to 6 stories in their downtown core and 8 near the rail stop. His reply my reason is not compelling enough. Yep. These statements he made are really discouraging and angering residents. Plus he stated 85th was ready part of the urban center. I had to remind him it is not yet one, and this is why the PSRC is making the city perform an EIS. Personally i think Rodney needs to remove himself from the discussion/recommendation when it comes to the planning commission discussion on this rezone since right by the 405 Google just purchsed the Lee Johnson 10 acres which Rodeny is employed by Google and his home is a few blocks directly east. He has a conflict of interest and potential financial gain for himself or his employer. Plus he is already showing what he wants to happen before any environmental study and added outreach is completed. This area right next to 405 he wants 14 stories. And he posted he is a planning commission member when he was making these posts. See screen prints. The tall buildings preventing air pollution and noise to neighborhood gave me a good laugh. Sound waves go in all directions and wind can move pollution anywhere.

Thank you for your time. Susan

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, February 23, 2021 12:30 PM
To: Allison Zike
Subject: Service Request #12042 (85th Station Area Plan) Notification -

Follow Up Flag: Follow up
Flag Status: Flagged

The service request ID 12042 filed on 2/16/2021 12:26 PM has not been addressed within the allotted time.

Escalation Details	
Date/Time	2/23/2021 12:29 PM
User	admin
Comments	Notification of service request escalation sent to azike

Service Request Details	
ID	12042
Date/Time	2/16/2021 12:26 PM
Type	85th Station Area Plan
Address	[REDACTED]
Comments	Traffic in this corridor is a nightmare, especially during commute times. With all the new construction in Totem Lake and downtown, there must be plenty of office space and dwellings. Let's keep Kirkland livable by limiting growth to what the available roadways can handle. I worry about a natural disaster, like an earthquake...how would we evacuate? Christine R. Deleon

30-1

30-2

View in QAlert

From: Kelli Curtis
Sent: Tuesday, February 16, 2021 11:29 AM
To: Amy Bolen
Cc: Allison Zike
Subject: Fwd: NE 85th Street Changes

Follow Up Flag: Follow up

Another!

Begin forwarded message:

From: Robbi Denman [REDACTED]
Subject: NE 85th Street Changes
Date: February 16, 2021 at 11:21:06 AM PST
To: psweet@kirklandwa.gov
Cc: nblack@kirklandwa.gov, jarnold@kirklandwa.gov, kcurtis@kirklandwa.gov, afalcone@kirklandwa.gov, tnixon@kirklandwa.gov, jpascal@kirklandwa.gov

Roberta J Denman
[REDACTED]

February 17, 2021

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 a member of Salt House Church near Lake Washington High School and one of our missions is to be active in addressing homelessness in our community. You probably already know that we sold some of our church property to the city so that Kirkland Place shelter for women and children could be built and have ongoingly leased our basement to the New Bethlehem Day Center.

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. 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.

31-1

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.

Sincerely,

Roberta J. Denman

Kelli Curtis (she/her) | Council Member | City of Kirkland

kcurtis@kirklandwa.gov | (425) 587 3532 | [REDACTED]

Emails to and from City Council Members are subject to disclosure under the Public Records Act, RCW 42.56

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From: Ken DeRoche [REDACTED]
Sent: Tuesday, February 16, 2021 11:56 AM
To: Planning Commissioners; Allison Zike; City Council; Penny Sweet; Amy Bolen; Rodney Rutherford
Cc: Brian Granowitz
Subject: Feedback on the DEIS Station Area Plan from Ken DeRoche, Kirkland Parkplace resident

Follow Up Flag: Follow up
Flag Status: Flagged

As long time residents and owners of one of the 24 condos in Kirkland Park Place (5th Ave & 10th St), we are very concerned about the proposed rezoning of our small corner section in the current PLASD zone under proposal alternatives 2 and 3 to allow building heights up to 85ft.

32-1

Alternatives 2 and 3 would retain the current maximum height of 40ft for the other residential condo properties within our current PLASD zone (east of 10th street and south of 4th Ave) while singling out our corner along 5th Ave for larger scale development.

Since these proposals would rezone our corner to become part of a more highly developed commercial zone, it concerns us greatly that this would put pressure on or force residents of our properties to leave in order to make way for larger scale office development. It would destroy our quiet neighborhood, and greatly increase traffic along the narrow 5th Avenue section east of 6th Street. It also concerns us that larger scale development along this narrow corridor would create a canyon of Kirkland Urban size buildings without sufficient leeway to mitigate the shadow effects and increased traffic burdens of those higher buildings.

32-2

Ken & Jill DeRoche



From: Jivko Dobrev [REDACTED]
Sent: Tuesday, January 5, 2021 3:50 PM
To: Allison Zike
Subject: Re: NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

Good Afternoon Mrs. Zike

Thank you for your response and the details. I have registered for the Community Workshop already. Hereby I ask you to include my original comments into the DSEIS record. I hope my comments will help to preserve our beautiful Kirkland.

Thank you and looking forward for the next steps in the process.
 Jivko Dobrev

On Jan 5, 2021, at 1:40 PM, Allison Zike <AZike@kirklandwa.gov> wrote:

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, and the DSEIS will be available on the webpage after publication. Advance registration for the workshop is required. Please feel free to forward this email, or the attached poster, to your community members.

Thank you, and please feel free to send along any further comments or questions.

Allison Zike, AICP | Senior Planner
 City of Kirkland | Planning & Building Department
 azike@kirklandwa.gov | 425.587.3259

From: Jivko Dobrev [REDACTED]
Sent: Monday, December 21, 2020 12:49 PM
To: Allison Zike <AZike@kirklandwa.gov>
Subject: NE 85th Street Station Area Plan

Good Afternoon Mrs Zike

My name is Jivko Dobrev, our family owns a house at [REDACTED]. Our house falls within the area affected by the "NE 85th Street Station Area Plan".

The project's web page seemed to change not long ago (initially at https://www.kirklandwa.gov/depart/planning/Development_Info/projects/Bus_Rapid_Transit_Station_Area_Plan.htm, now at <https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan#DraftSEIS>). The initial page listed the period 12/18 to 01/25 as a period to provide feedback and opinions, not sure if this is still valid.

In addition the old page listed 3 alternatives related to decision to allow 20-story buildings in the area. If I recall correctly there were a couple of alternatives of which we strongly support Alternative 1 - No change in zoning (i.e. no 20 story buildings and hopefully no buildings taller than 3 floors)

I've registered for the upcoming meeting on 01/07, but wanted to provide our family's feedback in writing in a hope that it will be heard.

Our family strongly supports Alternative 1 - no changes in code, no tall buildings, no urbanization of our nice residential area.

Some of our arguments are the following:

- (1) Kirkland is and has always been a suburb with nice residential charm where people live in single family houses and small apartment complexes. It has been a great place to live, grow our kids and enjoy the charm of the Northwest. 33-1
- (2) The upcoming transit station seems highly inefficient - King County Metro and Sound Transit offer only transportation to Lynnwood/Everett and to Renton. Anyone who would commute to Seattle will have to switch in Downtown Bellevue. As a person who has commuted to Seattle for a long time I can say this will be very inconvenient and will take a lot of time. I humbly claim that the transit station on 85th will not be useful. There's a whole Park and Ride just a mile south (Houghton P&R) which is usually empty because no useful bus line stops there. 33-2
- (3) Building 20-story tall concrete buildings in the middle of Kirkland will turn the area into a very unpleasant place to live - noisy, polluted, crowded. It will bring more traffic, crime and chaos. Just look at Downtown Bellevue for an example (I've worked there for the last 4 years and can tell a lot of stories). 33-3
- (4) Speaking of traffic - it is already very difficult and overloaded. Where will the residents of the 20-story buildings park? How do they get in and out of the area? Again - look at Downtown Bellevue where 2-3 blocks take more than 20 minutes in peak hours! 33-4
- (5) Speaking of parking - our 126th Ave behind Safeway is already overloaded with cars parked on the street which often limit it to 1-lane and create extreme hazard for even coming out of our garage. Without parking and with the tall buildings, residents and commuters will use our street as a parking lot. Nobody will be able to come visit us, cars will endanger our small kids playing on the street all the time. Again - look at the Downtown Bellevue for an example of how bad things would be. 33-5
- (6) Our residential houses will lose any privacy and will be claustrophobically surrounded by skyscrapers whose residents will be able to peek at our windows all the time. There will be no light, no sun - just dust, noise, cars and pollution. 33-6

(7) Residential houses and tall 20-story buildings don't mix! There's no place in the world where such mix co-exists. We will be like the beginning of the movie "UP". For a couple of years the residential houses will be demolished and replaced by tall concrete buildings of an urban jungle. Another Downtown Bellevue / Downtown Seattle will emerge and that's the end of the Kirkland as we know it. What should we tell our kids - why do we have to move away? Why destroy our way of life and our American Dream?

33-7

(8) Downtown Kirkland has already turned into a concrete jungle. I tried to visit First Tech and Keybank recently - there's no place to park. (I've got a ticket for parking near mailboxes - interestingly enough the cars parking close to our own mailbox NEVER GET A TICKET!) Walking would take too long. Claims that it is a pedestrian/walking zone are not sustained. I used to take my kids for a walk in Downtown Kirkland and it was a very nice place. It's not a nice place anymore with tall buildings hanging overhead casting a shadow of doom. We don't see the sky anymore, but instead it's crowded, noisy, cars all over and very unsafe.

33-8

I can bring many more arguments to the table. I have spent my first 30 years of my life living in a concrete jungle. We don't want this for our kids and we humbly beg you - don't let this come to our City! Please don't turn our beautiful Kirkland into a skyscraper urban hell!

Please let me know if you have questions. If there's an official way to submit opinions, please let me know.

Thank you and have a great day!

Jivko Dobrev

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From: Kara Dodge [REDACTED]
Sent: Monday, January 11, 2021 9:30 PM
To: Planning Commissioners; Allison Zike
Subject: BRT Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Commission Members and Ms. Zike,

I am writing to you as a nearly 10-year resident of the beloved city of Kirkland, imploring you NOT to build 20-story buildings in the BRT Station Area. I have always chosen to live in Kirkland over Bellevue, specifically because of the congestion, skyscrapers and lack of beauty in the downtown area of that city. I beg you to preserve the uniqueness of Kirkland by pacing the growth the way one would weight loss—slow and steady to win the race.

34-1

Alternative #2 provides the growth and increase in tax revenue I'm sure the city would like to see, while remaining within the look and feel that make Kirkland a desirable place to live. More specifically, let's look at NE 85th, since that's where these buildings would go. Traffic is ALREADY a nightmare there (Covid and people working from home and kids not going to school notwithstanding). Add the 6-story building where Petco is now, and a couple of 20-story buildings and people will spend their lives in traffic. Please don't mistake NE 85th for Bellevue's NE 8th. That's an often six-lane road, with other broad roads to which it connects. I cannot think of a two-lane street that connects perpendicularly to 85th. Until you have 6-lane roads with dedicated left turn lanes that connect only to 4-lane roads with dedicated left turn lanes, you have NO business making a city as congested as these buildings will make Kirkland.

34-2

It's a dream world to think a BRT station will suddenly make that kind of density livable. Bus ridership is not a lifestyle on the West Coast the way it is on the East, nor do I think it soon will be. People live here because of the green, open spaces. Why take that away? Furthermore, I keep hearing people say "I've lived in Manhattan, big buildings are normal." But ONLY in Manhattan. Go out to the Burroughs, and you'll find walk-up apartments, row houses and townhomes. Bellevue and Seattle are already our Manhattans. We needn't become another one. It's out of place, and not a peaceful or pleasant way to live.

34-3

34-4

Furthermore, if you feel we must have large buildings, then I implore you to consider the kinds of apartments and condos being built. The vast majority of the buildings contain 1- and 2-room units, with the occasional 3-bedroom. Yet that only serves a tiny demographic of the population. Once people have a family, they want a "house," even if just a small one. And a yard. If they can't have that, how about at least making apartments 1,800 sq feet? When we talk about missing housing, what I believe is missing are houses that are 1,800-2,400 sq feet. I can't think of a new home built in the Highlands, where I live, that is less than 3,200 sq feet. Why? If space is at such a premium, put an end to the massive homes being built right now. Start THERE. Not with 20-story buildings.

34-5

I am from Huntington Beach, CA, and I need look no further than the many mistakes made by the City Council there to know how awry idealistic planning and building can go. Build a large apt complex with 1.4 parking stalls per unit, and people will HAVE to take the bus! Nope. They'll just fight over parking, and when it proves insufficient, leave. The city might collect from the developer, but then we're left with unoccupied space, and how does that benefit anyone? Even if people DO ride the bus, they still own a car that has to go somewhere.

34-6

Let's not ask the cart to pull the horse. Ok, Sound Transit wants to put in a rapid bus line. Let them do it. Why destroy a bedroom community over it?

34-7

My husband and I currently rent our home. We owned a home in the Highlands for 5.5 years, moved back to CA so our children could better know their grandparents, and came back. We feel incredibly blessed to live in the Highlands again. And, at this point, I feel blessed to not yet have chosen where we'll buy when we do that again fairly soon. While I love all that Kirkland has to offer, if what it offers right now is gone, I'll be taking my property tax dollars, volunteer work in the community, and money spent at local businesses, and taking it somewhere that actually values quality of life. And that breaks my heart.

Thank you,
Kara Pietila

Sent from my iPad

From: baridorward [REDACTED]
Sent: Monday, February 15, 2021 12:15 PM
To: City Council
Subject: bus transit center at 85th and 405

Dear City Council for City of Kirkland,

I am writing to you to show my opposition to the proposal for a new transit center as well as the possibility of a 10 story complex.

Part of the attraction for Kirkland was it's unique structure and not a City of impersonal high rises like our neighbor to the south Bellevue. A lot of this uniqueness is disappearing with the look created by the the new Urban and the new complex starting on Lake Street. The new complex at Totem East has a community feel about it unlike Urban.

I do not feel we need a 10 story complex at an already very busy intersection.

Thank you for considering my opinion in your decision making.

Bari Dorward
[REDACTED]

Sent from my T-Mobile 4G LTE Device

From: Jeremy McMahan
Sent: Tuesday, February 9, 2021 9:31 AM
To: Allison Zike
Subject: FW: Input to I-405/NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: KEITH DUNBAR [REDACTED]
Sent: Tuesday, February 9, 2021 9:30 AM
To: City Council <citycouncil@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Input to I-405/NE 85th Street Station Area Plan

Dear Kirkland City Council and Kirkland Planning Commission members,

Please include the following comments in the public input record for this project.

I support Alternative 1, which continues the present zoning scheme, for the I-405/NE 85th Street Station Area Plan.

My reasons are as follows:

1. Kirkland has already surpassed the 2035 growth targets for the Growth Management Act with either housing that is already built, in construction, or proposed. We don't need to encourage any more extensive growth in our city during this period of time.

Alternatives 2 or 3 would add thousands of new residents to Kirkland. We are already adding lots of new residents to our community from the actions that the City has already taken.

2. There is already a major new high density development footprint that is very evident in the Totem Lake Area. That coupled with increased growth and building heights in the downtown core area, provides more than enough capacity, and varied housing types, to accommodate additional growth in our City. These developments already welcome new neighbors to our City at a variety of housing price points (both rental and purchased). If the City wanted to make sure there was affordable housing within our community, it could institute some rent control pricing for a fixed number of units in large scale apartment and townhouse projects.

3. I am very concerned that implementation of either Alternative 2 or 3, and the density and development it

promotes, may very well prompt two very important Kirkland businesses, Costco (Kirkland namesake) and Lee Johnson

Chevrolet, to move out of our area. It's obvious that they occupy the two largest tracts of land that are immediately adjacent to the I-405 corridor. They are reflected as "Office Commercial" on the various visioning diagrams.

These are two prominent long-term businesses that have called Kirkland home for many years, and are important assets to our community economically, and serve the commercial needs of our residents. Don't drive them away from our City.

4. Increased population at the 85th street exit will only exacerbate traffic issues not only at that intersection, but on I-405. It is unrealistic to think that new residents of the planning area will all ride the bus and forsake private automobiles. Traffic will increase in the immediate and surrounding area and add hundreds, if not thousands, of daily vehicle trips onto surrounding City streets, and onto I-405. Not all, or even a majority, of the workers in new office complexes and retail commercial outlets envisioned by Alternatives 2 or 3 will come from the immediate neighborhoods or the surrounding community. They will commute there just as many people commute throughout our various eastside communities commute daily to work from their place of residence. Count on it.

5. Alternative 3, would allow for some high rise buildings to reach heights of up to some 20 stories. This type of massive and large scale development is very uncharacteristic for our Kirkland community. We are NOT Bellevue or Renton, and do not covet their respective community decisions about density, building heights, and community character. We are Kirkland, and want to retain our individuality and our community character. Maybe the planners stuck this one in there to make Alternative 2 seem more palatable; more of a red herring if you will.

6. Retaining existing zoning does not at all preclude the City to make appropriate changes in the area to accommodate the new bus rapid transit station along I-405. This could include traffic modifications including turn lanes, roundabouts, bike lanes, street landscaping improvements, pedestrian walkways, acquiring and designating parking areas for park and ride users, and encouraging Metro and Sound Transit to provide frequent transit service (think shuttles) to the new 85th Street Station from the Kirkland Transit Center. These and other steps are all possible within existing ordinances, zoning and other land use actions available to the City.

I urge the council to retain existing zoning, and adopt Alternative 1, No Action for the Station Area Plan.

Thanks for listening.

Keith B. Dunbar

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From: Paul Elrif [REDACTED]
Sent: Monday, January 18, 2021 8:09 PM
To: Allison Zike; John Tymczyszyn
Subject: Comments from today's call

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison and John,

Per your request(s) from the call, I am sharing my thoughts from the meeting. Here is it copied and pasted from the chat window. (If you add this to your database, please do not make my name/email part of public record.)

I'll ask my question here since this is my reason for joining the call to hear this presentation: We were told the NE 85th St work that was done a few years aback would be traffic calming

37-1

There was no traffic calming. There has been a significantly increasing number of vehicles with very loud modified exhaust. 20 + years ago it was possible to leave the windows open and still get a full night's rest. Now, there constant drone of loud cards and trucks makes it impossible.

I am curious if sound abatement from these vehicles is a priority for the city with these massive building project and for law enforcement, and if so, what is being done. More traffic is not going to improve quality of life. What is the plan? If this is not the right time to ask, it would be good to know when that time is. :)

37-2

That said, it would be trivial for you to just set up a sound pressure meter on 85th just to get a sense of how bad the noise is.

Best regards,
Paul

From: Lana Fava [REDACTED]
Sent: Tuesday, January 26, 2021 7:54 PM
To: Allison Zike
Subject: 85th Street Development Plan

Follow Up Flag: Follow up
Flag Status: Completed

Hello,
 I just wanted to let you know my opposition to any changes to the zoning in the Everest neighborhood. I live in The Crest Townhomes and the thought of having a 6 or 8 story building across from me is abhorrent. We are lucky to live in a low density and beautiful area. Please keep it that way.

Thank you,
 Lana Fava
 [REDACTED]

38-1

From: Curtis Fleck [REDACTED]
Sent: Tuesday, January 5, 2021 1:59 PM
To: Allison Zike
Subject: Draft E15

Follow Up Flag: Follow up
Flag Status: Completed

To Allison Zike, AICP, Senior Planner,
 Hello,

I represent the Overlook Village Condo Association which has, for many years, shared a fence and boundary with the Lee Johnson property.

It has come to our attention that since that property has been sold to Google, a drastic change could be coming to our neighborhood.

In the past, when Lee Johnson asked that their property be rezoned for additional building stories, I attended a City Council meeting to give our input and how we objected to that change.

Regarding the draft E15, we prefer Alternative 1 with Alternative 2 a distant second choice. Alternative 3 is not an acceptable alternative to our neighborhood. We already have the New Bethlehem Project built on one of our community's boundaries, thus losing privacy and trees. We are a quiet neighborhood of 11 two story homes. The noise and construction intrusions of the New Bethlehem Project were horrendous and now the homes directly bordering that building have lights shining into their houses.

Please consider the welfare of our Overlook Village neighborhood when making your decisions.

Sincerely yours,
 Alice Fleck, Board Secretary

39-1

39-2

February 2, 2021

City of Kirkland, Planning and Building Dept
Alison Zike, AICP, Senior Planner
Planning Commissioners

Letter 40

RE: Comments on Draft EIS for NE 85th Street Station Area Plan

Dear Ms. Alison Zike & Planning Commissioners,

As homeowners on Ohde Ave since 1993, my wife Margaret and I greatly appreciate the City's engagement with the Everest Neighborhood Association and encouragement to comment on the Draft EIS for the NE 85th Street Station Area Plan. Our 2-story house is one of four single family homes on the north side of Ohde with adjoining properties that border the southwesterly freeway interchange and Pedestrian Walkway. Being west-most of these four homes, our northwesterly property lines adjoin green space around the 3-story office building on the corner of NE 85th Street and Kirkland Way.

Being recently retired, having strong ties to the region, and desire to continue living here for the foreseeable future, our interests include what is best for the Everest Neighborhood and Kirkland Community at large, as well as ourselves, over the long term.

Regarding Kirkland and Everest Neighborhood interests, we trust and hope that the City's planning discussions are considering, and incorporating where appropriate, pertinent components of the present Kirkland 2035 Plan? Is our understanding correct that the 2035 plan was developed with good community engagement and benchmarked with the state's Growth Management Act? Appreciating the extraordinary scope and impacts of the new Station, it is easy to imagine its unique interests having the potential to overshadow previous planning work that still has great merit.

40-1

In any case Margaret and I would like to assert our interest in seeing the relatively small Everest Neighborhood, with family-based attributes it brings to the Kirkland Community overall, be preserved to the greatest extent possible in its attachment to the new Station.

40-2

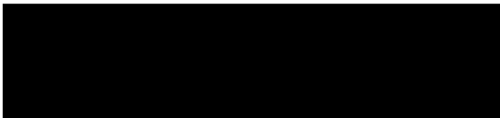
Specifically, to our combined interests, we are concerned that Plan Alternatives 2 and 3 for the north side of Ohde Ave (the four homes located here) currently propose 30 feet and 50 feet increases in allowable building heights – to 65 and 85 feet respectively, while proposed zoning and building height limits on the south side of Ohde remain unchanged. For transitional consistency between these four residential properties and surrounding neighbors to the south, is it possible to make building height limits for this small area on the north side of Ohde Ave the same as those on the south?

40-3

Looking forward to next steps, thank you for keeping us engaged in planning review and comment processes.

Sincerely,

Syd & Margaret France



Cc: David Aubry, Chair, Everest Neighborhood Association

Letter 41

From: kathy frank [REDACTED]
Sent: Saturday, February 6, 2021 11:46 AM
To: Allison Zike
Subject: Comments on the Draft SEIS for the NE 85th St. Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Allison,

I've read over the draft SEIS referenced above, and as much as I find it overwhelming, I've managed to come up with some coherent comments, I hope! My brain shuts off at anything too technical.

I noticed right away that the SEIS states the size of the buildings being considered looks larger than previously stated—it says 150'-300', which can translate to as many as 15 to 30 stories, not 10 to 20. Buildings of that height would be a horrendous eyesore in that area and just about anywhere in Kirkland. Much more infrastructure would be required to accommodate a growing pedestrian population in that area and make that BRT accessible. Shorter buildings throughout the proposed station area (no more than 8-10 stories), pedestrian access throughout (including under 405, between downtown Kirkland and 120th), with low-income apartments being included in those buildings (!!).

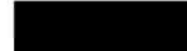
41-1

Right now it sounds like mostly offices.

All in all, I think this is a very poor plan that is being considered in order to utilize the BRT system that in itself was poorly planned, as it will have no parking and be difficult for people to access in order to make it a viable alternative to driving. The ultimate goal is commendable: If pedestrian and public transportation options were more available, more people would use them, and we could all enjoy cleaner air and better quality of life. The "village" quality enjoyed in other countries like France and elsewhere could happen here, and that's what we need. At some point we just need to say NO to letting this town become Seattle. Let Seattle be Seattle and Kirkland be Kirkland!

41-2

Thanks for your time.
Kathleen Frank





Google LLC
1600 Amphitheatre
Parkway
Mountain View, CA
94043

650 253-0000 main
Google.com

Letter 42

February 18, 2021

Allison Zike, ACIP, Senior Planner
Jeremy McMahan, Deputy Director
City of Kirkland Planning Department
123 5th Avenue, Kirkland, WA 98033

Via email to JMcMahan@kirklandwa.gov and AZike@kirklandwa.gov

Re: NE 85th Street Station Area Plan Draft Supplemental Environmental Impact Statement

Ms. Zike,

Thank you for this opportunity to comment on the NE 85th Street Station Area Plan Draft Supplemental Environmental Impact Statement ("DSEIS"). We have reviewed the DSEIS carefully and have several comments to further the City's study of the appropriate contents of the Station Area Plan ("SAP") in the final SEIS.

Before we dive into specific comments, we first wanted to commend the City on its public outreach efforts for the DSEIS. Amidst the logistical hurdles presented by the COVID-19 pandemic, we have been impressed by the City's outreach about the availability of the DSEIS by email and other sources, and by the City's thoughtful approach to the virtual community workshop. The strong community engagement resulting from these efforts will undoubtedly make the final SEIS and ultimate SAP better.

We also wanted to clarify Google's interest in the SAP. Google is a major employer in Kirkland with offices at our 6th Street Campus in the newly opened and soon-to-be opened buildings at Kirkland Urban, and elsewhere within the City. Googlers love working in Kirkland, and we hope to continue to be a good neighbor and to have a positive impact on the City. We support the Station Area Plan's vision for further employment growth. Station area development, including increased office space for highly coveted technology jobs, will bring more spending to support small businesses and services in Kirkland, as well as increased fiscal revenues. The jobs anticipated are diverse across wage bands adding employment opportunities for entry level and middle wage jobs as well.

The City's vision for the SAP area with additional commercial density, and improved bike, transit, and pedestrian connections is exciting as it is an opportunity for an enhanced transit-oriented development activity node that the community and Googlers alike will enjoy. As a major employer, we support this vision fully.

Google also has a specific interest in the Lee Johnson Chevrolet and Mazda property on the corner of NE 85th Street and 120th Street that is in the heart of the SAP area. Google hopes the SAP will support its goal to expand its presence in Kirkland with a new office campus on this property that would bring thousands of additional jobs to the City over the next decade plus. However, Google does not own the Lee Johnson property and future expansion plans will depend on what the City approves in the final SAP and associated zoning changes that allow for increased commercial growth at that location next to the transit station. We know the

City will approve the plan and in a sequence that is best for the community in the long-term, and we are excited about the potential to be an integral part of the new NE 85th Station Area neighborhood.

Last, we wanted to express strong support for the City's stated objectives for the SAP. The City's objective to create the most "opportunity for an inclusive, diverse, and welcoming community" is laudable. Google too has a goal to design for diversity, equity, and inclusion, and to actively engage and incorporate ideas from all perspectives in a new campus setting. The objective to enhance the quality of life for people who live, work, and visit Kirkland is also compelling. We are particularly excited about the opportunity to deploy sustainable measures in building design, targeting innovative green systems that go beyond just LEED certification. We think these ecologically positive measures can enhance the quality of life in Kirkland.

We also wanted to offer the following specific comments on the DSEIS:

- **New Preferred Alternative:** The final SEIS should identify an additional preferred hybrid alternative (i.e., an "Alternative 4") that reflects the anticipated contents of the SAP. The new preferred alternative should be a combination of action Alternatives 2 and 3, melding the positive features of each, and describing specific, appropriate mitigation measures to offset impacts.
- **Growth Targets:** The preferred alternative should support strong job growth in Kirkland that will help the City catch up with the job targets identified in the existing Comprehensive Plan and meet the new targets to be identified as part of the PSRC's current efforts to reset housing and job targets. While 2044 is the SEIS timeline, PSRC is updating growth targets through 2050. The City has lagged on its growth targets for jobs, and the Station Area Plan provides a generational opportunity to gain ground and attract jobs to the transit oriented district. The preferred alternative should plan for at least 20,000 jobs in the Station Area with at least two-thirds of those jobs planned to be realized on the east side of I-405. This job density is appropriate for the urban transit-oriented development setting created by the 85th Street BRT Station regional transit investment and the Greater Kirkland Urban Center designation.
- **Building Form:**
 - **Height and Transitions:** The preferred alternative in the final SEIS should allow building heights up to 220 feet in the densest areas on the east side of I-405 adjacent to the highway. This will allow for buildings with innovative Type IV-B timber construction of between 10-12 stories in height. The planned Form-Based Code ("FBC") should require individual sites to provide height or setback transitions to lower-density zones and uses, but should encourage these types of transition mitigation measures to be deployed and planned on a site-by-site basis considering the specific context of the site and surrounding zones and uses rather than using prescriptive height limit steps or setbacks within sites. Overall, the final SEIS and FBC should minimize setbacks and overly prescriptive standards to reflect the fact that the Station Area will be an urban area, if it is to support true transit-oriented development with the densities envisioned.
 - **Floorplates:** For office developments, the preferred alternative in the final SEIS should account for large floorplates averaging 50,000 gsf that are supportive of tech workers and less dense workspaces that will be expected post-COVID.
 - **Site Coverage:** The final SEIS should anticipate site coverage limits, but recognize that functionally pervious surfaces, like green roofs and greenspaces created above structures or below-grade infrastructure like parking garages should not count toward site coverage limits.
 - **Open Space and Pedestrian Connections:** The final SEIS and FBC should allow flexibility in the location of any open spaces required as part of private development, so that projects can be planned effectively in response to specific site conditions, and at the same time meet the City's

goals for increased pedestrian connections and reduction of the parks and open space deficit identified in the Station Area.

42-7

- **Incentives:** Any incentives for additional development capacity identified in the final SEIS and FBC should focus on sustainability measures that could include LEED certification, photovoltaic panels, and district energy systems, among others, to ensure future buildings and developments meet the City's goals for a more sustainable future with reduced GHG emissions. Any incentive-based system for maximizing development capacity should also include both performance and fee-in-lieu options to encourage the most flexibility as individual sites develop.

42-8

- **Traffic and Transportation:**

- **Intersections:** The final SEIS should analyze impacts at all signalized intersections and major unsignalized intersections within the SAP to get a better understanding of the full range of traffic impacts anticipated from the growth anticipated in the Alternatives. The final SEIS should also provide underlying data, maps, and additional information about the methodology and assumptions in the various traffic models employed by the City's transportation consultant.

42-9

- **BRT Station Design.** The EIS should fold in the WSDOT/ST station design plans, and consider ways to mitigate impacts on access to the site. For example, use of the BRT lanes by private shuttle services presents an opportunity to mitigate impacts, while bringing commuters to the station.

42-10

- **AM Peak Hour:** The final SEIS should add an analysis of am peak hour existing conditions and impacts for each of the Alternatives.

42-11

- **118th:** The final SEIS should assume full vehicular access to/from the Lee Johnson site and NE 80th Street via 118th Ave NE.

42-12

- **Parking:** The final SEIS should carry forward specific thresholds for minimum parking reductions for office and multifamily development as a mitigation measure to reduce traffic impacts and promote sustainable growth via reduced GHG emissions from vehicle trips.

42-13

- **Mitigation Measures:** The final SEIS should study the specific mitigation potential of the Transportation Demand Management strategies identified. It should also study any additional physical infrastructure mitigation measures at needed study intersections to reduce impacts associated with increased traffic.

42-14

- **Limited Future Analysis:** The city will rely on the SEIS to adopt a planned action ordinance. Therefore, as part of the SEIS process, the city's goal should be a complete analysis so that if a project specific proposal falls within the SAP land use assumptions then no additional traffic analysis (besides driveway or site access operational analysis) would be required.

42-15

- **Bicycle Connections:** The preferred alternative in the final SEIS should carry forward the plans for increased bicycle connections and infrastructure identified in Alternative 3. The City's long-range plans for bicycle infrastructure and its CIP should also be updated along with the SAP so that the City could deploy impact fee revenue or revenue from other sources for installation of this important multi-modal infrastructure.

42-16

- **Surface and Stormwater:** The SEIS should consider a plan to implement the identified stormwater infrastructure necessary to support development within the Station Area rather than rely on individual developments to implement the system incrementally.

42-17

- **Utilities:** The final SEIS should carry forward the recommendation that the City update its General Sewer Plan and Comprehensive Water Plan to account for the planned densities, and the recommendation that the City find funding mechanisms for implementation of regional improvements that anticipate the future impacts to sewer and water. Strategies such as partnerships or local improvement districts should be explored as an equitable means for funding. Any impact fees collected by the City for these improvements should be pro-rated on usage basis or some other equitable means, accounting for current system inadequacies based on current development, and not just the impacts to increased densities for future projects.

42-18

- **Affordable Housing:** The SEIS should identify updates to the city's Multifamily Housing Tax Exemption Ordinance to expand the "residential target areas" where the tax exemption applies to additional areas in the Station Area wherever additional multifamily density is allowed. As the SEIS notes the limited use of Kirkland's MFTE program, the SEIS should evaluate changes to its adopted MFTE guidelines to improve utilization and increase housing unit production. We also offer the following observations:

- The SEIS should evaluate the extent to which each of the policy tools identified is likely to stimulate the product of housing units aligned with anticipated demand segments. Tools cited include increased inclusionary housing requirements or fees for residential projects, which will substantially increase supply and should be a major focus of the affordable housing program. In addition to legal and equity issues, the SEIS should analyze whether the market will bear the incentives under consideration and the range of linkage fees. Some jurisdictions have over-priced the market and therefore developers did not opt to use the incentive tiers.

42-19

- The SEIS should specify which housing tools will be implemented to align policy under each Action Alternative with anticipated housing growth for the Alternative.

- The SEIS should indicate the number of existing market-rate and affordable housing units in the study area. Policies should acknowledge that sites that can be developed without the demolition of affordable housing should allow for the greatest net development capacity.

Again, thank you for this opportunity to comment. We look forward to working with the City as it develops the final SEIS and SAP. Please do not hesitate to contact me if you have any questions about our comments.

Sincerely,

DocuSigned by:

Mark Rowe

C6F8A3DF15154EE...

Mark Rowe

Real Estate Project Executive, Americas Northwest Region
Kirkland, Washington, USA

From: Jill Gough [REDACTED]
Sent: Friday, February 19, 2021 9:09 PM
To: Allison Zike
Subject: Questions on the Draft SEIS

Follow Up Flag: Follow up
Flag Status: Flagged

My understanding is that Alt 1, the No Action Plan meets the current requirements based on the regional growth plan. Why is the city looking to grow faster than necessary?

I believe the "objectives" are already biased against finding in favor of Alt 1. Please review the objectives and consider the quality of life of the citizens of Kirkland.

If Costco is going to leave if the Alt 2 or Alt 3 go through, the carbon footprint for Alt 2 and Alt 3 could go up with Kirkland residents having to travel further to get to Costco.

Under 2.5.4 Key Elements by Alternative, Exhibit 2-24 Comparison of Alternatives Key Elements

Column Relationship to Equity and Inclusive District: Regarding carbon footprint. The comparison of the three alternatives says the No Action is unlikely to reduce the district's carbon footprint and then says the Alternative 2 and 3 will have positive results in reducing the carbon footprint. I took the online survey and under the Environment section it stated the following: "All alternatives include intensified land use which comes with higher energy emissions compared to existing conditions." With vehicles being stuck in traffic because the LOS on the roads will be severely impacted, the carbon footprint should be more that Alt 1. Please show me where is the SEIS is the justification for this

Under No Action Alternative it states under Summary that "it would include substantial retail employment", but under Relationship to Equity and Inclusive District it says "likely preserves existing retail jobs." Please correct the Relationship to Equity and Inclusive District to including that indicates the No Action alternative will substantially increase retail jobs.

When reading the summaries, it appears that those proposing Alternative 2 and 3 are not concerned out the existing neighborhoods of Rose Hill, though they seem a little more concerned about South Rose Hill because it specifically states under Alternative 3 Summary "and limited changes to residential areas such as Highlands and South Rose Hill." Has anyone evaluated the impacts of quality of life for current residents of North Rose Hill? Where is this included in the SEIS?

Why is building educational facilities considered one of the being rated? Instead of building, each alternative should look at better utilizing existing facilities. Lake Washington High School is within the study area and rarely occupied at night. Also Lake Washington Technical College and Northwest University are nearby.

The pandemic not only is changing our way of life now, but will also change our future. More people will be working from home, so the need for office space will be substantially lower. More companies will likely adopt a "hoteling" type workspace which requires less office space per person and doesn't anticipate everyone in the office at the same time. Has this been considered in the Draft SEIS? If yes, where. If not, include how these impacts are going to change how companies will operate going forward. Maybe this Draft SEIS should go on hold for a few years to see how we come out of the pandemic.

3.4 I disagree with the statement "Views of Downtown and Lake Washington from east of I-405 are generally blocked by topography, vegetation cover, and the freeway. Along NE 85th Street, the existing I-405 overpass blocks views looking westward down the corridor." My commute is/was early morning traveling westbound on NE 85th ST and when the

weather is good, there are beautiful views. The lake can be seen as well as the Olympics. With Alt 2 and Alt 3, the view will be a narrow little corridor with tall building on both sides.

Transportation

Under paragraph 3.6 it states "Due to the forecasted increase in delay and queuing along NE 85th Street, it is likely that a portion of drivers who are not stopping within the Study Area would choose alternate routes to avoid congestion." This same phrase is used again in paragraph 3.6.3. This statement seems to acknowledge that North Rose Hill would be cut off from downtown Kirkland. NE 85th ST is the route to downtown Kirkland and the waterfront. I did not purchase my homes in an urban area for a reason. How are Alt 2 and Alt 3 going to support existing quality of life for those of us that live in North Rose Hill?

Any higher housing density allowed off of on 128th Ave NE will impact the new greenway, which according to the city's policy has a goal of 1000 ADT. They will be installing a diverter on a street that had over just over 1200 ADT, so would expect the city to add a diverter at 85th and 128th Ave NE if they exceed that. Alt 2 and Alt 3 seems to allow higher density occupancy in the area. Please address how the proposed increased density will impact traffic volume on the 128th Ave NE Greenway?

There is reference to a NE 87th ST Greenway being implemented. As far as I am aware, the city is currently implementing only the NE 75th ST and 128th Ave NE. Please correct the reference to NE 87th ST greenway if it is currently not being implemented. (3.6.1 Bicycle Network)

The SEIS states "Three study intersections along the NE 85th St corridor operate at LOS D; all of the remaining study intersections operate at LOS C or better. All of the analyzed intersections are operating at an acceptable LOS." What is considered "acceptable" and what is the standard (i.e. AASHTO)? Is a D considered "passing"?

If the city decides to change a policy on Level of Service (LOS) by what the SEIS suggests (3.6.3 Level of Service Policy), the city would be basically saying that the time of the residents on Rose Hill is not as valuable as the other residents of Kirkland. Basically, let them sit in traffic. Does the city view the quality of life for the Rose Hill residents as not as important as other residents? This particular "mitigation" is not a mitigation, but trying to circumvent policy to push something through.

When reading through the Transportation section, several references indicate that the traffic volumes were "conservative". Does that mean underestimated?

There were several intersection mitigations that were applied to Alt 2 and Alt 3, but not Alt 1. For a true evaluation, these mitigations should be looked at for all alternatives. Please show how these potential mitigations would improve traffic in the area under Alt 1. Exhibit 3-78.

Public Services

Under paragraph 3.7.3 it appears that the Action Alternatives under Parks, the SEIS considers providing for improving walkways and bicycle routes to parks outside the SAP zone. This may over tax existing parks. How is the city planning on providing the green space for all the additional residents associated with Alt 2 and Alt 3 without putting additional burdens on already heavily used parks? This increase of population will over tax the parks on the waterfront which is a high value for all those that live here.

3.7.4 I disagree with the statement "With implementation of mitigation measures and regular periodic review of plans, no significant unavoidable adverse impacts to public services are anticipated." There are unavoidable adverse impacts to access to the waterfront with the proposed increased in population from Alt 2 and 3. Please address what the increase in population and employment associated with Alt 2 and Alt 3 will have on access to the waterfront for all existing Kirkland residents.

Utilities

This section does not talk about the impacts besides mentioning that the utilities master plans would need to be updated and planned capital improvements. It also states that "the City should finance and build the necessary capital facilities to mitigate" for sewer the additional flows and for water domestic demand and fire flow (3.8.3). Is this burden

to build this infrastructure going to be placed on the current tax payers of Kirkland? If yes, then the city needs to be very transparent and let the voters in Kirkland decide if they want to pay for building this infrastructure to support growth proposed in this SEIS. 43-18

I spent several hours reviewing this document, but couldn't get through it all. There is a significant impact to the residents of Rose Hill if Alt 2 or Alt 3 go through.

Respectfully,

Jill Gough

From: Jill Gough [REDACTED]
Sent: Wednesday, February 3, 2021 6:29 PM
To: Allison Zike
Subject: NE 85th ST Station Ara Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Under paragraph 1.4, a quick comparison of the alternatives is not possible because under the No Action alternative allowed building heights are not shown. Please provide the current allowable heights for the No Action alternative. 43-19
Jill Gough

From: Jill Gough [REDACTED]
Sent: Wednesday, February 3, 2021 6:39 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Paragraph 1.4 Objective

The objectives are not reasonable to use as the evaluation criteria of the alternatives. The objectives will lead the evaluation away from the No Action Plan automatically as the two action alternatives have more opportunity for affordable housing because of the height of the buildings being allowed.

Jill Gough

43-20

From: Jill Gough [REDACTED]
Sent: Wednesday, February 3, 2021 7:08 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Exhibit 2-24 Under No Action Alternative

Under column Summary it is mentioned that "substantial retail employment" would be a result under the No Action Alternative. Correct the comment under Relationation to Equity and Inclusive District which states "Likely preserves existing retail jobs" to reflect the substantial growth in retail employment expected.

Jill Gough

43-4

From: Jill Gough [REDACTED]
Sent: Wednesday, February 3, 2021 8:24 PM
To: Allison Zike
Subject: Re: How do you want Draft SEIS comments?

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks for your quick response. I sent a few individually today, but will compile all future comments and submit in one email. Jill

On Wed, Feb 3, 2021, 7:15 PM Allison Zike <AZike@kirklandwa.gov> wrote:

Hello Jill,

Thank you for taking the time to learn more about this project, and provide us with your comments. It would be great to receive your comments all in one email, if possible. Each email is an individual record, so if it is easy for you, combining your comments make the processing of comments easier on our end. I look forward to hearing more from you!

Thank you,

Allison Zike, AICP | Senior Planner

City of Kirkland | Planning & Building Department

azike@kirklandwa.gov | 425.587.3259

From: Jill Gough [REDACTED]
Sent: Wednesday, February 3, 2021 7:02 PM
To: Allison Zike <AZike@kirklandwa.gov>
Subject: How do you want Draft SEIS comments?

Allison,

I will probably be providing a number of comments on the Draft SEIS for NE 85th St. Do you want them all in one email or each comment in a separate email?

Do you need my name at the bottom of each email? Is it needed to document the author or are you just including the text of the comment?

Thanks for extending the comment period to February 19th. It is a lot to look at.

Jill Gough

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From: Brian Granowitz [REDACTED]
Sent: Monday, February 15, 2021 1:05 PM
To: Rodney Rutherford
Cc: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
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

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 forced 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 [REDACTED]
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,

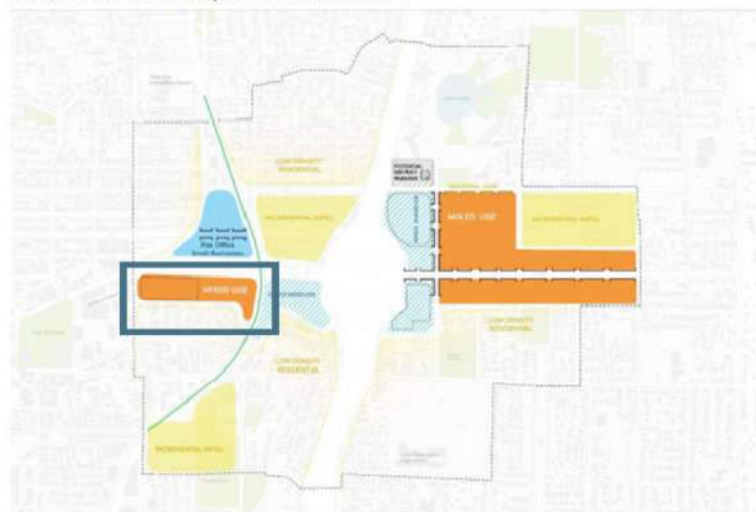
I'd welcome the chance to talk with you about the following.

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.

44-5

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.

44-6



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.

44-7

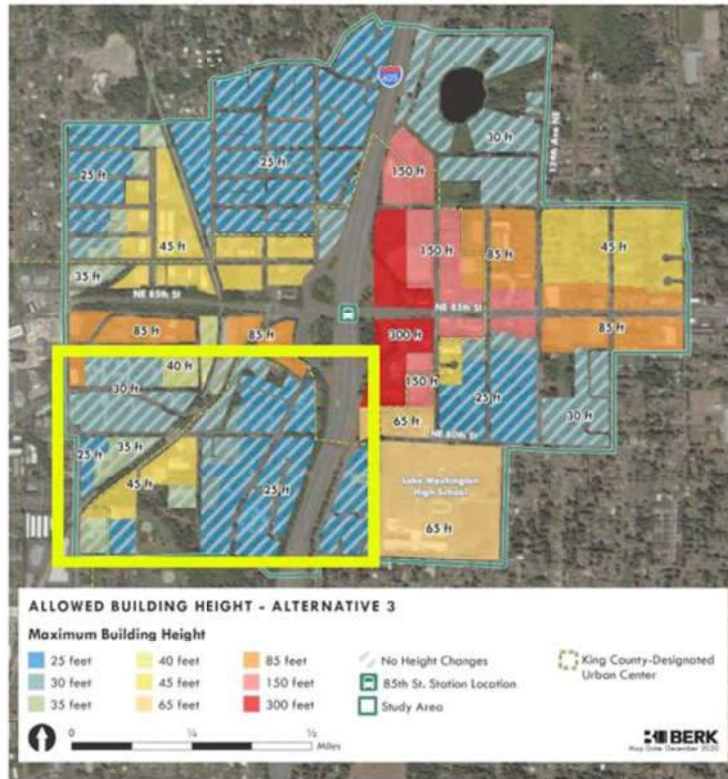
Also, the DEIS describes the neighborhoods that will be affect as commercial areas such Rose Hill, this is misleading. Our neighborhood is a residential area in the Moss Bay neighborhood, again, zones PLA 5A, B, C, & D. It makes me question the research for the alternatives, who was consulted, such as 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 . . . "

44-8

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: Gayle Gray [REDACTED]
Sent: Thursday, February 18, 2021 3:49 PM
To: Allison Zike
Subject: No more high rise

Follow Up Flag: Follow up
Flag Status: Flagged

Please vote for no more high-rise buildings. Totem Lake looks terrible. We don't want Kirkland to look the same way. Kirkland wants their trees, so save the space and plant trees.
 Thanks
 Gayle
 Sent from [Mail](#) for Windows 10

45-1

45-2

45-3

From: MATTHEW GREGORY [REDACTED]
Sent: Thursday, January 28, 2021 10:26 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

City Planners:

For the 42 years I have lived, worked, worshiped, shopped, and volunteered in the city of Kirkland, the intersection of NE 85th Street and 120th Ave NE has continued to decline in several ways. Alternatives 2 and 3 fail to blend increased density from this intersection, only increase it.

The increased traffic from LWHS growth, the Costco expansion of the gas station, and the volume of traffic headed east to Redmond from I-405 have cause several road modifications that have attempted to only mitigate poor vehicular circulation. LWHS traffic is backed up there when school gets out. Eastbound traffic getting onto northbound I-405 is backed up. The affect of further concentration of density at this intersection need to be better addressed in the DEIS

The portal entry to the city here is not welcoming with the current uses of a gas station, fast food restaurant and two vehicle sales/rentals. Weekly (not during the pandemic) groups of high school students and disabled adults are on narrow pedestrian paths gathered and high vehicle pollutant areas to use transit while vehicles are backed up at rush hour and business hours to either get on off the freeway or get to Costco. Further concentration of density at this intersection needs to be better analyzed in the DEIS.

Increased density in allowing mixed used residential, increase building height, and more retail encourage pedestrian activity at an intersection that is not welcoming due to the proximity to the freeway interchange and the DEIS should study.

Alternatives 2 and 3 are extreme population increases. Current 9,000, Alt 1 16,000 (100%), Alt 2 45,000 (500%) and Alt 3 56,000 (6,000). Where are the 200 or 300% alternatives? The Draft SEIS fails to look a more modest growth, especial at this intersection.

Matt Gregory
 [REDACTED]

Sent from [Mail](#) for Windows 10

46-1

46-2

From: Boaz Gurdin [REDACTED]
Sent: Monday, February 8, 2021 5:45 PM
To: Allison Zike
Subject: Bus lanes for NE 85th St

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I'm wondering if you are considering bus/shuttle lanes on NE 85th Street as part of your [NE 85th St Station Area Plan](#)?

Providing a quick bus/shuttle connection for Stride riders to reach jobs in Downtown Redmond and Microsoft/Overlake areas seems critical if we want to reduce car traffic. Bus/shuttle lanes continuing on Redmond Way (to Downtown Redmond) and 148th (to Microsoft/Overlake) could be coordinated with the [Redmond 2050](#) plan. These bus/shuttle lanes would also support Kirkland-Redmond bus/shuttle commutes in both directions.

Thanks for considering this idea.

- Boaz

From: Kathryn Stuart Hammer [REDACTED]
Sent: Tuesday, February 2, 2021 1:44 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

Hello:

I grew up in a big city and I am very much in favor of well planned development and making urban areas more efficient and beneficial for everyone. But I have some serious concerns about the 85th Street Station plans, **even for the lowest density plan.**

1. 85th St and 405 is Already a Bottleneck. The only east-west streets crossing the 405 and leading directly to downtown Kirkland and the waterfront are 70th and 85th. There are currently no alternative routes to use during construction. Its already a bottle neck and construction is likely to divide the city of Kirkland into two parts that are essentially impassable. This should not happen.

2. The Potential 300 Riders Per Day is Too Few to Justify the Massive Construction Headaches and Snarling of Car, Bike, and Pedestrian traffic due to limited EAST WEST options for travel. Since there are roughly a hundred thousand people or more already living and moving around the area it seems that 300 riders per day is too few to justify the enormous inconvenience. Plus there are serious safety concerns for pedestrians and bikers. Its easier for local neighbors to use other park and ride options in Totem lake and in South Kirkland.

3. Even the Lowest Density Plan will cause these serious problems.

I hope you will keep the above in mind and do your best to keep our area traversable. Don't let it become a monstrous commuter bugaboo nightmare!

Thank you for inviting us to share our concerns!

Kathryn

From: Kirsten Hansen [REDACTED]
Sent: Monday, February 8, 2021 12:35 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello - Please require that all construction be 100% electric and net zero energy. 49-1

Thank you,
 Kirsten Hansen

From: Brian Harper [REDACTED]
Sent: Tuesday, January 12, 2021 1:36 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for reading this feedback on the NE 85th Street Station Area Plan Draft SEIS. I have lived in Kirkland for over twenty years, and currently own a home on Kirkland Ave within the boundaries of this area. I walk and drive within and through the area on a daily basis, including patronizing businesses in the area, entering and exiting I-405, and driving through the area to reach downtown Kirkland or Redmond. I am a light user of public transit, most frequently using it to travel to and from downtown Seattle.

My comments are divided into two parts. First I'll address one specific area of impact in the Draft Supplemental Environmental Impact Statement (henceforth abbreviated DEIS), and then I'll comment on the purpose and genesis of the Station Area Plan. I have included numerous endnotes that refer back to the DEIS by exhibit and/or page number.

The upshot (TL;DR) is that the impact of either Alternative 2 or Alternative 3 on transportation would be completely unacceptable, so much so that it leads me to question why these plans are even still being considered.

Kind regards,
 Brian Harper

Comments on Transportation Environment, Impacts, and Mitigation

While I have concerns with a few other areas of the DEIS, they are all relatively minor in relation to my concerns with the impacts to transportation, so I have chosen to limit my comments to this one area of impact. Additionally, I believe that the impacts to transportation outlined in the DEIS are severe enough that they alone render untenable 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 (No Action).

I believe few people who regularly drove through this area before March of 2020 would describe the traffic as anything but heavily congested. The pandemic has temporarily reduced traffic, but even now in January of 2021 it is often heavily congested, and there is little reason to believe that it won't ultimately return to its pre-pandemic levels. The expected increase with Alternative 1 as outlined in exhibit 3-72 of the DEIS is therefore already concerning. 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"^[i]. Drivers seeking alternate routes is then also discussed as a mitigation strategy^[ii], 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"^[iii].

To summarize: **Alternative 2 and Alternative 3 will make traffic so bad in this area that delays at the 3 or 5 of the major intersections will be the worst that our model is equipped to quantify, so bad that drivers will try to avoid them by taking alternate routes.** We cannot identify what those alternate routes are, nor can we tell you how bad the impact will be on those hypothetical alternatives, and we are not proposing that we do anything to address the problems these plans create for those other routes if they do in fact exist. Who could possibly justify a plan like that?

50-2
cont.

Proposals to mitigate the traffic are in many cases insufficient, or unaccounted for elsewhere in the plan. The proposed intersection improvements, if they are all undertaken, would result in minimal improvement but are not enough to move any of them above their failing E & F grade levels (exhibit 3-78).^[ix] Much of the rest of the proposed mitigation involves encouraging SOV drivers to use transit, but even if we are to believe that this would be successful enough to completely mitigate the impacts, the resulting increased impact on transit is not then accounted for anywhere. In fact, without shifting more trips from SOV vehicles to buses, the transit impact has already been noted as severe enough to require its own mitigation strategies. Finally, there is the laughable (if not downright shameful) proposed strategy to simply lower the bar by changing the Level of Service policy, so that the extreme congestion and its impacts are simply deemed acceptable^[x] never mind how awful it is in the real world.

50-3

As for the impact to transit, I was alarmed to see that one of the mitigation proposals noted to reduce vehicle trip generation was to add a private shuttle service along the Cross Kirkland Corridor.^[xi] When it was previously proposed to use the Cross Kirkland Corridor for the new BRT line, there was coordinated and vocal opposition to turning the trail into a roadway. This shuttle service would be to the near exclusive benefit of Google employees. If the dramatic expansion of Google's footprint in Kirkland is to negatively impact transit in the area, then surely Google should be responsible for mitigating this without adversely affecting area residents. The CKC is of far greater value to the character, charm, and appeal of the city of Kirkland than the new BRT station will be. Converting a central section of it to a sidewalk next to a roadway for the sole benefit of one of the richest corporations in the world should not even be a consideration for our city.

50-4

Ultimately, even with all the highly questionable mitigation strategies, the DEIS concludes that **"even with some combination of these potential mitigation measures, queuing 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."**^[xii] 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^[xiii], 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.** I also wonder whether proceeding with those changes with the full knowledge that they will negatively impact safety might expose the City of Kirkland to legal liability resulting from injury accidents in this area.

50-5

Comments on the Plan Purpose

As stated, the genesis of the proposed action plans is the construction of a new BRT station at NE 85th St., which is described as a "Once-in-a-generation transit investment"^[xiv]. I find this statement highly over-blown. The Sound Transit 3 Regional Transit System Plan neglected to include an extension of the light rail system to serve the downtown Kirkland area (or indeed any part of Kirkland aside from the South Kirkland Park & Ride, which is located at its southern border). A light rail station conveniently located underneath the downtown Kirkland area (or even the nearby Kirkland Urban development) could have been considered a once-in-a-generation transit investment, but sadly we did not have that option to vote on in the ST3 bill that voters passed

50-6

Instead, Kirkland and Bothell/Woodinville were given the "consolation prize" of a new bus rapid transit line. I have traveled extensively and have seen and used BRT routes in several different cities, and have used many light rail and subway systems, and I believe it is fair to say that BRT is an extremely poor substitute for light rail. It can't handle anywhere near the ridership nor provide anywhere near the level of service that light rail can. Indeed, this very EIS seems to acknowledge this, 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"^[xv].

50-7

The new investment is simply a bus stop at a major freeway/arterial interchange. Using it as the reason to rezone a critical area of Kirkland seems entirely backwards. Good city and transportation planning would have meant adding transit investments to serve people where they are already living, working, shopping, and recreating, and where a resulting reduction in vehicle traffic would improve the quality of lives for those people. 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, and thus the center of this development area is a noisy combination of roadways and overpasses, it borders on the absurd. It leads me to question whether the BRT station is truly an inspiration for improvements intended to improve the quality of life for Kirkland residents and visitors, or whether it is being used as an excuse to improve the fortunes of a select few businesses and land developers. Indeed, a good deal of the supporting materials I have seen so far express a strong bias toward the action plans, with dubious comparisons and conclusions drawn to justify them. For example, in the slide deck that was shared to participants of the January 7, 2021 Community Workshop^[xvi], on the slide comparing the three alternatives, Alternative 3 is shown as being "Strongly Aligned" with the "Minimize Carbon Footprint" goal while Alternative 1 (No Action) is shown as being "Less Aligned"^[xvii]. The rationale given on a subsequent slide is that Alternative 3 is predicted to result in a 43% reduction in per capita green house gas emissions.^[xviii] What it fails to note is that while the *per capita* emissions may be lowered, the population (residents and non-resident workers) would increase by over 600%^[xix], with *net* emissions would still be *nearly twice as high*^[xx]. In another example from the same slides, Alternative 3 is claimed to be "Likely to support additional education opportunities" while Alternative 1 (No Action) is shown as "Unlikely to support additional education opportunities". 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. These are just two examples from this presentation. While this bias is far more prevalent in supporting materials, the DEIS itself is not without notable examples as well, such as comparing Alternative 1 conditions while comparing Alternatives 2 and 3 to Alternative 1.

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It troubles me that this bias is so clear and obvious, as it implies that either the authors of the actions plans, the instigators for those plans, or both parties, are aware that the action alternatives in this plan will not be palatable to most Kirkland residents and that they therefore will need to sell them in order to avoid or minimize backlash. If I have completely misinterpreted these examples, and there is no such bias from the planners and/or members of the city council, then I offer my apologies for the accusation, and hope that you will still at least consider my specific comments on the unacceptable impacts to transportation.

50-11

Conclusions

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

50-12

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 city has no need or obligation to accommodate, let alone encourage, population growth well beyond what we are already projected to see, and that has already been targeted in previously agreed on plans. Approving either of the action plans would be an irresponsible acceleration of growth. The charm and character of Kirkland would surely be negatively impacted, if not destroyed, by the addition of fifteen or twenty story buildings at the intersection of I-405 and NE 85th Street. The nightmarish traffic that would result in this area would contribute to a significant degradation of the quality of life for current residents of the area and many who live outside the area but who need to travel to and through it. When I ask who would really benefit from all of this, I find that the primary beneficiaries would be Google, who would see the value of their land purchase increase significantly, land developers who either own or could purchase land in areas such as the Costco property, and the construction firms that would build the new properties. 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.

[ii] DEIS, 3-152 and 3-156

[iii] DEIS, 3-162

[iv] DEIS, 3-162

[v] DEIS Exhibit 3-78, 3-163

[vi] DEIS, 3-161

[vii] DEIS, 3-164

[viii] DEIS, 3-167

[ix] DEIS, 3-43

[x] DEIS, 1-1

[xi] DEIS, 3-150

[xii] https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/new-folder/station-area-plan_community-workshop-2-slides1-7-2021.pdf

[xiii] Community Workshop #2 Presentation, slide 34

[xiv] Community Workshop #2 Presentation, slide 37

[xv] DEIS Exhibit 3-94, 3-182

[xvi] DEIS Exhibit 3-6, 3-8

Letter 51

From: Jess Harris
Sent: Monday, February 15, 2021 10:48 AM
To: Allison Zike
Subject: Comments on NE 85th St Station Area

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I have the following comments on the plan and other ramblings. Sorry I have not referenced page numbers but hopefully the comments can easily be attached to the appropriate sections.

Key concerns:

1. Loss of existing businesses related to auto services and animal services along NE 87th west of the CKC and 6th. The concepts indicate flex office/business in this area. Particularly the auto businesses are typically prohibited when creating pedestrian and walkable zoning so it would be an exception of some sort. I still think these businesses are valuable for the future. A few examples, Jay's Auto, The Dance center, the animal hospital, DERU market. I suspect these types of businesses would be priced out of the area and we will need to go to Totem Lake or farther for these types of services. Perhaps a "craft" district that would foster these types of businesses would work.
2. The LOS estimates for the alternatives are alarming. I see little merit to alternative 3 unless the high rise development provides some genuine public services or does something exceptional with respect to green buildings, the public realm and particularly something special to address the transportation impacts. Unfortunately, I believe that high rise residential results in luxury units which can mean traffic and buildings that do not do much for the public realm. The tenants will not likely use the BRT.
3. I definitely support a balanced approach to reduce office in a way to reduce the transportation impacts. I support the hybrid Alt 2 that was referenced in the transportation section.
4. Design review should be required for the mid to high rise development if not envisioned already.
5. Reducing carbon emissions needs to be addressed. Relying on third party programs like LEED or Built Green is okay, but the City can better define and set their own standards in addition to the independent programs. Energy efficiency beyond energy code and the use of Environmental Product Declarations (EPDs) should be required for most development. For instance LEED does not result in better energy efficiency necessarily because of the strong energy code in Washington State. Create incentives for district energy especially for campus office developments. Create policy to allow infrastructure to be shared across public rights of way which is a barrier to many district systems.
6. Loss of mom and pop and independent retail and restaurants in a trend everywhere. Creating ground level spaces with smaller floor area or creating max size limits for retail can help. Of course, chain stores are important for the economy of the city; however, I would like to create an area that attracts small stores and restaurants.
7. Break the mold of the 3 story office development (e.g. Google). They need to come up with a different model for their campuses. Houghton is okay and the CKC improvements with the volleyball and basketball court are good but I don't think we need that at the Lee Johnson site.
8. Create incentives for family sized and affordable residential units. Seattle allows more height in exchange for 3 bedroom units.

Thank you!
Jess Harris, Highlands resident

From: Christine Hassett [REDACTED]
Sent: Tuesday, January 12, 2021 1:32 PM
To: Allison Zike
Subject: Tall buildings in Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Hello, Allison-

RE: 85th Street Station

You likely don't remember me, but we corresponded via email and had a phone chat last year as earlier reviews of the project were presented.

I was part of the Zoom meeting last week, as well, and made some comments in our small group. I will also fill out the survey.

I have a couple of questions: Are there any buildings 150 ft or higher in Kirkland today or have been approved for future construction? What is the highest building in Kirkland today? Just wanted to have that background for sure. 52-1

Thanks for being part of the Zoom meeting--I know it's part of your job to be there, but I think for you to hear the voices real time is important and you did help get things back on track when needed and make appropriate commitments. 52-2

Personally, I think the person who said people haven't been adequately advised of the project status and meetings were wrong. If I can be in Michigan and keep track of this project, locals can certainly engage. I did see my comments in the notes of one of the meetings, so I know the feedback is being recorded and available for all to reference. You team was put on the spot over this and handled their response very well.

Thank you
 Christine Hassett

From: Brad Haverstein
Sent: Saturday, January 30, 2021 5:22 PM
To: Allison Zike
Cc: Kurt Ahrensfield
Subject: Transportation suggestions for NE 85th station area plan

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison,

Thanks again for your presentation at Wednesday's transportation commission meeting. I have some feedback on the plan I didn't get a chance to bring up in the meeting so I thought I would send you a follow up email. I'm CC'ing Kurt so he can make sure I'm not pestering you. 😊

There were three questions in the agenda, and I have a response for each one.

What are the top three transportation related elements you like within each alternative, and would like to see incorporated into the preferred alternative?

The top three transportation related elements I'd like to see in the final plan are:

1. **Unbundling parking** - Unbundling parking can encourage residents in the study area to do more traveling via modes that don't negatively impact others: walking, biking, and public transit. I've personally experienced how well this works as an incentive to go down to a one-car or no-car household.
2. **Reduced parking minimums and implementation of parking maximums** - All the evidence we have says that this is the single most effective thing we can do to reduce dependence on private motor vehicles and help other modes be more competitive. 53-1
3. **Increased height / denser zoning near the BRT station** - In my view, the density of the surrounding area is the primary factor which will determine if the BRT station is successful. I think the height limits in alternative 3 best serve the goals of the project. 53-2

Which transportation elements best promote the project's equity goals?

I was disappointed that the impact statement did not identify any major equity differences between the three alternatives. In my view there are significant equity issues at stake:

1. **The disproportionate impact of climate change on vulnerable populations worldwide** - Kirkland residents bear a greater responsibility for climate change because our per-capita GHG emissions are much higher than the global average. 53-2
2. **The extra burden that land use and transportation in King County place on low-income residents** - In the Puget Sound region people who are not wealthy are forced to drive longer to get to work, spend more of their income and time on unavoidable commuting costs, and endure more of the air quality impacts of our transportation system.

3. **The diversity gap between Kirkland and other Eastside cities** - Kirkland is one of the least diverse cities in King County, a gap that is largely driven by housing costs and historical redlining.

53-2
cont.

The transportation elements in the action alternatives are not designed to specifically address these issues, so they aren't perfect. But in my view the following elements do the best job of moving the needle on these problems without creating equity issues of their own:

1. **Increased housing density and requiring more affordable housing units** - Inadequate housing supply is a major driver of housing prices in King County and whatever additional housing we build reduces the pressure forcing low-income residents further away from our job centers. Shifting the land use mix to provide more housing, as opposed to office space, would also serve our equity goals in my opinion.
2. **Unbundling parking** - Lower income people in our region have less access to public transportation, and so less choice about whether to drive for transportation. While other strategies to place a price on parking can unintentionally place a greater burden on auto-dependent employees in the station area, unbundling parking primarily affects people who live in Kirkland and have choices about how to get around. It can also lower housing prices since residents now have a choice about whether to pay for parking as part of housing costs.

53-4

53-5

Are the alternatives missing any key transportation elements?

There are two missing pieces that I'd like to see the plans include:

1. **Placing the alternatives in context of our GHG emission goals** - As I mentioned at the commission meeting, Kirkland has made a number of commitments to reduce its GHG emissions in the past, most recently in the Sustainability Master Plan. Just based on the impact statement it is difficult to tell which alternative(s) place us on track to meet our goals and which do not. I'm hoping staff will provide a clear briefing to City Council comparing whether each alternative puts us on track to meet our commitments.
2. **Standards for pedestrian wait times at intersections** - One of the recommendations for addressing vehicle LOS impacts at intersections was increasing use of adaptive signal timing. Adaptive signals can seem like a silver bullet, squeezing more performance out of the existing street space, but they often increase the LOS for motor vehicles by increasing wait times for pedestrians and narrowing the window when streets can be crossed, or forcing pedestrians arriving at the intersection mid-cycle to wait. I'd like to see staff establish some basic goals around how long the maximum wait times will be at intersections in the study area to make sure we don't overuse adaptive signal timing. I bring this up because there may be pressure for the city to heavily optimize the signal timings due to the significant LOS changes for vehicles.

53-6

53-7

Other thoughts

Finally, I just wanted to note that exhibits 3-65, 3-66, and 3-77 in the impact statement contain an error. In the legend the symbol for pedestrians and the symbol for bikes are swapped. Exhibits 3-66 and 3-77 were also used in the outreach survey and I noticed the typo there as well.

53-8

Thanks again for all the time you and our consultants have put into this impact statement. This is some great work and I'm really excited about some of the proposed changes. Please don't feel obligated to respond to any of these ideas specifically. I know you are getting a lot of feedback and will be busy iterating on the plan.

-- Brad Haverstein, Commissioner, Kirkland Transportation Commission

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From: Mark Heggenes [REDACTED]
Sent: Thursday, January 14, 2021 1:40 PM
To: Planning Commissioners; Allison Zike
Subject: BRT Feedback - NO on Alt 2 and Alt 3 & NO drop off in Highlands

Follow Up Flag: Follow up
Flag Status: Completed

Hello planning team,

My wife and I live in the very SE corner of the Highlands and both agree (along with FOUR other households on our street) the BRT station and proposed zoning changes are a nightmare and will destroy our lovely community. I moved from Ballard 12 years ago to avoid these exact types of density issues.

It's honestly hard to fathom why adding 10-20 story buildings (apartments) along 85th is even being considered. How does this add to the quality of life for current residents? The increased traffic and inevitable congestion will decimate the quality of life and ability to move freely in Kirkland - this is coming from someone who regularly bikes over 1,000+ miles per year and regularly walks to downtown Kirkland. Garbage, increased crime, vandalism, pollution and noise will follow if allowed.

Although a nice ideological dream, thinking everyone will ride the bus and therefore reduce the traffic congestion of people trying to use I-405 is not realistic. The proposed zoning changes will make leaving and coming home from work (or play) more miserable than it already is. We need help to reduce congestion, not add to the mess. Current residents are paying for this growth in taxes and at the expense of quality of life and loss of community. Our kids are paying for this by over crowded schools, less open space and more pollution.

My wife and I also live within half of a block of the proposed drop off location in the Highlands for the new bus stop. I am very much against this.

1. There is no parking available. With the addition of the new town homes on the corner where 116th Ave NE and 87th street meet (also the location of the proposed drop-off), the residents have soaked up the remainder of the available parking. There used to be a few spots here and there, not anymore. Where are these people going to park? In my yard? The congestion caused by people circling the few available streets near the proposed drop off will be a terrible.
2. 116th Ave NE is the only way in or out of the Highlands! How do think this will affect traffic? I'll tell you: it will be terrible. How is this even being considered? We need LESS traffic, not more.
3. The Highlands is a quiet neighborhood; the bus stop and the drop off will negatively alter this dynamic and destroy the quality of our beautiful neighborhood.
4. This is a blind 90 degree corner. Accidents will happen, guaranteed. Someone is going to be run over and the city will be sued

Please choose ALT 1 and ditch the proposed drop off in the Highlands.

Thank you,
 Mark and Victoria Heggenes

From: Matthew Sachs [REDACTED]
Sent: Thursday, February 11, 2021 9:06 PM
To: Allison Zike; Planning Commissioners; Rodney Rutherford
Cc: HNA Board
Subject: Highlands Neighborhood Association board comments on Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

The 10-person elected Highlands Neighborhood Association board has the following questions and concerns about the NE 85th Street Station Area Plan.

Is the demand for housing in Kirkland going to be satisfied by high-density housing, or is there a distinct demand for medium-density housing such as single family, ADUs, and townhomes? If people want a yard or a garden, is the high-density housing going to help with that demand and help with rising SFR prices in the city? 55-1

Do we have a confident understanding of how the different DEIS alternatives will impact housing affordability? Have we studied how density increases in peer cities, such as Bellevue, have impacted the prices for various types of housing? Are there any studies about how different approaches to density and creation of housing stock have impacted home prices? 55-2

Access to open space, to places for children to play, for people to interact with neighbors, and to do things like gardening, are important. Can we add more parks, trails, and community gardens in the North Rose Hill area as a mitigation for higher density? How about a fenced-in playground for young children like the Tot Lot? Open space can also be added to multi-story buildings in the form of Central courtyards; it doesn't all have to be parks on city owned land. 55-3

One of our board members who participated in the Kirkland 2035 planning process remembers many residents saying they "didn't want to be another Bellevue with high rises" and she is concerned about the perception of disregarding resident input. 55-4

Increasing density near transit is a powerful tool for reducing car dependence and increasing sustainability. As an alternative tool to increase density within walking distance of the STRIDE Station, have we considered a modest density increase throughout the city, spreading the load and creating a more people-scale cityscape? 55-5

Can we require developers to build to zoned density when they redevelop, instead of, for example, putting a single large home on a lot zoned for three units? 55-6

We are concerned about the potential impact of tall buildings on pedestrians, such as shadows, wind funneling, and turbulence. 55-7

Several Highlands neighbors expressed concern about commuters parking in our neighborhood to access the BRT. The draft EIS suggests that the city "Implement requirements for robust monitoring and management of parking and the TDM measures in the Study Area to ensure that people are not parking in the surrounding neighborhood to avoid these parking management measures." Based on projections that most riders will access the station via transfer from local bus, on foot, or by bicycle, this may not be a problem. However, we ask that the city monitor the parking situation in the Highlands neighborhood and work in partnership with impacted neighbors should street parking in the Highlands become problematic. 55-8

In order to encourage people to access the station by bike, and thus reduce carbon impacts and parking and traffic problems, please work with Sound Transit to provide a secure and weather-protected bicycle parking 55-9

facility, either on Station property or city property. Sound Transit's BikeLink on-demand lockers are one approach to consider. The facility should include accommodations for electric and cargo bikes. 55-9 cont.

Can we get any useful data from our experience with the 124th St Transit Center in Totem Lake? What have we learned from the growth that has taken place there? 55-10

I'm concerned about the mismatch between housing and jobs in these proposals. If there are too many jobs for the number of households, where will all those extra people live? It creates more pressure on housing prices. It seems to me that the average household can support two jobs. 55-11

Alternative 1: up to 2,782 households and 10,859 jobs = 4 jobs per household

Alternative 2: up to 8,509 households and 28,688 jobs = 3.4 jobs per household

Alternative 3: up to 10,909 households and 34,988 jobs = 3.2 jobs per household

The Kirkland Comprehensive Plan calls for a 2035 growth target of 8351 units (VII.7 "Housing Goals", "Housing Supply"). Under Alternative 3, a net additional 8127 units compared to Alternative 1 will be created just within the Station Area. Does that level of growth concentrated in Kirkland align with the goals of the Comprehensive Plan, as well as larger regional goals? 55-12

The Cascadia Vision 2050 document (https://connectcascadia.com/wp-content/uploads/2020/09/Cascadia-Vision-2050_Published.pdf) suggests the following model (p14-15) to sustainably accommodate growth in the region: 55-13

- "hub cities in currently underdeveloped areas within Cascadia" "built on underdeveloped land 40-100 miles from urban cores" with "dense housing for 300k-400k people" and "200k jobs";
- "an additional 800k people in Cascadia's existing mid-sized cities". (In order to accommodate this without an unsustainable level of car commuting, the report calls for "more jobs within the mid-sized cities themselves" and "a transit option that is both more convenient and more sustainable than driving".)

How much of this projected growth should Kirkland absorb?

We look forward to working further with City staff to create a Station Area Plan we can all feel good about.

--The Highlands Neighborhood Association board, [REDACTED]

From: Matt Holle [REDACTED]
Sent: Tuesday, January 5, 2021 4:09 PM
To: Allison Zike
Subject: RE: NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

Thank you Allison.

Regarding **this**, yes, please include my comments as part of the DSEIS record.

Thanks again.

-matt

From: Allison Zike <AZike@kirklandwa.gov>
Sent: Tuesday, January 5, 2021 1:39 PM
To: Matt Holle [REDACTED]
Subject: RE: NE 85th Street Station Area Plan

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, anticipated impacts, and mitigation measures. 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 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, and the DSEIS will be available on the webpage after publication. Advance registration for the workshop is required. Please feel free to forward this email, or the attached poster, to your community members.

Thank you, and please feel free to send along any further comments or questions.

Allison Zike, AICP | Senior Planner
 City of Kirkland | Planning & Building Department
azike@kirklandwa.gov | 425.587.3259

From: Matt Holle [REDACTED]
Sent: Wednesday, December 16, 2020 11:54 AM
To: Allison Zike <AZike@kirklandwa.gov>
Subject: NE 85th Street Station Area Plan

I'm am strongly against any of these proposed zoning changes.

We chose to opt out of light rail (on the cross-Kirkland corridor) while both Redmond and Bellevue did not. These cities should be the default locations for large business facilities, and Kirkland should be a housing community.

-matt

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From: Jeffrey Hoyt [REDACTED]
Sent: Monday, February 15, 2021 7:59 AM
To: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
Cc: Brian Granowitz
Subject: Fwd: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

To all concerned parties,
 I strongly agree with all that Mr. Granowitz shared in his email below. My neighbors and I didn't purchase our homes expecting that zoning would be changed to allow for taller buildings and increased density of commercial use buildings. Not only will this create "canyons of darkness" in our residential neighborhood, but the proposed zoning change will impact residents negatively on several fronts. There is no upside to this proposed change for those of us that live in the area Mr. Granowitz references in the letter below.

Best regards,
 Jeffrey J Hoyt
 [REDACTED]

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

From: Brian Granowitz [REDACTED]
Date: Sun, Feb 14, 2021 at 2:12 PM
Subject: Feedback on the SAP DEIS from Brian Granowitz, Kirkland resident - Please don't ruin our neighborhood
To: azike@kirklandwa.gov <azike@kirklandwa.gov>, jmcman@kirklandwa.gov <jmcman@kirklandwa.gov>, PlanningCommissioners@kirklandwa.gov <PlanningCommissioners@kirklandwa.gov>, CityCouncil@kirklandwa.gov <CityCouncil@kirklandwa.gov>, psweet@kirklandwa.gov <psweet@kirklandwa.gov>, abolen@kirklandwa.gov <abolen@kirklandwa.gov>
Cc: Brian Granowitz [REDACTED]

The following is a duplicate of Letter 44

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.



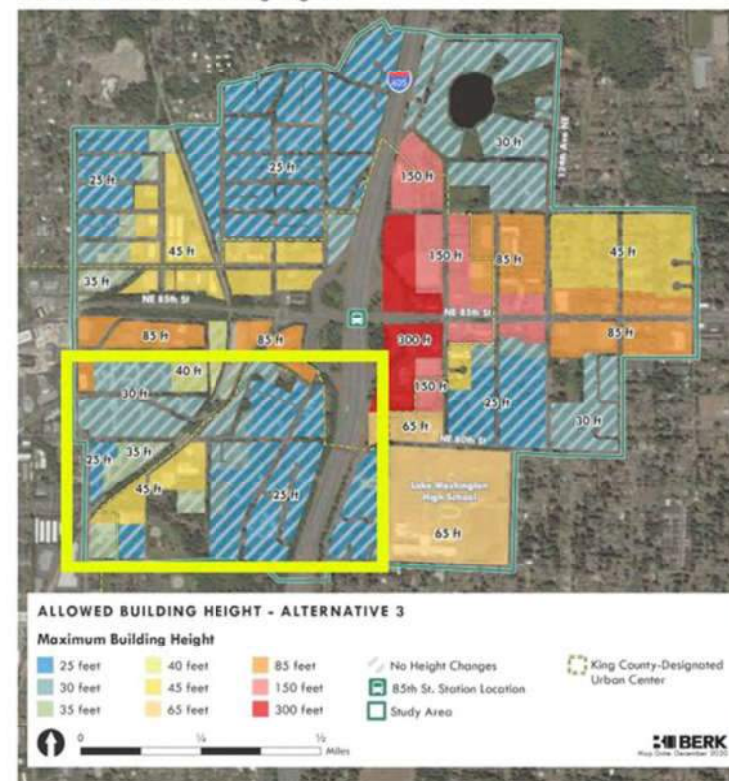
For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

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



Sources: 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.

Letter 58

From: S Hurst [REDACTED]
Sent: Sunday, February 14, 2021 7:14 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Kirkland does not need any more tall buildings. What Kirkland needs is more green space with plenty of pedestrian and bicycle access. Please ensure that future generations can enjoy public spaces and more green areas!

Thanks and best,
-Stephanie Hurst

From: [REDACTED]
Sent: Sunday, January 17, 2021 2:54 PM
To: Allison Zike
Cc: [REDACTED]
Subject: 85th St. plan
Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison,

I have attended the 1-7 and the 1-14 zoom sessions of this 85th plan. I have the following questions.

I know you are very busy, but hopefully can answer these things that I don't understand.

I have assumed that both of these sessions were orchestrated by Sound Transit as informational to both the public and to the planning commission. IF this is in error, please advise.

1. Why does the plan negate the already in place neighborhood plans for North and South Rosehill which addressed growth and zoning. And which was supposedly in place till 2035? This took time from staff and community and was well thought out. And why is Sound Transit involved in Kirkland neighborhood planning?

59-1

2. This new plan does not in anyway take into account the already in place building and growth that currently exists with the Madison and Continental Divide plan and those in place for South Rose Hill. All NRH growth is already impacted by the Totem Lake condo's and apartments as well as the upcoming Revel and other projects. 20 story buildings are best left to Bellevue. What a novel idea to provide mixed housing in the form of duplex, cottages, single family homes, and low rise apartments all situated together in the same area instead of rows of high rises with commercial lead in's as the ground floor occupants.

59-2

3. What possible reasoning is in place if we choose Alternate plan 1 to do with health food options? And assumes, alt #2 and 3 is enhancing this? This statement is very off putting to a lot of folks. And makes no sense.

59-3

4. Why is there no plan for parking for those interested in using the 405 interchange. Neighborhoods are unable to absorb this.

59-4

5. I am unable to access the survey from the link given at these meetings. Could you give me the right link? Thanks

6. What benefits will there be specifically toward senior populations? Bike paths and walking paths designated do not particularly impact older populations who do not use them. Ease of accessing downtown Kirkland and the park systems is a priority. The complicated maps for navigating access are not well understood.

59-5

Appreciate the time and thought given to involve public input.
Kathy Iverson

From: John Janssen [REDACTED]
Sent: Tuesday, January 12, 2021 8:54 PM
To: Planning Commissioners; Allison Zike
Subject: Station Area Plan - comment on projected peak traffic delays

Follow Up Flag: Follow up
Flag Status: Completed

Based on this document ->
 Kirkland NE 85th St Station Area Plan and Planned Action DEIS
 Page 60
 Exhibit 1-19. Alternative 2 and 3: 2044 PM Peak Hour LOS and Delay, With and Without Mitigations

Comment -
 The majority of intersections listed in the exhibit indicate a service level of F, even with improvements, for both Alternatives 2 and 3. Such extended traffic delays sound horrible, and a complete gamble to bank on currently neither proposed nor analyzed possibilities that might lead to better than nasty results. By comparison, Alternative 1 looks far less bad, and I assume safer (or less unsafe, depending on perspective). What weight does the city give to projected safety and lack of traffic jams vs. increased density?

Regards,
 John Janssen
 [REDACTED]

From: JILL KEENEY [REDACTED]
Sent on: Thursday, February 18, 2021 11:48:21 PM
To: azike@kirklandwa.gov
Subject: NE 85th rezone

Ms. Zike,
 Kirkland does not need more massively tall buildings and so I object to Alternatives 2 and 3 of the NE 85th St. rezone. Our city is getting more and more shade due to tall buildings already being constructed particularly along Central Ave which then create traffic 'tunnels' due to the tall buildings. As a resident of the north end of the Everest Neighborhood this proposed rezone directly affects my neighborhood. We have a few condos and apartments at the north and south ends of our neighborhood. None are excessively tall or imposing. They blend well with the single family homes nearby.

I am, in my modest 2000 square foot house, already surrounded on three sides by five huge houses of 3000 to 4000 square feet of floor space and 10 foot ceilings. I do **not** support the construction of 45 to 85 foot tall buildings but the current 35 foot height limit.

Jill Keeney
 Everest Neighborhood

From: Erika Klimecky [REDACTED]
Sent: Saturday, January 23, 2021 5:15 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

Greetings,
 I've lived in the Totem Lake area of Kirkland, For 29 years and have comments and concerns about the plan for the 85th St. Station area plan.

Most of my concerns revolve around building size, building height, and environmental impact. I believe the area inside the urban development area is the only space that should allow buildings to be as high as proposed. I would also caution building anything higher than the 405 bridge deck, as that really wrecks the view to anyone passing through the area, as well as local residents and pedestrians/ drivers on 85th. As long as buildings stay below the bridge deck, I don't have a problem with it. The idea of driving through high rise buildings next to the freeway is neither visually appealing nor appealing for environment or health reasons for the people living in those apartments.

62-1

I believe the proposed area for tall buildings is far too broad. I believe it should stay inside the designated urban area. The plan proposes to put 12-story buildings right in the middle of five residential areas, which I don't believe is beneficial to anyone, and does not reflect Kirkland's current identity.

I do think that 2 to 4-story high density mixed use buildings are great idea, specifically if it is close enough to the transit station for residents to walk to it. Especially if it encourages reasonable parking spaces for the shops that go in the lower levels. especially if the shops that go in the lower levels serve the people that live in the next juice area. Grocery stores, barbershops, exercise, etc. Both Juanita, and new Totem Lake developments put a ton of surface parking as first priority, rather than green space. I would encourage tiered level parking rather than more miles of pavement.

62-2

62-3

My environmental concerns are several:
 The swampy area behind Costco is not suitable for building, from what I know. I would hope that space gets used to make a large flood-free public green space for the community.

62-4

I would hope that for every tree that's taken down, five are replanted in its place.

62-5

I would hope that for every square foot of pavement that is added, and equivalent green space is also added.

The amount of pavement that will be added during this project seems pretty large. Water runoff down into the neighborhoods is a concern. And maintaining green spaces is an even larger concern. We tend to lose a lot of trees and green space when these projects go in, I think that's a huge detriment to Kirkland.

62-6

My final two thoughts are this:

1) Construction of this specific project had better solve and vastly improve traffic flow in that corridor. Adding thousands of residents without consideration of how much more traffic will be created, defeats the purpose of putting in the station.

62-7

2) Construction time should be as rapid as possible, since current traffic issues on the 405 / 85th interchange is already terrible. Any construction will completely destroy vehicle flow for the entire city for the duration of the construction project. Please, please take the duration of construction into consideration for whichever plan is put into place.

62-7

Thank you for considering these ideas.

-Erika Klimecky

From: Teri Lane [REDACTED]
Sent: Sunday, January 24, 2021 4:32 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

I think the City of Kirkland has the wrong proposals being presented.

According to the Growth Management Plan, growth begins in the inner city and works its way outward. Before the City builds 20 story buildings along I-405, in the worst air in the area, they should first allow 20+ story buildings in the downtown area. Perhaps by 2050 or after, the growth from the downtown area may finally reach the I-405 area. The Rose Hill business and residential areas should remain as they are. They work well and businesses are thriving. The City should be rezoning downtown and focusing the growth there. The newly proposed bus station at NE 85th should be a "transit hub" for the immediate kirkland area. Employ the "Rapid Ride" program for the downtown and rose hill areas to access the NE 85th St bus station which has no parking (the station would be more successful WITH commuter parking!).

63-1

63-2

63-3

63-4

The City needs re-evaluate their thinking. WE don't want 20-story building on the freeway! How ridiculous!

Please don't ruin the wonderful Kirkland area. We love our community "as-is". We don't need growth to the ninth degree in Kirkland today. Save growth for future generations!

Thank you!

From: [REDACTED]
Sent: Wednesday, February 17, 2021 8:17 PM
To: Brian Granowitz; Rodney Rutherford
Cc: Allison Zike; Jeremy McMahan; Planning Commissioners; City Council; Penny Sweet; Amy Bolen
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

Hello,

I am in strong agreement with Mr. Granowitz's comments below, opposing the Station Area Plan. I live and work in Kirkland and am concerned about the possibility of taller buildings going in—particularly concerned about increased traffic, not being able to see the sky because of tall buildings, and the overall changes in the character of the neighborhood. Enough tall buildings already.

64-1

Thank you,
 Leah Lang

Sent from [Mail](#) for Windows 10

From: [REDACTED]
Sent: Monday, February 15, 2021 1:04 PM
To: [Rodney Rutherford](#)
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

Duplicate of Letter 44

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 forced 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]

2

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,

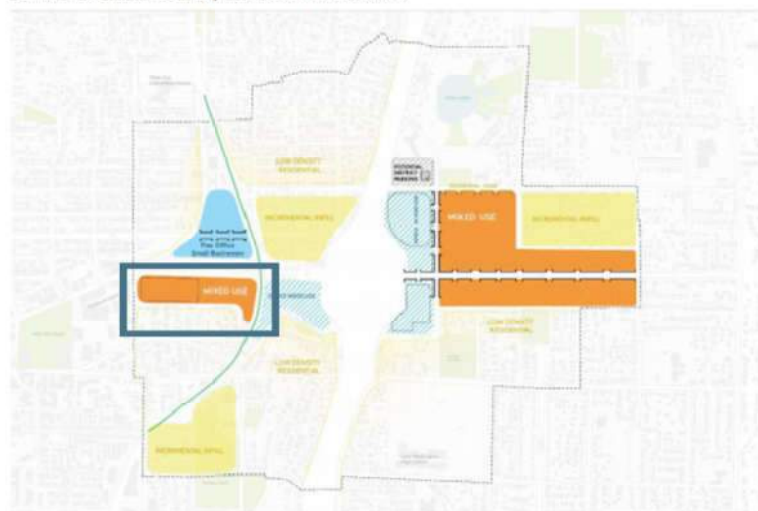
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Both alternatives 2 and 3 call for rezoning PLA 5A, B, C, & D, highlighted below, changing the largely residential area of the Moss Bay neighborhood to mixed use, and substantially increasing the allowable heights of the buildings, currently 30 to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

3

Exhibit 1-5. Growth Concept for Action Alternatives



Source: Milburn, 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.



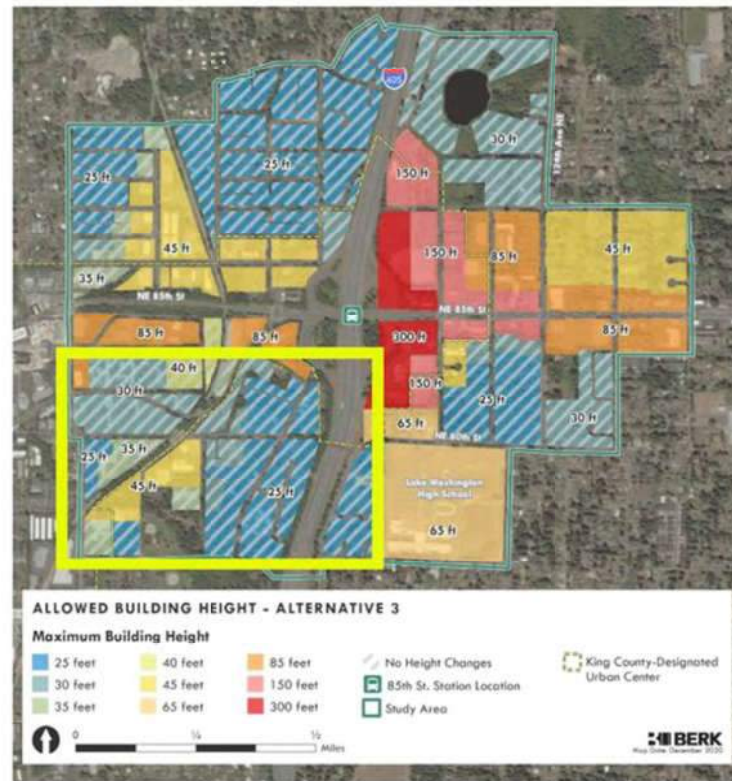
For office buildings in our zones, primarily on 6th St, such as the Tableau\FileNet building at 720 4th Ave, their existing zoning\height is enough. The residential residents in our Moss Bay neighborhood don't want tall building pushing into our neighborhood, creating canyons of darkness.

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 . . . "

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Exhibit 1-10. Alternative 3 Building Heights



Source: Mithun, 2020.

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

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.

From: [REDACTED]
Sent: Monday, February 15, 2021 1:30 PM
To: Allison Zike
Subject: 85th and 405

Follow Up Flag: Follow up
Flag Status: Flagged

I would lime nothing done to the area where 85th and 405 meet. The traffic is bad already!

65-1

Sent from Xfinity Connect Application

2/14/21

City of Kirkland Planning and Building Department
Allison Zike AICP Senior Planner and Planning Commissioner

RE: Comments on draft EIS for NE 85th Street Area Plan

Dear Ms. Allison Zike and Planning Commissioners:

This letter is in response to the portion of your plan to rezone the four homes on the North side of Ohde Avenue. My wife and I strongly disagree to the rezone of our property at 11516 Ohde AVE and in discussions with our neighbors who are also affected by the changes you are proposing, they are also of the same opinions and do not want the proposed rezone. This change as discussed with our neighbors Syd and Margaret France is that the lasts information is that the residential zoning will remain, however the height limit ordinance will be changing substantially.

66-1

I am a retired contractor who constructed 400-500 homes per year, along with large condos/apartment complex. Your plans to me suggest that the change in height leaves an open door in the future for condo's and/or apartments. This also suggest the same or similar situation will come to light in the future, which none of us living on the north side of Ohde AVE want to happen to our homes or neighborhood.

Our home has been a family home for 4 generations, we as well as our neighbors Syd and Margaret intend to pass on our properties to our children. I want to strongly suggest that you please leave the integrity and continuity of our property's and the Everest Neighborhood as is and respect what goes on here that makes The Everest Neighborhood an appealing place to live, hopefully for many more years.

66-2

Thank you for your time and attention to this matter and I look forward to hearing from you.

Respectfully,

Jim and Sandy Lazenby

[REDACTED]

February 18, 2021

VIA ELECTRONIC MAIL

Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, Washington 98033

Re: Kirkland NE 85th Street Station Area Plan and Planned Action
Comments on Draft Supplemental Environmental Impact Statement

Dear Ms. Zike:

We are writing on behalf of Lee Johnson Automotive Group to provide comments on the Draft Supplemental EIS (DSEIS) for the Kirkland NE 85th Street Station Area Plan and Planned Action (the "Station Area Plan"). The Station Area Plan is a forward-looking planning effort designed to take best advantage of the regional investment in Bus Rapid Transit (BRT) and the planned station at the I-405/NE 85th Street interchange, as well as promoting a more pedestrian-oriented and sustainable future for the City of Kirkland and the community. We applaud the City's efforts in connection with this important planning effort.

In general, we believe that the DSEIS is a comprehensive and thoughtful review of the possible environmental impacts associated with the Station Area Plan. Our comments are more in the nature of suggested refinements or clarifications of the document, not a criticism of it. We would look forward to our comments being considered in the preparation of the Final SEIS.

As an initial matter, we strongly endorse Alternative 3 presented in the DSEIS. Alternative 3 provides the best opportunity to capitalize on the regional investment in BRT high-capacity transit coming to the area, and to support the connectivity, pedestrian and sustainability goals outlined in the DSEIS. The 85th Street BRT station will be the only high-capacity transit station in the City of Kirkland and the community that develops immediately around the station will survive for generations. The City should ensure that this development is sufficiently robust to make the best long-term use of this unique transit opportunity.

For ease of reference, we have organized our comments by page number in the DSEIS. Our comments are as follows:

February 18, 2021
Page 2 of 5

Page	Issue	Comment	
1-5	Objectives	We suggest that the objectives of the Station Area Plan (and thus of the SEIS) should include the transit-oriented development goals that form the centerpiece of the plan, based on the planned BRT station and enhanced connectivity throughout the planning area and downtown Kirkland.	67-2
1-10	Alternative 2	We note that building height and number of stories will depend upon the nature of the development. A 150-foot-tall office or R&D will have floor-to-floor heights in the 13-foot to 16-foot range, thus resulting in a building that may be 9 to 11 stories. On the other hand, a 150-foot-tall residential building may have 10-foot floor-to-floor heights, resulting in a building that is about 15 stories. Within a form-based code, a reliance on building height provides more clarity than a reference to number of stories, which will vary.	67-3
1-12	Alternative 3	Same comment.	
1-21 1-26	Blue Street	While the concept of a Blue Street on 120 th Avenue NE reviewed in the DSEIS might provide both practical and symbolic sustainability benefits, we think it is inappropriate in the context of a planning area EIS to adopt such a prescriptive approach to stormwater infrastructure. The goals promoted by the Blue Street concept may be met by a variety of other alternative implementation strategies, and we suggest that such alternatives be explored in the Final SEIS. We also note that the proposed location of the Blue Street may seriously conflict with the capacity requirements of 120 th Avenue NE to serve critical mobility needs for bicycles, pedestrians and vehicles in the densest portion of the planning area. The DSEIS does not address this potential locational conflict.	67-4
1-23	Greenhouse Gases	The Final SEIS should discuss the regional greenhouse gas reduction benefits of locating jobs and housing near a high-capacity transit station. This central goal of the Station Area Plan will itself provide these important benefits. Similarly, in the transportation context, the Final SEIS should discuss the corresponding reduction in vehicle miles traveled in this connection (see page 3-3).	67-5
1-31	Housing	The DSEIS should note that larger residential units and commercial unit flexibility can be achieved by means other than prescriptive requirements. For example, Seattle has successfully implemented incentives in its downtown zoning to promote larger units without having to resort to mandates. The DSEIS should acknowledge that such incentives may be successful and encourage the decision-maker to consider a menu of such options.	67-6

1-34	Aesthetics	The I-405/NE 85 th Street interchange serves as an important gateway to the City of Kirkland. In such a location, the development of larger-scale iconic buildings can provide an important gateway element at the skyline. This may provide an important positive aesthetic impact of the structure heights considered in Alternatives 2 and 3.	67-7
1-35	Land Use Transitions	The use of height transitions to mediate between zones of different scale is a familiar urban design strategy. The Final SEIS should acknowledge that the plan alternatives provide such transitions across the plan area, not necessarily on particular development sites. Especially on the highest-density parcels closest to the BRT station, imposing such transitions on a parcel itself would only serve to compromise the TOD goals of the Station Area Plan.	67-8
1-36	Transportation	Although the DSEIS does acknowledge that its transportation analysis squeezes an extra 9 years of projected growth (out to 2044) into the 2035 horizon year of the BKR model, we think that this important and highly conservative approach should be further emphasized in the document. For example, it would be useful to qualitatively characterize the magnitude of this 9-year difference and discuss how that would reduce projected impacts at all studied intersections. This comment also applies to the discussion at page 3-142.	67-8
1-39	Transportation	The Final SEIS should note that a key transportation mitigation element of the Station Area Plan involves the location of new job and housing density near a BRT station. This strategy will inevitably serve to substantially increase the transit mode split, as compared to the No Action Alternative. This comment also applies to the discussion at page 3-135.	67-9
1-43	Adequacy Standards	The DSEIS alludes to the potential for modifying transportation adequacy standards for the planning area, such as in other areas in the region served by high-capacity transit. We believe that such changes will be required to realize any of the action alternatives, and the DSEIS should discuss programmatic changes to such adequacy standards that reflect the plan emphasis on a broader variety of mobility modes, rather than the present-day focus on vehicular level-of-service at intersections. In this regard, it would be appropriate for the Final SEIS to discuss such alternative means of evaluating mobility adequacy in light of the plan goals. This comment also applies to the discussion at page 3-135.	67-10
1-44	Mix of Land Uses	The Station Area Plan assumes that an appropriate mix of residential and commercial land uses may occur across the entire plan area, and not just on individual sites. This point should be acknowledged in the Final SEIS.	67-11

2-2	Planned Action	The Final SEIS should note that the planned action approval would also specify full mitigation measures for qualifying projects.	67-12
2-13	Density Amenities & Benefits	A frequent planning strategy is to provide for a base level of density and to allow "bonus" density above the base to be achieved by various pedestrian amenities, affordable housing, achievement of sustainability goals, open space and the like. We suggest that the Final SEIS also review such a planning structure for the Station Area Plan. For example, under Alternative 3, these amenities could be used to "earn" the development rights for the density component between 225 feet and 300 feet of height.	67-13
3-101	Aesthetics	As referenced in the DSEIS, the use of upper-level structure setbacks is one strategy to diminish apparent scale, but such setbacks will not be effective given the height of buildings contemplated in Alternatives 2 and 3. For taller buildings like these, area-wide scale transitions can occur across the planning area (see comment above), while the human perception of scale will occur in the pedestrian zone. The Final SEIS should focus some evaluation of pedestrian-level measures to enhance the human scale of structures, rather than building setbacks. This same comment applies to the discussion at page 3-111.	67-14
3-111	Plans & Policies	The Station Area Plan contemplates a type of development, including pedestrian and transit mobility and sustainability elements, that goes well beyond existing planning documents for Rose Hill. This is appropriate, given the advent of regional BRT service to the planning area. The Final SEIS should acknowledge that the Station Area Plan requires a new approach to planning policies and design guidelines for this new planning area, independent of existing plans and policies, and clarify that this new approach will update the existing policies within the planning area.	67-15
3-165	TDM	The DSEIS notes the substantial mitigation benefits offered by the adoption of TDM measures in the planning area. It would be helpful to characterize the scale of beneficial impact at intersections that might be achieved through such TDM measures, even if only qualitatively.	67-16
3-166	Jobs/housing balance & phasing	We suggest that a "jobs/housing balance" within this planning area is unlikely to increase the assumed trip capture rate given the size and location of this planning area; such effects are more likely to be seen in very dense downtown areas. It is more likely that the enhanced connectivity provided by the pedestrian and bicycle connections contemplated by the Station Area Plan, as well as the new BRT station, will contribute to that goal at a broader scale. see 3-182. We also note that it would be beneficial for the Station Area Plan to emphasize and incentivize the near-term development of office	67-17

February 18, 2021
Page 5 of 5

		and commercial uses in the planning area. Those uses will tend to generate greater tax benefits for the City, and those funds can be used to invest in additional services and infrastructure for the planning area.
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67-17
cont.

We appreciate the opportunity to provide these comments.

Sincerely,


John C. McCullough

cc: Lee Johnson Automotive Group

Letter 68

From: Patty Leverett [REDACTED]
Sent: Monday, February 15, 2021 6:45 PM
To: Allison Zike
Subject: Everest rezones for the N.E. 85th St. Sound Transit bus stop process

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing as a long time (42 years;) resident of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion of 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.

68-1

It is an intrusion into the neighborhood in a way that current land use policies expressly say are not to occur. We believe the current height limit for the LI zone is 35 feet; there is no good reason to change that and negatively impact our charming residential community.

Thank you in advance for your thoughtful consideration. We love Kirkland and hope to remain living here for a long time!!

Respectfully,

Patty Leverett [REDACTED]
[REDACTED]

From: Andy [REDACTED]
Sent: Thursday, February 4, 2021 11:23 PM
To: Allison Zike
Subject: Feedback for BRT project

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison

Thanks for sending us the notice paper at our front door. We are living in 87 street near Kirkland Corridor. We are very excited about this project as we all work in Bellevue. So BRT station will benefit us for sure.

We are also very excited on the rezone plan, we have some questions/commons:

1. we have some concern on the building height planning for those area.

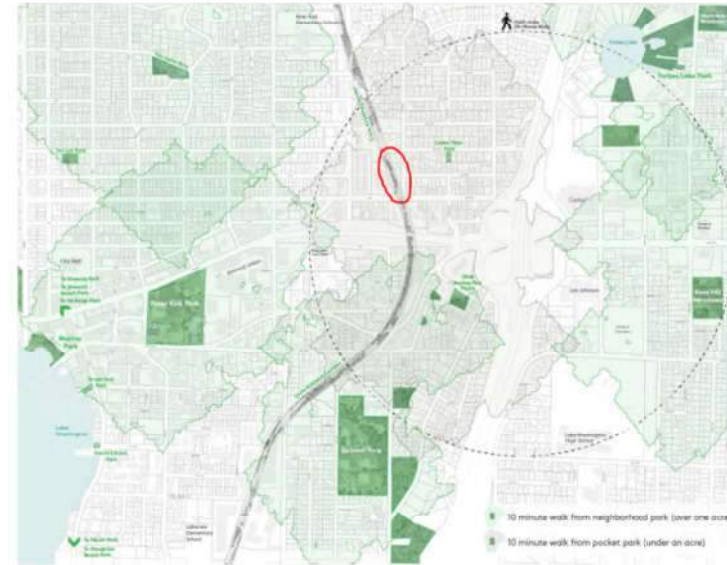


45ft is ok for the builder down the hill new downtown area, but for the build such as mcleod autobody or paint sundries solution, they are at uphill. if that build changed to 45 ft. I'm afraid our lake view will be blocked(because we can't reconstruct our house, although the planning also increase the height limit). please double check on that.

Meanwhile, I also hoping this area can be rezone to **non industry use**. hope in the future, it allows tech company to acquire this land. Besides, current industry brings too many engineering truck or 18 wheel which bring road noise.

2. for open space:

Could you please consider to change this red circle area into a public park? currently, here has some open space and has high pedestrian traffic, as you can see, highlander area are lacking of open spaces. A park with slide or zipline should be ideal to this park. Currently, this place are badly planned.



69-1

69-2

69-3



3. add sound barrier wall to 85 street and 405.
we hope that the 85 street to the west of i405 can install a sound barrier wall. We measured the noise on the corridor, the noise can still be heard on 110 AVE. most of the noise is came from 85 Street.

3

69-4



Same thing to 405, Although 405 have sound proof wall. but on top of the bridge, there is no sound proof wall. We are hoping with the BRT station developing, a sound proof wall can be installed on top of the bridge.

69-4
cont.



4

Overall, we are strongly support solution 3 as it will bring more job and business opportunity thus benefit the house price.

69-5

Thank you for all the work!
Andy



Support Services Center
15212 NE 95TH Street • Redmond, WA 98052
Office: (425) 936-1100 • Fax: (425) 883-8387
www.lwsd.org

Letter 70

February 19, 2021

VIA EMAIL

azike@kirklandwa.gov

Allison Zike, AICP
Senior Planner, Planning and Building Department
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

RE: LWSO Comments on Draft Supplemental Environmental Impact Statement for the NE 85th Street Station Area Plan and Planned Action

Dear Ms. Zike:

The Lake Washington School District (the "District") submits these comments regarding the Draft Supplemental Environmental Impact Statement ("DSEIS") for the Kirkland NE 85th Street Station Area Plan and Planned Action (the "Proposal"). The District's boundaries include the Proposal area and nearly all of the City of Kirkland. The District has concerns that the alternatives analyzed in the DSEIS do not adequately mitigate impacts to address school capacity, particularly given that most of the District schools in this area are currently or will soon be overcapacity. As detailed below, additional mitigation beyond the collection of school impact fees and height increases at Lake Washington High School ("LWHS") as contemplated in the DSEIS is needed to ensure that school capacity is available to serve the Proposal.

The District is the fastest growing school district in King County and one of the fastest growing districts in the state.¹ Enrollment growth has resulted in current or projected overcrowding in many District schools, including those in Kirkland and serving Kirkland-resident students, and the need for additional schools to serve projected future growth. The District is working hard to address existing school infrastructure needs in a rapidly growing environment but will be unable to solve this problem without access to new building sites in growth areas. These challenges will only be exacerbated by the increased growth contemplated by the Proposal.

Student Generation Rates and LWSO Service Area Data:

To ensure the SEIS accurately captures the impact the Proposal will have on the District and its ability to serve student needs, the DSEIS should be revised to reflect the

70-1

¹ See District, Six-Year Capital Facilities Plan 2020-2025, at 3 (adopted June 1, 2020), available at <https://resources.finalsite.net/images/v1611169199/lwsdorg/apu1xko2y2ms4pn2lvif/LWSDBoardAdopted2020-2025CFP.pdf> ("2020 CFP").

most accurate and current data from the District. The DSEIS uses outdated data from the District's 2019 CFP and potentially inaccurate assumptions and data from the Office of Superintendent of Public Instruction.² In particular, the DSEIS (Exhibit 3-97) should start with the District's most current student generation rates in the District's 2020 CFP. However, even use of this data must be qualified for the Proposal and considered highly conservative.

70-1
cont.

The projected student counts in the DSEIS, even if updated to reflect the District's 2020 student generation rates, likely understate the actual number of students that would be generated by the Proposal. The District's multi-family student generation rates are low relative to adjacent districts, in part because the District has not historically (and particularly in recent years) experienced much multi-family product of the kind contemplated by the Proposal. We expect that average student generation from multi-family units will increase in the coming years as multi-family units are constructed at a greater frequency than single family units and are built with more bedrooms, thus providing a more affordable and attractive housing option for families than single-family homes in the area. That has been the case in adjacent districts with a greater diversity of demographic multi-family units. For example, Issaquah School District, which is adjacent to the District and demographically similar, has student generation rates for multi-family development at the rate of 0.461 (for grades K-12).³ In contrast, the District's current generation rate for multi-family development is 0.151.⁴ We also know that townhomes are starting to generate more students on average than typical stacked apartment or condo units. In addition, if any units will be designated as affordable housing, these likely will generate significantly more students than the average. We request the City estimate the units by type (apartment/condo, townhome, affordable housing, bedroom count, etc.) so that we can better estimate the number of students anticipated. The SEIS should include this updated estimate when considering both impacts to school facilities and necessary mitigation.

70-2

Other District-specific information cited in the DSEIS, such as school summary data and current school capacity surplus/deficiency information, does not appear to us to be accurate based upon current information. We are working, at the City's direction, with the City's consultant to provide accurate information for use in the SEIS. This SEIS should incorporate this information to accurately reflect the District's current capacity and service data.

70-3

School Mitigation:

The District appreciates the City's ongoing concern for school capacity needs and that the DSEIS acknowledges the need to mitigate the Proposal's impacts to schools. As the DSEIS recognizes, we will continue to need growth to pay its fair share for growth-related school capacity through the City's collection of school impact fees from new housing units. And, to more efficiently use the scarce property available for school development, we also need more flexibility in local zoning codes such as the ability to build higher. However, we

70-4

² See, e.g., *id.* at 3-174-178, 3-184.

³ Issaquah School District No. 411, 2020 Capital Facilities Plan, at 11 (adopted May 28, 2020), available at http://apps.issaquah.wednet.edu/documents/events/1158/5-28-2020%20CFP%202020_FINAL1.pdf.

⁴ 2020 CFP at 8, Appendix C.

are concerned that the mitigation contemplated by the DSEIS—continued collection of school impact fees and height increases at LWSH—does not alone appropriately mitigate the impacts of the Proposal on school infrastructure. The addition of 6,600 to 9,000 dwelling units, under either Alternatives 2 or 3, will require new school spaces at all grade levels. The District's biggest challenge currently is finding developable land for new school capacity in the areas of our District where growth has already occurred and is planned for the future—like that in this Proposal. We see this as an opportunity for us, as government partners, to work collaboratively so that needed schools are sited and constructed concurrent with the development contemplated by the Proposal.

70-4
cont.

While we appreciate and support proposed height allowances for the LWSH site, this in itself is likely an inadequate measure, especially in the near term. The current structural condition of LWSH likely is unable to sustain additional height without a complete rebuild of the newly remodeled school. An alternative could be to build new structures on the site which could be used to add capacity or for programs separate from the existing high school. The viability of either alternative is likely extremely limited by site challenges and expense for related parking requirements. Nonetheless, to preserve future opportunities to provide for intensification of the LWSH site for school purposes, the City should consider, in addition to height increases, other zoning code changes such as allowing decreased setbacks and increased impervious surface limits. These changes, while likely not addressing immediate capacity needs, will allow for future development flexibility at the site.

70-5

The SEIS should include an additional mitigation measure to address P-12 capacity to serve the Proposal. There is a current significant need for an elementary school in this area that will only grow with the anticipated new students under either Alternative 2 or 3 of the Proposal. The District is unaware of available, buildable land for this purpose and, as described above, it is unclear if the LWSH site could satisfy a portion of this need even with further zoning changes. To address these impacts, the SEIS should consider the provision of future school sites as a part of permitted development. This concept could include identifying or securing a future building site as a condition of private development contemplated by the Proposal or phasing development so it keeps pace with actual school funding and construction. The District anticipates that it will need an average of 145 square feet of buildable space per student based on current programmatic service standards. For purposes of financial and programmatic feasibility, this space must be cumulative versus piecemeal. The District is amenable to nontraditional school models to address these overcapacity issues, including, for example, a multi-grade (P-12) standalone tower concept. The District would welcome the opportunity to discuss further with the City what nontraditional approaches might be workable on any buildable sites that the City identifies within the Proposal's geographic area.

70-6

Other Comments:

The District understands that the DSEIS contemplates robust traffic mitigation as a part of the Proposal. Adequately planned access in and around the area within the Proposal is critical for purposes of serving, versus burdening, any new school infrastructure needed in response to permitted new development. In addition to this planning, the District requests

70-7

consideration of whether parking areas associated with the Station can be accessible and utilized by school buses serving the area.

70-7
cont.

In sum, the Proposal, allowing for more intensive development than that currently planned for, could significantly impact the District's existing capacity challenges and further compromise our ability to support the City's permitted and planned growth. We appreciate our ongoing partnership with the City and welcome the opportunity to be part of the planning process and provide additional information on how the proposed changes impact the District as the City moves forward.

Sincerely,



Brian Buck
Executive Director, Support Services

Letter 71

From: Janice Lyon [REDACTED]
Sent: Thursday, January 7, 2021 10:37 PM
To: Allison Zike
Subject: Sound Mitigation and Building Height Question

Follow Up Flag: Follow up
Flag Status: Completed

Thanks for the public comment today...very enjoyable.

In reviewing proposal 2 and 3, which allow for building heights of 150 to 300 feet on the east side of the freeway, I'm concerned about both the **view corridor** to the **east** (looking from the Highlands to the cascades) and the impact that tall buildings on one side of the highway will have on impacting sound magnification from the freeway. It seems reasonable to assume that a one-sided wall created by tall buildings will amplify sound reverberating to the west and into the Highlands neighborhood. Freeway noise is already substantial in the Highlands and much of it is actually generated from the area near the 85th street cloverleaf.

71-1

71-2

Can you tell me if sound studies have been done to ascertain the impact of each proposal on the volume of freeway noise?

Lastly, we did not get to all the questions during the breakout session, one of which I believe was a discussion on building height closer to 85th street. Is there discussion of having taller buildings closer to 85th and tapering down as you get closer to Forbes Lake?

71-3

Thanks for your help,

Peter and Janice Lyon
[REDACTED]
[REDACTED]

From: David Macias [REDACTED]
Sent: Sunday, February 14, 2021 5:37 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

I support the idea all construction in the Plan area be required to be 100% electric and net zero energy and that existing buildings in the area be provided a strong aggressive energy retrofit and electrification program. 72-1

Also, I think the 10% and 20% accommodation for EV parking is too conservative given the possibility of greater EV sales from Detroit's awakening to the market opportunity and local family income levels. 72-2

Finally, it's probably safe to say commuter workstyles will not completely return to pre-COVID normals, meaning there will be a greater share of those opting to work remotely. But, what many have learned is at-home is often not as peaceful as coffee shop or library, etc. The design team should explore public spaces in the transportation hub that have working areas that are out of home, but not all the way to Seattle, think Tokyo's subway stations. The hub or hubs can serve as a Kirkland-based meet and work hub. 72-3

From: Ken MacKenzie [REDACTED]
Sent: Thursday, February 18, 2021 11:57 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Allison,

This email includes my initial comments on this document:

Kirkland NE 85th St Station Area Plan and Planned Action
 Draft Supplemental Environmental Impact Statement
 January 2021

Please include me as a party of record.

I look forward to your response.

Thank you,

-Ken MacKenzie

Numbered comments:

1. Page v, "Fact Sheet"
 The "Date of Final Action" of "Spring 2021" is inappropriate. A project of this size and scope with this much impact on the environment and the community requires much more review and consideration. A 2 year period for review and comment would be aggressive. 73-1
2. Page vii, "Distribution List"
 All Neighborhood Associations in Kirkland and the Kirkland Alliance of Neighborhoods needs to be added to the distribution list. It's critical that planners recognize that the impact of this proposed project will be felt throughout all of Kirkland. 73-2
3. Page 1-4, section 1.3
 The public comment period associated with this project has been incomplete. I sent you an email timestamped at 4:36pm on June 16, 2020 with the subject "NE 85th St. Station Area Plan SEPA comments". I am unable to find any response email from you or anyone else associated with the project. 73-3
4. Page 1-5, Section 1.4, "Objectives"
 A listed objective is to "... create the most: ... and quality of life for people who live, work, and visit Kirkland". In fact, all changes in this document hamper the "quality of life for people who live, work, and visit Kirkland" by increasing traffic and transit congestion, restricting mobility through the proposed development area, creating additional school overcrowding, destroying peaceful residential neighborhoods, and restricting shopping and recreational service options, and eliminate local businesses in favor of national brands and franchises by driving up the cost of shop rental. 73-4
5. Page 1-5, Section 1.4, "Alternatives"
 It needs to be noted that the recent updates to zoning codes in North and South Rose Hill were justified, in part, 73-5

- by the need to support the BRT. Thus, the "No Action" alternative should be relabeled to reflect the reality that the zoning surrounding the proposed station has been changed to allow more height and density. "2019 Enhanced Density Action" would be appropriate. The point is that "No Action" sounds passive where the reality is that Kirkland has already moved aggressively to support the investment in the BRT by Sound Transit. Further, many in the Community feel that the support given is appropriate and sufficient. Sound Transit needs correct information about the support provided thus far rather than be led to believe that no support has been offered.
6. Page 1-5, Section 1.4, "Alternatives"
There is also no information backing up the jobs and household assertions for any alternative. They appear to be guesses.
 7. Page 1-5, Section 1.4, "Alternatives"
There is no information about what categories of jobs will be available for alternatives 2 & 3 and how they compare to jobs that are available today. For example, warehouse, distribution, and light manufacturing has historically been an important part of Kirkland and offered good jobs to people with a wide range of education and experience. Converting all of these jobs into office jobs by fiat of zoning which forces redevelopment of today's light industrial areas into mixed residential and "flex office" and "tech" will restrict Kirkland's workforce to people who like to sit all day, wear sandals to work, and have significant education. This will make Kirkland's workforce less diverse. While page 1-8 talks about how light industrial will be preserved, this is in name only as once the land becomes available for other uses, today's distribution facilities, manufacturing, and repair businesses will be destroyed when the buildings they rent are torn down and land they use are replaced with "modern" mixed residential buildings that have limited and expensive ground floor uses.
 8. Page 1-8, Section 1.4, "Land Use Patterns and Building Height"
The "Flex Office" and "Office Mixed Use" areas in Exhibit 1-6 are too far from the station for pedestrian access and the access streets are too narrow for effective/efficient transit access. Thus this new use of these areas will require auto access for workers and the plan does not accommodate this traffic or parking requirement increase.
 9. Page 1-10, Section 1.4, "Land Use Patterns and Building Height"
The "Industrial/Tech" and "Office Mid Intensity" areas in Exhibit 1-7 are too far from the station for pedestrian access and the access streets are too narrow for effective/efficient transit access. Thus this new use of these areas will require auto access for workers and the plan does not accommodate this traffic or parking requirement increase.
 10. Page 1-10, Section 1.4, "Land Use Patterns and Building Height"
The note at the bottom of the page: "...the alternative considers adding a story in height at the Lake Washington High School. See Exhibit 1-8." is naive. First, the plan does not include the cost of expanding the school. Second, this would require replacement of a new and several newer buildings that are well within their service life at a cost that is not contemplated by the plan. Third, a school campus is a system and adding more classroom space also requires supporting auxiliary facilities, the cost of which is not part of this plan. Forth, adding so many students to a school increases congestion in the entire area and the impact of this added congestion is not discussed in the plan.
 11. Page 1-12, Section 1.4, "Action Alternative 3"
This is so shortsighted. As noted in the comment on page 1-10, the naivety of the suggestion that "all you have to do is add a story to Lake Washington High School" is amplified and the lack of thought and consideration renders the idea of simply adding two stories laughable. This notion is completely inappropriate, shortsighted, impractical, and just plain wrong. The authors clearly simply threw up their hands with a prayer to the gods of urban planning asking for a free lunch consisting of school buildings, infrastructure, and congestion relief. This section must be some kind of hopeful joke.
 12. Page 1-15, Section 1.4, "Growth"
This section offers no information about the kinds of jobs that will be available.
 13. Page 1-15, Section 1.4, "Growth"
The growth projections outlined for Alternatives 2 and 3 are completely incompatible with Kirkland and would damage the quality of life for everyone who lives in Kirkland - both the new arrivals and, especially, the current residents. Kirkland is not prepared to provide government services, utility services, transit services, school services, business services, or recreational opportunities for this many new people in this time frame. Further,

73-5
cont.

73-6

73-7

73-8

73-9

73-10

73-11

73-12

73-13

given the planned and "now under construction" urban growth in other areas of King County, there is no need for Kirkland to contemplate even attempting to add this many people and destination jobs, especially at this location.

Because of geography, this location today and tomorrow will be a thoroughfare, not a destination. Everyone who uses 85th St today will use it tomorrow and more use will be added by the growth in downtown Redmond. The current congestion on 85th St will simply become unbearable if more residences and destination jobs sites are built at or near the I-405 intersection. The report offers no evidence that the BRT station will handle any significant part of the traffic load - though it clearly wishes it would.

73-13

There is a clear hope in this report that most everyone who works in this area will live there. But we know that this just doesn't happen, especially over the long haul. People are likely to rent or buy near where they work at first. But then they get another job somewhere else and the kids are settled in a school or the partner is happy with their job, so getting to the new job requires a drive. They'd like to take the bus, but it takes too long and they can't get home in time to pick up the kids from day care. Kirkland is not geographically situated to be a closed society and completely self-sufficient. Big cities might be, where big means well over a million, where the geography and history is just right. Kirkland today and tomorrow will offer a place to work, live, and play, but not to the same person. And that's nothing to feel guilty about.

14. Page 1-16, Section 1.4, "Transportation Investments"

This list of improvements is woefully short of what's required for alternatives 2 & 3. All people who used 85th St regularly during pre-Covid times can easily testify that this list (and exhibit 1-12 on page 1-17) is unlikely to help alleviate the current congestion problems and know clearly that there's no change they would make a dent in the congestion problems associated with alternatives 2 & 3.

73-14

15. Page 1-18, Section 1.4, Exhibit 1-13

Since there is no detail and no explanation of benefits and costs, this comes across looking like a sales glossy and should be deleted.

73-15

16. Page 1-20, Section 1.4, Exhibit 1-15

The assertion: "Parking: As the Study Area will benefit from proximity to planned high capacity transit and regional bike trail access, there may be a lessened need for onsite parking." The use of the term "may" is the tip off that this assertion has no value and should be removed. It's just window dressing.

73-16

17. Page 1-20, Section 1.4, Exhibit 1-15

The prayer: "District parking facility (Alternative 3 only): A district parking facility is conceptually located within Rose Hill commercial area that provides shared access to parking for commercial area users, visitors and residents in mixed use areas but would not be available for commuters." is absurd. What does it mean for a facility to be "conceptually located"? It's either in the plan or not. Since it's not, this should simply be deleted.

73-17

18. Page 1-21, Section 1.4, "Parks, Open Space, and Environment"

This section is filled with so much hope and conjecture that it must be removed and replaced with actual plans - examples: "There may be opportunities for park acquisition, or implementation of public or private pea patches in new developments" and "At a site level the Form-Based Code would create standards for a pedestrian oriented public realm, and buildings could be required to meet a green factor." There is no planned new park space. The report needs to identify this and condemn alternatives 2 & 3 because they add people and do not add required open ground-level park space.

73-18

19. Page 1-22, Section 1.5, "Key Issues and Options"

This section is way too vague and prayerful to be useful. It must be replaced with actual statements and plans.

73-19

20. Page 1-24, Section 1.5, Exhibit 1-16

What are the destination transit assumptions for each alternatives? What % of each kind of transit is destination traffic where people are accessing a job or service or recreational opportunity from outside the area. What % of commute traffic to other outside areas originates in the station area. It seems likely from the table that this area is presumed to be self sufficient where most job-home, home-shop, home-park, and home-school happen within the area. Please provide the numbers.

There is some (but not enough) information in chapter 3 that addresses the comments. The document has a

73-20

- major organization issue with too much material repeated in both chapter 1 and 3. It must make maintaining the document a true headache and it certainly makes understanding it massively difficult. Chapters 1 and 3 need to be combined and all the duplication eliminated.
21. Page 1-27&28, Section 1.5, "Tree Canopy"
The report needs to be more honest that Alternatives 2&3 will cause the removal of pretty much all trees within the area and the ground level will be mostly concrete and only a few sidewalk trees will be restored. Those trees won't grow quickly because the tall and dense buildings will shade them. Since all new residences will be multi-family, the only green stuff will be some small shrubs and a few dwarf trees on building roofs.
22. Pages 1-30 through 1-35, Sections 1.6.3-1.6.5
This material is so full of "could be" and "would allow" and "would potentially" that it has no value and should be deleted.
23. Page 1-36, Section 1.6.6, "Transportation"
This section needs to be examine the impact on 85th St by the rework of the I-405 interchange with 85th St. It's clear from the design that peak-time backups will get worse once the number of connections between I-405 and 85th Street are cut in half. This will cause even worse peak-time backups onto 85th Street where cars and buses wait to enter I-405. After the interchange rework, there will be half as many opportunities for cars and buses to enter I-405 and 85th St will be even more congested.
24. Page 1-36, Section 1.6.6, "Transportation"
Today, bus transit access through the 85th St corridor is poor and bus access to Lake Washington High School is poor. This plan does not address the increased transit load and related congestion on 85th Street.
25. Page 1-37, Section 1.6.6, "Transportation"
The list under the text: "The following conditions would be considered to result significant impacts for the two Action Alternatives:" needs to be edited and overhauled to force it to be sensible. In particular, I can't make sense of: "— Result in on-street parking demand exceeding supply beyond the level anticipated under Alternative 1 No Action."
26. Page 1-37, Section 1.6.6, "Transportation", Exhibit 1-17
What are the assumptions that underlie this table? It does not comport with the vast increase in population and new jobs that are projected as part of Alternatives 2&3. What % of station area residents are assumed to work, shop, and go to school in the area versus what % of the people who work in the area are assumed to live there? How do these assumptions compare to the numbers today for Kirkland and Bellevue and Redmond, and Bothell?
27. Page 1-37, Section 1.6.6, "Transportation", Exhibit 1-17
This table, and all other sections that analyze and project traffic vehicle counts and intersection congestion need to be updated to reflect the traffic situation before the onset of the Covid pandemic in order to more accurately reflect reality. It appears that they contain and build on data obtained during the pandemic. We all know that traffic congestion and bus service has been dramatically impacted by changes in work and school during the pandemic.
28. Page 1-38 and 39, Section 1.6.6, "Transportation"
The statement under: "Also, the NE 85th Street SAP assumes a few changes that would encourage..." are unacceptable. Today, reduced parking for some developments work because residents and workers park on the street in the surrounding neighborhood. Under Alternative 2 & 3, the few surrounding neighborhoods with on-street parking would be overrun.
29. Page 1-38, Section 1.6.6, "Transportation"
The "Intersection Specific Improvements" listed are woefully short of what's required for Alternatives 2 & 3. They are tiny adjustments that will be ineffective in the face of the huge traffic congestion generated by the vast number of new residents and commuters contemplated by these alternatives. But they are good ideas to alleviate the traffic problems that we experienced before Covid reduced commuter traffic and eliminated school traffic.
30. Page 1-38, Section 1.6.6, "Transportation"
The last paragraph illustrates the disease of uncertainty and conjecture that this entire document suffers from: "Another measure the City could consider implementing is additional intelligent transportation systems (ITS) elements into the corridor beyond..." The City of Kirkland is struggling to evaluate a proposal that is detrimental

- to its very soul and seeing mere suggestions about possible actions and mitigations is useless. The entire document needs to be purged all sentences that include words like "may", "might", and "could". It's not a "feel good" advice document providing recommendations and sales ideas about some idealized future state - it's supposed to be a clear and concise analysis of the impacts of a proposal. The document should be completely reworked to be realistic, clear, and specific.
31. Page 1-41, Section 1.6.6, "Transportation", "Regulations and Commitments"
In the paragraph starting: "Washington State Commute Trip Reduction (CTR) law", there's no mention about how practical and effective this would be in an outlying area with generally poor transit service compared to areas of Seattle. Clearly, it can work well in a downtown area with lots of frequent transit service. What assumptions underpin the wishful (there they go again) statement: "As more businesses subject to CTR locate in the Study Area, it is expected that decreases in single-occupancy vehicle (SOV) commute rates would result.?"
32. Page 1-41, Section 1.6.6, "Transportation", "Additional Transportation Demand Management and Parking Strategies"
Please explain how the paragraph beginning with "Research by the California Air Pollution Control Officers Association (CAPCOA)..." is relevant. Is this research related to downtown areas or outlying satellite districts such as this? What is the impact of weather (Kirkland weather is really different from metropolitan areas in CA). Chances are that research in CA is not directly applicable to Kirkland. Please help us appreciate how it works in this case. Also, please provide a useful reference to the exact research being cited.
33. Page 1-41 through 43, Section 1.6.6, "Transportation", "Additional Transportation Demand Management and Parking Strategies"
This is another one of the wish-lists and conjecture that this document is getting famous for. Please remove the vague possibilities and restrict the list to proven approaches with concrete and proven benefits for this particular development proposal with a separate conclusion/benefit quantified for each of the three alternative being contemplated. The vague "%" improvements in exhibit 1-20 are insufficient as they appear to be guesses.
34. Page 1-45, Section 1.6.6, "Transportation", "With mitigation, what is the ultimate outcome?"
This section is pure conjecture and has no value when attempting to evaluate the Station Area Plan. Please remove it.
35. Page 1-47, Section 1.6.7, "Public Services", "What are some solutions or mitigation for impacts?"
The paragraph on Parks is vague. Exactly what space is available? What's the cost? Where is it? Please replace the empty description of the possibilities with something real. Otherwise, it seems best to assume that there will be all these new residents and no new park space. This situation hurts all nearby residents - Kirkland and Redmond.
36. Page 1-47, Section 1.6.7, "Public Services", "What are some solutions or mitigation for impacts?"
The paragraph on schools must be a joke. It makes it seem like all the planning processes are in place and that all will turn out well. This is hardly the case. If the numbers in this report can be believed, an entire new Elementary School is required. Where will it be built? How much will it cost? Please be aware that development impact fees do not buy land and build schools - Kirkland/LWSD property taxpayers do. Maybe California has some magic formula - wait, I know they don't as I was a taxpayer in San Francisco and Mill Valley and had a kid in public schools. California pays for schools just like we do. This document needs to get serious about schools. Today, LWSD schools in this area are overcrowded and the district lags behind growth. This document needs to tackle schooling and education in a serious way rather than dismissing it as if some other government group will solve it at no cost. Where is the space in the Station Area or surrounding nearby areas for the required new school buildings? When you think about this, please note that the schools in this area have used up their land and simple building additions are not equitable proposals. For example, please visit Mark Twain Elementary School and report back on where they would find space to double the school size.
37. Page 1-49, Section 1.6.8, "Utilities"
I don't see a section for Electricity. How could you miss this? Will the existing grid handle the new load? What's the cost of any required enhancements? Who will pay? What impact will this have on which ratepayers?
38. Page 1-49, Section 1.6.8, "Utilities"
I don't see a section for Gas. It's possible that someone assumed that no buildings will use natural gas. Maybe some will. In any event, the plan, costs, and impact mitigation needs to be included.

39. Page 1-49, Section 1.6.8, "Utilities", "Sewer"

Is it possible to provide the needed capacity improvements? Is the current system expandable enough? What's the cost? What's the fallback plan if it can't be expanded? Maybe sewer capacity problems or expansion costs are prohibitive? We know for sure that the Kirkland sewer system design did not anticipate this sort of growth at this location. The discussion on page 1-50 is too vague and leaves the impression that maybe the system cannot be feasibly expanded.

73-39

40. Page 1-49, Section 1.6.8, "Utilities", "Water"

This section is too vague, except for "The City has identified replacement of the undersized main serving the 510 pressure zone as a recommended capital improvement project." which is obtuse because regular folks have no idea what the "510 pressure zone" is. Please explain and include costs for each alternative and how the cost will be handled. The note on page 1-50 about RCW requiring building permit applicants to demonstrate adequate water is clearly empty filler text. Please make this section real by taking the water supply problem for this huge population and office expansion seriously.

73-40

41. Page 2-30, Section 2.6, "Benefits and Disadvantages of Delaying the Proposed Action"

As presented the benefits of delaying the proposed action far outweigh the disadvantages. This section does not talk about the negative impact of Alternatives 2 & 3 on the quality of life in Kirkland and people in Kirkland accepted and chose when they invested in Kirkland.

One alternative that needs to be explored is relocating the BRT Station. Some advocated putting one at I-405 and 85th St because it would be close to the overbuilt downtown Kirkland and could be sold as a convenient transit connection. Is there any real data to support that relationship? Will people who live in one of the new apartment buildings downtown find BRT useful? I can find no publicly available study on the subject. Would Totem Lake be a better location for a BRT?

73-41

This document needs to build a case that the Station Area is best located at 85th St and I-405. As it is, the document mostly apologizes for the location on 85th St and, after reading it, I came away agreeing that it's a bad idea.

42. Pages 3-5 through 3-8, Section 3.1.2, "Impacts"

The greenhouse gas predictions for alternatives 2 and 3 appear to depend on most all residents working within walking distance or close transit ride of their home and also shopping close by. There also appears that there might be an assumption that bikes and electric bikes will be used by a significant number of people. What study relevant to Kirkland weather supports that assumption? But for all alternatives, it's impossible to determine the underlying assumptions since the section presents simple numbers without support. Please provide the underlying assumptions and models as well as a demonstration that they are likely to be accurate. For example, the document needs to provide information about other similar developments and how travel/transit patterns have played out over time, including data on the types of jobs, residences, and schools, along with population and information about the surrounding area.

73-42

43. Page 3-8, Section 3.1.3, "Mitigation Measures", "Incorporated Plan Features"

The section includes the assertion: "Dense landscaping along roadways can reduce air pollutants by up to 50%" followed by "As part of the Station Area Plan and Code associated with the Action Alternatives, the City is proposing green streets with optimal implementation of landscaping to contribute towards meeting the citywide tree canopy goal." The assertion and the proposal don't seem connected and it's clear from the density proposed in the Station Area Plan, including urbanesque zero front yard setbacks that there will not be sufficient space for "Dense landscaping". Please update the plan to reflect the reality of the sort of landscaping that's possible in the proposed urban environment.

73-43

44. Page 3-26, Section 3.3.1, "Affected Environment", "Current Land Use"

Please update Exhibit 3-10 to clearly delineate acres used for parking associated with: (1) car sales and repair; (2) retail/restaurant; (3) office; (4) education. Also please create a "parks" category that is separate from "public" and add a footnote to explain "public".

73-44

45. Page 3-54, Section 3.4.1, "Affected Environment", "City of Kirkland Comprehensive Plan"

To meet the goal of exploring environmental impacts, this document must include a careful and thorough analysis of the impact of each alternative on the Neighborhood Plan every nearby and impacted

73-45

neighborhood. The current draft EIS glosses over these impacts. The Neighborhood Plans must be treated seriously and with the respect that they earned through careful crafting by the public and the Planning Department followed by review and approval by the Planning Commission and the City Council.

46. Page 3-69, Section 3.4.2, "Impacts", "Exhibit 3-34. Kirkland Subarea Plan Evaluation Matrix"

This exhibit overlaps with the material presented in section 3.4.1 in a way that makes understanding the plan unnecessarily difficult. These two sections need to be rationalized and likely combined so that the neighborhood impacts are clear.

73-45

73-46

47. Page 3-121, Section 3.6.1, "Transportation", "Affected Environment", "Exhibit 3-57 Existing Bus Routes"

The transit network serving Kirkland and surrounding areas provides infrequent connections which results in extremely long travel times if any transfer is required. The most recent large scale changes increased travel times for most all trips involving more than one route. The Draft EIS needs to be updated to show average travel time between important destinations rather than simple good-looking headway times. This would provide a useful basis for evaluating the impact of the various alternatives and help everyone understand whether the transit dependencies built into this plan yield an improved Kirkland environment or damage the Kirkland environment.

73-47

48. Page 3-121, Section 3.6.1, "Transportation", "Affected Environment", "Exhibit 3-57 Existing Bus Routes"

The headway time in the table for the 255 line is incorrect - in practice, it's more like 15-20 minutes, and worse in the afternoon.

73-48

49. Page 3-126, Section 3.6.1, "Transportation", "Study Intersections"

The sentence "Traffic operations could be affected by land use changes in the Study Area" must be corrected to be a definitive statement, e.g., "Traffic operations will be impacted by land use changes in the Study Area."

73-49

50. Page 3-126 and 3-127, Section 3.6.1, "Transportation", "Study Intersections"

Traffic operations must be analyzed using data collected before the onset of the Covid pandemic. Data collected during the pandemic is not representative. The document must both state the data collection dates clearly in every section throughout the document.

73-50

51. Page 3-127, Section 3.6.1, "Transportation", "Parking"

The document must be updated to be accurate and clear about parking associated with car sales and repair versus retail shops and restaurants. Car sales requires large and convenient parking for inventory.

73-51

52. Page 3-134, Section 3.6.1, "Transportation", "Cross Kirkland Corridor Master Plan"

This section provides an inaccurate picture of the community's vision for the trail. The attempt to convert the trail to use by mass transit died. The section should be removed from the document.

73-52

53. Pages 3-139 through 3-141, Section 3.6.1, "Transportation"

These exhibits, and the corresponding exhibits in section 1 should be removed from the document because they are too vague and imprecise to be useful.

73-53

54. Pages 3-142 through 144, Section 3.6.1, "Transportation", "Trip Generation"

This section must be updated to base projections on pre-Covid measurements and include information about "through traffic", e.g., Kirkland traffic to/from Redmond, and Redmond traffic to/from I-405. The trip counts seem quite low. The large scale development in downtown Redmond as well as continued development in outlying areas of Redmond is driving higher trip counts through the 85th St corridor to/from I-405 as well as Kirkland Neighborhoods. The timeframe of underlying traffic measurements needs to be shown in the document and only pre-Covid data can be used for projections.

73-54

55. Page 3-147 through 3-157, Section 3.6.1, "Transportation", "Traffic Operations – Auto and Freight" (for every Alternative)

Traffic operations must be analyzed and projected using baseline data collected before the onset of the Covid pandemic. Data collected during the pandemic is not representative. The document must both state the data collection dates clearly in every section throughout the document and only use pre-Covid traffic data.

73-55

56. Page 161, Section 3.6.1, "Transportation", "Intersection-Specific Improvements"

The sentence "Another potential approach to reduce the auto and freight intersection impacts is to make capital improvements to increase the capacity of the intersections and roadways in the Study Area." needs to be reworked to specify a clear proposal that will eliminate the impact being discussed. This style of incomplete proposals permeates this page as well as page 3-162 and pretty much all discussions of traffic throughout the document. As it is, the reader is left with a "maybe it will, maybe it won't" impression that is insufficient in the

73-56

- face of the challenges posed by the overall proposal. The community needs clear thinking and complete solutions if it is to be confident about the proposal, not wishy-washy ideas and random thoughts and hopes.
57. Page 3-153, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies" Wholesale elimination of parking spaces is an inappropriate solution because it degrades the quality of life for people who live more than walking distance (consider rainy cold nights) from a destination shop, store, restaurant, or work. The idea that people can "just hop on the bus" is naive and clearly the product of thinking by people who don't live in Kirkland and need to buy some milk on Tuesday night at 9PM in January.
58. Page 3-164, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies" For example, the sentence "Provide private shuttle service as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the Google campus, Kirkland Urban, and other destinations, and to provide an attractive transportation alternative for locations that are less served by fixed-route transit." is yet another wishy-washy hope that positions itself as a solution. First, who will pay the fare and what will it be? Second, will the shuttle be profitable? Third, why not Metro - have they refused?, Fourth, how much pollution per rider will this generate, especially when mostly or completely empty?

This draft EIS is an inappropriate place to idly speculate about possible mitigations to problems created by the proposed. Instead, firm, clear, effective and feasible mitigations must be proposed.

- This entire page needs to be reworked to list mitigations that are clear, practical, and work effectively.
59. Page 3-164 and 3-165, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies" The paragraph starting with "Should the City of Kirkland move forward with all the strategies outlined above, Fehr & Peers' TDM+ tool estimates that office trips in the Study Area would decrease by 14 to 21%, residential trips by 19 to 23%, and retail trips by 11 to 17%, as shown in Exhibit 3-79." is clearly simply a guess and must be removed from the document.
60. Page 3-165, Section 3.6.1, "Transportation", "Travel Demand Management (TDM) and Parking Strategies" Exhibit 3-79. Trip Reduction from Transportation Demand Management Strategies is clearly a guess and should be dropped from the document. If it's not a guess, the supporting data and model should be shown in the document.
61. Page 3-181, Section 3.7.2, "Impacts" There is no section on electric service utility impacts and costs
62. Page 3-181, Section 3.7.2, "Impacts" There is no section on natural gas utility service impacts and costs
63. Page 3-183, Section 3.7.2, "Police" The cost of providing the huge increase in police service needs to be part of the document as well as the mitigation measures, including costs for staffing, equipment, and facilities increases and the associated projected tax increases to pay for it.
64. Page 3-183, Section 3.7.2, "Fire and Emergency Services" The cost of providing the huge increase in police service needs to be part of the document as well as the mitigation measures, including staffing, equipment, and facilities increases and the associated projected tax increases to pay for it.
65. Page 3-184, Section 3.7.2, "Schools" There is no comprehensive and complete outline of the impact of various alternatives on Schools, though the section includes some summary information reiterating information in section 1. This section needs to be reworked to show the impact and specific mitigations (e.g., specific new buildings, new land, additional staff, and new equipment) as well as cost and schedule. As pointed out in comments on section 1, the cost of providing education falls on the Kirkland Community through higher taxes and/or overcrowded schools. The education impact of Alternatives 2 & 3 are grim and grimmer. The Draft EIS needs to clearly address the methods and cost to provide educational opportunities for all Kirkland kids. This proposed development would impact all schools as school boundaries will be redrawn to accommodate and re-distribute the students throughout most of Kirkland.

66. Page 3-184, Section 3.7.2, "Parks" Like public safety and education, the document offers no specific mitigation for the impact to Parks. This development proposal requires new parks to provide appropriate recreational opportunities for the increased population. The Draft EIS simply must provide specific information about the size, location, cost, and amenities of these new parks.
67. Page 3-188, Section 3.7.2, "Parks" Parks include both small local areas such as kiddie playgrounds and large open areas for group recreation and team sports. While the former might possibly be addressed through the magic fix-all of "Form-Based Code", the latter cannot. Specific new land must be identified and provided to meet the recreational needs of the large proposed new population.

In addition, this section is completely inappropriate when it suggests: "Onsite open spaces and community gathering spaces are proposed with each Action Alternative in the Form-Based Code to alleviate demand for and use of local public parks." It appears that the authors think that Form-based Code can control what people want, need, and expect in and from their community. Form-based Code is a bureaucratic tool, hopefully not a way to control people's minds and desires and needs. Please update the words to obscure the author's ideas about the people who live in Kirkland.

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:31 PM
To: Allison Zike
Subject: FW: Kirkland NE 85th St Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Angela Maeda [REDACTED]
Sent: Wednesday, February 17, 2021 4:32 PM
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: Kirkland NE 85th St Plan

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 Angela Maeda and I attend the Salt House Church near Lake Washington Highschool.

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. 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.

Angela Maeda

Angela Maeda (she/her), MAC, LMHC



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February 1, 2021

Letter 75
See Letter

Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Re: NE 85th Street Station Area Plan (SAP) – EIS Comments

Dear Allison,

I am writing you to provide comments on the scoping of the environmental impact statement (EIS) being prepared by the City of Kirkland for the NE 85th Street Station Area Plan (SAP). We are the buyers of the Crescent Lighting property located at: 12631 NE 85th Street.

1) Zoning / Land Use

The City should maintain consideration for the land uses within the area where the Crescent Lighting property is located. Per the comprehensive plan, this property is classified commercial however, within the SAP, this area/land use is referred to as Mixed Use (Exhibit 1-5) but also as Residential Mid Intensity (Exhibit 1-7). Clarifying what would be a permissible use(s), included a predominately office development should be considered. In both Alternatives 2 & 3 the height for this specific property is proposed to be 85'. During a recent stakeholders meeting sponsored by Jack McCullough, it was noted by City staff that the creation of jobs is paramount to the success of this plan. A close second was the creation of affordable housing. It is my understanding a nexus study is on the horizon that may result in a commercial linkage fee that would also help contribute to the City's stock of affordable housing.

Within the SAP's mixed-use zones, the City should not require a percentage or mandatory proportion of any specific product type, just that the inclusion of a mix of uses be required. This could be office, retail, housing or any mix of the two or three. Overprogramming the requirements for properties within this zone has the potential to deter improvements, hinder economic growth and preventing the City from achieving the goals of the SAP. Furthermore, there should not be limitations on plate sizing or FAR maxes.

As it pertains to building form and transition zoning, we agree that an element of upper story setbacks has the ability to help soften the edges around more intensive zones. There is a finite amount of property within the SAP and maximizing this area's potential to achieve the City's goals is vital. We believe the City should evaluate the land uses immediately adjacent to the SAP and evaluate up zoning the parcels so that the tail isn't wagging the dog. This would help smooth the transition between intensities without relying on the properties within the SAP to be required to shoulder the full burden of creating the desired transitions.

2) Parking

Considering the future BRT Station is within the heart of the SAP, the City should not be prescriptive with respect to parking. Each proposed development should be reviewed independently to evaluate its uses, the potential for shared parking, parking management strategies, alternative modes of transportation, shuttle services and paid parking to name a few. Permitting developers to right-size the quantity of parking will lead to a more successful application of the SAP.

3) 128th Ave NE - proposed to be a Green Street

As the city has stated, a curb cut onto NE 85th Street will not be permitted from the Crescent Lighting property. This is a large piece of property with the potential to generate a significant number of trips. From my understanding of Green Streets there are expected to promote more bicycle and pedestrian activity. The City should consider bicycle and pedestrian calming features in the area of the Crescent Lighting property to minimize any potential for conflict between those utilizing the Crescent Lighting property and those within the Green Street.

Thank you for the opportunity to comment.

Marc Boettcher
MainStreet Property Group LLC

Cc: Kim Faust

Letter 76

From: David Malcolm [REDACTED]
Sent: Sunday, February 14, 2021 9:33 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Some growth is good but the pollution/carbon emissions that may accompany it is not. For this and other reasons, the (e-)bicycling routes and grades are important. At present the cycling routes from downtown Kirkland to Rosehill are a mess – there is no route that does not involve either very steep grades or dangerously narrow bridge passages. The re-engineering and development of the 85th interchange is an opportunity to correct this situation.

76-1

The maps showing the cycling routes corresponding to the three alternatives do not differ very much. For example, they all show a cycle route along Central Way – this is ridiculous unless that street is widened substantially. In addition, they all show use of the pedestrian bridge over the 405 at NE 80th Street. This makes sense but the approach to this bridge on the south via a steep helical ramp and up Kirkland Avenue is too challenging for many riders.

76-2

Kirkland transportation department is aware of these problems. They should be tasked to engineer some solutions.

Regards

David Malcolm,
[REDACTED]

Sent from [Mail](#) for Windows 10

1

Letter 77

From: Beverly Marcus [REDACTED]
Sent: Monday, February 8, 2021 11:28 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

My comment is to ask that all construction in the Plan area be required to be 100% electric and net zero energy.

77-1

Thank you.

Beverly Marcus
Kirkland WA [REDACTED]

1

From: Cheryl [REDACTED]
Sent: Monday, February 15, 2021 11:49 AM
To: Allison Zike
Subject: 85th & I-405 Bus Station

Follow Up Flag: Follow up
Flag Status: Flagged

Hi I,

I think it is a good idea to increase the density of the 85th St & I-405 Bus Station area and to raise the current building/housing restrictions 10 floors or more. Affordable housing would be most welcome! When my husband and I downsized in 2016, we were looking for a vibrant community where we could walk to many destinations and drive a lot less. Kirkland was it! I am in my 70s and I most often walk a mile + to the grocery store, library, etc. and then back. Don't need a gym membership.

Thank you,

Cheryl Marshall
 [REDACTED]

78-1

78-2

78-2

From: Ingrid Martin [REDACTED]
Sent: Friday, January 8, 2021 4:18 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

Dear Ms. Zike,

I am a seventy year old senior who lives in the Juanita area. Like a number of us seniors I am concerned with the lack of parking in the proposed plans. Apparently it would take at least three bus transfers to get from here to either the Bellevue or Lynnwood link transfer center. This is often time intensive and can be challenging. That being said of the three options, I prefer option 2 for this development project.

Thank you for considering my comments when making this important decision.

Sincerely,
 Ingrid Martin

Sent from my iPhone

79-1

79-2

From: Bob McConnell [REDACTED]
Sent: Wednesday, February 17, 2021 10:53 AM
To: Allison Zike; City Council; Planning Commissioners
Subject: Transit Station at 405 and 85th

Follow Up Flag: Follow up
Flag Status: Flagged

All,
I don't think Kirkland needs ANY buildings above 5 stories and it needs very few more of those. We must start questioning whether we need more people in Kirkland. More condos and apartments keep coming with no traffic mitigation.

It seems clear that we have become slaves to developers. They need to keep developing to survive. It is not the city of Kirkland's job to help them survive. We do not need the population of Kirkland to increase. Leave the high rise buildings to Bellevue.

Whatever development is finally agreed to at 85th and 405 needs to be a self-contained community so that residents are not driving to downtown Kirkland for every need. Also consideration should be given to a convenient shuttle service of some kind to get people quickly to and from the new neighborhood to appropriate parts of Kirkland. This needs to be very quick and easy and NOT an elongated loop covering all of Kirkland. Perhaps there are two different services, but what we don't need is more cars in downtown Kirkland.

I hope you'll consider that this letter is not rabidly anti-development. However we need to try to maintain Kirkland as a place similar to the one we bought into 20 or 10 or 1 year ago. Most of us don't want to live in Bellevue.

Best regards,

Bob McConnell
[REDACTED]

From: Bob McConnell [REDACTED]
Sent: Wednesday, February 17, 2021 11:05 AM
To: Allison Zike; Planning Commissioners; City Council
Subject: Cookie Cutter houses

Follow Up Flag: Follow up
Flag Status: Flagged

I'd like to suggest that members of the city council and planning commission take a walk around Kirkland's neighborhoods and notice that our development rules are creating neighborhoods where the new houses are all the same. Every house is built to the minimum setback rules and to the maximum height allowed. This results in boxes with flat roofs. They are ugly. They have no character. They have no room for trees or shrubs.

I don't know a good solution except to not approve a "box" on every available lot. We should demand that new houses fit into the neighborhoods they are going into. Perhaps one-half of the new houses should have peaked roofs. It is not our problem if this causes smaller houses with lower prices to be built. That is a problem for the developers and builders and we do not need to help them.

Bob McConnell
[REDACTED]

From: Carolyn McConnell [REDACTED]
Sent: Monday, February 15, 2021 3:23 PM
To: Allison Zike
Subject: DEISD

Follow Up Flag: Follow up
Flag Status: Flagged

I am strongly opposed to further 45 foot buildings anywhere in Kirkland. There are already too many. They are aesthetically displeasing, adding to traffic, with unpleasant increased density. I do not want to be affected by thousands more people. Just say no to these monstrous buildings! Carolyn McConnell, PhD
631 Market St, Kirkland, WA 98033

--
Carolyn McConnell, PhD
[REDACTED]

Sent from Gmail Mobile

From: Doug Murray [REDACTED]
Sent: Wednesday, January 20, 2021 7:41 PM
To: Allison Zike; Planning Commissioners
Subject: Station Area Plan Comments

Follow Up Flag: Follow up
Flag Status: Completed

Station Area Plan Comments

I support the idea of using high density development on the 85th street corridor to accommodate Kirkland's obligations under the Growth Management Act. Given the siting of the BRT station on 85th Street and the almost inevitability of much more development on the 85th street corridor, implementing a comprehensive plan for a livable high density neighborhood makes sense. Therefore I support alternative 3 with several reservations/caveats:

82-1

- I do not believe that we should perpetuate a class based binary choice of either living in a single family home with a yard, trees and views or a boxy apartment with views only of other boxy apartments and parking lots. Thus, Kirkland should implement a plan that will lead to a truly livable neighborhood with access to nature, pleasant places to walk and recreate and views in addition to urban amenities that can be available in a dense neighborhood.
- Access to parks and other open spaces is important for the physical well being and mental health of people. Adding some tree lined streets seems insufficient. It seems to me that Kirkland needs to add one or more substantial sized parks to the area to accommodate the increased needs of new and existing residents.
- Kirkland has a stated goal of having 40% tree canopy. This goal should be reflected in zoning requirements for tree coverage in exchange for allowances for greater building heights. This could include rooftop gardens as long as they include trees.
- The plans place the tallest buildings on the west side of the high density development area. This will effectively block the views from the lower structures to the east. Given that the view is about the only recognized natural amenity of the area I find this to be very undemocratic. I advocate a more democratic approach that provides for view access from all areas. Perhaps this can be accomplished by siting relatively skinny towers throughout the area to allow views between the towers. Another approach would be to have a more uniform maximum height for buildings in the plan area with strong incentives to include rooftop terraces allowing for views and outdoor access. Hopefully, architects and urban planners can come up with creative solutions to this problem.
- In the event that the plan for higher buildings on the west side of the development area is maintained, I propose the substantial mitigation fees should be charged for the privilege of blocking views further up the hill. The fees can be used to provide other amenities such as parks to mitigate the loss of the views. The fees can easily be justified on the principle that privatizing a resource previously shared by all people in the neighborhood (in this case the view) should be compensated for just like any other transfer of ownership would be compensated.
- I believe that any new zoning regulations should contain a section addressing dark sky concerns. Inappropriate lighting is bad for people and wildlife and wastes energy. The International Dark Sky Association (<https://www.darksky.org/>) has good information on this issue. We should strive for a pleasant nighttime environment as much as we do for a pleasant daytime environment.

82-2

82-3

82-4

82-5

82-6

82-7

Thank you for your consideration.

Regards,

From: Erik Oruoja [REDACTED]
Sent: Tuesday, January 5, 2021 11:16 PM
To: Allison Zike
Subject: NE 85th Street Station Area Plan - Public Comment

Follow Up Flag: Follow up
Flag Status: Completed

My household highly supports alternative #3. Density and growth centered around the considerable transportation investment being made at 85th and 1405 is highly logical and will capitalize on that investment. The current status quo and alternatives other than alternative 3 would exacerbate our community's current challenges with lack of housing inventory particularly high density housing development with walk/bike distance of high capacity transit.

83-1

Respectfully,

Oruoja Household - Kirkland Residents since 2015.

From: Louise Pathe [REDACTED]
Sent: Monday, February 15, 2021 10:33 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi. I'm Louise Pathe and I live and shop in Kirkland. I care about the future of our planet and our society. I'm requesting that all construction in the 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.

84-1

The City has committed to cutting greenhouse gas emissions in half by 2030. Let this project help get us there.

Louise Pathe

From: Bruce Pelton [REDACTED]
Sent: Tuesday, February 16, 2021 5:03 PM
To: Allison Zike
Subject: FW: Kirkland - 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

I would appreciate if you would confirm that you received these comments. Bruce

Sent from [Mail](#) for Windows 10

From: [REDACTED]
Sent: Tuesday, February 16, 2021 4:16 PM
To: [REDACTED]
Subject: Kirkland - 85th Street Station Area Plan

Allison Zike, AICP, Senior Planner
 City of Kirkland

Re: Comments on Draft SEIS
 85th Street Station Area Plan

Dear Ms. Zike,

My wife and I have lived in the Kirkland area for many years and have seen the city grow and change. We first lived in an apartment on Lake Washington Blvd. N.E. in 1976. Our residency ended when the apartment was converted to a condominium and sold for a price that we could not afford. After that we lived in the Juanita area before it was annexed. After having our second child we moved into a home on RoseHill and lived there for almost 30 years, until we purchased our current residence in 2011.

Our current home is located in the center of the planning area for the 85th Street Station. Our back yard looks over the intersection of Slater Avenue and Odhe Avenue. The neighbors to the west are the four homes located on the North side of Ohde Ave that will potentially be rezoned into office. Our front yard faces 116th Ave. N.E., the freeway sound wall and across 405 to the Lee Johnson property that is proposed to be rezoned high rise office.

My wife and I are against both Alternative II and III. We have seen Kirkland approve and encourage large projects in Totem Lake and the Urban/Park Place and think that that is enough change for one decade. The fact that sound transit has decided to spend millions of dollars on a new bus stop on 405 should not cause Kirkland to change its "Livability" forever. We don't like the look and feel of how both Mercer Island and Redmond have changed their downtown districts with mid-rise buildings edging the sidewalks and streets - creating a closed in, dark and uninviting atmosphere. If either Alt. II or III are adopted Kirkland will leapfrog both of those communities in building height and the closed in, uninviting sensation will be even greater.

Please see the attached list of Specific Issues and Questions

Sincerely,
 Bruce & Heidi Pelton

rez

List of Specific Issues/Questions

1. Ohde Ave. Area office rezone under Alt II would allow buildings up to 65 feet tall and under Alt III buildings up to 85 feet tall. How does the city plan to buffer or create acceptable land use transitions to protect our home and the homes on the south side of Ohde Avenue? 85-2
2. Ohde Avenue is the only point of access for the uphill portion of the subject property. The intersection of Ohde and Kirkland Way is treacherous. It is very steep and doesn't have appropriate sight distance for the speed at which cars coming up Kirkland Way travel. 85-3
3. Eastside of 405 – high rise office rezone under Alt II would allow buildings up to 150 feet tall and under Alt III up to 300 feet tall. How does the city plan to create acceptable land use transitions to protect our home? 85-4
4. The shading diagram uses the assumption that at 10am in the fall the shade created by a 300 foot building wouldn't extend across 405. Currently every clear morning the sun comes up over the trees on the east side of 405 and we enjoy sunshine beginning shortly after sunrise. With Alt II and Alt III our house would be in the shade from sunrise until the sun either got high enough or far enough south to give us the light we enjoy today. 85-5
5. Glare and reflection - In the summer afternoons the sun reflecting off the western side of a 300 foot building will be a problem. 85-6
6. Fire Safety – fighting a fire in a mid-rise or high-rise office has to be a daunting task. I saw estimates of extra personnel but I didn't see anything about the extra equipment, firehouse or training costs that would be required if Alt II or Alt III are adopted. 85-7
7. Sewer – The DEIS mentions an estimate of how much extra flow will result in Alt II or Alt III are adopted. It also indicated that the city would have to update the city wide sewer comp plan. How much capacity is currently available in the lift station and does the city have the ability to add the increased sewer flow into King County's pipes and treatment plant? Or are there capacity limits? 85-8
8. Growth Management Act – It is my understanding that the state requires every city and county to create a plan for estimated growth. Those plans are then reviewed and eventually approved by the state. Where is Kirkland growth in relation to the current approved plan? 85-9

Sent from [Mail](#) for Windows 10

From: Colleen Clement [REDACTED]
Sent: Thursday, February 11, 2021 2:28 PM
To: Allison Zike
Cc: [REDACTED] Dave Russell
Subject: NE 85th St Station Area Plan Draft SEIS Comments : People for Climate Action Kirkland

Follow Up Flag: Follow up
Flag Status: Flagged

Kirkland City Senior Planner Allison Zike,

Thank you very much for the opportunity to comment on the draft SEIS for the 85th Station Area Plan. We are writing on behalf of People for Climate Action-Kirkland, a locally focused sector of a King County volunteer group, People for Climate Action, dedicated to helping King County cities meet their climate objectives. Our local city group, dedicated to Kirkland, has had a very collaborative history of working with the City on climate matters and sustainability, and we are recognized as a Kirkland City Ally organization.

After a review of the 1/7/21 draft SEIS document, as well as having watched the recent Special Study Session and community presentations, we have determined that while the draft SEIS contains much useful analysis and thoughtful solutions and mitigations, we feel that it does not go nearly far enough to address reducing greenhouse gas emissions, which is key to addressing the climate change crisis and our sustainability. It would be a critical lost opportunity for this "once in a generation" project to not address and incorporate upfront forward thinking in this planning phase. 86-1

Understanding the challenges of balancing factors pertaining to appropriate growth, we support the need for high-capacity transit and a reconfiguration of the 85th street interchange, for our region's transportation future and the more intense development it will require. We recognize and respect the City's dedication to taking steps to hear from the community and seriously consider building our voices into this plan. Our specific voice speaks to the need for major consideration, when planning this significant-project, for greenhouse gas emission impacts, and the critical mitigations, to address our climate and our sustainability. This is a unique opportunity for the City of Kirkland to "set the standard" for the region. 86-2 86-3

We ask that the 85th St. Station Area Plan be revised, to include our recommendations below as requirements in the Plan, and to address our comments (see Appendix section).

All three Study Area alternatives result in increased total greenhouse gas emissions. In its Comprehensive Plan and other documents, the City of Kirkland has committed to reducing its annual greenhouse gas emissions by 50% by 2030 and 80% by 2050. We request that the following additional mitigations be added to the SEIS in order for this project to contribute, rather than deter from, realizing these greenhouse gas reduction goals.

- All new construction will be all electric 86-4
- All new construction will be net zero energy based on some established certification process
- Existing buildings within the Study Area will be included in retrofit programs. Methods to achieve these goals include:

- Use the recently passed C-PACER legislation to provide commercial building owners access to less expensive capital over a longer term 86-5
- To support equity for multi-family owners and tenants, create an incentive program to share energy efficiency savings 86-6
- Establish a program to assist homeowners in identifying and selecting appropriate and cost-effective improvements 86-7
- All retrofits that include more efficient heating and hot water systems should be 100% electric 86-8
- Encourage the installation of individual and community distributive solar energy by removing barriers and providing incentives for solar in land use regulations 86-9
- Require EV charging stations with all new developments or redevelopment projects at a minimum ratio of one EV charger for 10% of all required parking stalls, and require 20% of required parking stalls to be charger-ready for more EV chargers in the future 86-10

Now is the time for the City of Kirkland to demonstrate commitment to its goals, targets and actions and show leadership in addressing climate change and sustainability.

Thank you for your consideration and contribution to this very significant and complex project. Please let us know if you have any questions or would like to discuss this further.

Colleen Clement, Sarah Richards, Dave Russell, Ron Snell
 People for Climate Action Kirkland Steering Committee

Appendix:

Section 3.1 Air Quality/Greenhouse Gas Emissions

3.1.1 Affected Environment

The SEPA GHG Emissions Worksheet was used to estimate greenhouse gas emissions under current conditions. It is noted that the worksheet is designed for high-level planning (p. 3-4), so an alternative method was used to evaluate transportation-related greenhouse gas emissions. A more location specific evaluation of energy emissions should be considered, especially given that buildings account for twice the emissions as transportation.

In the discussion of lifetime GHG emissions estimates for the Study Area under the No Action alternative, it is noted that transportation accounts for approximately one third of the total emissions, but there is no note about buildings accounting for 60 percent of the total. It would be helpful to show the percentage of total emissions of each in Exhibit 3-3. Again, the study seems to disproportionately focus on transportation when buildings are the largest source of emissions.

3.1.2 Impacts

Thresholds of Significance

The measurement to determine whether or not each alternative results in significant GHG emission impacts should be based on total and/or total annualized emissions. The relevant commitments that the City of Kirkland has made to

reducing GHG emissions in the Comprehensive Plan and the Sustainability Master Plan are based on total annualized emissions.

No Action Alternative

The results of the No Action alternative are discussed relative to transportation (the numbers in the table show an increase of 56 %), however the largest increase in emissions is from buildings, which nearly double (98 % increase). This should be noted, as it is the most significant impact and the cause for total emissions increasing 81 %. It would be helpful to show the percentage increase of each sector and the total in Exhibit 3-4.

As stated above, the total increase in GHG emissions should be considered relative to the City's commitments to reduce GHG emissions, and therefore the No Action alternative should be found to be significant.

Alternatives 2 and 3

Same comments as above. Both scenarios result in significant increases in GHG emissions.

3.1.3 Mitigation Measures

All three study scenarios result in significant increases in GHG emissions, with the largest proportion of emissions due to fossil fuel energy use in buildings. As stated, the project should be consistent with the City's environmental plans and commitments. This mitigation section should focus on the building sector.

Applicable Regulations and Commitments

This section should focus on energy (natural gas and other fossil fuels to heat buildings) and transportation emissions policies, actions and goals, such as:

Comprehensive Plan:

- Policy E-5.1: Achieve the City's greenhouse gas emission reductions as compared to a 2007 baseline: 25 percent by 2020; 50 percent by 2030; 80 percent by 2050.
- Policy E-4.1: Expand City programs that promote sustainable building certifications and require them when appropriate.

Sustainability Master Plan:

- Goal ES-5: Reduce emissions of pipeline gas and other fossil fuels from all buildings by 20% by 2025 and 50% by 2030, as compared to a 2017 baseline.
- Action ES-5.3 Explore requiring or incentivizing all new construction to be built with only electric systems.
- Goal BI-1 Certify all new construction as High-Performing Green Buildings by 2025.
- Goal BI-2 Increase the resilience of the built environment by requiring 50% of new construction to be Certified Net-Zero-Energy by 2025 and 100% of new construction to be certified Net-Zero-Energy by 2030.
- Goal BI-3 Achieve the K4C Goal to reduce energy use in all existing buildings by 25% by 2030 and 45% by 2050 compared to a 2017 baseline.
- Goal ES-3: Add an additional 10 MW of combined individual and community distributive solar by 2030. Under this goal, Action ES-3.3 Consider revisions to remove barriers and provide incentives for solar in land use regulations.
- Goal ES-4: Reduce GHG emissions from vehicles 25% by 2030. Actions under this goal include developing infrastructure including Action ES-4.3 Require EV charging stations with all new developments or redevelopment

projects at a minimum ratio of one EV charger for 10% of all required parking stalls, and require 20% of required parking stalls to be charger-ready for more EV chargers in the future.

Mitigation Measures

As stated earlier, mitigation of the some of the increased greenhouse gas emissions from all three of the Study Area alternatives will require addressing the built environment, as it accounts for the largest increases in emissions. To significantly move toward the emission reduction targets laid out in the SMP the following mitigations should be included:

1. All new construction will be all electric
2. All new construction will be net zero energy based on some established certification process
3. Existing buildings within the Study Area will be included in retrofit programs to meet the goal of reducing energy by 25% by 2030 and 45% by 2050 compared to a 2017 baseline Methods to achieve these goals are outlined in the actions listed under this goal in the SMP (page 22):
 - Use the recently passed C-PACER legislation to provide commercial building owners access to less expensive capital over a longer term (BI-3.3)
 - To support equity for multi-family owners and tenants, create an incentive program to share energy efficiency savings (BI 3.1)
 - Establish a program to assist homeowners in identifying and select appropriate and cost-effective improvements (BI 3.5)
 - All retrofits that include more efficient heating and hot water systems should be 100% electric
4. Require EV charging stations with all new developments or redevelopment projects at a minimum ratio of one EV charger for 10% of all required parking stalls, and require 20% of required parking stalls to be charger-ready for more EV chargers in the future
5. Encourage the installation of individual and community distributive solar energy by removing barriers and providing incentives for solar in land use regulations

-END-

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, February 18, 2021 3:45 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #12073] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

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

Service Request Details	
ID	12073
Date/Time	2/18/2021 3:45 PM
Type	85th Station Area Plan
Address	[REDACTED]
Origin	Call Center
Comments	LEAVE IT ALONE! We ordinary citizens are fed up with city government kowtowing to big business. Let these entities go to Bellevue! If I must pay more taxes to keep our city "low key", and "user friendly", so be it!!!
Submitter	Pope, Robert G [REDACTED]

87-1

[View in QAlert](#)

From: [REDACTED]
Sent: Tuesday, January 5, 2021 11:11 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan: Upcoming Engagement Opportunities [December 2020]

Follow Up Flag: Follow up
Flag Status: Completed

Hi Mrs Ziki,

My name Robert "Scott" Powell and am a 23 year resident of the beautiful Everest neighborhood and the original owner of my home on [REDACTED]. I've been trying to read through the 411 page document provided. I'm an executive director at a large aerospace company and have spent a 37 year career assessing options for a myriad proposed changes and know how easily data can be skewed/tailored to support an outcome if not assessed correctly.

First I would like to share that I moved to Kirkland, and not Bellevue or Seattle, for the smaller town fill that has always been an *inclusive, diverse and welcoming community*, not congested, and affordable for hard working individuals. Does someone in the city council, WDOT, etc. believe it's not inclusive, diverse or welcoming? I don't see how this proposed zoning change improves or changes that unless inclusiveness is really meant to imply entitlement and playing the politically correct card for an agenda. To be honest I'm so tired of hearing young tech workers complain that they have to drive a distance to where they work. It is not a given right that you get to live right by where you work and contrary to their belief they're not entitled. I've had to drive a minimum of 27 miles one way for my 37 years in Washington because there is no way to live close by all the facilities. I've also been around long enough to see the effects of "affordable housing" in many cities, it lowers the value and desirability of neighborhoods by increasing crime due to increased numbers. You show me any neighborhood that had an initiative in

88-1

88-2

affordable housing or increased density of individuals in the US and I'll show you a neighborhood or portion of the city/town where the quality of life, safety and value degraded. So I do not see how this improves the *quality of life* for those of us who live in Kirkland.

88-2
cont.

People who live in Kirkland live here because we don't want high rise buildings, we love the residential family oriented community, enjoy the vibrant and picturesque downtown are not looking to increase the households and jobs here by a factor of 3 to 4. And hopefully this is not an agenda to bring money to the Kirkland coffers. Now if the objective is to improve transit which I believe this is truly what this proposal is supposed to be about then there would be no need to increase building heights adjacent to our neighborhoods and even higher or increasing housing density and affordability which does not benefit transit.

88-3

But all that said I do have some specific questions/concerns. First for Alternative Actions 1 and 2, you show building height maps. Could you provide the same building height map for today's zoning, i.e. Alternative 1. I do have a concern about both Alt. 2 and 3 and the **45' height**, which I assume is an increase as nothing is that high, between my home and the park. This height increase will result in a discontinuity look between residential, industrial, residential. It will also decrease sun exposure to adjacent homes and the park possibly resulting in damaging affects to trees which could also impact storm water draining, etc. I would suggest not changing any of the current industrial/multi-purpose building heights immediately adjacent to the residential neighborhoods.

88-4

88-5

88-6

And under Governor Inslee's green environment initiative increase the local population, even though you can skew the data on a per capita basis to make it look good, the increase in emissions would be substantial, the adverse effect to lake Washington even greater. Increasing population within the same foot print is never good for the environment. Again this is support to truly be about rapid transit then there is no need to have

increased population and housing density. All this will result in a reduction in the tree population and decrease the useable drainage area. And in my 27 years of living here any true improvement I approached the city with for my home was met with 1) you cannot remove a single tree and 2) you cannot reduce the permeability square footage. Kirkland city planning has always put environment first and foremost and Alt 2 encroaches on it while Alt 3 flies in the face of it.

88-7

Finally I know change is inevitable but it shouldn't be under the veil of the popular political agenda no matter what it is. And then don't target one of the true jewels like the Everest neighborhood as an example when we already live the values below in italics. For the 23 years I've lived in Kirkland people live here for its small town values, inclusiveness and diversity and if folks can't see how this culture has become even more culturally and ethnically diverse in just the past 15 years they're blind. And it seems for some reason in the past six months we are no longer diverse or inclusive or is someone just using the current political environment as a catalyst for transportation funds.

Conclusion:

Alternative 1) would be preferred and accommodating the light rail could be done much less intrusively and there is no need for increased population for the city to flourish. And again no one wants a Bellevue and no one wants density like Redmond.

88-8

Alternative 2) would be the best compromised approach but I would ask that adjacent to existing low/med density neighborhoods that building heights not be allowed to increase above current height limitations. In particular the proposed 45' increase between my neighborhood and the Everest park. Limit the increase in households and jobs by a factor of 2 over Alt 1 (not a factor of 3).

88-9

Alternative 3) a nonstarter, no Kirkland residents want to see building heights from 85' to 300', that's just an eye sore and again why we don't live in Bellevue. And ultimately the increased density and population will truly be a negative as it will bring more crime, a lower quality of life and ultimately make this study region of Kirkland a very undesirable area. And no matter how you present the data its terrible for the environment but obviously making someone(s) rich.

88-10

Thank you very much for taking the time to read this,

Regards, Scott Powell

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional transit investment to maximize transit-oriented development and create the most:

- *opportunity for an inclusive, diverse, and welcoming community,*
- *value for the City of Kirkland,*
- *community benefits including affordable housing,*
- *and quality of life for people who live, work, and visit Kirkland.*

Letter 89

From: Cindy [REDACTED]
Sent: Monday, February 15, 2021 1:19 PM
To: Allison Zike
Subject: INPUT ON REDESIGN AT 85TH & 405 FOR BUS STATION BY THIS FRIDAY

Follow Up Flag: Follow up
Flag Status: Flagged

My Name is Cindy Randazzo and have lived in Kirkland for almost 5 years. I've been involved and lived in Norkirk and currently live in Finn Hill. I am vehemently opposed to the project and believe it would be a detriment to the Highlands, Norkirk, and Everest Neighborhoods with absolutely no benefit to Kirkland's overall betterment. We need to pass on this project it should be no Kirkland elected officials legacy! Please keep Kirkland's integrity intact.

89-1

Best,
Cindy Randazzo

Sent from my iPhone

From: Matthew Sachs [REDACTED]
Sent: Saturday, January 9, 2021 4:22 PM
To: Allison Zike; Planning Commissioners
Subject: Station Area Plan: I support Alternative 3

Follow Up Flag: Follow up
Flag Status: Completed

There is an affordability crisis in Kirkland, a housing crisis in King County, and a climate crisis on Earth. Alternative 3 does the most to increase the supply of both market-rate and below-market-rate housing and support active transit, and so I support that option. 90-1

In addition to the mitigations in the DEIS, I encourage the city to support connectivity between the Highlands and the Station Area via non-car modalities, such as:

- [On-demand shuttle service](#) for the neighborhood
- Encouraging WSDOT to fund the northwest pedestrian connection between the NE 90th St in the Highlands and the station
- Funding the 116th Ave NE neighborhood greenway called for in other city plans

I'd also like to see further support for non-car connectivity between the Station Area and downtown Kirkland, such as increased transit/shuttle service and a fully separated bikeway. 90-3

--Matthew Sachs, station area resident

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:35 PM
To: Allison Zike
Subject: FW: 85th Street Redevelopment Planning

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kim Saunders [REDACTED]
Sent: Sunday, February 7, 2021 7:41 PM
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: 85th Street Redevelopment Planning

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, and
 Council Member Jon Pascal:

I am writing as a Kirkland resident and founding member of Salt House Church located at 11920 NE 80th St in Kirkland.

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. 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 (including many kinds of essential workers, including teachers) 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. 91-1

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

Thx,

Kim Saunders

[REDACTED]

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From: Rachel E Seelig [REDACTED]
Sent: Tuesday, February 16, 2021 9:33 PM
To: Allison Zike
Subject: DSEIS comment

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Allison-

I am a resident of the Everest neighborhood. I'm writing to express my opinion that there is no good reason to change the building height limit. It would negatively impact the Everest Neighborhood and any other neighborhood to have 45- or 85-foot-tall structures immediately adjacent to residences, as called for by Alternatives 2 and 3. Thank you for recording my input. 92-1

Rachel Seelig
[REDACTED] / [REDACTED] / [REDACTED]

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:32 PM
To: Allison Zike
Subject: FW: NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Susan Shelton [REDACTED]
Sent: Tuesday, February 16, 2021 4:32 PM
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: NE 85th Street Station Area Plan

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

Hello,

My name is Susan Shelton. I am a former Kirkland resident of 32 years. I raised my family on NE 73rd Street - 98033. I have worked for Lake Washington School District since 2012. I also have a daughter who works for LWSD (high school counselor) she would like to purchase a condo in the area. While she has the means for a down payment and a healthy income she is having a hard time finding an affordable place to live in the area. I have attended Salt House Church since December 2016.

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. 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. 93-1

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

Susan Shelton
 [REDACTED]

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Letter 94

February 19, 2021
Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033

Subject: NE 85th St Station Area Plan Draft SEIS Comments

Dear Ms. Zike:

Sound Transit has reviewed the NE 85th Street Station Area Plan Draft SEIS.

We share your goal of advancing development of a thriving, transit-oriented community surrounding the I-405 Stride bus rapid transit (BRT) station at NE 85th Street, and we look forward to future collaboration as the Station Area Plan process proceeds and plans are implemented.

Please contact us if you have any questions:

Paul Cornish
BRT Program Director
paul.cornish@soundtransit.org
(206) 398-5342

Cynthia Padilla
Senior Project Manager, I-405 BRT
cynthia.padilla@soundtransit.org
(206) 903-7385

Sincerely,

Paul T. Cornish

Paul Cornish
BRT Program Director

cc: Cynthia Padilla, Senior Project Manager, I-405 BRT, Sound Transit
Kathy Fendt, East Corridor Environmental Manager, Sound Transit
Gary Yao, Senior Land Use Permits Administrator, Sound Transit
Diana Giraldo, Project Manager – I-405/NE 85th Interchange and Inline Station,
Washington State Department of Transportation
Brian Macik, I-405 BRT Transit Integration Lead, King County Metro

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Peter M. Rogoff

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

Letter 95

From: Taylor Spangler
Sent: Monday, January 11, 2021 3:01 AM
To: Allison Zike
Subject: questions about the 405/85th area plan

Follow Up Flag: Follow up
Flag Status: Completed

Hi Allison,

I'm a Kirkland resident (South Rose Hill) who attended the meeting last week about the plans around the 405/85th street interchange. I happen to live VERY close (between 80th and 85th on 120th) to the proposed plans. I'm reaching out to you with some questions/comments as I think you and my breakout room lead mentioned that you were the best person to contact. Apologies in advance for the length of my e-mail.

First, I wanted to thank you and everyone involved for holding that meeting, I had to step in and out a few times, but overall I found the different plans interesting, and I even managed to learn glean some insights from some of the other attendees despite so much negativity in the room from a few toxic individuals who seem to be under the impression that they alone speak for the soul of Kirkland. To hear someone exclaim with pride that they were able to keep the U-Haul there as they're building a massive apartment complex, I thought it was a joke at first, until I realized who was saying it.

Second, I wanted to say I'm very supportive of a lot of the work being proposed. Being someone who moved here from downtown Bellevue a few years ago my biggest problem with the South Rose Hill area is that, despite being right outside of downtown Kirkland, it doesn't really feel like it. It's not easy to walk to anything other than Safeway or Costco, and those aren't places where walking to them makes them more convenient. I'm also an avid cyclist who commutes by bicycle to work in Redmond, so I'm excited to hear about some of the plans for making it more convenient to travel by bike or food in the area.

My questions mostly revolve around the specifics around the plans that will directly affect my neighborhood.

1. I can't tell, but it looks like neither of the plans involving upzoning would be upzoning my area/the homes around me, is that right? We're basically right behind the taco time/Subaru (AWD) repair shop (literally right behind on NE 84th). I can't tell from the lines/diagrams if we're getting up zoned or if we're just stuck zoned at 45 feet (I'm also not positive if we're already 45 feet, but assuming we are because the ppl across the driveway are 3 story buildings which I assume is ~45 feet).

- If we are not being up zoned, is the logic simply that there are already homes/ppl living there? There are some other similar townhomes up the street that look like they're up zoned in one of the plans and I'm not sure why they would be up zoned but we would not. It seems like up zoning the entire block in front of the cemetery might make sense, but I'm guessing the reason you didn't is just that it'd create a massive backlash and would be unnecessary given what you'd like to accomplish.
- My main reason for concern is if we don't get up zoned, we're likely to be stuck looking at whatever building they put there basically in our backyard, which it looks like would either be 85 or 150ft tall. I'm not totally against such a thing, but I don't think our privacy trees would last through the kind of construction required to put either sized building there and I'm sure you can understand why I'd be a little miffed if my bathroom window lined up with someone else's bathroom window in a new apartment complex or office building. It's just a lifetime of awkward eye contact I'd be happy to avoid. Anyway I know we're a weird little offshoot of townhomes in a sea of big single family homes, and may mess things up to upzone an extra chunk, so I obviously won't be too offended either way. Just thought I'd share my concern/perspective. I'm sure some of my neighbors may even feel differently.

- Another reason it makes sense is that at some point I'd seen a plan that looked like it basically turned my driveway + the driveway we share a border with, into a through street. If you up zoned back to our place all the way across the block, that might still make sense to do something like that, but there's probably plenty I'm not seeing there, and I may also have misread a map I saw 6 months ago.

95-3

2. Has there been a traffic study for the 80th/120th intersection? One concern that I had was the suggested traffic mitigation to put a left turn lane at the top of 120th street near the high school. I bike up that street a lot on my way to work and drive through it all the time. People already basically treat that street like it's got a left hand turn lane. It doesn't usually get that crowded now, but with the number of people you're planning to put in, I think we'd need more lanes. Especially given the increase in traffic in both directions. Basically it seems like, since you're upzoning the entire west side of the street, widen it and make it a bigger street, with sidewalks on both sides.

95-4

- I'm sure the most vocal opponents of this would love to complain about how this puts high schoolers in danger, they obviously haven't seen how many of them walk in the street now because one side has no sidewalk (not a complaint, I don't mind, I'm from a small town and I even sometimes do it, given covid and the people hanging out on the sidewalk in the area).

3. Given all of the construction that's going to happen, someone brought up a good question around how they'll handle all of the dirt/construction equipment came up. I just watched someone driving a crane up 120th to the high school yesterday morning and it was a pretty tight fit. Sure, semi-drivers pull up next to Lee Johnson all the time, so it's probably not a big deal, but that's often pretty tight, and those drivers likely usually know the area. With this whole thing turned into a construction zone, it seemed like one of the few reasonable suggestions/comments from some of the louder voices.

95-5

- Not saying I don't think it should be done. I think it should, and likely you and whoever gets hired to do the work know better than I how to handle it. Just wanted to raise it as a possible issue, since I'll likely be directly affected. I often bike home and get stuck in traffic going north-bound on 120th in the evenings. I can only imagine the nightmare when there's dump trucks and holes in the ground everywhere. But of course with construction comes traffic, and I don't personally think the traffic around 85th is THAT bad.

Anyway I'll stop pestering you there, as I haven't had time to dig into the plans in more detail yet, and you've likely had enough of my overlong e-mail.

I just want to say again, I really appreciate all of the work you and everyone involved as done. I come from a small town that was very anti-growth (it remained one of the last dry towns in our area and was at one point considered as a headquarters for the Women's Temperance League in the 1980's I think?). Suffice to say, I'm glad to see Kirkland is doing what it can to keep up with the massive growth of this area. It's a great community, and I'm excited to see what you all plan for it.

Best Regards,
-Taylor Spangler

From: Katie Stern [REDACTED]
Sent: Tuesday, January 5, 2021 8:53 AM
To: Becca Book
Cc: Allison Zike
Subject: Re: 405 / NE 85th Street questions

Follow Up Flag: Follow up
Flag Status: Completed

Good morning Becca and Allison,

Thank you for responding so quickly to my email! Yes, I would like Allison to include my comments as part of the record; I won't be sending a separate email and ask that she use my original email information. I would also like to be added to the Draft Environmental Impact Statement community email list, if there is one.

I look forward to the BRT project and am hoping my input will assist the team to make this project community inclusive as it brings exciting change to the Kirkland area.

Thank you, see you on the 7th!

Katie Stern

On Monday, January 4, 2021, 10:19:17 AM PST, Becca Book [REDACTED] wrote:

Good morning Katie,

Thank you for your message. I am copying Allison Zike, the project manager for the Station Area Plan on the City of Kirkland side. Allison will be accepting official comments on the plan during the Draft Environmental Impact Statement comment period. Please let her know if you would like your comments, below, to be added to the record, or feel free to send her a separate email.

We look forward to discussing your concerns below on Jan 7. We are aware of community concerns surrounding parking in the neighborhoods around the BRT and will be sure to make time to discuss this.

The transportation planners on our team have analyzed the traffic expected due to growth in the area, and we look forward to presenting their findings to you. They did not specifically study the NE 80th / 123rd AVE intersection, but they have provided recommendations on how to ease traffic in the Station Area as a whole.

Finally, making the area more pedestrian friendly and providing Safe Routes to Schools is an overarching goal of the project team. I am glad to hear your support for this aspect of the project and look forward to discussing further!

Becca Book —

LEED AP ND, EcoDistricts AP

[REDACTED]

We are here and connected, with teams working remotely to support all of our clients and ongoing projects. Wishing health and wellness to you, your families, and organizations during this challenging time.

From: Katie Stern [REDACTED]
Sent: Wednesday, December 30, 2020 6:09 PM
To: Becca Book [REDACTED]
Subject: 405 / NE 85th Street questions

Hello there,

I signed up for the January 7 zoom meeting and would like the Team to address the following two issues:

1) What is the city's plan to address South Rose Hill neighborhood safety with the increased traffic that will occur on NE 80th St?

The City schematic appears to show additional bus routes that will travel on NE 80th to support the BRT; it also seems likely that BRT riders will drive through the South Rose Hill neighborhood looking for street parking. Currently cars regularly use NE 80th as a way to avoid traffic on NE 85th - with major 85th street construction on the horizon it seems reasonable to expect that even more cars will seek this small, residential street as an alternative route. Housing has boomed in the area adding another layer of traffic to push this small street beyond the traffic capacity that city planners have could have imagined. Two schools are located within this zone and the street still does not have complete sidewalks between the high school and elementary school.

2) The intersection of NE 80th/ 123rd Ave NE/ 124th Ave NE is dangerous today and increased traffic from the BRT project will make this intersection worse. The city needs to install a full traffic light at this intersection.

School kids use this crossing daily and often the view of the crosswalk is obstructed (East bound traffic) by cars waiting to turn left from NE 80th onto 124th NE. It is also extremely difficult to turn left from the end of 123rd onto NE 80th, it is extremely difficult to turn left from 124th Ave NE onto NE 80th. The compound effect of increasing traffic through this intersection due to the BRT and the new Google campus scheduled to be developed on the Lee Johnson parcel escalate the danger of this intersection. It is time to install a traffic light for the safety of our schools kids that cross here daily and the neighborhood residents.

Thank you, I am looking forward to the January 7 meeting.

Sincerely,

Katie Stern

From: Karen Story [REDACTED]
Sent: Tuesday, January 12, 2021 7:14 AM
To: Planning Commissioners; Allison Zike
Subject: Re: Station Area Plan: I oppose 10+-story buildings!

Follow Up Flag: Follow up
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Rodney, thank you for asking me to share my specific concerns. I had kept my initial comments brief, because I know you are all inundated with things to read. These are a few of my concerns about the impact of high rise buildings in Kirkland.

To clarify: I am not opposed to density per se, I care about affordable housing, and I am willing to prioritize the greater good over my own interests. That being said:

The city put a lot of effort into creating the Kirkland 2035 comprehensive plan and vision. Kirkland residents overwhelming said they did not want Kirkland to be another Bellevue with high rises. It would undermine the city's credibility to change the comprehensive plan so drastically, so soon after approving it.

Speaking of Bellevue, has its forest of tall buildings caused housing prices to drop there? According to the internet, no: Bellevue housing prices are 25% higher than Kirkland.

More housing does not result in less competition for housing, because as we increase the number of housing units, we also increase the number of jobs, and thus the number of people who want to live here. So the ratio of houses to people does not necessarily increase.

The theory is that if there is excess housing stock, rents will drop, but I have not seen that happen. Many new apartments have been built in Kirkland in the past few years. I don't know what the current vacancy rate is, but I know that there are empty apartments, and this has not translated to lower rents.

As for those who want to buy houses, I don't believe that building more apartments or condos will cause single-family home or townhome prices to drop. People who want to buy a house will still be competing with others who want to buy a house. "Ground floor units" (houses and townhouses) allow people to have a yard or garden, easy access to fresh air, and more interaction with neighbors for both adults and children. These things are all important for our physical health, mental health, and community fabric, and are strongly desired by many people. I know few people who want to raise a family in a highrise apartment.

I do agree with focusing the highest density around transit, but rather than pick a few spots for 20-story buildings, I'd rather see a modest density increase throughout the city, spreading the load and creating a more people-scale cityscape. I also want developers to be required to build to the zoned density when they redevelop (instead of, for example, putting a single large home on a lot zoned for three units).

Another drawback to tall buildings is that they cause wind funneling and turbulence, which is unpleasant for pedestrians. They also cast large shadows, blocking sunlight for adjacent properties and pedestrians.

Low-rise living is closer to nature (which is critical for our mental well-being) and facilitates a stronger community-oriented social life. Studies show that in taller structures, tenants can become isolated and out of touch with city life below. Children can lose their direct contact with nature, and with other children. High-rises tend to separate people from the street and each other and greatly reduce the number of chance encounters, which are crucial to creating community.

I believe that six-story buildings provide just the right mix of density, housing options, job and retail opportunities, people-friendliness, aesthetics, and community.

97-6
cont.

On 1/9/2021 7:22 AM, Rodney Rutherford wrote:

Hi Karen, thank you for sharing your opposition to higher buildings.

I would like to learn more about the specific concerns you have with the impacts those higher buildings would create.

Get [Outlook for Android](#)

From: Karen Story [REDACTED]
Sent: Saturday, January 9, 2021 6:51:25 AM
To: Allison Zike <AZike@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Station Area Plan: I oppose 10+-story buildings!

Dear Planning Commissioners and City of Kirkland,

I am strongly opposed to Alternative 3 of the Station Area Plan, and would like to see Alternative 2 scaled back to lower building heights consistent with those allowed elsewhere in Kirkland.

It is my understanding that Kirkland is on track to exceed the Growth Management Act requirements for new housing and jobs, and that higher buildings are not needed to meet these goals.

I do not want to live in a high-rise city like Bellevue.

Sincerely,

Karen Story
 Highlands Neighborhood co-chair

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97-7

From: Kent Sullivan [REDACTED]
Sent: Wednesday, February 3, 2021 8:29 PM
To: Allison Zike
Subject: Thank you for your presentation at the Norkirk NA meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I live in Bridle Trails, near the Kirkland-Bellevue-Redmond border but I attend church in the Norkirk area and somehow ended up on their NA mailing list...

I have studied the Station Area Plan and am concerned that the challenges are not stated strongly enough. The tone of the document overall struck me as "we're doing this – so let's paint as positive a picture as possible". What I see is a site and surrounding area that is VERY challenged, from at least three aspects:

1. **Topography:** The area surrounding the station is *extremely* hilly and the distance between the station area and existing locations that people might want to reach is *psychologically* MUCH further than the maps in the report would suggest. (This is borderline misleading, frankly.) 98-1
2. **Existing structures / zoning / development:** The types of existing buildings and their orientation and location with respect to streets do not project a neighborhood feel; the Central Way viaduct and the cliff over which it passes creates a "chasm" that inhospitably separates the area from downtown Kirkland. I realize that up-zoning and redevelopment is part of the long-term plan but the most that can be achieved has the distinct feel of a tiny, sunny island within a vast, sad ocean. 98-2
3. **Noise:** You have to yell to be heard anywhere near I-405, not to mention have a coherent thought – any sense of quiet, connecting to nature, etc. seems completely unachievable (but several of the pictures imply—which is, again, borderline misleading). 98-3

I frankly can't imagine significant numbers of people wanting to be on foot in the station area, even if just passing through. Bicycling, except perhaps for dedicated commuters, is unrealistic given the challenges I mentioned earlier. (Tongue in cheek—I suppose if a government agency sprang for electric bikes for all of the citizens of Kirkland then maybe I could be proven wrong!) The part of the plan that talks about new trails and etc. is all well and good on paper but the feel this area has does not encourage actually being on foot. (With the exception of a small area around Forbes Lake.) 98-4

If you spend any time in this area, you clearly experience that it's a semi-industrial near-wasteland. It is NOT AT ALL like downtown Kirkland, Norkirk, Everest, or what the new urban village in Totem Lake may turn out to be, in large part due to the "scar" that is I-405 passing right through the middle. No amount of adding street trees or benches is going to fix this and the possibility of burying I-405 in a trench seems beyond remote. Downtown Boston is a valid comparison on some levels – the feel that the area around the Big Dig has compared to when the freeway was above ground is much greater than night and day – it's instead more like two different worlds – and the world that Boston has today is simply not a world Kirkland is going to achieve with respect to I-405. 98-5

Perhaps outside the scope of this report, but I feel important to state, is that the location chosen for this transit station has a strong feel of overly-hopeful "build it and they will come" in terms of bus lines and riders. For example, are people who live north and work at Microsoft REALLY going to abandon their cars to take a (admittedly, faster) BRT ride down I-405, only to get off that bus miles from the campus, just to get bogged down in the same surface street traffic as everyone else on another bus? (Not to mention that Metro / ST stubbornly refuse to increase service frequency to anything shorter than 15 minutes. Being on time for the first meeting of the day is often a matter of 5-10 minutes. The feel that transit has in Vancouver, BC, for example, is vastly different, and much of that I think is due to service frequency.) 98-6

Thank you,

--Kent

P. S. As I mentioned above, the pictures of other projects used to evoke how the area might appear in the future is borderline misleading because those projects don't appear to have the same challenges. I have seen this technique 98-7

repeatedly in development proposals. I have no problem with this approach generally since "a picture is worth a thousand words" but great care needs to be used in selecting pictures that are truly representative and realistic.

98-7
cont.

Letter 99

From: teetoo18 [REDACTED]
Sent: Saturday, January 9, 2021 6:28 PM
To: Allison Zike
Subject: RE: HNA: Send Station Area Plan comments to Planning Commission before Jan. 14

Follow Up Flag: Follow up
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I'd like to object to this movement. How do I do this?

99-1

Syd

Sent from my T-Mobile 4G LTE Device

----- Original message -----

From: Karen Story [REDACTED]
Date: 1/9/21 7:27 AM (GMT-08:00)
To: [REDACTED]
Subject: HNA: Send Station Area Plan comments to Planning Commission before Jan. 14

The Planning Commission will be holding a study session on Jan. 14 to discuss the I-405/NE 85th St. Station Area Plan proposed alternatives.

Please review the Station Area Plan (link below) and send your comments to the Commission before Jan. 14. (You can continue to send comments to the city through Feb. 5.)

Alternative 2 proposes buildings up to 10 stories on the east side of 405. Alternative 3 proposes buildings up to 20 stories. There are no proposed density increases in the Highlands.

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

Send comments to:

azike@kirklandwa.gov and PlanningCommissioners@kirklandwa.gov

Note that the Station Area Plan only addresses city-owned land around the I-405/NE 85th St. interchange. The plan does not address the Sound Transit project (BRT stop, pedestrian and bicycle safety improvements, roundabout at 114th Ave NE and NE 85th St, updated interchange configuration with direct access to 405 express toll lanes, dropoff/pickup).

--

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To unsubscribe from this group and stop receiving emails from it, send an email to kirklandhighlands+unsubscribe@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/kirklandhighlands/95cf64b6-99a6-04c5-5d4e-e2132b486b39%40nwnative.us>.

Letter 100

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:33 PM
To: Allison Zike
Subject: FW: NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Sunday, February 14, 2021 3:37 PM
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: NE 85th Street Station Area Plan

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 a new attendee of Salt House Church, 11920 NE 80th St, Kirkland and a Kirkland resident. One of the things that attracted me to worship here is the care and concern for lower-income residents and the opportunity it affords me to do some practical good in the community.

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. 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. 100-1

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

Jeanne M Tate

Sent from Mail for Windows 10

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From: Kelli Curtis
Sent: Friday, February 19, 2021 1:31 PM
To: Allison Zike
Subject: FW: Low-Income Housing

Follow Up Flag: Follow up
Flag Status: Flagged

From: Paula Templin
Sent: Wednesday, February 17, 2021 8:37 PM
To: Penny Sweet <PSweet@kirklandwa.gov>; Jay Arnold <JArnold@kirklandwa.gov>; Neal Black <NBlack@kirklandwa.gov>; Kelli Curtis <KCurtis@kirklandwa.gov>; Amy Falcone <aafalcone@kirklandwa.gov>; Toby Nixon <TNixon@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>
Subject: Low-Income Housing

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

Hello, my name is Paula Templin. I am a resident of Kirkland and a member of Salt House Church, located at 11920 NE 80th St.

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. 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:

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- 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 as 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. 101-1

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

Paula Templin

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From: Susan Tonkin de Vries
Sent: Monday, February 15, 2021 10:38 AM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

I do not support either Alternative 2 or Alternative 3. Both Alternatives call for development that is completely out of scale for the area. The impacts on neighboring residents would be significant, and the benefits minimal. Something between the No Action Alternative and Alternative 2, but closer to the No Action Alternative, would be worth considering.

My specific comments are as follows.

1. The Draft SEIS does not tell us how much additional growth the GMA is likely to require by 2044, or what fraction of this would be covered by the anticipated growth in the three alternatives. Does the Plan use the Station Area to accommodate all the City's required growth, or is this the "fair share" for the surrounding neighborhoods? 102-1
2. Regarding traffic and congestion: It's clear that there will be significant, unavoidable impacts. Impacts related to entering and leaving I-405 (e.g., wait time to enter I-405 north during the evening rush hour) were not analyzed. 102-2
3. Regarding air quality: The air quality analysis seems to be limited to greenhouse gas emissions. Will local air quality (e.g., particulates) deteriorate with more congestion? 102-3
4. Regarding visual impacts: Alternative 3 feels like a few blocks of downtown Bellevue dropped onto the top of a hill in a low-rise suburban area. The buildings would have to be exceptionally beautiful to be anything other than an eyesore. It would be useful to see massing diagrams (based on a plausible build-out) from street level. For example, how much will westbound views be interrupted / closed off by 300-ft towers? In what area are they visible from street level? I have much less sense of the visual impact of Alternative 2; street level renderings would again help. 102-4
5. Regarding benefits to local residents: As far as I can tell, minimal. There will be commercial activity, but it will be aimed at office workers rather than residents. A few local residents will gain employment in the Plan area; many more will continue to commute elsewhere; their commutes will lengthen. 102-5

Thank you for the opportunity to comment on the plan.

Susan de Vries

From: [REDACTED]
Sent: Saturday, January 9, 2021 10:58 AM
To: Allison Zike
Subject: I-405/NE 85th St. Station Area Plan

Follow Up Flag: Follow up
Flag Status: Completed

The time for action is now. Many residents might not like the increase in density and building height but it is a time for true leadership.

This is needed and long over due

I truly believe density and building height must increase along NE 85th. Building density and height also are needed in the Rosehill and Highlands (where I live) neighborhoods

20 plus stories are needed around the Transit Center if Kirkland is truly committed to providing affordable housing options and a more Pedestrian environment

These moments in history don't occur often, if not acted upon it will forever be an opportunity lost

Thanks, Tony

From: [REDACTED]
Sent: Monday, February 15, 2021 12:06 PM
To: City Council
Subject: Redesign At 85th & 405

Dear City Council,

I have been a resident of Kirkland for over 20 years. I did respond to the survey but felt it a bit misleading and cumbersome. I feel like it was leading in a way to get the response you want. We choose to live in Kirkland because we don't want to live like Seattle. I specifically prefer option #1 as I think that option offers a more controlled growth. We already experience a great increase in traffic during the summer months because Kirkland is a lovely place to be in nice weather. I don't like the idea of being forced out of our cars, forced onto transit etc. or to live in a specific area. I am all for choice and I think that can be done with a slower growth plan.

The other problem that I found with the survey is the implication of "affordable" housing. How "affordable" it would be is only implied--nothing concrete in terms of dollars. This is why I felt the survey is misleading as well as this process. You have made the decision and are now reverse engineering it make the residents feel like we have input.

Please remember you represent the citizens.

Elizabeth Tupper

Sent from Windows Mail

From: Al Vaskas [REDACTED]
Sent: Wednesday, January 13, 2021 6:14 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Completed

I prefer Alternative 2 but with condominium development rather than rental units. I think we should encourage home ownership - it's a community benefit in many ways - and the City of Kirkland should insist that developers recognize that in their plans. 105-1

Al Vaskas
 [REDACTED]
 [REDACTED]

From: Don Volta [REDACTED]
Sent: Monday, February 15, 2021 3:13 PM
To: Allison Zike
Subject: Draft SEIS comments

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for the opportunity to provide input to the NE 85th Street Station Area Plan. As over 20-year Kirkland homeowners in the Central Area we are extremely interested in this development. We hope it will turn out as well as the Kirkland Urban development that we strongly supported and now are the beneficiaries of the development.

In general, we strongly support Alternative 3 because it does the most to offer jobs, housing, retail, and public infrastructure development that we will benefit from, both directly and because of the financial advantages accruing to our community. 106-1

Although we favor Alternative 3, we noted that there are considerable advantages in the other alternatives regarding bicycling and pedestrian infrastructure improvements that are of primary interest to us. Overall, however, Alternative 3 provides the most value to bicyclists and pedestrians such as us.

We particularly support the north-south bicycle and pedestrian routes linking 116th Avenue NE/NE 80th Street with Slater Avenue NE. Currently, Slater Avenue NE is not a designated bike route because it does not have a bike lane and effectively terminates for cyclists at NE 100th Street. Here there is access to the 100th Street pedestrian/bicycle overpass to the west or NE 100th Street to the east to link to 124th Avenue NE or 132nd Avenue NE. Slater is preferred for north south bicycle travel over both 124th and 132nd because it is an exceptionally low traffic route even though it is not designated as a bike route. If north south bicycle users could continue through the Study Area directly to 116th Avenue NE/NE 80th Street, the development would create a major new bicycle transportation corridor on the east side of I405. Note that as shown in all three alternatives, this corridor would not develop because the extremely congested 120th Avenue NE bicycle route is not safe to ride due to traffic, nor is the short section of NE 90th Street. We urge you to consider linking Slater Avenue NE directly through the NE 85th station area development to 116th Avenue NE/NE 80th Street. 106-2

Here are some other comments:

- Exhibit 3-56, Existing Bicycle Facilities. The bike/pedestrian trail that begins in the small park and ride lot on the SE corner of Kirkland Way and NE 85th Street is not shown. The path leads to Slater St./116th Avenue NE. It is shown in Exhibits 3-65, 3-66 and 3-67. This is a commonly used route for cyclists to access the pedestrian/bicycle overpass East over I405 to 116th Avenue NE and then east to Rose Hill and Redmond or down 116th to Bellevue. Recommend you show this path on Exhibit 3-56. The two other routes shown to access the overpass, Ohde Avenue and Kirkland Avenue, both have more difficult grades and traffic issues. 106-
- Exhibit 3-67, Transportation Network Assumptions, Alternative 3. The bicycle pedestrian routes along NE 85th Street up to the transit center are critical for cyclists. The grades on the west to east 106-4

alternatives are too high to be reasonably usable by cyclists. For example, the grade on 7th Avenue/NE 87th is 12-14 %. The addition of bike lanes along the proposed NE 85th Street will have more reasonable grades since the elevation gain is spread over a longer distance. With a bike lane on both sides of NE 85th Street, this will become the major east west transportation corridor for cyclists and bike lanes on both sides of the road are essential to meet the demand.

- Page 3-154, Pedestrian and Bicycle. Paragraph refers to Exhibit 3-76; should be Exhibit 3-66.

Thank you for the opportunity to comment.

Don and Jane Volta

[REDACTED]
[REDACTED]
[REDACTED]

106-4
cont.

106-5

Letter 107

From: Susan Vossler [REDACTED]
Sent: Sunday, February 7, 2021 9:51 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,
I took the survey. I must say the question format was somewhat confusing.

I'd like to reiterate my priority for this development.
City of Kirkland has made a commitment to reducing its emissions. One way to do this is to require that all new construction be 100% electric and net zero energy.

107-1

Thank you,
Susan Vossler

From: Dan W [REDACTED]
Sent: Thursday, February 4, 2021 12:57 PM
To: Allison Zike
Subject: BRT station area plan comments

Follow Up Flag: Follow up
Flag Status: Flagged

We are in favor of alternative 1 and building heights of no more than 6 stories. Also we are in favor of additional affordable housing. Thanks for your attention.

Dan & Cass Walker

108-1

108-2

From: Vivian Weber [REDACTED]
Sent: Friday, February 19, 2021 7:50 PM
To: Allison Zike
Cc: Vivian Weber; Robert Weber
Subject: NE 85th St. Station Area Plan--Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Attention: Allison Zike, Project Planner

We are long-term Kirkland residents (since 1992) and have the following comments on the proposed Station Area Plan around the I-405/NE 85th Street interchange:

- Require that all new construction be 100% electric and net zero energy. This can be achieved by building to passive-house guidelines (see [The Principles: Passive House Institute U.S. \(phius.org\)](https://theprinciples.org/)). It is much less expensive to increase insulation and include triple-pane windows during construction. 109-1
- Provide aggressive energy retrofit opportunities to existing buildings. All retrofits should replace gas appliances with 100% electric heat pumps and hot water systems. 109-2
- Require 50% of the required parking spaces to have EV chargers. Given the 10x decrease in battery cost in the past decade, Electric Vehicle use/ownership will outpace gas vehicles in the next 2 years. Get informed about the growing popularity of TaaS (Transportation as a Service): Driverless Uber/Lyft-type Electric Vehicles will transport Kirkland area residents from their home to the station and board public transportation to Sea-Tac. No need to park their car. 109-3
- Consider the Washington STRONG Act (SB5373 & HB1513) and support environmental justice. Give priority to hiring people who have economically suffered most from the COVID-19 pandemic to work in the new construction and retrofit projects. 109-4
- Support social justice and mandate that 25% of all housing units be reserved forever for low-income people of color (black & brown). Kirkland is too white. Let's support a community that celebrates age, income, and cultural diversities. 109-5

We support a decarbonized future. Pollution from buildings contribute a quarter of WA's greenhouse gas emissions. Transportation accounts for 45% of WA state's total emissions.

Thank-you for extending your comment period and considering our suggestions.
 Kind regards,
 Vivian Weber
 Robert Weber

109-6

From: [REDACTED]
Sent: Monday, February 1, 2021 9:36 PM
To: Adam Weinstein
Cc: Joel Pfundt; Jon Pascal; Jeremy McMahan; Allison Zike
Subject: RE: GHG Dataset Dates

Thanks for getting back, Adam. No worries.

I agree updated data wouldn't make that much of a difference comparatively speaking. But in my mind, it speaks to bigger issues. And these aren't directed at you, Adam, or anyone in particular. Just observations for consideration. I'm not trying to pick a fight or troll. I'm just profoundly concerned (and scared) about our climate crisis.

1. How dramatic would the differences need to be to change the analysis? I think the fact the numbers are a) 20 years old and it didn't really matter and b) we don't really have a handle on meaningful deltas tells me the city doesn't really have a sustainability plan that's measurable and actionable. 110-1
2. EIS's are notoriously bad at gaming alternatives to justify the preferred path. We know the city prefers Alternative 3 and it's hard to argue against the *potential* reductions large scale TOD can bring to both VMT and GHG. Totem Lake, Kirkland Urban, and even the south Kirkland P&R, were billed as multi-model developments aimed at reducing car reliance. Meanwhile VMT in Kirkland keeps climbing. In fact, the DEIS includes an entire section on road design mitigations to maintain LOS. 110-2
3. There's a fourth alternative that rarely makes the list in a TOD EIS: Reduce and distribute. Reduce the scope of the project while absorbing the required population growth by distributing it around the city. It may lead to more aggressive missing middle with many mini transit and retail nodes – throughout existing neighborhoods.
 - a. It may mean moving away from an over reliance on large scale TOD projects as population sinks at select transit nodes near freeways (who's construction alone emits large amounts of GHG). 110-3
 - b. It's a strategy Claudia Balducci has been advocating as well, "TOD doesn't have to be near freeways...and it doesn't have to be big" And while she admits and begrudges the Bel-Red/Spring Street corridor lacks diversity of typology and affordable housing (she regrets letting the market decide), she feels victorious in at least having it away from 520 and not centered on a major transit hub. (But there's only so much control over WSDOT the city has, in Kirkland's case)

I understand the city wants a big development at 85th. There are huge tax revenue implications. We also need to absorb regional population growth and the state has decided on an interchange whether we need it or not.

But there are cities around the globe moving aggressively toward car reduction inside CBDs and beyond. Portland has 32 designated 'mini-centers' focused on distributing and dispersing nodes across neighborhoods instead of over-investing in a few big ones. It's a focus on accessibility for all over just those living in urban growth centers. 110-4

Thanks for the attention. I don't envy the tradeoffs you're forced to make.

Brad

From: Adam Weinstein
Sent: Saturday, January 30, 2021 8:56 PM
To: [REDACTED]

1

Cc: Joel Pfundt; Jon Pascal; Jeremy McMahan; Allison Zike
Subject: RE: GHG Dataset Dates

Brad --- Sorry I wasn't able to respond to your message yesterday, but glad Councilmember Pascal did. I'm not sure updated building consumption/emissions factors would dramatically change the comparative GHG analysis in the SEIS (which is primarily intended to facilitate analysis of the three alternatives and selection of a preferred alternative), but our consultant is looking into it, along with your questions about particulates (again, per capita particulate emissions should be reduced under Alternative 3 compared to Alternative 1, regardless of whether the PM is associated with vehicle exhaust or tires).

Also, we forwarded your email to our consultant so you should expect these issues to be addressed in the Final SEIS (no need to send a separate SEIS comment letter). Thanks for flagging these questions.

Adam

Adam Weinstein, AICP
 Director of Planning and Building

City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033

(425) 587-3227
aweinstein@kirklandwa.gov

From: [REDACTED]
Sent: Friday, January 29, 2021 2:50 PM
To: Jon Pascal <JPascal@kirklandwa.gov>
Cc: Adam Weinstein <AWeinstein@kirklandwa.gov>; Joel Pfundt <JPfundt@kirklandwa.gov>
Subject: Re: GHG Dataset Dates

Thanks, Jon. Will do.

From: Jon Pascal <JPascal@kirklandwa.gov>
Sent: Friday, January 29, 2021 1:43:36 PM
To: [REDACTED]
Cc: Adam Weinstein <AWeinstein@kirklandwa.gov>; Joel Pfundt <JPfundt@kirklandwa.gov>
Subject: Re: GHG Dataset Dates

Hi Brad,
 Thanks for digging through the DEIS. I am still reviewing and formulating my comments that I intend to share with Adam and staff. Sounds like the deadline for comments got extended later into February, which was good to see and gives everyone more time.

Regarding the County information, I think it is the responsibility of the consultants to know which data to use or not to use, and also to defend their methodology as appropriate or reasonable for the level of analysis required at the EIS stage. You should be sure to submit these comments as part of the EIS so they can be addressed.

Regards,
 Jon

2

Jon Pascal
Councilmember
City of Kirkland
[REDACTED]
jpascal@kirklandwa.gov

From: [REDACTED]
Sent: Thursday, January 28, 2021 10:42 PM
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Joel Pfundt <JPfundt@kirklandwa.gov>
Subject: FW: GHG Dataset Dates

Hey Friends,

As I was reviewing [Kirkland's NE 85th St Station Area Plan and Planned Action DEIS](#), (page 3.6) I noticed the GHG emissions [data](#) Fehr and Peers used is nearly 20 years old. I see there's data on [commercial building energy consumption](#) from as early as 2018. And the annual VMT data is from 2006 at 56.5B and in 2019 the state reported was [62.5B](#). Our state has also added another 1.2M people since 2006 as well and those figures are included in their calculations. I think we can all agree the GHG numbers included in that packet are thus misleading. (not that the public scrutinizes such things as I do. 😊)

I reached out to Matt at King County who owns that spreadsheet. He said it was made for an old and dated SEPA process and was never intended to be updated.

I think Fehr and Peers, and/or the city, should use the formulas in the spreadsheet but with updated data. Meanwhile, Jon, maybe you want to lean on someone at the county to get these sheet updated or taken down. It makes me wonder how many projects are being pitched with this old GHG data.

Also, there is no mention of [non-exhaust particulate emissions](#) from motor vehicles. For a project that is so near sensitive waterways and wetlands, it seems the report would want to pay particular attention to this often overlooked dimension. I know there's a proposal for a blue street, but it would be good to talk about why. And it's ironic the blue street will be connecting to a parking garage as part of the alternative 3 plan...even as the plan greenwashes the benefits of TOD.

People like to look at EV's as the GHG savior (which they have potential to help), but few people know that with the increased torque comes more particulate matter from tires. The WSDOT EIS also gave little mention of this and claimed the interchange would do little to increase particulate matter or increase traffic volume. And yet, the new interchange (if built) will be three layers of vehicle traffic where today there are two. Moreover, improved interchange flow to and from 85th may induce demand thus increase volumes from nearby arterials. (which the Kirkland DEIS admits at 3.6.4)

"However, 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."

With the city's refreshed commitment to sustainability, and a new focus on equity and justice, it would be good to see more attention put on true GHG, the underexplored effects of non-exhaust particulate emissions, and a spotlight on transportation equity and justice for those who live and work (or will) near the freeway. The current

3

document greenwashes much of this away by focusing on the benefits of TOD in alternative 3 and the cities ATP and sustainability plans, but gives little attention (outside of 3.6.4) to the realities of a dominant car dependent region with considerable increases in population.

Happy to chat face to face if it helps. And happy to help or nudge anyway or anywhere I can.

Brad

From: [Kuharic, Matt](#)
Sent: Thursday, January 28, 2021 4:45 PM
To: [REDACTED]
Subject: RE: GHG Dataset Dates

Hi Brad,

Apologies for the delayed response. I agree that the data in the reference County developed spreadsheet is out of date and there is more recent data and information available from other sources.

The County has not updated the spreadsheet because when it was first developed it was to support potential requirements of GHG emissions mitigation through the SEPA process, but because those potential requirements never were adopted, and because only disclosure of GHG emissions through SEPA is required, resources and time have not been spent to update the original spreadsheet.

Please let me know how I can be of assistance.

Sincerely, Matt

--
Matt Kuharic
Senior Climate Program Manager
King County's Department of Natural Resources and Parks Director's Office
<http://www.kingcounty.gov/climate>
(206) 477-4554 (office)
(206) 919-5624 (cell)

From: [REDACTED]
Sent: Wednesday, January 20, 2021 10:24 AM
To: Kuharic, Matt <Matt.Kuharic@kingcounty.gov>
Subject: RE: GHG Dataset Dates

Ping. Let me know if there's someone else I should be asking.

Thanks, Matt.

Brad

From: [Brad Weed](#)
Sent: Sunday, January 10, 2021 4:16 PM
To: matt.kuharic@kingcounty.gov
Subject: GHG Dataset Dates

4

Hey Matt,

I'm analyzing [Kirkland's NE 85th St Station Area Plan and Planned Action DEIS](#) as part of [Kirkland Greenways](#). Fehr and Peers link to your data for their Lifetime GHG Emissions of the Study Area Studied Alternatives (Exhibit 1-16 in the DEIS above).

I'm wondering why [the data you use](#) is so old. There have been numerous updates to the [EIA data alone](#) since 2003. But some of your data is even older, including Typical Housing stock from 2001.

I'm wondering if Fehr and Peers are using the right data or if maybe you've updated the spreadsheet but not your notes? Surely the data has changed in 20 years, yes?

Anyway, I'd love your thoughts and perspective.

Thanks!
Brad

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From: Joel Pfundt
Sent: Friday, January 29, 2021 6:22 AM
To: Allison Zike; Jeremy McMahan
Subject: FW: GHG Dataset Dates

Follow Up Flag: Follow up
Flag Status: Flagged

FYI...

From: bradweed@outlook.com <bradweed@outlook.com>
Sent: Thursday, January 28, 2021 10:43 PM
To: Adam Weinstein <AWeinstein@kirklandwa.gov>; Jon Pascal <JPascal@kirklandwa.gov>; Joel Pfundt <JPfundt@kirklandwa.gov>
Subject: FW: GHG Dataset Dates

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Happy to chat face to face if it helps. And happy to help or nudge anyway or anywhere I can.

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Senior Climate Program Manager
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(206) 919-5624 (cell)

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To: Kuharic, Matt <Matt.Kuharic@kingcounty.gov>
Subject: RE: GHG Dataset Dates

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2

Brad

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3

From: Steve Wilhelm [REDACTED]
Sent: Saturday, February 13, 2021 6:46 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Draft SEIS Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

We live at [REDACTED] just west of Lake Washington High School.

While the thought of all that development along 85th is a bit unnerving, I can see the virtue in terms of concentrating transit. Please do make sure all construction in the plan is 100 percent electric and net zero energy, and that existing buildings in the area be provided a strong aggressive energy retrofit and electrification program.

Thank you,

Steve Wilhelm

From: Bob Willar [REDACTED]
Sent: Monday, February 15, 2021 11:49 AM
To: Allison Zike
Subject: Proposed NE 85th St. Rezoning

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing as a resident of the Everest Neighborhood in Kirkland to express some concerns about the proposed NE 85th Street 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 policies expressly say are not to occur.

Many residents 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.

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.

Sincerely,
Bob Willar

From: Oksana Willeke [REDACTED]
Sent: Monday, February 15, 2021 9:47 AM
To: Allison Zike; City Council; Planning Commissioners
Subject: NE 85th Street Station Area Plan Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Dear city of Kirkland team,

As a resident of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion of our neighborhood.

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. Please do not recreate such places here in Kirkland.

Thank you for understanding and your work!

Sincerely,

Oksana Willeke
Kirkland Everest Neighborhood Resident

From: Scott Willeke [REDACTED]
Sent: Sunday, February 14, 2021 9:41 PM
To: Allison Zike; City Council; Planning Commissioners
Subject: NE 85th Street Station Area Plan Feedback

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing as a resident of the Everest Neighborhood to express some concerns about the proposed rezoning of a portion of our neighborhood, specifically having 45 or 85-foot-tall structures immediately adjacent to residential properties. I have already completed the DSEIS Survey but felt compelled to write to you as well.

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. 114-1

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. 114-2

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? I do not, if I did then I would not have chosen Kirkland as a place to live. 114-3

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. 114-4

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? 114-5

Sincerely,

Scott Willeke
 Kirkland Everest Neighborhood Resident



Office of Urban Mobility and Access
 2901 3rd Avenue, #500
 Seattle, WA 98121-3014

206-464-1220 / FAX: 206-464-1189
 TTY: 1-800-833-6386
 www.wsdot.wa.gov

February 18, 2021

Allison Zike, AICP
 Senior Planner
 City of Kirkland

Re: NE 85th Street Station Area Plan Draft Supplemental Environmental Impact Statement (SEIS)

Dear Ms. Zike,

Thank you for the opportunity to comment on the NE 85th Street Station Area Plan Draft SEIS. This letter provides the Washington State Department of Transportation (WSDOT)'s comments, representing the perspective from WSDOT's Urban Mobility and Access Office (I-405/SR 167 Megaprogram and Regional Transit Coordination Division).

WSDOT supports the City's work to develop a Station Area Plan (SAP) to advance the City's 2035 Comprehensive Plan vision and support a vibrant, equitable, and sustainable Transit-Oriented Community adjacent to the regional transit investments in the growing Downtown Kirkland and the NE 85th Street Corridor. We see high functioning communities and transportation systems as codependent. While promoting community goals, the SAP can establish a framework that can make the state transportation system more equitable and more sustainable. As the SAP evolves, we see opportunity to:

- Partner and proactively remove barriers to add housing, employment, and services within existing developed areas.
- Refresh our collective thinking on parking to explore the tremendous public cost of parking and the benefits of such strategies as shared parking and parking maximums rather than minimums in zoning code.
- Prioritize transportation investments that ensure equitable access to high-quality employment, education, healthy food, health care services, safe housing, arts and culture offerings, and social opportunities to achieve optimal health outcomes.
- Implement a clear delineation of road and street type.
- To improve access to transit, prioritize the safety and convenience of active transportation with facilities that invite all ages and abilities use active modes.

As the city works towards these larger goals that complement statewide goals—such as goals to reduce greenhouse gas emissions, vehicle miles traveled per capita, and improve equity—we want to work together as strong partners to find solutions to any challenges that may arise along the way. For example, exhibits 3.74 and 3.76 in the Draft SEIS show queuing is forecasted in the year 2044 along NE 85th Street under Alternatives 2 and 3 at the 120th, 122nd and 124th intersections. If those forecasts bore out, there is a risk that this queuing could back up onto the off-ramp from I-405. Queues that result in stopped vehicles on an off-ramp causing conflicts with vehicles moving at freeway speeds is a serious safety performance issue. As the City moves forward with the Final

SEIS and SAP, WSDOT requests that the City provide a more detailed quantitative analysis on the operational transportation effects of all of the SAP alternatives, particularly for the general purpose and express toll lane ramp terminal intersections at the redesigned I-405/NE 85th Street interchange. We also request that the City and WSDOT continue to work together proactively to ensure land development supports multimodal transportation and all safety issues are addressed. The City's attention to improving the proximity between people's daily destinations and their homes—building a complete 20-minute community in the 85th Station Area—would go a long way toward mitigating those potential risks in the later years of the forecast horizon.

115-1
cont.

WSDOT sets level of service standards for highways of statewide significance (HSS) based on RCW 47.06.140(2). For this SEIS, HSS facilities include I-405 and any associated ramps in the study area. WSDOT maintains that any operational or other impacts from the proposed action to HSS facilities (I-405 ramp terminals) would need to be mitigated. WSDOT requests that the City further identify and quantify additional mitigation projects and/or Transportation Demand Management strategies that could be implemented to address these adverse impacts under Alternatives 2 and 3.

115-2

With appropriate avoidance or mitigation for adverse transportation operational effects, we see the strongest potential for benefits from Alternative 3, the creation of a SAP and Form Based Code to allow further intensified development close to the station offering jobs and housing in taller buildings, transitioning to mid-rise and low rise development further from the station, as well as investment in additional bike/pedestrian routes, more intensive green streets, a green-blue street, and green building design.

115-3

WSDOT has been coordinating closely with the City and Sound Transit throughout the development of the I-405, NE 85th Street Interchange and Bus Rapid Transit Station Project. The project has been designed through a collaborative stakeholder process to meet the agencies' shared goals of transit connectivity, active transportation mobility and connectivity, and vehicular operations while remaining compatible with Kirkland's vision and agency master plans. WSDOT looks forward to continued coordination with the City as we work with Sound Transit to deliver the project.

115-4

Sincerely,

 Digitally signed by Lisa Hodgson
Date: 2021.02.18 14:25:55 -0800

Lisa Hodgson, P.E.
I-405/SR 167
Program Administrator



Dylan Counts
Director
Regional Transit Coordination
Division

DC: dh

From: Kelli Curtis
Sent: Friday, February 19, 2021 1:33 PM
To: Allison Zike
Subject: FW: Concerning the 85th St Transit and Redevelopment proposal

Follow Up Flag: Follow up
Flag Status: Flagged

From: Macy Zwanzig [REDACTED]
Sent: Monday, February 8, 2021 10:42 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: Concerning the 85th St Transit and Redevelopment proposal

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 currently a member at Salt House Church (11920 NE 80th St, Kirkland) and am a high school teacher at Redmond High School and a member of the church council. 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. 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.

116-1

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

Macy Zwanzig

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